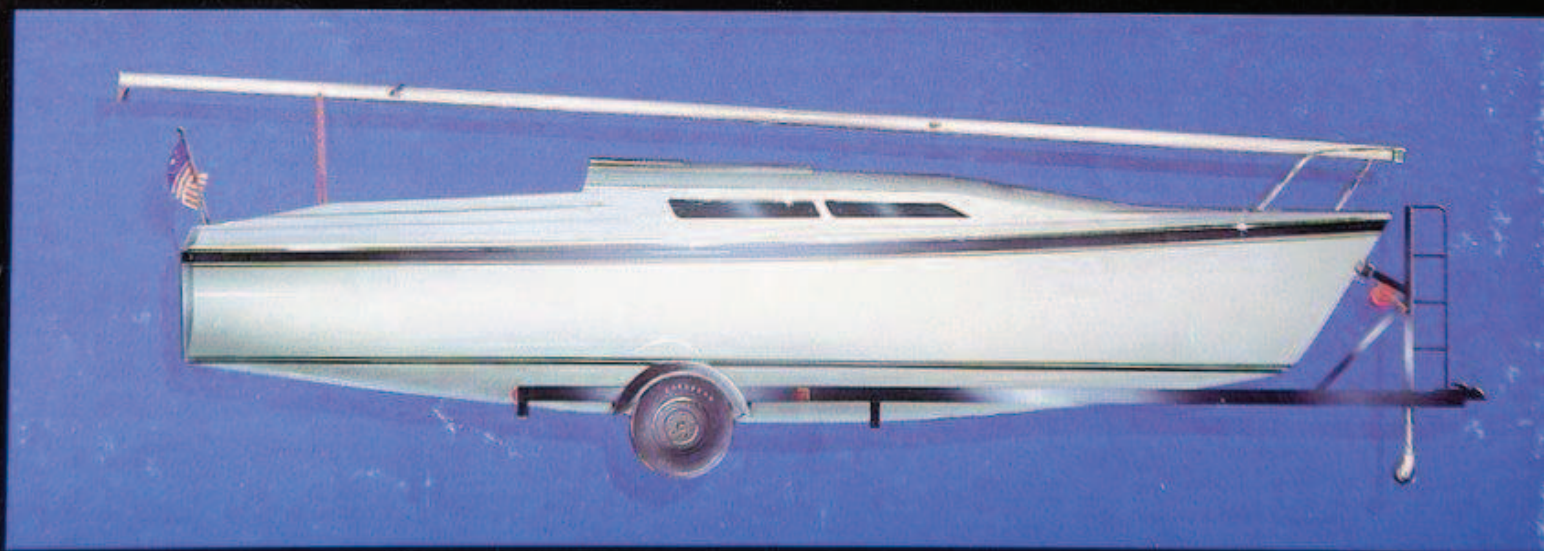




MACGREGOR 26

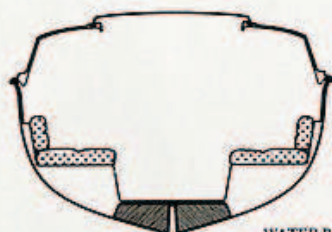
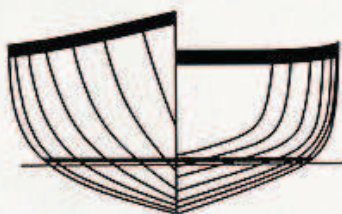


FEATURES

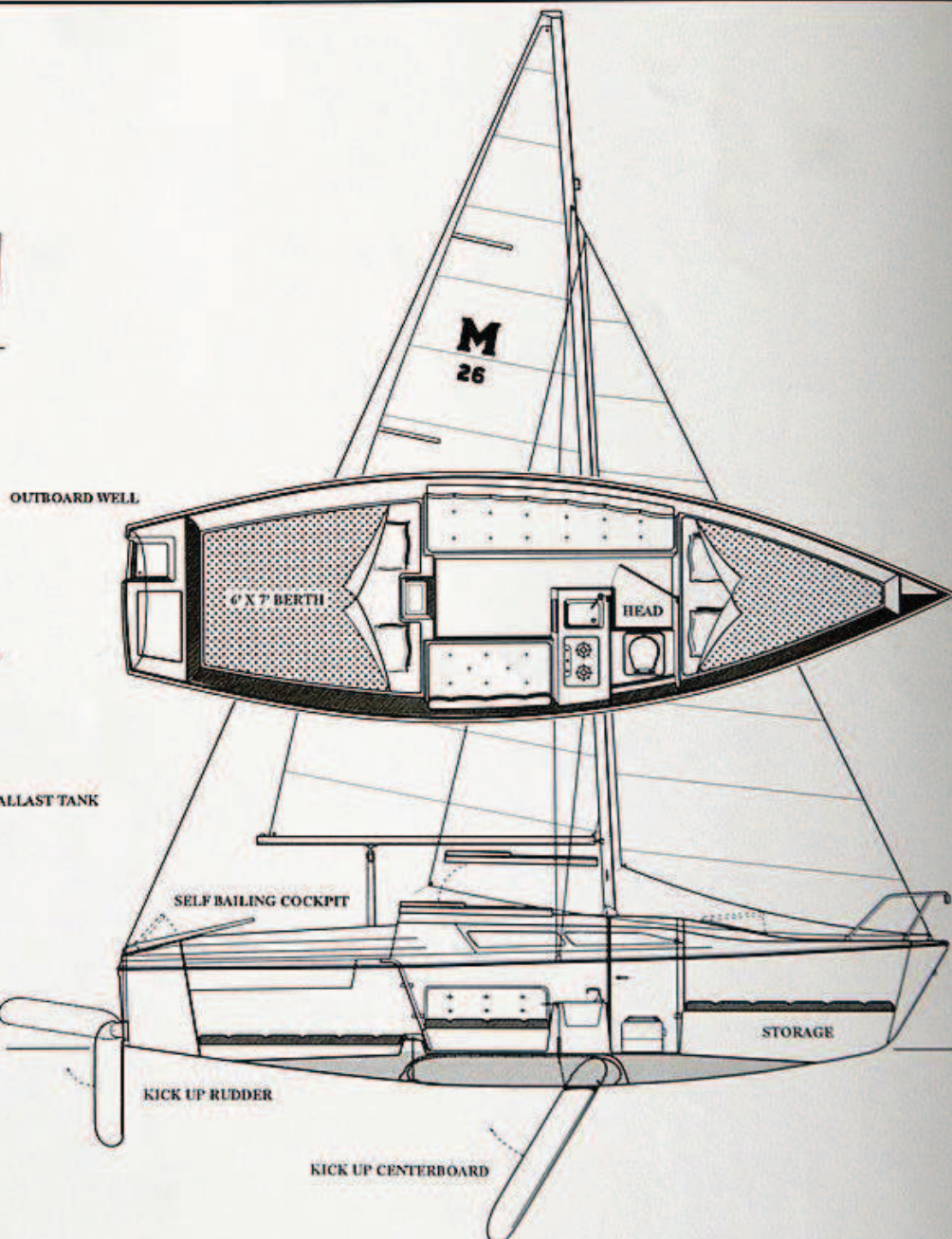
- * LOWEST TRAILERING WEIGHT: 2200 LBS, INCLUDING TRAILER
- * LOWEST COST
- * EASIEST TO SAIL
- * NO NEED FOR EXPENSIVE MOORINGS
- * LAUNCH AND RIG IN 10 MINUTES
- * EFFORTLESS MAST RAISING
- * OUTSTANDING PERFORMANCE
- * SAILS IN 15" OF WATER

- * WATER BALLAST SYSTEM
- * SELF RIGHTING AND STABLE
- * WILL STAY AFLOAT IF FLOODED
- * SLEEPS 6
- * 6' 1" HEADROOM
- * 6' BY 7' QUEEN SIZED BERTH
- * ENCLOSED HEAD
- * COMPLETE GALLEY
- * ABUNDANT STORAGE SPACE

- * HAND LAID FIBERGLASS CONSTRUCTION
- * KICKUP RUDDER AND CENTERBOARD
- * SELF-BAILING COCKPIT
- * BUILT-IN OUTBOARD MOTOR WELL
- * LOWEST MAINTENANCE
- * HIGHEST QUALITY CONSTRUCTION
- * 2 YEAR WARRANTEE
- * SOLD BY 150 OF THE NATION'S BEST SAILBOAT DEALERS



WATER BALLAST TANK



SPECIFICATIONS:

LENGTH:	25' 10"
WATERLINE:	23' 6"
BEAM:	7' 11"
NUMBER OF BERTHS:	6
SAILING WEIGHT:	2850 lbs
DRY BOAT WEIGHT:	1650 lbs
WATER BALLAST:	1200 lbs
DRY BOAT AND TRAILER:	2200 lbs
DRAFT, BOARD UP:	1' 3"
DRAFT, BOARD DOWN:	6' 4"
MAST HEIGHT ABOVE WATER:	32' 3"
MAST LENGTH:	28'
MAST WEIGHT:	38 lbs
CENTERBOARD WEIGHT:	25 lbs
SAIL AREA, MAIN AND JIB:	236 sq. ft
SAIL AREA, GENOA JIB:	176 sq. ft
SPINNAKER AREA:	360 sq. ft
COCKPIT LENGTH:	6' 4"
OUTBOARD POWER:	Up to 10 H.P.

MacGregor has delivered over 25,000 sailboats, far more than any competing builder. They have been thoroughly proven over millions of hours of sailing. No other boats can match our quality, performance, comfort, convenience and low cost.

MacGregor sailboats are easy to sail, and easy to trailer to your favorite sailing waters. They can be launched at any ramp, and rigged in just minutes.

The price is low, the trailer is your mooring....and the wind is free.

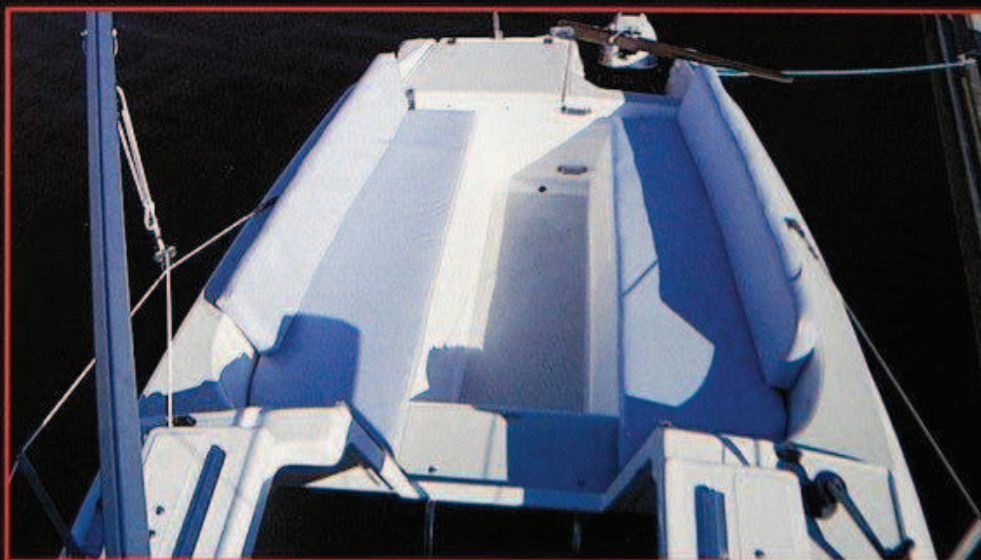
The weathertight cabin offers comfortable accommodations for family cruising. The main cabin has seating for 6, a galley, ice chest, a removable table, and a large mirror that completely covers the bulkhead behind the galley. One of the dinette seats can serve as a large single berth. The large overhead hatch can be raised to provide full standing headroom in the main cabin. Forward is a large double berth and a fully enclosed head compartment. A hatch in the foredeck provides outstanding ventilation.



Looking toward the rear of the boat, there is a 6' x 7' queen sized berth, rare in a boat of any size. There is storage under every seat and berth, and a very large locker aft of the cockpit. The cockpit seats are over 6' long, and serve as comfortable berths when the weather is good. (Not counting the cockpit seats, the boat will sleep 6. This is a big crowd in a small boat, but it is possible.) The interior is fully carpeted, and we have used the highest quality fabrics throughout the boat.



The cockpit is large and comfortable, with seats that really fit the crew. The cockpit is self bailing. The floor is above the waterline. If any water comes aboard, it quickly drains without getting inside the boat. This is a safety feature (a swamped boat is no joy) and a convenience (bailing out a week's worth of rainwater is no fun either).





THE WATER BALLAST SYSTEM: HOW IT WORKS

After the boat is launched, a valve inside the boat is opened, and a water tank in the bottom of the hull is gravity filled with 1200 lbs of sea water. The valve is then closed, trapping the water. Under power or sail, the 1200 pounds make the boat stable and self righting. When the boat is floated back on its trailer, the valve is opened. The car and trailer start up the ramp, and the water drains out of the boat, leaving a trailering package that is lighter than most small powerboats. There is no reason to pull your car apart by hauling around the entire 1200 pounds of ballast.



Because the rudder and centerboard retract completely, the boat sits very low on its trailer and can be launched at any ramp. The trailer has a boarding ladder for easy access, and vertical rails to keep the boat centered while it is being launched and recovered. The boat is light, and can be towed behind smaller cars. Costly, hard to find in-the-water moorings are unnecessary, and the trailer gives you unlimited access to the finest sailing waters. The 26 also makes a great camper when on the road.



One person can raise the mast, launch the boat and sail away in 10 to 15 minutes. We provide a simple, effective system for raising and lowering the mast using one of the boat's sail handling winches. The mast is light, and raising it is easy enough for a kid to do. Only the forward mast support wire (headstay) need be disconnected for trailering. All other rigging remains connected. There are lots of bridges, and the best sailing is often on the other side. The mast raising system, which can be left in place while sailing or trailering, can be used to handle this problem.



This photo shows two of the boats racing using genoa jibs. The boats are light, and the relatively small and easily handled sailplan gives outstanding performance, even in light winds. One person can comfortably sail a 26.



Sailing is one of the few sports that can be enjoyed by the whole family. Kids seem to love it, and there is no end to the number of new places to go and new things to see. You can learn to sail in a single afternoon.



The picture on the left shows the cruising spinnaker. The boat on the right is surfing at about 12 knots, flying the racing spinnaker. Both of these sails provide a major increase in speed when sailing downwind. The cruising spinnaker has the advantage of not requiring a spinnaker pole and extra hardware.

The 26 is exceptionally fast, faster than any trailerable boat that we have built before, and certainly faster than any of its competitors. Yet no boat is easier to sail.





Here is a test of the boat's foam flotation. We drilled a 1" hole in the bottom and let it fill. It won't sail fast this way, but it beats swimming.



It takes 132 lbs at the top of the mast to hold the boat on its side like this. The 1200 lb water ballast instantly rights the boat when the mast is released.



Here is another picture of the boat sailing in open ocean with the mainsail and genoa jib. The deep centerboard provides outstanding upwind performance.



The boat is powering with a 7.5 horsepower motor. It is highly maneuverable under power or sail. Only a light touch is required to hold a perfect course.



The pop top provides standing headroom and excellent ventilation. The optional pop top cover, with its clear side windows, keeps out the sun and rain.



The outboard motor mounts directly to the transom, where it can be left in place for trailering. The rudder kicks up for beaching and trailering.



Production begins with the spraying of the exterior hull color on a highly polished and waxed 3 ton hull mold. The black waterline and accent stripes are also sprayed on at this point.



Alternating layers of fiberglass fabrics are then applied. Each layer is saturated with resin, and all air and excess resin is removed. The resulting laminates are of the highest quality.



Here the cured hull is being removed from the mold. Notice the high gloss and molded in stripes. All the fiberglass parts for the 26 are built in precise molds in the same manner as the hull.



Here are the parts that make up the boat. At the top is the hull, still in its mold. Notice the water tank that is molded into the hull. Next is the hull liner, then the deck, and then the deck liner.



All hardware is then attached to the deck and hull, and the 2 major components are bolted together with 1/4" bolts on 6" centers. Top grade sealant is used to insure a watertight joint.



Detailed quality control inspections take place at each step of the production process. When the boat is finished, and all checklists signed off, it is loaded on one of our trucks for delivery.



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A 45 minute video is available, for \$10, showing all aspects of the MacGregor 26's design, construction and performance.