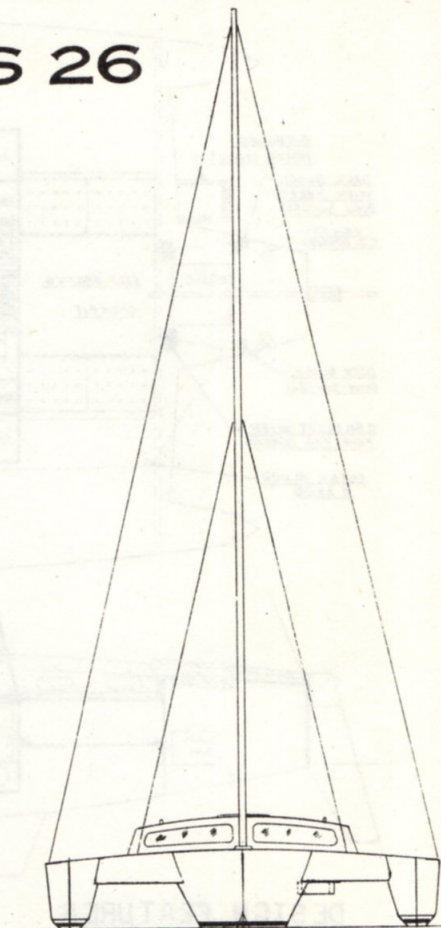
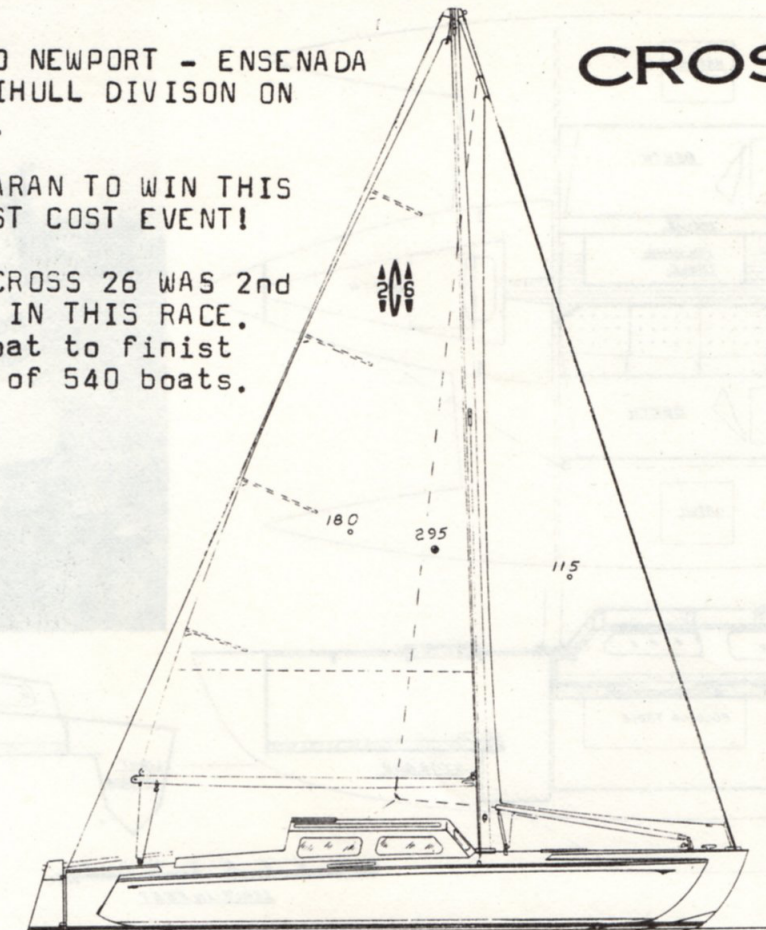


WINNER 1970 NEWPORT - ENSENADA
RACE, MULTIHULL DIVISON ON
CORR. TIME.

CROSS 26

FIRST TRIMARAN TO WIN THIS
POPULAR WEST COST EVENT!

IN 1972 A CROSS 26 WAS 2nd
CORR. TIME IN THIS RACE.
WAS 35th boat to finist
in a fleet of 540 boats.



SPECIFICATIONS

Length Overall	26' 0"	Displacement	3100 lbs.
Length Waterline	24' 0"	Payload	900 lbs.
Beam	15' 0"	Auxil. Power	5-8 H.P. Outbd.
Draft	3' 0"	No. Berths	3 - 4
Sail Area	295 Sq. Ft.	Headroom	4' 10"

The CROSS 26 is a step larger than the CROSS 24 and offers an ideal weekend cruiser for a party of three or four persons.

The main cabin is 8' long and 9' wide with 2 berths, 1 port 1 strbd, on the wing deck. Ther is a settee on the strbd side with a folding table on the port side. A galley is aft. There is sitting headroom above the settee. The head is located under the settee (or in forward hull area). Another berth is forward.

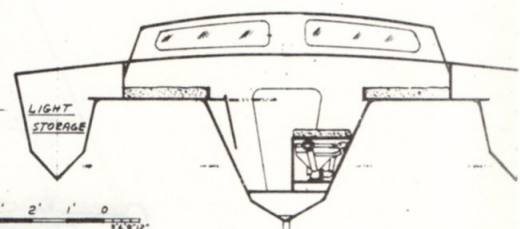
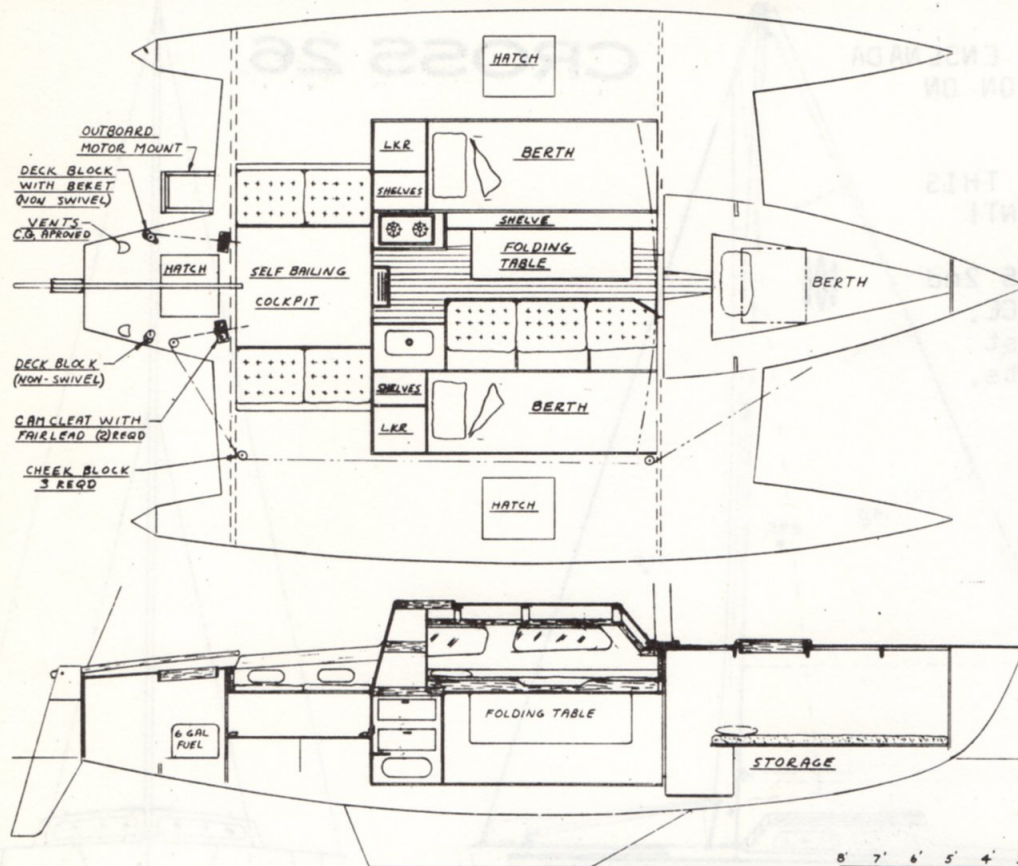
The cockpit is 4' long and 7' wide with room for 4 persons, although some will want to take advantage of the large deck area.

The low silhouette of the cabin allowses the helmsman to see over it while sitting on the cockpit seat.

The CROSS 26 handles well with a good solid feel to it and will show a good turn of speed when conditions permit. Owners report speeds in excess of 15 knots registering on Sumlog.

The first CROSS 26 was launched early in 1965 and has logged over 5000 miles sailing the coast of Southern Calif.

Over 75 of the CROSS 26 Trimarans are building or sailing.



DESIGN FEATURES

Non-ballasted fin keel on the main hull which gives the CROSS 26 the ability to point high and come about easily. Even with the fin keel the draft is not excessive. It is strong enough to support the boat should beaching be necessary; however the floats should be supported.

Raised chines on the floats with the floats immersed only a few inches to reduce wetted surface. This improves the light weather performance. As the wind increases and the trimaran begins to heel, the floats quickly build up bouyancy to counteract the heeling.

Deep narrow beams having great strenth for their weight and taking up very little of the cabin area.

Simply supported mast, stepped on deck and requireing no spreaders.

CONSTRUCTION

HULLS - Frames and longitudinals are of Douglass fir, mahogany or other suitable boat lumber. Planking is od plywood (marine preffered), fastened with anchorfast bronze nails and a marine glue.

BEAMS - DOUGLAS fir and marine plywood.

DECKING & CABIN - Douglass fir and plywood.

FIN KEEL - Exterior plywood fastened with lag screws and epoxy glue.

ALL EXTERIOR SURFACES are covered with fiberglass before painting.

SPARS - Sitka spruce or Douglass fir. (Aluminum spars optional)

STANDING RIGGING & FITTINGS - Stainless steel or bronze.

CONSTRUCTION PLANS ARE EASY TO FOLLOW. NO LOFTING NECESSARY.

COST OF PLANS.....\$115.00

COST OF STUDY PLANS.....\$3.00

APPROX. COST TO BUILD.....\$3,000.00

(less sails & power)

APPROX. MAN HOURS TO BUILD 900

FULL SIZE PATTERNS \$20.00

(frames & stems)

CENTERBOARD OPTIONAL

PLANS FROM:

NORMAN A. CROSS

4326 ASHTON

SAN DIEGO, CALIF. 92110

U. S. A.

Phone: (714) 276-0910