



**EVELYN 26**  
**One Design**

The Offshore One Design Evelyn 26 (O.O.D./E-26) is the outgrowth of over two years of study and evaluation of racer/cruiser sailing yachts in the 26 to 30 foot range. This effort was undertaken when a group of sailors from Marblehead got together in 1977 with the intent of developing a new offshore one design class.

Since many individuals of the group were disenchanted with handicap rule changes which tended to obsolete competitive new yacht designs every two to three years, the primary objective of the group was to either find an existing yacht or develop an entirely new boat. The boat would have to satisfy the needs of sailors who enjoyed high performance racing as well as occasional cruising.

A survey was conducted to determine those yacht characteristics preferred by many current and former IOR, MORC, PHRF, and NER members in New England.

With the survey results, a core group or steering committee spent over 1½ years discussing with designers and builders across the U.S. and Canada, potential yachts for evaluation. Over 32 different yachts were chartered, sailed and raced to evaluate potential candidates. Included in the evaluation were: Peterson half tonners, Tartan 10, Pearson, Mariner, O'Day, C&C, Hawkfarm, Perry Designs, Metalmast 30, J-30, and a host of others.

The selected design was a custom one design version of the Evelyn 26.

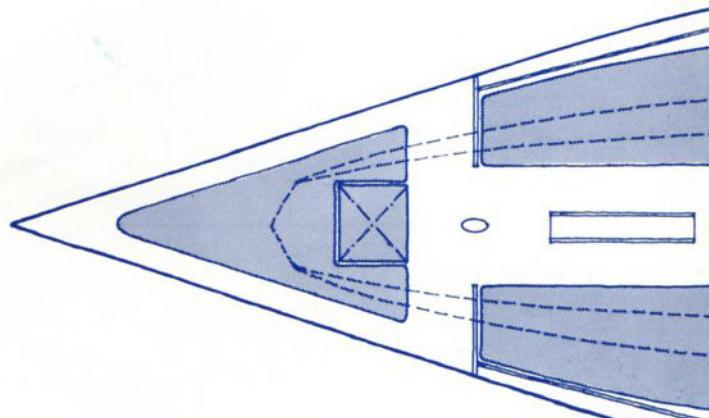
The boat is the same race winning hull which has been collecting first places in the Great Lakes, Minnesota, Texas, the Chesapeake, Florida, and New England, including winning the highly coveted Everett B. Morris Trophy for the Most Outstanding Yacht at the recent Block Island Race Week.

The Offshore One Design Evelyn 26 features a high lift, low drag lead keel, a cabin with 5'-10" headroom, offshore cruising capability, midship galley, sit-down navigator's station, 6 large berths, large cockpit with comfortable seats and coaming, cockpit seat hatch, and easily controlled single spreader rig with no running backstays necessary.

The Airex hull is of super strong construction, and with good insulation there is no mildew or condensation problem. Standard equipment includes all racing hardware. Four people can easily and comfortably cruise the boat.

The Offshore One Design Evelyn 26 offers an unbeatable combination of Performance, Comfort, and Quality representing a solid investment at a reasonable cost with lasting value.

## Chosen Over 32 Designs...



## On Deck

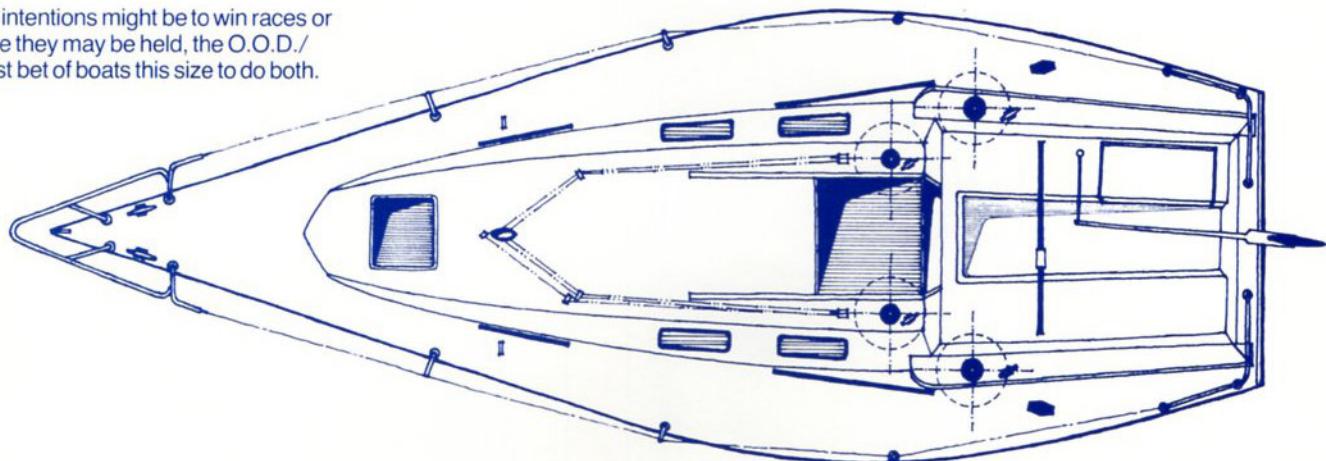
The Offshore One Design Evelyn 26 has the formula for the most demanding racer as well as the cruising enthusiast. The large self-bailing cockpit is carefully laid out for efficient racing and comfortable cruising. The cockpit seats and coaming have been designed to provide optimum support while insuring clear visibility forward. The cockpit seat hatch provides a convenient and handy storage location for sheets, lines, etc.

Mounted on deck is all of the finest hardware needed for the most demanding race or solo sail. Just the right hardware is used in just the right places. Designed for maximum sail and rig control, crew mobility, and easy boat handling, the layout is simple, yet all inclusive.

The low windage modern cabin, designed with opening ports provides a boat well suited for the dual purpose for which she was intended.

Whether your intentions might be to win races or to cruise where they may be held, the O.O.D./E-26 is the best bet of boats this size to do both.

## The Formula For Performance And Comfort...

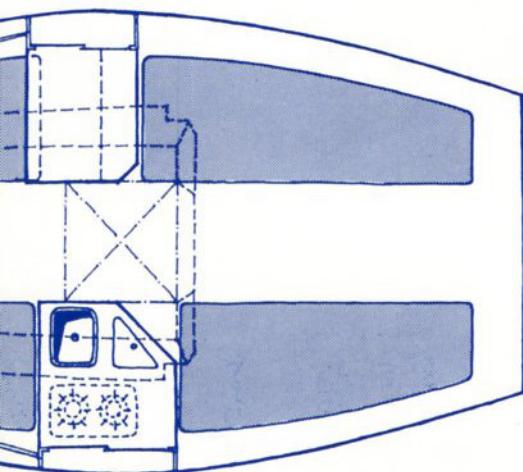


## Below Deck

The Offshore One Design Evelyn 26 has the formula for comfort and quality. Six full-sized berths with storage underneath, a complete mid-ship galley with built-in ice box, sink and water system, sit-down navigation table, hanging lockers, vinyl covered interior, electrical system, interior lights, and oiled teak trim are some of the outstanding features.

The carefully planned interior layout, coupled with the 5'-10" headroom, add up to an interior which provides all the requirements for comfort in a spaciousness comparable to most thirty footers!

Careful attention has been given to the finished quality of the yacht. No hull to deck fasteners or raw fiberglass are visible and only the finest materials, installed with quality workmanship, are utilized to provide an interior with the appearance of a truly well designed and built yacht.



Length overall: 26 ft.  
Beam: 9.5 ft.  
Beam at waterline: 7 ft.  
Draft: 4.5 ft.  
Ballast: 1400 lbs. (lead)  
Displacement: 4100 lbs.  
Sail area: 325 sq. ft. (100%)  
Mast height above water: 38 ft.  
Sail area to displacement ratio: 20.7  
Displacement/Length ratio: 177  
Head room: 5'-10"

Sail plan dimensions:

Main—Luff: 29.8 ft. (P)  
Boom: 12.6 ft. (E)

Foretriangle—Height: 29.0 ft. (I)  
Base: 9.5 ft. (J)

Recommended one design sails:

1. Mainsail
2. 150% Genoa
3. 90% Jib
4.  $\frac{3}{4}$  oz. Triradial Spinnaker

## The Formula ...



## Hull and Deck

- White gelcoat Airex core hand laid-up hull
- Ivory deck with white accent; heavy duty non-skid on deck with *Treadmaster* non-skid cockpit sole
- Oiled teak trim
- 18" x 21" *Giot* foredeck hatch
- Acrylic and teak sliding main hatch and weatherboard
- Custom low profile black anodized aluminum toe rail
- Four opening cabin ports with screens
- Underseat storage compartment
- Gas tank locker
- Safe, comfortable self bailing cockpit with human engineered seats and coaming for racing or cruising

## Standard Equipment...

## Interior

- Six full-sized berths with 3" cushions
- Large mid-ship galley with built-in ice box, stainless sink, pump, water tank, and ample storage for food and utensils
- Forward facing mid-ship sit-down navigation table with chart and navigation equipment storage
- One-half inch thick oiled teak bulkheads fiberglass bonded to hull
- Vinyl covered hull and overhead with oiled teak trim
- Teak companionway ladder
- Electrical system; two interior lights, circuit breaker panel, and battery storage box (battery not included)
- Built-in area for chemical head
- Hanging lockers in V-berth



## Deck Hardware

- Two *Lewmar* #30 2-speed winches with cleats
- Two *Lewmar* #6 halyard winches with cleats and two *Schaefer* vertical halyard stoppers
- Two winch handles
- Four *Merriman Holbrook* jib/genoa tracks with two cars
- Recessed *Kenyon* ball bearing traveler for main sheet with *Harken* cam cleats and control lines
- *Harken* ball bearing ratchet main sheet system including mainsheet
- Complete spinnaker gear; spinnaker pole, topping lift, foreguy, two spinnaker sheets with snap shackles, two spinnaker eyes on mast, two *Harken* ball bearing ratchet fiddle blocks for sheet leads, and genoa/spinnaker wire halyards
- Complete lifeline assembly consisting of custom split design 24" stainless bow pulpit, stern pulpit, six stanchions with single lifelines
- Three 6" mooring cleats
- Custom 2-hook stainless stemhead
- Navigation lights



## Spars and Rigging

- Custom tapered, single spreader, keel stepped *Kenyon* mast
- 1 x 19 standing rigging, airfoil spreaders, and stainless turnbuckles
- Two wire interchangeable genoa/spinnaker halyards with spliced color coded rope tails; wire main halyard with rope tail
- Spinnaker pole lift with shackle; all halyards and lift internal
- 16 to 1 adjustable backstay system
- 4 to 1 boom vang system
- 4 to 1 cunningham system
- Internally rigged boom with 4 to 1 outhaul and two sets of 2 to 1 slab reef lines with lockoffs
- Completely rigged double bridled spinnaker pole
- All running rigging color coded

## Keel and Rudder

- 1400 lb. lead keel; fiberglass covered and faired
- Foam core fiberglass rudder stiffened with carbon fibers
- Ash and mahogany tiller with oversized stainless pintels and gudgeons

