

HUGHERS 26





HUGHES BOAT WORKS INC.

HURON PARK, ONTARIO/FACTORY: [519] 228-6962

ORANGEVILLE, ONTARIO/FACTORY: [519] 941-3323

"THE PROPER YACHT"

STANDARD SPECIFICATIONS

**All of the following is now standard equipment on
the complete HUGHES 26**

- BOW PULPIT
- STERN PULPIT
- STANCHIONS AND LIFELINES
- HENDERSON MANUAL BILGE PUMP
- TEAK YACHT GRAB RAILS ON THE COACH ROOF AND INSIDE THE MAIN CABIN
- 110-VOLT ELECTRICAL SYSTEM
- 12-VOLT ELECTRICAL SYSTEM INCLUDING BATTERY, MASTER SELECTOR SWITCH AND FUSEPANEL
- RUNNING LIGHTS
- MARINE TOILET SYSTEM INSTALLED
- FRESH WATER SYSTEM INCLUDING TANK, PUMP
- S/S SINK
- BRONZE THROUGH HULLS AND GATEVALVES
- DRAPES ON ALL CABIN WINDOWS
- LUXURIOUS 4' UPHOLSTERED CUSHIONS
- PADDED-UPHOLSTERED SIDEPANELS IN ALL BERTHS
- ALUMINUM SPARS WITH CUSTOM FABRICATED FITTINGS, OVERSIZE EXTRUSIONS, FITTINGS AND STANDARD RIGGING
- OUTBOARD MOTOR BRACKET STD.
- 2 BARLOW #16 SHEET WINCHES
- ELECTRICAL GROUNDING ON SPARS AND CHAINPLATES
- FORWARD BERTH FILL-IN CUSHION
- MAIN COMPANIONWAY HATCH SPRAY SHIELD WITH VENT
- BURMA TEAK JOINERWORK—JOINTED AND GLUED
- GENOA SNATCH BLOCKS
- FULL LENGTH GENOA TRACKS
- SKEG TYPE RUDDER WITH 1 1/4" DM. SOLID STAINLESS SHAFT
- 2200 LB. EXTERNAL LEAD KEEL
- MOLDED-IN COVE STRIPE & WATERLINE STRIPES
- WIDE CHOICE OF COLOURS FOR THE HULL, DECK, ETC
- UNLIMITED CHOICE OF CUSTOM INTERIOR FABRICS
- CARPET THROUGHOUT CABIN AREA
- MOLDED ENCLOSED ANCHOR LOCKER
- COCKPIT SEAT SAIL LOCKER
- 26E ENCLOSED HEAD WITH TEAK BULKHEADS* HANGING LOCKER AND DRAWERS

THE PROPER YACHT

The Hughes 26 is a "Yacht"—A "Proper Yacht" with a hull designed by Sparkman and Stephens of New York—The most experienced, most respected, most successful naval architects in the world. A Proper Yacht starts with a well designed and thoroughly tested hull built to a set of exacting specifications developed over decades of design and construction of ocean going yachts—The Hughes 26 hull is a superb example of this thoroughly developed state of the art of Yacht Design and Construction in North America today.

A good hull begins with an external lead keel. It is the most difficult, most expensive way to ballast a boat, but it is the only no compromise, "Proper Yacht Method". The easy way is to mold the keel shape in the hull and then to fill the keel cavity with a lead or cast iron casting. Because the inside dimensions of a cavity are much smaller than the outside dimensions—An internal keel casting has to be "squeezed" by several inches, usually an inch off either side plus 2 inches off the bottom due to the thickness of the fiberglass. The result is that the lead finishes up 6" to 8" higher than its external counterpart with a significant reduction in righting moment and overall boat stability. The situation becomes even worse if a builder elects to cheapen his product even further by using cast iron since the same keel in cast iron would be 12" - 14" higher in the boat, a completely unacceptable situation on a Hughes Boat of any size or any price. All our boats have the lead right down low bolted to the bottom. The keel is cast virgin lead with antimony added for hardness. It has great oversized stainless steel bolts cast into it to enable us to secure it into place on the outside of the hull. It is not cheap cast iron—or lumps of melted-down battery lead dropped into the inside of the keel—it's a very expensive casting that fits the shape of the hull, bolted on forever. The keel is faired into the smooth flowing underbody lines of the underbody with epoxy resin, ground, faired, sanded and painted until you cannot see where the lead ends.

There is a cheap, easy, ineffective and inefficient way to design a rudder—it is called the "Spade", the most used and cheapest system. It is unsupported, ineffective, vulnerable and inefficient. We use a skeg supported rudder on all of our boats. The skeg is a massive fiberglass structure which "leads" the water over the rudder surface, protects the rudder from accidental damage by rocks, logs, etc. and most of all—supports the bottom of the rudder. A fourteen pound bronze casting cradles the bottom of the skeg and is machined to support the 1 1/4" stainless rudder shaft at the rudder heel. On a Hughes 26 you get this safety, security and efficiency. Our competitors just don't seem to care about such things.

Go take a look at a Hughes chainplate—it is stainless steel—polished, rounded, oversized and overbolted. It is through bolted to the main bulkhead, which itself is doubled at the chainplate attachment area. You will never, never pull it out of the hull. The backstay and forestay chainplates are bolted through the hull on the outside where they may not please the indiscriminating buyer or the uninitiated eye, but where the forces exerted by the rigging are forcing the chainplate against the hull and not trying to peel it off as with internal plates. All chainplates are of course grounded individually to the lead keel, which may not give you complete protection in an electrical storm, but is as much as the builders of your Yacht can do to protect your boat, family and friends.

Just as the external lead keel gives the stability, the spars and the rigging provide the drive. The better the job you do with the keel, by lowering the ballast and the centre of gravity, the greater the righting moment. This increased righting moment puts greater stress on the rigging and spars, since the boat gets up and goes instead of laying on its side spilling air. In 15 years of yacht construction in Canada, no Hughes designed or built boat has to our knowledge ever lost a spar or sustained major damage to the spar or rigging. We are proud of our spars and rigging. They stand out at any club or marina. The extrusions are big and tough and may be oversized, but we feel sure you will appreciate this great margin of safety in the middle of a storm some dark night. The extrusions are by Alcan. The magnesium alloy mastheads and fitting by Hughes. The Hughes 26 standing rigging is 3/16" stainless steel cable. 5/32" is what most of our competitors use. Some use 1/8". Sometimes theirs break. Ours never, never, never. Our kids might be on board!

It's about those extras that appear on the back of most boat price sheets which add 50% to the base price of the boat. We don't have many. We don't have any that could be classified in the safety category. We won't build you a boat without a substantial stainless bow pulpit, stern rail, stanchions and lifelines. We don't insist, but we prefer you to buy double lifelines to provide additional security, particularly for children. Just ask and we'll install these lower lifelines at our cost—you should have them. You need a primary bilge pump—a reliable manual pump that will work when you need it. If you buy a second pump put another manual one on. It will work everytime even if the batteries are flat and the engine won't start. We will put it on at our cost as well. Every Hughes boat has a Henderson or Whale manual bilge pump as standard equipment. You cannot buy a Hughes 26 without it—properly installed as the designer intended, as original equipment at the factory.

The hatches, their design, construction and attachment are very important from a safety point of view. The Hughes 26 forward molded fiberglass hatch is hinged with custom hinges and held down by positive screw action "jacks" which almost bolt it into the deck in the closed position. The main companionway sliding hatch slides under a spray shield which protects the leading edge of the hatch from driving rain or 2 tons of green water.

You may never take your Hughes 26 into bad weather, but sometimes the best laid plans of mice and men and all that...When the going gets tough there is a great security in knowing that you are sailing a boat built for the ocean, designed by people who have been designing the best, fastest and often the most expensive ocean going yachts in the world, for forty years. The Hughes 26 is just such a boat, no nonsense, no apologies, no compromises—safe, stiff, comfortable and a pleasure to sail.

The interior of the 26 is warm, comfortable and workable. Interiors are our "thing". In our associated "Hughes" companies we design and install luxurious interiors in executive buses and aircraft and G.M.C. Motorhomes. Interiors are as we say, "our thing"—no cheap trim, just hand fitted burma teak, soft high quality fabrics and good taste. The foam is 4" thick, not cheap, hard and uncomfortable, just tasteful, practical and comfortable. There is good, deep pile carpet on the floor and drapes on the windows. There are padded buttoned upholstered sidepanels on the topsides of the hull interior. We have standard fabrics, but we will customize your interior with any fabric and do it in our own shop where you can see it being made.

Come to the factory and let us show you how we build proper yachts. We work at it and enjoy our work.

Howard Hughes
President

HUGHES 26



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KITS

The HUGHES 26 and all HUGHES Boats are available in **any** stage of completion from a raw fibreglass hull to a custom built—non standard yacht. Let us quote you on a Kit Package at a stage where you can complete or customise your HUGHES:

H26— .—H31—H35—H38—H40

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