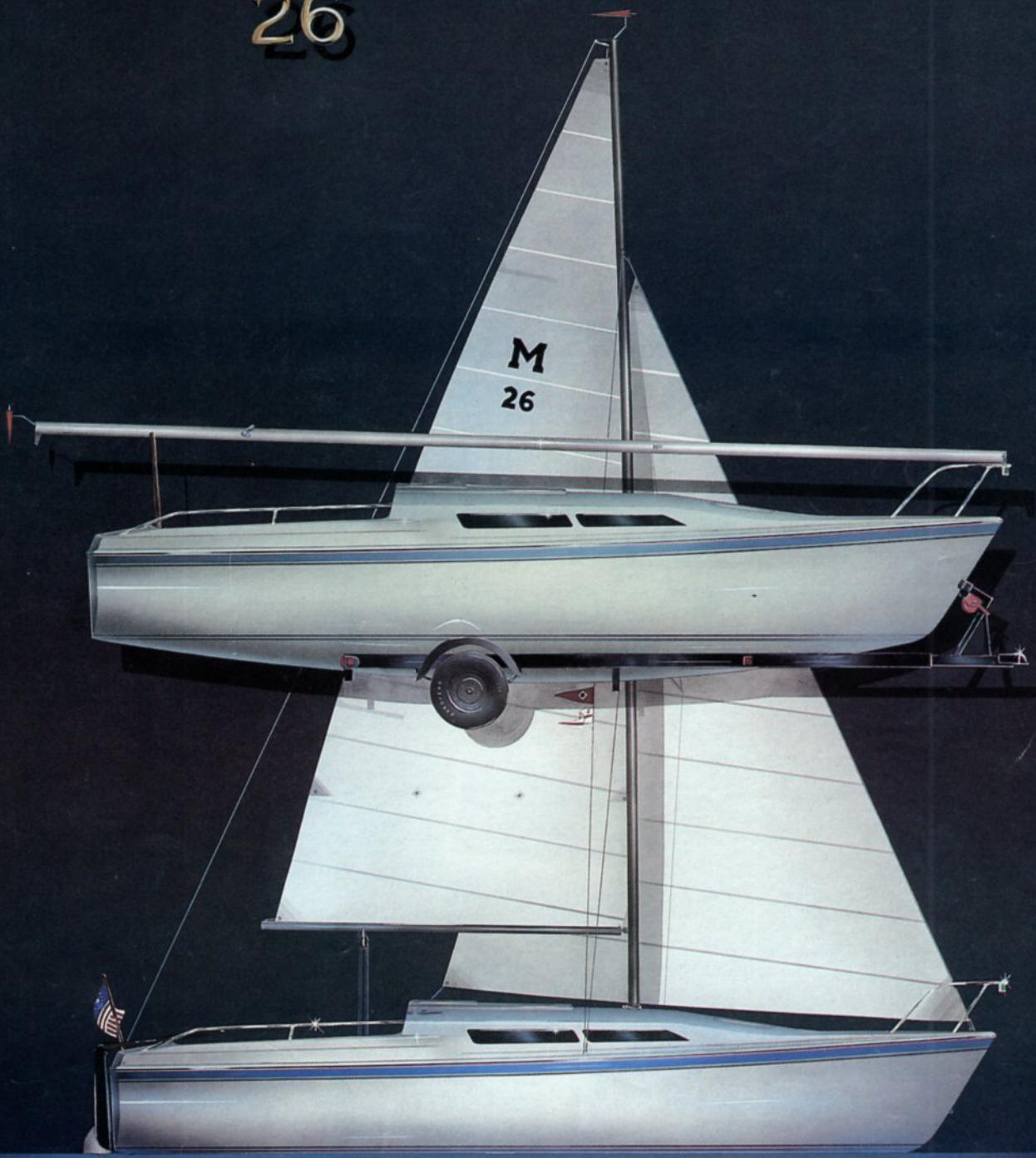
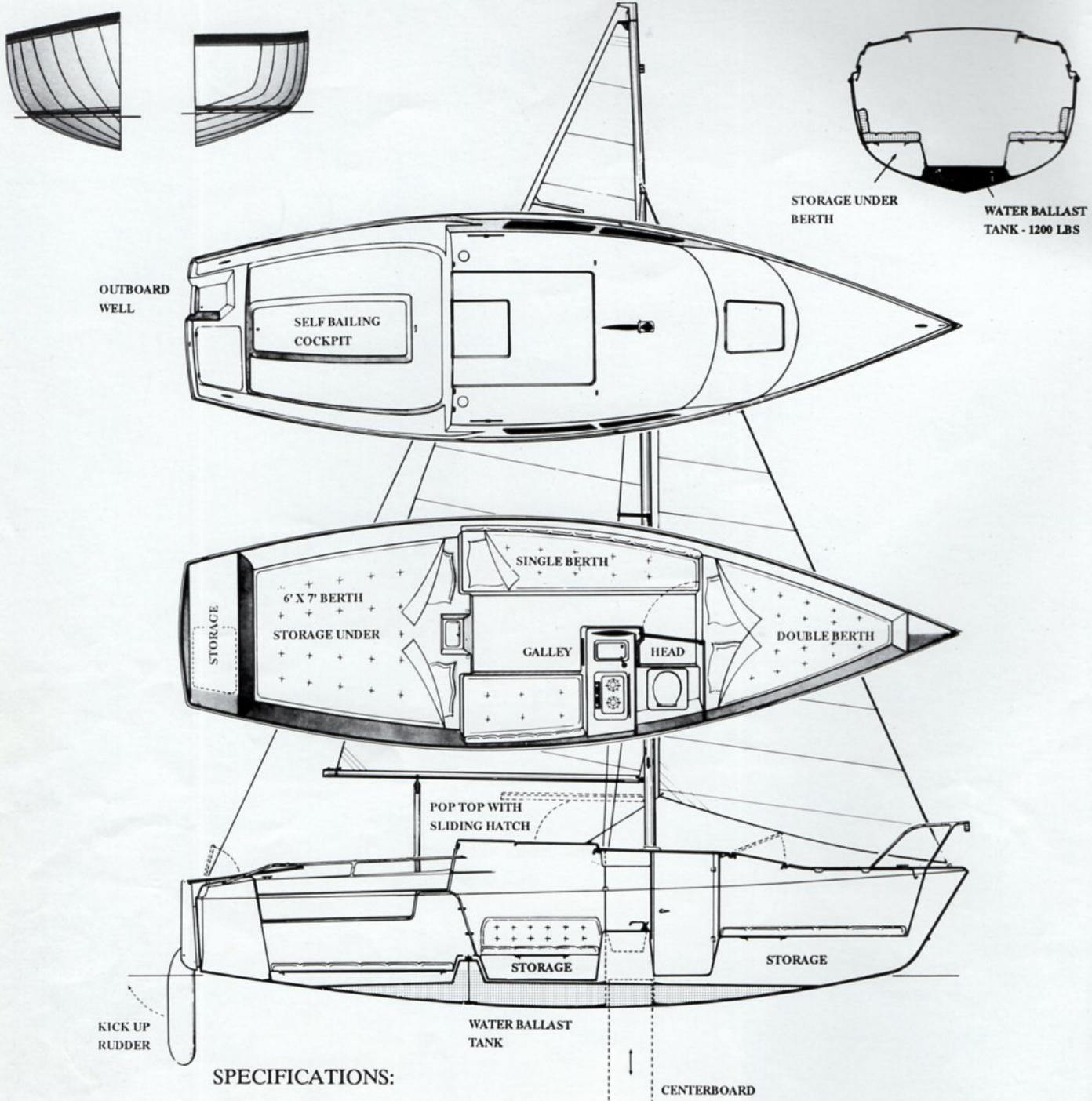


# MACGREGOR

## 26



A. MacGregor.



#### SPECIFICATIONS:

Length:	25' 10"
Waterline:	23' 6"
Beam:	7' 11"
Number of berths:	6
Sailing weight:	2850 lbs
Dry boat weight:	1650 lbs
Ballast:	1200 lbs
Dry boat and trailer:	2200 lbs
Draft, board up:	1' 3"
Draft, board down:	5' 4"
Mast height above water:	32' 3"
Mast length:	28'
Mast weight:	38 lbs
Centerboard weight:	18 pounds
Sail area, main and jib:	236 sq. ft.
Sail area, genoa jib:	176 sq. ft.
Cockpit length:	6' 4"
Outboard power:	Up to 10 H.P.

MacGregor has delivered over 20,000 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.



## FEATURES OF THE MACGREGOR 26

- \* LOWEST TRAILERING WEIGHT - 2200 POUNDS - INCLUDING TRAILER
- \* WATER BALLAST SYSTEM
- \* LOWEST COST
- \* EASIEST TO SAIL
- \* NO NEED FOR EXPENSIVE MOORINGS
- \* CAN BE LAUNCHED AND RIGGED IN LESS THAN 15 MINUTES
- \* OUTSTANDING PERFORMANCE UNDER POWER OR SAIL
- \* SLEEPS 6
- \* 6' 2" HEADROOM
- \* 6' BY 7' QUEEN SIZED BERTH
- \* ENCLOSED HEAD
- \* COMPLETE GALLEY
- \* ABUNDANT STORAGE SPACE
- \* POSITIVE FOAM FLOTATION - WILL FLOAT IF FLOODED
- \* SELF RIGHTING AND STABLE
- \* SAILS IN 15" OF WATER
- \* KICKUP RUDDER
- \* HAND LAID FIBERGLASS CONSTRUCTION
- \* SYSTEM FOR EFFORTLESS MAST RAISING
- \* SELF-BAILING COCKPIT
- \* BUILT-IN OUTBOARD MOTOR WELL
- \* LOWEST MAINTENANCE
- \* HIGHEST QUALITY CONSTRUCTION
- \* 2 YEAR WARRANTY
- \* SOLD BY 150 OF THE NATION'S BEST SAILBOAT DEALERS

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For a more detailed discussion of each of the above items, please read on.

**LOWEST TRAILERING WEIGHT - 2200 POUNDS -  
INCLUDING THE TRAILER. CAN BE EASILY  
TOWED**

In the United States, during the 60's and 70's, we all had huge cars that could pull just about anything that we wanted to pull. Trailerable boats could be heavy. Those days are gone. Cars are smaller and less powerful, and every extra pound of trailering weight becomes critical. Many cars available in this country cannot tow heavy loads.

Except for the MacGregor 26, virtually all trailerable sailboats that have good cruising accommodations are too heavy to trailer with these lighter cars.

In Europe, where cars have been historically small, many of the most popular trailerable sailboats use water, trapped in a compartment in the bottom of the hull, as ballast, in place of lead or cast iron. The MacGregor 26 makes use of this well proven system to keep trailering weights down without sacrificing safety or performance.

**THE WATER BALLAST SYSTEM: HOW IT WORKS**

The boat is launched in the conventional manner. A valve inside the boat is opened, and, in 6 minutes, 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 of ballast makes the boat stable and self righting. (Self righting means that the boat will return to an upright position, by itself, if turned completely on its side.)

When the sailing day is over, the boat is floated onto its trailer. The valve is then opened, the car and trailer start up the ramp, and gravity returns the 1200 pounds of water to the ocean, leaving a trailering package that is lighter than most small powerboats. There is absolutely no reason to pull the innards out of your car by hauling around the entire 1200 pounds of ballast.

Quite simple. No underwater metals to corrode. No thru hulls or sources of leakage below the waterline. Nothing to work loose or refinish. No concentrated loads imposed by a keel. (A vertically retracting 18 pound centerboard replaces the conventional keel for superb upwind performance.)

A pound of water trapped in the bottom of the hull is as effective for stability as a pound of lead. (Although lead can have a slightly lower center of gravity, the advantage is so small that it is undetectable when sailing).

For centuries, ships have used water ballast. When the cargo comes out, tanks in the bottom of the hull are filled with water to give the ship stability.

**LOWEST COST**

As you have probably noticed, the price for the MacGregor 26 is considerably less than the price of boats of comparable size. The reasons are many.

Most obvious is the fact that water ballast is free, and lead or cast iron costs big money.

MacGregor is one of the largest, highest volume sailboat manufacturers in the world. We have produced over 20,000 sailboats, and have one of the most modern and efficient plants in the industry. This volume has many cost advantages. Overhead and development costs can be spread over a large number of boats. We buy the same or better materials than other builders, but we buy for a lot less because of our higher volume. Our work force is highly specialized. Because of our volume, each worker can concentrate on one job, so he soon becomes the best in the industry at that job. Unlike most sailboat builders, we make large investments in manufacturing engineering--the art of creating production systems that are labor saving and foolproof. We build jigs, fixtures and tooling that allow the worker to do his job with a minimum of effort and a maximum of accuracy.

Many designers spend very little time in production plants, and tend to create boats that are extremely costly to build. We are highly skilled at building sailboats, and equally skilled at designing boats that are easy to manufacture. With care, this can be done without sacrificing quality, performance or safety.

In short, the old adage "you get what you pay for" is often the inefficient builder's rationalization for his higher prices. Be sure that "what you pay for" is not a builder's high overhead, excessive advertising expenditures, unnecessarily complex designs, poor inventory control, lack of well engineered production tooling, or a wide range of other wasteful business or manufacturing practices. These are of no value to you, but their costs are invariably passed on to you in the form of higher prices.

**EASIEST TO SAIL**

No sailboat is easier to sail than a MacGregor 26. More people have learned to sail in MacGregor boats than in any other type of sailboat. It is possible to become quite proficient in sailing this boat in a single afternoon.

**YOU DON'T NEED AN IN-THE-WATER MOORING**

Boat slips, in most areas of the country, are simply not available, and waiting lists are long. When slips are available, they are prohibitively expensive. With

trailing, launching and rigging so easy, it is crazy to keep a boat in the water. Much money can be saved, and the great barnacle and vandalism battles can be avoided.

### **IT CAN BE LAUNCHED AND RIGGED IN LESS THAN 15 MINUTES**

One person can launch the boat, raise the mast, and sail away in 10 to 15 minutes. When sitting on its trailer, the 26's waterline is only 2' 3" from the ground. This distance is the most basic indicator of how hard it will be to launch a boat. The higher the boat sits on its trailer, the more likely your car will have to be immersed in order for the boat to float free. Measure any of our competitors. They all sit much higher and will be tougher to launch. Have your dealer take you through a launching and rigging sequence. Then try it with competitors' boats. The difference will be apparent.

### **OUTSTANDING PERFORMANCE UNDER POWER OR SAIL**

The 26 is exceptionally fast, faster than any trailerable boat that we have built before and certainly faster than any of its trailerable competitors. The deep, retractable centerboard provides superb upwind performance. It can be retracted completely into the boat for downwind sailing. A keel or fin accounts for a major share of drag, and retracting it makes for a very fast downwind ride.

### **SLEEPS 6**

The boat has large, comfortable berths. One of these is a 6' by 7' berth that is comparable to a queen sized bed. This is rare in a boat of any size.

### **6' 2" HEADROOM**

The 26 has a large "pop top" hatch that provides full headroom in the main cabin.

### **ABUNDANT STORAGE SPACE**

There is a huge compartment at the rear end of the boat that will hold virtually everything you need for cruising. The compartment is so big that it can hold two full sized humans. Inside the boat, there are storage lockers everywhere.

### **POSITIVE FOAM FLOTATION**

The boat has enough solid foam flotation material to keep it afloat in the event it is damaged and allowed to fill with water. Most competing boats do not offer this essential safety protection, and their heavy keels can pull them straight to the bottom. This extra line of defense is regarded by virtually all authorities as one of the most important safety features. Don't get a boat without it.



## SELF RIGHTING AND STABLE

If the boat is pulled over on its side, it will return itself to an upright position. Stability equals or exceeds that of any comparable trailerable sailboat.

## SAILS IN 15" OF WATER

The 26 will sail in places most other boats simply cannot go. It can be beached for easy boarding. This feature makes ramp launching a snap.

## HAND LAID FIBERGLASS CONSTRUCTION

The 26 offers the highest quality fiberglass construction. Each boat is built of individual layers of fiberglass reinforcement, laid in place by hand, in a carefully controlled process. Hulls and decks are thick and strong, with extra reinforcement at all high stress points, such as the areas around chainplates, rudder fittings, the mast base, and under all other load carrying hardware. Many of our competitors use "chopper guns" to build their boats. These are devices for spraying a mixture of resin and short strands of fiberglass. We don't use them, even though they reduce cost, because they do not, in our opinion, give adequate impact strength or controllable hull and deck thickness. We use only hand layup, with a high percentage of woven fiberglass reinforcement, because that is the system that builds the best boats.

The fiberglass hull and deck liner, which forms the interior structure and cabinetry, are bonded to the hull and deck to form strong longitudinal and transverse bulkheads and stringers. This forms a structure that is remarkably stiff, light and strong, with none of the flexibility that has been the characteristic of many modern sailing yachts.

## EASY RAISING AND LOWERING OF THE MAST

We are the only builders that offer a simple system for raising and lowering the mast. It is so easy that even a feeble 6 year old can do it. Competitors claim that the mast raising is easy on the boats that they sell. Make them try to prove it. Without a good system like ours it is a tough task.

## BUILT-IN OUTBOARD MOTOR WELL

There is no unsightly bracket to hold the motor. It clamps

securely to the hull of the boat, where it is easy to reach and where it can be left for trailering. The M26 will take any outboard motor up to 10 horsepower. When sailing, the motor can be tilted completely out of the water to reduce drag.

## SELF BAILING COCKPIT

This means that the cockpit floor is above the waterline, and water that gets in the cockpit simply runs out the drain in the floor, without entering the hatches into the cabin. This feature is for safety (a swamped boat is no joy) and for convenience (bailing out a week's worth of rain water is no fun either).

## LOW MAINTENANCE

The MacGregor 26 is as maintenance free as a boat could possibly be. The rigging is of anodized aluminum and stainless steel. The fiberglass hull and deck require only an occasional waxing. There is no exposed wood to maintain, and all hardware is corrosion proof stainless steel.

## WHY BUY A SAILBOAT

There is no lower cost or nicer way to spend time than sailing, and there are few things in the world that are as quiet, graceful, romantic and just downright fun.

Put on the music, fill the ice chest, and you will find no better place for a couple, or a family, to spend an hour, a weekend or an entire vacation. From the vantage point of a sailboat, the normal cares of the world seem quite small. There is also much to be said for occasionally sailing off by yourself.

Sailing is one of the few pastimes left where you can get away from the crowds. The United States has thousands of quiet coves, anchorages and secluded waterways. Many of the best vacation places are at the edge of water. Unfortunately, the land side is filled to the brim with humanity. The water side has barely been touched. With your own private island, you can enjoy all the beauty and seclusion you want. If you want people, crowds, and action, a sailboat can get you there also.

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We believe that the MacGregor 26 offers the best sailing and the best value to be found anywhere.



MACGREGOR