

The Ranger 26.

The Ranger 26 is a no-holds-barred sport boat for those irrepressible souls who get their kicks out of sun, wind and water, and who push their enjoyment of sailing to the absolute limit.

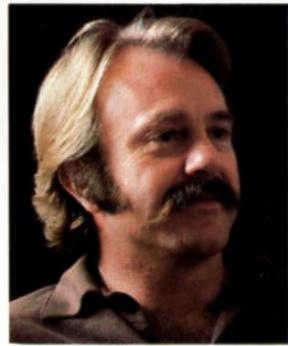




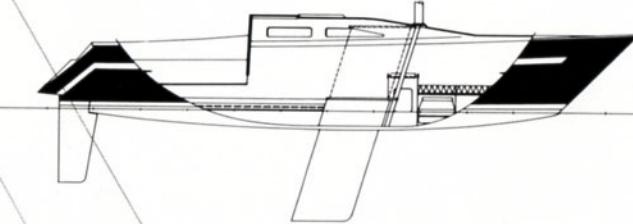
The Ranger 26 is designed to be logically independent. By that we mean that a straightforward winch assembly lets one person lift the ballasted daggerboard into the boat in a little over a minute, reducing the hull's draft to under two feet. With very little help, that same person can then remove the rudder, lower the mast in its on-deck tabernacle, and pluck the boat out of the water and onto a trailer in a little over a half hour. The Ranger 26, therefore, needs no mooring or dock space, no yard help to haul or launch, no winter storage facilities other than a trailer and a driveway, and no monster truck to pull it whenever you feel like a change of sailing venue.



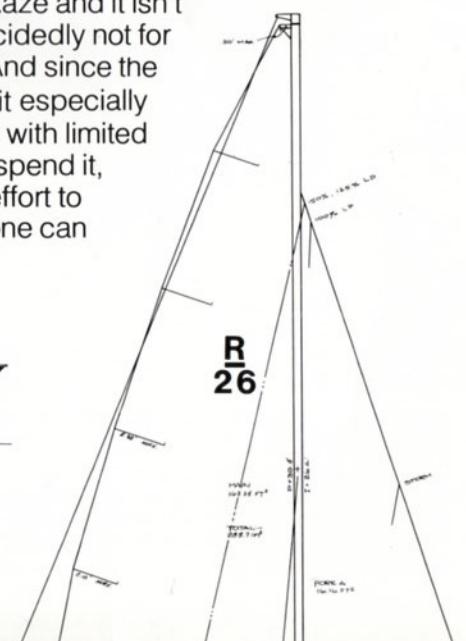
The Ranger 26 looks a little nasty—wide decks, low cabin profile (just enough for sitting headroom and ports to light up the interior) and the ultimate in self-bailing cockpits! The chainplates and genoa gear are carried inboard. Water-cooled pad eyes replace fat cleats. The house bristles with a battery of aft-lead winches. In contrast to the ho-hum cruisers preening at their moorings, the 26 looks like a quarter horse among Clydesdales.



Gary Mull is known as a designer who favors fast boats, and there was no way that the Ranger 26 could avoid a performance orientation. It isn't a kamikaze and it isn't a muscle boat, but it's decidedly not for the faint-hearted, either. And since the nature of the boat makes it especially attractive to young sailors with limited cash and a lot of ways to spend it, Gary made a conscious effort to peg the price where anyone can afford to own one.



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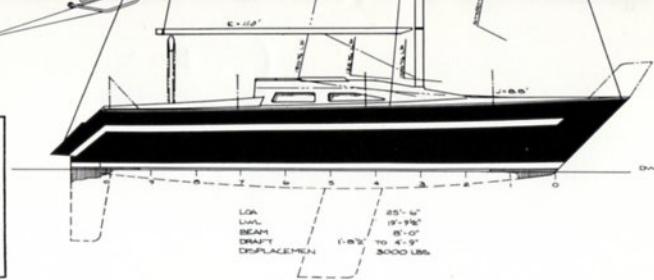


In the final design tweaking process, we opted for more comfort instead of more speed. The cockpit grew to make the party a little bigger. The stability got stiffer. The sea motion got easier. And the handling smoothed out so that three hours at the helm aren't like three hours in the Indy 500. So while the Ranger 26 isn't exactly a sea-going corporate limo, our efforts to make it a comfortable sailing boat pay off in added hours and miles of untaxed enjoyment. If anything about the 26 is conservative, it's the gear and the construction. Nothing is bulky or overbuilt. Seaman-like practices prevail over go-fast.



The interior of the Ranger 26 is functional but simple. It's a place where two can pack a spinnaker, or four can get in out of the weather, throw together a hot meal and get a solid night's sleep on a vee double and two wide singles. The convenience of a solidly-located portable marine head (optional) means a lot to the comfort of the crew. The galley is optionally equipped with a small alcohol stove, a hand-pumped water system and a sink. Spaces under the cockpit seats stow sails, gear, and the outboard motor.

• LOA	25'6"	7.77M
• DWL	19'9 1/2"	6.03M
• Beam	8.0'	2.44M
• Draft - Board extended	4'9"	1.44M
• Draft - Board retracted	1'8"	.51M
• Ballast	1,140 LBS.	517.1KG
• Displacement	3,000 LBS.	1,360.8KG
• % Rig		



The Ranger 26.

There are a lot of parallels between the Ranger 26 and a sports car. While neither pretends to be a flat-out race machine, both place priorities on acceleration, responsiveness, appearance, and handling competence that make the operation thereof a wickedly sensual experience. In short, it's no boat for the average Joe Lunchpail.

If you've suddenly got the urge to get out of your chair and climb into the photo on the other side of this flyer, you're probably a Ranger 26 kind of sailor. There's only one thing to do—get down to a Ranger dealer and sail her for yourself. Life is just too short to pass up this kind of fun.



Standard Boat Description.

Dimensions

• LOA	25'6"	7.77M
• DWL	19'9½"	6.03M
• Beam	8.0'	2.44M
• Draft – Board extended	4'9"	1.44M
• Board retracted	1'8"	.51M
• Ballast	1140 LBS.	517.1KG
• Displacement	3000 LBS.	1360.8KG
• ¾ Rig		
• Rig Dimensions: I	26.4'	8.05M
J	8.8'	2.68M
P	30.5'	9.30M
E	11.0'	3.35M
• 100% Foretriangle area	116.16 SQ.FT.	10.79 SQ. M
• Mainsail area	167.75 SQ. FT.	15.58 SQ. M
• Total sail area (100% foretriangle)	283.9 SQ. FT.	26.37 SQ. M
• Mast height above waterline	37'6"	11.43M
• Outboard power –	Max. rec. horsepower – 9	
	Min. rec. horsepower – 4	
	Shaft length – long	

Hull

- One-piece hand-laminated fiberglass hull with additional laminates in stress areas.
- Molded-in gelcoat colors.
- Daggerboard trunk molded with hull.
- Deck**
 - One-piece hand-laminated two-tone deck with colors and nonskid surfaces molded in.
 - Bow pulpit, stanchions and single lifelines.
 - Translucent, smoked plexiglass companionway hatch with teak plywood penboard.
 - Fiberglass sea hood for companionway hatch.
 - Recessed jib tack fitting.
 - 1 – Recessed bow mooring cleat.
 - 2 – Recessed stern mooring cleats.
 - 4 – Fixed ports.
 - Mast tabernacle.
 - Inboard genoa tracks with blocks.
 - Recessed pad eye for spinnaker pole foreguy.
 - 2 – #18 Barent chrome genoa winches, mounted on cabin top.

- 1 – #9 Barent chrome genoa halyard winch mounted on cabin top; cleat provided.

- 1 – Barent winch handle.
- 2 – Genoa sheet cleats.
- Mainsheet, roller bearing traveler with controls.
- Turning blocks and cam cleats for spinnaker halyard, pole lift and foreguy.
- Outboard bracket.

Daggerboard

- Weighted daggerboard; retractable for hauling and trailering, fully extended for sailing.
- Non-slip safety winch on removable stanchion makes raising and lowering the daggerboard safe and easy.
- Gross weight – 370 pounds (approximate).
- Airfoil section selected for high performance.

Rudder

- High density foam cored rudder; gelcoat finish, stainless steel shaft.
- Rudder and case easily removable through cockpit sole for trailering. (Gross weight approximately 65 pounds.)
- Varnished wood tiller and chromed bronze tiller head.

Mast, Boom & Rigging

- High strength, lightweight aluminum mast and boom with integral luff and foot grooves.
- Aluminum airfoil spreaders.
- ¾ Rig.
- Fixed gooseneck.
- Internal outhaul and flattening reef in boom.
- Spinnaker pole with fixed eye on spar.
- Standing rigging is 1 x 19 stainless steel cable with chromed bronze and stainless steel turnbuckles.
- Backstay adjuster.
- Internal main & jib halyards.
- Internal spinnaker halyard and pole lift.
- 2 – Genoa/jib sheets of braided Dacron.
- Mainsheet of braided Dacron with 4-part tackle, and cam cleat on traveler block.
- Boom vang tackle.
- Cunningham hardware on spar.
- Tackle for raising and lowering the mast; "A" frame for mast support aft.

Interior

- Fiberglass floor pan extends throughout interior and is bonded to hull for added strength. Nonskid molded in to cabin sole.

- Textured gelcoat finish on underside of deck.
- V-berth with 4" fabric-covered foam cushions.
- Removable filler cushion in V-berth provides access to head platform.
- Two storage lockers aft of V-berth.
- 4 Main cabin berths, 2 each side, with 4" fabric-covered foam cushions.
- Storage space under bunks.
- Teak cap on daggerboard trunk.
- Teak companionway bulkhead.
- Foam-backed fabric hull liner absorbs sound.
- Lightning ground.

Description of 1980 Options.

- *Head, Self-Contained Recirculating Chemical (portable)* – Head unit fits under V-berth and may be removed for discharge.
- *Icebox, Portable* – 2 cubic foot ice chest with teak step-on lid. May be placed under companionway to form step into cabin.
- *Plumbing System* – Includes collapsible vinyl, 5-gallon freshwater tank, manual pump, stainless steel sink and 5-gallon waste water collection bottle. System is self-contained and requires no thru-hulls for installation.
- *Two-Burner Alcohol Stove* – Countertop-mounted.
- *Bilge Pump with Cockpit Access* – Bilge pump with flush-mounted thru-deck fitting allows bilge to be pumped with all hatches closed.
- *Boom Reefing Gear* – Jiffy reefing tackle, includes line, turning blocks and cleat. Shipped uninstalled to allow correct match with sail.
- *Second Jib Halyard with Winch* – Duplicate of standard halyard with second Barent #9 chrome winch mounted on starboard side of cabin top.
- *Electrical System* – 65 Amp/hour battery in plastic box, 4-switch, fused panel, one interior lamp, international running lights, bow light on mast with deck connector.
- *Carpet* – Nylon pile carpet to cover cabin sole.
- *Storage Compartment Covers* – Heavy plastic covers for cabin lockers; covers retained with shock cords.
- *Special Hull Colors* – See current gelcoat chart for available colors.
- *Cradle* – Wood shipping and storage cradle.



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