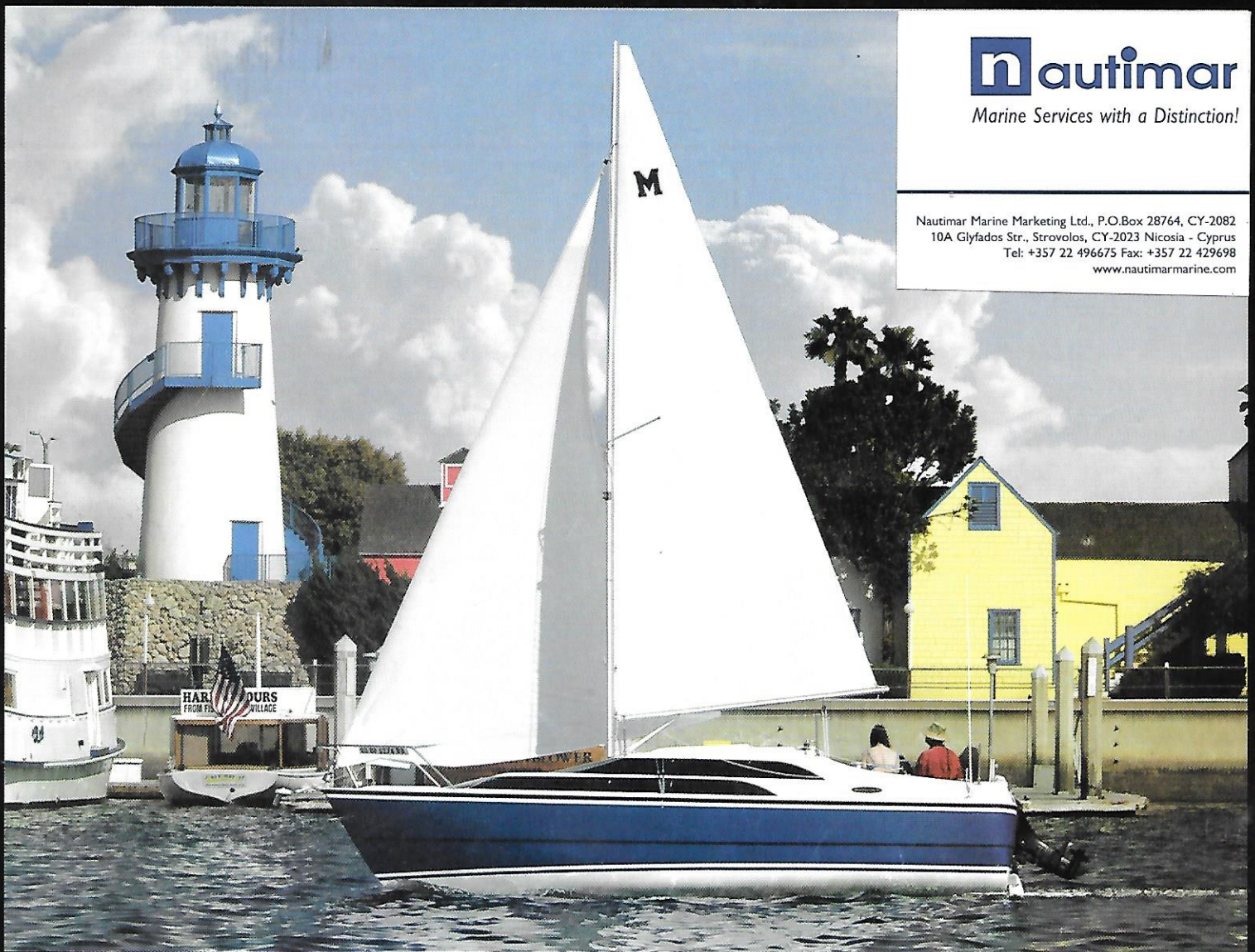


nautimar

Marine Services with a Distinction!

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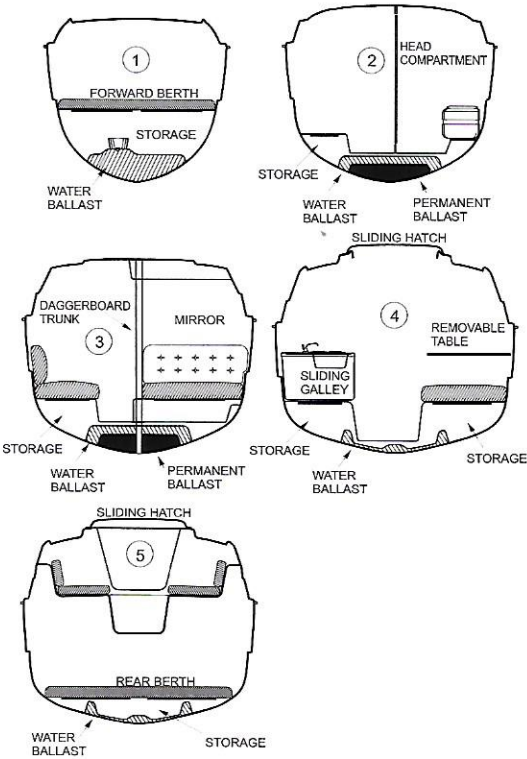
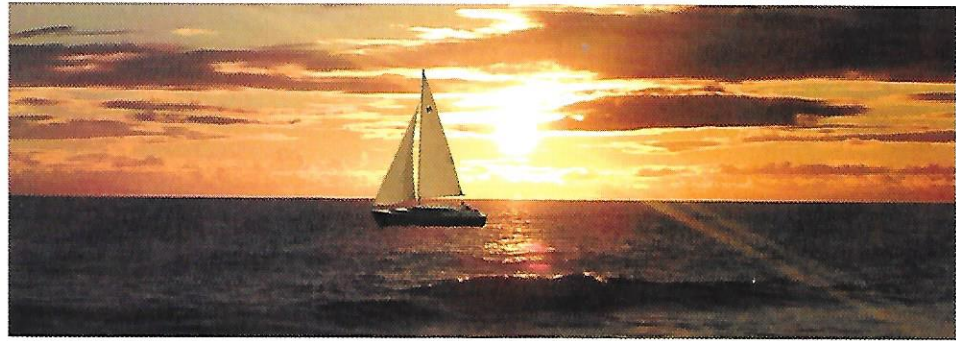
MACGREGOR 26



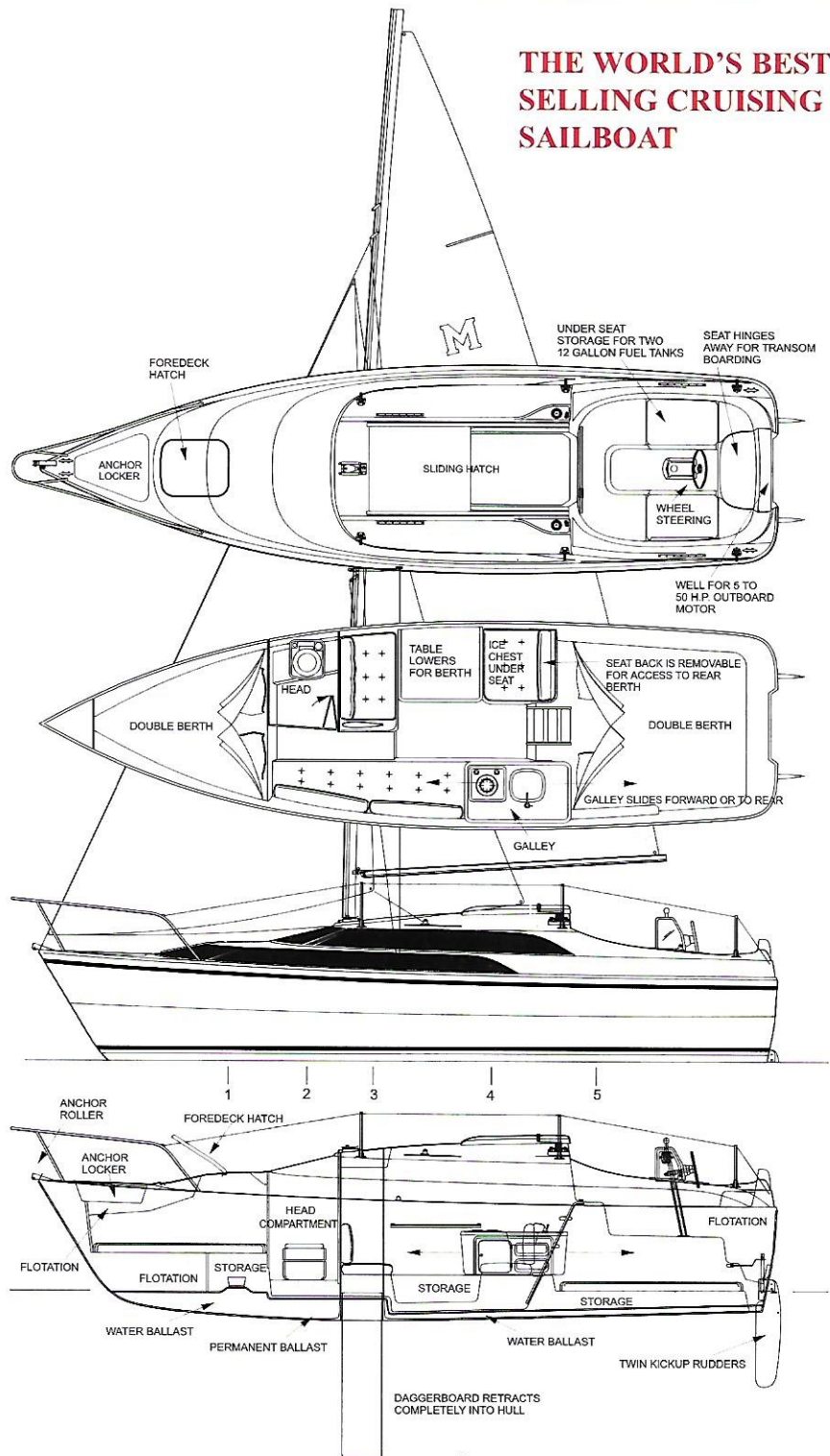
22 MPH UNDER POWER
 GREAT SAILING PERFORMANCE
 LOWEST COST
 FULL STANDING HEADROOM
 WHEEL STEERING

ENCLOSED HEAD
 SLEEPS 6
 FULL GALLEY
 WALK THRU TRANSOM
 BUILT IN SAFETY FLOTATION

UNDER 8' WIDE FOR LEGAL TRAILERING
 TOW WITH STANDARD CARS
 ROTATING MAST SYSTEM
 LAUNCH AND RIG IN 10 MINUTES
 WATER BALLAST SYSTEM



**THE WORLD'S BEST
 SELLING CRUISING
 SAILBOAT**

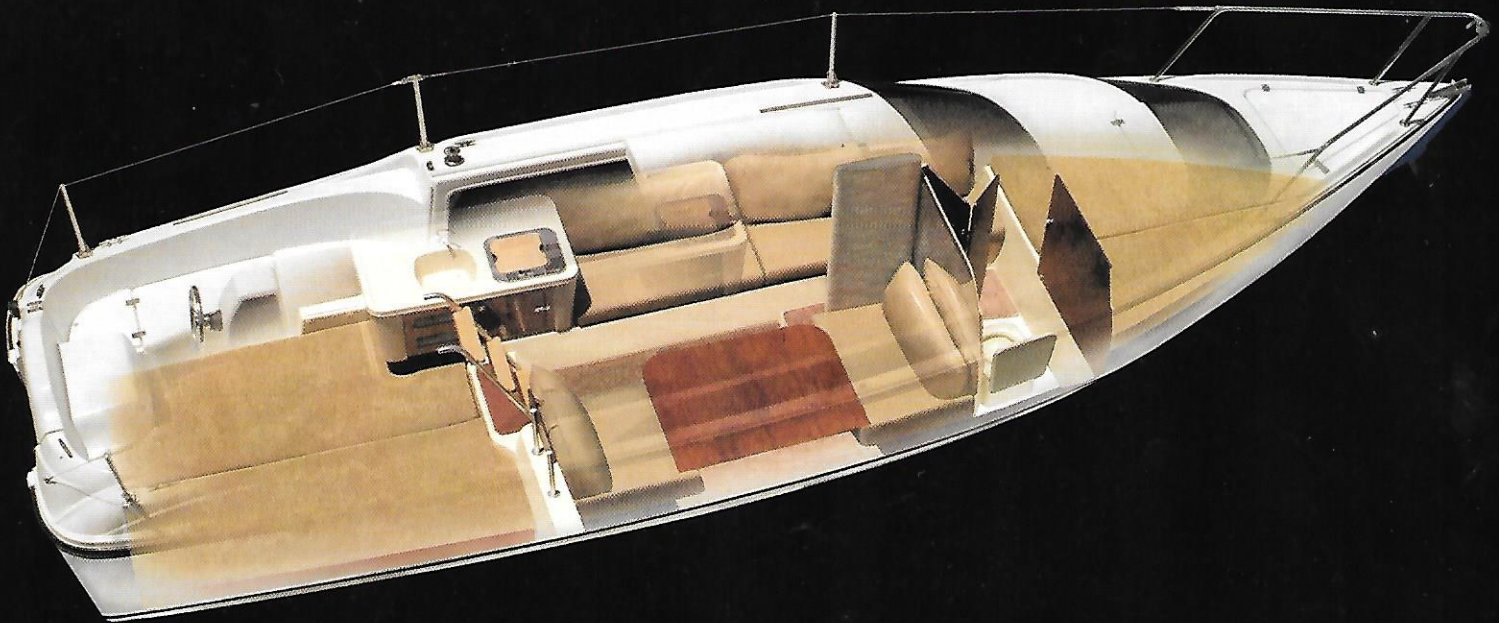


Length overall	25' 10"
Waterline length	23' 2"
Width (Beam)	7' 9"
Draft, board up	12"
Draft, board down	5' 9"
Engine capacity	5 to 50 h.p.
Speed, 50 hp outboard	22 mph
Water ballast	1150 lbs
Permanent ballast	300 lbs
Total ballast	1450 lbs
Boat weight, empty	2550 lbs
Trailer weight	710 lbs
Sail areas:	
Main	170 sq. ft.
Jib (100%)	130 sq. ft.
Main and jib	300 sq. ft.
Genoa (150%)	206 sq. ft.
Cruising spinnaker	350 sq. ft.
Fresh water capacity	5 gallons
Fuel capacity	24 gallons
Mast height above deck	30'
Mast height above water	35'
Cabin headroom	6'
Berths (sleeps 6)	2 doubles, 2 singles
Winches (2)	Lewmar





The weathertight cabin offers full standing headroom, and comfortable accommodations for family cruising. The large sofa seats and dinette seats can be used for conversational seating, or as comfortable berths. The galley, with lots of storage space, is on the left. It has a sink, lots of counter space, and room for a stove. The galley top is standard kitchen counter height. Behind the mirrored bulkhead there is a fully enclosed head compartment. This is an absolute necessity for any voyage lasting more than a few hours. A large double berth is forward, with a big overhead foredeck hatch for good ventilation. The table is large and sturdy, and four people can comfortably have a meal. The cabin itself will easily seat 8 or more people.



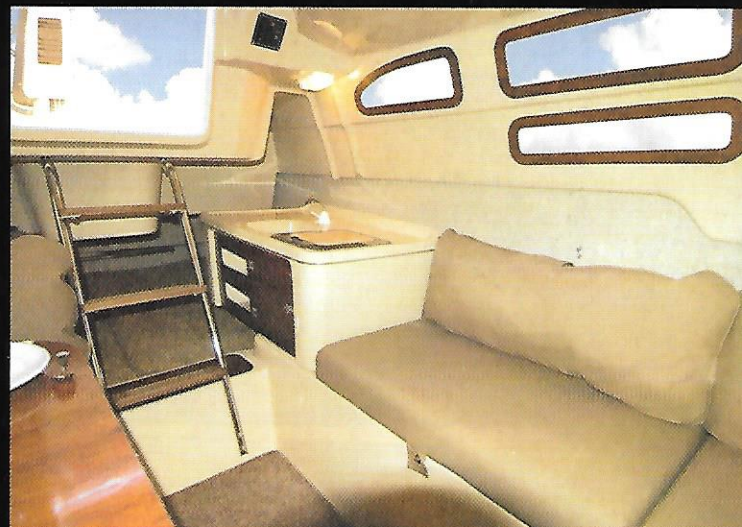
This cutaway drawing shows the general interior layout. The main feature of the interior is the large galley that slides fore and aft and locks in several positions. In the forward position (shown as a shadow), there is excellent access to the large rear double berth. With the galley to the rear, there is a lot more room in the main cabin for seating and socializing. The port side seat, 8' 2" long, can be used as a large berth. Even with the galley fully to the rear, the big rear berth still makes a usable double, though access to the berth is restricted on the port side. The rear dinette seat back is easily removable for access to the rear berth on the starboard side.



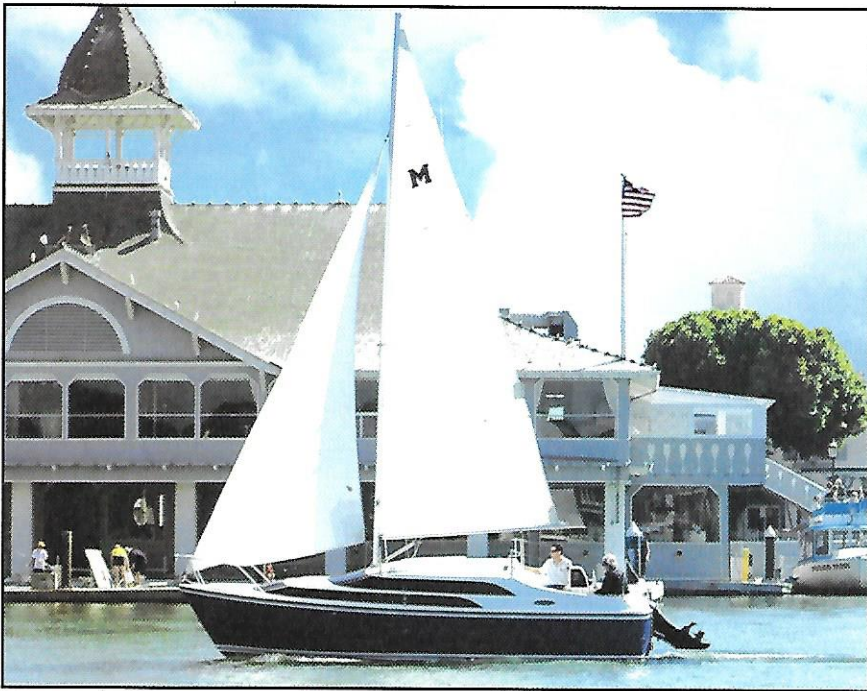
Looking toward the rear of the cabin, you can see the large entry hatch, entry steps and a really big rear berth. It is about the size of a queen sized bed. The berth has full sitting headroom over a large area. A berth this large (6'6" x 5'9") is rare in a boat of any size. A large portable ice chest can be stored in place of the removable cushion on the forward starboard corner of the rear berth. There is also a large area under the rear dinette seat for an optional ice chest. The battery is located in the compartment directly under the ladder. The cockpit seats are over 6 feet long, and can be used on a nice night for outside sleeping.



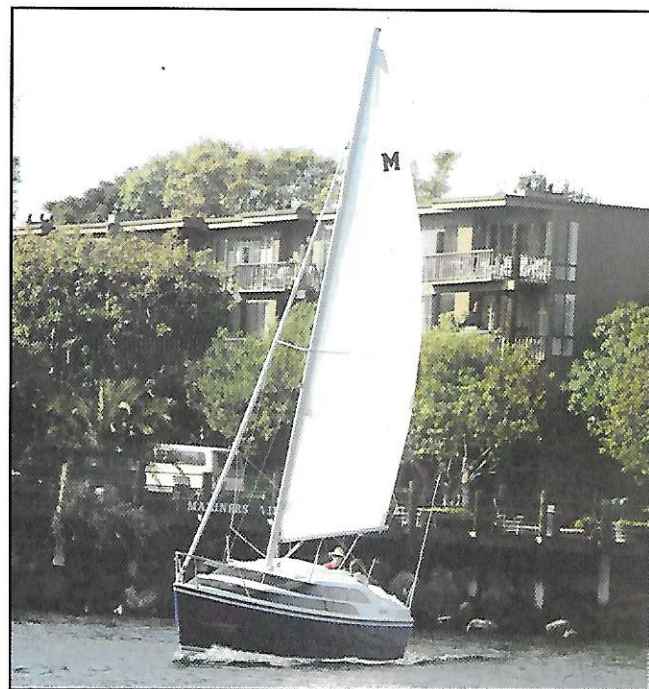
This view shows the galley in the forward position. The counter height is the same as you will find in the average home kitchen. There is full standing headroom when working at the galley. There is a small rear seat behind the galley, and easy access to the big rear berth. The dinette seat back lifts out for access to the rear berth. The galley has its own water supply, room for an optional stove, and lots of storage. The black square above the cabin light is the electrical panel. There are tunnels throughout the deck liner for wiring for additional electrical items. The electrical panel and the round hatch on the opposite side are removable for access to the back of instruments that may be mounted on the rear face of the cabin.



This is the galley in the rear position. In this position, the majority of the galley is still out in the main cabin, and the stove and sink can be used. The galley can also be moved back another 12" to allow even more space in the cabin. The galley is mounted on a set of rails that are recessed into the seat. It is really easy to move, even when loaded, and can be locked in place at each of its 3 positions. The seat cushions are 5" thick, and the seat backs are soft and comfortable. The floors are carpeted, and all surfaces are nicely finished.



The MacGregor 26 is one of the best handling and fastest trailerable cruising sailboats available anywhere. This picture shows the boat sailing with mainsail and jib. The rig is efficient and easy to handle.



Sailing with mainsail only. The rotating mast makes the mainsail very effective, and the boat performs very well with just the main. For lazy sailing, this is perfect.

SAILING PERFORMANCE: If you are buying a sailboat for the first time, performance and racing may seem of little interest to you. However, a boat that performs well is generally safer and easier to sail. It will certainly yield greater long term enjoyment.

The 26 balances beautifully. The big twin rudders give excellent control. The boat is light. A light boat like this requires less sail area to sail fast, so sail handling is easy. The 26's light weight and its powerboat underbelly allow the boat to get up on top of the water and plane in heavy winds. In such conditions, these boats have exceeded 17 mph under sail. Most small sailboats, with their round bottoms, have speeds limited to around 5 to 6 mph.

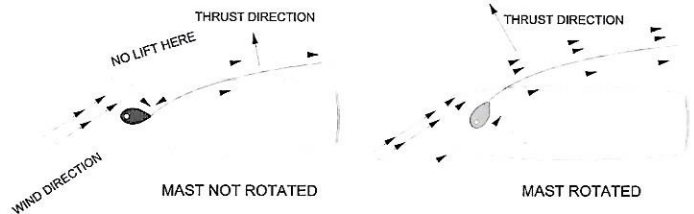
You can always make a fast boat go slower by reducing sail, but you can't make a slow boat sail fast. There is no sacred principle that says a great cruising sailboat should be slow, and there is no greater frustration than a comfortable houseboat that just doesn't sail. The MacGregor 26 offers the amenities of a houseboat combined with great sailing performance. There are a lot of boats on the market that do not sail fast or handle well. The best bet is to sail any boat that you intend to buy, or watch it sailing competitively against other sailboats. The turkeys will be obvious.

DAGGERBOARD: The long, deep daggerboard keeps the boat from sliding sideways when sailing into the wind. The board is controlled by a line leading to the cockpit, and can be pulled completely up into the boat for powering, beaching, or downwind sailing. The long, thin airfoil is far more efficient than a short, wide one. This is why racing sailboat keels are deep, and why sailplane wings are long and thin. The efficient shape increases lift and reduces drag as the boat sails into the wind. This is one of the major reasons that the new 26 will point closer into the wind and sail faster than other trailerables.

The vertical retracting daggerboard has major advantages over a centerboard that swings back into the hull. The centerboard requires a huge drag producing cavity in the bottom of the hull. It also requires a large 6 foot long bump protruding upward into the boat, interfering with the most useful part of the cabin. The big hole required for centerboard retraction presents a major structural problem. Unlike daggerboards, centerboards require lots of care and maintenance, and involve underwater metal, lines and holes through the hull. The daggerboard can be lifted straight out of the top of the trunk for repair or maintenance. Unlike a centerboard, the dagger-

board can be partially raised for going upwind in shallow water, while still retaining the boat's sailing balance. A daggerboard is less likely to rattle around when on a mooring in bumpy water. On the down side, a daggerboard will bring the boat to a stop if it hits an underwater object, as will any fixed keel on a conventional boat. Unlike the centerboards on other trailerables, the daggerboard retracts completely into the hull, allowing beaching without fear of damage.

ROTATING MAST: Another reason why the boat is so fast is the rotating mast. The 26's rig is similar to masts used on most modern catamarans. We have developed a system that allows conventional spreaders, with upper and lower shrouds. With a non-rotating mast, the mast creates lots of turbulence on the mainsail, making the first third of the sail virtually useless. The rotating mast allows perfect airflow across the mainsail. The drawing below shows the difference.



The rotating rig raises and lowers like a conventional mast, and requires no attention when sailing. As the boat tacks, the mast automatically aligns itself to the proper angle without human intervention. With the rotating mast, the boat heels less and goes faster. On a conventional rig, it is difficult to sail with only the mainsail. With the rotating rig, the boat sails extremely well on main alone. When the wind kicks up, getting rid of the jib and going with just the mainsail makes sailing a lot easier.





The picture above shows the 26 racing, in really light winds, against our MacGregor 70. The smart money was bet on the big boat, which is one of the world's fastest production sailboats. The 26, using the large genoa headsail, actually hung in there pretty well for a while. This is an extreme example of "blanketing", where one boat (the 70) blocks the competitor's wind. Whenever 2 boats are sailing in the same direction, there is a race, and sailboat racing is fun.



This is the cruising spinnaker. The sail is easy to fly and colorful, and adds an amazing amount of speed when sailing downwind. It is flown and controlled just like a jib or genoa. No spinnaker pole or extra hardware is required to use this sail.



This is the very large racing spinnaker. It flies from an easily removable 6' bow sprit. This sail is huge, and offers a lot more downwind speed than the conventional cruising spinnaker.

LEARNING TO SAIL: No boat is easier to sail. You can learn to sail in an afternoon. Our owner's instructions and web site have excellent instructions. Pick a nice day with a light breeze. Launch the boat, fill the ballast tank and buzz around with the engine until you get the hang of it. It is no tougher than driving a car. Then set the mainsail and let the wind provide some of the power. Keep the engine running at idle to get you out of any tight places. An hour or so of this and you will have a pretty good idea of how it all works. Then add the jib. An afternoon like this and you will be fairly accomplished.

To learn to sail is easy. To learn to make a boat sail to perfection can take forever (this is one of the great joys of the sport). The best argument for learning to sail is that once you start, you will stay with it for a lifetime. It is that much fun.

You will never tire of the wonderful sensation of shutting off the engine and enjoying the quiet serenity of moving along under sail. You can sail forever, for free. There is no nicer or lower cost way to spend time than sailing. There are few things in the world that are as quiet, graceful and downright fun. You will find no better way to spend an hour, a weekend or an entire vacation. From the vantage point of a sailboat, the normal cares of the world seem small. A sailboat is versatile. For a couple, put on the music, fill the ice chest and you have romance. It is also a wonderful sport for a family. Most of the families that own these boats have children, and the kids seem to love it. If you want thrills, few sports can equal heavy weather sailboat racing.

If you like people, crowds and action, a sailboat can get you there. There is also much to be said for quietly sailing off all by yourself. Sailing is one of the few pastimes left where you can get away from the crowds. There are thousands of quiet coves, rivers, islands, anchorages and secluded waterways. Many of the best vacation places are at the edge of water. Unfortunately, the land side is packed with humanity. The water side has barely been touched. With a boat as your own private island, you can enjoy all the beauty and seclusion you want...and the fishing is usually good.



POWERING AND WATERSKIING: With the 50 horsepower outboard, the 26 will go about 22 mph. It will easily pull a water-skier. This adds one more bit of fun to the voyage. It will actually pull most adults at high enough speeds to create some real excitement. (Forget about pulling a crowd.) This picture was taken just off the California coastline.

THE MACGREGOR 26 IS A REALLY GOOD POWER-BOAT. At high speed, it has a remarkably comfortable, stable ride. The very sharp entry slices thru waves efficiently. It is highly maneuverable, and only a light touch on the wheel is required to hold a perfect course. Ample fuel storage is provided. There are storage hatches in the cockpit that will hold 2 standard 12 gallon fuel tanks. If you are not interested in high speed powering, the boat performs well with a 5 or 10 horsepower engine.

We limited the engine size to 50 hp for a number of reasons. An electric start 50 hp motor provides lots of speed, yet it is light enough so that sailing performance is not compromised. It is about the largest engine that can be started by hand, a nice feature if your battery goes dead. Also, the heavier, higher horsepower engines really eat up gas.

WHEEL STEERING. It is easier and more natural to drive the boat with a steering wheel than with a tiller, and a lot more comfortable. The steering pedestal mounts on a narrow pylon to allow lots of foot room in the cockpit.

THE 26 HAS TWO ENGINES, THE SAILS AND THE MOTOR. If a conventional powerboat's engine quits when you are away from land, or on a remote part of a lake, you are stuck there until outside help arrives. In many cases, attempts to start the engine drain the batteries so even radio communication becomes impossible. With the 26, simply raise the sails, and head for home. There are calms now and then, but there will usually be enough wind to get you on your way.

Many areas have those wonderful sailing spots that are just out of reach. Here in Southern California a favorite spot is Catalina, an island about 25 miles off the coast. Getting there and back in a conventional sailboat has always taken most of a weekend. You can be sure that sailors will use the dual nature of the 26 to shorten the distance. After a short, fast commute across the channel in their power cruiser, they can spend the weekend sailing from cove to cove and anchoring for the night. Maybe they will even stay Sunday night and speed back at dawn on Monday. You can't do that in a conventional sailboat. If you have a favorite place that is just out of reach for a conventional sailboat, consider the MacGregor 26.





The MacGregor 70 may sail faster, but the 26 can nearly double its speed under power. Here you see the two boats going full throttle. The 70 is doing about 13 mph (very fast for a sailboat), and the 26 is doing over 20. The 26 is burning a lot less fuel.



Here is another view of the boat, showing the deck and cockpit layout, as well as our fisherman trying his luck. The hatches can be secured to keep water out of the inside of the boat. The cockpit is self bailing. The cockpit floor is above the water level, so any water that comes into the cockpit simply drains out through the open transom. This is both a convenience and a big safety factor. (A swamped boat is no joy, and having to bail out a cockpit full of rain water is no fun either.)

WHY A TRAILERABLE SAILBOAT? On a trailer, the boat will cruise at 55 miles per hour to anywhere that you choose to go....lakes, oceans, reservoirs, rivers or any body of water over 12" deep. These boats are regularly taken far into Mexico, Canada, Alaska and to many of the world's most beautiful recreation areas. With a conventional water bound sailboat your sailing is limited to the area near your marina, and that can get old really fast. On the road, the 26 makes a great camper.

Most sailboats must remain in the water in hard to find, very expensive slips. With this boat, you don't need an in-the-water mooring. In areas with cold winters, the non trailerable boat must be pulled out of the water and stored for the winter. Very often, after you pull the boat for the fall, some great Indian summer weather returns--and you are stuck because the boat is "winterized". The trailerable boat cures all of these afflictions. When you are finished sailing, you can take it home with you or leave it in a convenient, low cost storage yard.

There are ramps everywhere, and they cost very little to use, typically \$2 to \$5. Many are free. Anywhere you can launch a 15' skiff, you can launch a MacGregor 26. If you keep the boat at home, it is available for convenient care and maintenance.

You can live on this boat on land or on the water. Launch the boat, anchor in a quiet cove, and you can be as far away from the world as you want to be. You can have your own island, for free.

Unlike any other boat, the 26 opens up a world of endless variety--sailing, swimming, fishing, diving, water skiing or just fooling around on the water.

Remember the line from the classic Wind in the Willows, where Mole says..."Believe me, my young friend, there is nothing---absolutely nothing---half so much worth doing as simply messing about in boats."



55 minute DVD or VHS videos are available, showing all aspects of the MacGregor 26's design, construction and performance.



FOR MORE INFORMATION ABOUT THE MACGREGOR 26, SEE OUR WEB SITE.

www.macgregor26.com

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