



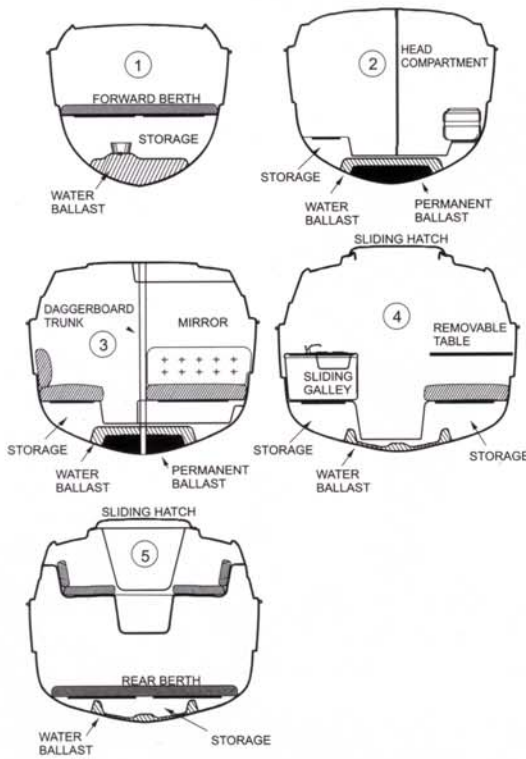
MACGREGOR 26



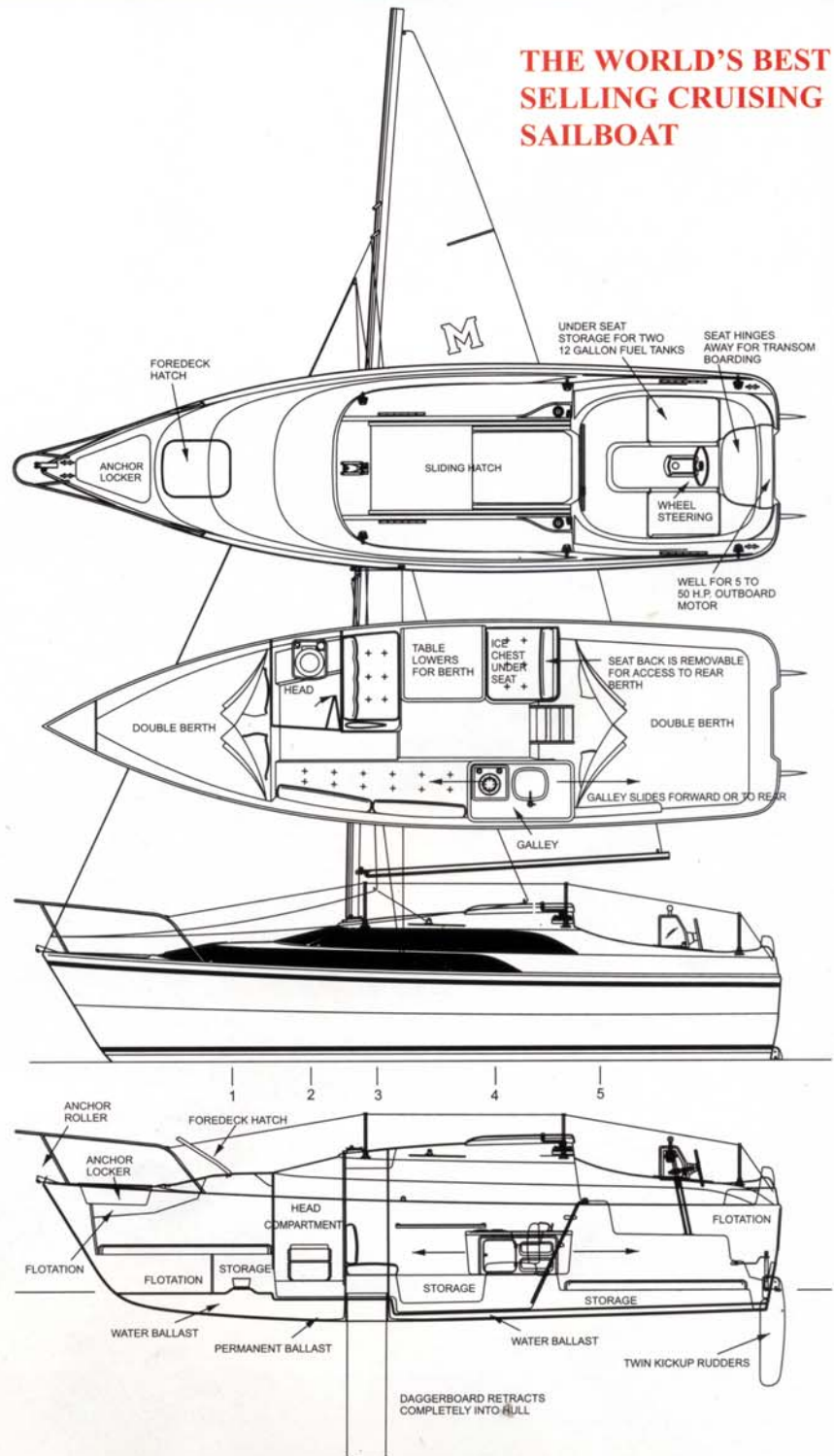
GREAT SAILING PERFORMANCE
LOWEST COST
FULL STANDING HEADROOM
WHEEL STEERING

SLEEPS 6
FULL GALLEY
WALK THRU TRANSOM
BUILT IN SAFETY FLOTATION

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.



This is the dinette table. It is large and solid, and offers a great place to spread out maps, serve up a meal, or hold snacks. The optional ice chest fits under the rear dinette seat and is easily accessible while working at the galley.



The table lowers to provide a very wide 7' 5" single berth. The 26 will sleep a total of 6 adults. This is far too large of a crowd, but it is possible. The galley is shown in the rear position, allowing for lots of seating or for a very long single berth.



This is the enclosed head compartment. We offer a portable and removable head, but it is possible to install a conventional thru hull marine toilet and holding tank.



There is a good, solid head door for privacy. The door folds in the center and hinges against the back of the mirrored bulkhead. This setup is a lot better than the total lack of privacy offered by the under-bunk heads found in most small boats.



This view, looking forward, shows the storage lockers under each seat. All cushions have been removed, and the hatches opened so you can see the available space.





The water ballast system. MacGregor developed this concept. It has been widely copied, and is now the standard throughout the trailerable sailboat industry. It makes it possible to have very light weight for trailering, and the ballasted stability necessary for sailing. After launching, the transom valve is opened and a tank in the bottom of the hull is gravity filled with 1150 pounds of sea water. It takes about 4 minutes. The valve is then closed, trapping the water. Under power or sail, the ballast makes the boat stable and self righting. When the boat is floated back onto its trailer, the valve is opened. The car and trailer start up the ramp and the water drains out of the boat, leaving a trailering package that is lighter than most small powerboats. You can also empty the tank while the boat is in the water. Under power, at about 6 mph, open the valve on the transom and the tank will drain in about 4 minutes.



One person can raise the mast, launch the boat and sail away in 10 to 15 minutes. Launching is easy because the boat sits lower on its trailer than any other trailerable cruising sailboat. The boat in this picture is ready to launch. Running the motor in reverse, or giving the boat a gentle push, will slide the boat off its trailer. Notice that the car's tires are not buried in the water. Also notice the rear guide posts and the large V at the nose to keep the boat centered as it goes on the trailer. There is a ladder at the front of the trailer for easy access. Once launched, the boat will float in 12" of water, allowing the boat to sail in waters where most other sailboat simply cannot go. The 26 is just under 8' wide, and can be legally trailered throughout the United States. Wider boats may need permits.



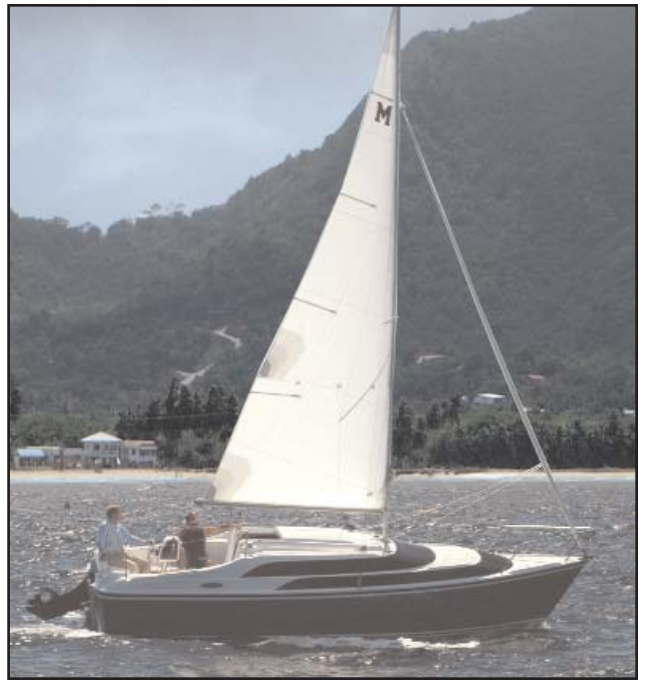
This is the mast raising system. The mast is raised and lowered using a small brake winch mounted on the support pole. The mast is so light that a kid can raise it. The system can be left in place while sailing. Even without this option, one person can raise the mast by hand.



There are lots of bridges, and the best sailing is often on the other side. The mast raising system can be used to handle this problem. Just lower the mast and duck under. For trailering and for going under bridges, you disconnect only the forward mast support wire. The other rigging always remains in place.



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.

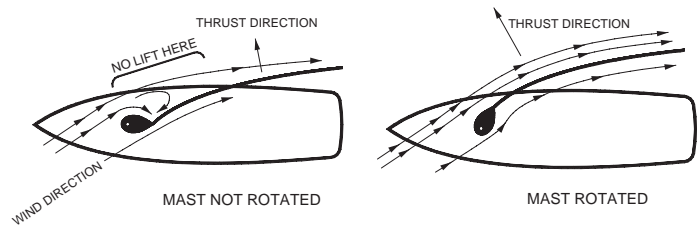
You can always make a fast boat go slower by reducing sail, but you can't make a slow boat sail fast. There is no sacred principle that says a great cruising sailboat should be slow, and there is no greater frustration than a comfortable houseboat that just doesn't sail. The MacGregor 26 offers the amenities 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 air-flow 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."



The 26 is self righting with the water ballast tank filled. This means that the boat will return to an upright position after being pulled over on its side with the sails in place. It takes 130 pounds at the masthead to hold it down as shown in this photo. When released, the boat snapped back to an upright position in less than one second.



The boat has built-in solid foam flotation to keep it afloat in the event of damage. We drilled a hole in the bottom and let it fill. It won't sail like this, and it will be unstable...but it beats swimming. Most competing boats do not offer this essential safety protection, and their heavy keels can pull them straight to the bottom. Don't get a boat without solid flotation.



Stability. The shallow draft V bottom hull, essential for high speed powering, provides a smooth ride through choppy water and gives a lot of stability. This photo shows a 180 pound man on the rail with the water ballast tank full. Other boats would show some serious tipping.



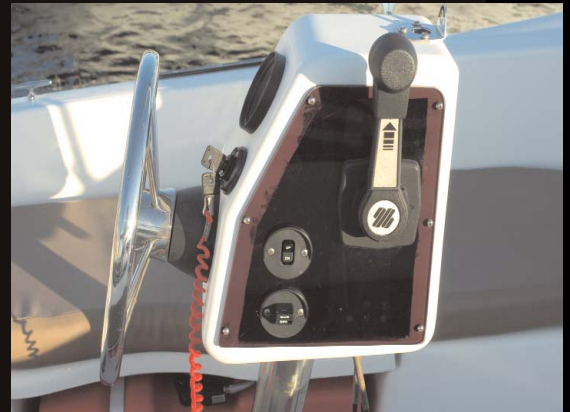
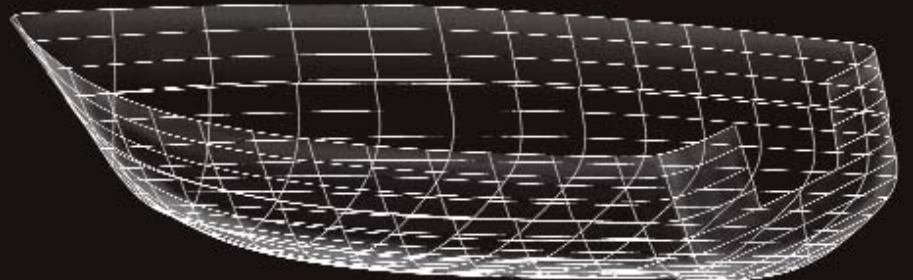
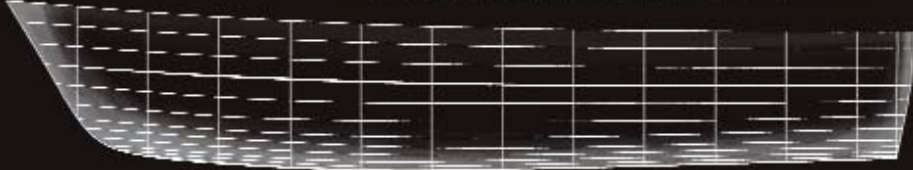
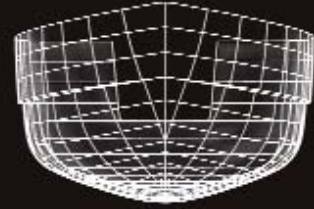
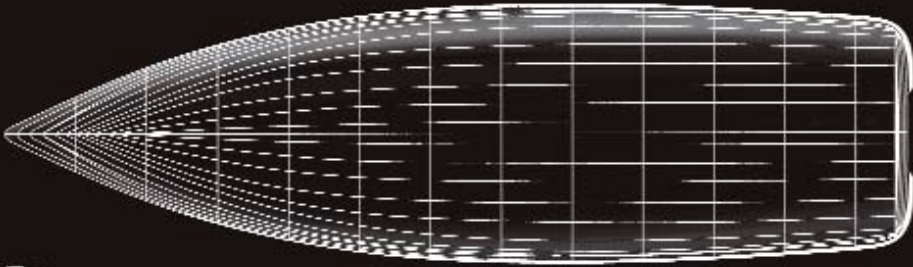
Reducing sail area. The roller furler allows the size of the jib to be controlled from the safety of the cockpit. In this photo the genoa has been rolled into less than 1/2 of its normal size, and the mainsail has been reduced by 40%. This is essential for sailing in high winds, and great for learning to sail in normal winds. When the wind blows hard, the boat will actually sail faster with reduced sail area.



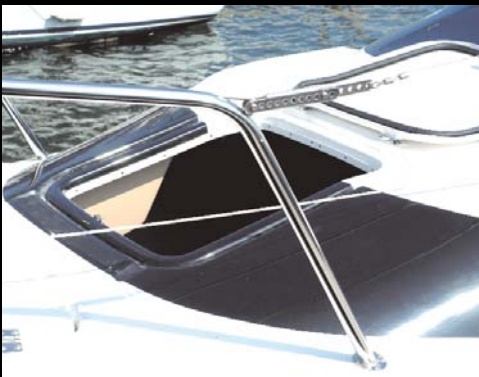
This optional sunshade is a comfort on really hot days. It folds back, out of the way, when not in use. It can be left in place for powering or sailing. On a hot summer day, you will always be cooler on the water.



The cockpit is large and comfortable. The seats are over 6 feet long. Two 12 gallon fuel tanks fit in the lockers under the seats. Notice the lifeline rails that surround the boat. The steering seat hinges up and out of the way to allow boarding from a dock or while the boat is on its trailer.



Steering pedestal and engine controls



Foredeck hatch



Jib and genoa winch



Mainsheet traveller



Anchor locker



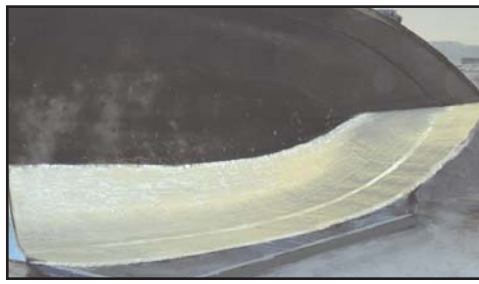
Jib sheet track and block



Furler and anchor roller



Production begins with the spraying of the exterior color. This is white polyester gel coat sprayed on a highly polished and waxed 3 ton hull mold. The waterline and accent stripes are also sprayed on at this point.



Alternating layers of fiberglass fabrics are then applied. Each layer is saturated with resin, and all air and excess resin is removed. The resulting laminates are of the highest quality.



Here the cured hull is being removed from the mold. Notice the high gloss and molded in stripes. All the fiberglass parts are built in precision molds in the same manner as the hull.

FIBERGLASS STRUCTURES: The MacGregor 26 is built to outlast all of us. Each boat is built of individual layers of fiberglass fabrics, laid in place by hand, in a carefully controlled process. Hulls and decks are light, but strong, with extra reinforcement at all high stress points.

Most of our competitors use “chopper guns” to build their boats. These are devices for spraying a mixture of resin and very short strands of fiberglass. We don’t use them, even though they reduce cost. They do not, in our opinion, give adequate impact strength or controllable hull and deck thickness. They result in heavy laminates with low fiberglass to resin ratios, accounting for much of the excess weight found in many competitor’s boats. Light weight is the key to easy trailering and to high performance.

We have stayed away from sandwich construction. Most failures of fiberglass hulls involve the rot or delamination of balsa or foam core materials. We use only solid fiberglass laminates in the 26’s hull. If exposed to water for long periods, balsa coring material can rot and literally turn to soup, causing major structural problems. Balsa is fine, in our opinion, for decks and structures that are not constantly immersed in water, as long as there is no balsa near where holes are drilled for hardware. Foam cores are also widely used for stiffening hulls, however, they offer less than 200 pounds of adhesion per square inch. That is not much better than rubber cement. It takes over 2500 pounds per square inch to break the resin bonds that hold our hull laminates together.

Our bolted hull to deck joining system is strong, but compact, and adds little to the width of the boat. Many of our competitors use wide joining flanges, which contribute a lot to their beam, but add very little to strength or usable inside space.

RIGGING: Ours is specifically designed for trailering. We use stay adjusters, rather than turnbuckles, for the wires that support the mast. With masts that are raised and lowered, turnbuckle bending and failure is very common. Stay adjusters are stronger and far more reliable. Also, we bolt the support wires to the mast, rather than using removable “T” fittings that can fall off and allow the wires to tangle up in the trailer wheels when on the road.

We use double nicopress fittings on the mast support wires because of their reliability. Swaged fittings have a tendency to crack, and it is impossible to determine their true condition without X-ray. The nicopress fittings, in contrast, are easy to inspect. We have had remarkable success with these fittings over many years. On hang gliders and ultra light aircraft, you will always see nicopress and not swaged fittings. These guys really have their life on the line when choosing hardware.

WHY THE LOW 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. These boats are built in one of the most modern and efficient plants in the industry. The design is simple and straightforward, the hallmark of sound engineering. Volume production has many cost advantages. Overhead and development costs are 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. For example, we buy resin by the tank car, whereas most builders purchase by the barrel. Our prices can be 30% to 40% less for the same material. We, like most successful companies in aircraft, cars and virtually everything else, do our own design work. We know our manufacturing capabilities better than an outside designer. Many designers spend very little time in production plants, and tend to create boats that are extremely costly to build.





This is the deck being removed from its mold. The window accent color and the non-skid surfaces are molded in. The deck liners have already been bonded in place.



Hardware is then attached to the deck and hull. The fiberglass thickness is greatly increased where each load carrying item is located. All items are bolted with large stainless steel backup washers.



The hull and deck are joined with 3/16 bolts on 4" centers. Top grade adhesive is used to insure a watertight seal. Many builders use pop rivets for this joint. Bolts are better.



These are the fiberglass parts that make up the boat. At the left is the hull, still in its mold. Notice that the water tank and daggerboard trunk are molded in as part of the hull. Next is the deck, the deck liners, and the hull liner. On the right are the rudders, daggerboard, galley parts, hatches and other smaller parts.



We are building and selling a lot of these boats. These newly completed 26's, being readied for shipment, represent only a few days production.

Because of our volume, our work force is highly specialized. Each worker can concentrate on one job and 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 other tooling that allows the worker to do his job with a minimum of effort and a maximum of accuracy. Computers have helped us control cost. Advanced computer modeling is used in all phases of design work: to create the boat itself and to prepare patterns, tooling and precise shop drawings that spell out every detail of the boat and its production. We have created our own specialized software for production scheduling, purchasing, inventory control, cost control, payroll, and structural analysis.

Most of our competitors build many types of boats of varying sizes, and their skills are spread too widely, preventing them from really optimizing the design and production of any one model. We build only the configuration shown in this brochure. Basically, we do just one thing, and we do it well.

Don't be taken in by the old adage "you get what you pay for". It 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, equipment that you do not want or need, 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.

LOWEST OPERATING COST: You can keep the boat on its trailer, and eliminate very expensive dock fees. The 50 horsepower outboard gets good mileage, and the wind is free. Launch ramps cost very little, typically \$5 or less. Most homeowners' insurance policies automatically cover boats under 26'.

LOW MAINTENANCE: The MacGregor 26 is as maintenance free as a boat can be. The rigging is of anodized aluminum and stainless steel. The fiberglass hull and deck require only an occasional waxing. Woodwork means work for you, so there is no exposed wood to refinish.

Resale value on our boats has remained high in relation to the value of boats stored in the water. If an owner has to pay high dock fees and finds that he is using the boat less after a few seasons, he feels the pressure to sell it. Trailerable boats, on the other hand, don't have the big expense meter running. The result is that they come on the market a lot less frequently than more expensive "in-the-water" boats. Once the initial investment is covered, trailerable boats remain close to cost-free. Many of the owners have held on to them for decades. Many of the boats still look as good as the day they left the factory. For this reason they tend to hold their value. Unlike a car, they don't rust away to junk in seven or eight years.

COMPANY HISTORY: MacGregor began, in the early 60's, as a class project at the Stanford Graduate School of Business. The company has always been the most innovative in the industry. We invented the retracting keel that started the trailerable sailboat market, the fastest growing segment of sailing. After MacGregor built tens of thousands of retracting keel sailboats, cars became smaller and lighter. Weight reduction became essential for safer and easier trailering. We then invented the water ballast system, that provides the safety of a true keel boat, with the light weight needed for trailering and high performance. The light weight then allowed us to develop a high performance sailboat that can be driven at high speed by relatively low horsepower outboard motors. The culmination of all of this is the boat that you see on these pages. MacGregor is now one of the highest volume sailboat manufacturers in the world. We have built over 35,000 sailboats.