

MACGREGOR

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MacGregor has delivered over 15,000 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.

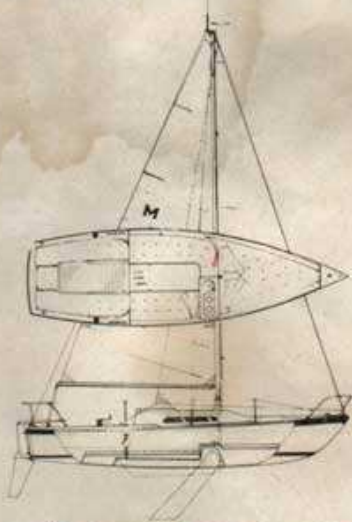
*The price is low. The trailer is your mooring,
... and the wind is free.*

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21'

The MacGregor 21's retracting keel provides the safety and self-righting stability of a keel boat, while permitting easy trailering and ramp launching. It can be stored in a garage. At 1175 pounds, it can be towed behind many of the new, light cars. No boat is easier to rig and sail. The attractive, weather-tight cabin has 4 full sized bunks, and an optional head and galley. The self-bailing cockpit is large enough for six adults. The 21 has positive foam flotation, and maintenance-free fiberglass construction. The 21 was the first of the popular retracting keel sailboats, and thousands have been produced. It is one of the fastest boats of its type ever built, and has compiled an outstanding racing record. We also believe that it is one of the prettiest sailboats to be found anywhere.



Length	Beam	Weight (lbs.)	Draft — Keel down	Draft — Keel Up	Keel Weight (lbs.)	Sail Area Main & Jib	Sail Area Genoa Jib	Number of Berths	Outboard Power-Max.	Cockpit Length
21'0"	6'10"	1175	5'6"	12"	400	175 Sq. Ft.	140 Sq. Ft.	4	10 h.p.	7'0"

No words say it better than the quote from the classic *Wind in the Willows*: "...there is nothing, absolutely nothing, half as much worth doing as simply messing about in boats."

DESIGN AND ENGINEERING

The following is a discussion of the major engineering differences between the MacGregors and other trailerable cruising sailboats, and a discussion of the important concepts of design and construction relating to this type of boat.

TRAILERING: MacGregor retracting keel sailboats are designed for easy trailering behind the family car. They are light, sit low on their trailers, and offer very little wind resistance. They are as easy to tow as most small camp trailers or powerboats.

LAUNCHING AND RIGGING: Today, most boating waters have ramps or beaches for easy launching. The MacGregors are as easy to launch and recover as small power boats. One person can launch the boat, raise the mast, and sail away in from 10 to 15 minutes. (See Page 3 for the launching sequence and Page 4 for the mast raising procedure.) MacGregors can be launched in very shallow water, and can be floated off of their trailers without drowning your car. This shallow draft also permits them to be sailed in waters where other sailboats simply cannot go.

STORAGE: Unlike most other sailboats, MacGregors do not have to be kept in the water or launched with a crane. In-the-water moorings, when available, are very expensive, and crane fees are outrageous. MacGregors can be kept on their trailers and stored at home, or at low cost out-of-the-water storage areas. Maintenance is reduced, and the great barnacle and underwater growth battle can be avoided.

THE RETRACTING KEEL: MacGregor invented the retracting keel. Throughout the marine industry, it has been the most widely used and proven keel system for small cruising sailboats. It consists of a heavily ballasted, winglike fin that is raised and lowered by a winch located inside the boat (see the drawing of the MacGregor 21 on Page 1). When it is lowered and locked in the down position, it serves two purposes: (1) it is heavy enough and deep enough to cause the boat to return to an upright position if the boat is pushed over on its side, and (2) the long slender wing shape provides the best possible configuration to keep the boat from sliding sideways when sailing into the wind. The deep keel allows the weight to be carried far below the hull, where it exerts the same stabilizing leverage as a much heavier, shallow fixed keel.

EASY TO SAIL: No sailboats are easier to sail than the MacGregors. We have spent over a decade making continuing improvements to assure easy operation. More people have learned to sail in our boats than in any other comparable sailboats. Armed with one of the many excellent pamphlets on sailing, it is possible to become quite proficient in sailing a MacGregor in a single afternoon.

POSITIVE FOAM FLOTATION: Each MacGregor has enough solid foam flotation material to float the boat and normal crew in the event the boat 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 in the event of flooding or damage. This extra line of defense is now regarded by virtually all authorities as one of the most important safety features. Don't get a boat without it.

SELF-RIGHTING STABILITY: If a retracting keel MacGregor, with the keel locked in the down position, is pushed over on its side with the top of the mast touching the water, the boat will quickly return to an upright position when released. The keel weight offsets the weight of the mast and rig, and exerts leverage to return the boat to its normal upright position. Many other sailboats will not pass this test. They will either roll over with the mast pointing straight down, or water will spill over the edge and flood and swamp the boat.

OTHER SAFETY FEATURES: Each of our boats has a watertight 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 closed 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 rainwater is no fun either). The MacGregors are also equipped with effective non-skid deck surfaces, and roller reefing to reduce sail area to match varying wind velocities. A kick-up rudder is available as an option. A sailboat offers a major advantage over a power boat. When the power boat's engine quits (and they do) you are stuck. There is almost always enough wind to move a sailboat, and the choice of sail or outboard power minimizes the need for a tow home.

COMFORT: The large, weather-tight cabins provide full sized bunks for a family, and we offer a wide range of options that make for comfortable cruising and camping. The deep cockpits are designed for relaxed seating, and can be used for additional sleeping space for 2. The large pop tops provide full headroom and the best cabin ventilation found in any sailboat. MacGregors go best sailed flat on their bottoms, and they don't have the unmerciful pounding and rolling common to power boats. Sailboats, in general, are quiet and relaxing; a pleasant change from noisy gadgets that try to drive us all crazy.

PERFORMANCE: There is nothing quite as satisfying as a sailboat that will go! There are too many boats on the market today that offer space, accommodations, etc. that simply will not sail fast or well. MacGregors outsell all other comparable boats because they offer comfort, convenience and safety plus high performance. They have compiled outstanding racing records. They are stable enough to carry big jibs and spinnakers, and will plane readily in



moderate winds. A 21, for example, has been clocked at over 17 mph. Fortunately, all the things that make a good trailerable sailboat also create good performance: light weight provides both speed and easy trailering, light, simple rigging improves sailing stability and makes raising the mast easier, and the deep keels (which would be impractical on a fixed keel boat) provide exceptional stability and sailing performance while permitting easy launching. These boats can sail closer into the wind than most outright racing machines. They balance beautifully, and only a light touch on the tiller is necessary to track a perfect course. Don't just take our word on performance. Sail one of our boats, and talk to the owners that have raced them. Your dealer can provide you with the names and addresses of the MacGregor owners in your area.

RACING AND CRUISING ORGANIZATIONS: Organization of owners of these boats are active throughout the United States, and offer an attractive program of racing, cruising and family fun.

ECONOMY: The price of a MacGregor is far lower than the price of any comparable sailboat, and less than half the price of a power boat that offers comparable oceanworthiness and accommodations. Our boats offer the lowest cost way of getting comfortable living space on the water. Fiberglass has long life (the first fiberglass boats are still going strong). Sails can last for over a decade, and there are no complex mechanisms to go sour. The following is a rough idea of the typical yearly cost of owning a MacGregor 22.

	From	To
Maintenance	\$0	\$20
Trailer license	0	19 (California)
Boat registration	0	9 (California)
Property taxes	0	50 (California)
Insurance	0	40
Launching ramp fees	0	100
	\$0	\$238

It may even save you money... sailing just may replace a far more expensive leisure activity. Other costs may include outboard fuel and maintenance, interest on the amount financed, and each year's share of any difference between purchase price and selling price. Happily, resale values, even for boats that we built 13 years ago, remain very high.

CONSTRUCTION: Our boats offer the highest quality fiberglass construction available in this industry. They are 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 the keel, chain plates, and under all 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 continuous woven fiberglass reinforcement, because that is the system that builds the best boats. All hardware and the hull and deck connections are thru bolted for maximum strength. Masts and booms are of anodized aluminum, and all rigging, hardware and fasteners are of stainless steel.

PRICE AND VALUE: Our boats have outsold all others because they offer the best possible boat at the lowest possible price. Thousands have been delivered, and this would not have happened if the value wasn't there and obvious. You can pay a lot more for a competing sailboat, but you may be paying for the waste associated with a less efficient plant, heavy advertising expenses, high overhead, overly complex designs, equipment that you may not want or need, and a lot of other cost items that raise the price but are of absolutely no benefit to you. MacGregor sailboats are built in the most modern, efficient plant in the industry. We buy more materials (the same or better quality) than our competitors, and our volume allows us to buy at far lower prices. Our volume permits a high degree of labor specialization, so that each worker can be more expert and efficient at his particular task. The volume also permits investment in the best tooling, production equipment and quality control systems in the industry. The boat designs are simple and straightforward, the hallmark of sound engineering. Talk to any MacGregor owner, visit our plant, and inspect our boats carefully. You will be convinced that there is no better value.



MacGREGOR 22'

THE MacGregor 22 was designed to provide the most comfortable on-the-water sailing and living space at the lowest possible cost. Here is a good substitute for a cabin at the seashore, and it can be a different lake or seashore every weekend.

Like all of the MacGregor trailerable sailboats, the 22 is exceptionally easy to sail. Because it is light and sits low on its trailer, it is extremely easy to trailer, launch and rig. The standard sailplan is large enough to provide lively performance, but small enough to be completely manageable by one person.

With the optional masthead genoa, the 22 becomes one of the fastest racers of its size. The generous beam and deep retracting keel provide the stability for carrying large racing sailplans. Even with its comforts, performance is spectacular.

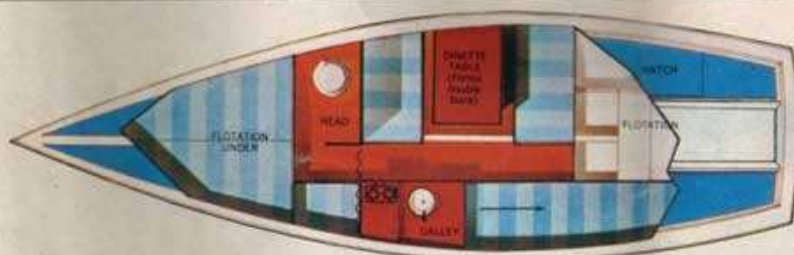


The fiberglass cabin top raises to provide 6' headroom throughout the main cabin, and side curtains provide complete weather protection. There are bunks for 5, a standup galley, and an enclosed head compartment, remote from the main cabin. The top

makes a cool sunshade, and ventilation is better than in any comparable boat. The MacGregor 22 makes a great camp trailer. It tows easily, because of its light weight and low profile, and can be set up in seconds for comfortable overnight lodging while on its trailer.



Here is a test of the boat's foam flotation. We drilled a 1 1/2" hole in the hull bottom, opening the boat to the sea. This is how it ended up when full. It won't sail fast this way, but it beats swimming.



Here's the launching sequence. Back the trailer in until the boat starts to float free. Tie a line to the bow and give the boat a gentle shove. When the boat clears the trailer, pull it back to the beach to pick up the crew. To return the

boat to the trailer, pull or drive the boat on, connect the trailer winch cable to the bow eye, and pull the nose firmly against the pad on the trailer. Drive up the ramp, lower the mast, make sure everything is secure, and head for home.

Length	Beam	Weight (lbs.)	Draft — Keel Down	Draft — Keel Up	Keel Weight (lbs.)	Sail Area Main & Jib	Sail Area Genoa Jib	Number of Berths	Outboard Power-Max.	Cockpit Length
22'0"	7'4"	1800	5'6"	12"	500	177 Sq. Ft.	178 Sq. Ft.	5	10 h.p.	6'2"

MacGREGOR 23'

The MacGregor 23 is a modern replica of the famous English and American pilot cutters of the late 1800's.

Fleets of these swift little ships sailed from the seaports of England and North America to meet incoming transatlantic sailing ships. On the outbound trip, the fastest cutters carried the pilots that would guide the square riggers into the crowded harbors. On the return trip, the cutters carried "priority" passengers and light cargo to avoid the many hours, and often days, required to bring the big ships the last miles into port.

The MacGregor 23 is being produced in very limited quantities, and only in the fall months of each year. If you are interested in owning one, be sure to make the necessary arrangements with a MacGregor dealer well in advance of the fall season.



Without sacrificing its traditional character, the 23 incorporates such modern features as a retracting keel, positive foam flotation, a self-bailing cockpit, a pop top for full cabin headroom, and the highest quality fiberglass construction. It has berths for five, and is fast, seaworthy and comfortable.



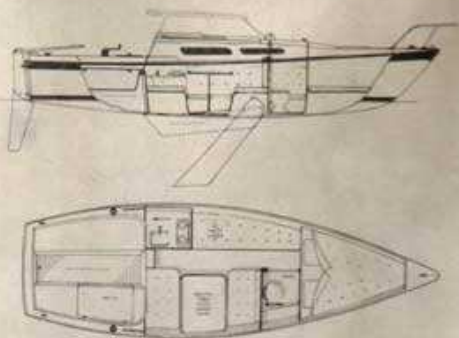
RAISING THE MAST (1) The mast is slid to the rear and the base of the mast is pinned to the hinged mast step. The side shrouds and backstay always remain connected and adjusted for sailing. Only the headstay need be disconnected for trailering. (2) & (3) The

mast is raised. Lifting is reduced to very little if a second person stands on the foredeck and pulls on the headstay. (4) The headstay is connected. The same procedure is used on all MacGregors.

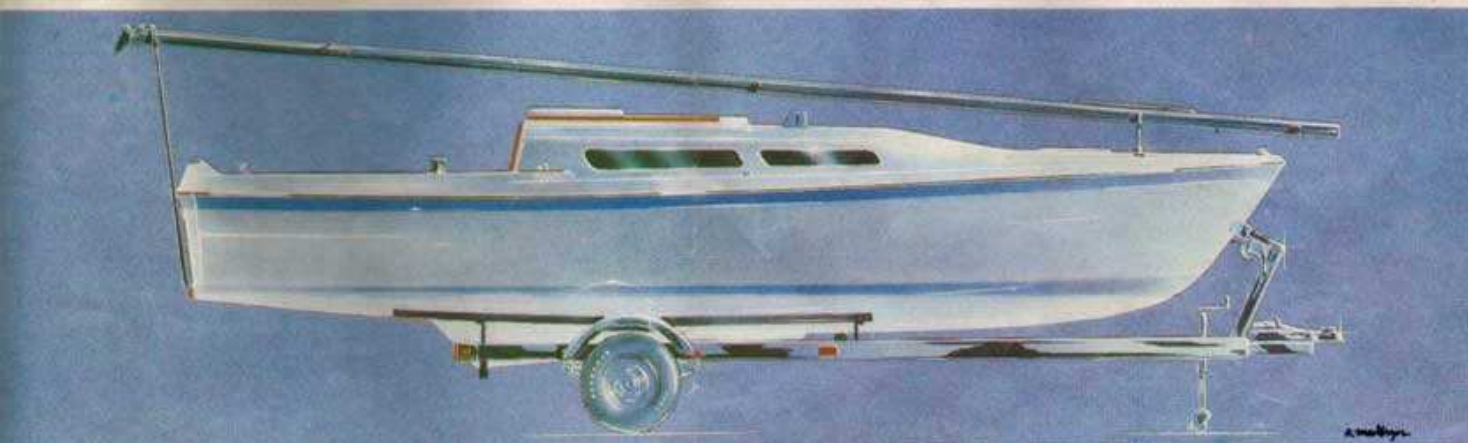
Length	Beam	Weight	Draft — Keel Down	Draft — Keel Up	Keel Weight (lbs.)	Sail Area Main & Jib	Sail Area Forward Jib	Number of Berths	Outboard Power-Max.	Cockpit Length
22'7"	7'2"	1 Ton	5'6"	18"	600	195 sq. ft.	68 sq. ft.	5	10 h.p.	6'4"

MacGREGOR 25

The MacGregor 25 offers more comfort, convenience, safety and high performance than any competing sailboat. Its price is far lower than that of any comparable boat, no matter what combination of options you select. It sits low on its trailer, and is light enough to easily tow behind a standard car. It is as simple to ramp launch as a small power boat. One person can launch and rig the MacGregor 25 in less than 15 minutes. Store it on its trailer and forget expensive moorings. The comfortable interior has a fully enclosed head compartment, a slide-away galley, a large built-in ice chest, a dinette that converts to a double berth, and an 8'5" long settee. The boat has berths for five people, and a pop top that provides 6 foot headroom in the main cabin.



To test the boat's solid foam flotation, we drilled a large hole in the bottom and let it flood. This is how it ended up. It is less than luxurious in this condition, but it is a lot better than having it simply disappear. Most of our competitors do not offer this essential safety feature. If one of their boats is damaged or swamped, its keel can pull it straight to the bottom. The MacGregor 25 has a self bailing cockpit and good non-skid deck surfaces. It will meet the M.O.R.C. self-righting requirements. We offer a complete set of safety rails, including a bow pulpit, stern pulpit and side lifelines. These are optional items that we recommend highly. The fiberglass hulls, decks and liners are all hand laid, layer by layer, with a very high percentage of tough woven fiberglass roving reinforcement. MacGregor has produced over 15,000 trailerable cruising sailboats, and our boats are the most thoroughly proven and tested on the market.

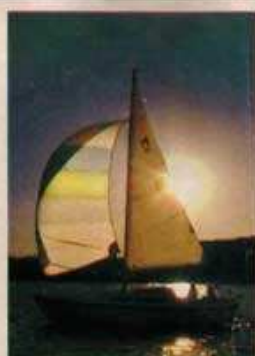


MacGregor

Length	Beam	Weight	Draft— Keel Down	Draft— Keel Up	Keel Weight	Sail Area Main & Jib	Sail Area Genoa Jib	Number of Berths	Outboard Power-Max.	Cockpit Length	Mast Length
24'11"	7'11"	2100 lbs.	5'8"	1'10"	625 lbs.	236 Sq. Ft.	176 Sq. ft.	5	10	6'7"	28'

MacGREGOR 25

The MacGregor 25 is one of the fastest boats of its size. Its long flat underbody permits high speed surfing and planing, and the deep, efficient keel provides stability and lift for excellent performance when sailing into the wind. Even with its exceptional performance, it is easy to sail. It is large enough to be stable and comfortable, yet small and light enough to be easily handled by one person. It is possible to learn to sail in a MacGregor 25 in a single afternoon, and it is an ideal first boat for a family. The MacGregor 25 features a 625-pound retracting keel, which is the most thoroughly tested and proven method of combining self-righting stability and high performance with the shallow draft needed for ramp launching and safe trailering. A small winch in the cabin swings the keel back and up to permit easy launching and beaching. The cockpit is 6'7" long, and seats 6 to 8 adults in comfort. There is ample storage for all the gear you will require for comfortable cruising.

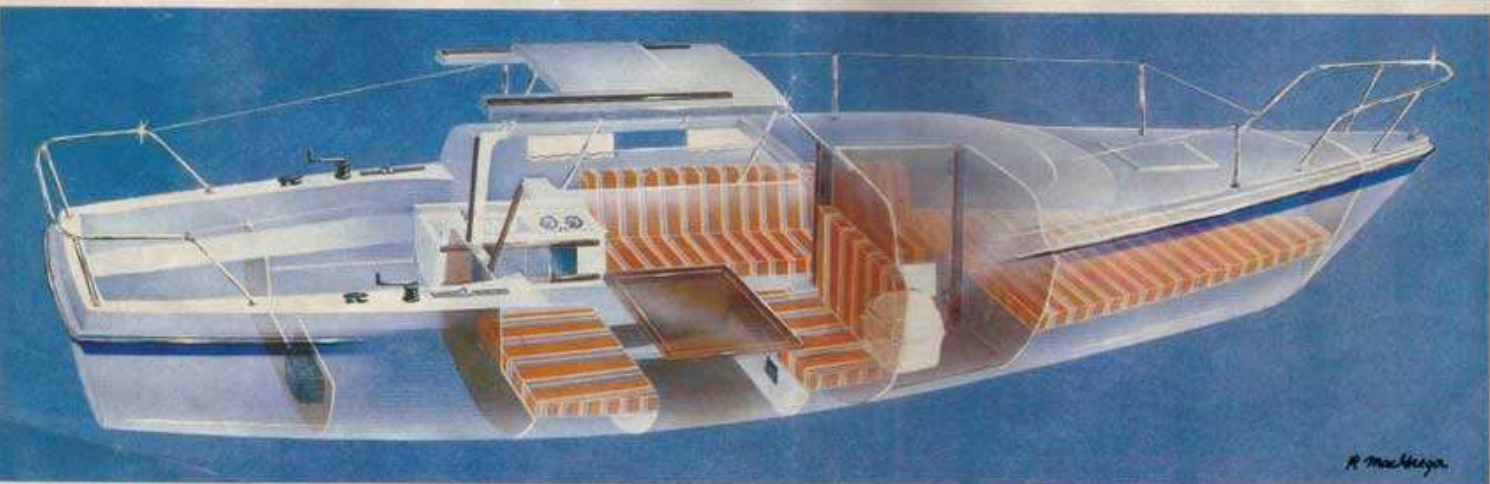


RAISING THE MAST: (1) Slide the mast to the rear and pin the bottom of the mast to the hinged mast step. (2) & (3) Raise the mast. It is light, and not too hard to lift. The load can be reduced to very little if a second person stands on the foredeck and pulls

on the headstay. (4) Connect the headstay. The side shrouds and backstay always remain connected and adjusted for sailing. Only the headstay need be disconnected for trailering.



LAUNCHING: Back the trailer in until the boat starts to float free. Tie a line to the bow and give the boat a gentle shove. When the boat clears the trailer, pull it back to the ramp to pick up the crew. Reverse the process to return the boat to its trailer.



R. MacGregor

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MacGREGOR 36' CATAMARAN

MacGREGOR CATAMARAN CORPORATION
1631 PLACENTIA • COSTA MESA, CA 92627 • (714) 642-6838



The MacGregor 36' catamaran is the fastest production cruising sailboat ever developed. No other production sailboat can match its remarkable history of ocean racing victories. It combines the ultra-high performance of the big day-sailing catamarans with the safety, luxury and comfort of conventional cruising sailboats.

The boat easily exceeds 25 mph on reaches, and over 13 mph close into the wind. It points extremely high and tacks easily. The high speed under sail or power greatly expands the weekend cruising radius.

In the unlikely event of a capsize, a unique system developed by MacGregor enables the crew to right the boat and continue sailing without outside assistance. This is rare among big cats, and an essential safety feature.

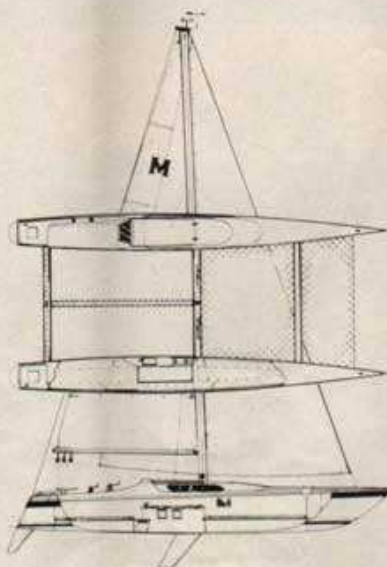
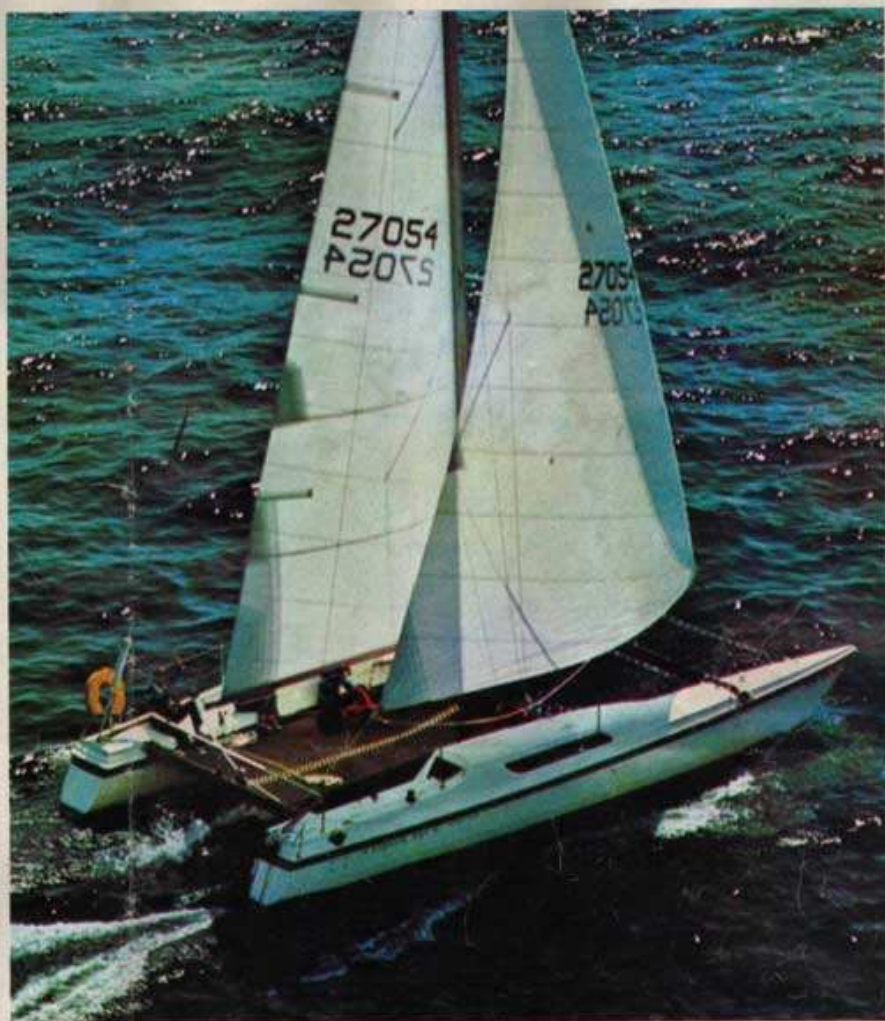
The shallow draft permits easy beaching and allows the boat to be sailed where most conventional yachts cannot go.

The hulls contain built-in positive foam flotation, sufficient to keep the boat afloat in the event of damage.

It can be dismantled, and carried on a trailer in an 8' wide package. It is long, but light, and can be towed behind a standard car. It takes about two hours to assemble the boat, and it can be ramp launched.

Each hull contains two bunks that are wide enough to be considered snug doubles. The starboard hull has a galley. The port hull has an area for navigation and electronics. Each hull can be equipped with a head. The twin cabin makes for real privacy for couples. There is full standing headroom beneath the raised hatches.

We believe that this spectacular yacht offers the finest sailing to be found anywhere.



Ocean Racing Record

1st to finish	1976, 1977, Del Rey—San Diego, 110 mi., 350 yachts
2nd to finish	1976 L.A. to Dana Point, 27 mi., 8 yachts
1st to finish	1976, 1978 L.A.—Dana Point, 37 mi., 65 yachts
1st to finish	1977 L.A. to Dana Point, 27 mi., 8 yachts
1st to finish	1977 & 1978 High Point Series, 60 yachts
1st to finish	1976, 1977, 1978 14 Mile Bank, 26 mi., 80 yachts
2nd to finish	1977 Newport—Ensenada, 110 mi., 600 yachts
1st multihull	
1st & 3rd to finish	1977 Newport to L.A., 27 mi., 87 yachts
1st, 3rd, 4th, 5th	1977 L.A. to Newport, 27 mi., 87 yachts
1st to finish	1978 High Point Series, 65 yachts
1st to finish	1978 Miami to Key West
2nd to finish	1978 Newport—Ensenada, 125 mi., 550 yachts
1st & 2nd to finish	1979 Del Rey—San Diego, 110 mi., 330 yachts
2nd to finish	1979 Presque Isle—Sarnia (Great Lakes)
3rd to finish	1979 San Martin Trade Winds Race, 800 mi.
1st to finish	1979 Guadalupe Islands, 4 races, 60 yachts
1st to finish	1980 L.A.—Newport, 80 yachts
1st to finish	1980 Newport—L.A., 80 yachts
2nd, 3rd, 5th, 7th	1980 Newport—Ensenada, 125 mi., 600 yachts
1st to finish	1980 Annapolis—Hampton, 120 mi., 15 yachts
2nd multihull	1980 Around Long Island, 115 mi.
1st multihull	1980 Newport to San Diego, 85 mi.
2nd to finish	1979, 1980 Newport—L.A., 19 mi., 65 yachts
2nd & 3rd to finish	1980 High Point, 14 mi., 40 yachts
1st Class II	1980 Tradewinds Race—800 mi.
2nd to finish	1980 Reverse Argosy, 19 mi., 50 yachts
1st, 2nd, 5th multihulls	1980 Del Rey—San Diego, 110 mi.

Length	Beam	Weight	Draft—	Main	Jib	Spinnaker	Genoa	Mast	Beam
35'6"	18'	3000 Lbs.	Board Up 8"	295 Sq. Ft.	239 Sq. Ft.	1283 Sq. Ft.	469 Sq. Ft.	Length	

Area	Number of	Outboard
Genoa Jib 140 Sq. Ft.	Berths 4	Power-Max. 10 h.p.
		Length 7'0"



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MacGREGOR 36' CATAMARAN

