

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.

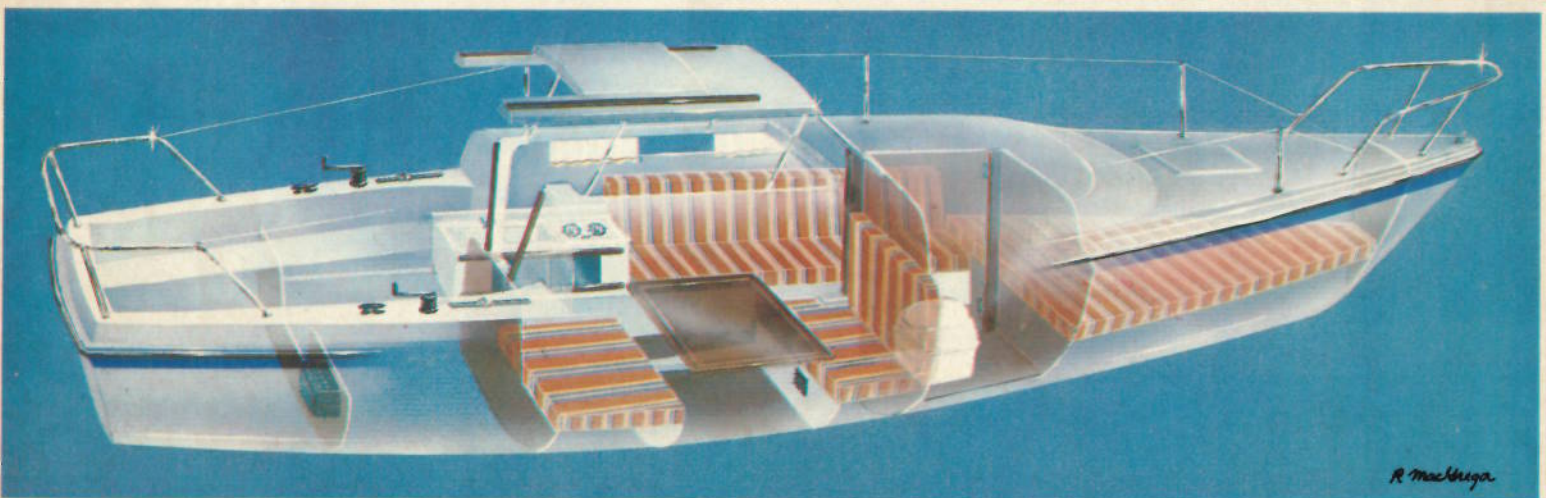


RAISING THE MAST: (1) Slide the mast to the rear and pin the bottom of the mast to the hinged mast step. (2) & (3) Raise the mast. It is light, and not too hard to lift. The load can be reduced to very little if a second person stands on the foredeck and pulls

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

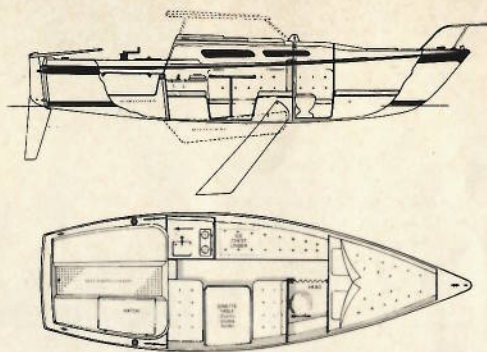


LAUNCHING: Back the trailer in until the boat starts to float free. Tie a line to the bow and give the boat a gentle shove. When the boat clears the trailer, pull it back to the ramp to pick up the crew. Reverse the process to return the boat to its trailer.



R MacGregor

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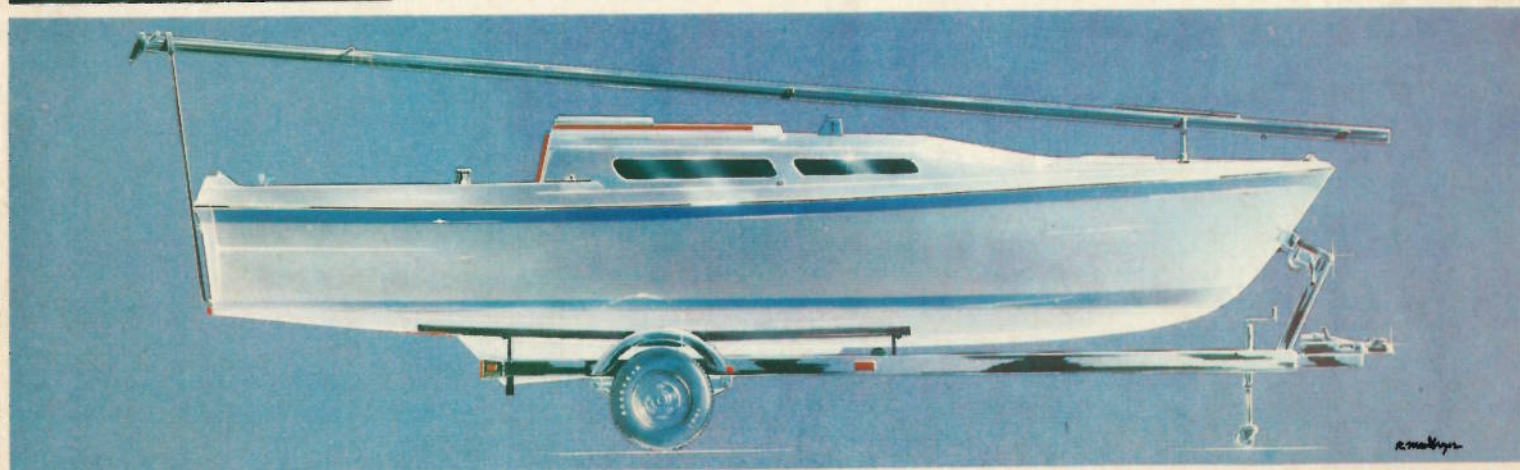


MacGREGOR 25

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.



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 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.

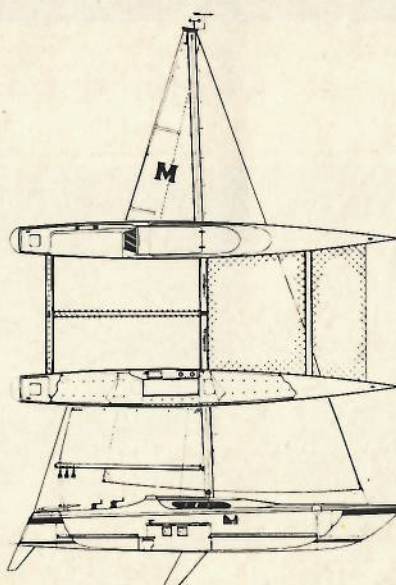
The shallow draft permits easy beaching and allows the boat to be sailed where most conventional yachts cannot go.

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	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
2nd to finish	1978 Miami to Key West
1st & 2nd to finish	1978 Newport—Ensenada, 125 mi., 550 yachts
2nd to finish	1979 Del Rey—San Diego, 110 mi., 330 yachts
3rd to finish	1979 Preque Isle—Sarnia (Great Lakes)
1st to finish	1979 San Marteen Tradewinds 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
35'6"

Beam
18'

Weight
3000 Lbs.

Draft—
Board Up
8"

Main
295 Sq. Ft.

Jib
239 Sq. Ft.

Spinnaker
1283 Sq. Ft.

Genoa
469 Sq. Ft.

Mast
Length
43'

Beam—
On Trailer
7'10"

MACGREGOR

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MacGREGOR 36' CATAMARAN

