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As enduring as the sea The Contessa 26

Some boats are built to impress visitors at boat shows. Some are suitable for fair weather sailing in sheltered waters. The Contessa 26 is built for the sea.

Since the first one was moulded in Lymington, Contessa 26s have crossed every major ocean in the world. Often, they have been racing. Often, single-handed.

This is no coincidence. People who take on tough, individualistic assignments like the Observer Single-Handed Transatlantic Race look for a boat that is tough. One that will look after itself and its crew. One that is built for the sea. And, of course, one that is fast.

They choose the Contessa 26.

The Contessa was designed by David Sadler along classic Folkboat lines. He retained the long keel and fine hull form that first gave the Folkboat its reputation for speed and then for seaworthiness. It is these same lines which make her so pretty.

She has a transom-hung rudder for efficiency and for ease of maintenance. She has a moulded coachroof which, for safety reasons, is shaped to make a sliding main hatch unnecessary.

The Contessa 26 was originally developed and built by the Lymington yard of J.C. Rogers, who have now licensed their neighbouring firm, Maclan Marine, to continue production.

The first action taken by Maclan was to construct new moulds. Next, they upgraded the standard specification to include a teak interior (all external wood is teak, too), 8 hp Yanmar diesel, and a steering compass.

The layout below is the one which has best stood the test of time. In the main cabin, two 6ft 6in berths are aft of the galley (port) and chart table (starboard).

The galley is fitted with crockery stowage, two drawers, and an Argyll gas cooker complete with grill and two burners. Under the navigation table can be found stowage for charts, and a food locker.

The separate heads compartment includes an SL400 marine WC. Opposite is a spacious hanging locker.

The forecabin contains two 6ft 3in berths with shelves over and chain locker between.

All bunk bases are firmly constructed of ply and covered with 4in button-back upholstery.

Much of this specification is new, brought in by Maclan. But in essence, the Contessa 26 is unchanged. Like the sea.

About Maclan Marine

Maclan Marine is part of a large group of companies. They were selected by J.C. Rogers to build the Contessa 26 under licence because of their financial stability, and because of the long-standing good relationship between Jeremy Rogers and Maclan's managing director, Christopher Carrington.

Few people understand the demands of the sea better than Chris Carrington, who crewed in the 1977 Whitbread Round the World Race and is coxswain of the RNLI inshore lifeboat at Lymington. He and Maclan have built many glassfibre production boats.

What people say about Contessa 26s:

Richard Clifford, after four atlantic crossings and one Round Britain Race: "A fantastic seaboat in all conditions."

David Sutcliffe, Headmaster of Atlantic College, after the Observer Single-Handed Transatlantic Race: "I never had a moment's anxiety in the boat."

Edward Bourne, long distance cruising devotee: "it embodies everything that a sensible cruising person could want."

Length overall	25ft 6in	(7.77m)
Length waterline	20ft	(6.08m)
Beam	7ft 6in	(2.28m)
Draft	4ft	(1.21m)
Displacement	5000lbs	(2250kg)
Ballast	2750lbs	(1240kg)
Ballast ratio	55%	
Headroom aft	5ft 8in	(1.73m)
Working sail area	224 sq.ft	(22 sq.m)



The perfect family boat

General Construction: Glassfibre hull and deck. Self-draining cockpit. Glassfibre headliner with air-space. Iron ballast encapsulated in keel. Glassfibre rudder and hinged tiller. Teak cockpit seats and door slats. Teak toerail. Six windows.

Spars and Rigging: Masthead rig. Silver anodised mast stepped on deck. Silver anodised boom with through-mast roller reefing. Kicking strap. Stainless steel standing rigging with rigging screws. Main halyard. Genoa halyard. Main sheet, genoa sheets.

Winches: Six. Two genoa sheet winches. Two spinnaker sheet winches. One main halyard winch. One genoa halyard winch. Two 8in handles to fit all winches.

Sails: Mainsail, staysail and storm jib complete with bags, insignia and number.

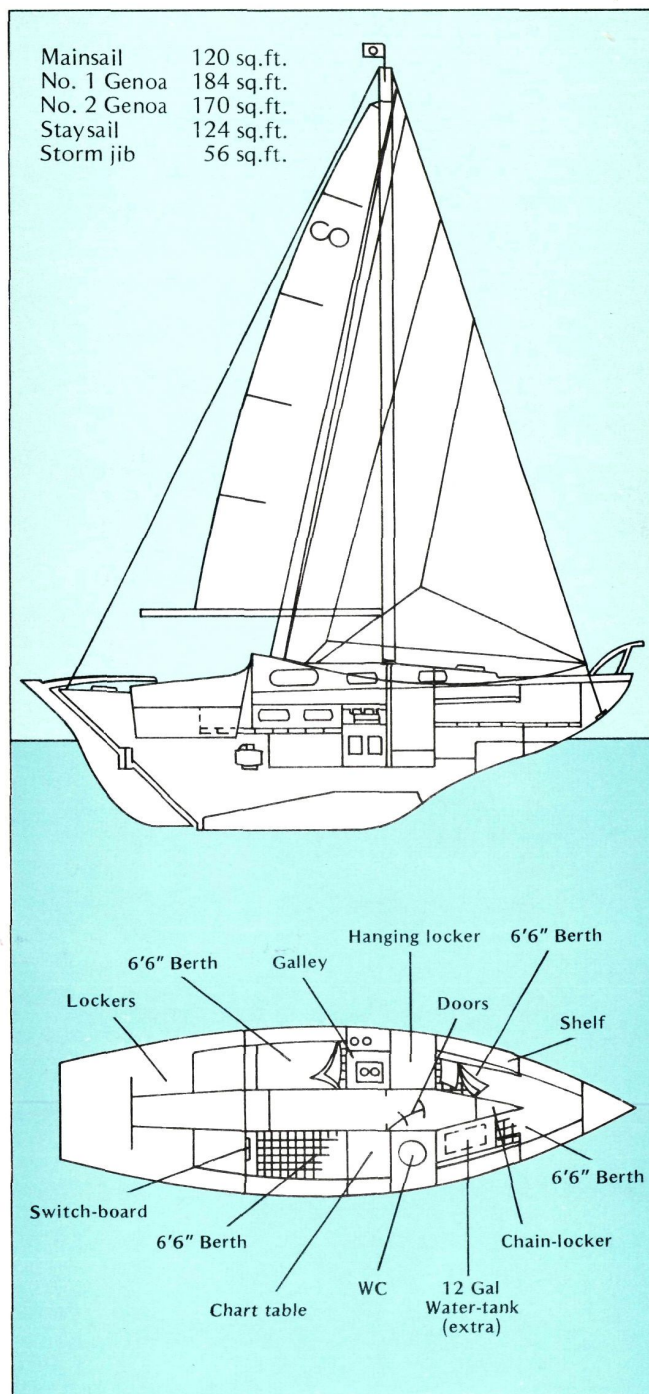
Deck fittings: Stainless steel pulpit with stainless steel stanchions and guardrail. Four alloy mooring cleats. Two alloy fairleads. Four cockpit cleats. Gebo alloy forehatch big enough to pass sails through. Stainless steel stemhead fitting. Tannoy ventilator over galley. Diaphragm bilge pump in cockpit.

Below decks: Interior woodwork is in teak-faced ply with teak cappings. Argyll gas cooker with grill and two burners. Gas bottle. Chart table with stowage under. Battery box with 12-volt heavy-duty battery. All bunks covered with 4in foam-filled cushions. Leecloths on saloon berths. SL400 marine WC in heads with hanging locker opposite.

Engine: Yanmar YS8 single-cylinder marine diesel with 2:1 reduction gear and reverse. Fixed two-bladed propeller. Three-gallon fuel tank. Remote throttle and gear control. Remote stern gland greaser. Water-cooled exhaust system. Electric starting.

Electrical: Heavy-duty 12-volt battery. Isolating switch. Switchboard with circuit breakers. Navigation lights to comply with international regulations in force at time of delivery. Lights in forecabin, toilet compartment, main cabin (seven in all, including special chart reading night light).

Sundry: Compass. 20lb CQR type anchor. Two fenders. Specification subject to alteration without prior notification.



THE MACLAN GROUP

Contessa 26.

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