

## Sails

Model	Sail Type	Luff	Leech	Foot	L.P.
MacGregor 25	Main	24'9"	26'6"	10'1"	
MacGregor 25	Genoa	23'6"	23'	16'9"	15.75
MacGregor 25	Jib 1	23'6"	19'1"	10'2"	
All sail dimensions are from MacGregor Yachts					
Specifications	I	J	P	E	L.P.
MacGregor 25	21.75'	10.50'	25.5'	9.83'	15.75'

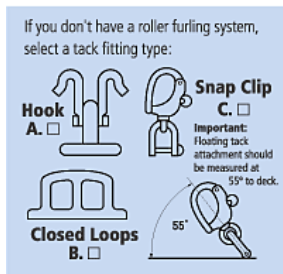
<u>Performance Ratios:</u>	Hull speed in knots	Displacement to length ratio	Sail area to displacement ratio
	6.43 knots	78 50 - 120: Ultralight	23 Pretty Good Speed

Model	Yr Built	LOA	LWL	Beam	Draft
MacGregor 25	1983	24' 11 in	23.00	7' 11 in	22 in / 5' 8 in
Displacement	Ballast	Sail Area	Mast Height	Headroom	Water Capacity
2100 lbs	625 lbs	302 sq ft	28'		N/A
Fuel Capacity	Aux. Power	I	J	P	E
6.0 gals	9.9HP	21.75'	10.50'	25.5'	9.85'

Mainsail Area: 170 sq. ft.  
 Jib Sail Area: 130 sq. ft.  
 Genoa Sail Area: 206 sq. ft.  
 Spin Sail Area: 350 sq. ft.

### Macgregor 25 possible jibs and genoas LP/J x 100=%

100%	110%	120%	130%
LP=10.5	LP=11.55	LP=12.6	LP=13.65
140%	150%	160%	170%
LP=14.7	LP=15.75	LP=16.8	LP=17.85



### 25 Tips From MacGregor Yachts

Maximum heel angle is 10 to 15 degrees, more or less and the boat will sail slower.

There should be no lee or weather helm in light to moderate conditions. When other than neutral helm begins to occur, reduce sail or check one of the following.

#### **Rudder**

The rudder should be tight. It should be difficult to pull it up or down. Teflon shims can be used to increase friction. The rudder should angle down the transom at the same angle as the transom, allowing the lower end of the rudder to lead the top slightly.

**Keel**

The angle between the trailing edge of the keel and the bottom of the boat should be about 30 degrees. This is achieved by the back of the keel resting against the Lock Bolt. If the lock bolt is not present, the keel is allowed to pivot too far forward moving the center of lateral resistance forward to the point where weather helm will result. The Lock Bolt when through the keel, is only about one inch from the trailing edge of the top of the keel, thus the angle variation caused by having the bolt behind the top of the keel as opposed to through the keel hole, is minimum. The Lock Bolt is located just above the keel Pivot Bolt. A replacement Lock Bolt Kit from MacGregor costs about \$7.00 (\$3.00 for the kit, and \$4.00 shipping).

**Mast**

The mast should be raked aft so that the main halyard hangs past a point on the boom 3 to 6 inches aft of the trailing edge of the mast.

**Standing Rigging**

While MacGregor could/would not provide numbers on rigging tension, they did advise that the standing rigging should be tight, but not overly so. MacGregor suggested that replacing the current rigging adjustment system with turn buckles would not be advisable if I were trailering the boat. However, if I were leaving the boat in the water, it could make adjusting the standing rigging easier.

The reason for not changing to turn buckles is that MacGregor feels that the turn buckles are more susceptible to damage and as a result, failure due to stresses during mast lowering.

MacGregor Yachts at (714) 642-6830.