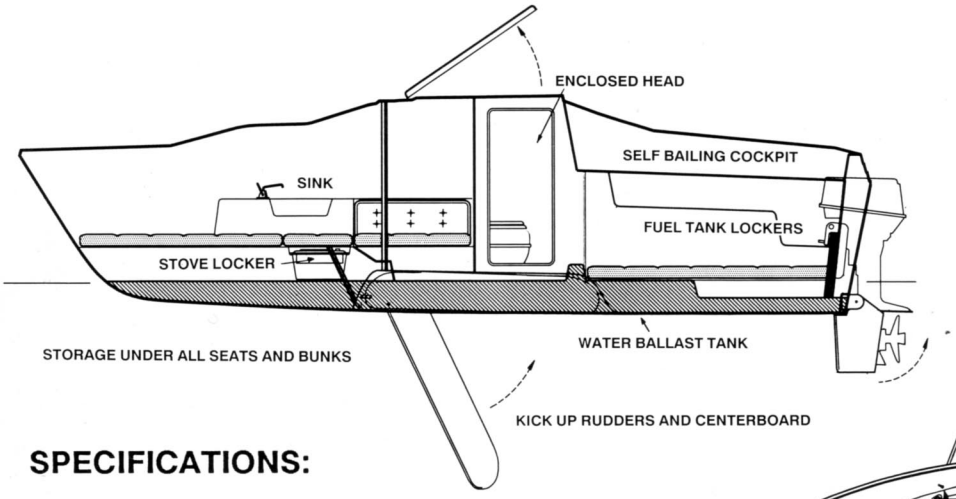
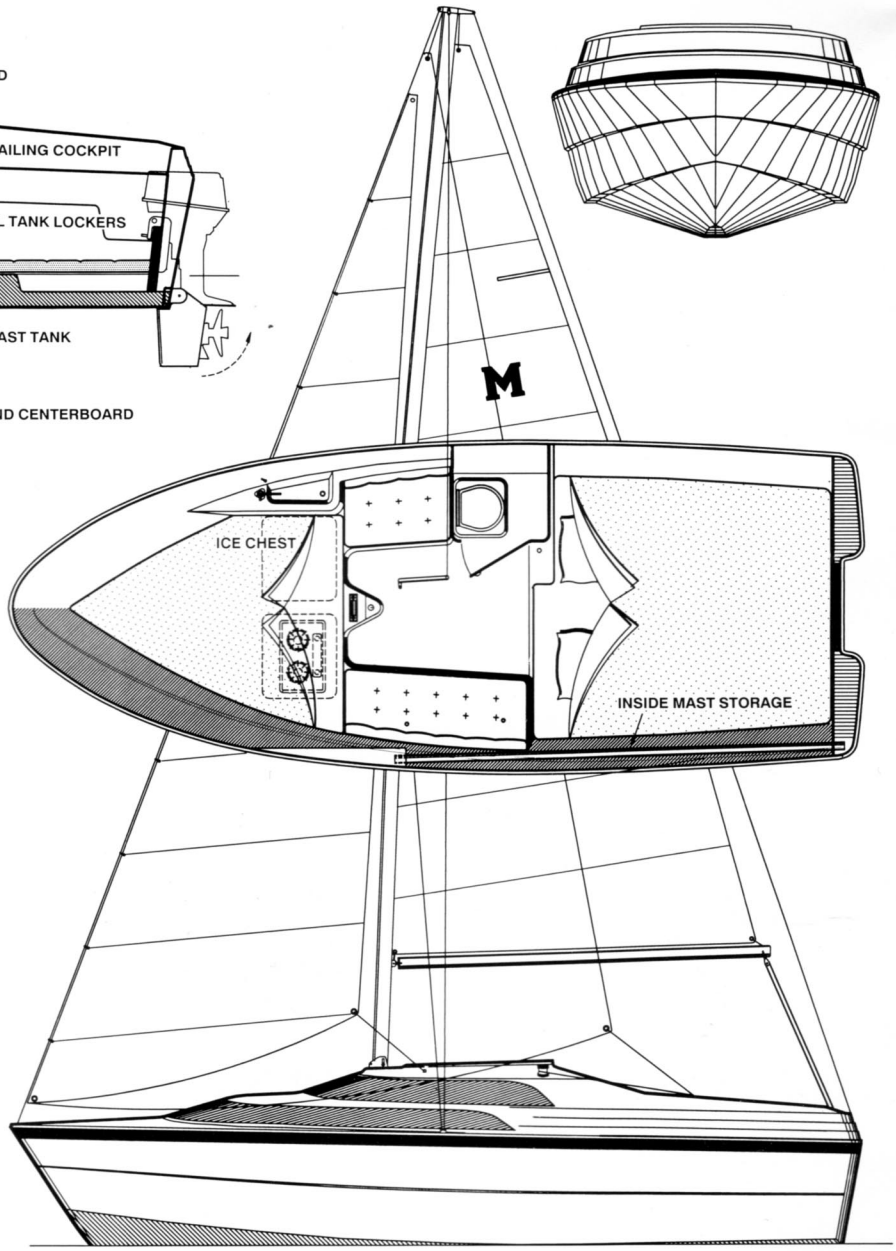
MACGREGOR 19' POWERSAILER

FEATURES

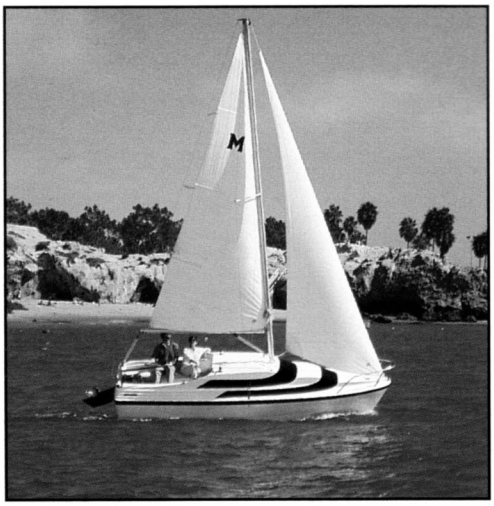
* 25 MPH WITH A 40 HP OUTBOARD
* OUTSTANDING SAILING PERFORMANCE
* LOW TRAILERING WEIGHT: 1630 LBS
* VERY LOW COST
* EASY TO SAIL
* NO NEED FOR EXPENSIVE MOORINGS
* STORES IN A STANDARD GARAGE
* LAUNCH AND RIG IN 10 MINUTES
* EFFORTLESS MAST RAISING
* MAST CAN BE STORED INSIDE
* SAILS IN 9" OF WATER
* WATER BALLAST SYSTEM FOR SELF-RIGHTING STABILITY
* WILL STAY AFLOAT IF FLOODED
* PULLS A WATERSKIER
* SELF-BAILING COCKPIT
* KICKUP RUDDER AND CENTERBOARD
* ENCLOSED HEAD
* QUEEN SIZED BERTH
* ABUNDANT STORAGE SPACE
* SLEEPS 4
* COMPLETE GALLEY
* 6' 1" HEADROOM WITH CABIN ENCLOSURE
* HAND LAID FIBERGLASS
* LOW MAINTENANCE
* HIGHEST QUALITY CONSTRUCTION
* 2 YEAR WARRANTEE
* SOLD BY THE NATION'S BEST SAILBOAT DEALERS





SPECIFICATIONS:

SPEED WITH 40 H.P. OUTBOARD:	25 mph
OUTBOARD POWER:	8 to 40 hp
LENGTH:	18' 10"
BEAM:	7' 5"
NUMBER OF BERTHS:	4
DRY BOAT WEIGHT:	1250 lbs
WATER BALLAST:	800 lbs
SAILING WEIGHT WITH BALLAST:	2050 lbs
DRY BOAT AND TRAILER:	1630 lbs
DRAFT, BOARD UP, RUDDER UP:	9"
DRAFT, BOARD DOWN:	61"
MAST HEIGHT ABOVE WATER:	27' 10"
MAST LENGTH:	23' 8"
COCKPIT LENGTH:	6'
MAINSAIL AREA:	91 sq. ft
JIB AREA:	76 sq. ft.
GENOA JIB AREA:	152 sq. ft.



MacGregor has delivered over 30,000 trailerable 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.

The weathertight cabin offers comfortable accommodations for family cruising. The main cabin has seating for 4. There is a galley and a place for an ice chest under the forward double berth. The table can be removed or clamped in any position on the deck support column. The head, shown at the right of the picture, is fully enclosed for privacy.

Looking toward the rear of the boat, there is a 6' 3" x 5' 10" queen sized berth, rare in a boat of any size. There is storage under every seat and berth. The cockpit seats are over 6' long, and serve as comfortable berths when the weather is good. Not counting the cockpit seats, the boat will sleep 4. The interior floors are carpeted, and we have used the highest quality fabrics throughout the boat. You have to get into the $25,000 price range to find a powerboat with the accommodations of the 19

The overlapping Genoa sail is driving the boat along at a good speed in a moderate breeze. This photo was taken with the water ballast tank full, making the boat very stable and self righting. With the tank empty, performance is increased dramatically, but stability is decreased. In heavy winds, the boat, with its power boat underbelly, will get up on top of the water and hit higher top speeds than most other conventional sailboats.

THE WATER BALLAST SYSTEM: HOW IT WORKS

After launching, a valve on the transom is opened, and a water tank in the bottom of the hull is gravity filled with 800 lbs of sea water. The valve is then closed, trapping the water. Under power or sail, the 800 pounds make the boat stable and self righting. If the boat is going over 8 mph and the valve is opened, the ballast tank will empty, allowing boat to reach its maximum speed under power or sail. The tank can also be drained by putting the boat on its trailer and opening the valve when the rig is on dry land. Gravity empties the tank. There is no reason to pull your car apart by hauling around the entire 800 pounds of ballast.

Because the rudders and centerboard retract completely, the boat sits very low on its trailer and can be launched at any ramp. The trailer has a boarding ladder for easy access, and vertical rails to keep the boat centered while it is being launched and recovered. The boat is light, and can be towed behind smaller cars. Costly, hard to find in-the-water moorings are unnecessary, and the trailer gives you unlimited access to the finest sailing waters. The 19 also makes a great camper when on the road.

One person can rig the boat, launch it at any convenient ramp and sail away in 10 to 15 minutes. We provide a simple, effective system for raising and lowering the mast. It is easy enough for a kid to do. The mast separates into 2 sections and can be stored in an out-of the way location in the cabin, as shown in the photo on the right. The mast joint is stronger than the mast itself, and assembling the rig is quick and easy.

This versatile little yacht is designed to provide FUN. You can have the peace and quiet of sailing, or the excitement of powering around at a pretty good clip. You can tow your kid around on water-skis, fish, camp on land in RV comfort, or take off for a quiet cove for a weekend of camping, swimming and just fooling around on the water. There is no better way to get away from it all. With the motor, you can reach places that you wouldn't have time for in a six mph sailboat. With the trailer, you can reach places most larger yachts will never see, since they are limited to a relatively small sailing radius around the area where they are docked.

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.

For adventure, you can zip around out on a lake or open ocean with far more safety than you would have in a conventional powerboat. If the engine quits, and they often do, you can always sail home.

There is nothing on the market comparable to this boat. Most builders have gone to very specialized boats; either for sailing, fishing, sunning, speeding, camping, water-skiing, partying, or for going offshore. This boat can do it all.

MOTOR SAILERS (A DISMAL HISTORY): There have been several attempts over the years to make a good sailboat that performed well under power. They have been absolute flops. The builders claimed that they were good sailboats and powerboats, but in fact they were neither. As power boats, they just didn't have enough speed. Few managed to get over a pitiful 12 or 13 miles per hour. As sailboats, they were too heavy to sail at all fast. Most were based on rounded sailboat hulls, rather than the flat or V bottom hulls of the modern powerboat. The rounded and curved hull bottoms created downward suction as speed increased, preventing them from getting up on a plane. It takes a very straight, flat bottom for a boat to get up and slide across the top of the water rather than simply pushing water aside.

PERFORMANCE: We believe that the 19 brings you the best of the worlds of power and sail. With an empty water tank, and one person aboard, a 40 hp outboard will drive it at 25 mph. (Each additional 100 lbs reduces speed by 1 mph.)

At 25 miles per hour under power, the bottom angle of 17 degrees provides a perfect compromise between good comfort (minimum pounding) and speed with moderate horsepower. Happily, it is also the optimum angle for a good sailboat. The "V" bottom, straight powerboat hull makes a superb sailboat shape, and the boat sails very well. The hard sharp chine angle (where the bottom of the boat meets the side) creates far more stability than a round bottom and allows the boat to carry lots of sail.

The small standard jib provides just the right amount of area for learning to sail, and for heavy winds. An optional large genoa jib is available for even better sailing performance. The 19 can also be fitted with a huge spinnaker for really fast downwind sailing.

Most small sailboats, with their round bottoms, have a limited speed, around 5 to 6 mph. In heavy winds, the 19's powerboat underbelly will allow the boat to get up on top of the water and plane, and reach speeds twice to three times that of conventional small sailboats.

So now we go from (1) a docile, heavily ballasted power boat to (2) a rather fast small cabin cruiser to (3) a beginner's non-capsizing sailboat with conservative rig, to (4) a quick, comfortable conventional sailboat with a good size genoa and correspondingly good performance, and, with the big spinnaker, to (5) one of the wildest and potentially fastest sailboats around.

LEARNING TO SAIL: There have been few boats on the market that would entice newcomers to get into the sport of sailing. Most are complex, inconvenient, hard to rig, tippy, slow, funny looking, very expensive, and generally confusing. We have spent the past 25 years building boats that appeal to a novice sailer, with great success. (We have built over 30,000 boats.) The 19 is the best yet. Many people have the idea that sailing is difficult and complicated, and that you need lots of lessons in order to get started. Not true. Take this boat to the water, launch it and buzz around with the engine until you get used to it. It is no tougher than driving a car. Then go home and read a brief pamphlet on

how to sail. They are available everywhere. Pick a nice day with a light breeze when you are not in a hurry to get anywhere. Raise the mast, 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.

When you are comfortable using the mainsail, raise the jib. An afternoon of this and you will be fairly accomplished.

To learn to make a boat sail to perfection can take forever (this is one of the great joys of the sport). To learn to sail safely and well is simple. 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.

ACCOMMODATIONS: It has been said that the MacGregor 19 is bigger on the inside than it is on the outside. A neat trick, and important in a 19' boat.

To get the usable space that is necessary for accommodations in a 19 footer, it is essential to use a wide, full shape. Power boats built in this size range are not cabin cruisers like the 19, and have not made use of the space inherent in their broad hulls. At most, they offer a V-berth and a portable head. You have to get into the $25,000 range in powerboats to find the accommodations of our 19.

Sailboat builders have recognized the desirability of accommodations, but have been limited by traditional size and shape. Most sailboats in this size range are small, cramped, narrow and low, because they are generally modeled along the proportions of larger sailboats. They do, indeed, look like sailboats, but are sailboats for midgets.

By making the most of the open hull shape and powerboat type deck, we offer a very comfortable interior. There is a fully enclosed head compartment (an absolute essential for any voyage lasting over a few hours). The aft berth is larger than a standard double bed. Since you rarely cook and sleep at the same time, the galley neatly tucks away under the V-berth cushions leaving the main cabin area open for seating. The cabin hatch, or pop top, hinges open to provide excellent headroom in the cabin. The hinge pins can be pulled, and the hatch can be completely removed. We offer an optional removable acrilan cover that provides 6' headroom in the cabin, completely covers the cabin opening, and provides excellent protection from rain and wind.

BOAT STORAGE: Forget about expensive moorings. The 19 can be stored in a standard garage. Many neighborhoods and communities do not allow boats to be left on the street or in driveways. If the 19 didn't fit in a garage, it would be necessary to pay for storage in the water or at a remote storage yard.

SAFETY ADVANTAGES OVER CONVENTIONAL BOATS: Very few small powerboats are suitable or safe for offshore or rough water sailing. They can capsize or sink, their engines can quit and leave you stranded, or waves may wash over the boat and flood it.

The 19, on the other hand, can be protected from capsize by the water ballast tank. In rough weather, the tank can be filled, providing 800 lbs of ballast placed low in the boat. If the boat is rolled over, it will quickly return to an upright position, even if it is swamped with water. The water ballast will also reduce the rolling in rough conditions.

The 19 has enough built-in solid foam flotation to keep the boat and crew afloat in the event of flooding or damage.

If a conventional powerboat's engine quits or you run out of gas, and you are away from land or in 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 19, simply raise sails, and head for home. There are calms now and then, but there will always be enough wind to get you home and out of trouble.

At very low speed, most powerboats don't steer well. With the engine in neutral or shut off, the boat will go where it wants to, and docking becomes something of a lottery. This is fun for the onlookers, but bad for you. On the 19 the motor is secured in the centered position and the boat is steered with its rudders. When you come into a dock and put the engine in neutral, you can still steer the boat (even better

when the centerboard is down). The 19 also turns more quickly than most sailboats because of its twin rudders.

The 19 has hatches that can be secured to keep the water out of the inside of the boat. In addition, the cockpit (the outside seating area) is self bailing. The floor of the cockpit is above the water level, and any water that comes into the cockpit simply drains out through the outboard motor notch into the sea. 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.) The most seaworthy object is an empty bottle with the lid screwed on. We have come pretty close to this concept with the 19.

WATER BALLAST: It is our water ballast system, perfected on our MacGregor 26, that makes possible the light weight for powering and trailering, and the heavy stability necessary for safe sailing.

After the boat is launched, the transom valve is opened, and a water tank in the bottom of the hull is gravity filled with 800 lbs of sea water. This takes about 4 minutes. The valve is then closed, trapping the water. Under power or sail, the 800 pounds of water make the boat stable and self righting. When the boat is floated back on 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. There is no reason to pull your car apart by hauling around the entire 800 pounds of ballast. You can also drain the tank while powering. At about 8 mph, it drains completely in 4 minutes. Even though the fill opening is below the waterline, the forward speed of the boat, with the valve open, will create a suction which drains the tank quickly. The water ballast tank extends to the transom of the boat. There is a 2" diameter hole for filling and draining, with a gate valve covering the hole. The drain is opened by pulling up on the valve handle, which is easily reached from the cockpit.

OUTBOARD MOTOR: An electric start 40 hp motor provides lots of speed, yet it is light enough that sailing performance is not handicapped. The 40 is really easy on fuel. It is about the largest engine that can be started by hand, a nice feature if your battery goes dead. It is also about the largest engine you can pick up and move around. Try getting your 100 hp engine off the boat and to a repair shop. Also, higher speed and larger engines really eat up gas. 1 mile per gallon is not uncommon with big outboards. This is one of the many reasons we limited the boat to a 40 hp engine.

If you are not interested in high speed powering, the boat performs well with an 8 or 10 hp engine.

WATER-SKIING: The 19 will go fast enough with a 40 hp engine to pull a water-skier. (Forget about towing a crowd.)

FUEL: There are storage hatches in the cockpit that hold 2 standard six gallon fuel tanks. These compartments are completely isolated from the interior of the boat. If there is a fuel leak, the gas and fumes will go over the side and not into the interior of the boat. This is an essential safety feature intended to avoid possible fire or explosion. Most motors come with a single fuel tank, so the second compartment can be used for dock fenders, anchors or other gear.

TWO PART MAST: With the mast stowed below, the 19 really is a powered cabin cruiser, not a sailboat under power. The mast disassembles at its center into two 11' 10" long sections. It is joined by a simple splice which is stronger than the mast itself. It, along with the boom and sails, stows in special racks inside the boat. They are located up near the hull-deck joint above and behind the seat back, where they are barely noticeable. No mast on any sailboat is easier to get up and down. With the optional mast raising system, a youngster can easily do it.

RUDDERS: The boat can be launched and recovered with the rudders pinned down and the motor in the down position, but they should be pinned up for trailering so you won't get nailed by curbs and dips in the road.

CENTERBOARD: The centerboard is on a pivot, and will kick up by itself if it hits the bottom or some object in the water. It is controlled by a line inside the cabin, and can be pulled completely up into the boat for downwind sailing and powering. The board does create drag, and must be pulled up before the

boat is powered at high speed.

SAILING WITHOUT WATER BALLAST: If the 800 lbs of water ballast is drained, the boat becomes a very fast sailboat. However, like most small sailboats or catamarans without ballast, it can now be capsized if you are not watchful. For protected waters or when sailing near shore, the added speed can make for more fun.

DISTANT PLACES: Here in Southern California the most appealing sailing destination is Catalina, an island about 25 miles offshore. Getting there and back has always taken most of a weekend. You can be sure that we will use the dual nature of the Powersailer to shorten the distance. After the short commute across the channel in our power cruiser, we will step the mast and spend our two days sailing from cove to cove and anchoring for the night. Maybe we'll even stay Sunday night and speed back at dawn on Monday. You can't do that in a conventional sailboat.

WHY THE LOW COST: As you have probably noticed, the price for the MacGregor 19 is considerably less than the price of boats of comparable size. The reasons are many.

The design is simple and straightforward, the hallmark of sound engineering.

MacGregor is one of the largest, highest volume sailboat manufacturers in the world. These boats are built in one of the most modern and efficient plants in the industry. We have specialized in this market for over 25 years.

This 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. We are highly skilled at building boats, and equally skilled at designing boats that are easy to manufacture. With care, this can be done without sacrificing quality, performance or safety.

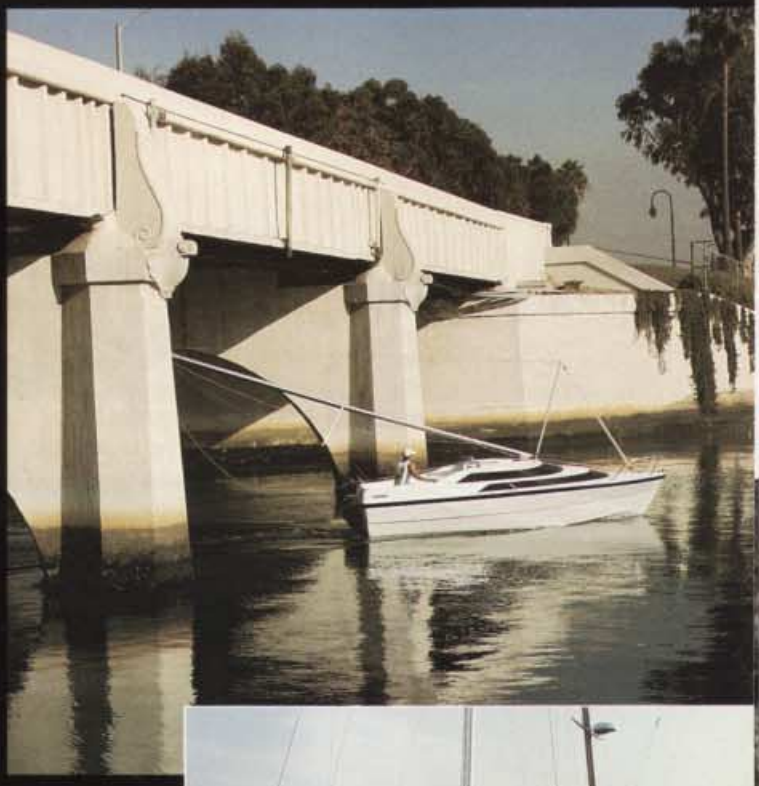
Our work force is highly specialized. Because of our volume, each worker can concentrate on one job and he soon becomes the best in the industry at that job. Unlike most sailboat builders, we make large investments in manufacturing engineering---the art of creating production systems that are labor saving 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.

An example of this: We have developed, over years of constant tinkering, a precise drill jig that lowers down over the deck and provides drill guides for every hole and cutout. Every tidbit of knowledge permanently transferred to tooling or equipment lowers the requirement for high paid labor. The sailboat industry prides itself on high paid craftsmen that can do any job in the boat. However, even a great craftsman can have a bad day. We prefer to put our trust in a solid piece of tooling in the hands of a competent and specialized worker. The results are accuracy and low cost. Don't overlook the fact that water ballast is free. Lead and cast iron cost big money.

In short, the old adage "you get what you pay for" 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.

The 19 will fit in a standard garage. The total width is less than 8' and it can be legally towed anywhere. Many states still require expensive and complicated permits for trailering boats over 8' wide.

If you sail a lot, you can carry the mast, completely assembled, on the easy-to-use rack shown above. Only the forward mast support wire (headstay) need be disconnected for trailering. All other rigging remains connected.



The picture above shows the boat flying the optional cruising spinnaker. It is easy and fun to fly, colorful, and adds a lot of boat speed.

The above-right photo shows the boat going under a bridge using the mast raising system. There are a lot of bridges, and the best sailing is often on the other side. This makes it simple.

The picture to the right demonstrates the extreme stability provided by the water ballast. Notice the small amount of tip with 180 pounds on the edge of the boat.

The solid foam flotation will keep it afloat if flooded or damaged. This is what it looks like filled with water. It beats swimming. Other boats would simply disappear.

It takes 90 lbs at the top of the mast to hold the boat on its side like this. The 800 pounds of water ballast instantly rights the boat when the mast is released.

Sailing is one of the few sports that can be enjoyed by the whole family. Kids seem to love it, and there is no end to the number of new places to go and new things to see. You can learn to sail in a single afternoon. One person can easily launch, rig and sail the boat.

The cockpit is large, comfortable and self bailing. If water comes aboard, it quickly drains out the back without getting inside the boat. This is a safety feature (a swamped boat is no joy) and a convenience (bailing out a week's worth of rainwater is no fun either).

The 19, powered by a 40 hp outboard motor, is pulling this skier along quite nicely. No other sailboat can do this. Most sailboats will rarely sail over 7 mph. This boat gives you all the advantages of a fast cabin cruiser, with 25 mph speeds, along with the ability to sail really well. Unlike other powerboats, if the engine quits, you can always sail home.

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A 45 minute video is available for $10, showing all aspects of the MacGregor 19's design, construction and performance.