



26' (7.92m) 2002 Landing School 26 Weekender
Norwalk Connecticut United States



OVERVIEW

\$59,000

Manufacturer: *Landing School*
Engines: 1 Westerbeke
Engine Model: 12C-Two
Engine HP: 12
Beam: 7' 5"
Max Draft: 4' 3"
Water:

Hull Material: Wood
Cruise Speed:
Max Speed:
Cabins/Heads: /
Fuel Type: Diesel
Fuel:



Data Sheet

Category: Daysailers

Condition: Used

Model Year: 2002

Beam: 7'5" (2.26m)

Max Draft: 4' 3" (1.30m)

Min Draft: 4' 3" (1.30m)

LOA: 26' (7.92m)

Single Berths: 2

Fuel Type: Diesel

Hull Material: Wood

Displacement: 4360 HIN/IMO:

LKS00206F202

Engines/Generators

Engine 1

Westerbeke

12C-Two

Inboard

12HP

8.95KW

Fuel: Diesel

Location: Middle

Summary/Description

The Landing School 26 Weekender was designed to be a high-quality daysailer/weekender.

She is intended for the experienced yachtsman who appreciates first-class construction, but whose schedule and/or preference demands the ease and practicality of a daysailer easily managed by one or two people in most conditions.

The LS 26 design (by Maine-based Naval Architect Ken Rusinek) combines classic, traditional good looks above the waterline with a contemporary, high-performance underbody and appendages. The hull is balanced, with a relatively narrow beam, moderate displacement, fin keel, and a spade rudder.

Stability comes from a low center of gravity rather than a wide beam, thereby allowing the LS-26 Weekender to stay on her feet and maintain her balance as the wind pipes up.

Overview

Construction

Color Layout

Hull: Dark navy blue, a custom blend of (3) parts "*Flag blue*" and (1) part "*Aristo blue*" (Awlgrip-**2018**) Covestripe: *Gold tape*

Bootstripe: Single white (**2018**)

Bottom: Pettit "*Vivid Red*"

Decks are tan with painted non-skid areas White cabin interior

Bright varnished toe rails, cabin house, and foredeck hatch

Construction, Deck and Hull

The LS 26's construction combines the best features and aesthetics of a wooden boat, and the strength, rigidity, and low maintenance of fiberglass. The hull is "cold molded:" four (1/8") layers of Western Red Cedar are impregnated with *West System* epoxy, covered with a layer of 6oz fiberglass cloth for durability. All veneers are vacuum-bagged between plies. Full-length stringers, structural bulkheads, and joiner work are fully bonded to the hull to form a stiff monolithic structure.

The deck is Xynol-covered plywood over laminated spruce beams.

The cockpit drains through a slatted teak sole to a bilge with both an automatic electric bilge pump on a float switch, and a manual Guzzler-type bilge pump near the helm.

The fin keel is a lead casting with 3% antimony for strength. The keel is bedded in 3M 5200 and thru-

bolted to the hull with stainless steel keel bolts. Welded stiffeners on the stainless steel rudder stock distribute the steering loads to the fiberglass rudder skins.

Chainplates are thru-bolted to the hull structure.

All deck hardware is bedded and thru-bolted with backing plates/washers.

Deck Hardware

Harken mainsheet traveler mounted aft of the helm on the quarterdeck Outboard genoa tracks with cars and lead blocks (1) bow and (2) stern Herreshoff-style stainless steel cleats and line chocks

(2) Fixed ¼" oval safety glass ports set in house, port and starboard

Mahogany companionway with (3) drop-boards, upper board louvered for ventilation Hinged mahogany foredeck hatch

Teak cockpit and cabin floorboards Navigation and cabin lights

Bridge-deck above and the forward face of the engine box are removable

As-

new *Sunbrella* cockpit and interior cushions (new foam fillers and *Sunbrella* covers with zippers for easy laundering-**2015**)

Sunbrella brightwork covers for the toe rails and the forward deck hatch

(2) 12V electric Rule 1,100 GPH bilge pumps, each on a float switch, in the cockpit and cabin

(1) manual "Guzzler"-

type bilge pump at the helm, drains both the cockpit and the cabin, controlled by a valve in the port aft cockpit locker Var
nished teak flag pole has a stainless steel socket at the transom, with retaining stainless bolt and *Sunbrella* cover. US Engine

(3) custom covers - a complete out-

season storage cover that goes from the stem to the transom, covers the entire boat down beyond the waterline (by *Kind
er Industries, Bristol, RI - 2017*) and (2) smaller vinyl cockpit covers for use when the boat is on mooring

Electronics and Navigation Equipment

Ritchie BN-202 Navigator steering compass on the cockpit forward starboard bulkhead (**2018**)

B&G Triton depth, speed, and wind sensors with (2) displays mounted on the portside cockpit bulkhead (**2018**)

ICOM M-422 VHF mounted in cabin, with masthead stainless steel antenna Masthead Windex apparent wind direction indicator

Spars, Rigging and Sails

Overall design: Single-spreader fractional rig with swept-back spreaders and tapered mast

New Dwyer 330 aluminum mast and all mast hardware duplicate the original Hall Spars mast specs exactly (**2017** - by *S
ound Rigging, Essex CT, Awlgrip "Matterhorn White"*)

Original 2002 Hall Spars boom, stripped and Awlgripped to match new mast (**2017**)

All new 1 X 19 stainless steel wire standing rigging and FSE Globe5000 Dyneema braid halyards **(2017)** New Size 0 Harken MK IV roller jib furling system on new stainless steel 1 X 19 headstay **(2017)** Braided tan dacron running rigging

Custom block & tackle backstay tensioner and boom vang

Dacron main & jib sails by Maine Sailing Partners- Good condition. Jib has tan *Sunbrella* cover on the leech.

Easy mainsail furling: Just release/drop the main into the tan *Sunbrella* "lazy-bag" cover, and zip it up. Lazy-bag stays attached to the boom while under sail.

Brand new, never used spare custom Sunbrella "Lazy bag" cover for the mainsail "Slab" reefing on the mainsail, 2 reefs

(4) Spinlock jammers

Lewmar chromed winches: (2) ST #**16** each side of the cockpit for jib sheets, (1) #**9** NST on SB cabin top for main halyard, (1) #**6** NST on the port side of mast for the jib halyard

Oak tiller with quick-removable extension

Winch handles: (1) chromed Lewmar in a pocket at the forward end of the cockpit, (1) spare lightweight

Mechanical, Electrical and Plumbing Systems

2002 Westerbeke 12C 2-cylinder 12HP diesel engine

Full Westerbeke engine gauge panel, at aft end of SB cockpit seating

Aluminum 6.6 gal diesel fuel tank with on-deck filler

Fuel burn: 0.672 gallons per hour @ 12hp @ 3000 rpm's, Therefore 6.6 gallons tank capacity means 9.8 hours max running time on a full tank (data from Westerbeke spec sheet)

Racor fuel filter

Morse single lever throttle-gear control, to port in the cockpit **(2018)**

2-blade bronze folding prop **(2012)**

(2) 12v batteries, can be used singly or combined for engine start battery and consumers, with a rotary switch Single 55 amp alternator on Westerbeke diesel for battery charging

(2) Loose 5.25" X 11.25" 3-Watt flexible solar panels, each supporting one of the batteries, easily stowed in the cabin while under sail Digital voltmeter at main panel in cabin **(new-2017)**

(8) circuit breakers for all 12V consumers at main panel in cabin

(2) electric Rule 1,100 GPH bilge pumps on float switches, cockpit and cabin

6.6 gallon rigid plastic fresh-water tank under port v-berth, plumbed to stainless steel sink

Porta-potty under V-berth central filler in cabin

Additional Equipment

Brand new all-aluminum Triad lift-on/o! trailer with forward mast carrier, bow stop with ladder, LED lights, and custom performancepackage for high-speed, long-

distance towing including upgraded suspension, 75R15 load range D radial tires, electronically activated hydraulic G5 9.6" stainless steel disc brakes, and spare tire on wheel mounted on trailer frame **(April-2020)**. Trailer weight is 1800 lbs

Folding stainless steel swim ladder, secures to port side deck (stored in cabin over port v-berth)

Large and medium vinyl cockpit covers

(3) Anchors, each fitted with suitable chain and rode. Under SB V-berth: Danforth 40lb storm anchor; In SB aft cockpit locker: West Marine Traditional M13 anchor, Fortress FX7 "lunch hook"

All cockpit and cabin lockers fitted with "Dri-Deck"

Disclaimer

The company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.



















