



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



OVERVIEW

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:

\$59,000



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

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