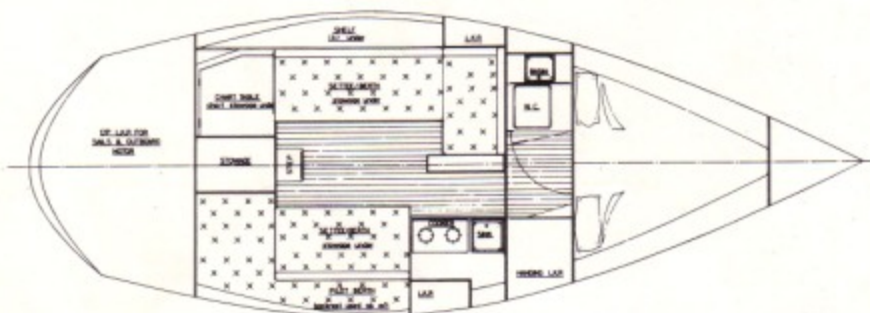
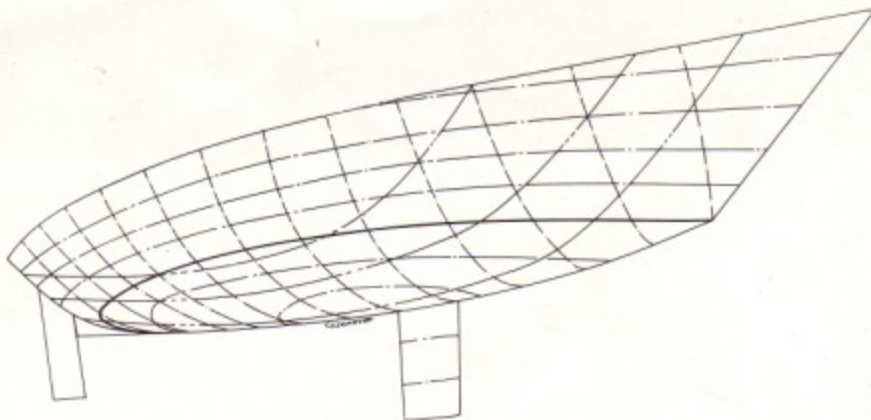




**THE
VERSATILE
CRUISER/
RACER...**

ABSOLUTION

Evolution 26



DESIGNED DIMENSIONS

LOA	25ft 9in	7.85m
LWL	22ft 4in	6.80m
DWL	21ft 6in	6.50m
Beam	9ft 4in	2.84m
Draft (keel raised)	1ft 0in	0.305m
Draft (keel fixed down)	5ft 0in	1.52m
Draft (keel half raised)	3ft 0in	0.91m
Displacement	3600lbs	1632kgs
Ballast	1600lbs	726kgs
I	31ft	9.45m
J	10ft	3.05m
P	27ft	8.23m
E	8.2ft	2.50m
Mainsail	117ft ²	10.88m ²
No. 1 genoa	232ft ²	21.58m ²
No. 2 genoa	156ft ²	14.50m ²
No. 2 first reef	124ft ²	11.50m ²
No. 2 second reef	102ft ²	9.50m ²
Spinnaker	480ft ²	44.60m ²
Rated sail area	325ft ²	99.00m ²

Designer: Julian Everitt.

BUILDER:

Evolution Yachts Limited,
Unit 5, Willment's Shipyard,
Woolston, Southampton,
Hants.

Tel: Southampton 434458/9

Evolution 26 ... a way of life

Just picture the scene to yourself...
It's Friday afternoon at the office... early summer sunlight is streaming through the windows and you've just about had it up to here with the paperwork...

To hell with it!
Throw those files into the pending tray, time's a'wasting... your Evolution 26 is waiting on her trailer—so, hitch up the car and you're away to explore new sailing waters... not only in Britain but anywhere in Europe... the Baltic, the Mediterranean, the Adriatic all are within your grasp. And without hotel bills en route—on her trailer the 26 becomes your mobile home.

For the Evolution 26, largest yacht in Evolution Yacht's range of thoroughbred high performance cruiser/racers is every bit as versatile, every bit as quick to trail, rig and sail as her smaller sisters.

In this yacht Julian Everitt, the designer, has once again embodied his well-proved lifting ballast keel, a fully effective hydrodynamic keel which retracts completely into the hull for trailing and beaching, yet, once locked down, becomes a rigid unit with none of the irritating rattling or lateral twisting associated with a conventional centre-board. Thanks to the powerful but unobtrusive winching system, raising and lowering of keel is a speedy affair (it can be fully raised from the locked-down position in five minutes) and requires so little physical effort it is well within the capabilities of the younger members of the crew.

By exploiting to the full modern methods of boat-building construction the displacement of the 26 has been kept remarkably low for a boat of her size with all the attendant advantages of a moderate sail plan and easily-handled gear.

But nowhere are there any concessions to strength to achieve this low weight. The hull itself is constructed from Fibmat with low resin/cloth ratio and great strength. The structure is further stiffened by a fore and aft girder system. Decks and sleek, low-profile coachroof are of balsa sandwich which ensures low weight and maximum rigidity.

The hull form of the yacht is flat-floored with generous beam and freeboard—all of which contribute towards a boat that is truly civilised below.

How many yachts with a designed waterline of 21ft 6ins (drawn out to 22ft 11ins with the skag and fared aft section) can offer berths for six, a separate loo with space for a shower if required, the sort of galley that makes cold-soup-and-sandwich snacks a thing of the past? And there's heaps of stowage and working space too; the 26 is designed to be as comfortable when passage making as in the marina. And, because her appearance has in no way been compromised by an attempt to cram in caravan-type headroom, she is a very lovely yacht, one that stands out in any company.

And if she looks great in harbour she looks even better when she is sailing. Because she is designed to be a real sailing boat.

She is a flyer, a flyer with a gratifying list of racing successes to her credit, yet, above all a flyer with the good manners of a real thoroughbred.

She is superbly balanced with neutral helm at 35 degrees of heel so there is no fear of a brooch in lively conditions downwind. Her masthead rig is uncomplicated and permits the setting of a wide range of headsails... and handling the gear is simplicity itself.

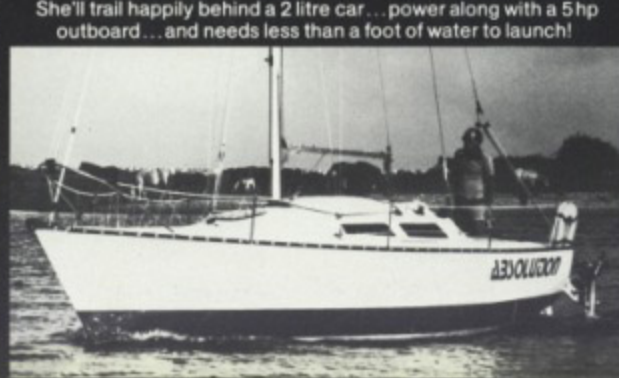
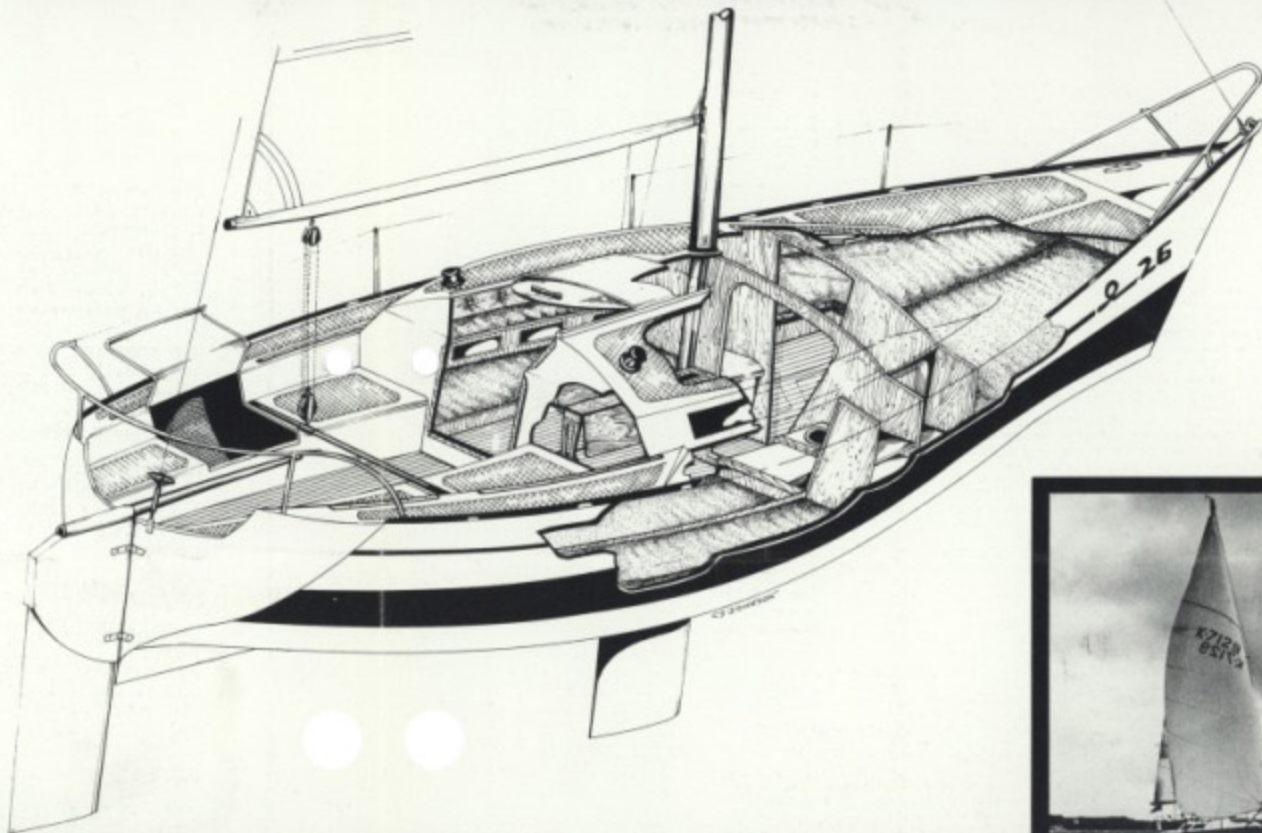
All sail controls lead aft to the cockpit, the wide side decks are uncluttered and well cambered to provide a good foothold when the yacht is heeled and forward is a deep, secure footwell for handling anchor and warps.

An unusually fast boat in light and medium airs, the Evolution 26, unlike many light displacement craft can be driven just as hard as the crew wish in gusty going. Then her ample beam and freeboard really come into their own, coupled with plenty of flare in the topsides they ensure a dry, buoyant ride upwind, while downwind, her deep transom-hung rudder bites deep and gives positive and reassuring finger-tip control.

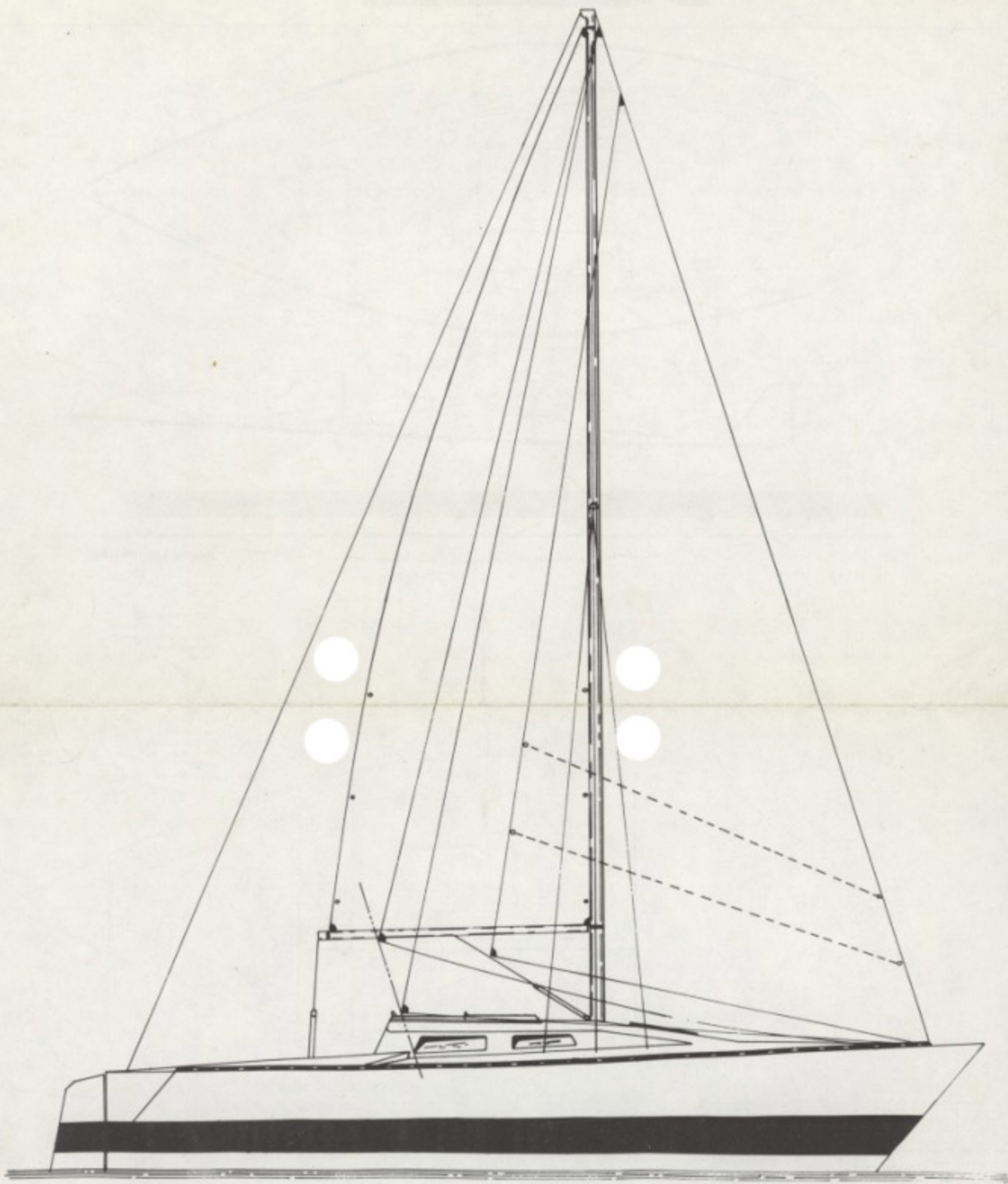
Auxiliary Power?
She'll sail on when there's not enough breeze to flutter a candle flare but if you feel happier not being completely dependent on the wind a four or six horse-power outboard will push her happily against that foul tide, cheaply, easily and economically.

This is a yacht with a lot to offer... a yacht for the new generation of yachtsmen who demand the best of all worlds from their investment, a yacht that can really bring to them the kind of sailing others can only dream about.

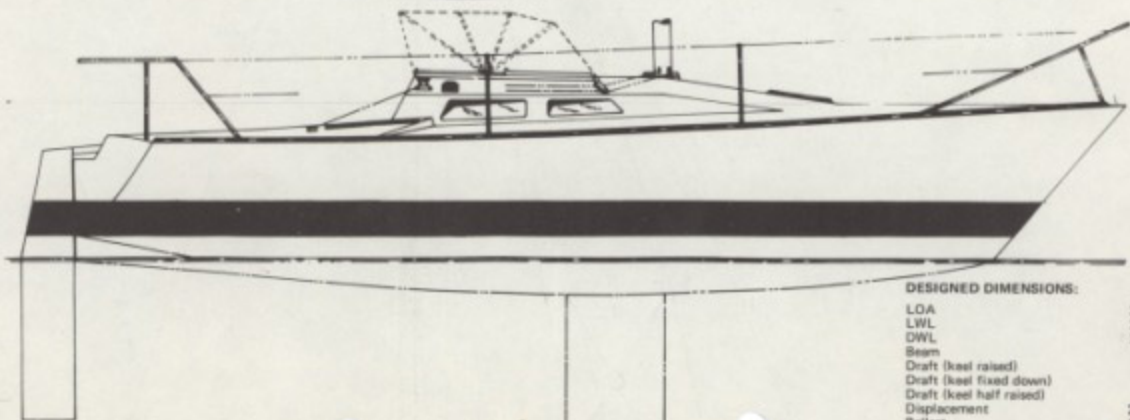
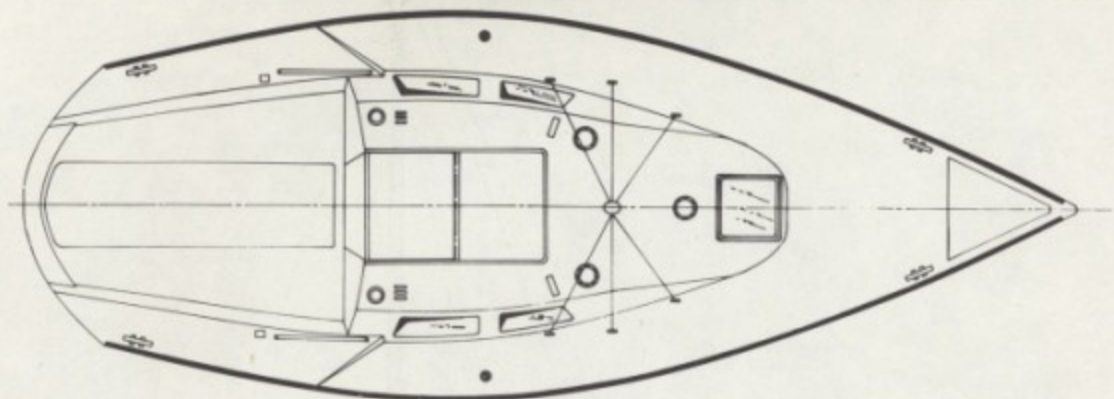
Try the Evolution 26 and you'll find that you are into a new way of life...



She'll trail happily behind a 2 litre car... power along with a 5hp outboard... and needs less than a foot of water to launch!

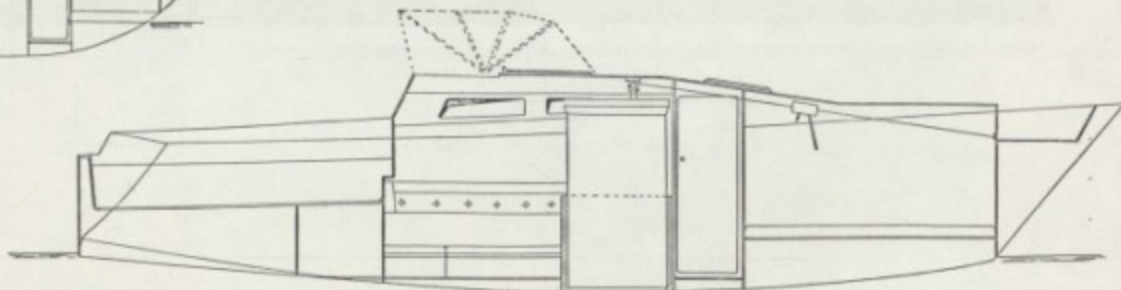
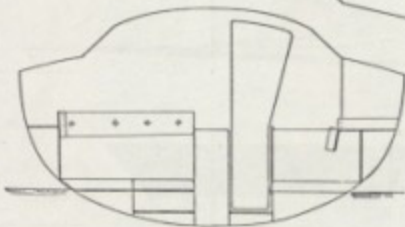
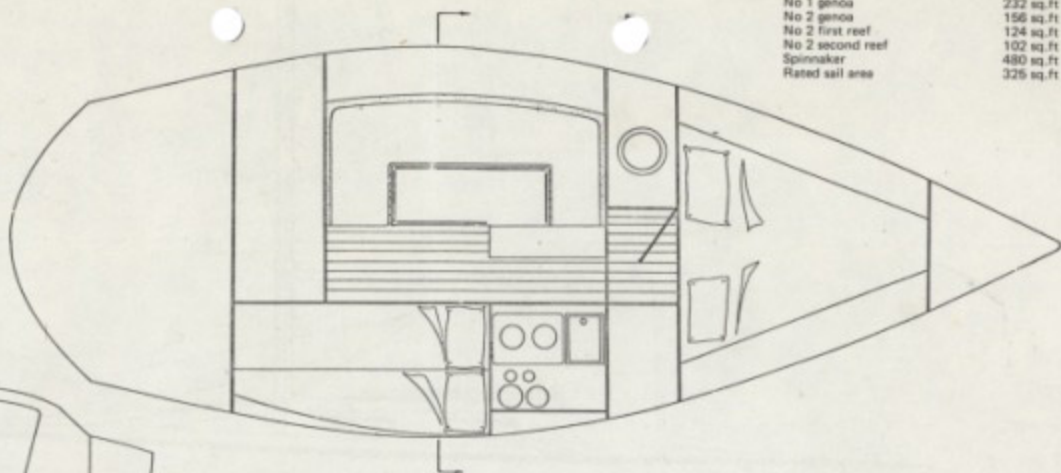


Evolution 26



DESIGNED DIMENSIONS:

LOA	25ft 6in	7.77m
LWL	22ft 4in	6.80m
DWL	20ft 4in	6.20m
Beam	9ft 4in	2.84m
Draft (keel raised)	10 1/2 in	0.27m
Draft (keel fixed down)	5ft 0in	1.52m
Draft (keel half raised)	3ft 0in	0.91m
Displacement	2,850lbs	1,296kg
Ballast	1,017lbs	463kg
J	31 ft	9.45m
J	10 ft	3.05m
P	27ft	8.23m
E	8.2 ft	2.5 m
Mainsail	117 sq. ft	10.88sq.m
No 1 genoa	232 sq. ft	21.58sq.m
No 2 genoa	156 sq. ft	14.5 sq.m
No 2 first reef	124 sq. ft	11.5 sq.m
No 2 second reef	102 sq. ft	9.5 sq.m
Spinnaker	480 sq. ft	44.60sq.m
Rated sail area	326 sq. ft	30.0 sq.m



BUILDER: Evolution Yachts Ltd.,
Bridge Yard,
Lymington, Hants
Tel: (0590) 74054

DISTRIBUTOR: Everitt Boats,
61 Crawford Street,
London W1H 1HS
Tel: (01) 262 0263

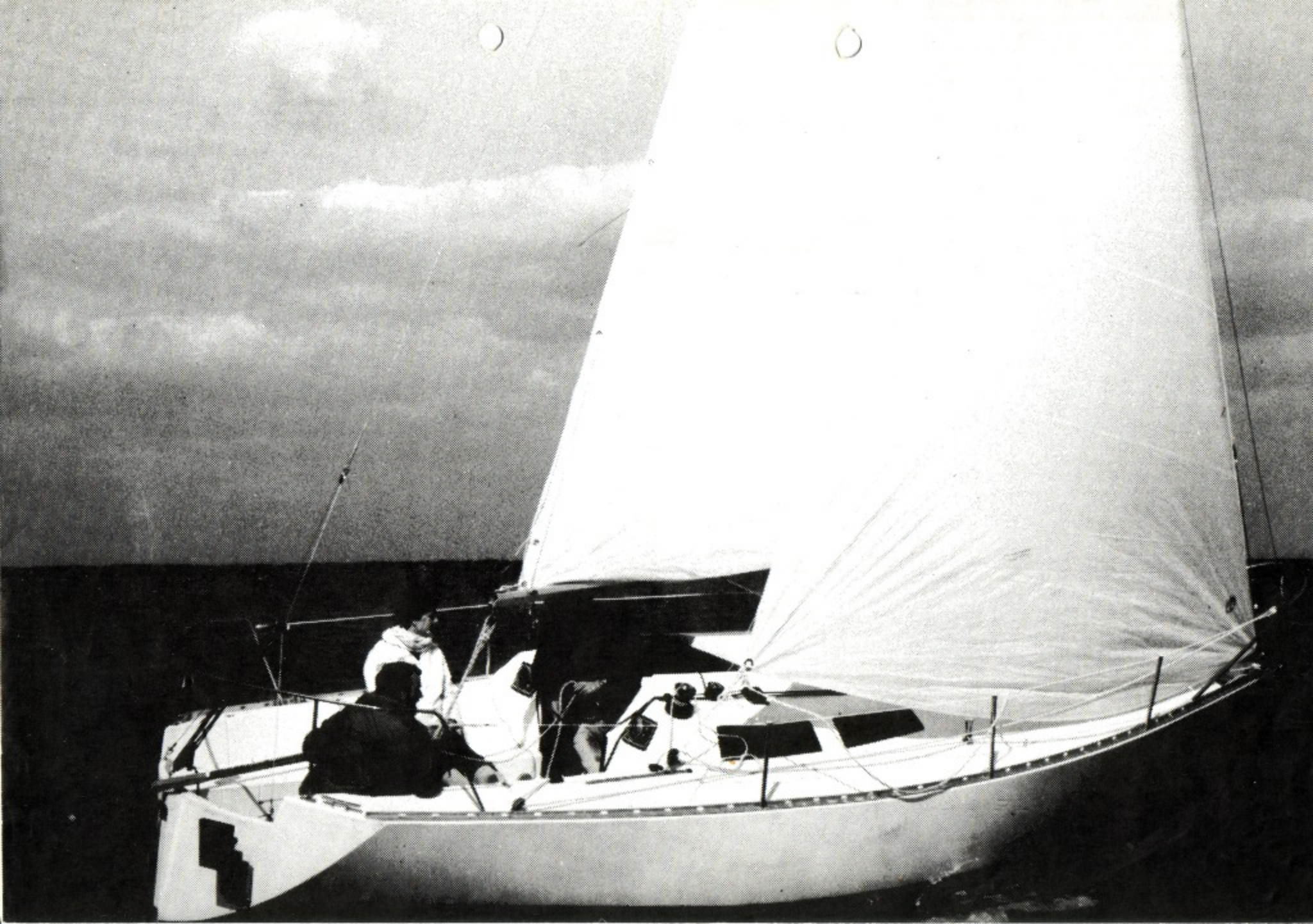


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OSIRIS

OSIRIS



Evolution 26

Evolution 26 is the latest expression of designer Julian Everitt's lifting-keel concept. The validity of his ideas — deep keeled performance yachts which can be easily trailed — is already proven with the Evolution 19 and the E Boat. The Evolution 26 is the natural development of this family of boats, a fast comfortable six-berth yacht, easy to handle and well balanced, competitive in IOR and in local handicap racing.

The boat takes the ground upright, will sail in shallow water, yet is capable of extended offshore cruises — even trans-Atlantic crossings. She is trailable, for use as a holiday home en route to distant cruising grounds, and to provide inexpensive winter storage at home.

The accommodation sleeps a large family in comfort with reasonable privacy. Aesthetics have not been sacrificed to gain standing headroom; the boat has a large double-section main hatch which is readily removed and replaced with a full-length spray hood.

PERFORMANCE

Light displacement, flat-floored boats have proved over several years of hard competitive sailing to be superior in performance to deeper and heavier boats in almost all conditions. They use lighter gear, are easier to handle and, if the correct emphasis is put on fore and aft hull balance, they are more docile in heavy weather. The Evolution 26 has sufficient balance for the boat to have neutral helm at 35 degrees of heel, so she is not inclined to broach when overpressed.

RACING

The hull shape, with a 20'11" designed waterline (drawn out to 22'11½" with the skeg and full aft sections), is designed for speed rather than strict IOR considerations. The designer considers that it is impossible for a production cruiser-racer to be competitive against one-off quarter-tonners. Consequently, he has used speed rather than rating advantage to enable the Evolution 26 owner to get away from the foul air of the pack of production quarter-tonners. The good sail area/displacement ratio ensures high acceleration so that the boat gets away early at starts and has the advantage of sailing ahead and in clear air. This is virtually the only chance a production boat has of beating the "one-offs". The rig, keel and hull design are all geared to maximum upwind performance to help further in gaining clear air after a windward start. Correctly tuned, the boat is fully competitive under IOR.

SEAWORTHINESS

Evolution 26 is built to high specifications. The boat has a fore and aft girder stiffening system and the glass layup uses Fabmat and low resin content for maximum strength and minimum weight. Wide beam and generous freeboard give enormous reserve buoyancy and the flare in the topsides helps keep water on deck to a minimum. The low coachroof, wide sidedecks and hefty toerail are all features which ensure safety at sea in extreme weather.

TRAILING AND SHALLOW WATER

The light displacement hull with its flat run through-out lends itself to trailer-sailing perfectly. The fully hydrodynamic racing keel is easily retracted into the boat leaving an unobstructed canoe body which can sit flat on sand or mud and be easily and quickly pulled on to a flat trailer.

When the keel is locked down, it is in all respects a fixed keel. It cannot rattle, twist or move in any way. The rigidity of the locking system is such that the boat will dry out happily against a wall with the keel taking the full boat weight. The lifting mechanism is a simple, reliable mechanical winch lifting the keel on a one ton breaking strain wire rope through a three part purchase. Lifting the keel, from fully locked-down to complete retraction (or vice versa) takes about five minutes. The physical effort involved is easily within the ability of an average ten year-old.

The light weight of the boat makes it reasonably easily managed on shore. Its 9'4" beam means that it can be trailed flat in Europe* by UK owners. A tilting trailer is available for owners who live on the European mainland. The masthead rig is also a boon as it can be raised and lowered under complete control using the boat's own winches.

ACCOMMODATION

The wide beam — so essential for good sea-keeping ability in a small offshore boat — allows for four comfortable berths in the saloon together with galley and chart table facilities. A great sense of space is created by the wide floor between the bunks. There is a dining table and the port settee converts into a double berth. Forward, there is a full width toilet compartment separate from the saloon and the two-berth forecabin.

*Except in Switzerland

EVOLUTION 26

Standard specification

Complete and ready to sail, with reefable mainsail and reefable working jib in Island polyester.

Construction

Glassfibre hull and deck (low resin layup using Fabmat).

Cast iron lifting keel

Moulded non-slip finish on deck and in the cockpit. Self-draining cockpit. Lifting glassfibre rudder with hinged tiller.

Rig

Deck-stepped Proctor silver anodised mast, boom with slab reefing and kicking strap. Stainless steel, 4 and 5 mm, 1 x 19 standing rigging, stainless steel rigging screws. Internal wire halliards with serylene tails for main and genoa. Main and genoa sheets.

Sails

Main (two reefs) and working jib (one reef) in Island polyester, complete with bags and numbers.

Deck Fittings

Four Lewmar winches with two handles (two No 7's and two No 10's) handling all halliards and sheets, leading to Clamcleats. Three mooring cleats. Stainless steel stemhead fitting. Stainless steel pulpit, pushpit and stanchions with lifeline. Fore-hatch.

Sail/anchor well

Lifting bracket for outboard motor. Heep and padlock fitted to mainhatch.

Accommodation

Double berth in forecabin, double berth, settee berth and pilot berth in saloon, all with cushions. Separate full-width toilet compartment with flushing chemical WC. Hinging locker. Chart table with light and chart storage. Gimballed Flavel double-burner cooker with grill, oven and gas bottle. Fresh water tank with pump and sink. Galley working surface and storage. All internal woodwork in marine ply teak faced where visible or in solid teak.

Engine

Outboard engines between 5 and 10hp are suitable. No engine is supplied with the standard boat.

Electrical system

12 volt battery in removable battery box with charging point and master switch, navigation lights, 3 fluorescent lights (forecabin, toilet and saloon).

Colours

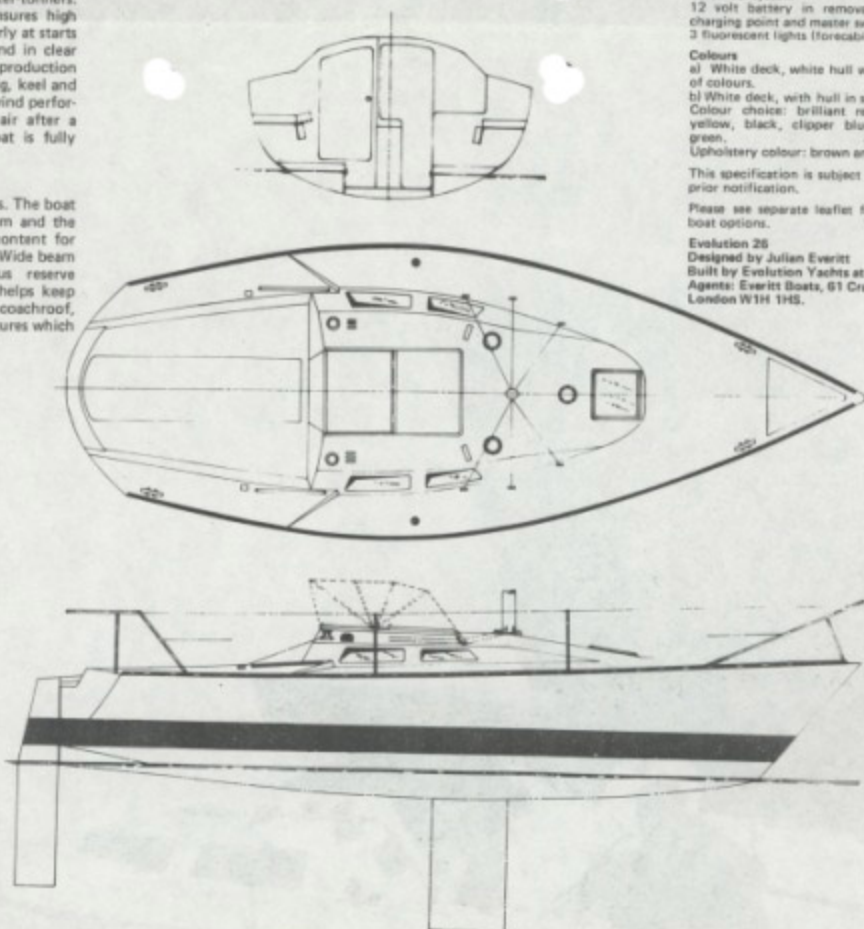
a) White deck, white hull with a stripe in a choice of colours.
b) White deck, with hull in solid colour (no stripe). Colour choice: brilliant red, signal red, golden yellow, black, clipper blue, oxford blue, grass green.
Upholstery colour: brown and white check.

This specification is subject to adjustment without prior notification.

Please see separate leaflet for information on kit boat options.

Evolution 26

Designed by Julian Everitt
Built by Evolution Yachts at Southampton.
Agents: Everitt Boats, 61 Crawford Street, London W1H 1HS.



BUILDER: Evolution Yachts Ltd.,
Woolston
Southampton

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