ETAP 26s

TECHNICAL SPECIFICATIONS:

L.O.A.	**8.02 m (26'4")**
Hull length	**7.30 m (23'11")**
Length waterline	**6.71 m (22'0")**
B.O.A.	**2.50 m (8'2 1/2")**
Beam at waterline.	**2.12 m (6'11 1/2")**
Draught	**1.50 m (4'11") / 0.85 m (2'9 1/2")**
Clearance	**11.60 m (38'1")**
Displacement	**1800 / 1820 kg (4,012 / 3,968 lb)**
Keel (0.85m)	**520 kg (1,145 lb)**
Keel (1.50m)	**500 kg (1,101 lb)**
Mainsail	**18.2 m² (196 sq.ft.)**
High-aspect jib	**12.2 m² (131 sq.ft.)**
CE design	**category B/C**

Designers:
M.O. von Ahlen
ETAP Yachting N.V.

1. Construction

In common with all members of the ETAP family, the ETAP26s has ETAP's unique double-skinned structure. This makes it unsinkable, provides extra hull stiffness, insulates hull and deck to ensure practically condensation-free cabins and gives a unique interior finish. The ETAP26s is approved to CE design certification category B (category C for the optional tandem keel).

Extensive computer simulations were carried out to ensure the selection of a sleek, smooth hull profile with a slightly angled bow and long waterline. This hull gives the ETAP26s excellent speed capability in a wide spectrum of wind conditions, from calm to strong, combined with safe handling characteristics.

The ETAP26s is surprisingly roomy and comfortable below decks, with a spacious galley unit and a separate toilet compartment with wet stowage facilities. The extremely solid floor structure, built-in hidden aluminium arch and transmission of the standing rigging forces directly to the external hull are just a few examples of new developments from ETAP Yachting which contribute towards increased safety and long service life.

2. Hull

The hull is built of fibreglass-reinforced polyester (ortho and iso) with a protective iso-NPG coating to give a totally waterproof finish. The hull is entirely made using the closed mould method. RTM injection technology produces a monolithic structure which is technically superior to traditional manufacturing methods. The unique ETAP hull construction creates a number of important benefits, including:

- a high-stability floor structure in the interior hull ensures a very stiff hull construction

- the protective iso-NPG gel coat gives the polyester surface a durable, easy-maintenance finish
- using a separate aluminium and reinforced polyester mast heel (not a through-deck mast) allows the mast base to be integrated into the hull structure, leaving more room inside the ETAP 26s

Polyurethane foam with a minimum 95% closed cells is injected into the space between the two hulls, providing sufficient buoyancy to ensure that the boat will stay afloat even if it suffers serious damage. Substantial volumes of polyurethane foam are located fore and aft to provide impact protection and longitudinal stability in the event of damage. Additional reinforcement points are built into the hull for extra strength when the ETAP 26s is trailered or stored for long periods on a cradle.

3. Deck

The deck is also double-skinned, giving a very high standard of interior finish and eliminating the need for additional decorating materials, many of which might not be waterproof. The deck is also entirely made using the closed mould method. RTM injection technology produces a monolithic structure which is technically superior to traditional manufacturing methods. Highly effective nonslip deck pads are fitted to the deck surface, with each nonslip area protected by a raised bumper.

Aluminium toe rails are fitted over the entire length of the deck to provide better support. These also allow fenders to be attached without burdening the sea rail, act as fastening points for mooring ropes and provide securing points for lifelines in heavy weather. Four mooring cleats are fitted, plus a 45 cm-high plastic-coated stainless steel sea rail with 6 stainless steel stanchions. The midship stanchions are fitted with padeyes to serve as securing points for stays when stepping and striking the mast, allowing the mast to be supported abeam. Aluminium grab rails are secured onto the deck construction.

A stainless steel lowered pulpit and split pushpit facilitate boarding and disembarkation.

The deck construction is designed to allow crew members to walk right round on the nonslip pad surface when the boat is heeling, while remaining fully protected by the sea rail. The ETAP 26s also has a self-draining anchor and chain well.

Other deck fittings are as follows:

- 2 halyard winches with 2 winch handles on the cockpit roof for halyards and clews
- a mast heel for the steppable mast, with turning blocks and a retaining fitting to secure the mast for transport
- turning blocks to allow running rigging to be controlled from the cockpit
- 2 genoa rails with track
- 4 mooring cleats
- 8 halyard clutches
- 1 flagpole and holder
- 2 folding padeyes to attach the mainsheet block

The laminate is reinforced and aluminium or stainless steel reinforcing plates are fixed at locations where deck fittings are installed or may be installed as options.

4. Deck to hull connection

The tension in the standing rigging is taken up by stainless steel tie rods on shroud plates in the hull. The unique ETAP External Chainplate System (ECS) - an innovative system with the shroud plates mounted as far outside as possible - reduces forces between the mast and hull by up to 30%.

The deck of the ETAP 26s is laid into the hull. This forms an optimum triangle of forces between the standing rigging, mast, deck and hull. The deck is first fixed to the hull mechanically, then bonded to form a whole with it. Finally, a heavy grey synthetic buffer is attached to give mechanical protection.

5. Cockpit

The ETAP 26s has a very spacious and ergonomically designed self-draining cockpit, with extra-safe seating on the gangway behind the back rests for when the boat is heeling.

A nonslip structure is incorporated into the gel coating of the hull floor for ease of cleaning. Capacious cockpit stowage lockers are located to port and starboard.

Facilities for mounting an engine block are provided in the stern to allow an outboard engine to be fitted amidships if desired. A stainless steel bathing ladder and a manual bilge pump are also fitted.

A diesel or electric engine and saildrive transmission can be mounted in an engine bay built-in specially for this purpose under the cockpit floor.

6. Rigging

The ETAP 26s has a mast with one set of aerofoil spreaders and 7/8 rigging. The spinnaker boom ring is fitted as standard. The mast is attached to an on-deck mast heel, not stepped through, thus ensuring that the structure is watertight and easily stepped.

The boom has an outhaul and 2 reef lines which are carried aft to the cockpit. The reefing lines run over turning blocks on the luff and leech of the mainsail, thus reducing friction to a minimum and allowing all reefing manoeuvres to be carried out from the

cockpit without needing a gooseneck on the front of the boom. The boom is fitted with a boom downhaul and supported by a fixed rodkicker to prevent it from striking the deck or sprayhood during reefing.
All standing rigging is made from 5 mm stainless steel wire (with the exception of the forestay, for which 4 mm stainless steel wire is used) with rolled cotter terminals and bottlescrews on deck. The mainsail and jib halyard have a D-shackle and a snap fastening for easy sail attachment. A flag line is fitted on the starboard spreader, a windex is mounted on the masthead and pilot lines are provided for all unsupported running rigging. The spinnaker halyard is delivered with the standard inventory.

7. Sails

The ETAP 26s has a partially battened mainsail with a free foot, made by internationally renowned sail makers. The mainsail area is 18.2 m² (196 sq.ft.), with two sets of reefing points and a rounded leech. The two upper battens extend from leech to luff for ideal shape stability, while the two lower are shorter in order to avoid placing too high a pressure on the cringles and to facilitate hoisting and reefing the sail.
The detachable sail cover is attached to the boom with a rope foot and is not attached to the mainsail. Lazy jacks guide the mainsail into the sail cover.
The high-aspect jib has an area of 12.2 m² (131 sq.ft.), is cut with a straight leech and overlaps the mainsail sufficiently to ensure optimum operating efficiency.
The mainsail carries the ETAP logo, both sails are fitted with tell-tales and leech tensioners, and all sails are supplied with a sail bag.

8. Electrical equipment

The electrical equipment fitted to the ETAP 26s includes a 70 Ah maintenance-free battery and a switch panel with trip switches and automatic circuit breakers inside. This powers a 12 V electrical socket, the interior lighting and the navigation lights. Navigation lights are fitted to European specifications, with a 25 W three-colour mast-top light and anchor light, and a 15 W two-colour light at half-mast height. Electrical layout diagrams are supplied with the boat.

9. Water

A 50-litre water tank is mounted under the forepeak.
A water pump supplies water to the sink in the galley. As an option, waste pipes from the galley and/or toilet may be connected to a holding tank.

10. Keel

The ETAP 26s is equipped as standard with a lead fin-and-bulb keel with a draught of 1.50 m. This keel was developed specially for the ETAP 26s giving a high aspect ratio, fine profile and beneficial hydrodynamic shape. A cast iron ETAP tandem keel with a draught of 0.85 m is available as an option. The keels are bolted on in the traditional manner, with stainless steel mounting plates fitted in the hull. This gives an extremely good watertight seal and very strong construction by ensuring maximum transmission of the keel loading to the hull.

11. Rudder

Two rudders ensure highly efficient operation, thanks to their asymmetrical design. The one-piece rudder blades are made by a closed mould technique which winds fibreglass around a polyurethane core.
This monolithic structure ensures greater shock resistance than traditional manufacturing methods. The highly sophisticated technical solution used to connect the tiller to the rudders allows the resistance and angle of each rudder to be adjusted independently.

12. Skin fittings

All skin fittings have fast-closing bronze ball valves, and reinforced hoses are attached with double stainless steel hose clamps. Hulls can be supplied without skin fittings on request.

13. Ventilation and light

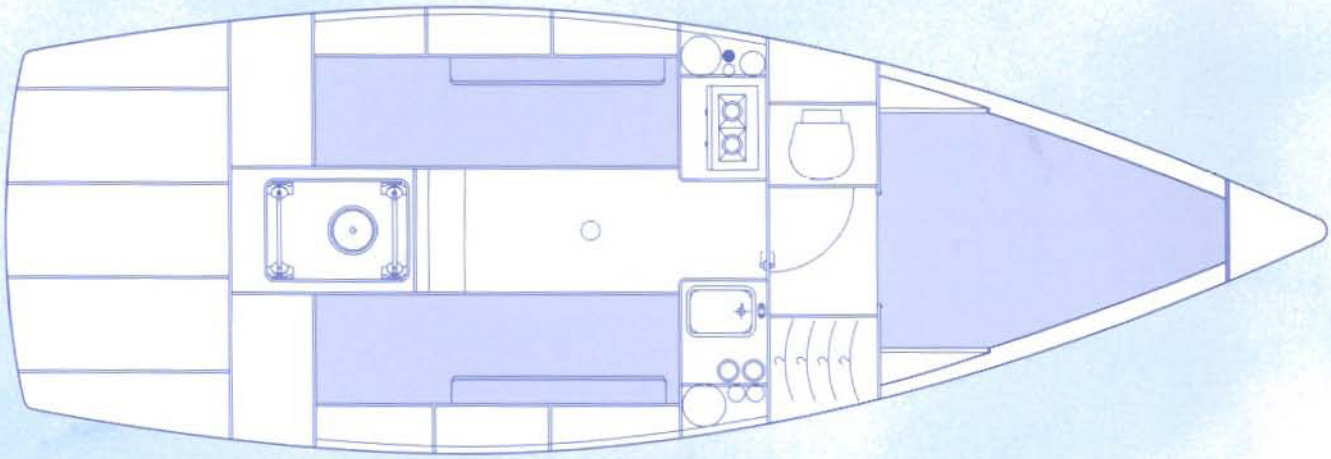
A sliding hatch and an outward-opening hatch on the deck allow natural lighting and ventilation. The ETAP 26s also has six fixed windows built into the deck structure and a stainless steel deck-mounted dorade provides permanent ventilation in the forepeak.
The electric lighting comprises two halogen spot lamps, one in the toilet compartment and one in the forepeak, plus a neon light in the main cabin.

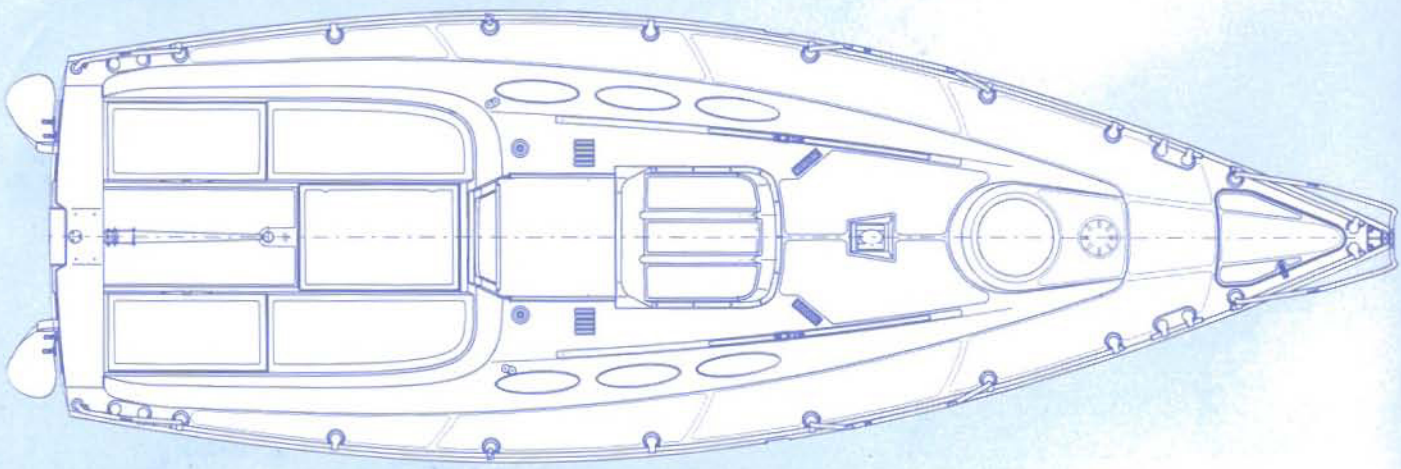
INTERIOR

1. General

The stylish interior of the ETAP 26s is finished in marine ply, coated on both sides with a maintenance-free pear laminate. Floorboards are removable to allow easy access for inspection of the keel bolts and measuring equipment. The companionway has a foldaway tread. Access is via a plexiglas sliding hatch and white synthetic washboards.

Headroom in the companionway area is 167 cm. The interior surface under the deck is characteristic of the unique ETAP double-skinned construction, with a structured polyester finish which eliminates the need for additional waterproof decorating materials. This gives a low-maintenance finish which retains its new appearance over many years of intensive use.





2. Salon

The salon contains two long sofas (each 200 cm x 60 cm) which can be used as berths. The ergonomically-shaped cushions on both port and starboard sides are protected by a decorative strip; no velcro-type fastenings are used. The cushion covers are removable for cleaning, and the backrests can be mounted alongside the seats for greater sleeping comfort.
Two stowage lockers, complete with hinged covers, are located under each sofa, while closed lockers are provided behind the backrests.
The pear laminate salon table can be stowed away when not in use or it can be used in the cockpit.

3. Galley

The ETAP 26s has a very well-equipped galley: a 2-burner spirit hob is mounted on the port side, with a large stowage space underneath. A PVC sink is fitted on the starboard side, with a water pump connected to the 50-litre water tank located under the forepeak.
A 13-litre capacity portable coolbox is available as an option, with a 12 V compressor mounted in the forepeak.

4. Toilet compartment

The toilet compartment is located between the cabin and forepeak, and closed off from the cabin by a bulkhead with a hinged door. The ETAP 26s can be equipped with a traditional sea toilet, connected to an optional holding tank. A stowage locker is fitted behind the toilet. An outward-opening hatch in the forepeak provides light and ventilation.
A capacious wet locker with drainage is fitted on the starboard side of the toilet compartment, and a mirror is fixed onto the door.
The headroom is 150 cm.

5. Forepeak

The forepeak has a very spacious double berth (192 cm long, 130 cm wide at the head end and 33 cm wide at the foot end) with permanent lighting and ventilation via the outward-opening hatch and a dorade in the foredeck. Stowage space is provided under the berth for the potable water tank and for mounting the optional coolbox. A halogen spot reading light is also fitted.

Documentation

Every ETAP yacht is supplied with a full set of electrical layout diagrams and a 100-page two-language instruction manual (in Dutch/French or English/German). The manual contains detailed explanations of all the boat's functions and is illustrated with numerous schematic diagrams.

Guarantee

ETAP Yachting gives a two-year guarantee in respect of all parts manufactured by ETAP. The supplier's guarantee applies to all other components. Full details of warranty terms and conditions are given in the company's Standard Terms and Conditions of Trading and in the instruction manual.

OPTIONS

A full list of options for the ETAP 26s with current prices and/or additional technical documentation, is available on request from your ETAP distributor. Some of the main options are:

1. Light-weather genoa

A light-weather genoa can be fitted onto the bowsprit for sailing regions where light wind conditions occur regularly, giving a 56% increase in the foresail area. This light-weather genoa should be deployed outside the sea rail. Self-tailing sheet winches (type 16 AST) can be fitted on the roof, and can also be used for the asymmetric spinnaker. The genoa is fitted with a furling reef installation.

2. Mainsheet rail

A mainsheet rail can be installed in the cockpit to optimize mainsail trimming. The rail runs the full width of the cockpit and allows continuous adjustment of the mainsheet block position. Two extendable bolts with quick-release nuts allow the rail to be dismantled easily without requiring any tools. The rail can be stored in the cockpit stowage locker

3.Bowsprit with integral anchor pulley (bow roller)

The bow roller is integrated into the bowsprit to reduce the likelihood of damaging the very vertical face of the ETAP 26s prow when raising the anchor. Nonslip coating on the bowsprit allows it to be used as a convenient footboard for boarding and disembarkation. The bowsprit also serves as an attachment point for the asymmetrical spinnaker control line

4. ETAP tandem keel

ETAP Yachting has further optimized its new tandem keel through extensive water tank testing to deliver even better performance while reducing draught. The principle of this system remains the same, with two short keels mounted in tandem at an optimum distance apart, connected by a wing-bulb section. The ETAP tandem keel gives a better aspect ratio and thus generates greater lift. In addition to increased stability, the wing-bulb also provides enhanced hydrodynamic characteristics.
These keels give almost the same performance as a conventional shallow keel while reducing the draught significantly, as demonstrated by various independent tests. With the ETAP tandem keel, the ETAP 26s has a draught of 0.85 m.

5. Septic tank

The sea toilet and other outflows (galley and wash-basin) can be connected to a 44 l stainless steel septic tank. This tank can be mounted in the toilet compartment. An outlet through the hull is provided for evacuation of the contents, and an extra lead to the deck is fitted for use with harbour pump-out systems.
An electronic level alarm is mounted on the tank to indicate when it is full. The entire installation is carefully executed for operational reliability and simplicity of use.

6. Outboard motor

Mounting an engine block allows most popular outboard motors to be fitted to the ETAP 26s up to a maximum of 13.5 HP (10 kW). This mounting allows the engine to be tipped to lift the propeller out of the water while under sail. Mounting the engine amidships eliminates the need to use the rudder to compensate against the push of the engine when cruising under power.

7. Saildrive transmission

The ETAP 26s has a built-in engine bay under the cockpit floor which allows it to be fitted with a diesel or electric engine and saildrive transmission.
A Yanmar 10HP (7.4 kW) single-cylinder diesel engine is the standard diesel specification. The instrument panel has indicator lights and an acoustic alarm for charge current, engine oil pressure and engine water temperature. Specifications of the electric engine recommended for your sailing region are available from your ETAP distributor.

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