Simplicity of design, and a straightforward approach to construction are two good reasons why the Balboa 26 has been in service for three decades.

HULL: The FRP hull is predominantly made up of multiple units of 24-ounce woven roving and 1.5-ounce mat that thickens up in high-stress areas. The layup quality shows decent attention to detail and signs of having been executed by a conscientious crew. Mast compression loads are transferred to the hull via a compression post and a partial bulkhead. Although this bulkhead is fastened to the liner, not properly tabbed to the hull, it should be fine for the associated loads.

DECK: Construction is typical of the era with an FRP deck bonded to an interior liner with a polyester resin mush. Plywood reinforcement appears in some sections. There are fewer signs of spider cracking and other symptoms of stress-fatigue that you might find on many other sailboats of this era.

An old trailer winch retrofitted as a swing-keel winch shows its wear.

HULL-TO-DECK JOINT: The hull-to-deck joint is a simple, overlapping shoebox seam that is laminated on the inside and covered with a rub strake on the outside of the hull.

SPARS AND RIGGING: The rig deserves close inspection. The mid-boom sheeting arrangement can load up an old boom so much that it bends. The mast step and area around the inboard, cabinhouse-mounted lower shroud chainplates are worth a close look. But even if these show signs of deterioration, the repair will be straightforward, and the area is easily accessible.

KEEL AND RUDDER: The swing-keel support pin is a trouble spot. This athwartship bolt lies below the waterline, with both its head and the nut end exposed. On many B26s, there's a slight leak associated with the bolt's aperture. A new keel bolt and sealing washers should solve or at least lessen the drip. The spade rudder slides into a slot in the cockpit. This makes it impossible to steer in waters less than about 30 inches deep.