

Michael Scoggins

From: David Paule [dpaule@diac.com]
Sent: Thursday, September 02, 1999 8:46 PM
To: JFoy007@aol.com
Subject: Re: need info on your boat (Which boat?)

Dear JF,

> The Apollo, Just bought one for my son and don't know how to rig the sails
> could you point me in the direction AMF Alcott Apollo Thank you JF
>

1. Raise the mast:

- a. Attach the side shrouds from the mast to the angle brackets on the gunwales. I use the aft holes in the brackets.
- b. Make sure all the halyards ends are at hand and clear of the side stays.
- c. At the foot of the mast there is a bent stainless-steel U bracket with four holes in it. This mates with a bend stainless steel U clip screwed to the teak plank forward of the centerboard trunk. There are two 1/4" diameter stainless steel pins which go through the two pairs of holes. Move the mast aft so that the pin can be put through the rear set of holes. This becomes a hinge for raising the mast. Either use a crutch or have someone support the head of the mast.
- d. Raise the mast by walking it forward.
- e. Insert the forward pin described in "c" above. Put the retainers on these pins.
- f. There is a bungee at the bow. It goes from the foredeck through a pulley at the very bow, and has a hook on it. Hook that hook through the forestay, which is a little thinner than the shroud wires. The forestay isn't going to be hard-fastened so don't worry about this - it's a support for the mast while hoisting the jib.

2. Hoist the jib:

- a. The jib should be unfolded and unrolled. Put the pin through the swivel of the jib halyard into the loop at the head of the jib.
- b. Put the pin through the roller-furling unit and the tack of the jib. The roller-furling line should be coiled.
- c. Pull the jib halyard cord until the loop on the bottom end of the halyard is available.
- d. Put the hook of the "Magic Block" on the port side of the mast through the lower loop on the jib halyard.
- e. Haul down on the "Magic Block" line to tension the jibstay and secure this line to the adjacent little cleat.
- f. Route the jib sheets, one on each side, through the blocks on the tracks at the inside of the benches.
- g. Route them through the turning fairleads on the teak cross-plank to the centerboard.
- h. Tie figure-8 stopper knots in their ends.
- i. If desired, run them through the jam cleats right there.
- j. To furl, uncleat the sheets and pull the roller furling line.

3. Attach the boom:

- a. The boom attaches to the gooseneck with one pin.
- b. There is no topping lift.
- c. If you made a crutch for the mast, it works well here, too. But don't forget to remove it prior to launching!

4. Hoist the mainsail:

- a. Unfold the mainsail.
- b. Run the foot of the sail through the track in the boom. Start by putting the clew of the sail into the track at the forward end and sliding it aft.
- c. Attach the pin at the head of the boom near the gooseneck through the hole at the tack of the sail.
- d. Put the battens through the sleeves in the sail. There are three the same length - these are the bottom three. After they are in their sleeves, pop them downward to secure them. The longest one is the top one. It has a hole which goes at the leach side of the sail. There is a thin line there on the sail at the sleeve. Tie it through this hole to the loop on the sleeve tab. If you tie it tight, you'll put a draft in the sail; it's an adjustment you can make.
- e. Tie or clip the outhaul line to the clew, around the block, and to the jam cleat forward along the boom. I leave mine always on the sail.
- f. Attach the main halyard to the head of the sail.
- g. Slide the luff up the track in the mast, hoisting with the halyard.
- h. When the halyard bottom loop comes out of the mast, insert the hook of the halyard block and tackle into it.
- i. Use that tackle to tension the halyard.
- j. Put the upper end of the nicopress sleeve that holds the loop closed, under the bottom little forked stainless steel angle clip on the mast.
- k. Put the short line hanging at the port side of the mast near the boom through the cringle and down on the starboard side of the mast, through the jam cleat. This is the cunningham.
- l. Note that the halyard clip has a duplicate above it. The upper one is designed for the reefed sail. There is also a second cunningham cringle and a second clew cringle, all for reefing, along with reefing points.

5. Route the mainsheet:

- a. Mine is about 32 feet long.
- b. Start by running one end through the block on the aft end of the centerboard trunk.
- c. Carry it up through the forward block on the boom.
- d. Then take it aft, through the loose fabric strap (a sag-preventer) through the aft block.
- e. It then goes down the aft side of the traveler block, up the forward side, and run it through the becket of the aft boom block.
- f. Tie a bowline about 6" to 12" below the becket.

6. Traveler:

- a. This is hard to remember because I changed my line routing. Probably it will never have been unriggered and it will still be okay.
- b. These 1/4" lines start at holes through the hull at the top sides of the transom.
- c. The lines go inboard around the aft side of the nearest traveler block and outboard to small blocks near the top sides of the transom, but inside the cockpit.
- d. Then they go forward to fairleads by the benches about midships - near the teak centerboard trunk cross-piece, and up through those through the jam cleats.
- e. I hated that arrangement because I could never reach the far one, and reran the lines so after coming through the small blocks they ran back down to the bottom center of the transom, through two small blocks I installed there, forward to the jam cleats which I relocated side-by-side, facing aft, on the aft end of the aft teak centerboard trunk brace.

Whew! Next is the launching. Let me know if you want a description of that, too.

If you have any questions, don't hesitate to ask. But since I just wrote this and probably won't save it, please reply including it for my reference.