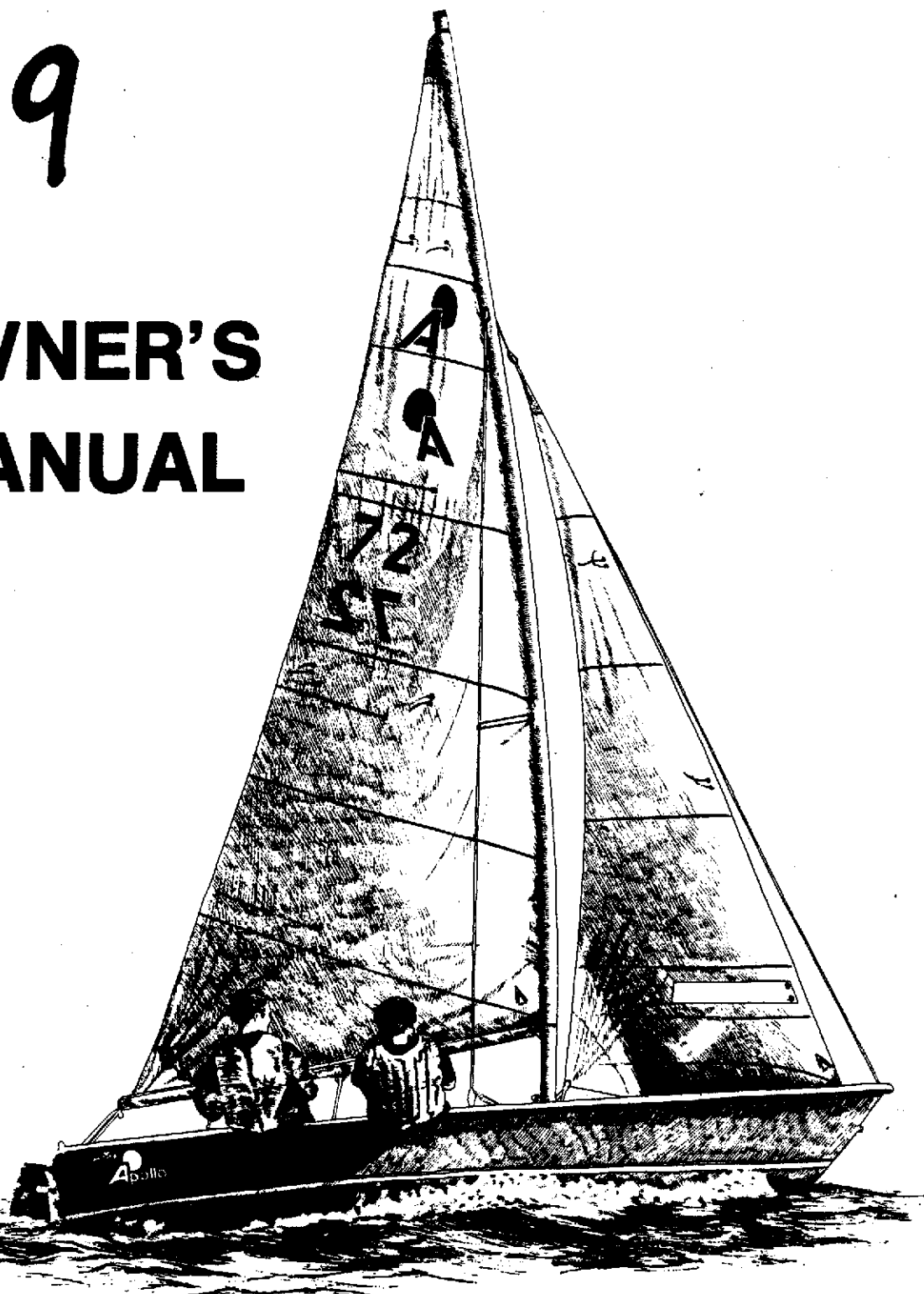


469

# OWNER'S MANUAL



Hull Serial No  
AMFA0469M79Z

AMF

**Apollo**<sup>®</sup>

## I. INTRODUCTION

Your AMF Apollo sailboat was designed to very exacting specifications. A very responsive, fast boat, combined with light weight and simple rigging were the design objectives. Bruce Kirby, world renowned designer of the Laser, as well as many larger performance sailboats, has met this challenge with your new Apollo. Olympic sailmaker, Hans Fogh, combined with Bruce Kirby and the Alcort team to make the Apollo one of the most widely sought after performance daysailers on the market. The Apollo is built to exacting AMF standards to give you many happy sailing experiences for as long as you own your boat. This owner's manual is designed to familiarize you with the fundamentals of rigging and caring for your new Apollo. If you are new to sailing, we strongly urge you to seek experienced instruction on small boat handling. Many AMF dealers offer such courses as well as the local Coast Guard Auxiliary station, Red Cross, and local sailing clubs. If you're not sure of which program is best suited to your needs, consult with your AMF Alcort/Paceship dealer.

Please **read this manual completely** before beginning to rig or sail your new Apollo. Pay particular attention to the **safety items** on Page 6, and those items in bold print throughout the manual. If you have any problems in rigging, please contact your AMF Alcort/Paceship dealer.

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## II. WARRANTY

AMF Alcott/Paceship Division warrants to the original consumer purchaser of a new and unused AMF Alcott/Paceship sailboat to be free from defects in material and workmanship for one (1) year from date of original purchase under normal, non-commercial, use and service. AMF's obligations under this warranty are limited to supplying the part or parts and labor for the repair or replacement of any AMF Alcott/Paceship part or parts which are found to be defective. All warranty work must be performed by AMF Alcott/Paceship or one of its authorized dealers. Freight or delivery charges to and from the point of repair will be the responsibility of the owner with all repairs subject to prior authorization by AMF.

THIS WARRANTY DOES NOT COVER, AND IS INTENDED TO EXCLUDE ANY LIABILITY ON THE PART OF AMF, WHETHER UNDER THIS WARRANTY OR UNDER ANY WARRANTY IMPLIED BY LAW, FOR ANY INDIRECT OR CONSEQUENTIAL DAMAGES FOR BREACH HEREOF OR THEREOF.

This warranty shall not apply to any AMF Alcott/Paceship sailboat which has been subject to misuse, neglect, accident, alteration, or repair made by other than an authorized AMF Alcott/Paceship dealer, nor to repair necessitated by normal usage. This warranty, together with any and all warranties implied by law shall be limited to a duration of one (1) year from the date of purchase by the original consumer purchaser of the AMF Alcott/Paceship sailboat.

AMF makes no warranty in respect to parts and accessories not of our manufacture; specifically excluding thereby: sails, engine, and Paceship mast, boom and rigging. However, certain other manufacturers of such parts and accessories do provide warranty coverage. Inquiries concerning defects in parts and accessories not of our manufacture should be forwarded to AMF Alcott/Paceship at the address set forth below.

You may secure performance of warranty obligations hereunder by:

1. Contacting an authorized Alcott/Paceship dealer for an appointment to have the dealer examine your Alcott/Paceship boat.
2. Delivering your Alcott/Paceship boat to an authorized Alcott/Paceship dealer for his examination.
3. In certain cases the dealer is authorized to complete warranty obligations unilaterally and in others he must receive authorization from the Alcott/Paceship Customer Service Department. The dealer is obliged to follow whichever course is appropriate at the direction of AMF Alcott/Paceship.
4. Upon completion of warranty obligations the dealer will notify you of the availability of your Alcott/Paceship boat for your pickup.
5. Any inquiries with respect to AMF Alcott/Paceship warranty obligations may be addressed to:

**AMF ALCOTT/PACESHIP  
CUSTOMER SERVICE DEPARTMENT  
SOUTH LEONARD STREET  
WATERBURY, CONNECTICUT 06720  
(203) 756-7091**

SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS OR ON THE EXCLUSION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION ON THE DURATION OF IMPLIED WARRANTIES AND THE ABOVE EXCLUSION OF INCIDENTAL AND CONSEQUENTIAL DAMAGES MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

### III. SAFETY

There are certain areas of this manual which contain warnings issued for the safety and benefit of you and your crew. Therefore, read this manual completely and carefully. A brief summary follows.

1. **ALWAYS** look for high tension wires before raising your mast. Accidental contact between the mast and such wires could cause severe or fatal electrical shock.
2. **ALWAYS** check all fittings, clevis pins, "O" rings, spar attachments, etc., before raising the mast or going sailing to be sure they are properly fastened.
3. When boarding the Apollo, step onto the cockpit seats or preferably directly to the cockpit sole. Standing or walking on the cockpit rail could result in capsize. It is recommended that proper boat shoes be worn to avoid slipping.
4. **ALWAYS** carry a Coast Guard approved flotation device for each passenger. It is strongly recommended that every one wear their flotation device at all times.
5. **ALWAYS** check to be sure the inner hull drain plugs (located on the transom) are tightly closed before launching your Apollo.
6. Your Apollo sailboat is designed for use in protected waters and should be used accordingly. In the event you capsize and you cannot right your boat, **DO NOT SWIM AWAY** (see righting instructions). It is considered far wiser to stay with your boat for three reasons;
  1. The boat will float indefinitely.
  2. The boat is more easily spotted by rescue craft than are swimmers.
  3. The land is **ALWAYS** farther away than it looks, especially when swimming against rough water or current.
7. **ALWAYS** consult your local weather station before going sailing. If there is any indication of unfavorable conditions, **STAY HOME**.
8. It is not advised that you leave your Apollo unattended on a mooring. It is possible, under some conditions, that the boat may capsize.
9. Your Apollo is not constructed for use with an outboard motor. **CAUTION: Usage of an Outboard Could Cause Serious Damage to Your Boat.**

### IV. RIGGING YOUR APOLLO

Like any new boat, there are certain components and hardware items on the Apollo which may have been pre-rigged and assembled by the dealer

when you took delivery. These items should all be re-checked by you to familiarize yourself with their function. If your Apollo was delivered with the mast rigged, lower it (see Section on Raising the Mast and follow the procedure in reverse) at the first opportunity, and check the spreaders, toggles, shackle pins and circle clips aloft for proper installation. Finally, tape them with weatherproof tape as a precaution against corrosion and snagging sails.

#### Hiking Strap Installation

Tie one end of the hiking strap to the aft eye strap, located on the lower inside of the transom. Insert one hiking strap bolt through the outboard, pre-drilled hole in the thwart. At a point 63 inches from the aft end of the strap, butt the strap to this bolt under the thwart and pierce a hole in the strap where the inboard bolt will go through. Insert the inboard bolt through the thwart then through the strap. Place on the backing plate and then secure with the bolts provided. Tie the other end to the eye strap, located just forward of the centerboard trunk. Repeat for the other side. **Recheck to make sure the straps are tied and bolted securely.**

#### Mast Preparation

The inboard ends of the spreaders have a single hole drilled through them, and the outboard ends have a slot and a hole. (*See center spread insert*)

The spreader brackets have three adjustment holes. The hole in the inboard end of each spreader should be aligned with the **OUTERMOST** hole of its bracket and pinned with the clevis pin provided. Install the clevis pin with the head up and the cotter pin down. The clevis pin, already installed in the innermost alignment hole, will now prevent the spreader from swiveling out of the bracket. Attach the two shrouds to the side shroud tangs. Attach the keeperstay to the front keeperstay tang.

When you have laid out the port and starboard shrouds, insert each shroud into its slot in the outboard end of its spreader. Cut the spreader wire in half and use each half to secure each shroud within its slot, running each wire through the outer spreader hole and winding it around the shroud to keep it within the slot. Finally, criss-cross several wraps of waterproof tape around the outboard end of the spreader and the shroud to protect the wire from unwinding and to prevent chafe.

The spreaders should be left in place when the mast is lowered (with the shrouds wired and taped in place).

Take the main halyard (42' 7" rope and wire) and tie the rope end securely to the messenger line at the top of the mast. Start the halyard over the mast

head turning block and from the main halyard exit box on the starboard side of the mast, pull the messenger line until the halyard exits. Untie the messenger line and then tie the halyard to the boom vang bail on the mast, to prevent it from going back up the mast.

Repeat the same process for the jib halyard. The messenger lines are no longer needed.

### **Keeperstay Retainer**

Take the 30" piece of shock cord with the stainless steel hook and lead the free end through the eye strap (located on the starboard side of the deck) and tie a figure eight knot to prevent it from going back through the eye strap.

### **Raising the Mast**

Put a piece of cloth, rug, or cardboard over the traveler bar to protect the mast while raising. With the mast horizontal, align the aft holes of the tabernacle and base plate, and insert the after tabernacle pin. Attach the shrouds to the forward holes of their respective chain plates. The shroud eye should be initially three (3) holes down from the top. As the shrouds stretch during use, it will be necessary to lower the shroud eye. (See *center spread insert*)

**NOTE:** Before raising the mast, check all tangs, clevis pins, stays, and sheaves aloft for wear, kinks and corrosion. Be sure the main and jib halyards are running free and both will be accessible when the mast is in an upright position. It is recommended that two (2) people raise the mast.

### **CHECK to be sure there are no overhead high-tension wires.**

One person should take the keeperstay and make sure it leads clear to the bow of the boat. The other person, standing in the boat, raises the mast to its upright position. Lead the keeperstay through the turning block on the bow of the boat and insert the stainless steel hook into the eye of the keeperstay. Insert the forward tabernacle pins and secure.

**NOTE:** Now that the mast is raised, the rigging may appear to be loose. This is normal, as tensioning the jib halyard will eventually tighten this up.

### **Traveler Control Lines**

Tie a knot in the end of the traveler control line and lead the other end up through the hole in the flange on the stern of the boat. Then lead the line through the sheave on the traveler car back through the block in the corner of the stern, forward through the eye strap, through the

bullseye fairlead and up through the clam cleat. Tie a figure eight knot in this end. Repeat for the other side.

### **Rigging the Boom**

Align the gooseneck bracket on the boom with its receptacle on the mast and insert pin. To aid in reeving the mainsheet, temporarily attach the main halyard to the end of the boom and hoist the boom to a horizontal position.

Attach the bullet block with a becket to the end of the boom. Attach one bullet block to the traveler car and the other to the middle boom bail. Attach the remaining block to the mainsheet cam cleat. Tie one end of the mainsheet to the block with becket on the end of the boom. Reeve the other end through the block on the traveler car from fore to aft up through the block on the end of the boom from aft to fore, through the bail on the boom, through the block on the bail and down to the block on the mainsheet cleat from fore to aft over the cams. Tie a figure eight knot in the free end to prevent the mainsheet from accidentally unreeving itself.

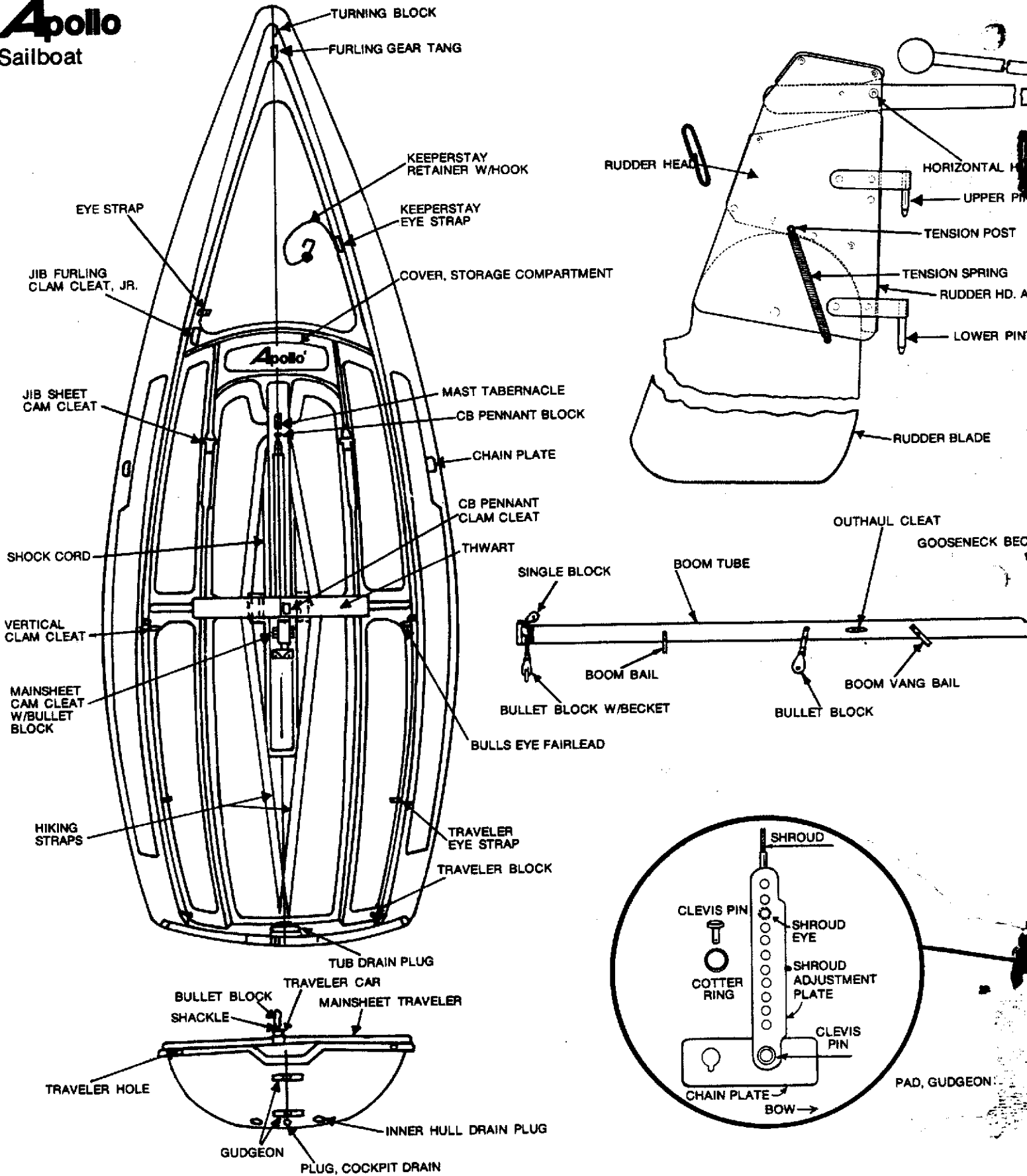
Attach the "S" hook of the boom vang to the forward boom bail. Shackle the block to the bail on the lower part of the mast.

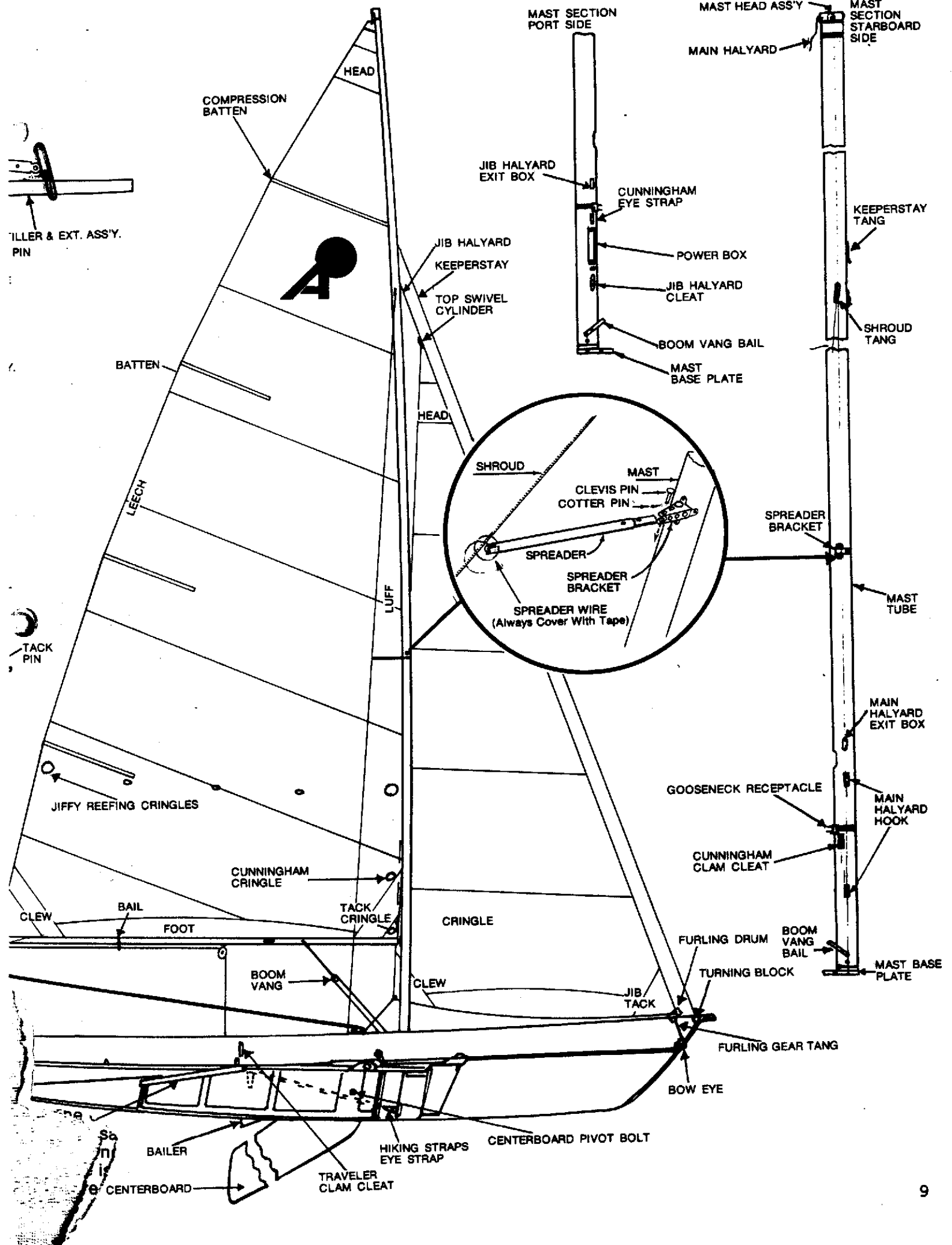
### **Bending on the Jib**

The roller furling gear is in two parts — the furling drum and the top swivel cylinder. Attach the furling drum to the tang on the foredeck so the small hole in the drum faces upward and the exit hole on the flat plate is on the left side (port). Take the 1/8" x 12' line and reeve it through the hole in the flat keeper and through the hole in the drum and tie a retaining knot in the end. Wind half the line up on the drum. Lead the other end through the eye strap and then the clam cleat on the port side of the deck and tie a figure eight knot in the end. Attach the tack of the jib to the furling drum.

Attach the swivel cylinder to the head of the jib and then attach the jib halyard to the cylinder. Find the middle of the jib sheet line and pass it through the jib clew forming a loop. Pass the bitter ends through the loop of the sheet and tighten. Lead each end of the sheet through its respective jib sheet cam cleat on the jib tracks. Tie a figure eight knot in each end. Raise the jib until the wire end is near the jib tensioning device (power box) on the mast. Attach the hook in the power box through the eye of the jib halyard. Tension the jib until the rigging is firm (about halfway on the power box). Cleat the power box line. Slight aft mast rake is recommended. See the mast rake section of this manual for further information. Note that as you tighten the halyard, the shock cord tensions the keeperstay, keeping it out of the way of the jib when furling. If the keeperstay is not

**AMF**  
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**Apollo**  
 Sailboat







taut, retie the shock cord shortening its length.

To furl the jib, put light tension on one of the jib sheets while pulling the jib furling line. The jib should be furled completely, leaving no exposed sail.

To unfurl, just release the furling line from the clam cleat while pulling on the jib sheet.

### **Bending on the Main**

Insert the lower three battens in the main. Insert the upper batten (compression batten) and tie it off. There should be a slight bow in this batten, but not over-tight.

Feed the clew of the sail into the boom track (from the forward end) and run the whole length of the foot bolt rope out to the aft end of the boom. Fasten the tack pin through the tack cringle of the sail. Tie end of outhaul line to clew leading it from the clew through the outhaul block and back to the outhaul cleat. The foot should be tightened to the point where the clew almost reaches the black band on the boom.

**CAUTION:** BEFORE RAISING THE SAIL, MAKE SURE THE BOAT IS FACING INTO THE WIND.

Attach the main halyard to the mainsail headboard. Feed the sail into the mast slot and raise the sail. Hook the halyard to the lower mast hook. The upper mast hook is for jiffy-reefing. Please see your dealer for more information on this desirable option.

### **Cunningham**

Tie a knot in one end of the cunningham line ( $\frac{1}{4}$ " x 3') and lead it up through the eye strap on the port side of the mast, through the cunningham cringle in the sail and down to the clam cleat on the starboard side of the mast.

### **Rudder Mounting**

Mount the rudder on the transom making sure the pintles are firmly located in the gudgeons. Insert the tiller under the traveler control bar and into the rudder head. Insert the horizontal hinge pin through the rudder head and tiller and secure the locking pin.

### **Centerboard Pennant**

Tie one end of the centerboard pennant line ( $\frac{1}{4}$ " x 6') to the hole in the top of the centerboard. Reeve the other end through the block just forward of the centerboard and back to the clam cleat mounted on the thwart.

### **Centerboard Shock Cord**

Take the seven-foot piece of shock cord and

reeve it halfway through the hole in the forward part of the centerboard (same hole that centerboard pennant goes through.) Lead each end under the thwarts and tie the ends together after the mainsheet cam cleat. Be sure centerboard pennant is secure. Now stretch the shock cord over the after part of the centerboard trunk. This will hold the centerboard in the down position when sailing. When you are out sailing, check to be sure there is still some shock cord tension when the board is fully down. If not — shorten the shock cord to fit.

## **V. TIPS ON TUNING AND SAIL CONTROL**

### **Mast Rake**

The degree of mast rake (distance mast is forward or aft of the perpendicular) will determine how close the boat will sail into the wind and how easily you can effectively control the boat. Initially there should be about  $3^{\circ}$  -  $5^{\circ}$  rake aft.

To determine if your Apollo is properly tuned, pick a day with about 6 - 8 knots of wind. Sail the boat as close to the wind as possible. To steer a straight course, the tiller should be about  $3^{\circ}$  -  $5^{\circ}$  to windward of the centerline. This is called weather helm, and your boat should have a slight amount. If you release the tiller, the boat should slowly round-up into the wind. If the tiller is more than  $5^{\circ}$  off the centerline to windward, you have too much weather helm and mast should be raked forward.

First take up the tension on the jib halyard. If this does not relieve the weather helm, you must move the shroud eye up on the shroud adjuster.

If you experience lee helm, the mast should be raked aft. This can only be done by adjusting the eye in the shroud adjuster as easing the tension on the jib halyard will cause the jib to sag and defeat your purpose. There should always be some weather helm to the boat.

**CAUTION:** Do not attempt to adjust mast rake while the boat is in the water. Wait until the boat is beached or on a trailer.

**NOTE:** While sailing, you will notice that the mast will flex quite freely. This is quite normal and, in fact, has been designed to do so for two reasons. First; in heavy puffs of air, the mast will bend to leeward, thereby spilling excess air and making it easier to keep the boat upright. Second; a flexible spar allows for better sail control as you will see under the following sections.

### **Boom Vang**

Generally there is always some tension on boom vang. Vang tension will keep the main

flat and should be increased as the wind increases when sailing upwind. When sailing off the wind — vang tension should be enough to keep the boom parallel to the boat.

### **Cunningham**

Cunningham tension is used to keep the sail flat when sailing up-wind in heavier air. As wind force increases, tighten the cunningham accordingly. In very light winds, i.e., under 5 knots there would be little, if any cunningham tension. There should never be any cunningham tension when sailing off the wind, i.e., beam reach to a running position.

### **Outhaul**

Adjustments to the outhaul tension are basically the same as the cunningham. Heavier air — more tension; light wind — less tension.

### **Traveler**

In general, your Apollo will sail best when the boom is on the centerline of the boat while sailing up-wind. This means the traveler car should be amidships or slightly to windward. When sailing off the wind, the traveler car should be eased to leeward.

### **Mainsheet**

The point to remember here is while sailing off the wind, *ALWAYS* have enough tension on the mainsheet so that the boom does not exert force on the leeward shroud. This is particularly important when gybing so the boom does not swing over and hit the shroud on the other tack.

These are very general guidelines for sailing your Apollo. We suggest that for a more comprehensive study of sail and boat trim, you consult an experienced sailor, or one of the many fine books and articles on small boat handling.

## **CARE AND MAINTENANCE**

### **Centerboard Removal**

To remove your centerboard, unscrew the pivot bolt on the centerboard trunk and remove — the centerboard will now slide out of the trunk. Keep the boat and trunk clean from dirt, sand, and/or marine growth so the board will not stick in the trunk. When replacing, check the rubber washer at the points where the pivot bolts come through the trunk for wear and replace, if necessary.

### **Centerboard Gaskets**

The centerboard gaskets have been designed to keep sand and dirt from entering the trunk and insure the free operation of the centerboard. If it is necessary to repair or replace the gaskets, the old gasket must be removed and the area

completely cleared and sanded. A new gasket can now be glued in place using epoxy based glue.

### **Care of Your Deck and Hull**

The Apollo deck and hull are fiberglass and are resistant to most forms of corrosion and marine borers. Keep their gel-coat surfaces clean with automobile cleanser (or rubbing compound for particularly hard to remove stains).

Certain rusts and indelible ink stains can be removed with nail polish remover or acetone. To polish your hull and restore the gloss to the gel-coat after heavy exposure to the sun, a rubbing compound and an auto wax will do very well. If you continually leave your hull in the water, you may wish to apply an anti-fouling bottom paint to prevent the accumulation of algae and other marine growth.

Always hose down the hull and deck (and the centerboard slot if possible) after use in salt water, in order to wash off the salt from the wood parts, lines, stainless steel fittings and rivets. Repairs should be made by a competent repairman using polyester resins for fiberglass repairs.

### **Care of Your Spars**

Your mast and boom are electrostatically coated aluminum and made to last for years. You should hose these down whenever possible. An occasional coat of wax will help preserve the appearance of your spars.

### **Care of Your Wood Parts**

To maintain your thwart seat, rudder head, and tiller, hose these down periodically and varnish wherever the finish needs a touch-up. Check the seating of wood screws and the tightness of the nuts and bolts from time to time.

### **Care of Your Sails**

Your main and jib are woven from resin impregnated dacron. They should last you for many seasons if properly cared for. Always wash salt and dirt from the sails and shake off loose water before bagging them. This prevents the formation of mildew. Dacron will not rot, so the sails may be bagged for **SHORT** periods of time while wet. Your jib and mainsail can be cleaned with a mild detergent, but for major stains a local sailmaker should be consulted. Likewise, for minor tears and thread failures, a local sailmaker should be given the repair job.

The sails should be rolled or "flaked" before bagging. To flake a sail, lay out the foot and pile up accordion folds over the foot (20-25 inches wide) back and forth until the whole sail is folded into one long band. Then roll the sail (starting at the luff end) and bag it.

## VII. TRAILERING

If you have never trailed a boat before, there are many tips to learn before you go on the road. A few are listed here.

**ALWAYS** double-check the safety chains, the lighting hook-up, the tie-downs and the ball lock before going on the highway (and also the frame-tilt latch if your rig has one).

**NEVER** trail with the mast up!

**ALWAYS** keep the centerboard "full up" when launching, retrieving, or trailering.

**NEVER** trail with the rudder in place.

**CHECK** the grease packings in the bearings on both sides of each wheel at least twice a season.

If you are unsure of your skills handling your rig on the highway, take your trailer to an empty school parking lot or shopping center, and practice backing and turning. Have rear-view mirrors installed on your hood if your Apollo obscures your view of the highway.

**LOAD** your boat and trailer so that approximately 30 to 40 pounds of tongue weight is on the car hitch.

**TIE DOWN** all loose objects in the boat and tape loose fittings to keep them from causing damage through vibration while underway on the road.

### Apollos and Trailers

It is very important that the Apollo **REST ONLY ON CERTAIN PARTS OF ITS HULL** when out of the water, particularly so when trailering. Your dealer

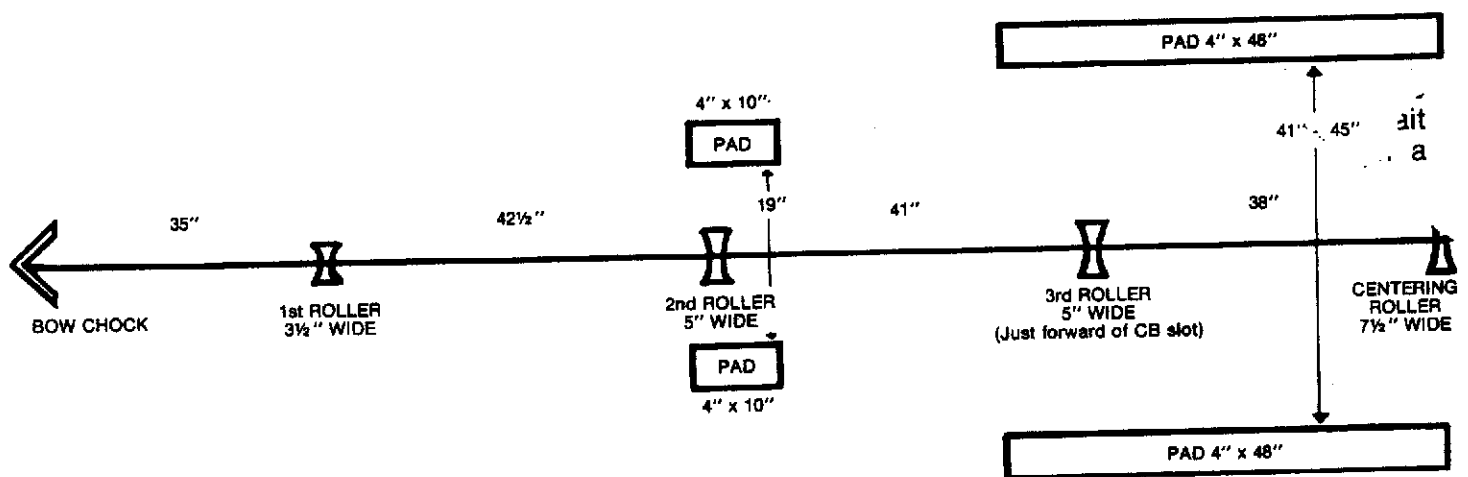
is a source of excellent information on this subject.

Serious structural hull damage may result from the incorrect placement of trailer bunks, pads and rollers beneath the Apollo. You should give your Apollo hull as much support as possible, using rubber rollers in the centerline and padded bunks against the hull sides. The main load should be taken up by the centerline rollers while the padded bunks should only be used to steady the hull.

A rubber chock should be positioned high on the bow just beneath the flange. Always pull (or winch) your Apollo up snug against this bow chock to keep the Apollo from surging forward when braking.

The following recommended set-up is **SUGGESTED AS A GUIDELINE ONLY**. Whatever bunk arrangement you settle on should be reviewed by your dealer.

An Apollo trailer should have at least four (4) rubber rollers (the aft three rollers should be at least 5" wide), evenly spaced fore and aft under the centerline. There should be at least two pivoting bunks or pads (contact patch at least 4" x 10") sloping against the forward hull to keep it from pitching. Two (2) more bunks must support the rear hull longitudinally. They should each be at least 48" x 4" and located just under the turn of the bilge (41" to 45" from the centerline of the trailer) and positioned well aft. There should be 30 to 40 lbs. of tongue weight.



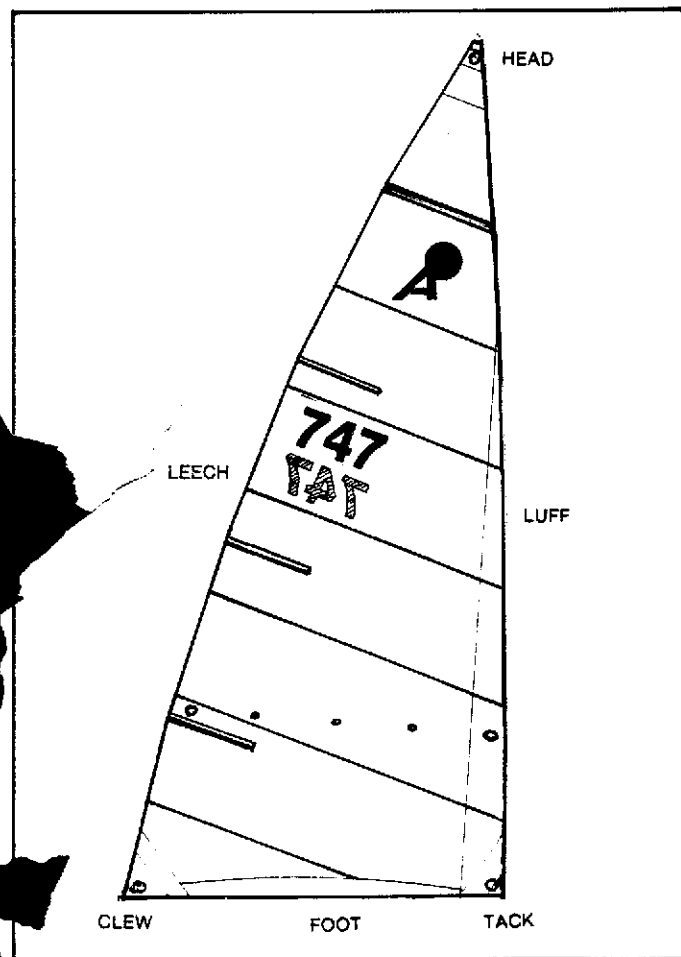
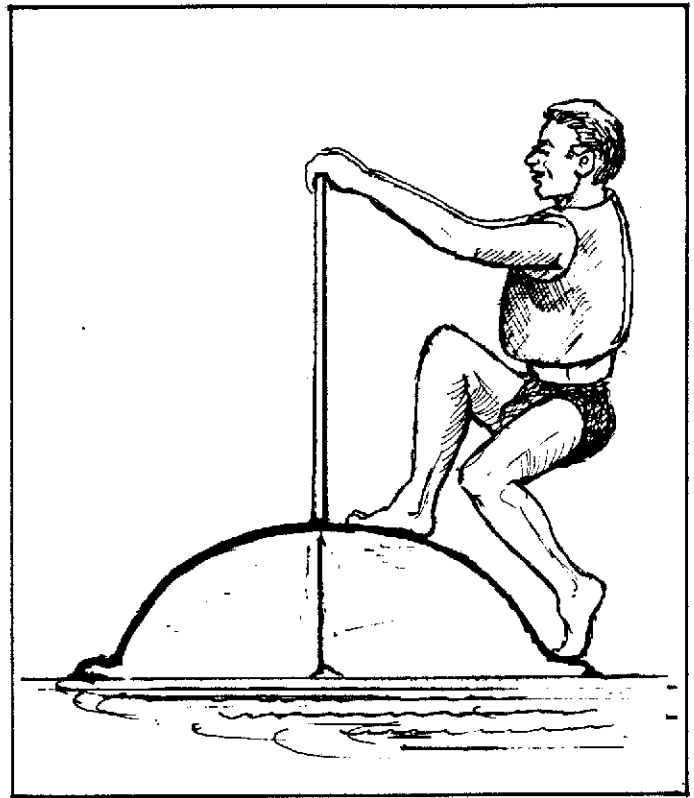
**TRAILER SPECIFICATIONS**

## VIII. RIGHTING THE APOLLO

Righting from the capsized position (not turtled) can be accomplished by one person of average weight. We recommend that the centerboard be fully extended and weight be placed near the tip of the board. The mainsheet and vang should be running free. As the boat begins to right itself, stay out on the centerboard. Your judgement will tell you when to scramble back aboard.

Bringing your Apollo up into the wind will keep it from capsizing in the other direction. Should your Apollo turtle (turn completely upside down), you will need two average sized persons to right the boat. The recommended procedure is to have each person stand one aft, and one forward of the centerboard. Step back, placing one foot on the gunnel and one foot on the boat. Grab the centerboard and lean in the direction you wish the boat to come up.

The Apollo is extremely stable when turtled. Should you be unable to right the boat, you can stand high on the bottom to flag down passing aid.



## IX. SAIL PLAN AND REGISTRATION NUMBER LOCATION

Except on boats supplied with smaller numbers, sail numbers shall be 12" tall. The color of the numbers is left to the owner, but the numbers must contrast with the sails so they are easily readable.

The numbers shall be evenly spaced between the second batten from the top and the seam below it.

The numbers shall be parallel to the seams with the starboard numbers above the port numbers (never place them back-to-back) and the edge of the number closest to the leech should be 6 inches from the leech.

Numbers should be approximately one inch apart horizontally.

Numbers should be applied to a clean (preferably new) sail and should be smoothed out on a flat surface with the edge of a ruler. To ensure permanence, it may be advisable to have a local sailmaker sew the numbers on.

## **X. BOAT SPECIFICATIONS**

### **DIMENSIONS, MATERIALS, AND FEATURES**

#### **HULL**

Fiberglass

Length: 15' 9" - Beam: 5' 11" - Draft (board up): 6"  
(board down): 4' 1½"

Hull weight: 300 lbs. (approx.)

Flotation: Positive, foam blocks

Crew Capacity: 2-4 adults

Bailer: 2 Stainless Steel

Bow Eye: Stainless Steel

Cockpit Drain Plug and Collar

Chain Plates (2): Stainless Steel

Cockpit Storage: Well with cover

Mast Tabernacle: Stainless Steel

Jib Sheet Cam Cleats with Fairlead and Track (2):  
Stainless Steel

Mainsheet block with Cam Cleat: Adjustable

Hiking Strap: Nylon web with Stainless Eye Straps

Hull Drain Plug (on transom below waterline) (2)

Non-Skid Surfaces

#### **RIG**

Sloop Rig with Roller Furling Jib and Power Box.

Mast - Electrostatically Coated Aluminum: 21' 11"

Boom - Electrostatically Coated Aluminum: 8' 10"

Height Above Waterline (Bridge clearance) 22' 5"

Traveler Bar: Anodized Aluminum

#### **WOOD PARTS**

Rudder Head: Ash and Aluminum

Tiller: Ash

Thwart Seat: Mahogany

#### **SAILS**

Main w/Cunningham and Leech Line:

Dacron 82 sq. ft. (not including Roach)

Jib: Roller Furling w/Leech Line:

Dacron 38.5 sq. ft. (not including Roach)

Main Battens: Fiberglass

#### **SHROUDS, STAYS AND LINES**

Keeperstay (7 x 19 x 3/32") 17' 5"

Shrouds (2) (1 x 19 x 1/8") 15'

Main Halyard - Rope to Wire (7 x 19 x 1/8") 21' 1"  
- 1/8" Braided Nylon 21' 6"

Jib Halyard - Rope to Wire (7 x 19 x 1/8") 14' 9"  
- 1/8" Braided Nylon 18'

Mainsheet 3/8" Braid 34'

Jib Sheets 5/16" Braid 24'

Outhaul Line 1/4" Braid 5' 6"

Cunningham 1/4" Braid 3'

Boom Vang

Traveler Control Lines (2) 1/4" Braid 13' each

Roller Furling Line 1/8" Braided Nylon 12'

Centerboard Pennant 1/4" Braid 6'









Keeperstay Tensioner 1/4" Shock Cord 2' 6"

Centerboard Downhaul 1/4" Shock Cord 7'

Hatch Keeper 3/16" Shock Cord 1' 4"

# AMF Alcott/Paceship

Makers of a complete line of high quality sailboats.

- Minifish®** 
- Sailfish®** 
- Sunfish®** 
- Super Sunfish®** 
- Force 5®** 
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**Paceship PY23® Keel or Centerboard**

**Paceship PY26® Keel or Centerboard**



## Alcott/Paceship

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All prices and specifications subject to change without notice. Prices in effect at time of shipment will prevail.  
Note: Principal dimensions may vary from those shown. All specifications are within manufacturer's prescribed tolerances.  
Exact specifications will be furnished on each hull on request.

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