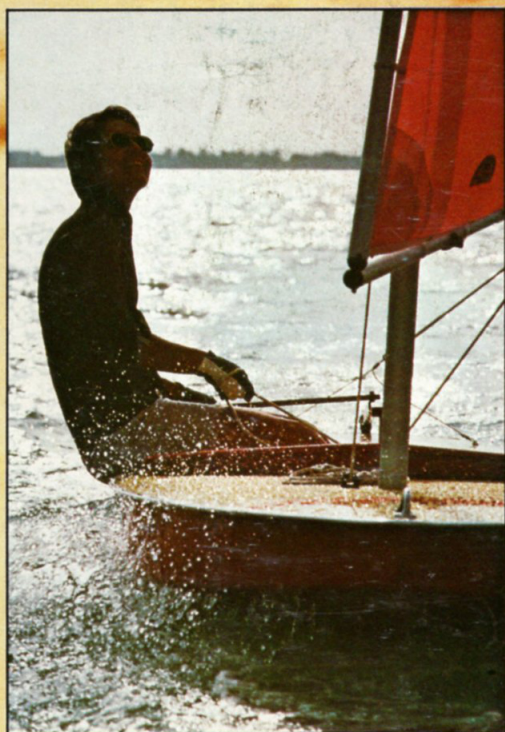


AMF
Alcort

The Fun of Sailing

... learn in **3** days



Sailing is many things

Sailing is solitude and peace. Quiet and motorless, it is the sound of waves and wind broken occasionally by a gull's cry.

Sailing is pride in the accomplishment of simple tasks, satisfaction from feeling one with your boat, leaping over waves or flowing as in a ballet with the subtleties of an offshore breeze.



Sailing appeals to all the senses: warm sand between the toes, the caress of sun rays on the back, a teasing dash of cold spray, a hot deck, the coolness of a new breeze; blowing hair, deep lungfills of clean air, a working body and mind which builds ravenous appetites and thirsts; pliant curves of sails and clouds, the feel of every wood grain in a tiller's end; a soft touch of morning mist, buffeting of stormy winds; primeval perfumes of decay and marsh, boat aromas of varnish, wood, fiberglass and sails; sunspark diamonds on the waves, a mirrored image on smooth water, the trickle of bright droplets from a slanted deck. It is a world of textures and colors which change in kalidescope fashion, a world where one's sensitivity is magnified a hundredfold.

There's a timelessness and total involvement about sailing which takes you away from city streets, exhaust, concrete modular structures, world affairs and business conflicts. Today's pressures and sense of urgency seem to evaporate when mixed by a sail in the wind.





One of the nicest things about sailing is the people you meet and the friends you make. Sailing people are very special people who appreciate the simple things in life, who take the rainy days with the sunny ones. Sailing seems to bring out the best in people of all ages. Cut-offs, mocassins, t-shirts and holed sweaters predominate. There is little sham or pretense. Sailing is a strong and lasting kinship with people who love the water . . . an elemental bond which transcends society's superficial boundaries.

There's something about the view from a small sailboat which puts life in a happier, more sensible perspective. And, upon returning to shore, one is overcome by a growing realization of self-worth and confidence.



Sailing is an exciting challenge. It is perhaps the only sport where a ten year old or a novice of either sex can compete in the same race with an Olympic Gold Medalist and win.



Sailboat racing is a combination of speed, strategy and technique — all on a game board which changes constantly and often unpredictably. One learns that going fast in the wrong direction is a sure way to lose. Sailing teaches one to continually assess probabilities, the essence of good judgment . . . something which is needed in our rapidly changing world. One never knows for sure all there is to know about wind, sail shape, hull design or steering techniques. The challenge of sailing will always remain. That little bit of mystery about sailing lifts it out of the rationalized scientific realm to a place alongside the arts.



Sailing is freedom from many things, and freedom to be oneself. There is something there for all of us. It is what you want it to be.

Sailing is a lifestyle. When you're away from it, memories and stories live forever. The mind in creative moments builds fantasies of future trips and undiscovered places.



The **Sunfish** is pure sailing fun . . . a simple, convenient sailboat to carry a family for a lazy afternoon sail or to fly along almost effortlessly with one aboard at speeds over 15 m.p.h. in a brisk wind.

The Sunfish is a good sailboat for two or more on shoreline expeditions. And, it is an ideal family sailboat, because everyone, sooner or later, will end up sailing it by themselves. The **Sunfish** is a boat which will be used all week long. Togetherness in some families is a string of **Sunfish** . . . one boat for each.



WET ECSTASY . . .

"Nothing should be that good the first time; not the first beer, first love, first dish of yogurt. This was my first sail in a Sunfish, latest boat in the family navy. Down the years I've sailed canoes, kayaks, a Thistle, Snipe, Tumblaren, Rebel, Chesapeake 20, keel boats, my cruising catboat. Then along comes this little 13-foot 10-inch thing with its pocket handkerchief lateen sail and . . .

I rigged her and set out in a moderate breeze on Green Bay, an arm of Lake Michigan. After my big, beamy catboat she is trigger quick on the helm and incredibly sensitive to weight shift, but you adjust.

Maybe two miles out and then—whoosh!—up comes this brisk norther, followed by cresting waves. Home is dead downwind. I reach off, broad, and it starts. She gets up on a plane and *flies*, plumes of spray shooting from her bow like twin jets from a fire hose. She catches a wave and surfs! How fast? Who cares; I'm too busy keeping the little thing on her feet. I find myself screeching with sheer joy, mouth open. She snags a wave with her bow, pitches it at me, and I'm soaked. Who cares?

I tack (no gybe, thanks), reach off on the other tack and plane instantly. Superb—feather light, ecstatic, on top of the water, the world; balancing wind, hull and water with weight and reflexes. I take her to windward again for another swooping descent. Then comes one smoking reach in front of our cottage. Pure ego. Will somebody notice that spectacular red-white-blue blur streaking past? They do.

Finally, luff up, down sail, haul out. End of sail. Soaked.

. . . **Nothing, but nothing, should be that good the first time."**





One of the nice things about sailboat racing in a **Sunfish** is that you don't have to be an athlete to be competitive. And, strict class rules prohibit exotic hardware and experimentation with sail shapes. So, it's not how much money you have, but how well you sail that counts. Maybe that's why some of the world's best sailboat racers start in **Sunfish**. They learn to concentrate on what's important.



The **Sunfish** sailboat is your entry to a whole new world of friends and adventure. Hardly a weekend goes by without some organized regatta or gathering within a few hours drive from home. Take a look at the schedule put out by AMF Alcort. With over 100,000 in existence, the **Sunfish** is the largest one-design sailboat racing class in the world. And, with the exception of the World's Championship, these regattas are open to anyone who wants to come.

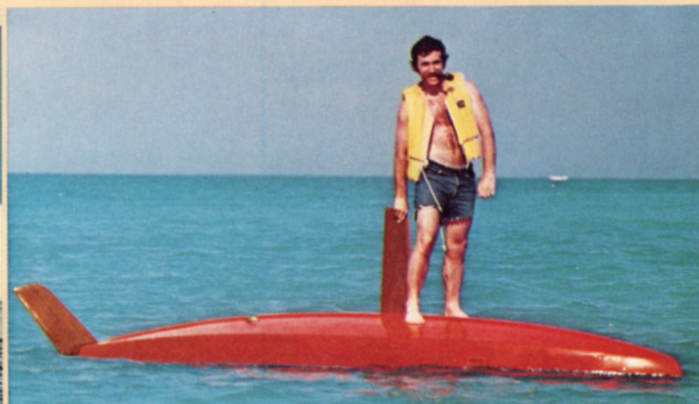
A forgiving boat

The flat bottom and low "lateen" sail make the **Sunfish** more controllable when sailing downwind, easier to turn, more resistant to capsize, and also easier to right than round-bottomed boats of similar size with taller masts and sails. It is easy to sail in heavy winds for these same reasons. A nautical term describes a sailboat that doesn't penalize one for errors — the word is "forgiving".

...

On the rare occasion when one capsizes, it's nice to know that people weighing less than 100 lbs. have brought it up to be off sailing in **under 15 seconds**. There is an automatic bailer which allows any water to drain out of the cockpit. The **Sunfish** is an unsinkable boat because of six large foam blocks built inside the hull.

...





Convenience means many things: easy to maintain, easy to store, easy to cartop or put in the back of a van or station wagon. But, with a **Sunfish** sailboat, it also means more sailing time, more sailing places, and added safety for all ages. It can be made ready for sailing in five minutes.

The handy lateen sail with two spars and halyard permits rolling the sail up in seamanlike fashion during lunchtime on shore or to sit out a passing storm. Some people leave their **Sunfish** this way all season long . . . which reduces make ready time to 30 seconds. When a sailboat is that easy to sail, it is hard to stay ashore.



SPECIFICATIONS

Length	13 ft. 10 in. (4.2m)
Beam	4 ft. 1 in. (1.2m)
Sail Area	75 sq. ft. (7.1m ²)
Hull Weight	129 lbs. (59kg)
Crew Capacity.....	500 lbs. (1-4) (225kg)



The **Sunfish** is one of the finest sailboats ever made and a sound investment. Gleaming all-fiberglass hull construction makes upkeep easy and keeps resale value high. You will be particularly pleased with the sturdy, patented kick-up rudder which works from the cockpit . . . the very functional spray shield which keeps the cockpit dry if the bow goes through, not over a wave . . . the newly designed bailer . . . and the convenient aft storage compartment which holds everything from lunch to life jackets.



Sailing is a maxi-recreational value when you own the 12-foot **Minifish**®

The **Minifish** sailboat combines all the fine sailing qualities and safety features of the **Sunfish** design with a fiberglass hull that weighs **only 75 lbs.** In addition, the **Minifish** is a boat with modern rolled cockpit and deck edges plus a hiking strap for maximum sailing comfort.

SPECIFICATIONS

Length	11 ft. 9 in. (3.6m)
Beam	3 ft. 10 in. (1.2m)
Sail Area	65 sq. ft. (6.0m ²)
Hull Weight.....	75 lbs. (34kg)
Crew Capacity.....	300 lbs. (1-2) (136kg)





Although the **Minifish** is easy for lightweight people to handle, the boat sails beautifully with a couple on board weighing as much as 300 lbs.

An independent testing laboratory which evaluates quality, convenience, performance, safety and price recommended the **Minifish** as the best value among 26 small sailboats tested . . . including the **Sunfish**. No wonder there are thousands in the U.S. today.

Its light weight and slightly shorter length contribute greatly to convenience of ownership. Less help is needed when launching. In fact, one man can carry it. The **Minifish** is a sailboat which can ride the freight elevator of high-rise apartments.

Sailors who have the competitive urge will find the **Minifish** to be a spirited, responsive boat that wins in mixed fleet races.

"Mini" in weight and price . . . "maxi" in convenience, value, performance and comfort. That adds up to **maxi-fun**.



An 80 pounder rights it in seconds.

Minifish II®... a 12-foot rocket that's as light as a feather

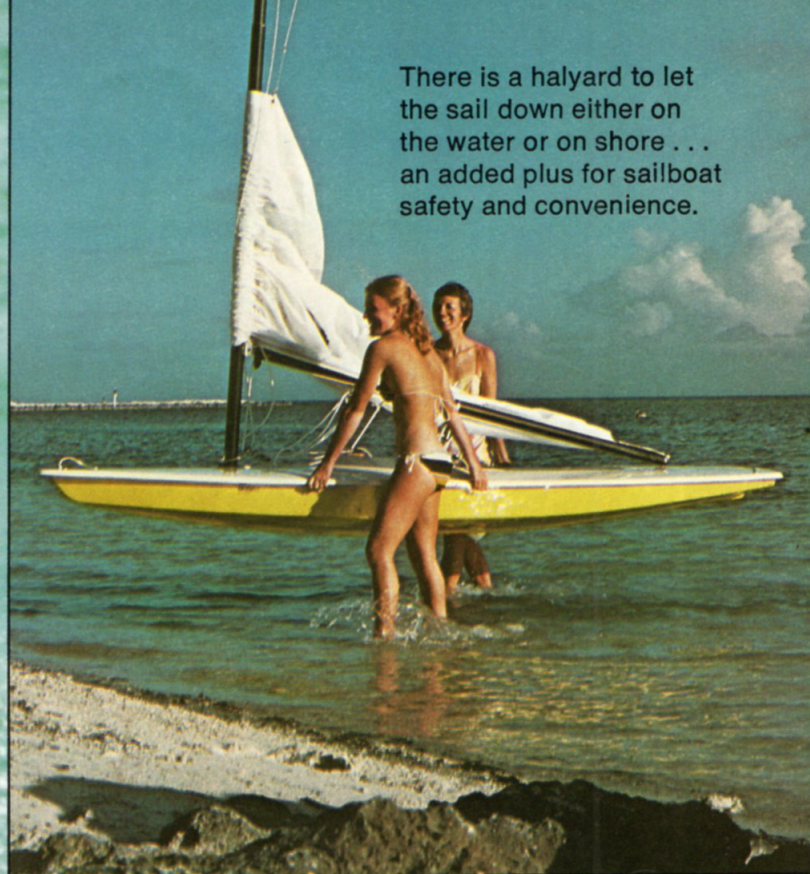


The **Minifish II** sailboat has lightning quick responsiveness in all winds . . . yet one has the feeling of absolute control and stability. It fits like a glove with the comfort of rolled cockpit and deck edges. You don't have to fight the **Minifish II**. It's a boat you wear.

The **Minifish II**, or the conversion kit for the standard **Minifish**, comes complete with black, anodized mast (3 sealed buoyant pieces), boom and a beautifully cut 3.8 oz. sail. Fittings throughout are of high quality stainless alloy and non-corrosive aluminum.

The **Minifish II** is an ideal boat for intermediate sailors who want to further their knowledge of sail adjustment. It is also recommended for beginners who will do most of their sailing in light to moderate winds. Sail controls for the outhaul, cunningham and vang are easily reached and adjusted. Sail shape can be altered in a breeze for optimum performance while hiked out. A four part mid-boom mainsheet makes gybing on the shifts downwind a snap. Just grab all parts in one hand and throw the boom across . . . no need to steer precariously by the lee.

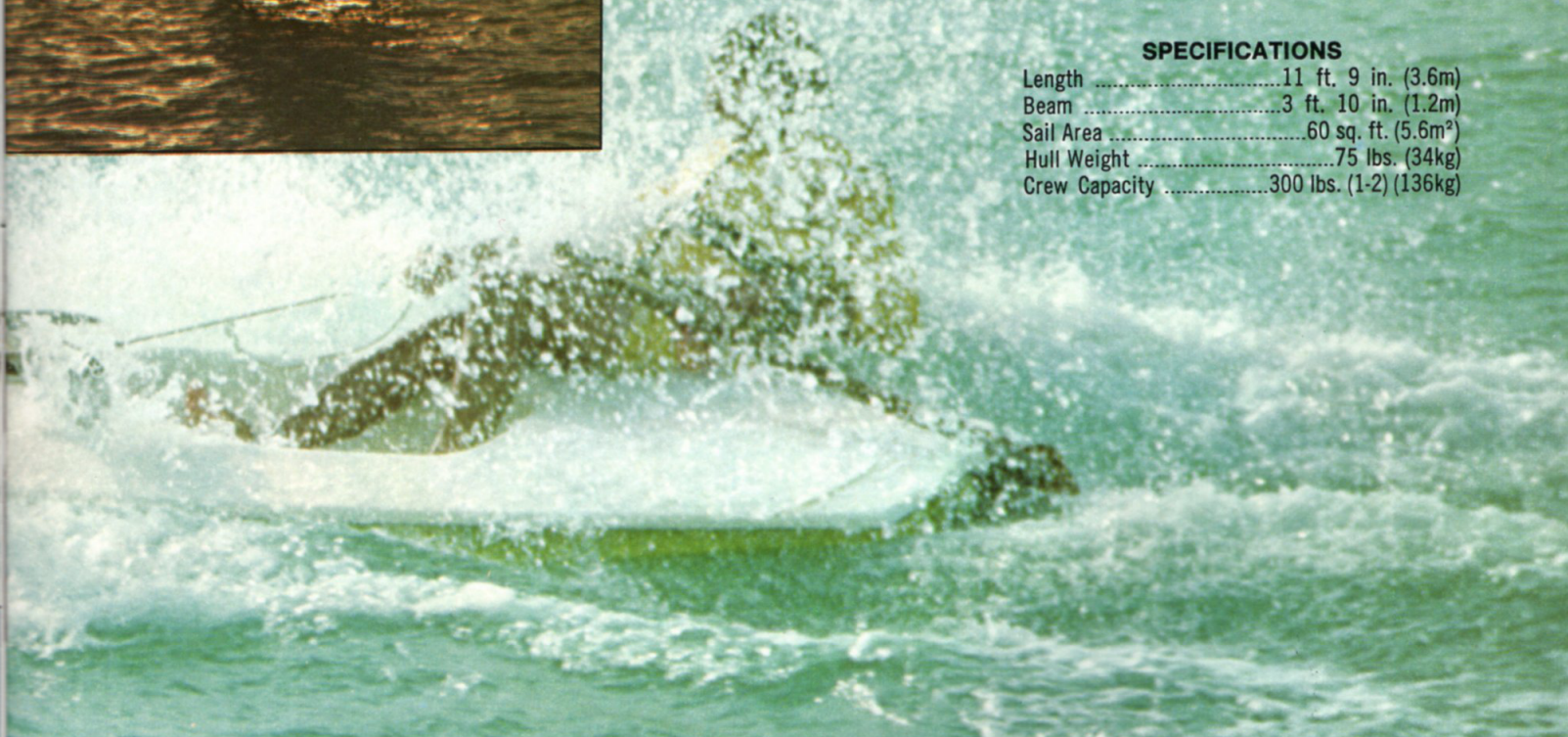




There is a halyard to let the sail down either on the water or on shore . . . an added plus for sailboat safety and convenience.

SPECIFICATIONS

Length	11 ft. 9 in. (3.6m)
Beam	3 ft. 10 in. (1.2m)
Sail Area	60 sq. ft. (5.6m ²)
Hull Weight	75 lbs. (34kg)
Crew Capacity	300 lbs. (1-2) (136kg)



The **Minifish II** is a good high-performance boat for sailing club instructional programs and racing fleets, because most participants weigh less than 150 pounds. The durable 75 lb. hull is light enough for the students to handle, saving set up and take down time.

The **Minifish II** may become the most popular high-performance sailboat ever. It fulfills a very important need in the market . . . a super boat which the 90-150 lb. sailor can comfortably manage alone.





Super Sunfish®...the way to go in a high performance sailboat



The **Super Sunfish** is a quick, responsive sailboat which combines the inherent stability of the **Sunfish** hull with one of the most sophisticated high performance racing rigs available today. It provides existing **Sunfish** owners with the opportunity to "supe" up their boat for greater speed in light and moderate winds.

The high aspect rig (available as a conversion kit for existing **Sunfish** hulls) comes complete with black, anodized aluminum spars and stainless steel alloy fittings. The stable 3.8 oz. sail is beautifully cut to provide optimum shape under the wide range of adjustments possible with a 4-part vang, dual outhaul and cunningham controls.



The mainsheet traveler with dual controls lets lighter weight sailors sheet hard and flatten sail in heavy winds. Extreme, pre-set vang tension is thus avoided and tacks become easier. In fact, at the 1975 Super Sunfish North American Championship, a 15 year old girl weighing 110 pounds finished every race without capsize in winds gusting over 25 knots.

A **unique halyard lock** allows you to raise and lower sail, a safety and convenience not found on all high-performance boats. And, you will love the 4-part mid-boom sheeting arrangement that makes gybing downwind in heavy air a snap.—Just sail the boat straight, grab all 4 parts of the main-sheet together and throw the sail over. That makes sailing more fun. You may even appreciate the 2-piece buoyant mast, capped on all ends to prevent water from entering, and thus making self-rescue easier.

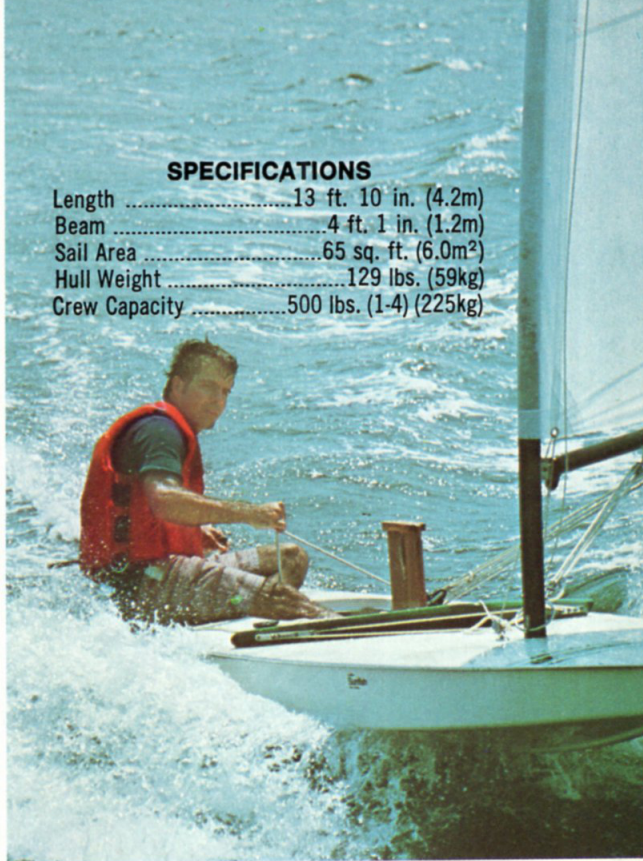


The conversion rig can be supplemented with a high-performance laminar flow centerboard which generates more lift than standard boards. Class rules permit the use of a smaller standard board as a high wind option.



SPECIFICATIONS

Length	13 ft. 10 in. (4.2m)
Beam	4 ft. 1 in. (1.2m)
Sail Area	65 sq. ft. (6.0m ²)
Hull Weight	129 lbs. (59kg)
Crew Capacity	500 lbs. (1-4) (225kg)



COMMON SENSE AND THE FUTURE OF SAILING . . .

Some of the most important contributions being made to sail-boating by the **Super Sunfish** are at home and at local sailing clubs.

At home

At home, the economics of sailing, the availability of a boat suitable for all household members, the amount of space available for storage, and carrying capacity of the family car are important factors to consider. The **Super Sunfish** rig is easily interchanged with the regular lateen rig of a **Sunfish** on one

basic hull. So, with one hull the entire spectrum of small boat sailing is available . . . **Sunfish** during weekdays and **Super Sunfish** for a Wednesday night series or weekends.

At the club

For local sailing organizations, the **Sunfish/Super Sunfish** combination provides the ideal boat solution to "beach clutter", limited availability of storage racks, and a desire to maximize participation in local sailing events without having

to conduct dozens of starts for 3-5 boat fleets. These problems will become even more acute as sailing gains in popularity. Rack storage may eventually be limited to one boat per family. That boat becomes two of the best when a **Sunfish** hull is stored with two sets of spars: the lateen rig and the **Super Sunfish** rig. Considering the presence of 400 active **Sunfish** fleets and over 100,000 hulls that last forever . . . **Super Sunfish** is the way to go in a high-performance sailboat.



Force 5[®] singlehanded for two

Force 5 is the singlehanded racer's dream and an ideal boat on which to learn about sail controls. She seems to handle with the stability and power of a boat much larger than her 14 feet.

The loose-footed sail can be set underway to any wind. There's a full width roller bearing traveler for better control upwind and on fast reaches. The outhaul and cunningham lead to both sides. There's mid-boom sheeting and wide flat hull sections for stability when sailing downwind.

And, the airfoil section centerboard has a big hand hole for easy lifting.



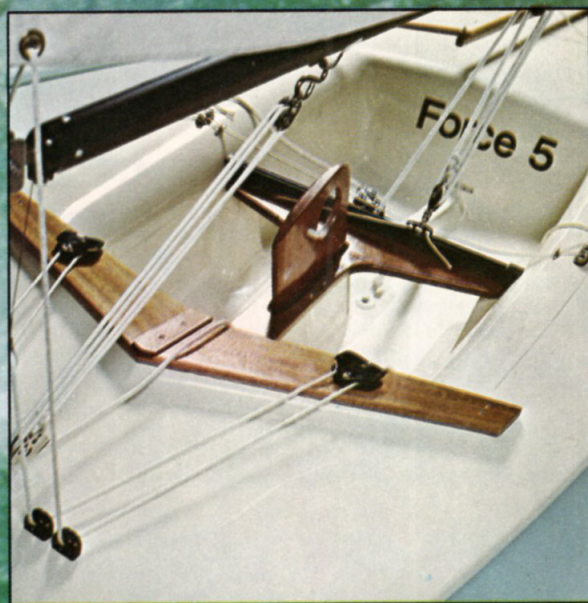
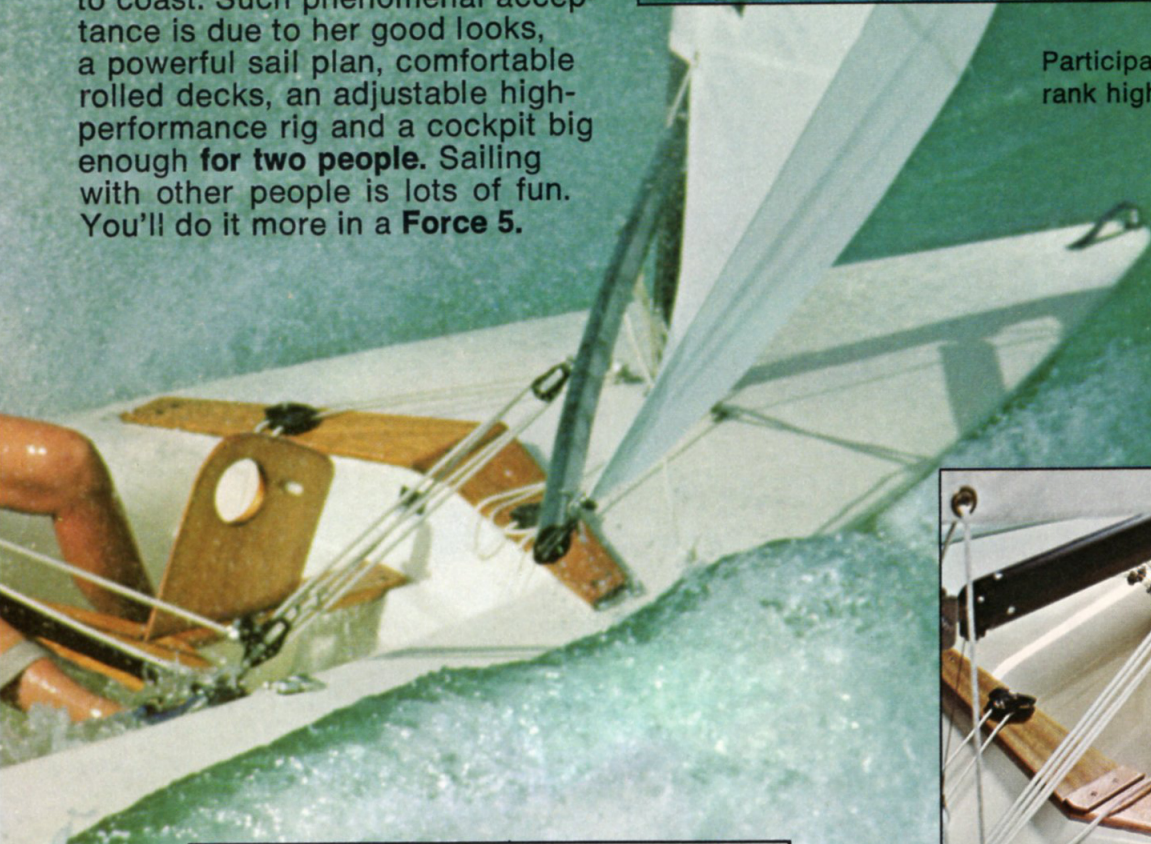
The high performance **Force 5** sailboat is built using carefully selected materials and fittings, such as black, anodized 3-piece mast and boom with positive flotation, top grade blocks, a solid 4-part vang, braided lines, a stable 3.8 oz. sail, a kick-up rudder which works from the cockpit, rigid yet lightweight hand-crafted fiberglass construction in deck and hull, foam block flotation inside the hull, and a mahogany spray-shield and thwart.

the 14 foot racing machine

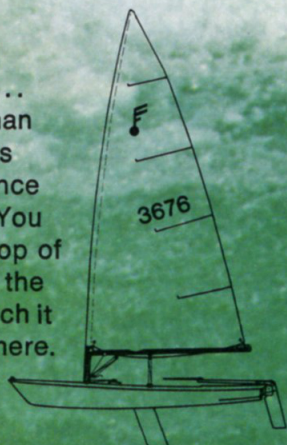
The **Force 5** sailboat class is one of the fastest growing one-design classes in the world, with fleets of enthusiastic owners from coast to coast. Such phenomenal acceptance is due to her good looks, a powerful sail plan, comfortable rolled decks, an adjustable high-performance rig and a cockpit big enough for **two people**. Sailing with other people is lots of fun. You'll do it more in a **Force 5**.



Participation and sailing enjoyment rank high in her design.



The **Force 5** hull weighs 140 lbs.... light for a two man boat. That means added convenience and enjoyment. You can carry it on top of a car, store it in the garage and launch it just about anywhere.



SPECIFICATIONS

Length.....	13 ft. 10½ in. (4.2m)
Beam.....	4 ft. 10 in. (1.5m)
Sail Area.....	91 sq. ft. (8.5m²)
Hull Weight.....	140 lbs. (64kg)
Crew Capacity.....	500 lbs. (1-3) (225kg)

Puffer[®] is the basic boat... racing sloop, rowboat, outboard and daysailer

The **Puffer** sailboat is a beautifully designed sloop which combines the stability of a wide hull with the graceful curves and agility of a higher performance boat.



The 12½ foot **Puffer** is a versatile boat offering beamy, sit in comfort for three adults, rowing ease, a 3 h.p. outboard motor mount for fishing and a spinnaker for optimum downwind sailing performance.

No wonder **Puffer** is the boat chosen by camps, colleges, sailing schools and shoreside homeowners. It's the boat for beginners and experts alike.

SPECIFICATIONS

Length	12 ft. 6 in. (3.8m)
Beam	4 ft. 10 in. (1.5m)
Sail Area (Main)	55 sq. ft. (5.1m ²)
(Jib)	35 sq. ft. (3.3m ²)
(Spinnaker)	100 sq. ft. (9.3m ²)
Hull Weight	175 lbs. (79kg)
Crew Capacity	450 lbs. (1-3) (204kg)





The **Puffer** has built-in sailboat safety features. Those spacious wrap around seats inside are really flotation tanks which help keep the boat from filling up and swamping if capsized. Any water that does get in, can get right out again through a built-in ball lock bailer. And, it's nice to know the **Puffer** is a boat that can be self-rescued by one person if capsized.

It is constructed throughout of long lasting, hand laid-up fiberglass. A molded-in, non-skid pattern insures a better than average foothold for sailors of all ages.

What's more, at 175 lbs. **Puffer** is a boat light enough to carry on top of a car or launch off-the-beach. One essential feature for sailing off-the-beach is a kick-up rudder. We think Alcott has the best.

The **Puffer** is a boat which comes fully equipped at a remarkably low price. Included are main sail and jib, anodized aluminum mast and boom, vang, oar locks, outboard mount, varnished mahogany board and rudder with hiking stick, stainless steel rigging and shroud adjusters. Options include spinnaker and gear.



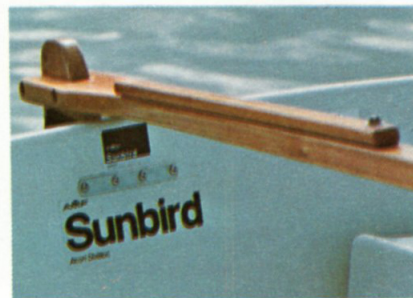
More than 2000 **Puffer** sailboats have taken to U.S. waters in the past four years . . . that about equals all the Olympic classes put together. But then again, the **Puffer** is more than a 2-man racing sailboat.



It's the basic boat.



The **Sunbird** is an exceptionally spacious vessel with many features found on larger cruising boats! Contoured cockpit seats are long enough for sunbathing, sleeping, or a party of six. The self-draining cockpit remains dry even at anchor. The easily cleaned, molded-in, non-skid pattern could be from an offshore 40 footer. Sail slides on the mainsail keep the sail on the mast when it is lowered so that furling is easy. A topping lift keeps the boom out of the cockpit and facilitates jiffy reefing (a standard item) in a blow. Mid-boom sheeting prevents snarling on the rudder, outboard, transom or skipper's hat.



The **Sunbird** is a convenient boat. An exceptionally strong stainless alloy mast step permits the mast to be dropped in seconds with all sails still attached while passing under a bridge. To start sailing, one merely pushes the lightweight mast up again, secures headstay and jib tack, attaches boom and hoists sail . . . all in less than two minutes.



The **Sunbird** sailboat is available in the two models shown. **Sunbird I** has a modern contoured foredeck. **Sunbird II** has a more traditional cabin trunk design with styled ports.

Options include full length white vinyl cockpit, and cuddy cushions, aluminum trailer, boom tent and full spinnaker gear.

**AMF Alcort builds
a first class yacht all the way.**



Learn to Sail in 3 Days

This practical on-the-water course will help teach you the fundamentals of sailing, build your sense of confidence, and let you experience the first joys of becoming one with wind and waves.

UPPER SPAR

HALYARD

BOOM (LOWER SPAR)

MAST

MAINSHEET

CENTERBOARD

HOOK

TILLER

EXTENSION

RUDDER

BE OBSERVANT

The pictures in this booklet are very instructive. Let's start with the one above.

Swimming Qualification

All beginning sailors must be able to swim and stay afloat for 10 minutes.

BALANCE AND POSITIONING

Sit on the side which allows you to watch the sail. By being on the side opposite the sail, your body can move in and out to naturally counteract the wind's pressure on the sail. Always keep the boat as flat as possible. Sit well out when there's wind, hooking your toes under the lip of the footwell (cockpit). Sit well ahead of the tiller to control the sail.

Your front hand will hold the mainsheet line after the line goes under the small hook . . . for added leverage. Your other hand will be on the tiller extension for steering. Positioned so, it is easy to remember that by pushing the tiller *toward* the sail (see dotted lines), the boat sails *toward* the wind, and by pulling the tiller away from the sail, the boat sails away from the wind. Except for "coming about", or turning through the wind, your tiller movements should be small. Moderate 5° - 10° adjustments are the rule, not 45° - 90° swings.

FIRST DAY...

THE OBJECTIVE

The objective of the first day is to overcome any concerns you have about steering, being stranded with no wind, or capsizing. By clearing the mind of such concerns, sailing skills will be acquired more easily on the second and third days.

No wind, shallow water

Pick a time when there is *no wind*—near a dock or at a beach in waist deep water. Launch your **Sunfish** sailboat with just the centerboard and rudder installed per instructions. No mast or sails. Take a small paddle along and a Coast Guard approved life jacket. Spend a half hour experimenting in shallow water.

1 Steering

You will find that sailboats steer like an outboard motorboat (using the handle on the outboard), like a canoe, or like a rowboat with an oar over the back. The end of the tiller is pushed or pulled in the opposite direction from where you want the boat to go. Use the tiller extension.

2 Paddling

Practice paddling your **Sunfish** sailboat three different ways: (1) lying down on the bow surfboard style, (2) using a regular paddle, and (3) using the centerboard as a paddle.

These techniques will get you home if the wind dies or becomes fickle and confusing.



FIRST DAY (continued)

Raising and lowering the sail

When you've mastered steering and paddling, proceed to set up the sails per instructions which come with your boat.



This picture shows halyard cleated, coiled, and properly secured for sailing.



3 Raise the sail

Raise the sail, securing the halyard which pulls it up (See inset top of page). Put a large knot in the free end of the halyard, so when you let it down, the end can't pass through the deck eye. Make sure the mainsheet is attached properly and that the steering tiller is under the wire bridle on the back deck.



4 Practice lowering sail

Practice lowering sail once or twice. Let the two spars and sail fall on the deck, while leaving the mast up.

Roll the sail into the spars and lash sail and spars together with the excess mainsheet left over after pulling it in all the way. This pulls the ends of the spars onto the rear deck and secures the sail.

This lowering sail capability is both a convenience and safety feature of the **Sunfish** sailboat. This is how the boat is secured "seamanlike" on the beach, dock or mooring while having lunch. It is also a precaution you can take if a storm approaches and you want to drift without effort until help comes or the storm passes on.

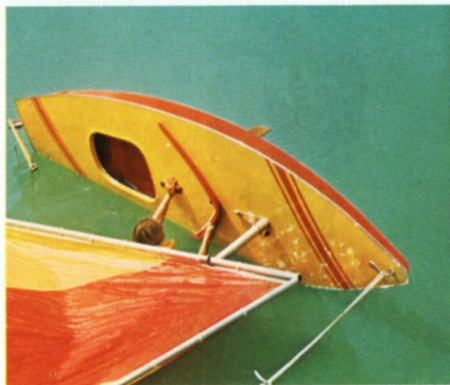
5 Tipping over

Now with sails up, and life jacket on, move into waist deep water and push the centerboard all the way down. Climb up on the deck, grab the mast and tip the boat over so that it is on its side with sails in the water.



Up and away in 15 seconds

6 Follow this sequence to right the boat in under 15 seconds



a. Immediately check to see that the centerboard is pushed into the slot all the way and the mainsheet is running free.



b. Swim to the bottom side of the boat.



c. Lean on, then pull down on the centerboard, while pushing the underwater deck rim with one foot.



d. As the boat comes up, grab the deck,



e. and, continue to pull until the boat is upright.



f. Scramble aboard.

Not too difficult, was it?



This maneuver is easier with a **Sunfish** than with many other boats because of the low sail design which comes up out of the water easily. Its spars help too because they are sealed at both ends for flotation. Eight year olds weighing less than 100 lbs. have done it in 15 seconds.

You will also notice that very little if any water gets into the cockpit. The **Sunfish** sailboat is designed to be unsinkable and unswampable. That means you can rescue yourself without outside help after a capsize even if the footwell does fill up with water. That's one reason the cockpit is small and has a drain.

If the water is on the cold side (under 70°), wear a wet suit top for the next session. It is better to wear a wet suit which provides added flotation than to wear heavy sweaters or bulky foul weather gear which become heavy when wet or restrict movement.

A BOATING SAFETY RULE IS :

Never leave the boat to strike out for shore unless you can wade in, towing the boat.

Wind and weather

You can get a head start on your second day by improving your wind awareness on land. It comes from different directions of the compass depending on weather systems. For given periods of hours it will come from one general direction, shifting anywhere from 10-30 degrees and varying in strength as much as 5-10 mph.

There are some land based ways of determining strength and direction by looking at flags, smoke, low flying clouds, and leaves or trees. One of the most accurate ways is to face the wind, then balance its feel on both ears. You are then looking at where the wind is coming from.



On the water, your **Sunfish** sailboat's spars and sails can act as a large windvane pointing at the source of the wind. All you have to do is let out the sail all the way and/or push the tiller toward the sail until the sail flaps freely.

Sailors learn to sense the wind with their face, ears, neck and arms. They anticipate and sense the smallest shifts in wind direction. A sailboat sails in the local

wind of the moment. It is always shifting, even if by small degrees. Generally, the waves roll from the point the wind is coming from. See (a) in the above diagram.

You can also anticipate wind shifts by looking at the water. In the upper right, the darker water indicates a 5-10 mph increase in wind velocity and a shift in direction to the right. See (b) above.

WEATHER FORECASTS

Good sailors always try to anticipate what the general wind direction and velocity will be by checking the VHF marine weather band, local Coast Guard forecasts and evening T.V. weather forecasts . . . just as a good airline pilot will check weather readings on the plane's flight path.

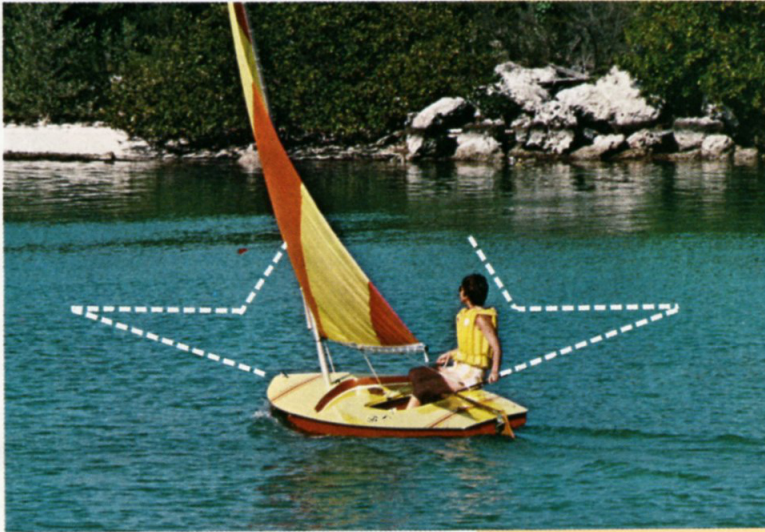
Just before sailing, ask local sailors what their forecast is or how they determine direction and velocity when standing along the water's edge. Ask them to point out indicators of small shifts and velocity changes.

Be particularly wary of offshore breezes, wind blowing away from shore. It may be blowing at 25 mph, looking calm and peaceful near shore. But, because it is blowing so hard, the wind doesn't drop down on the water for a quarter of a mile out. One really can't see how rough it is out there.



How a sailboat works

Except when being pushed from behind by the wind, a sail must have a curved airfoil shape to propel the boat forward. Consequently, a sailboat can't sail directly into the wind. The sail would flap without shape or power.

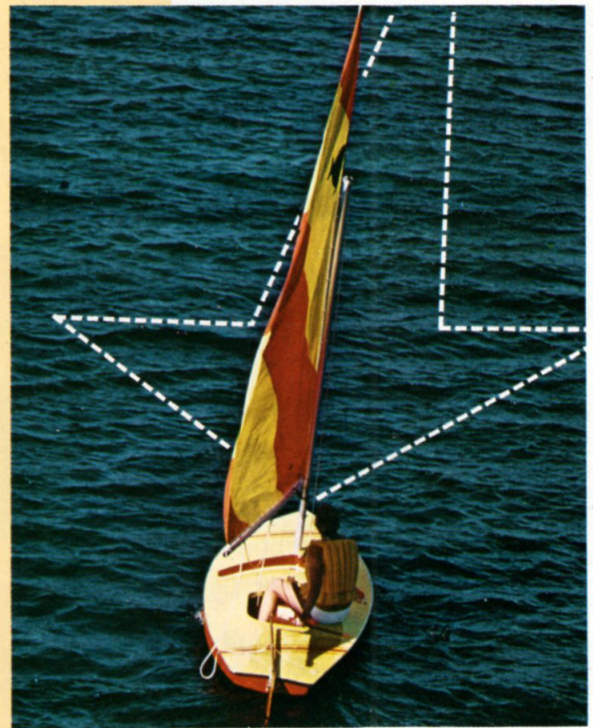


Even with the sail pulled in tight, a sailboat will not sail much closer than 45 degrees on either side of the wind. To visualize this while sailing, imagine that the wind is a big arrow lying on the water. The point is always where you are. The edges of the arrowhead angle back on either side of the wind at 45 degree angles. The closest you can sail to the wind is along either edge of the arrowhead. You will learn that the way to reach an upwind objective is by zig-zagging or beating.

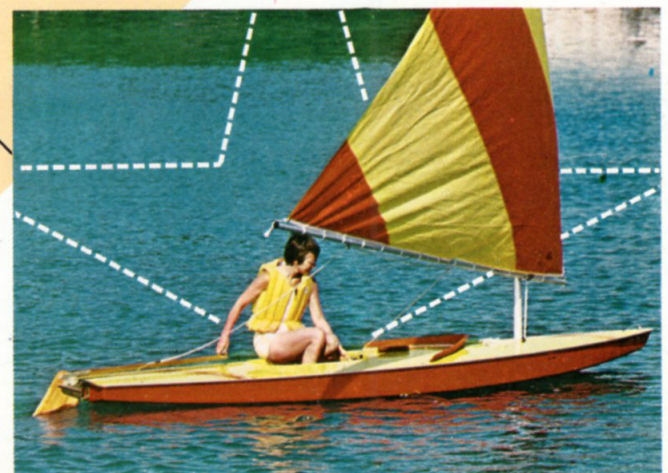
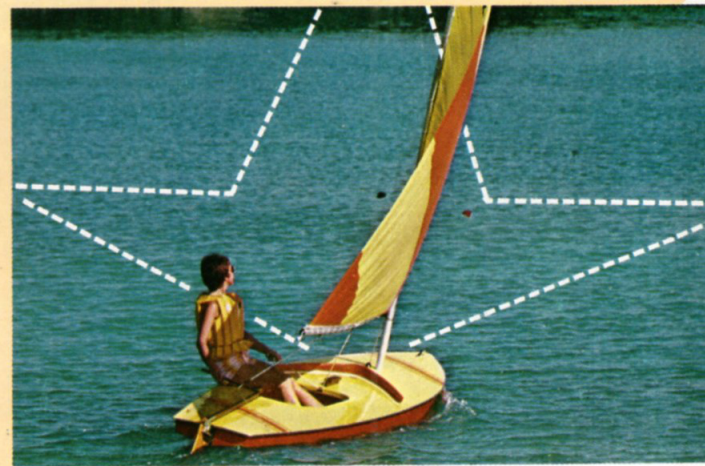


When sailing away from the wind, the sail is pushed and is no longer functioning as an airfoil. So, the sail is positioned more at right angles to the centerline of the wind arrow. Also, less centerboard is needed to prevent sideslip, so it can be pulled up.

The most difficult angle of sailing is beating upwind because of the need for good balance and steering. The easiest course is running down with the wind. Since what goes down must go back up, you don't want to start with the easiest route. Let's practice sailing technique by first reaching back and forth in straight lines across the wind and back home again. When you feel comfortable doing this you will then learn to beat upwind, then lastly go downwind.



These pictures show that the sail is pulled in when sailing toward the wind, and let out when sailing away from the wind. When sailing to the left of the wind, the sail lines up with the left edge of the arrowhead. When going right, the opposite occurs. The sail is functioning as an airfoil. Instead of the lift of a horizontal glider wing, its vertical position creates forward thrust to move the boat. The centerboard keeps the boat from slipping sideways.



SECOND DAY

THE OBJECTIVE

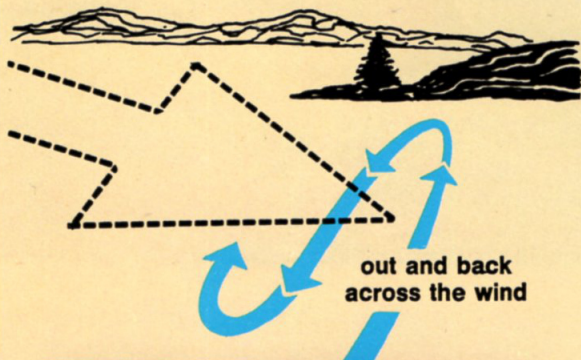
The objective for the second day is to learn how the wind and boat interact, how to position oneself in a sailboat, how to balance wind forces with your body, how to sail across the wind toward an objective, "come about", return to where you started, and stop.

This will be your first sailing day, so pick the location and weather conditions carefully:

- (1) Wind under 10 mph so you can learn balance easily.
- (2) Wind direction "on shore" or blowing toward a nearby shore. Since everything that floats, including confused beginners, blow with the wind, it's best to start out in an area where the wind blows you home, no matter how many mistakes you make.

PLANNING

After the sail is raised, walk the boat out in water above your knees. Aim the bow of the boat 90 degrees from the wind and sight an object (like a moored boat or a house or distinctive tree on the shore) that you can sail toward. If starting from a dock, aim the boat the same way before getting in. The sail should be flapping with no tension on the mainsheet.

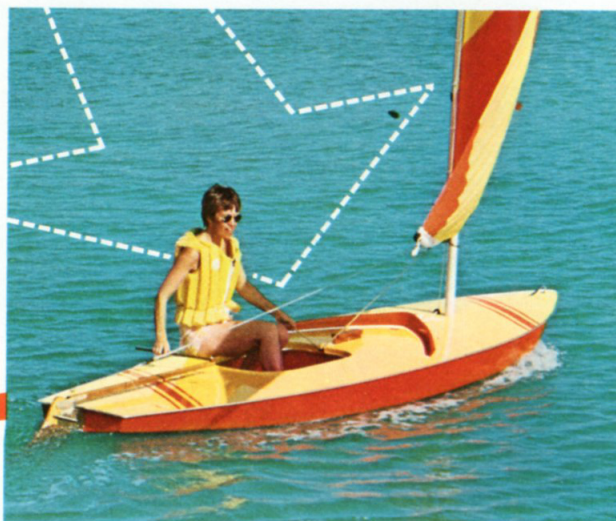


... Reaching

4 Repeat

Before arriving at the launching site, come about and proceed once again toward the initial objective.

Practice sailing between the objective and the launching site. When you can sail between these two points comfortably, you have learned to handle your boat on a reach. A reaching course is one where you are sailing across the wind.



1 Start

You get in the boat and slowly pull in the sail just enough to eliminate the fluttering. The boat begins to move forward, you move your body to balance the boat, and aim the boat at your objective.

Pulling the sail in too much when sailing across the wind will cause the sail to stall out. The boat will tip more and slow down. If the boat tips too much hold course and let the sail part way out, even if the forward half of it is flapping. Or, let it all the way out so the boat stops. Try it. It's reassuring to know *WHEN IN DOUBT LET IT OUT*.

5 Docking, landing and beaching

Leaving the dock or beach is sometimes easier than returning. The most common mistake is to attempt a landing with sails full rather than flapping. Whenever you make a landing, it should be planned so when completed, the boat is almost stopped in the water and the sails are flapping powerlessly . . . that's called an "eggshell" landing.



across the wind



2 Sail trim

When reaching across the wind, *adjust* the sail. **ADJUST THE SAIL TO REACH.** Correct sail trim is monitored at the front edge of the sail. If the front edge is fluttering, the sail should be pulled in slightly until it stops shaking. Try the following maneuver several times while keeping the boat aimed at your objective.

- Ease the sail out slowly until the front edge starts fluttering.
- Pull it in just a fraction to iron out the shakes . . . that's perfect.

Play the sail constantly on a "reach" to insure correct sail trim. Beginners usually pull it in too far. **A SMALL FLUTTER IS FASTER AND (the boat stays) FLATTER.**

This is especially critical for docking. One of the best methods of docking is to land on a side of the dock that the wind isn't blowing onto.

Approach on a reach. Control your approach speed by alternately trimming and easing the sail. As you near the dock, steer the boat into the wind and let the sail out at the same time and coast to a stop. Remember to allow for the turn and coast in your approach. It is far better to coast short than long. If you are short, there is nothing lost, you will be in irons. Merely back into a sailing position to try again. You can practice approaching a buoy which has clear water around it. Once you can pick up the buoy you should be able to dock safely.

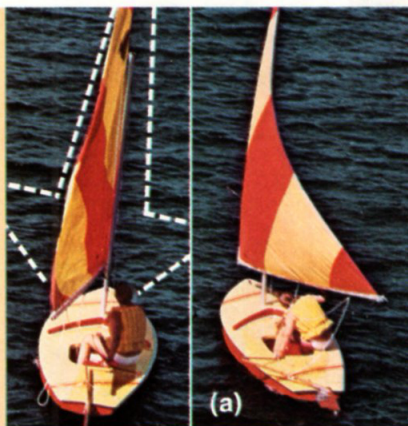
3 Turn

Before you've gone too far "come about" and head for home. In this maneuver, the boat is steered into the wind (push tiller toward sail) and then beyond it so the wind hits the sail from the opposite side. To avoid stopping completely, make the turn quickly by keeping the tiller pushed over until the wind is filling the sail on the other side. (If you don't make it, see below). Be prepared to duck under the boom and move your weight to the opposite side, while switching mainsheet and tiller hands. Steer toward home and adjust sail trim.

GETTING OUT OF IRONS

If you "come about" too slowly, the boat may stop pointed into the wind with the sail flapping over your head. No amount of tiller or sail adjustment will start you sailing. You are caught *in irons*. The solution: You sail backwards for a moment (a) Push the tiller and the sail using the boom in opposite directions. (b) The boat will back around the rudder.

Let the sail go, keeping the tiller over until the sail is out over the side of the boat. (c) Slowly trim it in and straighten the tiller. The boat will gain forward speed. And, you are in control again. Don't rush this procedure or you may find yourself back in irons.



THIRD DAY...

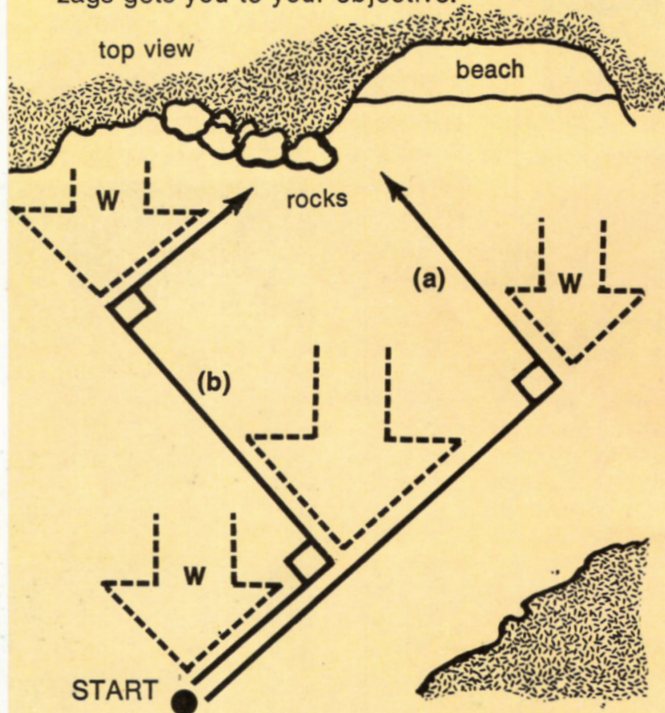
THE OBJECTIVE

The objective of this lesson is to learn how to sail toward an object which is directly upwind from you and return sailing downwind, making a gybe, or turn with the wind behind you.

This lesson should *only* be attempted in winds less than 10 m.p.h. because balance becomes more important when beating upwind or when making a gybe turn with the wind behind you.

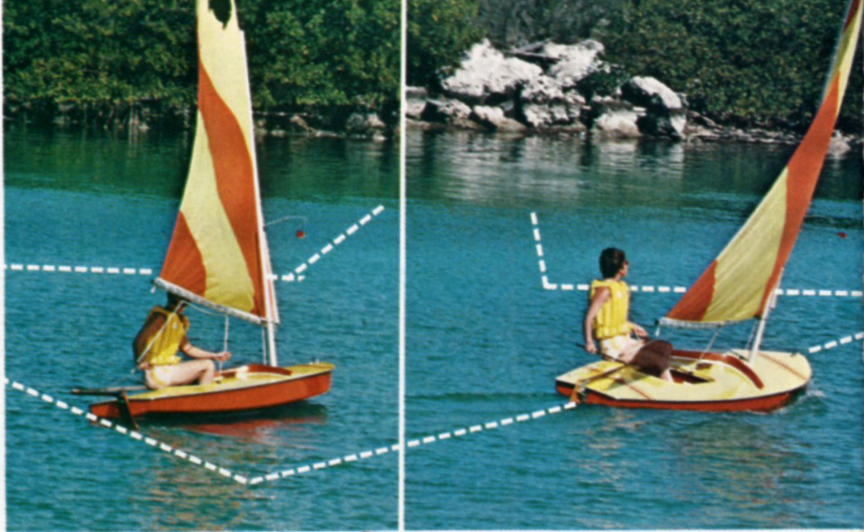
PLANNING

To sail against the wind, you must use a zig-zag pattern called "beating". You sail as close to the wind (edge of the arrowhead) as possible. You then come about and hold as close to the wind as possible on the new course. Since you go through two 45 degree sectors, the new course is 90 degrees from the old. A combination of 90 degree zigs and zags gets you to your objective.



There are two ways to get to your ultimate objective: A pile of rocks on the shore in this case.

- (a) *Two long legs.* When the rocks are at a right angle, 90 degrees to the boat's first heading, come about and sail for them, or
- (b) *Numerous shorter legs.* You take several zig-zags up the middle.



3 Coming about

This 90° come about differs from the 180° version going from reach to reach in the second lesson. Keep the sail trimmed in and proceed as normal. Push the boat through the wind, shift weight and hands. (If you let the mainsheet run out during the hand shift, pull it back in.) *Then be ready.*

As the sail starts to fill on the new course, catch the wind by straightening the tiller rapidly and leaning out. Then check your boat trim to the wind . . . up a little, luff, off, up, etc.



1 Start

Pull in the mainsheet until there are 18-24 inches left between the bridle and end pulley (block) of the boom. Use the hook on the front edge of the cockpit for leverage. Then, *slowly* turn the boat closer to the wind. Stop the turn when the sail begins to luff — or shake — along its front edge.

At the moment the sail starts to luff, you are sailing on an optimum course about 45 degrees to the wind, along the edge of the arrowhead.

Now, since you passed the optimum course you must inch back. Turn the boat slightly away from the wind so the small luff stops and hold it there. To turn the boat away from the wind, pull the *tiller away from the sail*. Make small 5-10° changes with the tiller.

When "reaching", you learned to continually adjust the sail to keep it just on the verge of luffing, while keeping the boat on a steady course. "Beating" requires the opposite approach.

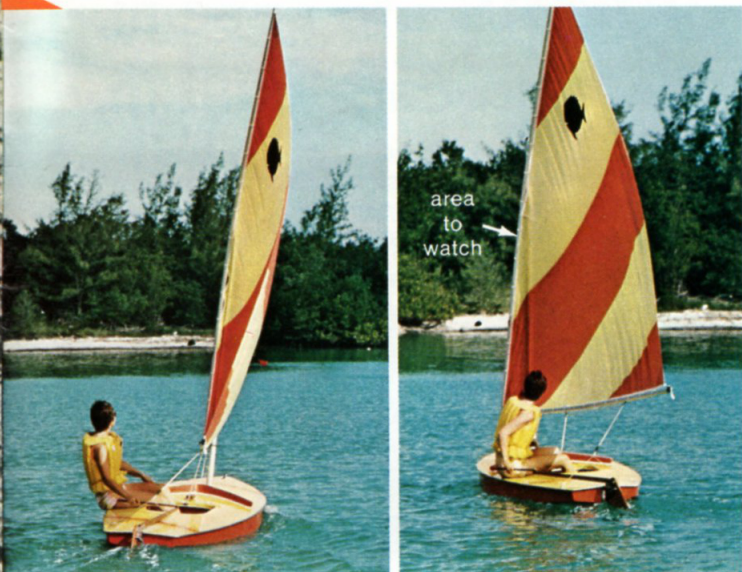
Beating upwind and running downwind

4 Congratulations

You made it. It's all downhill from here.

To begin your run downwind do two things at the same time: (1) pull the tiller slowly away from the sail so the boat aims almost directly away from the wind, but no further. (2), ease the sail out until the boom is nearly perpendicular to the boat and the wind is pushing the sail in the same manner it pushes a kite.

A caution is in order when starting your run downwind. If you should continue steering away from the wind, you could go too far and be steering toward it again on the other side, causing an accidental gybe . . . a turn which is best made in a controlled fashion. In a gybe, the wind catches the back side of the sail and blows it across to the other side of the boat.



5 Gybe turn

Turn the boat slowly away from the wind by pulling the tiller away from the sail. Give the mainsheet a quick jerk pull as you direct the boat a bit farther around. When you feel the sail start to catch wind on the other side, duck the swinging boom, move to the center of the boat, let the mainsheet run out unimpeded, then steer back quickly (tiller away from the sail on the new course, momentarily to counteract the tendency of the boat to keep going into the wind). Aim the boat at your intended objective and *adjust the sail as on a reach . . . or run*. Gybing should be practiced often and done with caution in heavy winds. If ever in doubt about controlling a gybe, even the best sailors will elect the longer loop route . . . coming about when running downwind toward their objective. It may not be the shortest way around, but this loop gets you where you want to go — with less risk.

2 Adjust boat

You continually adjust the course of the boat to keep the sail on the verge of luffing while the sail remains trimmed over the aft corner of the boat, which is about as much as the sail should ever be trimmed. **ADJUST THE BOAT TO BEAT.**

Check your course frequently by bringing the boat closer to the wind until the sail just barely starts to luff. Then turn the boat away from the wind just until it stops. Hold it, then check again. Check your optimum course often when beating . . . a gradual, scalloping course results.

For general secondary reference, you can also line up an object on the water or shore once you've determined the optimum heading. But, remember that the wind is always shifting and those objects aren't.



THAT'S IT! YOU'VE NOW LEARNED TO SAIL. WELCOME TO THE WORLD'S GREATEST SPORT!



AMF Alcott Sailboats are special. They come with love and care built in.



A good sailboat is something special. It becomes part of your life. One never forgets a good boat . . . the curves, how it looked at sunset, the feel of the helm, the sounds it created going through waves, the little tricks it played, the spirited flights in a breeze, and the hours of loving care. In such shared moments a good boat seems to come alive with it's own spirit.

World Leader

Some of that spirit is in every AMF Alcott sailboat: Maybe it's because the people at the shop in Connecticut enjoy sailing and build only sailboats; perhaps it's the pride of having built more fiberglass sailboats than anyone else in the world; or the satisfaction of knowing that those 150,000 masterpieces were all handmade by some of the best and most experienced craftsmen in the boating world. The first employee of the company, when it was started in 1947, is now the general foreman. He makes sure that no one forgets the lessons learned over the years. And, there are many. Quality fiberglass construction doesn't happen overnight.

29 Years Experience

Alcott has spent 29 years refining those features which add to the pride and convenience of ownership. One result is that AMF Alcott boats seem to last forever. A frequently sailed, ten year old **Sunfish** sailboat with the original sail has been known to bring more to its first owner on the used boat market than the initial purchase price.



Quality is more than Dacron sails, anodized aluminum, reinforced fiberglass, mahogany, bronze or stainless steel alloy fittings. Quality is the pride in craftsmanship of each person involved in building an Alcorn sailboat. Nicola is the artisan who inlays stripes on the decks of Sunfish. No one has ever been able to do it better.

Pride in ownership is dependability of performance. Alcorn started out in the late 1940's making lifeguard rescue surfboards for the American Red Cross. The **Sunfish** is a sailboat design which evolved from that surfboard. And, the flat hull sections characteristic of AMF Alcorn boats have been retained for optimum stability.



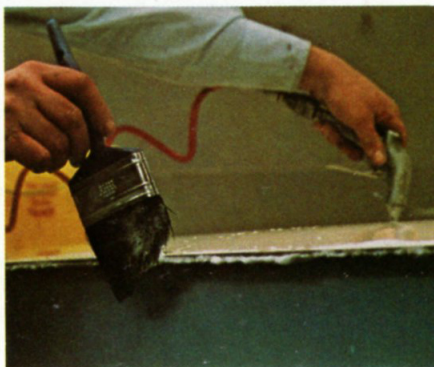
AMF Alcorn boats are designed to be self-rescuing and unsinkable. The hulls are designed to float high on their sides, and to take in a minimum amount of water. The wide decks or full length cockpit seats help prevent swamping, which is when the boat ends up full of water after being righted. Then in addition, all AMF Alcorn boats have built-in foam block flotation.



Craftsmanship is hands: Hands that direct the fine mist of gelcoat on hand buffed molds to insure that the finish of each boat is smooth and uniform; hands that lay up the fiberglass which gives great strength and durability.



AMF Alcorn pays meticulous attention to details. Take, for instance, the leak test on a **Sunfish**. Every **Sunfish** sailboat is checked for leaks by applying soapy water on the joints. Compressed air is injected through a small hole in the deck. Bubbles form if there's a leak, which is then repaired by a special team.



And, at AMF Alcorn, there's a very special person to check this work. His name is Mario. Mario is deaf. He doesn't hear factory sounds or people demanding more production. His world is as quiet and peaceful as a mid-summer sail. Mario's pride is like yours. His sense of touch and extraordinary vision pick up the details which you as an owner would eventually become aware of. Mario is one of AMF Alcorn's quality inspectors.

Non-skid patterns are molded-in and easy to clean. The patented kick-up rudder assembly used by AMF Alcorn is designed for exceptional strength and continual beachings. You will note that the top of our rudder blades are reinforced to avoid splitting under the extreme twist pressures of steering. The finest ash is used for tillers and warp resistant mahogany is used for centerboards and rudders.

AMF Alcorn sailboats are something special. They come with love and care built in . . . and that's important to the people who sail them.



Alcort

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