

AMERICAN 26

Trailerable cruising sloop





An extraordinary boat...

designed for people who simply want to enjoy the soothing delights of unhurried, unharried sail-cruising to the fullest. People who have dreamed of finding a boat that is small enough to be easily managed yet stable in the water and with uncramped accommodations for family or guests.

The ideal boat...

for this purpose would be somewhat under thirty feet, have a simple rig, full covered stand-up headroom below, a modern galley, proper head compartment, plenty of storage, comfortable bunks for five or six and a roomy cockpit. She would be shoal draft so one could nose up onto the sandy shores of secluded coves and into hideaway mooring spots. She would be a dry boat, sea-easy—perhaps even trailerable to permit quick access to a variety of widely separated cruising areas.

Impossible dream?

Not now it isn't. Not since American Mariner, Inc. ingeniously applied (for the first time ever) a well-recognized and proven hydrodynamic stabilizer principle to small sailboat design. Here is a development that has dramatically reduced the number of compromises cruising enthusiasts have always had to weigh in buying this class of boat. It is no longer necessary to choose between a scaled-down version of a hot "racing machine" with its rail-down tenderness and decks-awash wetness and a slab-bottomed skipjack with a bothersome centerboard swinging below. You no longer must ruefully accept cramped quarters and head-banging sitting headroom as part of the "fun" of small-boat cruising.

Here is a boat...

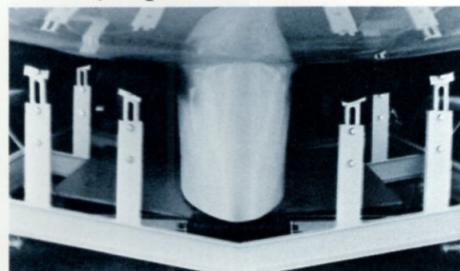
which is quite revolutionary in many meaningful ways yet not the least bit bizarre in appearance. On the contrary, she has a comfortable, reassuringly old-fashioned look to her as she sits in the water or sails "standing up" unconcernedly in weather that in many another sailboat of this length might give cause for apprehension, especially to the novice sailor. Indeed, the recessed-stabilizer keel (patent pending) and modern fiberglass construction techniques have allowed the reintroduction of many old-time virtues in her unique design long given up in this size boat as impossible of achievement.

So we present...

the AMERICAN—a sea-proven cruising sloop of many desirable qualities and fine characteristics hitherto seldom found combined in any single sailboat. A boat in which to go adventuring in comfort, safety and peace-of-mind.

The unusual keel

Stabilizers have long been used in both hydrodynamics and aerodynamics. They work but, through oversight, had never been employed as a boat keel, itself, until the AMI designers thought to do so. It was a great stroke of inspiration for its adoption fit in most ideally with their plan to use the old, tried-and-true "hard chine" hull conformation for maximum stability and interior roominess. This type hull is relatively flat-bottomed and shallow. The stabilizer keel, recessed on the inside, permitted the designers to give us six-feet-plus covered headroom in this desirable hull form without recourse to the pop-up-top expedient or adding a "second storey" to the cabin which would add weight above the waterline and act as untoward wind-resistance. In addition to solving the headroom problem, the new keel allows the boat to ride low on the trailer, retain her shoal draft characteristic and eliminates the usual centerboard with its problems and its awkward trunk in the cabin. Molded as an integral part of the hull, 900 lbs. of lead is laid into it and bonded over, providing the advantage of interior ballast. This boat has no metal parts whatever in contact with the water and thus, no electrolysis problem.



Her broad stern section gives her a buoyancy aft which makes her float off her trailer easily and early without having to back the towing car up to the hubs in water. Recovery is equally

simple because of her shoal draft. The padded guides on the trailer will correctly position her and her flat-based keel will bear most of her weight on the trailer.



There is no "rudder struggle" involved in launching this boat. No straining to set the rudder in place *after* launching and with the boat afloat. Bouyancy does it again! You simply set the rudder pintles into their fittings *before* launching and back right into the water. No danger of it bumping or hanging up on the bottom with resultant damage. And leave it on the transom when bringing the boat ashore. In fact—just leave it there period. Even for cross-country trailering.

In trailering to, from or between your favorite sailing areas you can stop where and when you like without regard to motels. Your ocean-going sloop becomes a comfortable, economical, self-sufficient motor home.

There are times when everybody wants to be in the cockpit. Here, then, is a cockpit which is roomier and more comfortable than those of many larger boats. Although most sailors will prefer the standard tiller, this particular photo shows a pedestal steering arrangement which is an optional extra. The outboard auxiliary shown is 10 hp—plenty of power to move this boat at hull speed (a 6 hp motor will do). Motor and fuel tanks can be easily stowed when not in use. But note the fine turn of speed she shows when sailing "off the wind" or reaching. Her stiffness and dryness are apparent.



The very design characteristics which make this boat so stable and sea-easy (maximum beam starting well forward and only slightly reduced in a long straight waterline run to the stern) work absolute wonders for interior spaciousness. Here is a galley with everything practically within arm's reach. Its working areas are at normal kitchen height when one stands in the recessed passageway. The recess side provides an excellent knee-brace for steadying support. Note that, when sitting on the seat or standing in the passageway, the windows are at eye-level. The teak-edged, formica-topped table is firmly held to the bulkhead by brackets and supported on the aft end by a pedestal. It slides neatly and completely away into a recess in the lid to the storage area under the seat. Forward of the bulkhead are the head-compartment (to port) and the hanging locker (starboard side) and the

separate king size V-berth (7' x 6'4") which has two ample drawers and a really huge storage space under it.

Two-level seating? We hadn't planned it that way, but it *is* sometimes convenient to sit on the "floor" and let your feet hang down. The important thing—and it *is* important—is the claustrophobia-dispelling spaciousness in this cabin—so seldom found in boats of this type. Even the quarter

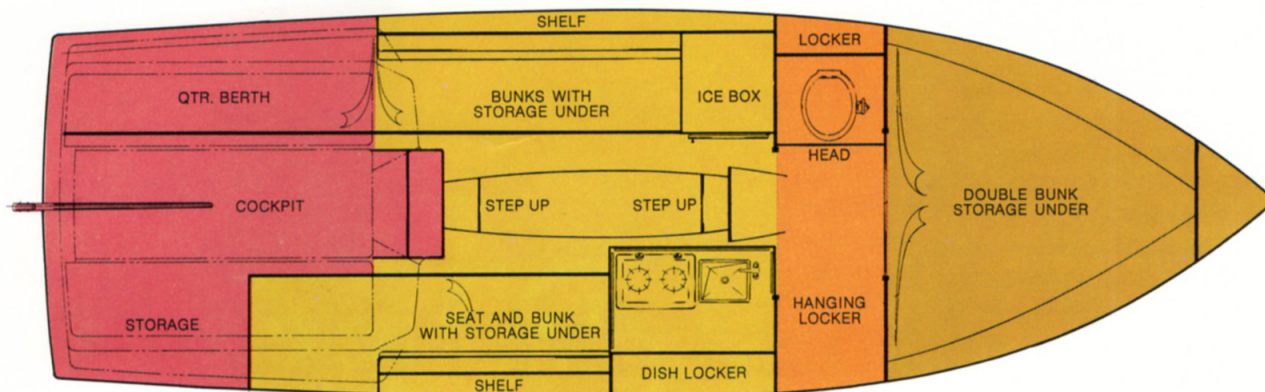


berths are larger than usual—28" wide and 7' long. The interior is a one-piece molded color impregnated inner liner to which color-coordinated deep shag carpeting, 3" cushions, textured overhead liner and generous use of solid teak trim lend a feeling of rich warmth and comfort. And, unless you are over 6' tall, you can stand straight up here and stretch—even with the hatch closed and everything all "buttoned up." It's a nice feeling.





Never before – so much interior space, so much headroom, so much comfort, such stability in a trailerable cruising sloop as in the unique AMERICAN



STANDARD EQUIPMENT

One-piece molded white fiberglass permanent-finish outer hull; one-piece white molded fiberglass deck-cabin-&-cockpit with non-skid surfaces in choice of gold, blue, pale-gold or pale-blue; with sheer-trim and boot-top trim to match.

Stainless steel hinged mast step; anodized aluminum mast and boom with mast light; roller reefing; sliding gooseneck and downhaul; main and jib sheet blocks with jib track & cars; stainless standing rigging with swaged eyes; stainless halyards with Dacron tails; mainsail and jib with battens and bags; stainless chainplates, stem plate, backstay plate, trailer eye; chrome plated mooring cleats and chocks. Bomar anodized Almag forward hatch with Lexan skylight window and stainless steel hardware.

Four large Abcrite windows; removable rudder with stainless tiller-head, laminated hardwood tiller arm; teak handrails; port & starboard cockpit storage lockers with Teak doors.

One-piece molded fiberglass, gold color-coordinated, textured inner-hull unit; fabric-covered 3" cushions in V-berth and main cabin; drawers, cabinet, bulkheads, dishrack all teak faced; deep shag color-coordinated carpeting; curtains and modesty drape.

Galley includes stainless steel 2-burner alcohol stove with self-contained tank, reversible cutting board, 35 lbs. capacity

icebox, teak trimmed formica-topped stowaway table, dish-rack, 2 drawers, stainless sink with adjustable fill water pump, 20 gal. water tank with flush-mount deck fill, carry-off 5 gal. sink waste and holding tank.

Complete 12V electrical system – HD marine battery, switch and fuse panel; main cabin, head and V-berth compartment lights; 20-point port and starboard combination lights, 12-point stern light, bilge pump.

SPECIFICATIONS

L.O.A.	26'0"
L.W.L.	23'6"
Beam	7'11-3/4"
Maximum Draft	28"
Freeboard to Bow	44"
Transom Height & Freeboard	38"
Transom Width	7'
Cabin Headroom	6'2"
Displacement	3800 lbs
Internal Lead Ballast	1000 lbs
Working Sail	260 sq ft
Jib	140 sq ft
Main	120 sq ft
Cockpit Size	7'x7'
Main Cabin Size	7'10"x8'6"



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