

AMF Alcort Puffer[®] Sailboat



RIGGING INSTRUCTIONS



Congratulations on your purchase of an AMF Puffer sailboat.

Please follow the rigging instructions carefully, especially the cautions in bold type. If you are new to sailing, seek the help of an experienced sailor until you have mastered your boat. Sailing instruction is probably available in your local area; if not, there are several national-level sailing programs advertised in the various sailing magazines.

MAST ASSEMBLY AND STEPPING

1. Attach forestay with turnbuckle (swaged eye end) to the forestay tang (on the mast) using clevis pin which also secures jib halyard block.
2. Attach (2) shrouds to tangs (port and starboard) on mast.
3. Pass jib halyard (1/4" x 28') thru jib halyard block and secure both ends to the port (left) cleat on the lower part of mast.
4. Pass the main halyard (1/4" x 37') thru the mast head assembly and secure to the starboard (right) cleat.
5. Adjust forestay turnbuckle until 1/2" of the threads remain in the barrel.
6. Lay the mast to starboard of the hull with the head (top) of the mast forward. Attach the forestay to the center hole of the bow fitting. Attach the starboard shroud to the aft hole of the starboard shroud chain plate.

NOTE: Be sure all clevis pins are secure with retaining pin and forestay and shrouds untangled.

7. Step mast and attach port shroud to port shroud chain plate. Tighten forestay turnbuckle to remove slack and lock turnbuckle with knurled nut.

RIGGING THE SAILS

1. Mainsail — Insert battens. Fold clew outhaul (1/4" x 3') in half; pass bight (folded end) thru clew grommet. Pass both bitter ends through bight and snug up.
2. Secure main halyard to head-board with a bowline knot.

NOTE: Make sure boat is facing into the wind at this time.

3. Hoist mainsail by inserting luff rope (forward edge of sail) into mast slot and secure to cleat provided on the base of the mast.

(see back cover)

4. Boom — Make an overhand knot (stopper knot) in one end of boom downhaul line (1/4" x 3'). Pass free end down through eye tang on boom gooseneck. Insert gooseneck hook into mainsail tack grommet. Place gooseneck into mast slot, slide down and secure downhaul to cleat provided at base of the mast.
5. Twist boom until mainsheet blocks hang down. Lash (tie) mainsail outhaul line to eye at the end of boom, making several passes, secure, then pass a loose binding around the boom; secure with a square knot. Proper adjustment will be made later.
6. Tie mainsheet (5/16" x 24') to traveler ring and pass bitter end through boom blocks.
7. Jib — Pass the jib sheets (1/4" x 20') thru jib clew. At its midpoint secure with a clove hitch.
8. Jib Tack — Tie jib tack shackle to aft hole of bow fitting using (1/8" x 3') line provided.
9. Attach jib to forestay by means of the hanks which are secured to the jib luff. Be sure the hanks are not twisted.
10. Pass jib sheets (port and starboard) outside the shrouds through their respective jib fairleads and through the bail of the jib cam cleats.
11. Attach jib halyard with a bowline. Hoist jib and secure to cleat provided at base of mast.
12. To attach the rudder and tiller assembly — press pin upwards until shoulder at top is exposed. Then, fit pin into slots at top and bottom of transom bracket. Release tension, seating pin securely. To remove, reverse procedure.
When attaching rudder/tiller assembly, be sure to slide the tiller under the traveler line.
13. Insert daggerboard taper edge forward. A daggerboard retention line is provided to prevent loss of the board in the event of capsiz. Tie one end of the line through the hole in the thwart and the other end to the hole in the daggerboard, making sure that the line is long enough to allow complete removal of the board from the slot while the retention line is attached.

SAIL TRIM

1. Jib: The set of the jib can be altered by the halyard tension. The jib luff should always be straight (not scalloped). Heavy air will require more halyard tension than light air.
2. Main Sail: The set of the main can be altered by changing the tension on the downhaul and outhaul. A general rule is the lighter the air, the less tension placed on the controls. By experimenting, you can discover a larger adjustment over a wide wind range.

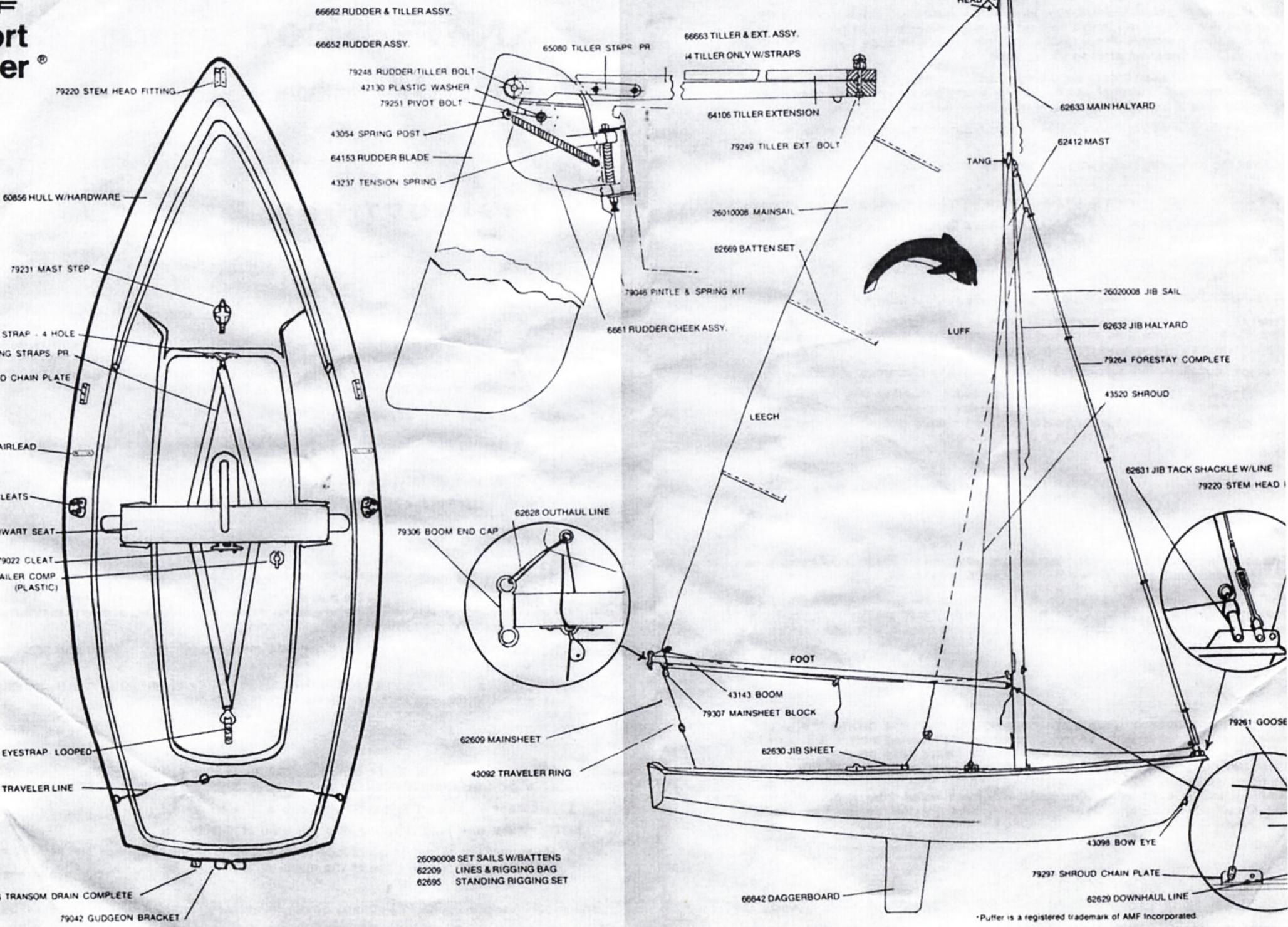
CAUTIONS:

- 1) Always avoid overhead wires when stepping the mast and raising the sail.
- 2) Your Puffer sailboat is designed and built for use in protected waters. It should not be used in conditions where high wind and/or heavy seas prevail.
- 3) When trailering or car-topping, make certain hull is well-supported. Distribute load on large well-fitted, padded bunks.
- 4) Where possible, rinse all moving parts with fresh water after use.
- 5) You should always wear a Coast Guard approved flotation device while sailing your boat.

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