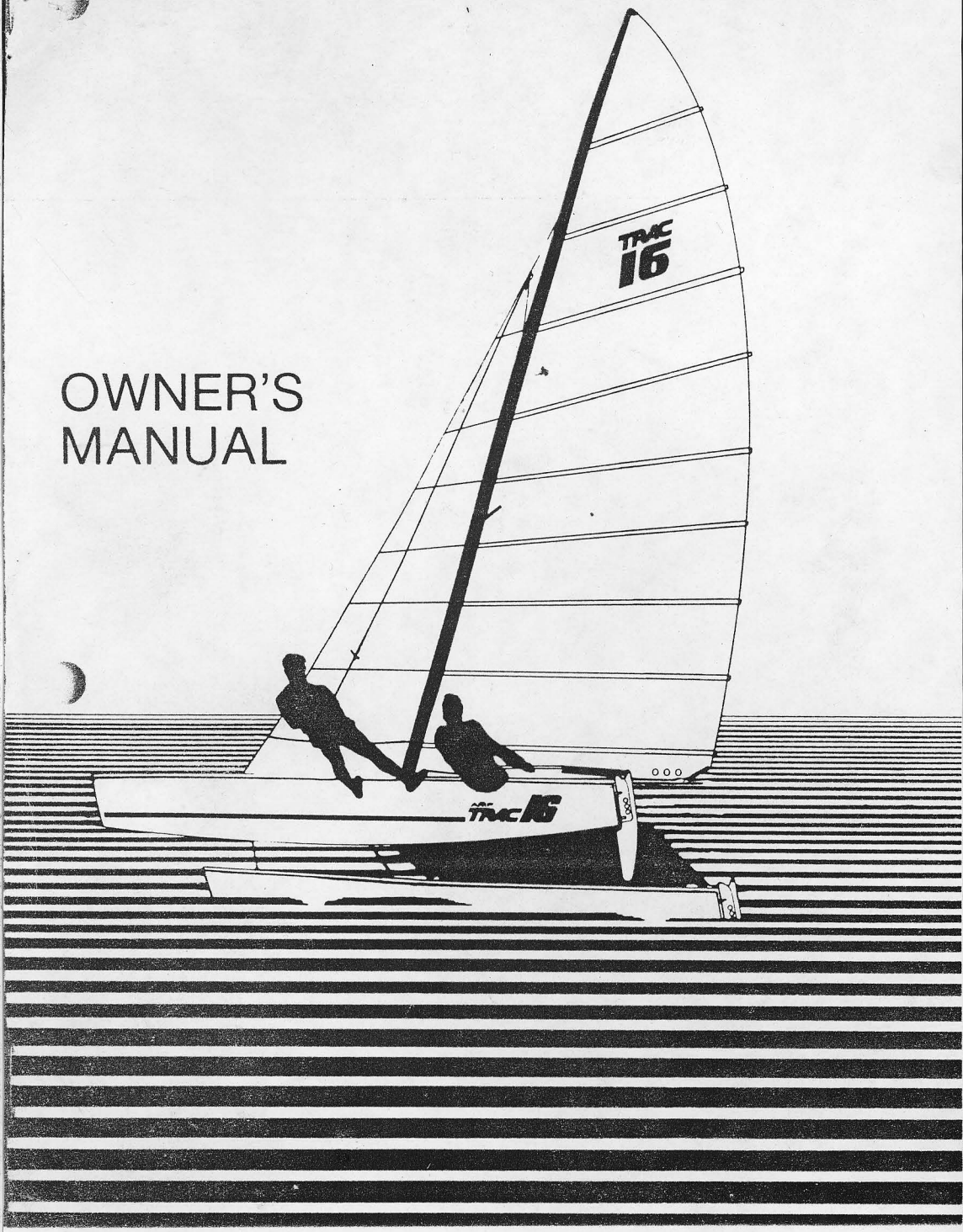
AMF TRAC 16

OWNER'S
MANUAL



INTRODUCTION

Welcome to the fast, exhilarating sport of catamaran sailing. Sailing your AMF Alcort Trac 16 will open doors to a whole new way of life for you.

This owners manual is designed to help you become thoroughly familiar with the operation and maintenance of your boat. Please read these instructions carefully before attempting to sail or rig your boat. Correct assembly and adjustment of the rigging are very important to the safe operation of your catamaran.

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SAFETY

Cat sailors don't have nine lives! That's why safety comes first with AMF Alcort Sailboats. While boating is fun and competition is healthy, carelessness or a lack of common sense can get you into trouble. You can minimize these dangers by paying attention to your surroundings, using common sense, and remaining aware of the limitations of both you and your boat.

To insure safe sailing pleasure on your new TRAC 16, we recommend certain procedures and precautions be followed.

A) Electrical Danger

BEWARE!

Beware of low overhead electrical wires whenever you are sailing and while launching your boat. Contact with electrical wires has been fatal for a few of our friends.

B) Lifevests

Sail with a Coast Guard approved Type 1 PFD jacket or vest for each person on board. The primary purpose of this device is to turn an unconscious person in the water to a face up vertical position and have more than 20 pounds of buoyancy. Accidents and the occasional "falling overboard" do happen. Life jackets work best when they are worn.

C) Equipment

Devise your own pre-sailing checklist and stick to it as a matter of routine. Your TRAC 16 is built to require a minimum of maintenance, but for safety's sake, you should inspect it. Check all fittings, tangs, clevis pins and shackles. Tighten the shackle on the mast hound with pliers so it can't vibrate loose. Anticipation of a problem and preparation go a long way in preventing breakdowns.

D) Seal Your Mast

Because the spreaders must be installed later, the TRAC 16 mast can not be sealed and water tested at the factory.

A mast which takes on water makes righting very difficult.

Periodically check your masts watertight integrity by removing it from the boat and pushing it under water.

Leaks should be sealed with clear silicone rubber. Leave one hole open at the base of the mast as a vent, and to allow small amounts of water to drain out.

E) Collison At Sea

Watch out for other boats. Your sailing partner should always be on the lookout when you are making adjustments to the boat while underway.

F) Beaching

Use special caution when beaching your cat. Swimmers and small children playing at the water's edge are unaware of the danger potential of a catamaran caught by a sudden wind gust.

G) Sailing Alone?

It is not advised to sail alone and it's more fun and safer with another boat.

H) Don't Swim For It

Do not leave your overturned boat. The greatest danger of drowning occurs when people allow their boat to drift away from them and attempt to swim in choppy or cold water. Because of the foam construction, your TRAC 16 will not sink, even when completely filled with water.

I) Capsize

As you pass the point of no return and the boat goes over on its side, don't panic, jump ship, or swim for shore. Release the mainsheet, traveler and jib sheet. Throw the jib sheet over the upper hull and lean back. Try to maneuver the mast so it points into the wind. As the boat comes up, maneuver yourself under the hulls and grab the front crossbeam. This will prevent the boat from making a complete flip and leave you in a position to climb back aboard.

CAUTION: Catamarans have the ability to sail away unattended. **Never** lose contact with the boat.

If all fails, and the boat doesn't want to cooperate and decides to turn turtle (upside down), you will need someone to assist you. The likelihood of you and your crew righting your turtled cat with no assistance is possible, but difficult. If outside help is needed, you should take charge of the rescue operation to prevent damage to your boat.

TRAILERING

The TRAC 16 is an easily trailered boat.

It has been designed to be trailered without need for special bunks or supports.

A) Avoid stepping or unstepping the mast while on a trailer. Although the hulls can withstand the added stress, it may be dangerous to your personal safety.

B) Tie down each hull forward by sending a line or strap over the hulls ahead of the forward beam. Tie one line around both hulls in the rear. Prevent fore and aft motion by tying a line from the mast trailering support to the forward crossbeam and then back to the trailer.

C) It is preferable to dismount the rudder blades and carry them in the car. If this is not possible, secure them in the up position by tying the lifting arm to the tiller.

D) Cushion the mast in supports and tie securely. Check state trailering laws regarding mast overhang at rear. Any overhang should have a red flag attached to it.

E) Tie diamond wires together through holes in adjusters. This will prevent them from working loose while underway.

F) Remove mainsheet system, jib system, and hiking stick to protect them from the elements and possible theft.

G) All standing rigging and trapeze lines can be left attached to the mast if they are coiled together and secured to the trampoline.

H) After connecting your trailer lights, check for proper operation. Walk around and check the boat and trailer making sure all tie downs are secured. If you are traveling a long distance, stop periodically along the way to recheck. Road vibrations and gusty wind conditions can create problems.

MAINTENANCE

Protect your investment.

The TRAC 16 is built of quality materials and requires little maintenance. To maximize your fun and safety, use the following as a guide for your maintenance program:

A) Wash your boat with fresh water after use, especially sails, trampoline and all hardware. This is particularly important if the boat is used in salt water.

B) Black hardcoat annodize can be cleaned with mild abrasive occasionally to restore it's appearance. Car wax or boat wax will help to protect the aluminum as well.

C) Wax the gelcoat with car or boat wax to maintain its appearance. Do not wax the decks as this will lessen the effect of the non-skid area.

D) The TRAC 16 is a beach cat and reinforced to withstand abrasion from contact with sand. To prolong the hull life, don't leave the boat where wave action will cause movement of the hulls on an abrasive surface.

E) To prevent mildew, never store sails when wet.

F) Lubricate moving parts with silicone spray.

G) Open the drain plugs whenever the boat is out of the water to minimize condensation.

KNOTS

You will need to learn how to tie two knots to facilitate the rigging of your AMF Trac 16.

BOWLINE

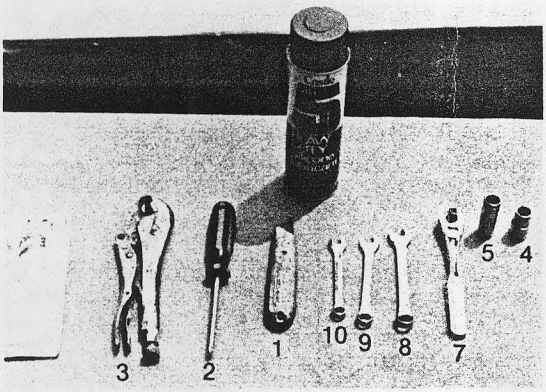
FIGURE 8

ASSEMBLY

IMPORTANT: READ INSTRUCTIONS CAREFULLY AND COMPLETELY *BEFORE* BEGINNING ASSEMBLY.

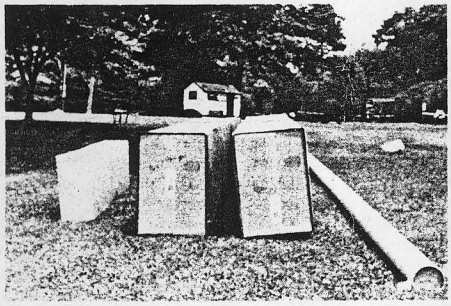
TOOLS REQUIRED

1. Knife
2. Phillips screw driver
3. Vice grips
4. 1/2" socket
5. 1/2" deep socket
6. 3" extension
7. Ratchet or drive
8. 1/2" combination wrench
9. 7/16" combination wrench
10. 3/8" combination wrench



MATERIALS REQUIRED

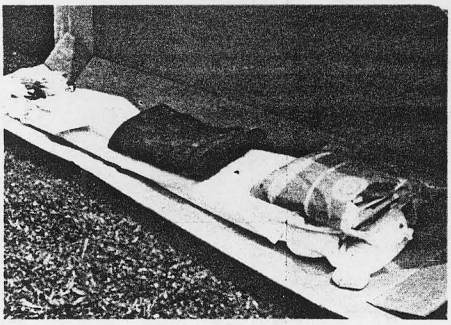
1. Silicone lubricant
2. Silicone sealer
3. Machine oil

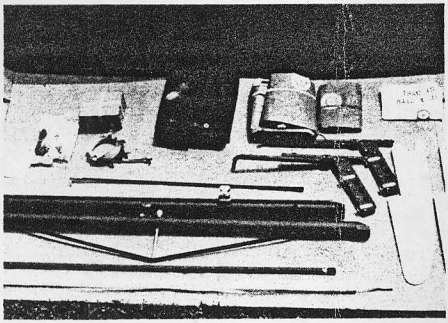


The AMF TRAC 16 is delivered in three (3) boxes and a mast tube. Hulls are in the two (2) large boxes; hardware, rigging, sails, battens, etc. are in the smaller "parts carton" and the mast and spreaders are in a long tube.

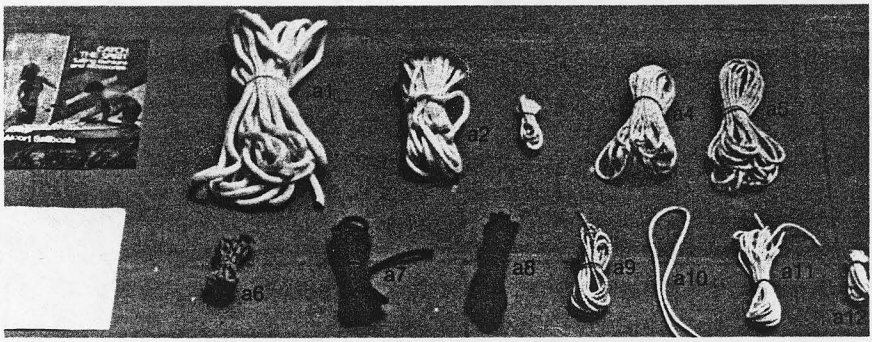
CAUTION: Since the sails are packed in the parts carton, open it carefully to prevent damage or loss of small parts.

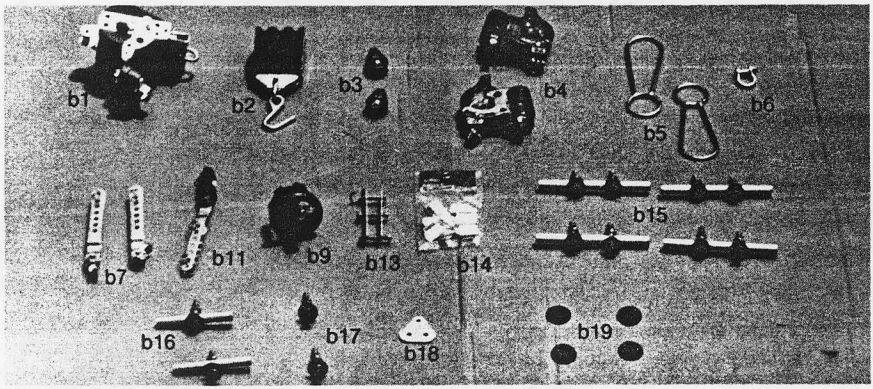
1. Open the parts carton. Examine and categorize parts according to the following lay-outs:





a.	Line Bag	Part	Qty.	Length	Type
	a1. Mainsheet	62777	1	40'	3/8" dacron braid-white
	a2. Jib Sheet	62713	1	34'	5/16" dacron braid-white
	a4. Main Halyard	62776	1	54'	3/16" prestretched-white w/black & orange
	a5. Jib Halyard	62782	1	36'	1/8" solid dacron braid-white
	a6. Trapeze Lines	62778	2	3'	1/4" dacron braid-gold
	a7. Mainsail Downhaul	62779	1	10'	1/4" dacron braid-red
	a8. Trampoline Lacing	62783	1	11'	1/4" dacron braid-black
	a9. Trapeze Shockcord	62780	2	8'	3/16" shockcord-white w/black
	a10. Jib Downhaul	62782	1	30"	1/8" solid dacron braid-white
	a11. Hiking Strap Ties	62784	6	30"	1/8" solid dacron braid white
	a12. Roller Furling Line	65041	1	9'	1/8" solid dacron braid white

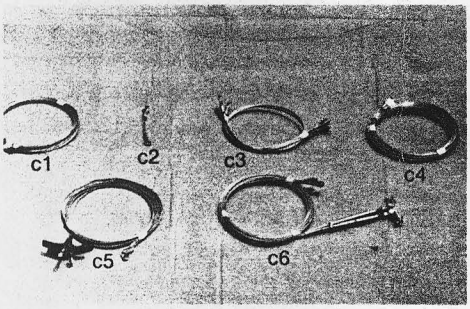




b.	Hardware Box	Part #	Qty.
	b1. Mainsheet Block w/Ratchet	44636	1
	b2. Mainsheet Triple Block w/Hook	44637	1
	b3. Jib Bridle Blocks	44348	2
	b4. Jib Ratchet Blocks	44620	2
	b5. Trapeze Rings	44625	2
	b6. Hound Shackle	44604	1
	b7. Shroud Adjuster w/Shackles	65038	2
	b8. Trapeze Line Stops		2
	b9. Jib Halyard Hook	44621	1
	b10. Jib Halyard Shackle	44622	1
	b11. Headstay Adjuster Assembly	66232	1

Hardware Box (cont'd.)	Part #	Qty.
b12. Roller Furling Swivel	44608	1
b13. Halyard Lock Assembly	66227	1
b14. Trampoline Lacing Slugs	43755	12
b15. Outside Attachment Bolt Assembly	66228	4
b16. Inside Forward Attachment Bolt Assembly	66229	2
b17. Inside Aft Attachment Assembly	66230	2
b18. Headstay/Bridle Plate	44246	1
b19. Beam Plugs	43739	4
b20. Jib Block Shackle		1
b21. Bridle Eyestrap Assembly		2

c. Rigging	Part #	Qty.
c1. Headstay	62745	1
c2. Headstay Top Pennant	62746	1
c3. Bridle Wire	62748	2
c4. Shroud	62747	2
c5. Trapeze Wire Assembly	62744	2
c6. Diamond Stays	62749	2



d. Trampoline (with Hiking Straps)

e. Rear Beam

f. Forward Beam

g. Sail (Main, Jib, Storage Bag, Batten Ties)

h. Battens			Part #
h1.	Top	24"	38440001
h2.		40"	38440002
h3.		59"	38440003
h4.		78"	38440004
h5.		81"	38440005

h. Battens (continued)		Part #
h6.	89"	38440006
h7.	94"	38440007
h8.	97"	38440008
h9.	98½"	38440009
h10.	98"	38440010

j. Crossbar with Screws

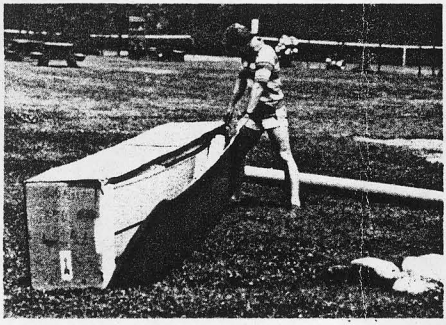
k. Hiking Stick

l. Rudder Cheek Assembly

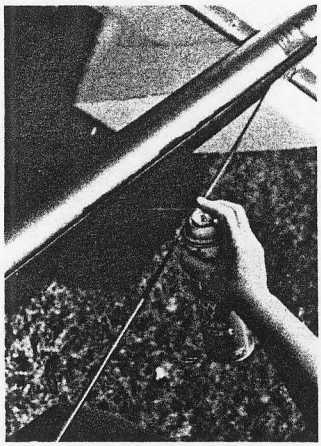
m. Rudder Blades

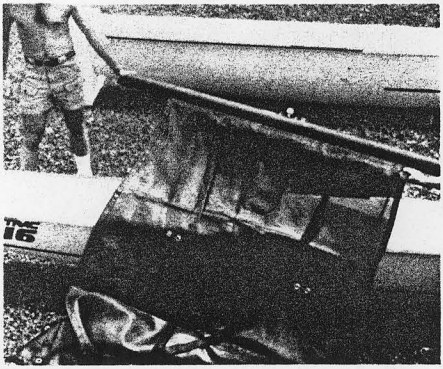
ASSEMBLY Cont'd.

2. Select a soft, (grass) flat surface on which to set up the boat. It is not advisable to rig your catamaran for the first time on the beach, as it is easy to loose parts in the sand. Open the port and starboard hull boxes so the beams can be attached, but leave the hulls in the blocks for support.

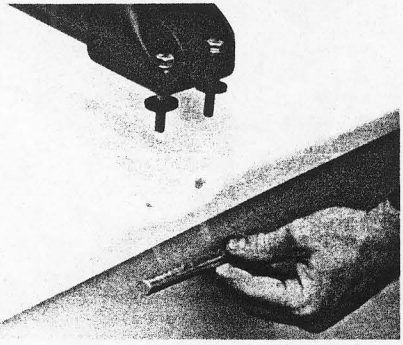


3. Spray silicone lubricant in the forward beam track, then install trampoline as shown in photo. The hiking straps will be on top and the sewn ends near the forward beam.



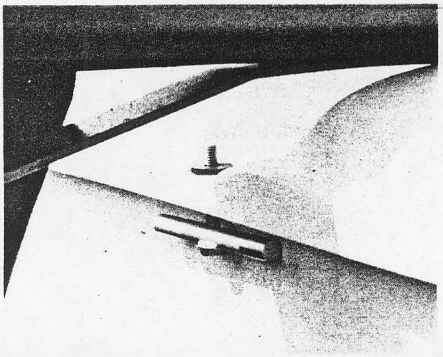


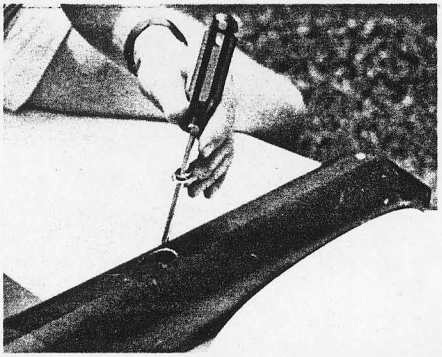
4. Space the hulls 8' apart and set the forward beam into the deck sockets. **Note:** V jam cleat should be to starboard (right) of the mast step ball and face forward. If it is on the port side of the ball, the beam is backwards.

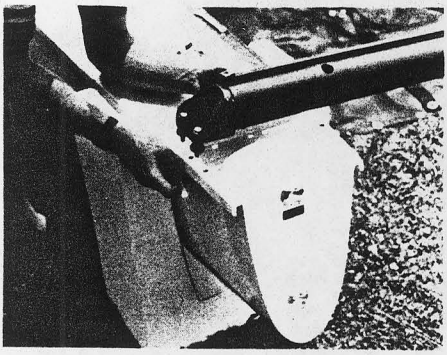


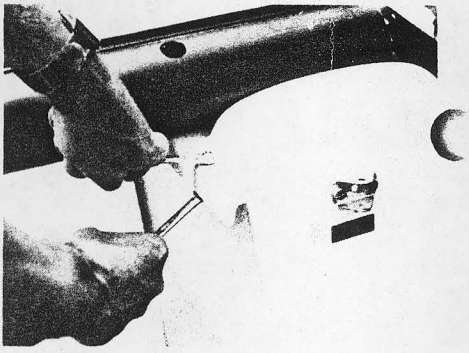
5. Install the outside attachment rods, washers and bolts. Put a drop of machine oil on the bolts and secure nuts finger tight. The neoprene washers act as gaskets and will allow the attachment bolts to be tightened without cracking the gelcoat. These should be placed between the cross-beams and hulls. The round side of the backing rod fits into the flange, the nut secures against the flat.

6. Install the inside forward attachment bolt. The neoprene washers should again be installed between the beam and hull gelcoat. The bolts, in this case are installed pointing up, with the flat washer, lockwasher, and nut installed inside the beam.







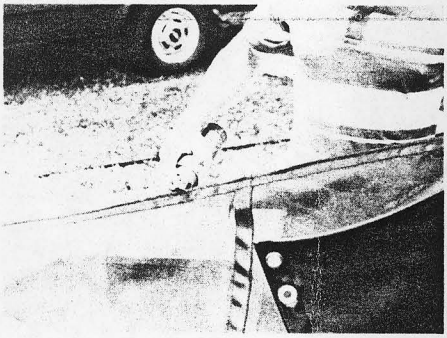


7. Set the aft beam into deck sockets and line up bolt holes. Install the outside attachment bolts and aft inside bolts as was done with the forward beam. The backing rod for the inside aft beam attachment has been installed at the factory. The longer rod used here helps to distribute loads transmitted from mainsheet tension. Check to be sure the ¼" x 20 bolts holding this rod in place are secure.

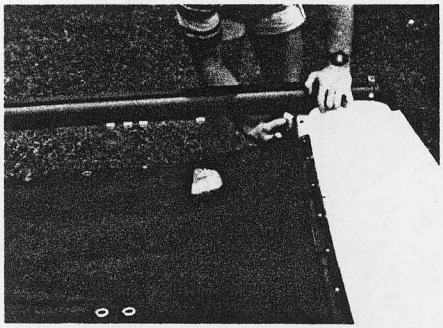
8. Once both beams are loosely in place, proceed to tighten the bolts with a ½" socket and ½" wrench in the following order:
   a) inboard forward - port & starboard
   b) inboard aft - port & starboard
   c) outboard forward - port & starboard
   d) outboard aft - port & starboard

9. With the beams secured, install the beam plugs. A dab of silicone sealer will help to hold the plugs in place. Don't use too much, however. These should be removed occasionally and the bolts retightened.

10. Spray silicone lubricant on the trampoline bolt ropes and in the trampoline side tracks (figures 10a & 10b). Because the trampoline is a bias weave, it is important to use the silicone to allow the material to stretch and tighten. Feed the trampoline into the side tracks. Both sides must be slid in simultaneously feeding one foot in the starboard track then one foot in the port track.



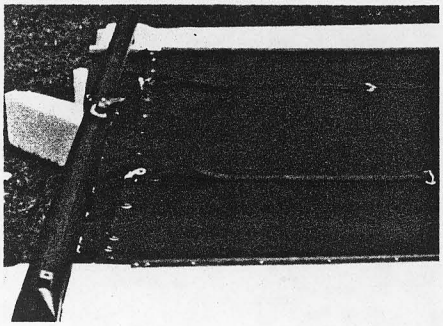
11. Install tramp lacing slugs in rear beam.



12. Lace the trampoline line back and forth between the tramp and the slugs. Vice grips may be helpful to pull the line as tightly as possible.

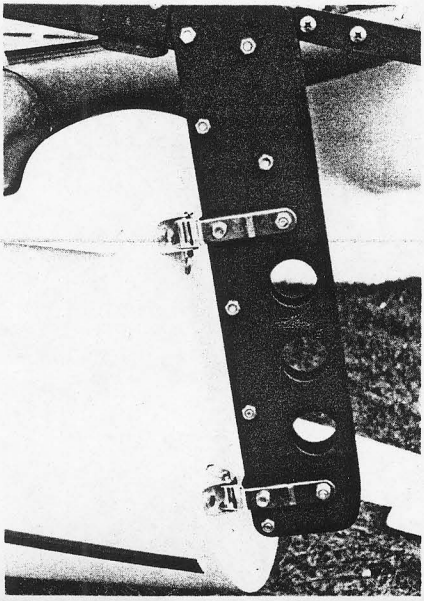
13. Retightening may be necessary after initial break-in.

14. Tie the hiking straps into the trampoline with the six (6) hiking strap ties. Leave a small amount of slack to easily get your feet under the straps while sailing.

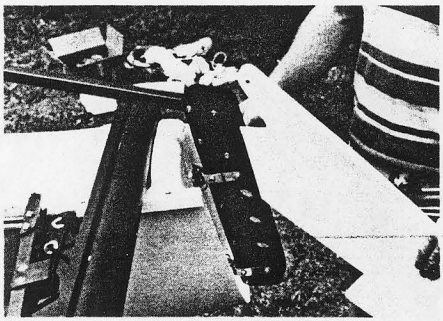


RUDDER

15. Attach the rudder cheeks to the hull by passing the pintle pins through the gudgeons.



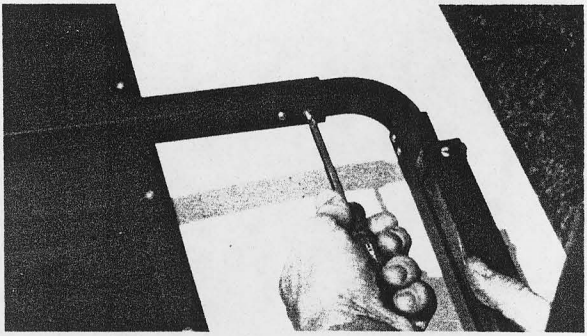
16. Remove the pivot bolts and install the rudders in the rudder cheeks.



17. Remove the bolt from the lifting arm and install the arm on the rudder.

18. Install the hiking stick onto the cross bar using a 7/16" wrench.

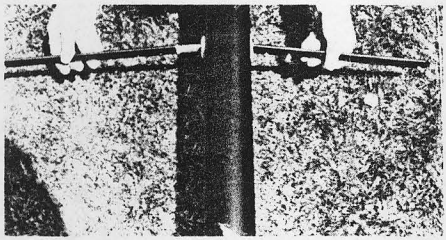
19. Slip the tiller cross bar into the urethane rudder arm elbow.



20. Align the rudder blades then install the four sheet metal screws through the cross bar and into the urethane elbow.

MAST ASSEMBLY

21. Remove the mast and spreaders from the tube.



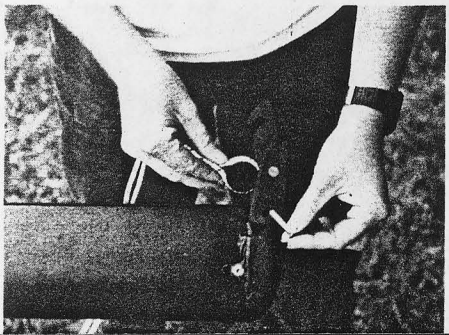
22. Remove one spreader and spreader washer from the root bar/spreader assembly and install the root bar through the mast with spreader tips angling aft. Use silicone rubber under the spreader washers to seal spreaders at the mast.

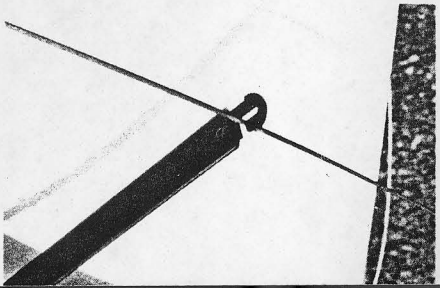
23. Replace spreader and tighten bolts.

24. Locate diamond stays and attach to mast with adjuster at lower end. Loosen adjuster and attach diamond wire to spreader.

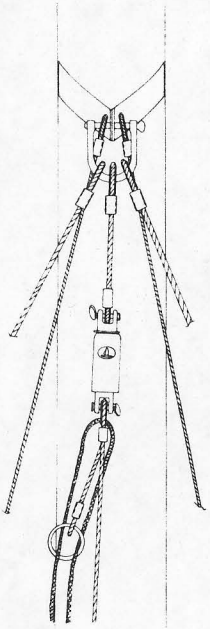
25. Remove sheave from the mast head. Loop main halyard around sheave and reinstall.

26. Run the halyard down the luff groove and around the turning block at the base of the mast. Tie a figure 8 knot in the halyard end so it will not be lost up the mast.





STANDING RIGGING & JIB HALYARD



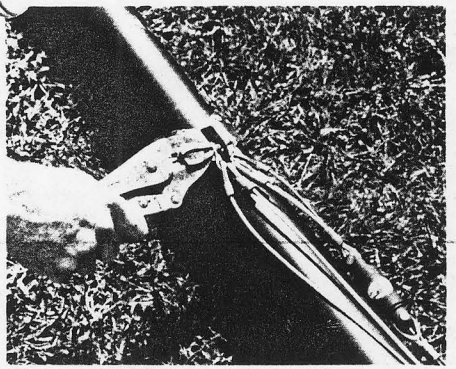
27. Locate shrouds and forestay.

28. Install the shrouds, headstay top pennant and trapeze wires onto the hound shackle as shown in diagram.

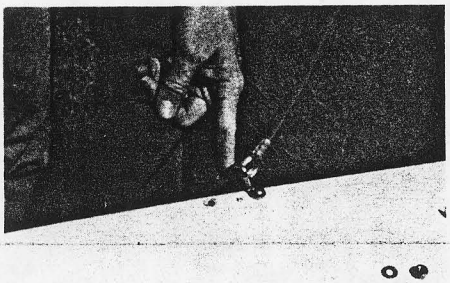
29. Loop the jib halyard through the thimble at the top of the headstay and pass both ends down through the ring to the bottom of the headstay. These will be tied into the jib later.

NOTE
OPTIONAL SECOND TRAPEZE WIRE ATTACHMENT IS OVER HOUND SHACKLE, OUTSIDE OF SHROUD WIRES.

30. Tighten the shackle to the hound with vice grips so it will not vibrate loose while underway.



31. Loop the bridle wires over the eyestraps.

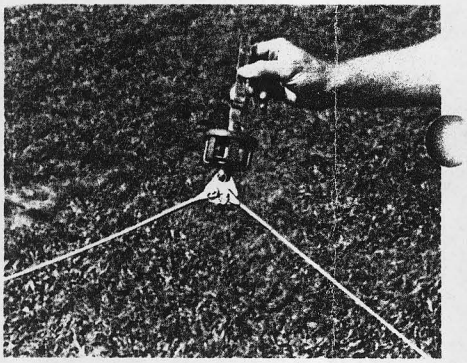


32. Attach the eyestraps and securely tighten with a 7/16" wrench and philips screw driver.

33. Occasionally check the bolts and nuts of the shroud eyestraps and tighten if necessary.

34. Connect the two bridle wires to the headstay bridle plate.

35. Attach the roller furling drum to the top of the headstay bridle plate.



STEPPING THE MAST

IMPORTANT! **NEVER STAND DIRECTLY UNDER THE MAST WHILE IT IS BEING RAISED OR LOWERED.**

CHECK FOR OVERHEAD ELECTRICAL WIRES.

36. Stepping the mast is easier with two people.

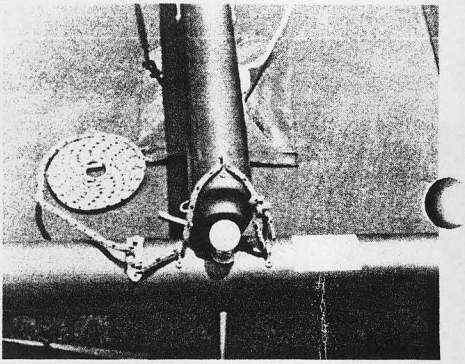
37. Lay mast on aft beam with base of mast in position at ball on forward beam.

38. Support top of mast.

39. Attach shrouds to adjusters and set adjusters at top hole (make shrouds as long as possible).

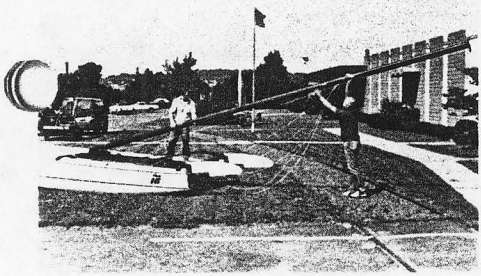
40. Attach shrouds to shroud eye straps by placing the shackle under the eye strap and reinserting the clevis pin into the adjuster bottom.

41. Be sure all wires are clear and will not tangle with rudders during raising.

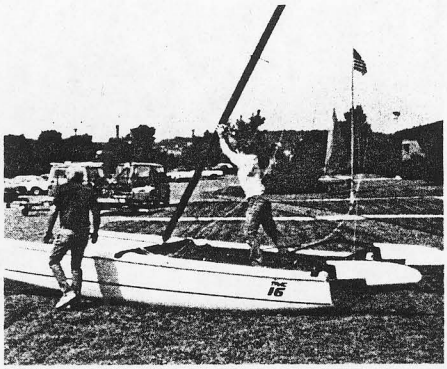


42. Attach the red downhaul line through the two eye straps on the mainbeam and the eyestrap on the mast as shown in photo and tie off end. This will secure the base of the mast as it is raised.

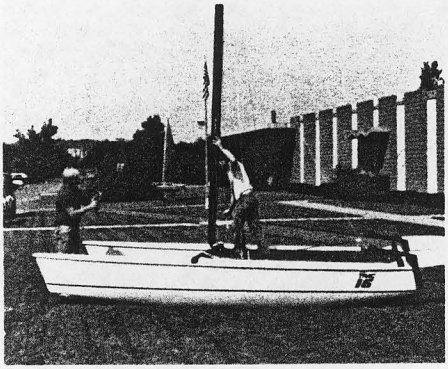
43. Position yourself on trampoline at rear.



44. Have your partner walk forward while raising the mast and you exert a forward pressure on the mast to keep the mast in position on the ball.



45. When he can raise it no higher, you complete the procedure by walking further forward on the trampoline, lifting the mast as you go.

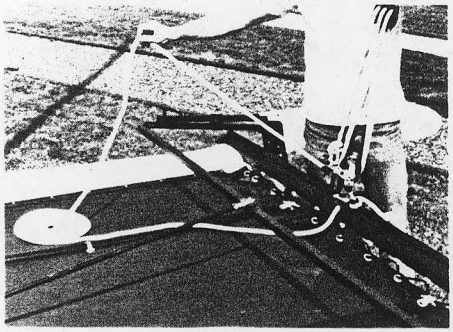


46. The shrouds will prevent the mast from falling forward. Lean forward on the mast while your partner moves to the front of the boat and attaches the headstay to the roller furling drum. If necessary, he can carry a trapeze wire forward to assist with this operation.

NOTE: We cannot over-emphasize the need to look up for overhead wires. Even experienced sailors will forget to look because of the excitement and anticipation of the sailing ahead. You'll be amazed at how electricians run live wires over launch sites to light the area for your late night return.

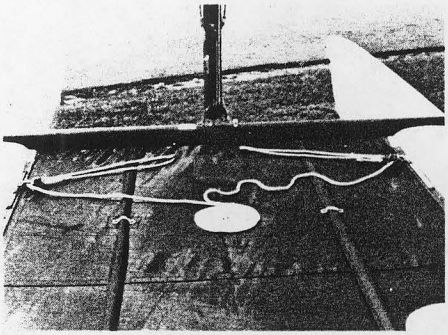
RUNNING RIGGING

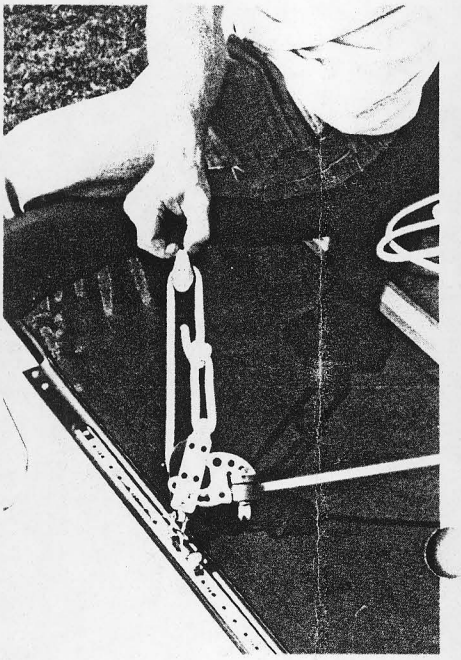
47. **Mainsheet Assembly**—the mainsheet system consists of two triple blocks. Tie off the mainsheet with a small bowline to the eyestrap on the ratcheted triple block and reeve (pass) the mainsheet around the sheaves (pulleys) of the other triple block which has the hook attached.



48. Finish the system by taking the mainsheet through the cleat of the triple block, around the cross bar, through the traveler cleat and sheave, then end with a figure 8 kn at the eye strap on the aft beam.

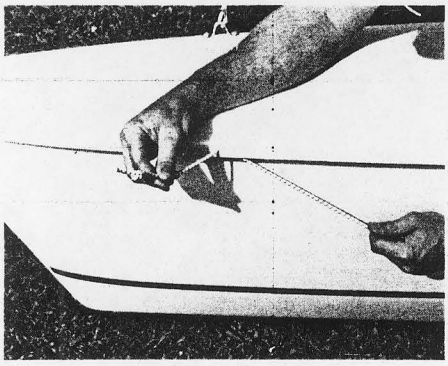
49. **Jib Sheet Assembly**—shackle the ratcheted jib blocks to the jib cars.





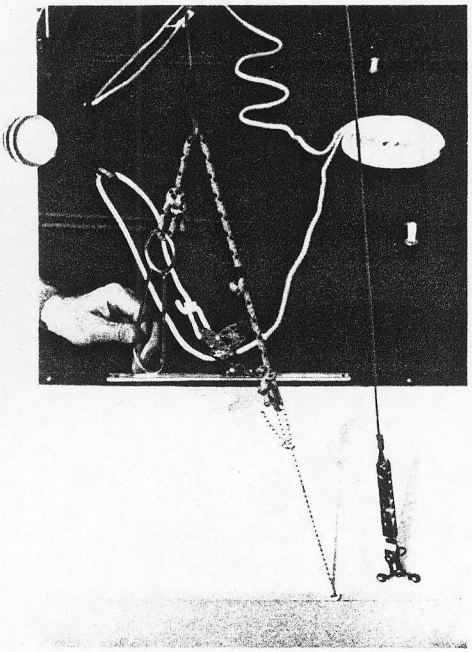
50. Tie the jib sheet to one of the ratcheted jib blocks with a bowline, lead it through a jib sheet block, back through the same ratchet block then across the boat and through the other ratchet block up to the other jib sheet block, then back to the job block. Tie off again with a bowline.

NOTE: Both the mainsheet and jib sheet are continuous systems.



TRAPEZE SYSTEM

51. Your boat is predrilled at the factory for a second optional trapeze system. Install the standard shock cord retension system by passing the shock cord through the forward hole in the outside flange. Tie a figure 8 knot in the end and pull the shockcord aft then thread it from under the flange out through the fairlead.



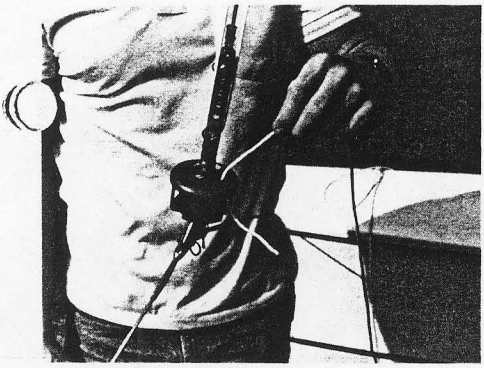
52. Tie a bowline in this end of the shockcord.

53. Tie the ¼" trapeze line to the shockcord, then lead it through the line stop, then up through the thimble in the trapeze wire. Finish by tying off to the small loop of the trapeze ring.

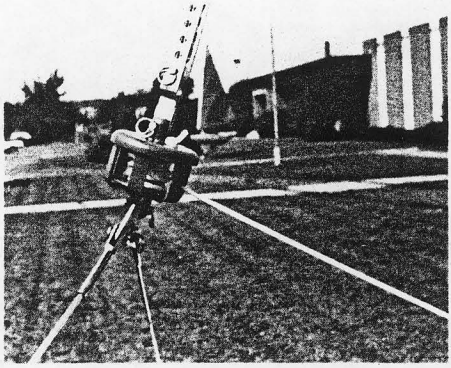
54. Repeat this procedure for other side of boat.

NOTE: The height above water while trapping can be adjusted by the line stop or by hooking into the smaller or larger loop of the trapeze ring.

RAISING JIB



55. Feed the roller furling line through the hole in the top of the furling drum and lead it aft towards the main beam.



56. Tie a figure 8 knot on the top of the drum and roll the line onto the drum until there is just enough line to reach between the furling drum and the V jam cleat on the main beam.

NOTE: To prevent the headstay wire from unwinding it is important that the roller furling drum be wound in the same direction as the headstay wire.

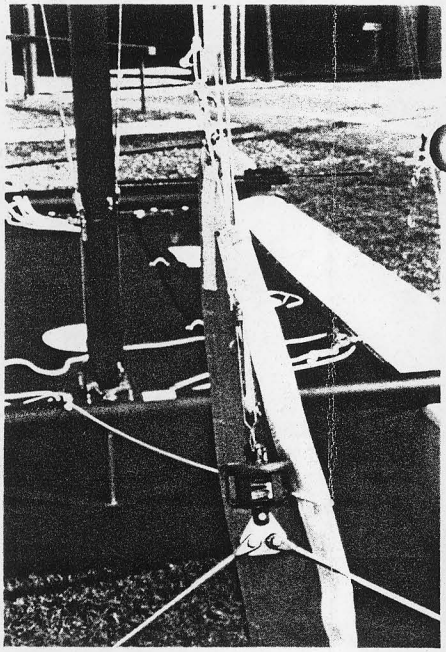
57. Attach both ends of the jib halyard to the jib halyard hook with bowlines. One end of halyard should lead directly up headstay, other end leads under sheave in shroud adjuster.

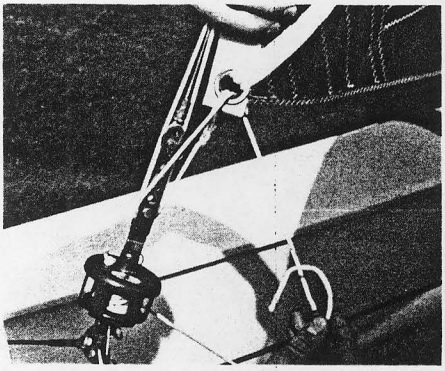
58. Shackle head of jib to jib halyard hook.

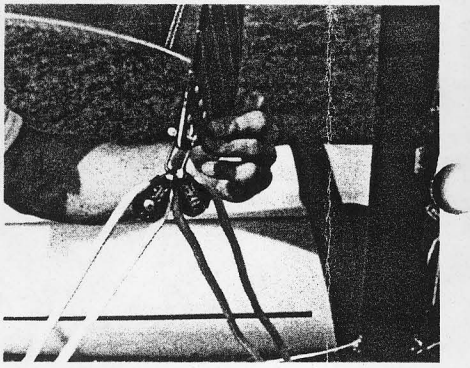
59. Wrap the zipper around the headstay and both parts of the halyard.

60. Zip the luff of the jib while raising sail.

61. Continue to raise the sail until halyard hook starts to lead inside the ring at top of headstay. Pull down on jib luff to be sure hook catches the ring. If it does not catch, raise the sail again and twist the jib so the hook lines up with ring.







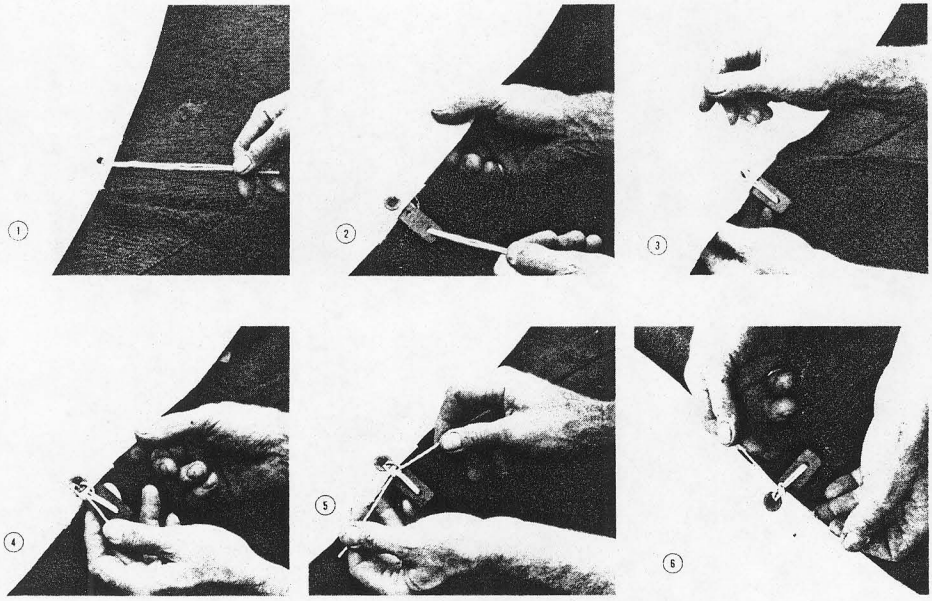
62. Tie jib downhaul to tack of jib. Loop line under sheave on adjuster and back up to tack of jib. Tie downhaul off with two half hitches through the tack cringle and around headstay.

63. Shackle the two jib blocks to the clew of the jib. Be sure the jib sheets lead over the roller furling line.

64. Furl jib by uncleating jib sheets and pulling on furling line.

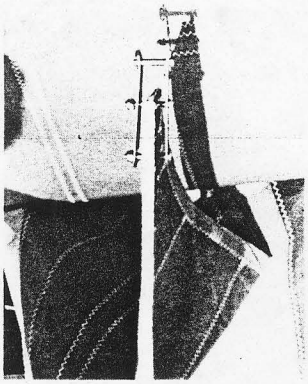
BATTENS

65. Lay out battens on mainsail and locate batten ties at clew plate.
66. Insert tapered end into appropriate batten pocket. Be sure batten is all the way into reinforcement clip along the luff.
67. Tie in battens as shown.



RIGGING MAINSAIL

68. Attach main halyard lock to mainsail using a philips screw driver and 3/8" wrench. The vinyl spacers should be placed on either side of the headboard.
69. Attach main halyard to forward hole in headboard. Keep the knot small to avoid interference with locking hook.
70. Slide mainsail luff into mast.
71. Head boat into the wind and hoist mainsail.
72. When mainsail is fully raised, align mast with mainsail, slowly release tension on main halyard. The hook will catch and lock the sail.



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NOTE: Since the system works by gravity, if the mast is tilted too far aft the hook will not fully engage. Be sure to keep the boat level when raising the main.