



Topaz OMEGA Rigging Instructions

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TOPAZ OMEGA

RIGGING INSTRUCTIONS

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INTRODUCTION

These RIGGING INSTRUCTIONS have been compiled to help you to rig your Topaz OMEGA sailing dinghy.

Please also ensure that you refer to your TOPAZ OWNERS MANUAL. The OWNERS MANUAL has been compiled to help you to operate your craft with safety and enjoyment. It contains details of the craft, the equipment supplied or fitted, it's systems and information on its operation and maintenance. Please read it carefully and familiarise yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THE RIGGING INSTRUCTIONS and THE OWNERS MANUAL IN A SECURE PLACE AND HAND THEM OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

MANUFACTURER DETAILS

For further information, spares and accessories,
please contact the manufacturer:
TOPPER INTERNATIONAL LTD,
Kingsnorth Technology Park,
Wotton Road, Ashford, Kent TN23 6LN
Telephone +44 (0) 1233 629186
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email info@toppersailboats.com

TOPAZ OMEGA

MAINTENANCE

The Topaz OMEGA is designed to require very little maintenance, but there are some simple ways to keep your boat in the best condition.

Rudder

Never launch your boat without checking that the retaining clip has clicked into place beneath the upper transom fitting, as this will prevent the rudder from falling off.

Sails

After you have finished sailing, roll the mainsail loosely, this will extend its life better than folding.

Never let the sails flap unduly, this can be done by furling the jib as soon as possible after hoisting. Although the battens protect the mainsail to a certain extent, do not leave the mainsail hoisted for extended periods of time.

Raise and drop the gennaker as smoothly as possible, as this will extend the life of the sail. Avoid trawling the gennaker through the water, this can damage the sail and get the gennaker stuck around the bow of the boat.

Remove the gennaker from the chute after sailing; if the sail is left it can attract mice that damage the sail. Always dry the sail before folding and packing it away.

Always rinse the sails and the boat after sailing in salt water.

ALWAYS RELEASE JIB TENSION WHEN NOT SAILING

Foils

Any nicks or deep scratches in the rudder can be repaired using gelcoat filler, as the smallest damage will affect the performance of the boat. Make sure that the rudder blade remains tight between the stock when down. Any movement between the blade and the stock, or the stock and the hull may cause steering problems.

Hull and fittings

Small dents can be repaired by gently warming the hull with a hot air blower (take care not to melt the hull). For any more substantial repairs refer to Topper Sailboats.

Check the attachment of all fittings regularly. This is particularly important for the fittings that are screwed onto fixings that are set in the hull. Keep all blocks, cleats and ropes clean and rinse them after salt water exposure.

Always remove the bung to empty any water after sailing, and when not sailing leave the bung out to prevent the buildup of pressure within the hull as the temperature fluctuates.

Ropes

Always replace any ropes that are showing any signs of wear immediately.

Rigging Instructions - RAISING THE MAST

1:1 Position the boat head to wind, away from power lines and other overhead obstructions.

1:2 Lay the mast along the centre of the boat, having fitted the spreaders as per the Seldon/ Superspars instruction sheet.

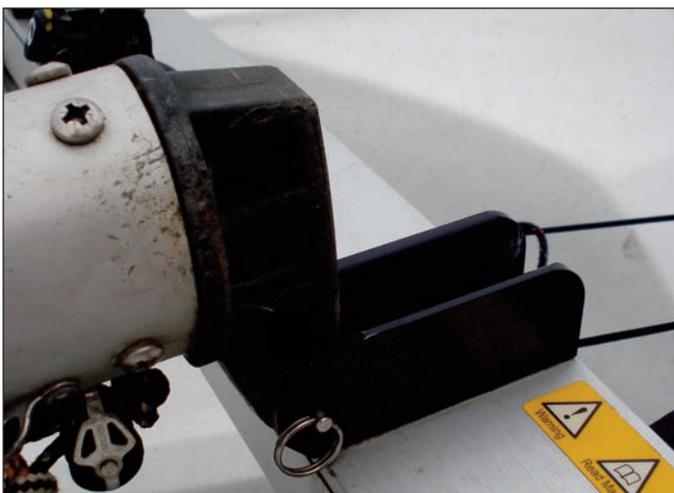
1:3 Untape all lines from the base of the mast.



1:4 Attach the shroud adjusters to the shroud eyes each side, on approximately the 5th hole down on the stern side.



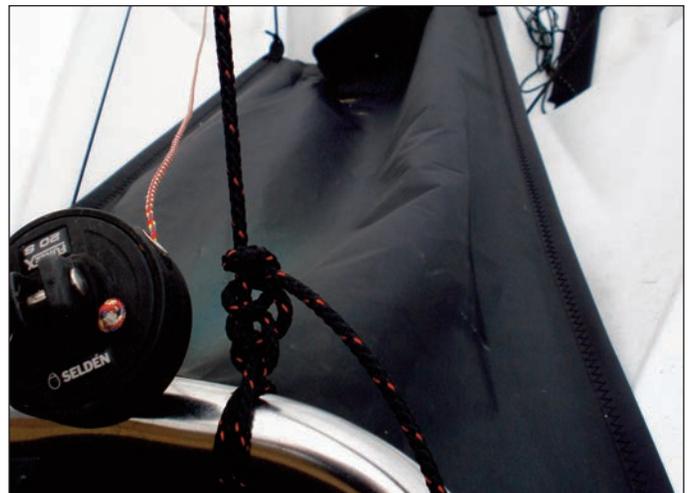
1:5 Fix the base of the mast to the mast step on the cross beam with the pin and ring from the mast step.



1:6 Pull the mast up using the forestay. To make it easier, someone else can lift the top of the mast.



1:7 Having pulled the mast upright, secure the forestay around the stainless steel chute mouth bar. Ensure all halyards are clear and not twisted.



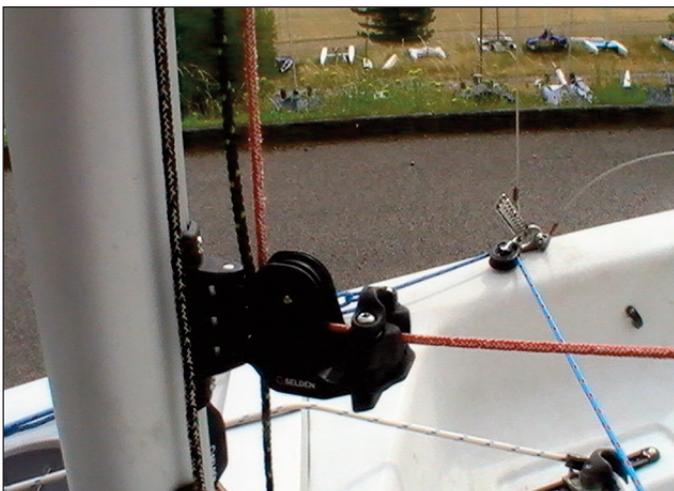
2:1 Attach the boom onto the mast with the pin on the lower of the two fittings. Remember to put the pin in from the top and flip the pin end over.



2:2 Next attach the strut to the upper fitting on the mast. Ensure the toggle is correctly orientated as per the Selden/Superspar info sheet. Fix the gnav strut carriage on top of the boom, although this should already be fixed for you.



2:3 Having fixed the boom and gnav to the mast you can thread the gnav control line. This comes out from the boom at the front, and then feeds through the swivel cleat on the mast. TIP: You can tie a stopper knot in the end of the main halyard and then attach this to the end of the boom, so that the boom is held up while the rest of the rigging is completed.



You may also want to re-rig the downhaul / cunningham at this time. This will give you a 4:1 purchase, effective to flatten the sail on a windy day.



2:4 Now thread the mainsheet. Starting from the centre cleat on the hull (NB: ensure the ratchet clicks when the rope is pulled in), go up to the rear block, and thread the line from back to front. Then go to the pulley on the top of the centre block, and thread it from back to front. Then go to the front pulley on the boom, and thread it from front to back.



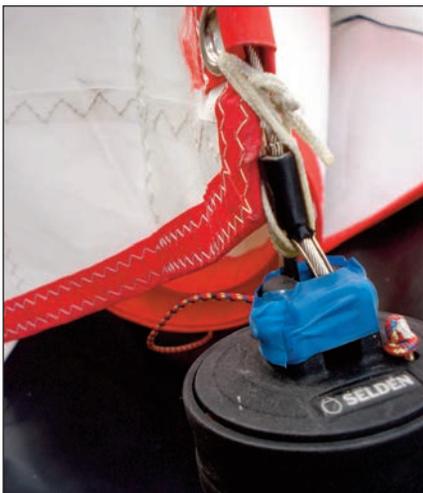
2:5 The mainsheet goes to the pulley on the deck and through the hole in the centre of the pulley. Tie a stopper knot to prevent the line unthreading. Tie a figure of eight knot in the loose end so that the boom does not hit the shroud when sheeting out.



3:1 Attach the foot of the jib to the furler at the front of the boat. Ensure the furler is fully wound up.

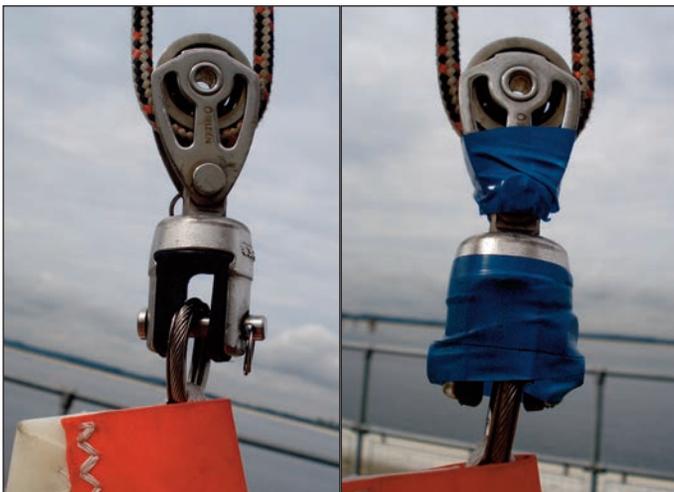


TIP: Wrap some electrical tape around the furler. This will protect the gennaker from the sharp split ring and help to prevent rips in the sail.



3:2 Do the same for the head of the jib onto the furler on the jib halyard. Again, wrap some tape around it.

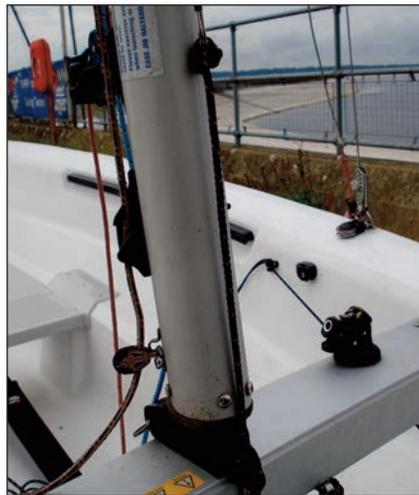
NOTE: To ensure swivel movement is not restricted, avoid taping across the swivel



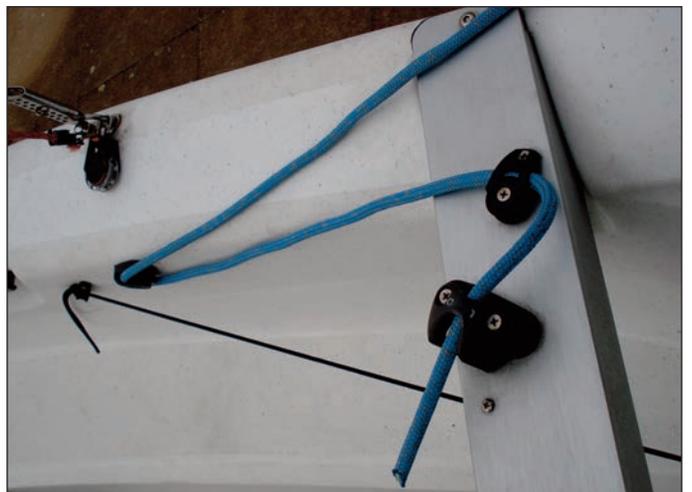
3:3 Pull the jib halyard in order to raise the jib, and then cleat the halyard off on the right side of the mast. In order to apply the most rig tension, sweat the jib halyard as shown.



3:4 Once the rig tension has been applied, the forestay can be moved back from the bar at the front and then tied off to the mast.



3:5 Thread the jib sheets up as shown.



3:6 Then tie the jib sheets onto the eye on the clew of the jib.



3:7 Furl the jib by pulling the thin line, so that it ends in the position shown below.



3:8 Cleat the jib furler off in the cleat underneath the crossbeam.



3:9 Now tie the lowers onto the shackle on the fitting attached to the shroud fitting.



NOTE: Do not tie the lowers tight, have around 5cm of slack in the wire.



The tail of the jib halyard can be stowed in the pocket on top of the gennaker chute. It is not advisable to leave the jib up overnight, and always take the jib tension off when the boat is not being sailed.

NOTE: Remember to loosely re-tie the jib forestay before releasing the jib tension and dropping the jib.

4:1 Tie one end of the gennaker halyard around the front furler bar.

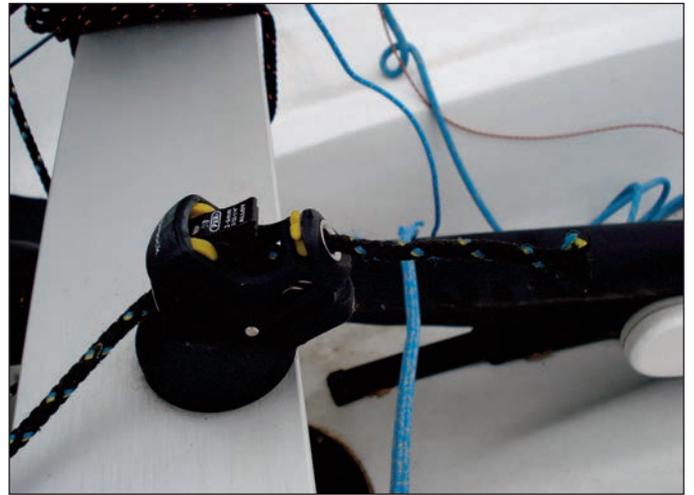
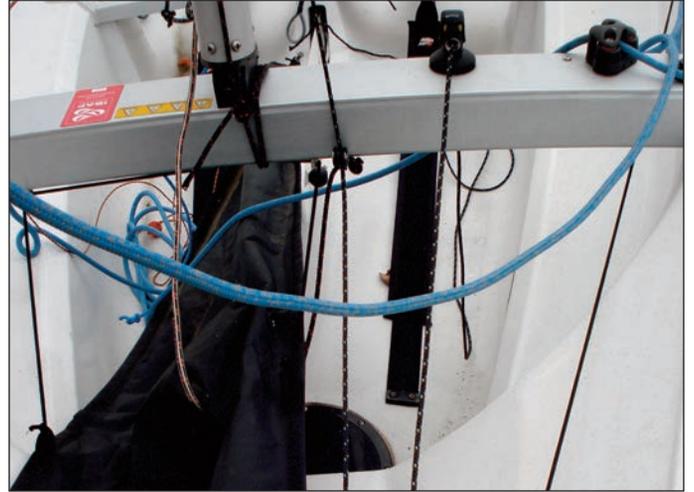


4:2 Take the other free end of the halyard and feed it through the pulley on the front of the crossbeam.

4:3 Take the free end of the halyard through the pulley that is underneath the gennaker chute. The chute may need to be moved to one side for the pulley to be exposed.



4:4 Take the halyard through the Spinlock Cleat that is mounted on top of the crossbeam.



4:5 Take the halyard back through the pulley on the line (attached under the thwart) next to the back of the centreboard.



4:6 Pass the halyard through the eyelet in the bottom of the gennaker chute.

4:7 Tie a ball to the end of the gennaker halyard.



4:8 Pass the line up the chute, feeling for the ball inside, until it reaches the opening at the front.



4:9 Tie the end of the halyard that you tied around the furler bar at the beginning onto the HEAD of the gennaker.



4:10 Tie the gennaker sheets onto the CLEW of the gennaker.



4:11 Then tie the gennaker pole to the TACK of the gennaker.



4:12 Temporarily remove the red ball from the gennaker halyard. Then pass the end of the gennaker halyard through the rings on the sail as shown

4:13 Then re-attach red ball to gennaker halyard on the other side of the last ring.

4:14 Tie the end of the halyard onto this white loop (cross tapes).



4:15 Pull on the end of the gennaker halyard coming from the end of the gennaker chute within the boat in order to pack the gennaker into the chute.



5:1 Tie the flotation panel to the top of the mainsail by passing the white lines through the eyelets in the sail and secure with a figure of eight knot.



5:2 Tie the free end of the main halyard to the eyelet on the top of the mainsail.



5:3 Raise the sail by placing the bolt rope in the cut out of the mast just above the boom, and then pulling on the halyard. NB: It may be easier to raise with two people, as one can pull the halyard while the other can feed the luff of the sail into the mast. Ensure that the boat is still head to wind before the sail is raised



5:4 Cleat the main halyard in the cleat on the left of the mast. Sweat the halyard in order to make sure that the sail is at the top of the mast. This is done by holding the halyard just above the cleat and then pulling away from the mast at 90 degrees. Then re-cleat the halyard until the sail is at the top of the mast.

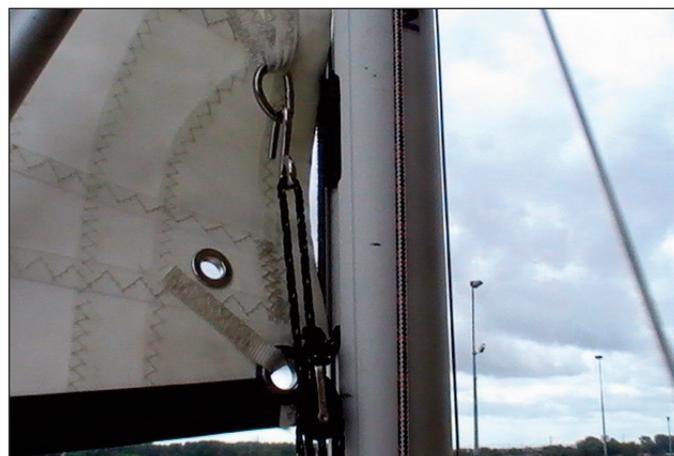
TIP: Check the halyard for excessive wear regularly, particularly where the line goes over the masthead sheave. Wear can be prevented by moving the knot at the head every so often by adding additional overhand knots.



5:5 Insert the slug at the clew of the sail into the cut out in the boom, and slide it along to the end of the boom.



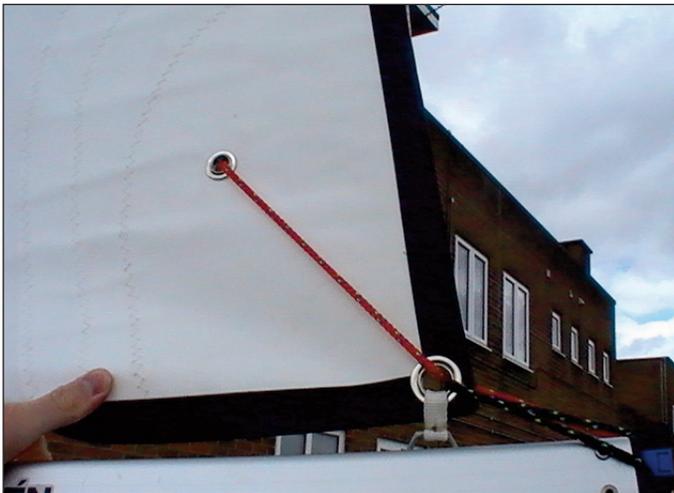
5:6 Hook the downhaul onto the sail, ensuring that it is not twisted before applying any tension.



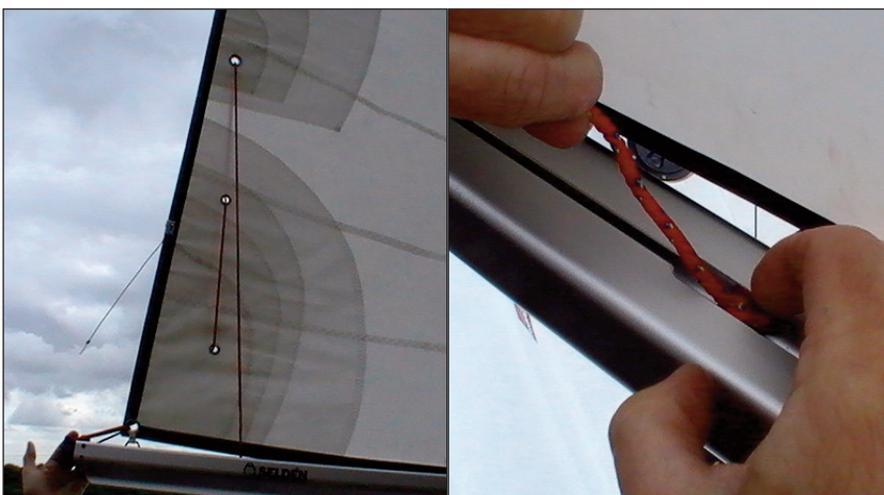
6:1 Pull on the red reefing line so that it comes out of the boom some way.



6:2 Feed the reefing line through the eyelets in the leech of the sail.



6:3 From the top eyelet, the reefing line comes back down to the boom. Tie a stopper knot in the end of the line, and then slide the knot into the cut out in the boom.



6:4 Use a similar system, with the end of the reefing line at the mast end of the boom, on the luff of the sail. Tie the end of the reefing line onto the end of the boom so that it is secure.



6:5 Release the main halyard from the cleat, and uncleat the gnav, and then pull on the reefing line. The foot of the sail should fold up so that the sail area is reduced. Once the desired sail area is achieved, cleat the reefing line and main halyard, and re-apply gnav tension.



7:1 When the rudder is attached, ensure that it is fully engaged on to the pintle and gudgeon so that the retaining clip is able to spring out to hold the rudder in place.





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