

topaz



TOPAZ RANGE OWNERS MANUAL

TOPAZ TAZ
TOPAZ UNOPLUS
TOPAZ UNORACE
TOPAZ UNORACEX
TOPAZ TRES
TOPAZ VIBE
TOPAZ XENON
TOPAZ MAGNO
TOPAZ ARGO
TOPAZ OMEGA
TOPAZ 12
TOPAZ 14
TOPAZ 16

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TOPAZ RANGE OWNERS MANUAL

INDEX

Owners Manual	PAGE
1. Introduction	1
2. Manufacturer Contact Details	1
3. Craft Identification Number (CIN)	1
4. Declaration of Conformity	2
5. Design Category	2
6. Important Safety Information	3-5
7. Maintenance & Service	6
8. Symbols	6

1. INTRODUCTION

This document contains important safety information which should be read and understood before moving on to the Rigging Instructions.

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted, its 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 sailboat, or you are changing to a new type of sailboat you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming control of the sailboat. Topper International Ltd, your dealer or National sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

2. CONTACT DETAILS

For further information, spares and accessories. Please contact:

Topper International Ltd
Kingsnorth Technology Park
Wotton Rd
Ashford
Kent TN23 6LN
Tel: +44(0)1233 629186
Fax: +44(0)1233 645897
email: info@toppersailboats.com
website: www.toppersailboats.com

3. CRAFT IDENTIFICATION NUMBER AND CE BUILDERS PLATE

The Craft Identification Number (CIN) is engraved on the hull at the starboard side of the transom. On catamarans it is on both hulls.

The Sail number is detailed on the CE Builders Plate which is located in the deck cockpit of the dinghies and on the starboard transom of the catamarans. The CE plate also contains information on the Design Category, the Builder, the maximum number of crew, the maximum load and the number of the Notified Body assessing the craft.

4. DECLARATION OF CONFORMITY

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 94/25/EC as amended by Directive 2003/44/EC

Name of craft manufacturer: Topper International Ltd
 Address: Kingsnorth Technology Park
 Wotton Road
 Town: Ashford
 County: Kent
 Postcode: TN23 6LN
 Country: United Kingdom

Name of Notified Body: RYA
 Address: RYA House
 Ensign Way
 Hamble
 Town: Southampton
 County: Hampshire
 Postcode: SO31 4YA
 Country: United Kingdom
 Number: 1681

The Recreational Craft Regulations 2004
 Schedule 6 - Module Aa & Schedule 1 -
 Parts of Sections 3.2 & 3.3.
 The EU Recreational Craft Directive 2003/44/EC
 Annex VI - Module Aa & Annex 1 -
 Parts of Sections 3.2 & 3.3

DESCRIPTION OF MONOHULL CRAFT

CIN NO: GB - TOPZ - - - - -
 Brand Name of Craft: TOPAZ
 Type or Number: Taz, Topaz, Vibe, Xenon,
 Magno, Argo, Omega
 Type of Craft: SAILBOAT
 Type of Hull: MONOHULL
 Deck: DECKED
 Type of Propulsion: SAILS
 Hull Construction Material: 3 ply POLYETHYLENE
 Maximum Design Category: C

DESCRIPTION OF MULTIHULL CRAFT

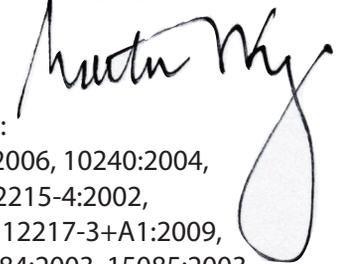
CIN NO: GB - TOPZ - - - - -
 Brand Name of Craft: TOPAZ
 Type or Number: Topaz 12, Topaz 14, Topaz 16
 Type of Craft: CATAMARAN
 Type of Hull: TWIN
 Deck: DECKED
 Type of Propulsion: SAILS
 Hull Construction Material: 3 ply POLYETHYLENE
 Maximum Design Category: C

	Length Hull	Beam Hull	Max Load	Unladen Weight	Max No. of Persons
TAZ	3.05m	1.22m	160kg	050kg	2
TOPAZ	3.86m	1.42m	170kg	085kg	2
VIBE	3.76m	1.66m	230kg	075kg	3
XENON	4.55m	2.00m	305kg	145kg	4
MAGNO	3.94m	1.60m	225kg	110kg	3
ARGO	4.40m	1.85m	325kg	110kg	4
OMEGA	4.81m	2.00m	581kg	198kg	7
TOPAZ12	3.60m	1.78m	170kg	082kg	2
TOPAZ14	4.25m	2.05m	228kg	110kg	4
TOPAZ16	4.72m	2.25m	315kg	140kg	4

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above comply with all applicable essential requirements in the way specified

Name and function: MARTIN J FRY
 (Managing Director)

Signature:



ISO APPLICABLE STANDARDS:

BS EN ISO 8666:2002, 10087:2006, 10240:2004,
 11192:2006, 12215-3:2002, 12215-4:2002,
 12215-5:2008, 12215-6:2008, 12217-3+A1:2009,
 14945:2004, 14946:2001, 15084:2003, 15085:2003.

5. DESIGN CATEGORY

This craft is certified and its stability assessed by the RYA under DESIGN CATEGORY C.

CATEGORY C – inshore: Craft designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 and significant wave heights up to and including 2m may be experienced.

The TOPAZ range of craft comply with this design category, subject to:

- The crew having suitable skill and experience.
- Satisfactory maintenance of the craft and its equipment.

Users of the craft are advised that:

- All crew should receive suitable training.
- The craft shall not carry more than the maximum load.
- Any water in the hull should be kept to a minimum.
- Stability is reduced by any weight added above the centre of buoyancy.

6. IMPORTANT SAFETY INFORMATION

Please read the important safety information and read the manual before sailing the boat.

Important Safety Information BEFORE YOU GO SAILING

DANGER! Check for overhead cables when rigging, launching and recovering (you should also check for overhead cables when sailing). The mast sticks up a long way and shock or death could result if it comes in contact with overhead wires. So look up when moving the craft around or even stepping the mast and give any wires a wide berth.

Check you are wearing suitable clothing and safety equipment for the conditions and time of year.

Always wear an approved buoyancy aid or lifejacket.

A sailor's safety knife should be carried on board.

Make sure a third party knows where you are sailing and how many there are of you. If possible when sailing at a club, ensure there is at least one other boat on the water in the vicinity.

Check the weather forecast.

Check the time of high and low tides if applicable.

Seek advice of local conditions if sailing in a new area.

Always check the condition of your craft before setting off and tighten shroud shackles with pliers. Ensure that the hull is free of water and the drain plug is properly sealed. Ensure that any hatches are correctly fitted and have a good seal.

The Topaz range of craft are equipped with one or more sealed buoyancy compartments. The buoyancy compartment is formed by the hull moulding and consequently the following points should be noted:

- Do not puncture the buoyancy compartment.
- Should the buoyancy compartment become punctured do not use the craft until the compartment is repaired.
- Should a hatch not be closed correctly do not use the craft until the hatches are fitted correctly.

You may have to replace fittings from time to time. Ensure that all fastenings are resealed properly using an appropriate sealant.

Important Safety Information

TRAILING

When trailing your Topaz craft you should only use an approved road trailer. Tying down the craft to its trailer is important because too much or too little tension could result in damage.

Follow the instructions below for safe trailing:

Trailing (monohull)

- Ensure the boat is located correctly on the trolley, with the gunwale supports up under the gunwales and the bow located in the bow snubber of the trolley.
- Ensure the trolley is properly located on the road base and the retaining pin is fitted.
- Tie the boat down to the trailer at the bow and across the middle. You only need to apply sufficient tension to hold the boat in contact with the trolley supports. Use padded material where any straps touch the deck.

Trailing (catamaran)

- Ensure the catamaran is properly located on the road trailer and that the boat is balanced correctly. Make sure that the catamaran is not too far forward otherwise it may come into contact with the side of your car as you turn corners.
- Tie the catamaran down to the trailer by using two straps across the width of the hulls using the eyelets on the frame of the trailer. You only need to apply sufficient tension to hold the catamaran in contact with the trailer. Use padded material where any straps touch the deck.

Important Safety Information

ON THE WATER

DANGER! Check for overhead cables when rigging, launching and recovering (you should also check for overhead cables when sailing). The mast sticks up a long way and shock or death could result if it comes in contact with overhead wires. So look up when moving the craft around or even stepping the mast and give any wires a wide berth.

Conform to the sailing rules of the road.

Look out for changing weather conditions.

Never sail beyond your ability or that of your crew. Ensure that you and your crew can cope with any changes in the wind conditions.

Understand and be competent in the sailing skills and righting techniques.

STABILITY AND BUOYANCY

The Topaz range of craft have been independently assessed for stability and buoyancy by an EU RCD Notified Body, in this case the Royal Yachting Association.

The RYA assessment of these craft have determined that the craft can be righted by the crew and will subsequently float.

Each of the Topaz craft listed in the Declaration of Conformity have been certified as conforming with the requirements of the UK Statutory Instrument 2004 No 1464 Consumer Protection; the Recreational Craft Regulations 2004 Schedule 1 – Parts of Sections 3.2 & 3.3; and the EU Recreational Craft Directive 2003/44/EC Annex VI – Module Aa & Annex 1 – Parts of sections 3.2 & 3.3.

CAPSIZE RECOVERY

The Topaz range of craft are particularly stable, but a capsize is always a possibility, even when used with care and even in light conditions. It is therefore essential that you should familiarise yourself and practice capsize recovery when you first sail the boat, ideally in an area where there is some kind of safety patrol to assist you should you get into difficulty.

Minimum crew weight required for righting:

TAZ	40kgs
TOPAZ	50kgs
VIBE	65kgs
XENON	80kgs
MAGNO	70kgs
ARGO	60kgs
OMEGA	80kgs
TOPAZ 12	60kgs
TOPAZ 14	70kgs
TOPAZ 16	75kgs

Capsize recovery technique (monohull)

The mainsheet should be uncleated and make sure that it will run freely when the boat is righted.

The gnav/kicker should be eased to depower the top of the mainsail.

If the craft inverts it should be pulled onto its side so that the rig is horizontal to the water. It sometimes helps to pull it up with the aid of the wind blowing over the deck and rig.

If your boat has an asymmetric spinnaker and it was up when the craft capsized, it should be lowered into the chute by a member of the crew.

Then there are two basic situations to recover from:

- When the rig is lying in the water, pointing downwind.*
- When the rig is lying in the water, pointing upwind.*

Rig pointing downwind (monohull)

Climb onto the daggerboard and pull the boat slowly upright using the mainsheet or asymmetric sheet if applicable. As the craft gets to 45 degrees one of the crew should climb on. As the boat continues to right take the tiller so that as the boat returns to its normal orientation you are in control of the boat as soon as possible. Once you are in control, you can sort yourself out, tidy the craft and get sailing again.

Rig pointing upwind (monohull)

This is quite often the position the boat ends up in.

Climb onto the daggerboard/ centreboard. As you begin to right the boat, the wind will blow under the mainsail and help you right it. Depending on the wind strength the boat will right at different rates. If the wind is strong the faster you will have to move. As the mast leaves the water, one of you should climb aboard and get to the windward side to prevent the boat capsizing again. Should the boat capsize again to the other side, simply climb over on to the daggerboard and follow the procedure for the rig pointing downwind.

In case of difficulty, always remain with your boat. Never be tempted to leave your boat to go to the shore. Wait for rescue

Reboarding and Man Overboard Recovery (monohull)

The boats are equipped with a combination of deck and bow handles on the Taz and Topaz, or righting lines on the Vibe, Xenon, Magno, Argo and Omega. These, or the shrouds, can be used to assist recovery of a man overboard or a reboarding of the boat. The transom of the boats are also open to allow easy reboarding.

It is advisable to reboard the boat from the windward side when climbing aboard via the gunwale.

Capsize recovery technique (catamaran)

The mainsheet should be uncleated and make sure that it will run freely when the catamaran is righted.

Ensure that the tiller extension is facing outward over the back of the catamaran.

If your catamaran has an asymmetric spinnaker and it was up when the craft capsized, it should be lowered into the chute by a member of the crew.

Then there are two basic situations to recover from:

- When the rig is lying in the water, pointing downwind.
- When the rig is lying in the water, pointing upwind.

Rig pointing downwind (catamaran)

Climb onto the leeward hull and pull the catamaran slowly upright using the jib sheets. As the craft rights one of the crew should climb over the front beam of the catamaran (as opposed to the back of the catamaran) onto the trampoline to ensure that the craft does not sail away minus the crew. Then take the tiller so that you are in control of the craft as soon as possible. Once you are in control, you can sort yourself out, tidy the craft and get sailing again.

Rig pointing upwind (catamaran)

This is quite often the position the craft ends up in.

Climb onto the leeward hull and then move towards the rear of the catamaran. As you begin to right the catamaran, the wind will blow under the mainsail and help you right it. Depending on the wind strength the catamaran will right at different rates. If the wind is strong the faster you will have to move. As the mast leaves the water, one of you should climb aboard and get to the windward side to prevent the catamaran capsizing again. Should the catamaran capsize again to the other side, simply follow the procedure for the rig pointing downwind.

In case of difficulty, always remain with your craft. Never be tempted to leave your craft to go to the shore. Wait for rescue

Reboarding and Man Overboard Recovery (catamaran)

The catamaran are equipped with a safety line which runs down the centre of the trampoline from the front beam to the rear beam. This, or the shrouds, can be used to assist in reboarding the catamaran.

One of the crew should reboard over the front beam of the catamaran (as opposed to the back of the catamaran) onto the trampoline to ensure that the craft can not sail away minus the crew.

The remaining crew can be recovered via the rear of the craft being the lowest area to the water or from the side with the aid of the shrouds.

TOWING AFLOAT

Should it become necessary to tow any of the Topaz craft you should secure the towing line around the base of the mast. Raise the daggerboard/ centreboard (if fitted) and stay at the tiller. In the event of the loss of the rudder sit well aft.

ANCHORING & MOORING

The Topaz range of craft are not normally required to anchor/moor, as they are day boats for racing or cruising in inshore or inland waters.

OUTBOARD ENGINE

The Topaz range of craft are not normally designed for use with an outboard engine. The exception is the Topaz OMEGA which has an outboard bracket available as an option, and a forward locker to stow and fix the outboard engine out of the sailing area of the boat when not in use. An outboard engine may only be used on the OMEGA in conjunction with the specific outboard bracket supplied by Topper International. The maximum horsepower of any outboard engine suitable for the Topaz OMEGA is 2.5hp. The maximum weight of the engine and any fuel in the tank is 26kg. These engines have an inbuilt fuel tank and therefore there are no fuel lines. It is important that you purchase any outboard engine from an authorised engine dealer and pay particular attention to the safety warnings in the owners manual supplied with any engine.

7. MAINTENANCE AND SERVICE

If your mast has shrouds do not leave the rig under tension when not sailing or during storage. If rig tension is over tightened or left on when not sailing damage may occur.

Your boat should only be used with the propriety launching trolley. The use of any other trolley may damage the hull and invalidate your warranty.

Care must be taken to support the hull adequately if the boat is not stored on the correct launching trolley. Any sustained point loading could permanently dent or distort the hull.

Any repairs to the hull should be undertaken by qualified personnel with the relevant skills and equipment. Contact Topper International for advice.

UV light may cause fading to some components and fittings, a good quality cover is recommended to reduce UV degradation.

Keep the equipment clean by frequently and thoroughly flushing with fresh water. The stainless steel fittings will also bleed with a rust colour if not rinsed off after sailing at sea.

Excess water should be removed from the hull and any cavities. Keep your craft drained and well ventilated. Ensure the craft is stored with the bow raised to allow water to drain away. Before you set sail ensure that the transom drain plug has been correctly closed. Also, if hatch covers are fitted check they have been closed properly.

Make sure that when you attach the rudder that the rudder stop clips over the stock. Sometimes a safety stop is attached from the craft to the rudder stock.

Salt water will deteriorate your sail and the stitching if the sail is not rinsed in fresh water after sailing. Sails should be dried before storing.

Ideally we would recommend that you should store sails in a convenient dry place away from the craft. If you have to store sails in the craft ensure that a good cover is used and that it prevents any water coming into contact with the sails. Sails will be subject to mould and mildew if left in water.

Ropes, rigging and fittings should be checked at regular intervals for wear and tear.

Inspect shackles, pins and fittings regularly. Tape up fittings that may snag with sails, ropes or crew.

Damaged or worn parts should be replaced.

Trailers should be rinsed with fresh water and checked at regular intervals. It is recommended that the trailer be serviced annually.

It is also a good idea to tie the craft down when it is left in the dinghy park to prevent any damage in the event of strong winds.

REPAIR

Contact Topper International or your dealer who will provide the best advice.

MODIFICATIONS

Contact Topper International or your dealer about any modifications. Please remember any modifications may endanger your safety and invalidate your warranty.

8. SYMBOLS

Max 	SNSerial Number
Max 	Max. number of persons
Max 	Max. load including persons
	Max. weight of outboard engine
	Warning
	Read Manual
	Risk of Capsize
	Overhead Cables



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TOPAZ RANGE OWNERS MANUAL PART No. P61 ISSUE 3