



TOPAZ Uno Plus Rigging Instructions

www.toppersailboats.com

TOPAZ Uno Plus

RIGGING INSTRUCTIONS

CONTENTS

- 2. Introduction
 - 2. Manufacturers Details
 - 3. Maintenance
 - 4-5. Mast and Mainsail
 - 6-8. Boom
 - 9-10. Jib
 - 11. Rudder
-

INTRODUCTION

These RIGGING INSTRUCTIONS have been compiled to help you to rig your TOPAZ UNO PLUS 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
Fax +44 (0) 1233 645897
email info@toppersailboats.com

TOPAZ Uno Plus

Maintenance

The TOPAZ System 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.

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

Foils

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.

1. Rigging the Mast and Mainsail

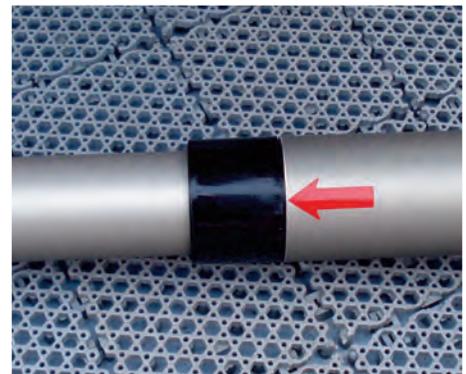
1.1

Lay the Upper and Lower mast on the ground. Insert the upper mast into the lower mast as shown.



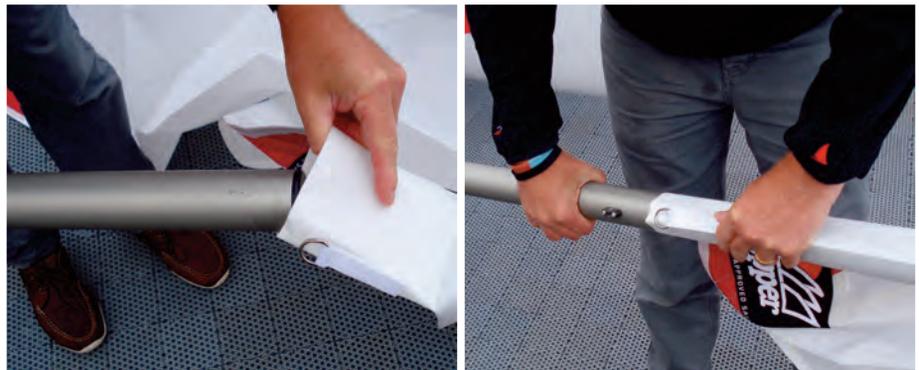
1.2

Ensure that the upper mast is fully inserted, so that it is a snug fit.



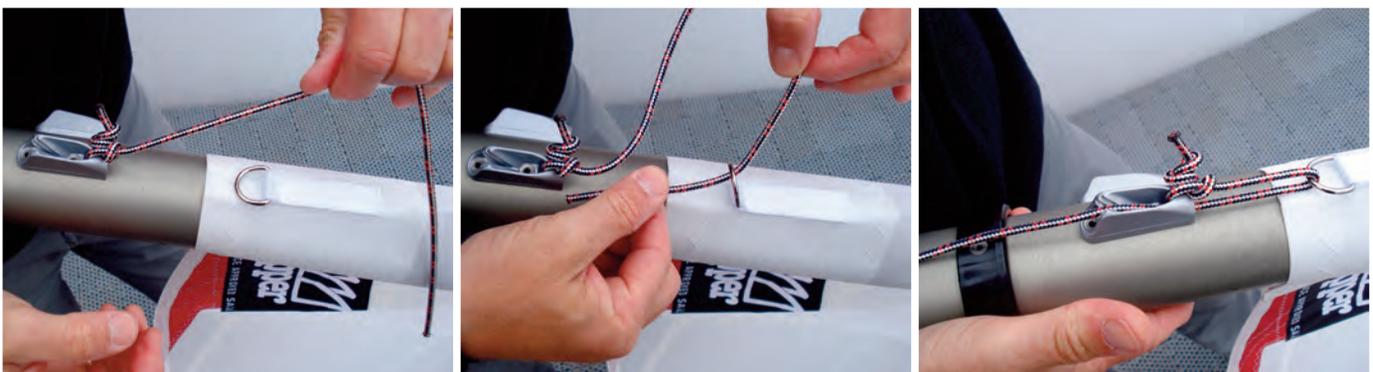
1.3

Slide the luff tube of the sail (front edge) over the mast until the end of the mast reaches the end of the luff tube.



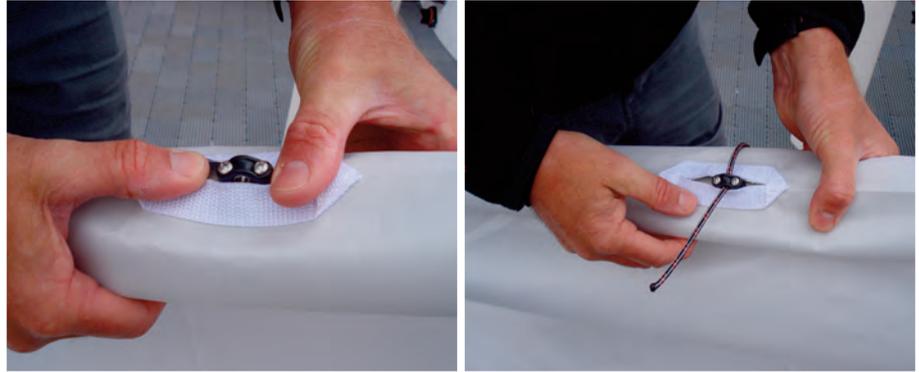
1.4

Tie the downhaul onto the pre-attached cleat on the lower mast. Pass the downhaul through the metal ring on the sail, and then back through the cleat. As shown.



1.5

The block for the jib halyard should line up with the cut out on the luff tube. Pass one end of the jib halyard through the deckeye, and pull it towards the bottom of the mast.



1.6

Lead the Jib Halyard to the other cleat on the mast and pass it through to secure it. The other end of the halyard will be attached to the jib when it is rigged.



1.7

Open the mast gate. Place the bottom of the mast in the mast foot and lift the mast up until it is vertical. Once the mast is up close the mast gate and ensure the pin is fully down.



1.8

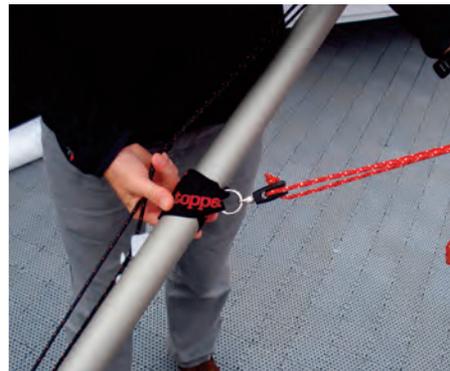
Wrap the sail up clockwise, so that the hook in the corner is on the outside. Once the sail is wrapped up, place the white loop on the hook to hold the sail wrapped up while the rest of the boat is rigged.



2. Rigging the Boom

2.1

Attach the kicker to the boom as shown.



2.2

Tie the outhaul onto the hook on the boom, and then pass it through the block on the stern end of the boom.



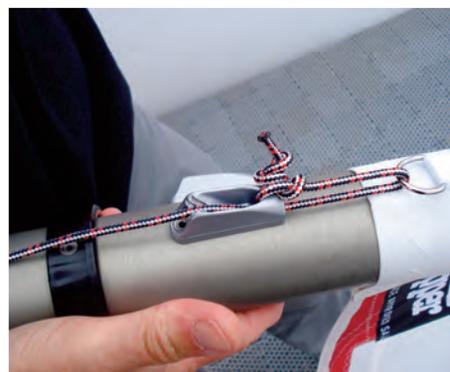
2.3

Take the free end of the outhaul towards the mast end of the boom, and pass it through the cleat on the top of the boom. Then pass the free end through the block on the mast end of the boom (next to the C-clamp).



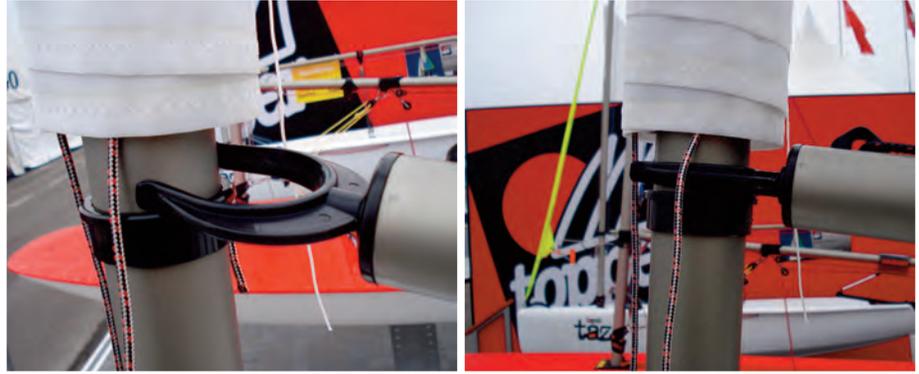
2.4

Tie the free end of the outhaul onto the hook on the boom as well, so that the outhaul forms a continuous loop.



2.5

Place the C-clamp on the mast about the gooseneck, and push the clamp until it is around the mast fully.



2.6

Clip the karabiner on the end of the kicker onto the metal ring at the bottom of the mast.



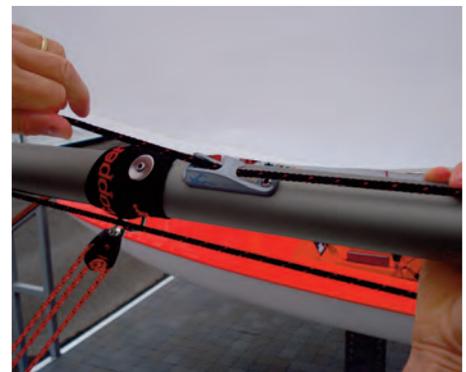
2.7

Unwrap the sail, and place the hook on the end of the boom through the metal ring in the clew of the sail.



2.8

Pull the length of outhaul that runs through the cleat towards the mast. This will pull the corner of the sail towards the end of the boom and flatten out the sail.



2. Rigging the Boom (continued)

2.9

Tie one end of the mainsheet in the pulley on the boom. Then through the top pulley on the boat front to back, then the pulley on the boom back to front, and then the main pulley on the boat front to back. Finally, feed the pulley through the cleat on the mainsheet block.



2.10

Tie a couple of figure eight knots in the main sheet so that it will not pass through the main sheet pulleys when the main sheet is released.



3. Rigging the Jib

3.1

Clip the bottom of the luff of the jib onto the line on the bow.



3.2

Tie the free end of the jib halyard from earlier onto the top of the jib using a bowline.



3.3

Pull the jib halyard until the jib is all the way up and the luff (front edge) is taut.

To secure the halyard, pass it through the cleat on the mast as shown. To keep the line tidy, tuck the loose halyard into the pocket hidden behind the Topper logo.



3.4

Attach the jib sheets to the jib by passing a loop through the metal ring in the clew of the jib.

Put the ends of the sheets through the loop and pull tight.



3. Rigging the Jib (continued)

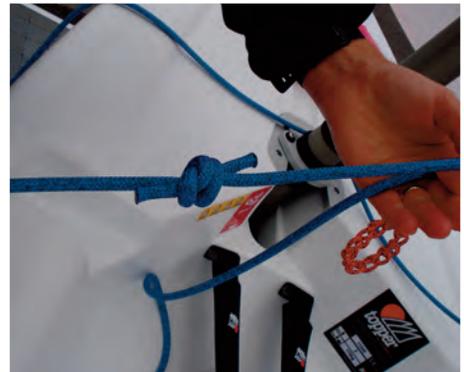
3.5

Pass the jib sheets through the cleats on the sides of the boat as shown.



3.6

A Fisherman's bend can be used to join the two ends of the jib sheets together.



4. Rigging the Rudder

4.1

Attach the rudder blade to the rudder stock using the long bolts and nuts. Tighten using a small spanner. Once tight, place the black caps over the nuts.



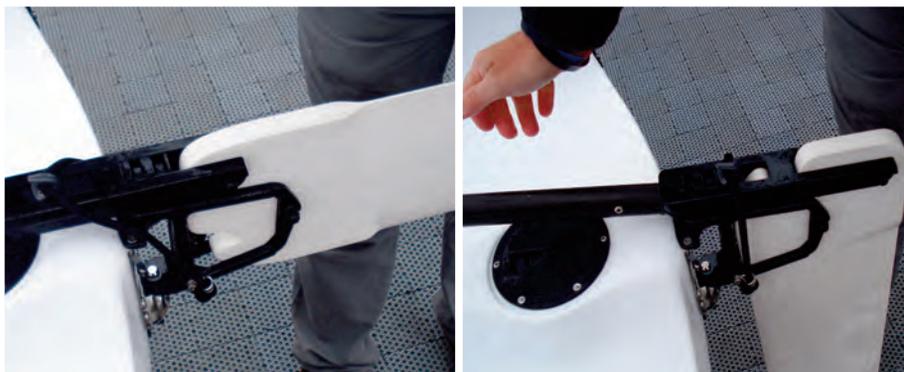
4.2

Line up the pins on the back of the boat and the rudder to attach. It will be reasonably stiff from new, so rotating the rudder while applying a gentle downward pressure can help.



4.3

The rudder on the Topaz can be raised or lowered by lifting the tiller and then pulling/pushing the tiller. Lowering the tiller will then lock the rudder into the new position.





Topper International Ltd
Kingsnorth Technology Park
Wotton Road
Ashford
Kent
TN23 6LN

Tel. 01233 629186
Fax 01233 645897
email info@toppersailboats.com

www.toppersailboats.com