# TOPAZ RANGE
# OWNERS MANUAL

TOPAZ TAZ RACE PLUS. TOPAZ UNO PLUS . TOPAZ UNO RACE . TOPAZ UNO RACE X
TOPAZ TRES . TOPAZ VIBE . TOPAZ MAGNO . TOPAZ RANGER . TOPAZ ARGO
TOPAZ OMEGA . TOPAZ FUSION . TOPAZ MAVERICK . TOPAZ XENON
TOPAZ XENON XK1 . TOPAZ 12 . TOPAZ 14 . TOPAZ 16

www.toppersailboats.com

# TOPAZ RANGE
# OWNERS MANUAL

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

## INDEX

# INTRODUCTION

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

The manual has been compiled to help you to operate your boat safely and get the most out of your sailing. 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.

All Topaz boats and catamarans are recreational craft intended for day time use.

The owner/operator is responsible for the safety of those on-board the craft.

If this is your first sailcraft, or you are changing to a new type you are not familiar with, for your own comfort and safety, you must ensure that you obtain handling and operating experience before assuming control of it.

Topper International Ltd, your dealer, national sailing federation or yacht club will be pleased to advise you of local sailing schools, or competent instructors. Sailing schools and clubs regularly organise training sessions.

Always take the sea conditions into account when sailing. Ensure that the anticipated wind and sea conditions will not exceed those stated for Design Category C (see page 5), and that you and your crew are able to handle the craft safely in these conditions. Design Category C includes the hazards of a freak wave or gust which are potentially dangerous conditions, where only a competent, fit and trained crew using a well-maintained craft can satisfactorily operate.

The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, being towed etc.). All persons should wear a suitable personal floatation device (life jacket/buoyancy aid) when afloat. In some countries, it is legal requirement to wear a personal floatation device that complies with the relevant national regulations.

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of any difficulty, refer to the manufacturer. Always use trained and competent people for maintenance, repair or modification. All modifications must be approved by the manufacturer. Use of non-approved modifications or equipment will invalidate any warranty and may adversely affect safety.

Always maintain your craft properly and take into account the deterioration that will occur over time and as a result of heavy use or misuse. Always inspect the craft regularly especially after any suspected damage.

In some countries authorisation is required, or specific regulations are in force regarding the use of recreational craft. Transportation may also be subject to local regulations.

You should be aware of, and adhere to, local environmental regulations and please respect all relevant codes of good practice.

# IMPORTANT SAFETY INFORMATION

## GENERAL WARNINGS AND PRECAUTIONS

ALL CRAFT

Topaz craft are intended for day-time use only.

WARNING : Do not overload any Topaz craft. Unseen damage may be done resulting in compromised safety. The maximum loads are shown on the builder's plate on the craft and in TABLE 1 on page 9.

WARNING: Forward visibility can be restricted when using spinnaker (gennaker) sails. Extreme care is necessary to prevent collisions. The helmsman should adjust their own position as necessary to ensure all round visibility. It may also be necessary to modify the trim.

WARNING: Drain plugs and hatches must be secured before launching and must not be opened when afloat.

Caution: Where mast floatation is provided as standard equipment it will reduce the risk of inversion but it will not prevent inversion. Extra mast floatation to further reduce the risk of inversion is always recommended.

Caution: Do not use solvents, chemicals or paints on any part of your topaz craft including removable parts. Deterioration in the craft durability and strength can occur if this is not adhered to.

Caution: Keep extreme heat away from the craft.

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CATAMARANS

Caution: Catamarans are particularly sensitive to overloading beyond the specified limit detailed in Table 1. Overloading can result in design pressures being exceeded and cause unseen structural damage.

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LIFTING KEEL WARNINGS:

This section applies to the Topaz Xenon XK1 only:

Never sail the Topaz Xenon XK1 with the keel raised or not fully locked down.

The pulley lifting system must be securely attached to the top of the keel with the correct shackle (see rigging manual) before attempting to lift or lower the keel.

Never allow the keel to drop in an uncontrolled manner.

Regularly check all keel system ropes for signs of deterioration. Particular attention should be paid to the Dyneema line where it attaches to the shroud shackle and on the keel. Replace the keel system ropes at the first sign of wear and at least once each year.

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## USING A TRAILER

When towing your Topaz craft you should only use an approved road trailer and transporting your Topaz craft may be subject to local regulations.

Securing the craft to its trailer is important because too much or too little tension could result in damage.

Follow the following instructions for safe trailing:

Trailering (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 use a ratchet strap 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 and to prevent the ratchet itself damaging the hull.

Trailering (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 vehicle as you turn corners.

- Secure the catamaran down to the trailer by using two ratchet 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 and to prevent the ratchet itself damaging the hull.

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## IMPORTANT SAFETY INFORMATION
## **BEFORE YOU GO SAILING**

• Rigging instructions are supplied separately. These must be read and thoroughly understood before attempting to sail.

• WARNING! Always check for overhead wires and cables when rigging, launching and recovering (you should also check for overhead wires and cables cables when sailing). The mast goes up a long way and shock or death could result if it comes in contact with overhead wires. Always check before moving the craft around and raising the mast. Give any overhead wires and cables a wide berth.

• Check the weather forecast.

• Check the time of high and low tides if applicable.

• Do not take to the water unless you and your crew are competent to sail in the conditions at the time of embarking and as they are forecast to develop whilst you expect to be on the water. Always allow a safety margin on how long you expect to be on the water.

• Make sure a third party knows where you are sailing, how many there are of you and when you expect to return. When sailing at a club, try to ensure there is at least one other boat on the water in the vicinity.

• Seek advice of local conditions if sailing in a new area or if there have been changes since your last sail in a location.

• 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 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.

• All loose equipment on board should be secured.

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

- Do not puncture the hull.

- Should a hull become punctured do not use the craft until it is repaired.

- Ensure that any hatches are correctly fitted and have a good seal.

- Should a hatch not be closed correctly do not use the craft.

CAUTION : Drain bungs and hatches must be secured before launching and must not be opened when underway.

- Ensure that the rudder is secured to the hull by a clip or strap.

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## IMPORTANT SAFETY INFORMATION
## **ON THE WATER**

• Conform to the sailing rules of the road as well as any local regulations.

• Look out for changing weather or water conditions.

• Never sail beyond your ability or that of your crew.

• Ensure that you and your crew can cope with any changes in the weather conditions.

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

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## DESIGN CATEGORY

This craft has been assessed for stability, buoyancy and safety in Design Category C.

CATEGORY C – 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 2 metres may be experienced.

The TOPAZ range of craft comply with this design category, subject to:
- The crew having suitable fitness, 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.

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## GROUNDING

After grounding, thoroughly inspect for damage, particularly the hull and centreboard area.

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# CAPSIZE RECOVERY

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

It is safety critical to ensure that the crew is competent to be able to right the craft which is rated for Category C conditions. The Minimum Crew Weight required for righting each craft type is detailed in TABLE 1 on page 9.

## MONOHULL Capsize recovery technique

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 de-power 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 craft 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.

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 righting lines, 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. An inverted hull is a relatively stable place to wait if necessary.

REBOARDING/MAN OVERBOARD RECOVERY (MONOHULL)

Deck and bow handles, righting lines or the shrouds, as available, can be used to assist recovery of a man overboard or reboarding. The transom are open allowing easy reboarding.

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

## CATAMARAN Capsize recovery technique

The mainsheet traveller and downhaul 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.

There are two basic situations to recover from when the rig is lying in the water:

RIG POINTING DOWNWIND (CATAMARAN)

Climb onto the lower hull and move to one end to turn the catamaran so the mast is facing upwind and pull the catamaran slowly upright using the righting line (stored in the pocket on the trampoline and secured to the mast base) thrown over the top hull. As the craft rights the wind on the trampoline and under the sail will help to right the catamaran. One of the crew should hold the handle on the underside of the trampoline on the windward side to stop the catamaran re capsizing while the other crew member holds the handle on the downwind side.
You can then climb over the front beam of the catamaran onto the trampoline to ensure that the craft does not sail away minus the crew. Only if conditions allow should you climb over the rear beam and under the steering bar. 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)

Climb onto the lower hull and move to one end to turn the catamaran so the mast is facing up wind pull the catamaran slowly upright using the righting line (stored in the pocket on the trampoline and secured to the mast base, thrown over the top hull ). As the craft rights the wind on the trampoline and under the sail will help to right the catamaran. One of the crew should hold the handle on the underside of the trampoline or the front cross beam on the windward side to stop the catamaran re capsizing, while the other crew member holds the handle on the downwind side. You can then climb over the front beam of the catamaran onto the trampoline to ensure that the craft does not sail away minus the crew. Only if conditions allow should you climb over the rear beam, under the steering bar.
In case of difficulty, always remain with your craft. Never be tempted to leave your craft to go to the shore. Wait for rescue. An inverted hull is a relatively stable place to wait if necessary.

REBOARDING/MAN OVERBOARD RECOVERY (CATAMARAN)

The catamarans are equipped with a righting line. 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 cannot sail away minus the crew. (Only climb over the rear beam if conditions allow). The remaining crew can be recovered via the rear of the craft or from the side with the aid of the shrouds.

## BEING TOWED WHEN AFLOAT

Should it become necessary to tow any Topaz craft you should secure the line around the only suitable strong point which is the base the mast at deck level for dinghies (or the mast base on the crossbeam for catamarans) and ideally through a guide loop or handle at the bow. The tow line should wrapped twice around the crossbeam/mast and the end held by the crew. This allows the tow line to be dropped if necessary. If the line has to be temporarily tied off, then a round turn and two half hitches should be used as this can be easily untied.

If sailing with a jib it should be furled and secured when being towed. If it is lowered in order to be towed then the forestay must be attached.

When being towed, partially raise the daggerboard/centreboard (if fitted) and stay at the tiller. In the event of the loss of the rudder sit well aft.

CAUTION: The tow line used should be of a suitable length and diameter for the conditions and the duration of the tow being undertaken. It is the owner/operator's responsibility to ensure that any line used for towing is adequate for the intended use and its strength does not exceed 80% of the breaking strength of the towing point. The maximum recommended strength of the towing line is stated in TABLE 2.

CAUTION: Do not tow other craft.

CAUTION: Always tow at slow speed, suitable for the conditions.

CAUTION: The crew of the towed craft must be able to release the tow line when under load.

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## MOORING AND ANCHORING

The Topaz range of craft are not designed to be moored. They are day-boats for racing or cruising in inshore or inland waters.

When anchoring any Topaz craft you should secure the anchor line around the base of the mast (or the mast base on the forward crossbeam for catamarans). Ensure the mast is secure if it is being used in this way.

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## OUTBOARD ENGINE (TOPAZ OMEGA ONLY)

The Topaz OMEGA sailing dinghy is designed to be able to operate with an outboard engine. The Topaz OMEGA has 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 Topaz OMEGA in conjunction with the outboard bracket supplied by Topper International.
The maximum power for an outboard engine suitable for the Topaz OMEGA is 1.84KW (2.5hp).
The engine must have an integral fuel tank without external fuel lines.
The maximum weight of the engine and any fuel is 26 kg.
It is important that you obtain an outboard engine from an authorised engine dealer and pay particular attention to the safety warnings in the owners manual supplied with the engine.

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## CRAFT IDENTIFICATION NUMBER

The Craft Identification Number is engraved on dingy hulls on the starboard side of the transom. On catamarans it is on the transom of both hulls.

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## BUILDERS PLATE AND SAIL NUMBER

The Builders Plate contains important information on the design category, the builder, the maximum number of persons and the maximum permitted load. It is located in the deck cockpit of dinghies and on the transom of both hulls on catamarans.

The sail number is also detailed on the Builders Plate.

Please read the important safety information on the plate, read this manual and the rigging manual before sailing the boat.

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## SYMBOLS

Serial (Sail) Number: 


Max. number of persons: Max 

Max. load including persons: Max 

Max. weight of outboard engine: Max 

Warning: 

Read Manual: 

Risk of Capsize: 

Overhead Cables: 

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## MAINTENANCE & SERVICE

Always maintain your craft properly and take into account the deterioration that will occur over time and as a result of heavy use or misuse.

Inspect the craft regularly, especially after suspected damage.

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

Your craft should only be used with the approved launching trolley, as supplied by Topper International or your dealer. The use of any other trolley may damage the hull and invalidate your warranty.

It is recommended that storage is on the approved launching trolley. 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.

Over time, 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.

Do not use solvents on any part of Topaz craft. Solvents attack plastics, including ropes, and unseen deterioration can occur.

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 strop 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.

Jib sails with clear panels should be rinsed with fresh water. Clear panels are likely to be subject to UV degradation before the rest of the sail and a routine check to ensure transparency must be carried out. Jibs with clear panels that are no longer transparent, or where visibility is restricted must be replaced.

Ideally we 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 or they are allowed to become damp.

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.

You may have to replace fittings from time to time. Damaged or worn parts should be replaced. Ensure that all fastenings are re-sealed properly using an appropriate sealant.

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 securely strap the craft down when it is left ashore to prevent any damage in the event of strong winds.

For any repair contact Topper International or your dealer who will provide the best advice.

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## MODIFICATIONS

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

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## MANUFACTURER DETAILS

The manufacturer of the TOPAZ range of craft is Topper International Ltd. Contact details are

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

Telephone +44 (0) 1233 629186
Fax +44 (0) 1233 645897
email info@toppersailboats.com

web www.toppersailboats.com

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## Specification Table 1

| Craft Type | No. of Hulls | Hull Length (m) | Hull Beam (m) | Max Load (kg) | Min Crew Weight (kg) | Maximum Number Persons (Ave 75 kg) | Mainsail Area (m²) | Jib Area (m²) | Spinnaker Area (m²) | Certificate Number |
|---|---|---|---|---|---|---|---|---|---|---|
| TAZ RACE PLUS | 1 | 3.05 | 1.22 | 160 | 40 | 2 | 4.39 | 1.00 | - | HPiVS-i1203-T008-01-00 |
| TOPAZ UNO PLUS | 1 | 3.86 | 1.42 | 170 | 50 | 2 | 5.64 | 1.75 | - | HPiVS-i1203-T007-01-00 |
| TOPAZ RACE PLUS | 1 | 3.86 | 1.42 | 170 | 50 | 2 | 6.93 | 1.75 | - | HPiVS-i1203-T007-01-00 |
| TOPAZ RACE X | 1 | 3.86 | 1.42 | 170 | 50 | 2 | 6.93 | 1.75 | 8.41 | HPiVS-i1203-T007-01-00 |
| TOPAZ TRES X | 1 | 3.86 | 1.42 | 170 | 50 | 2 | 6.62 | 2.13 | 8.41 | HPiVS-i1203-T007-01-00 |
| VIBE | 1 | 3.76 | 1.66 | 230 | 65 | 3 | 6.90 | 2.21 | 8.41 | HPiVS-i1203-T011-01-00 |
| VIBE X | 1 | 3.76 | 1.66 | 230 | 65 | 3 | 8.33 | 2.30 | 10.58 | HPiVS-i1203-T011-01-00 |
| MAGNO | 1 | 3.94 | 1.60 | 225 | 70 | 3 | 8.33 | 2.30 | 10.58 | HPiVS-i1203-T001-01-00 |
| RANGER | 1 | 3.94 | 1.60 | 225 | 70 | 3 | 6.90 | 2.21 | 8.41 | HPiVS-i1203-T012-01-00 |
| ARGO | 1 | 4.40 | 1.85 | 325 | 60 | 4 | 8.12 | 3.30 | 10.60 | HPiVS-i1203-T009-01-00 |
| XENON | 1 | 4.55 | 2.00 | 305 | 80 | 4 | 9.92 | 3.61 | 16.38 | HPiVS-i1203-T002-01-00 |
| XENON XK1 | 1 | 4.50 | 2.00 | 470 | 75 | 4 | 8.12 | 3.30 | 10.60 | HPiVS-i1203-001-I-01-00 |
| OMEGA | 1 | 4.70 | 1.88 | 581 | 80 | 7 | 10.27 | 3.75 | 14.66 | HPiVS-i1203-T006-01-00 |
| TOPAZ FUSION | 1 | 3.65 | 1.45 | 235 | 60 | 3 | 5.25 | 1.75 | 7.00 | HPiVSie-iR1176-001-I-02 |
| TOPAZ MAVERICK | 1 | 3.10 | 1.31 | 155 | 50 | 2 | 6.25 | - | - | HPiVSie-iR1176-002-I-02 |
| TOPAZ 12 | 2 | 3.65 | 1.78 | 185 | 60 | 2 | 5.56 | 1.35 | - | HPiVS-i1203-T003-01-00 |
| TOPAZ 12 X | 2 | 3.65 | 1.78 | 185 | 60 | 2 | 5.56 | 1.35 | 7.05 | HPiVS-i1203-T003-01-00 |
| TOPAZ 14 | 2 | 4.25 | 2.05 | 228 | 70 | 3 | 8.04 | 1.94 | - | HPiVS-i1203-T004-01-00 |
| TOPAZ 14 X | 2 | 4.25 | 2.05 | 228 | 70 | 3 | 8.04 | 1.94 | 9.89 | HPiVS-i1203-T004-01-00 |
| TOPAZ 16 | 2 | 4.72 | 2.24 | 315 | 75 | 4 | 10.00 | 2.50 | - | HPiVS-i1203-T005-01-00 |
| TOPAZ 16 CX | 2 | 4.72 | 2.24 | 315 | 75 | 4 | 10.00 | 2.50 | 13.56 | HPiVS-i1203-T005-01-00 |

## Specification Table 2

| Craft Type | Displacement (With No Load) (m) | Displacement (With Max Load) (m) | Max Load (kg) | Unloaded Displacement Weight (kg) | Fully Loaded Displacement Weight (kg) | Towing Point Max Horizontal Load (9.807N = 1kgf) (kN) | Tow Line Maximum Breaking Strain (kN) |
|---|---|---|---|---|---|---|---|
| TAZ RACE PLUS | 3.05 | 1.22 | 160 | 40 | 200 | 1.961 | 1.569 |
| TOPAZ UNO PLUS | 3.86 | 1.42 | 170 | 60 | 230 | 2.256 | 1.805 |
| TOPAZ RACE PLUS | 3.86 | 1.42 | 170 | 60 | 230 | 2.256 | 1.805 |
| TOPAZ RACE X | 3.86 | 1.42 | 170 | 60 | 230 | 2.256 | 1.805 |
| TOPAZ TRES X | 3.86 | 1.42 | 170 | 60 | 230 | 2.256 | 1.805 |
| VIBE | 3.76 | 1.66 | 230 | 80 | 310 | 3.040 | 2.432 |
| VIBE X | 3.76 | 1.66 | 230 | 80 | 310 | 3.040 | 2.432 |
| MAGNO | 3.94 | 1.60 | 225 | 95 | 320 | 3.138 | 2.510 |
| RANGER | 3.94 | 1.60 | 225 | 95 | 320 | 3.138 | 2.510 |
| ARGO | 4.40 | 1.85 | 325 | 110 | 435 | 4.266 | 3.413 |
| XENON | 4.55 | 2.00 | 305 | 140 | 445 | 4.364 | 3.413 |
| XENON XK1 | 4.50 | 2.00 | 470 | 145 | 615 | 6.031 | 4.825 |
| OMEGA | 4.81 | 2.00 | 581 | 160 | 741 | 7.267 | 5.814 |
| TOPAZ FUSION | 3.65 | 1.45 | 235 | 90 | 325 | 3.187 | 2.550 |
| TOPAZ MAVERICK | 3.10 | 1.31 | 155 | 70 | 225 | 2.207 | 1.766 |
| TOPAZ 12 | 3.65 | 1.78 | 185 | 85 | 270 | 2.648 | 2.118 |
| TOPAZ 12 X | 3.65 | 1.78 | 185 | 85 | 270 | 2.648 | 2.118 |
| TOPAZ 14 | 4.25 | 2.05 | 228 | 110 | 338 | 3.315 | 2.652 |
| TOPAZ 14 X | 4.25 | 2.05 | 228 | 110 | 338 | 3.315 | 2.652 |
| TOPAZ 16 | 4.72 | 2.24 | 315 | 140 | 455 | 4.462 | 3.570 |
| TOPAZ 16 CX | 4.72 | 2.24 | 315 | 140 | 455 | 4.462 | 3.570 |

## Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 2013/53/EU

*(To be completed by manufacturer or if mandated, authorised representative)*

**Name of recreational craft manufacturer:** Topper International Limited

**Address:** Kingsnorth Technology Park, Wotton Road

**Town:** Ashford **Post Code:** TN23 6LN **Country:** United Kingdom

**Name of authorised representative** (if applicable):

**Address:**

**Town:** **Post Code:** **Country:**

**Module used for design and construction assessment:** ☐ A ☑ A1 ☐ B+C ☐ B+D ☐ B+E ☐ B+F ☐ G ☐ H

**Name of Notified Body for design and construction assessment** (if applicable): HPi Verification Services (Ireland) Ltd

**Address:** Clonross

**Town:** Dunshaughlin Co. Meath **Post Code:** A85 XN59 **Country:** Ireland **ID Number:** 2810

**Notified Body certificate[1] number (if applicable):** See list **Date:**

**Module used for noise emission assessment (if applicable):** ☐A ☐ A1 ☐ G ☐ H

**Name of Notified Body for noise emission assessment** (if applicable):

**Address:**

**Town:** **Post Code:** **Country:** **ID Number:**

**Notified Body certificate[1] number (if applicable):** **Date:**

**Other Community Directives applied:**

**DESCRIPTION OF RECREATIONAL CRAFT:**

**Watercraft Identification Number:** GB - TOPZ

**Brand name of the Recreational craft:** TOPAZ **Model, Type or number:**

**Type of construction:**
☑ Rigid ☐ Inflatable ☐ Rigid-Inflatable (RIB)

**Type of hull:**
☑ Monohull (all types except multihulls) ☑ Multihull (Topaz 12, 14, & 16 only)

**Hull construction material:**
☐ Aluminium, aluminium alloys ☐ Moulded Fibre Reinforced Plastic
☐ Steel, steel alloys ☐ Wood
☑ Other (specify): Laminated polyethylene

**Watercraft Design category(-ies) related to the maximum recommended number of persons:**

| Category | Number of Persons | Max Load (kg) |
|---|---|---|
| A | - | - |
| B | - | - |
| C | See Table 1 | See Table 1 |
| D | - | - |

**Length of hull $L_H$:** See Tables 1 & 2
**Beam of hull $B_H$:** See Tables 1 & 2
**Maximum Draught T:** See Tables 1 & 2

**Deck:**
☐ Fully enclosed
☐ Partially protected
☑ Open

**Craft main propulsion:**
☑ Sailing under projected sail area *As* of : See Tables 1 & 2
☐ Human propulsion
☐ Engine/motor propulsion
☐ Other (specify):

**Installed engine type** (if applicable):
☐ Internal combustion, Diesel (CI)
☐ Internal combustion, Petrol (SI)
☐ Internal combustion, LPG/CNG
☐ Electric
☐ Other (specify):

**Installed propulsion type** (if applicable):
☑ Outboard (Optional for Omega only)
☐ Inboard with shaftline
☐ Z or sterndrive without integral exhaust
☐ Z or sterndrive with integral exhaust
☐ Pod
☐ Sail-drive
☐ Other (specify):

**Maximum Recommended engine power:** 1.84 kW or 2.5 HP (Omega only & when used in Category D conditions)
**Installed engine power:** Not applicable
**Number of propulsion engines:** 1 (Omega only & in Category D)
**Maximum engine mass including fuel:** 26 kg (Omega only & in Category D)

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft mentioned above fulfils the requirements specified in Article 4 (1) and Annex I of Directive 2013/53/EU.

**Name and function:** Martin Fry Managing Director
(identification of the person empowered to sign on behalf of the manufacturer or his authorised representative)

**Signature and title:**
(or an equivalent marking)

Date and place of issue (dd/mm/yyyy): 21/12/2020 Ashford, Kent, United Kingdom

| **Essential requirements**<br><br>(reference to relevant articles in Annex IA & IC of the Directive) | **Harmonised standards** Full Application | **Harmonised standards** Partial application, see tech. file | **Other reference documents** [1] Full Application | **Other reference documents** Partial Application , see tech. file | **Other proof of conformity** See technical. file | **Specify the harmonised [2] standards or other reference documents used**<br><br>*(with year of publication like "EN ISO 8666:2002")* |
|---|---|---|---|---|---|---|
| | ***Tick only one box per line*** | | | | | ***All lines right of ticked boxes must be filled in*** |
| **General requirements (2)** | | | | | | |
| Principal data – main dimensions | ☑ | | | | | EN ISO 8666:2018 |
| Watercraft Craft Identification Number – CIN (2.1) | ☑ | | | | | EN ISO 10087:2019 |
| Watercraft Builder's Plate (2.2) | | | ☑ | | | EN ISO 14945:2006 AS ATTACHED TO CRAFT |
| Protection from falling overboard and means of reboarding (2.3) | ☑ | | | | | EN ISO 15085:2003 + A2 : 2018 |
| Visibility from the main steering position (2.4) | | | | | | |
| Owner's manual (2.5) | | | ☑ | | | EN ISO 10240:2019 AS SUPPLIED |
| **Integrity and structural requirements (3)** | | | | | | |
| Structure (3.1) | ☑ | | | | | EN ISO 12215-3:2018 |
| Stability and freeboard (3.2) | ☑ | | | | | EN ISO 12217-3:2017 NOTIFIED BODY 2810 |
| Buoyancy and flotation (3.3) | ☑ | | | | | EN ISO 12217-3:2017 NOTIFED BODY 2810 |
| Openings in hull, deck and superstructure (3.4) | | | | | | |
| Flooding (3.5) | | | | | | |
| Manufacturer's maximum recommended load (3.6) | ☑ | | | | | EN ISO 14946:2001 + AC:2005 |
| Liferaft stowage (3.7) | | | | | | |
| Escape (3.8) | | | | | | |
| Anchoring, mooring and towing (3.9) | ☑ | | | | | EN ISO 15084 : 2018 |
| **Handling characteristics (4)** | | | | | | |
| **Engines and engine spaces (5.1)** | | | | | | |
| Inboard engine (5.1.1) | | | | | | |
| Ventilation (5.1.2) | | | | | | |
| Exposed parts (5.1.3) | | | | | | |
| Outboard engine starting (5.1.4) | | | | | | |
| **Fuel system (5.2)** | | | | | | |
| General – fuel system (5.2.1) | | | | | | |
| Fuel tanks (5.2.2) | | | | | | |
| **Electrical systems (5.3)** | | | | | | |
| **Steering systems (5.4)** | | | | | | |
| General – steering system (5.4.1) | | | | | | |
| Emergency arrangements (5.4.2) | | | | | | |
| **Gas systems (5.5)** | | | | | | |
| **Fire protection (5.6)** | | | | | | |
| General – fire protection (5.6.1) | | | | | | |
| Fire-fighting equipment (5.6.2) | | | | | | |
| **Navigation lights, shapes and sound signals (5.7)** | | | | | | |
| **Discharge prevention (5.8)** | | | | | | |
| **Annex I.B – Exhaust Emissions [3]** | | | | | | |
| **Annex I.C – Noise Emissions [4]** | | | | | | |
| Noise emissions level (I.C.1) | | | | | | |
| Owner's manual (I.C.2) | | | | | | |

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# TOPAZ RANGE
# OWNERS MANUAL

For further information, or to order spare parts and accessories, please contact your dealer or

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