



# *topaz xk1*

## » Rigging Instructions



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# introduction

These RIGGING INSTRUCTIONS have been compiled to help you to rig your Topaz XENON XK1 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.**

**For further information, spares and accessories, please contact the manufacturer:**

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The Topaz XENON XK1 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.

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 build-up of pressure within the hull as the temperature fluctuates.

## **Ropes**

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

# **glossary / useful terminology**

## **hull**

<b>Nose:</b>	Front of the hull
<b>Painter:</b>	Rope from the nose of the hull used for towing or tying the board to a jetty, buoy or trolley
<b>Transom:</b>	Back of the hull
<b>Fore:</b>	Forward
<b>Aft:</b>	Rearward
<b>Mast Step:</b>	Integral tube where the mast heel/foot of the mast locates
<b>Rail:</b>	Upper/outermost edge of a hull
<b>Port:</b>	Left side of the hull when looking forward
<b>Starboard:</b>	Right side of the hull when looking forward
<b>Leeward:</b>	Direction away from the wind
<b>Windward:</b>	Direction from which the wind is coming
<b>Gudgeon:</b>	Fitting on the transom used to hang the rudder

## **spars**

<b>Mast:</b>	Main vertical spar supporting the rig/sail
<b>Mast Heel:</b>	Lower edge/foot of the mast
<b>Boom:</b>	Spar at the bottom of the mainsail
<b>Outhaul:</b>	Purchase system on the boom for tightening the lower edge/foot of the sail
<b>Vang:</b>	Purchase system for tightening the rear/aft edge (leech) of the sail
<b>Cunningham:</b>	Purchase system for tightening the forward edge/luff of the sail
<b>Sheet:</b>	Rope for controlling the inward/outward position of the mainsail

## **foils**

<b>Daggerboard</b>	Blade found in the middle of the hull used to counteract leeward slippage
<b>Rudder:</b>	Blade found at the transom used for steering
<b>Pintle:</b>	The male part (pin) of the rudder hanging system

## ■ sails

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<b>Mainsail:</b>	Sail aft/rearward of the mast (Larger of the two)
<b>Jib:</b>	Sail forward of the mast (Smaller of the two)
<b>Tack:</b>	Forward lower corner of a sail
<b>Clew:</b>	Rear lower corner of a sail
<b>Head:</b>	Upper corner of sail
<b>Leach:</b>	Rear edge of the sail
<b>Luff:</b>	Forward edge of the sail
<b>Foot:</b>	Bottom edge of the sail
<b>Batten:</b>	A thin stiffening strip in the sail to support the leach

# rigging instructions

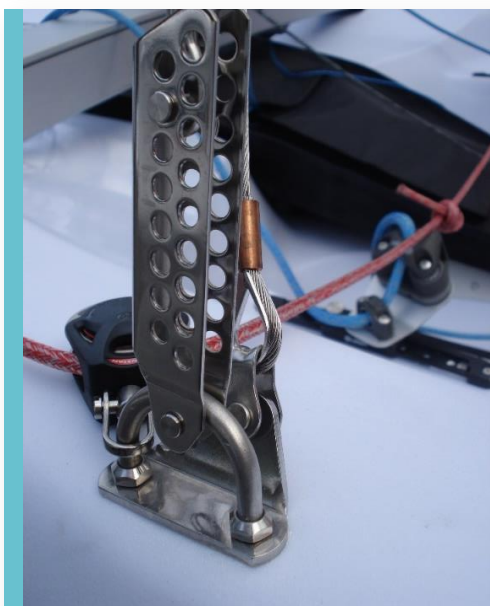
## raising the mast



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

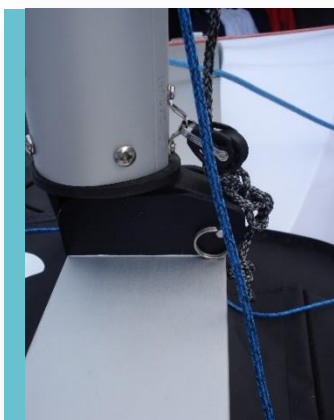
1

Lay the mast along the centre of the boat, you may need to support the mast by placing over the top of the keel (this may mean someone standing in the boat between the cross beam and the seat).



Untape all the ropes attached to the foot of mast. Attach shroud adjusters to the shroud eye each side - approximately the 7th hole down (approximately the middle of the adjuster). Subsequently, you can attach at the captive pin on the base of the plate.

2



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

3

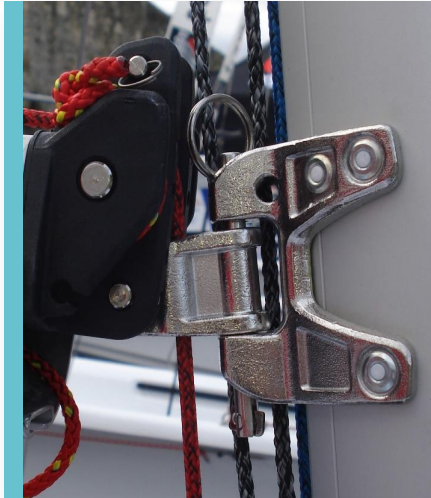


Please note the correct arrangement of the furler, forestay and jib halyard pulley.

The furler is shackled to the mast and then the forestay is connected to the furler with the jib halyard block tied to the lower half of the furler.

5

## ■ attaching the boom & gnav



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.

1



Next attach the strut to the upper fitting on the mast. Ensure the toggle is correctly orientated as per the Selden/ Super Spars info sheet.

*Note: ensure you have the toggle correctly orientated as per the info sheet.*

Fix the gnav strut the carriage on top of the boom, (Although this should already be fixed for you).

2



Having fixed the boom and gnav to the mast you can thread the gnav control line.

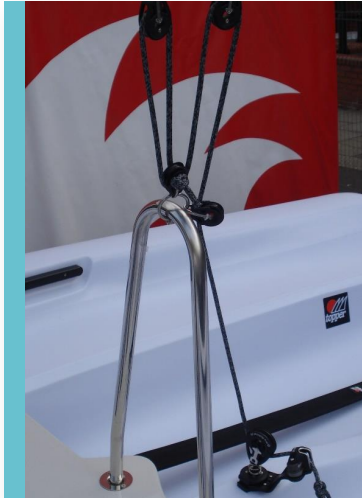
This comes out from the boom at the front, and then feeds through the swivel cleat on the mast.

*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.*

3



## ■ attaching the boom & gnav (...)



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.

4



Thread the mainsheet. Starting from the centre cleat on the hull.

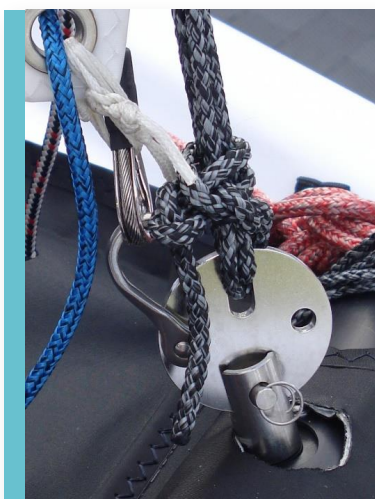
*NB: ensure the ratchet clicks when the rope is pulled in.*

Go up to rear block on the hoop then to the rear block on the boom, and thread the line from the back to the front. Then go to the front pulley on the top of the hoop, and thread the mainsheet from the back to the front. Then go to the front pulley on the boom, and thread it front to back.

Finally, the main sheet goes to the pulley on the top of the hoop and through the hole in the centre of the pulley. Tie a stopper knot to prevent the line unthreading.

5

## ■ raising the jib



Attach the foot of the jib to the shackle in the rear hole of the disk in the furler at the front of the boat (Ensure the furler is fully wound up.)

*TIP: Wrap some electrical tape around the furler if you are using a spinnaker to protect the sail*

7

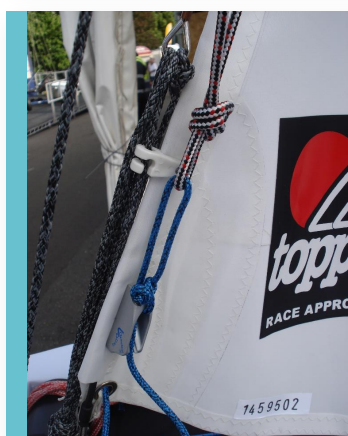


## ■ raising the jib (...)



Tie the head (top) of the jib onto the jib halyard.

2



Pull the jib halyard in order to raise the jib (using the 2 part halyard attaching the plastic hanks as you pull the jib up to the forestay wire, and then feed the rope from the cleat through the loop in the halyard.

Pull some tension on and then, cleat off at the front of the jib. Remove the tail and store in the bag on the crossbeam.

3



Thread the jib sheet through the cleats on the track, each side of the forward cockpit, then tie the ends together with a fisherman's or Love Knot.

4

## raising the jib (...)



Furl the jib by pulling the thin line, so that it ends in this position.

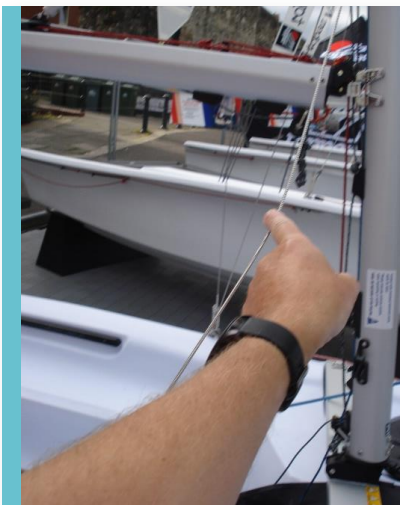
5



Cleat the jib furler off in this cleat underneath the crossbeam.

It is not advisable to leave the jib up overnight, and always take the jib tension off when the boat is not being sailed

6



Now tie the lowers onto the fitting on the mast or on the hull (depending on the make of mast).

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

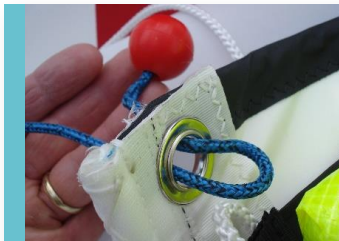
7

## ■ rigging the mainsail



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.

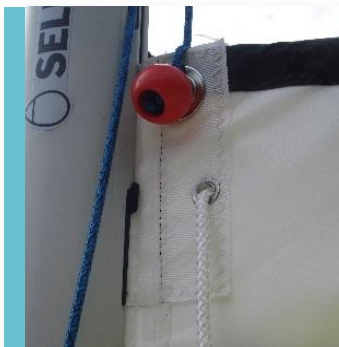
1



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

2

We suggest tying a stopper knot on the end of the halyard, then taking a round turn through the eye at the top of the sail. Then tie a half hitch with the stopper knot hard against the halyard. Or have a ball on the end push a loop through the sail and put the ball through the loop and pull tight.



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.

3

*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.



Cleat the main halyard in the cleat on the left of the mast.

4

## ■ rigging the mainsail



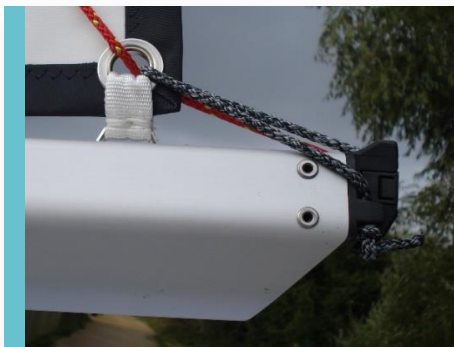
As the cleat is at the base of the mast you can sweat the halyard in order to make sure that the sail is at the top of the mast.

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.*

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



Pass the outhaul through the eyelet in the clew, and then back to the end of the boom, where the stopper knot end of the outhaul is fixed behind the lug on the boom end fitting.

The outhaul can then be tightened at the mast end of the boom.

6



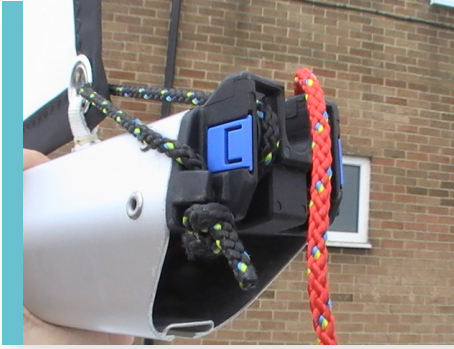
Cunningham - Take the tail attached to the gooseneck fitting and feed through eye in the sail then down through the cleat on the side of the mast.

To stop the rope coming out of the cleat and to act as a stopper you can tie a figure-eight knot on the end of the line, as it comes out of the pulley at the mast base.

7



## reefing the mainsail



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

1



Feed the reefing line through the eyelets in the leech of the sail.

2



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.

3



Do a similar system on the luff of the sail with the end of the reefing line at the mast end of the boom at the mast end of the boom.

Tie the end of the reefing line onto the end of the boom so that it is secure.

4



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 reapply Gnav tension.

5

## ***rigging the gennaker kit***



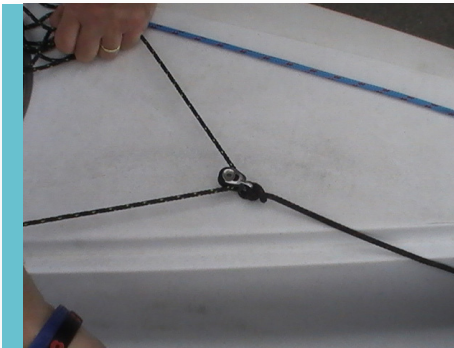
Tie one end of the Gennaker halyard around the front furler bar.

1



Take the other free end of the halyard and take it through this pulley on the front of the cross beam.

2



Take the free end of the halyard through the pulley to pull the pole out; it is underneath the Gennaker chute, and it may need to be moved for the pulley to be exposed.

3



Take the halyard through the Spinlock cleat that is mounted on top of the crossbeam.

4



Take the halyard back through this pulley next to the centreboard.

5

## ■ rigging the gennaker kit (...)



Pass the halyard through this eyelet in the bottom of the spinnaker chute

6



Tie a ball to the end of the spinnaker halyard

7



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

8



Tie the end of the halyard that you tied around the furler bar at the beginning onto the HEAD of the Gennaker.

9

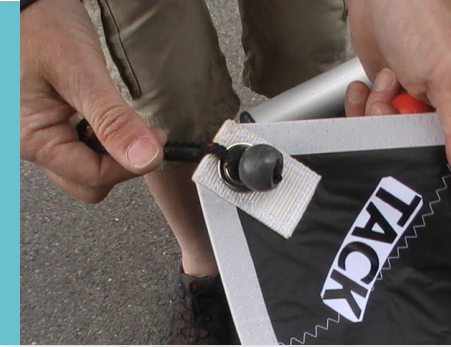


Tie the Gennaker sheets onto the CLEW of the Gennaker.

10



## ■ rigging the gennaker kit (...)



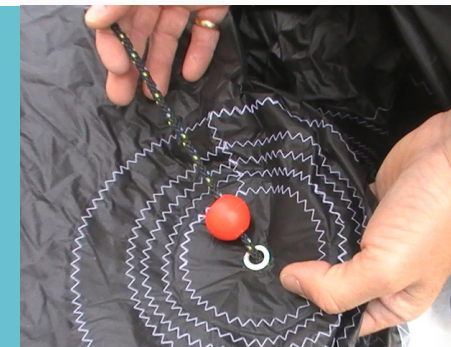
Then tie the Gennaker pole line to the TACK of the spinnaker, you can either use the ball and loop method or a bowline loop.

11



Temporarily remove the red ball from the Gennaker halyard. Then pass the end of the Gennaker halyard through the eyelet in the sail as shown.

12



Then re-attach red ball to Gennaker halyard on the other side of the sail.

13



Tie the end of the halyard onto this white loop.

Pull on the end of the spinnaker halyard coming from the end of the Gennaker chute within the boat (tip pull from behind the pulley) in order to pack the Gennaker into the chute.

*TIP: You may want another person to guide it into the shoot so it does not get caught on the trolley.*

14

## rudder



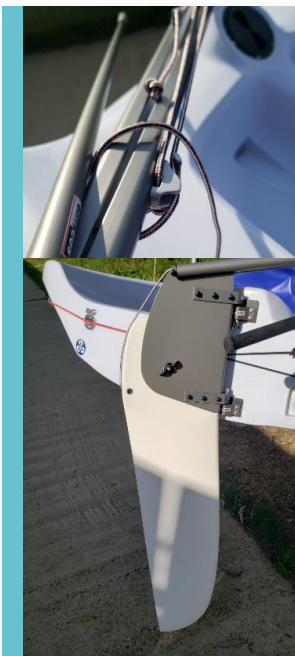
When the Rudder is attached ensure that it is fully engaged on to the pintle and gudgeon so that the retaining clip is able to spring out to hold the rudder in place.

1



For launch and recovery the rudder should be left attached, with the blade lifted up and held by the uphaul line locked in the small cleat on the top of the tiller arm.

2



Whilst sailing the rudder should be locked fully down using the pulley system that cleats off on the side of the tiller arm. When you look over the back the rudder will appear to be tucked slightly under the hull, this is as it should be.

*TIP: if the rudder feels heavy to move it is usually due to the fact it is not fully down.*

3

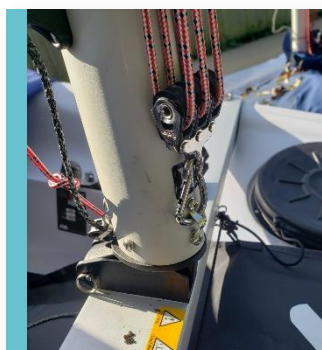
# keel instructions

## lowering the keel



1. Prior to Launching ensure the pulley system from the Mast attachment point is securely connected to the eye on the Top of the keel
2. The pulley system MUST be pulled tight to remove any slack from the system to stop the keel dropping suddenly on launch.
3. Once the Xenon has been launched and is in sufficient depth of water under the boat to enable the keel to be lowered without hitting the bottom. You can gently release the line from the cleat and lower the keel in a controlled manner until the top plate is flat on the hull. As you are lowering the Keel ensure hands and feet are kept clear of the top of the keel box to avoid crushing.

1



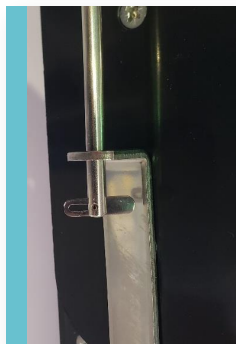
Once the keel has been lowered fully, the pulley system can be removed and attached to the eye at the base of the mast (toward the bow) for storage.

2



The keel locking mechanism front and rear MUST be fully secured with the pin to lock the keel in place and stop movement of the keel.

3



Ensure the drop nose end is correctly orientated to stop the pin working out.

**NOTE THE TOPAZ KEEL MUST NOT BE SAILED WITHOUT THE KEEL BEING LOCKED DOWN IN PLACE.**

4

## ■ raising the keel

1. Once the boat is securely attached to the dock. Remove the securing pin and lock arms.
2. Attach the lifting pulley system securely to the eye on the top of the keel. Please ensure the attachment is fully secured in place to ensure the keel cannot drop or become disconnected.
3. The Keel can then be raised, when fully raised ensure the line is fully engaged in the cleat. So the keel is held securely for recovery of the Xenon K1 with the trolley.

## ■ safety notes



NEVER Sail the Xenon K1 with the keel raised or NOT FULLY LOCKED DOWN

The pulley system MUST be securely attached with the correct attachment to the top of the keel when being raised or lowered.

The keel must not be allowed to drop down in an uncontrolled manner.

Regularly check all ropes involved in the keel system for signs of wear and damage. This includes the Dynema line where it attaches to the shackle at the shroud fitting. If there are any signs of wear or damage the line must be replaced.

# *topaz xk1*



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Test sails available on request

