



# TOPAZ Taz Rigging Instructions

[www.toppersailboats.com](http://www.toppersailboats.com)

# Topaz Taz

## RIGGING INSTRUCTIONS

---

### CONTENTS

This Manual has been written in the chronological order you would use when first setting up the boat, but if needed you can refer to specific sections noted here:

1. Introduction
  1. Manufacturers Details
  2. Maintenance
  3. Mast and Mainsail
  5. Boom
  8. Jib
  9. Rudder
- 

### Introduction

These RIGGING INSTRUCTIONS have been compiled to help you to rig your TOPAZ Taz sailing dinghy.

Please also ensure that you refer to your TOPAZ Taz 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, 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 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](mailto:info@toppersailboats.com)

---

# TOPAZ Taz

## 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 sections on the ground. Slide the upper section into the lower, ensuring that the rivet (shown on the left of the image) lines up with the slot in the lower mast section (shown on the right of the image).



1.2 ONLY IF RIGGING THE JIB LATER. If not, then please skip this step.

Pass one end of the jib halyard through the P-clip on the upper mast section and tie a figure eight knot in the end.



## 1.3

Slide the sleeve on the luff of the sail over the mast.



## 1.4

Tie one end of the downhaul onto the block near the bottom of the mast, then pass the other end of the downhaul through the ring on the sail. Secure the downhaul by passing it through the cleat.



1.5

Take the end of the jib halyard with the figure eight and pull it to the bottom of the mast, and then secure this end on the mast.



1.6

Place the mast foot in the hull and lift until the mast is vertical.



1.7

Secure the mast by pulling the orange lines to close the mast gate. Lock the mast gate by placing the peg in the hole in the mast gate.



1.8

Wrap the sail up by passing it clockwise around the mast and secure the sail by hooking the white strap on the hook as shown. This keeps the sail secured while the rest of the boat is rigged.



## 2. Rigging the Boom

### 2.1

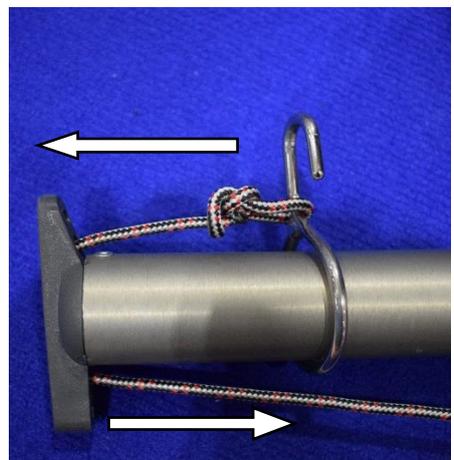
Attach the kicker to the boom as shown.



### 2.2

Rigging the outhaul.

Tie one end of the outhaul onto the metal hook on the boom. Then pass the other end of the outhaul through the end of the boom, bringing it out underneath as shown.



### 2.3

Pass the free end of the outhaul through the topper strap in the middle of the boom (left), then through the kicker strap and the block near the front end of the boom (right).



### 2.4

Tie the pulley onto the front end of the boom as shown, then pass the free end of the outhaul through the pulley.



2.5

Tie the boom mainsheet block onto the topper strap in the middle using the short grey piece of dyneema.



2.6

Place the C-clamp of the boom on the mast above the gooseneck, and push the boom until the clamp is fully around the mast.



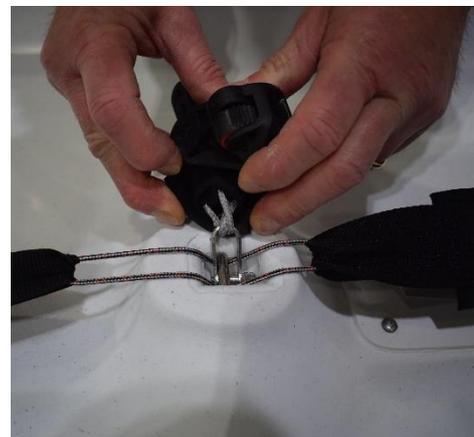
2.7

Clip the kicker onto the ring on the bottom of the mast.



2.8

Tie the mainsheet block onto the hull of the boat as shown, with the cleat on the block pointing towards the stern of the boat.



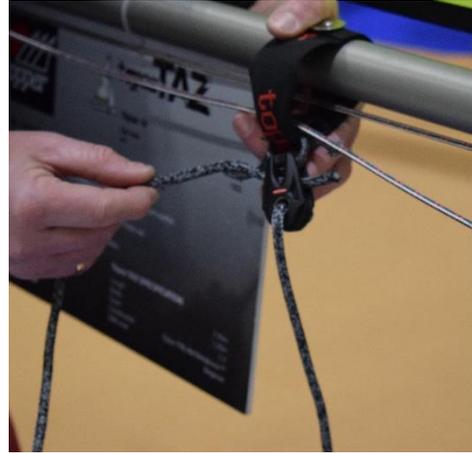
## 2.9

Rig the mainsheet.

First, pass one end of the mainsheet through the middle of the pulley on the boom (as shown in the top image), then tie an overhand knot the in end of the line.

Take the other end of the main sheet and pass it through the top pulley of the block on the hull (shown in the bottom image), moving from the front of the boat to the back of the boat.

Then pass the free end of the main sheet through the pulley on the boom, from the back of the boat to the front (shown in the top image).



---

## 2.10

Pass the free end of the main sheet through the block on the hull, from the front of the boat to the back.

Then tie a figure of eight knot in the free end of the main sheet to prevent the line from passing back through the pulleys.

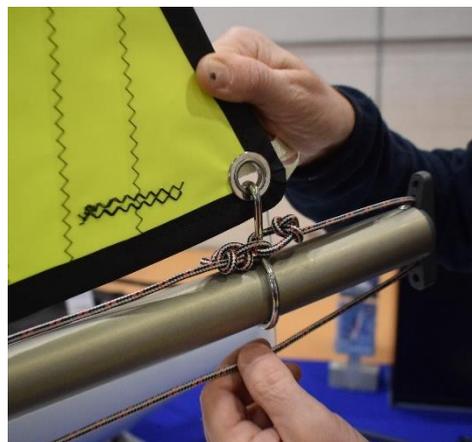


---

## 2.11

Unwrap the sail and hook the metal eyelet in the clew to the boom.

Tighten the outhaul so that the clew of the sail is pulled to the end of the boom, and secure the line in the cleat (seen in step 2.3).



### 3. Rigging the Jib

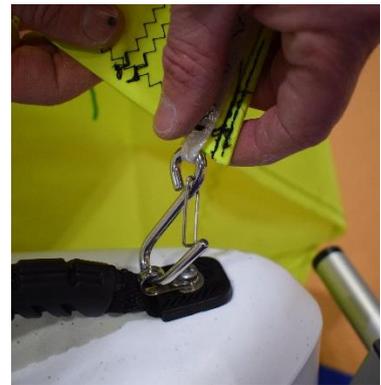
3.1.

Tie the jib halyard from step 1.5 to the head of the jib.



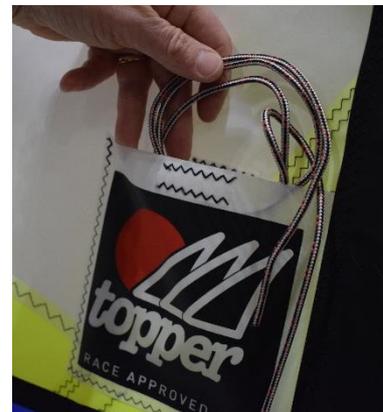
3.2

Clip the tack of the jib onto the P clip on the bow.



3.2

Pull the jib up using the halyard, and then secure using the cleat. Tuck the halyard into the pocket on the sail behind the topper logo.



3.3

Attach the jib sheets. Fold the jib sheets in half, and then pass the loop through the metal eyelet in the clew. Pass the ends of the sheets through the loop and pull tight.



### 3.4

Pass the ends of the jib sheets through these blocks on the sides of the hull.



---

### 3.5

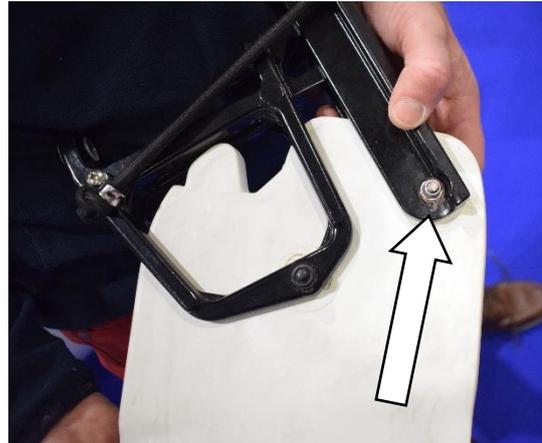
Tie the two ends of the jib sheets together; fisherman's knot shown here.



## 4. Rigging the foils

### 4.1

Attach the tiller to the rudder by putting the bolt indicated through the rudder and tightening.



### 4.2

Attach the rudder to the stern by lining up the top and bottom pins. It can help to put downward pressure on the rudder and rotating the tiller back and forth.



### 4.3

When ready to go sailing, insert the daggerboard into the slot.

