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**Owners Manual**  
**Manuel du propriétaire**  
**Eignerhandbuch**  
**Manuale del proprietario**  
**Manual del Propietario**

**CE**  
0609

English	<b>Always take the following precautions:</b>
When rigging or moving the boat take care that the mast does not contact overhead power cables.	
If carrying fuel ensure that it is in an approved, sealed container and avoid possible sources of ignition.	
Ensure that buoyancy chambers are free of water and their drains properly sealed.	
Wear a lifejacket.	

Français	<b>Toujours prendre les précautions suivantes :</b>
En gréant ou déplaçant le bateau faire attention à ce que le mât ne touche pas les lignes électriques aériennes.	
En transportant du carburant, s'assurer que celui-ci est dans un conteneur homologué et scellé, et éviter toute source possible d'ignition.	
S'assurer qu'il n'y a pas d'eau dans les caissons étanches et que leurs tuyaux d'écoulement sont bien scellés.	
Porter un gilet de sauvetage.	

Deutsch	<b>Immer folgende Vorsichtsmaßnahmen beachten:</b>
Beim klarmachen oder transportieren des boots darauf achten, daß der mast keine stromleitungen berührt.	
Eventuell sich an bord befindlicher treibstoff muß in einem dafür zugelassenen, verschlossenen behälter aufbewahrt werden. Auf mögliche zundquellen achten.	
Darauf achten, daß sich kein wasser in den schwimmkammern befindet und daß deren spund gut verschlossen ist.	
Schwimmweste tragen.	

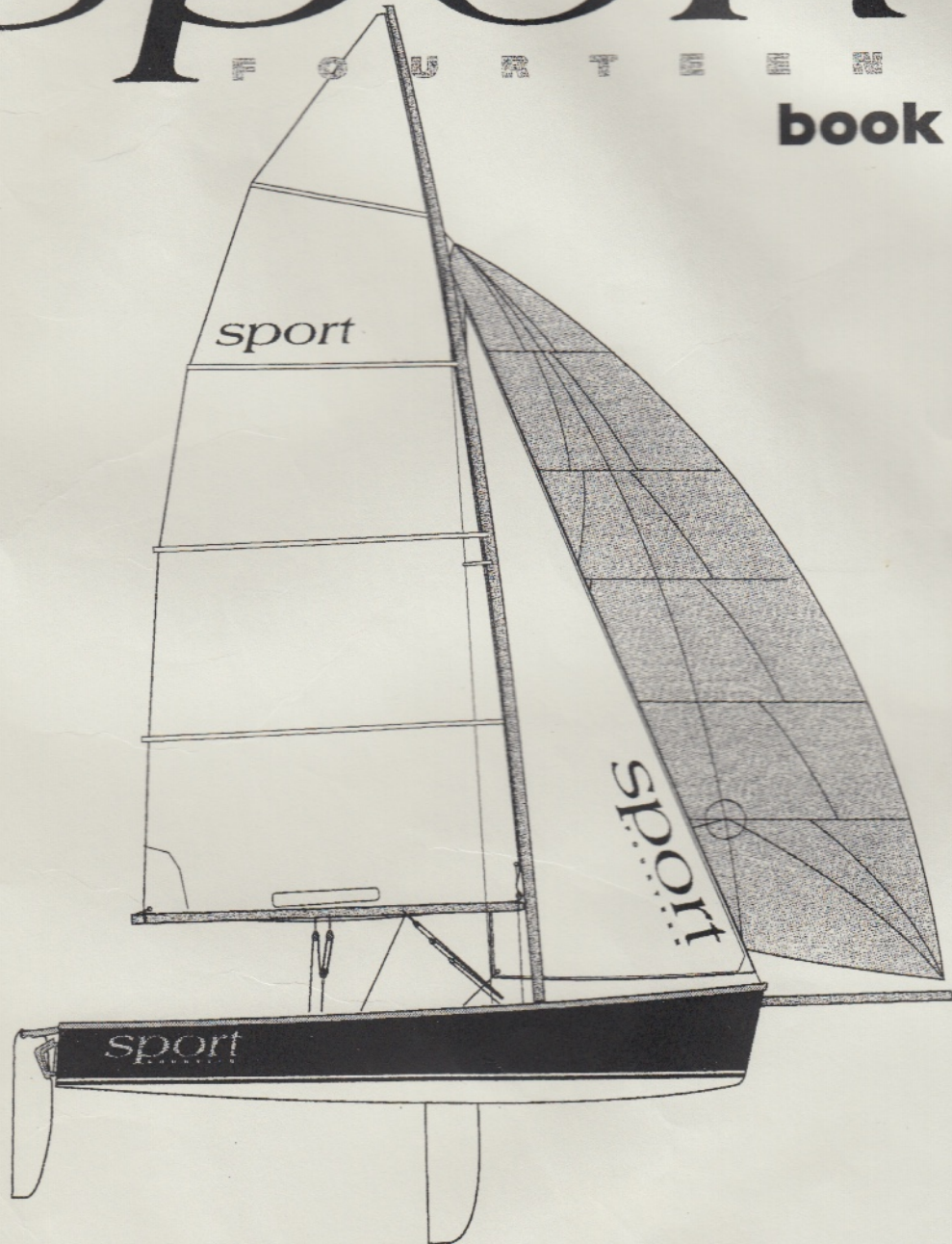
Italiano	<b>Prendere sempre le seguenti precauzioni:</b>
Quando si attrezza o si muove la barca assicurarsi che l'albero non faccia contatto con cavi elettrici sopraelevati.	
Il carburante deve essere trasportato in contenitori legalmente riconosciuti, recipienti ermetici e si deve evitare possibili fonti di calore.	
Assicurarsi che non ci sia acqua nelle camere di galleggiamento e che i punti di svuotamento siano stati sicuramente sigillati.	
Indossare i salvagente.	

Español	<b>Tome siempre las precauciones siguientes:</b>
A la hora de aparejar o mover el barco, asegúrese de que el mástil no toque ningún tendido eléctrico aéreo.	
Si Vd. lleva abordo combustible, asegúrese de que lo lleve dentro de un contenedor sellado aprobado y que evite posibles focos de incendio.	
Compruebe que las cámaras de flotación no contengan agua y que los drenajes de las mismas estén debidamente sellados.	
Lleve puesto un chaleco salvavidas.	

the

# *Sport*

book



## **OWNER'S GUIDE**

**to rigging, sailing, maintaining and tuning  
the Sport Fourteen sailboat**

# GETTING STARTED

*Your Sport Fourteen comes complete with all the equipment necessary to go sailing. To rig your Sport you will also need: a roll of insulating tape, a small screwdriver, a small adjustable spanner, a sharp knife and an indelible marker pen*

## **the mast**

Remove the protective polythene from the mast. Clear all the halyards wrapped around the mast. The jib halyard has a 2:1 purchase at the top. Untie the rope tail (which is led down the front of the mast), put a stopper knot on the end, then pull the wire sheave down to gooseneck level. It may take a couple of sharp tugs to get the wire splice and rope tail through the sheave in the crane at the top. It helps to bind it tightly with plastic tape.

Before raising the mast you should also go over all the fixings on the upper part of the mast to check they are secure. Tape any nuts, bolts, screws, shackles, split rings and wire splices, including all the fixings at both ends of the spreaders. **This is essential** to protect your gennaker from snagging during hoists and drops (and capsizes!).

## **raising the mast**

Position the boat head to wind away from any overhead power lines or other obstructions.

Ensure that the mast step is clear of all ropes and that the bolts through it are tight. The kicking strap may be shackled to one of the bolts (to secure it for trailing). If so you will need to detach it before stepping the mast.

The gate is very tight on the side-walls of the mast and initially it will only just fit. We therefore recommend that you have someone else to help tilt the mast into position (the first time at least). Make sure that the heel of the mast is secure between the two retaining bolts in the mast step.

Once in position the mast is reasonably secure and will stand with only a small amount of support while you attach the standing rigging. Allow the mast to rake aft slightly while you attach the shrouds. Use the third hole down on the chain plate as a starting point.

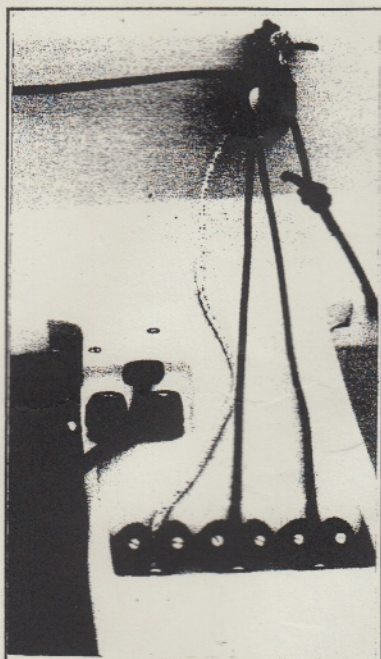
Once you are satisfied with the mast position, tape over all the split rings and pins in the chain plates and pull down the plastic plate covers.

## **trapeze (if fitted)**

Check that the trapeze wires are led behind the shrouds and are not tangled. Remove the plastic ball from the starboard trapeze retaining shockcord and re-tie the loop, using a bowline and stopper knot. Put the ball in your pocket (you will need it later for the gennaker downhaul). Attach the trapeze wires by pushing the shock cord loop through the block at the top of the trapeze ring (from the side which lines up with the back of the adjuster clam-cleat) then pass the ring through the elastic loop and pull it snug. When you have done this the trapeze ring should "sit up" nicely when the clamcleat for the adjuster is facing the crew (see picture). There should be just enough tension in the shockcord to take up the slack when the trapeze height adjusters are loosened right off. If there is insufficient tension, the leeward trapeze handle can become entangled with the shroud and this will slow down the crew when you tack!



## JIB



Unroll the jib and find the plastic sachet containing the warranty and telltales; stick the telltales on to the jib according to the enclosed instructions. Ensure that the roller furler at the bow is wound up: release the line from the cleat (on the starboard side of the mast gate) and make sure there are enough turns on the furler to take up all the slack.

Tie the sheets to the clew. The neatest way to do this is to find the centre of the jib sheet and push a small loop of it through the clew cringle. Pass both the tails through this loop and pull tight. Lead the ends over the foredeck, inside the shrouds, through the blocks on the side tanks, under the thwart and through the hole to the cleats on the thwart. If you tie the ends together with a fisherman's knot the crew will always be able to grab the jib sheet, even from the windward side.

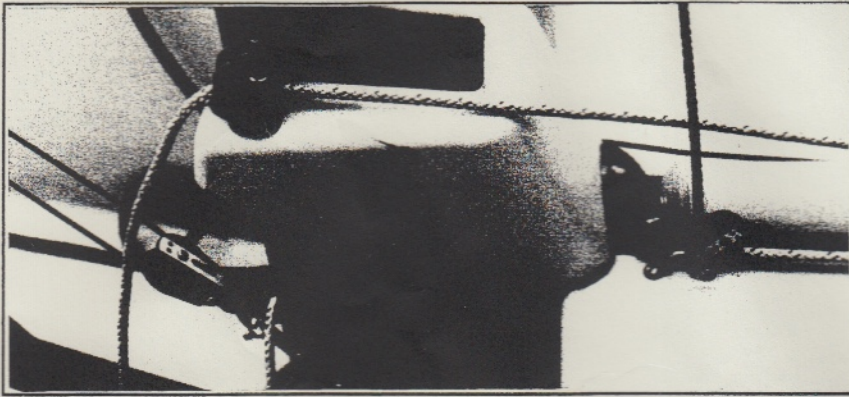
Connect the hard eye of the luff wire at the tack of the sail to the furler on the bow. Attach the hard eye at the head of the sail to the bottom end of the top swivel and tape the split rings (without impeding the action of the furler). Orient the double-purchase block correctly (i.e. so neither the wire nor the jib is twisted).

Make sure the boat is still head to wind and hoist the jib, remembering that it may require a couple of sharp tugs to get the wire splice and wire/rope join over the top sheave. Look up to check that the two part wire purchase above the top furler is not twisted. If you sail with it twisted you will cause permanent damage to the wire in that area so it will always tend to twist (and will be weaker). If it does twist while you hoist, you will probably have to drop the jib and try again. Try releasing the tack from the bow and (gently) pulling the halyard right up so it is block to block at the top. This may untwist it. If you are still unsuccessful, drop the jib, untwist the wire and ensure that the jib itself is still not twisted. Put a short length of tape (2in/5cm max) around both parts of the top swivel to prevent it spinning. Do not tape this too hard since you will want it to fly off when you furl the jib.

When you have hoisted the jib successfully with no twists in the wire, you can connect the wire loop to the purchase system using the hook, ensuring that the spring clip is fully closed (otherwise the hook may deform under load). Check that the hook is not bearing on the rope (which will cause excessive wear). Tension the jib by pulling hard on the purchase system low on the front of the mast, making sure the line is running smoothly over the blocks. A good guide to the amount of tension required is that the leeward shroud should not go slack when sailing to windward.

Tie the tack cringle of the jib to the thimble at the foot of the luff wire using the line provided. Use just enough tension to just take out any creases up the luff. Do not pull this too tight - it is better to have a few horizontal creases when sailing upwind than to have a hard vertical bar running up the luff. Knot it with a couple of half-hitches and tape it up.

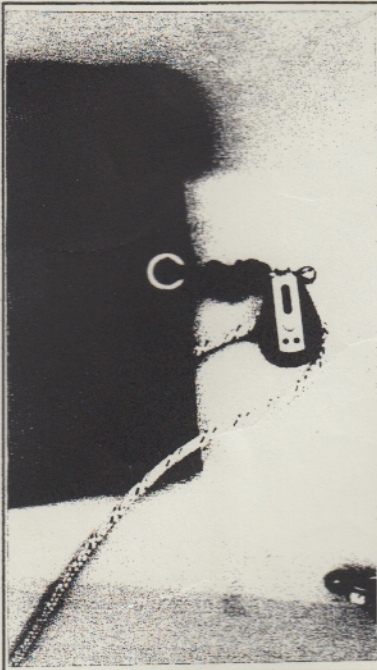
Now you can furl the jib. Make sure the sheets are completely free and pull gently on the grey flecked furler line. It is important to make the furl as loose as possible and to ensure there are no creases in the material when you do this - otherwise you can damage the sail. Do not leave the jib furled for too long - especially in bright sunlight - and never leave it up overnight.



### **gennaker halyard**

The gennaker halyard is entirely external. One end ties straight on to the head of the sail while the tail passes through the locating eyes down the front of the mast. Thread the tail down through the block on the starboard side of the mast gate, then forward, around the free block in the double block, back to the cleat on the starboard side of the mast.

Lead the end forward through the block at the rear of the sock. Find the plastic ball. Tie it to the end of the halyard and feed it up the sock to the mouth of the chute. Tie it off so you do not lose the end or the ball!



### **bowsprit (gennaker pole)**

The tack line emerges from the forward end of the bowsprit. Tie a figure-of-eight knot about 6in / 15cm from the end of this line and an overhand knot right at the end.

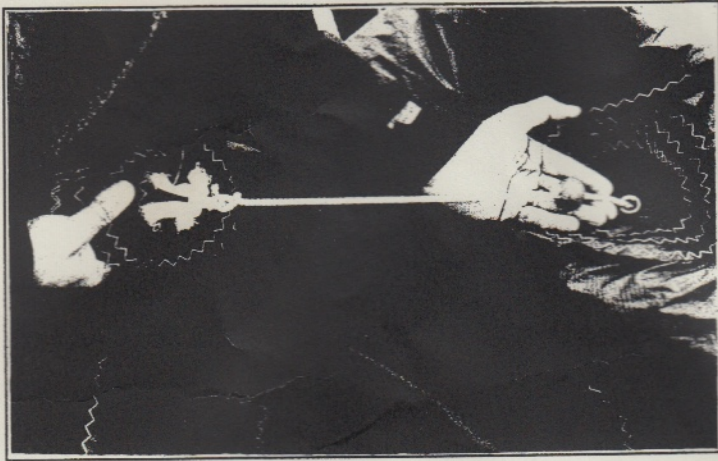
Pull the pole right out: the easiest way to do this is to tie off the top end of the gennaker halyard and pull on the other end. This should launch the pole by pulling the double block back down the boat. Ensure that the pole is right out. The lines should be preset to the correct position - i.e. the pole goes right out; when it is out the figure-of-eight knot in the tack line is pulled right to the end of the pole; when fully retracted the pole still sticks out about 2in/5cm. This last point is important because if the pole comes right back into the boat it may catch on the hole in the bow when you hoist! If you need to adjust any of these remember that they are all interdependent: moving one will affect the others. For instance, moving the knot which attaches the aft end of the tack line to the deck-eye on the floor of the boat in front of the mast will affect how far the pole can go out and the distance from the tack of the sail to the pole end. Bear in mind also the fact that the rope may stretch initially, so you may need to adjust the knot after the first time you sail.



### **rigging the gennaker**

Tape over all protruding fittings and fixings around the bow (including the clevis pin and split ring under the roller furler fitting). The gennaker is a big sail and if it can catch on anything it will!

Pass the overhand knot at the end of the tack line (at the outer end of the pole) through the eye at the tack of the sail (marked "T") and tie a half-hitch, using the overhand knot as a stopper. Ensure that the sail is not twisted: follow the luff to the head of the gennaker (marked "H") and attach it to the top end of the halyard using a bowline. Pull the gennaker up the mast slightly to give yourself some slack in the downhaul. Attach the sheets to the clew (marked "C") in the same way as the jib sheets. This hitch is small and will therefore slip around the jib luff easily when gybing. Take the sheets either side of the jib, outside the shrouds, and thread them through the ratchet turning blocks on the gunwale amidships. Make sure they are under the boom and behind the kicking strap and are not tangled around the jib sheets, then tie the ends together using a fisherman's knot.



### **gennaker** (continued)

Now you have all three corners of the gennaker tied on and you can attach the downhaul. This can be tricky - and embarrassing if you get it wrong - especially if you do not notice until the first hoist or even the first gybe! A good way to remember how to connect it is to make sure that the downhaul is always behind the tack line and in front of BOTH sheets. To collapse the gennaker neatly into a short sock when dropping, the Sport utilises a two-patch system: an eye near the foot and a webbing loop near the head. A spacer is used to keep the patches

apart during a drop since they can jam if they arrive at the chute mouth at the same time.

Find the webbing loop on the top patch (it is usually on the starboard side); the downhaul will come up from the other side of the sail. Untie the downhaul from where it is tied off at the chute mouth and take the ball off it. Pull some downhaul line out of the chute (this may hoist the head slightly). Remember to bring the downhaul out behind the tack and in front of both sheets. Pass the end through the eye in the bottom patch. Thread the ball on to it and tie a figure-of-eight stopper knot about 18-20in/40-45cm from the end of the rope. Tie the end of the downhaul to the webbing eye on the top patch using a bowline. This should leave about 15in/35cm between the stopper knot and the attachment to the gennaker (you can check this quickly by measuring it against your forearm; move the figure-of-eight knot up or down as necessary). Now you can pull the gennaker down into the chute, ensuring that it does not snag around the pole-end or under the bow.



## **MAINSAIL**

### **kicker (vang)**

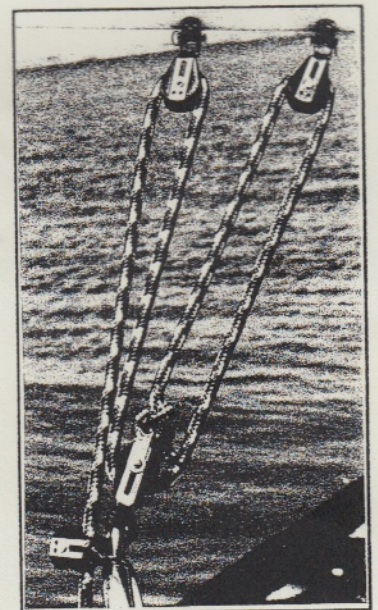
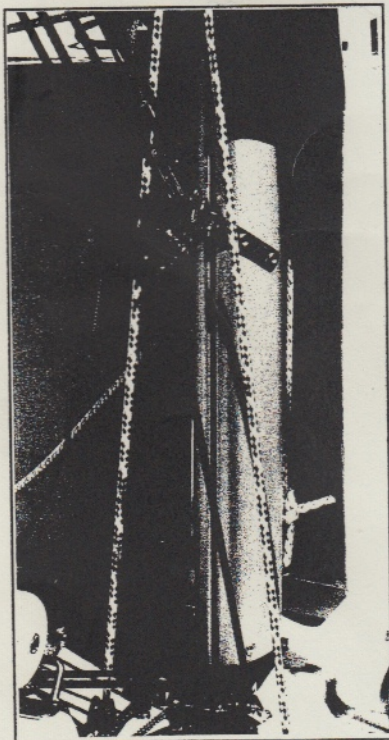
Place the boom on to the gooseneck fitting, then attach the twist shackle to the vang loop near the base of the mast, ensuring the system is not twisted. Put the shackle pin in from underneath so it does not hit the mast when the vang is under tension.

### **battens**

The sail is supplied with all 4 battens inserted but not tensioned. Ensure that the forward ends are properly bedded into the end-fittings at the luff. Use just enough tension to remove all the creases. Then tape over the webbing and adjusters to ensure that the battens do not loosen and chafe the sail.

### **mainsheet**

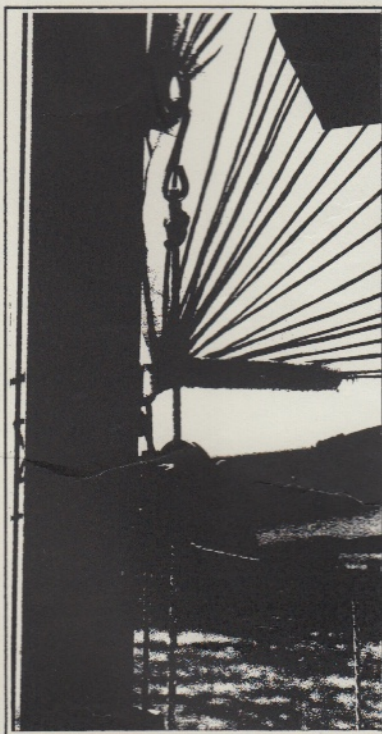
Tie a figure of eight knot in the mainsheet at a point which will prevent the boom hitting the shrouds.





### **outhaul**

Take the boom off the gooseneck and pin the fitting at the aft end of the boom through the clew eye. Take the control line from the sheave in the boom-end fitting, through the eye and back through the hole in the boom-end (via the notch in the fitting). Tie a figure-of-eight knot at least an inch from the end of the line (this will enable you to reach the end inside the boom when you need to untie it). When sailing upwind you will nearly always have the outhaul pulled quite tight but you may wish to loosen it for the downwind legs. You can pre-set the "off" position by tying a large knot (or use a ball) about an inch from the cleat when the foot is pulled tight. This means you simply have to uncleat at the windward mark and it will be in about the right place for downwind sailing. Remember to pull it back on before rounding the leeward mark!



### **main halyard**

A good knot for tying the halyard to the head of the mainsail is a simple half-hitch with a stopper. This takes up less halyard than a bowline and fits snug to the headboard, allowing you to pull the sail right to the top of the mast (the luff bolt rope will stretch a little when you do this). Check that the boat is still head to wind and hoist the sail, ensuring that the luff is engaged in the feeder at the bottom of the track. It is easy to hoist the sail by pulling the halyard straight from its exit from the mast. When you have pulled the sail right up, place the halyard in its clamcleat on the mast and "sweat it" to get the sail right to the top of the mast. (Hold halyard just above cleat and pull away from mast at 90°. Recleat. Repeat until sail is hoisted fully.)

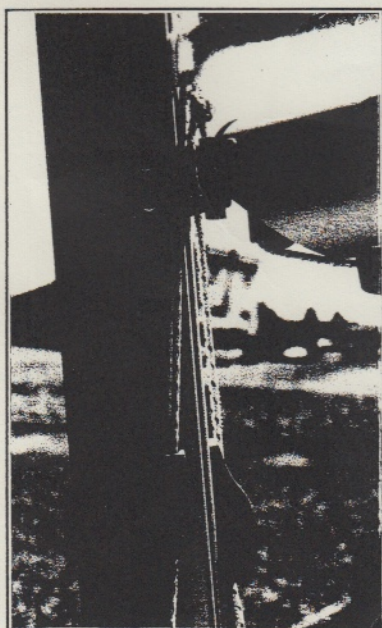
Check the wear on the halyard regularly, particularly where it goes over the masthead sheave. You can prevent excessive wear by moving the knot at the head every so often by adding additional overhand knots further and further down the halyard. When you have done this a few times you will have to trim the excess knotted line to save windage!

Loosen the kicker (vang) completely and put the boom on the gooseneck.

### **cunningham/downhaul (luff tension control)**

The cunningham line or downhaul is particularly important on the Sport because of the fully battened mainsail. It is a "quick depower" control because it flattens the sail (especially at the top) without pulling the flow forward. This is exactly the same principal that is used on catamarans and sailboards.

Loosen the control line right off at the cleat on the thwart. Take the open hook and attach it to the eye in the tack of the sail. Release the outhaul control and insert the white plastic tack slider ("slug") at the tack into the lower part of the track. Pull down hard on the cunningham through the cleat to give yourself some slack sailcloth between the cunningham cringle and the boom. To pull the slug down, feed the short line through the slug, tension it and cleat on the clamcleat on the port side of the mast just below the gooseneck. Uncleat the cunningham line and pull on the outhaul.



### **rudder**

Never launch without checking that the retaining clip has clicked into place beneath the upper transom fitting.



## **MAINTENANCE**

*The Sport is designed to require very little maintenance, but there are some simple ways to keep your boat in first-class condition.*

### **sails**

After sailing, roll the mainsail loosely.

Never let the sails flap unduly.

Furl the jib as soon as you hoist it (even in light airs). Try to get into the habit of furling it while launching and recovering the boat, between races and when you capsize in windy conditions!

The mainsail is protected to some extent by the full-length battens which stop it flapping but you should never leave it hoisted for extended periods on the shore.

Be as gentle as you can with the asymmetric. Drops have to be fast but if the crew can pull smoothly the sail will last longer - (s)he should also keep an eye on the halyard cleat: really strong (and unobservant) crews have been known to pull the patches out of cleated kites... Avoid trawls - the helmsman can help if necessary by taking the sheet on the drop. Bearing away a little also makes the pull easier.

Always rinse the sails after sailing in salt water.

Remove the gennaker from the boat after sailing - mice have a taste for gennakers left in boats! If you must leave it in the chute overnight make sure that the corners are flat (i.e. not folded or crushed). Always dry the gennaker flat (not flapping in the wind!) before folding it.

### **foils**

Repair any nicks or deep scratches on the rudder with gelcoat filler. Even the slightest damage to the shape or surface of the foils will affect their performance. If your boat vibrates or hums it is usually due to minor damage to the foils.

Make sure that the rudder blade remains tight in the stock when down. Any play between the blade and stock, or between the stock and the hull, will cause steering problems.

### **hull and fittings**

If the gelcoat is damaged, repair it as soon as possible to prevent any ingress of water. You can repair small nicks or scratches with gelcoat filler; for more substantial repairs refer to Topper International.

Check the attachments of all fittings regularly. This is particularly important for fittings screwed into the tanks as they protrude into the buoyancy compartment beneath. If you ever have to remove or replace any of these fittings remember to use some silicone sealant when re-bedding the screws.

Keep all blocks, cleats and ropes clean. Always rinse them out if they have been exposed to salt water.

Always remove the drain plug and empty any water in the buoyancy tank after sailing. When not using the Sport leave the plug out to allow air to circulate and to prevent excess pressure build-up in fluctuating temperatures.

### **ropes**

Replace any ropes showing signs of wear immediately. Too many championships have been lost by failing to replace a damaged rope when it was first noticed!



## TUNING AND SAILING TIPS

### upwind

For a medium wind (crew sitting out hard, but able to sheet the mainsail to the centreline) you should be able to use maximum power. Use very little or no Cunningham. The outhaul should be set so that there is about a 3in (7-8cm) gap between mainsail foot and boom at the point of maximum chord. Try to keep the boom on the centreline, provided that the boat remains flat.

The jib can be eased about 1-2in (5-10cm) from maximum tightness for optimum performance.

As the wind increases, reduce the power in the mainsail by pulling down on the Cunningham progressively until the boat feels comfortable and balanced again. If you have tell tales on the leech, use enough kicker (vang) to keep them flying.

For very windy conditions flatten the main by tightening the outhaul, tensioning the Cunningham further (with a fully-battened sail this has the effect of flattening the sail without pulling the fullness forward and can therefore be used much more than with a conventional mainsail). Sit out hard and sail free.

In light airs, use little or no kicker (vang) to allow the leech to open.

### tacking

Be aware that with a fully-battened sail the power comes on very fast after the tack. Do not oversteer with the rudder as you will find yourself on a reach. Do not sheet in hard immediately, with either main or jib, until the boat has picked up speed after the tack. Whenever the boat slows down it pays to ease sheets, bear off a couple of degrees and then point up again once the boat has regained speed.

In light winds, when about to tack, make sure that there is some kicker (vang) tension, as this will help the battens to flick across. Ease the sheet a few inches before tacking. A sharp pull when you reach the new tack will also help the battens across.

### downwind

With an asymmetric spinnaker, large distances can be gained (and lost!) very quickly. It is essential to keep the boat travelling at the optimum speed and direction towards the next mark. This direction will vary according to the wind strength. In light airs, at displacement speeds, where sailing higher will not result in a great increase in speed, it pays to sail low towards the mark. In marginal planing conditions, sailing higher will allow the boat to plane and the consequent increase in speed help to offset the extra distance travelled. The boat can be sailed progressively lower as the wind strength increases.

Just when to sail high or low and at what precise angles will come only with experience, so keep practising. The crew can have a better idea of the correct angle to sail by feeling the power in the spinnaker sheet. Allow the crew to call the pressure. Sail as low as possible, keeping the pressure on, unless there are overriding tactical considerations.

### gybing

An asymmetric spinnaker is far easier to gybe than a conventional spinnaker and takes no longer than tacking. Ideally you should always gybe when the boat is travelling at maximum speed as there is less pressure on the sails. It therefore pays to gybe 'reach-to-run'.

If you try to slow down and gybe 'run-to-run' the spinnaker pulls the top of the mast forward, making the boat unstable and less controllable. The additional air pressure will make the mainsail harder to pull across. So be positive and gybe smoothly and at speed.

In strong winds you will probably have borne off so far that, although the apparent wind still shows a broad reach, you are in fact running directly before the true wind. If you then try to gybe through your normal angle you will gybe on to a reach and be overpowered! So in strong conditions remember to gybe through a smaller angle.

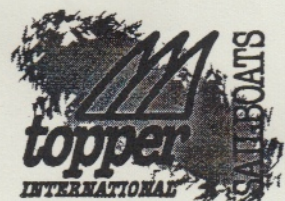
As with tacking, apply some kicker (vang) tension when gybing in light airs to help the battens flick across.



*sport*  
FOURTEEN

# boat tips

- Do not step mast near any overhead cables
- Tape all rigging pins and spreader ends, inboard and outboard
- Put a figure of eight knot in the mainsheet so that the boom cannot hit the shrouds
- Tighten all shackles, especially those on the kicking strap
- Ensure the rudder retaining device is in position
- Ensure rudder is fully down when sailing
- Never fold Genesis sails
- Tape all fittings in and around the spinnaker chute and don't leave any sharp edges
- Never allow the jib to flap
- Roll mainsail gently after use and leave battens in place
- Ensure battens are located correctly in batten pockets



**Principal Dimensions.  
Dimensions Principales.  
Hauptabmessungen.  
Dimensioni Principali.  
Dimensiones Principales.**

	English Français Deutsch Italiano Español	English Français Deutsch Italiano Español	English Français Deutsch Italiano Español	English Français Deutsch Italiano Español	English Français Deutsch Italiano Español
	Category Catégorie Kategorie Categoria Categoría	Maximum load Charge maximum Höchstlast Carico Massimo Carga máxima	Maximum no of persons Nombre de personnes maximum Maximale Besatzung Massimo Nu. di persone Número máximo de personas	Unladen weight Poids à vide Leergewicht Peso a scarico Peso sin carga	Length of hull Longueur de la coque Rumpflänge Lung. Scafo Eslora
		ML	CL		Lh
		kg		kg	m
<b>Sport 14</b>	<b>C</b>	<b>425</b>	<b>5</b>	<b>150</b>	<b>4.45</b>

### Declaration of Conformity

This craft has been designed and constructed in accordance with the Essential Safety Requirements of the Recreational Craft Directive (94/25/EC) for Design Category C.

### Déclaration de conformité

Cette embarcation a été conçue et construite conformément aux Obligations Essentielles de Sécurité de la Directive des Bateaux de Plaisance : (94/25/CE) pour la Catégorie de conception C.

### Konformitätserklärung

Dieses Boot wurde in Übereinstimmung mit den grundlegenden Sicherheitsforderungen der Sportboote-Richtlinie: (94/25/EC) für Konstruktionsklasse C entwickelt und konstruiert.

### Dichiarazione di Conformità

Questo scafo è stato disegnato e costruito in accordo con I Requisiti Essenziali di Sicurezza del Recreational Craft Directive: (94/25/EC) per il Disegno della Categoria C.

### Declaración de Conformidad

El presente barco se ha diseñado y construido de acuerdo con la Directiva (94/25/EC) titulada Requisitos de Seguridad Esenciales para Barcos de Uso Recreativo para la Categoría de Diseño C

Issued on behalf of Topper International Ltd:  
Délivré pour Topper International Ltd:  
Herausgegeben im Auftrag von Topper International Ltd:  
Rilasciato da parte della Topper International Ltd:  
Expedido por parte de Topper International Ltd:

*Martin Fry*



Martin Fry  
Managing Director