

 **SUPERNOVA**



MANUAL

CONTENTS

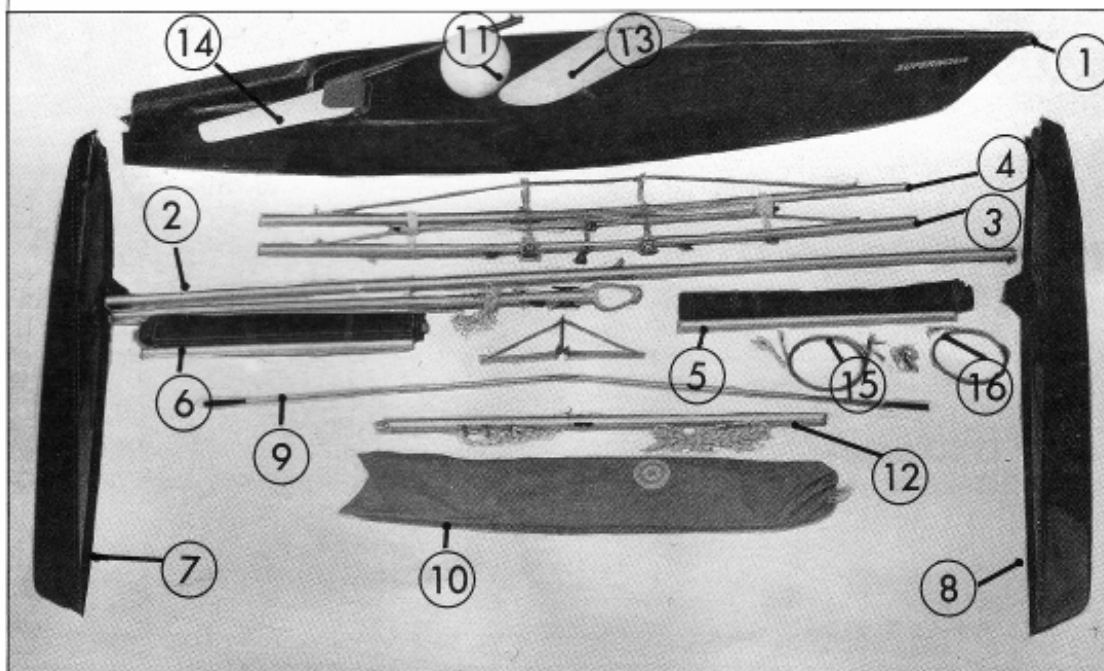
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 **SUPERNOVA**

SUPERNOVA MAJOR PARTS

MAJOR PART LIST

- | | |
|--|--------------------------------------|
| ■ 1 MAINHULL | ■ 8 OUTRIGGER, STARBOARD |
| ■ 2 MAST, COMPLETE | ■ 9 RUDDER TILLER EXTENSION |
| ■ 3 FORWARD TRAMPOLINE BEAM | ■ 10 SAILBAG WITH MAINSAIL & JIB |
| ■ 4 AFT TRAMPOLINE BEAM | ■ 11 MAST HEAD FLOAT |
| ■ 5 STARBOARD OUTERBEAM
(NOTE: WITH 2 LOCKBOLTS)
C/W TRAMPOLINE CLOTH &
INNERBEAM | ■ 12 BOOM |
| ■ 6 PORT OUTERBEAM
(NOTE: WITH 3 LOCKBOLTS)
C/W TRAMPOLINE CLOTH &
INNERBEAM | ■ 13 CENTERBOARD |
| ■ 7 OUTRIGGER, PORT | ■ 14 RUDDER, COMPLETE |
| | ■ 15 FORESTAY & SHROUDS |
| | ■ 16 DIAMOND FORESTAY &
SIDESTAYS |



ASSEMBLY INSTRUCTIONS

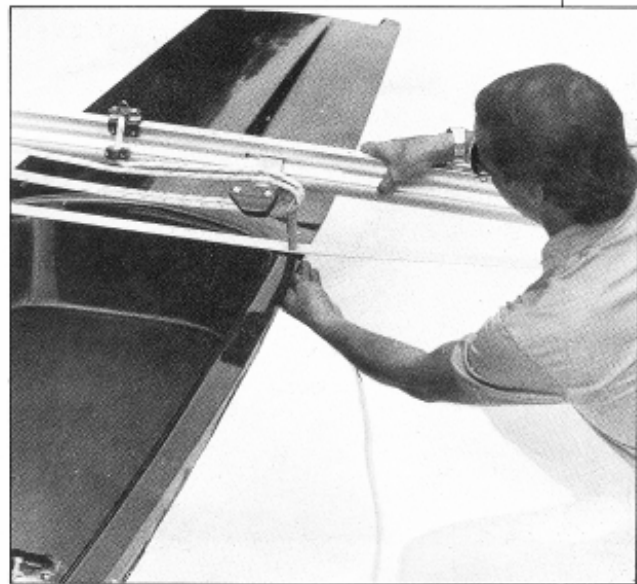


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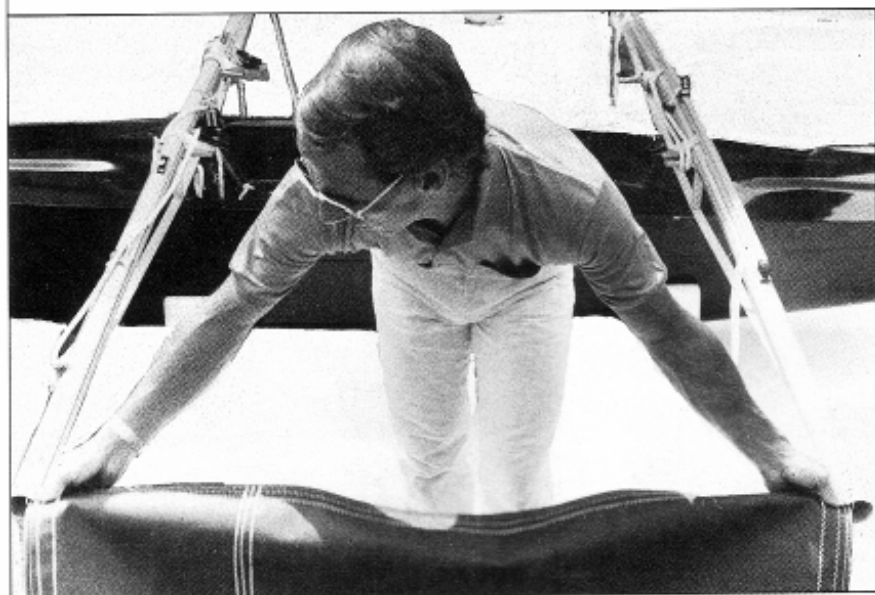
Place the trampoline forward and aft beams onto the mainhull. Attach the two locking chain plate with shockcord on both sides of the mainhull. Ensure that the locking chain plates are properly secured to lockbolts.



2

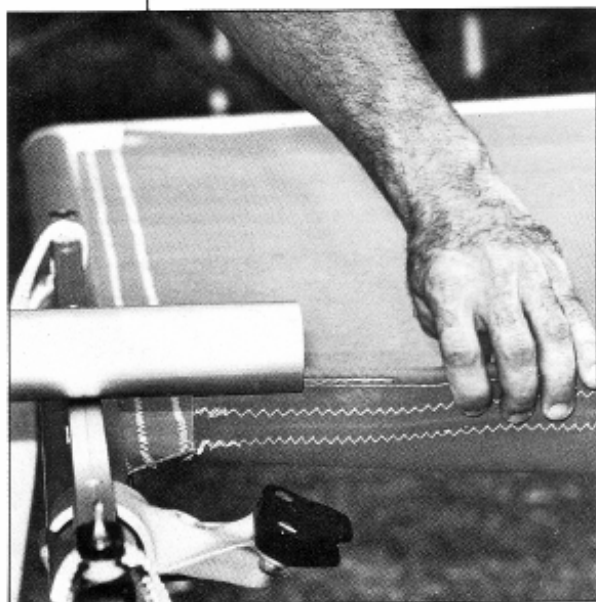


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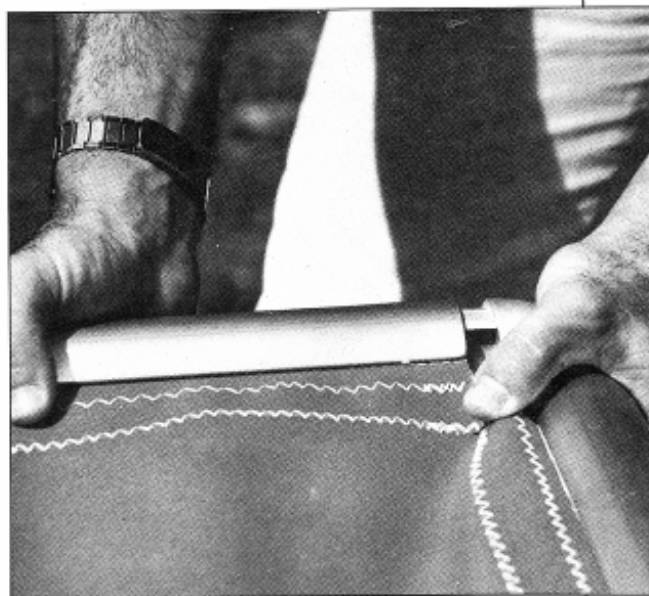


Pull the trampolinecloth into the beams' grooves. Join the outerbeams to the forward and aft beams tightly. Slot in the innerbeams to the trampolincloths.

1



3



2

3

Turn the innerbeam to tighten the trampolinecloth. Attach the bolt and secure by tightening the lock nut.



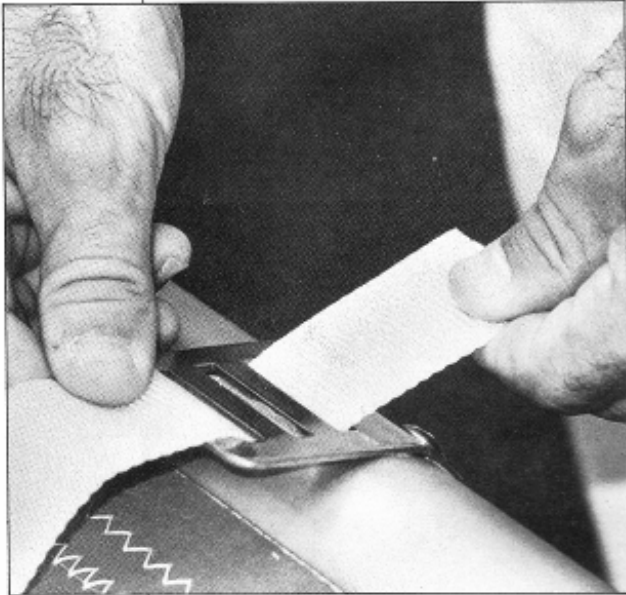
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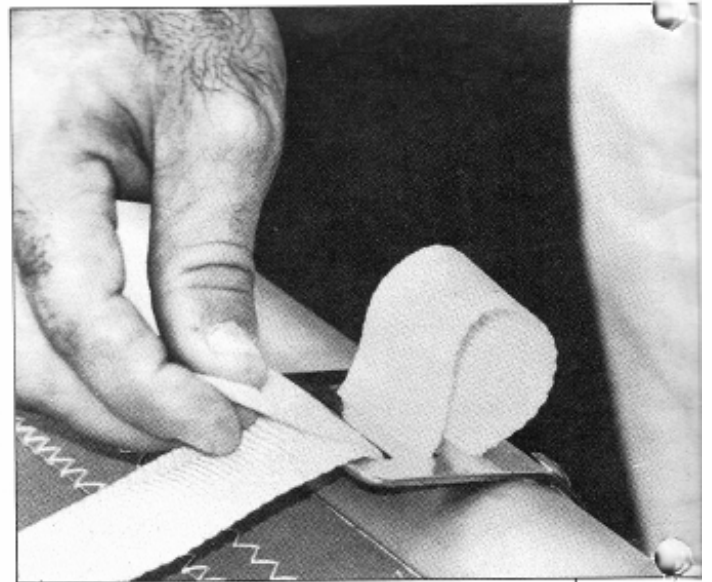
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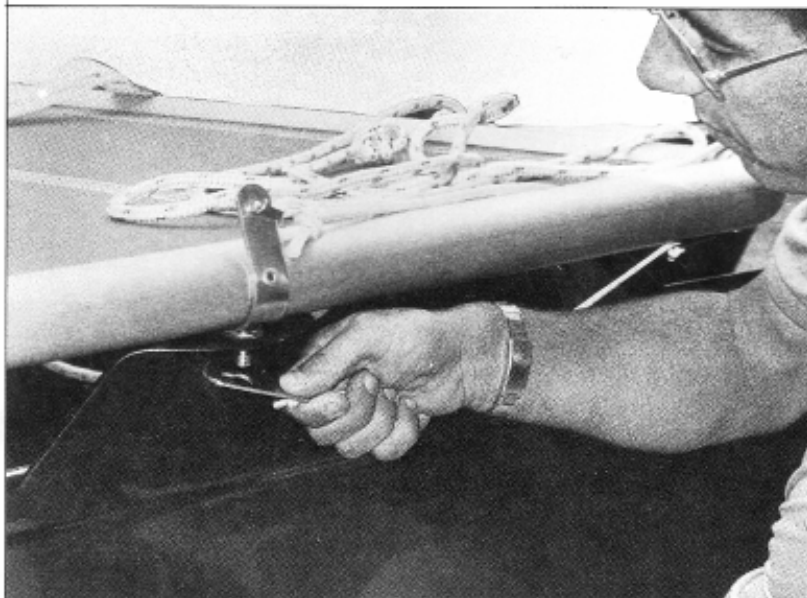


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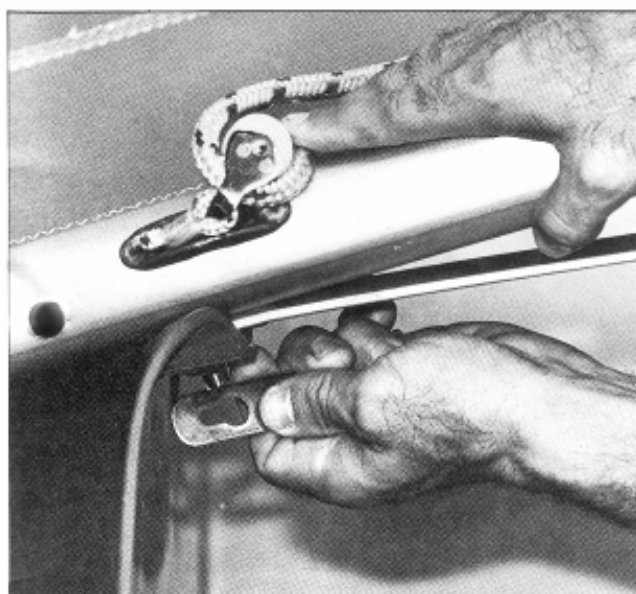
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Mount the hikingstrap to the adjustment plate at forward beam and pull to tighten.

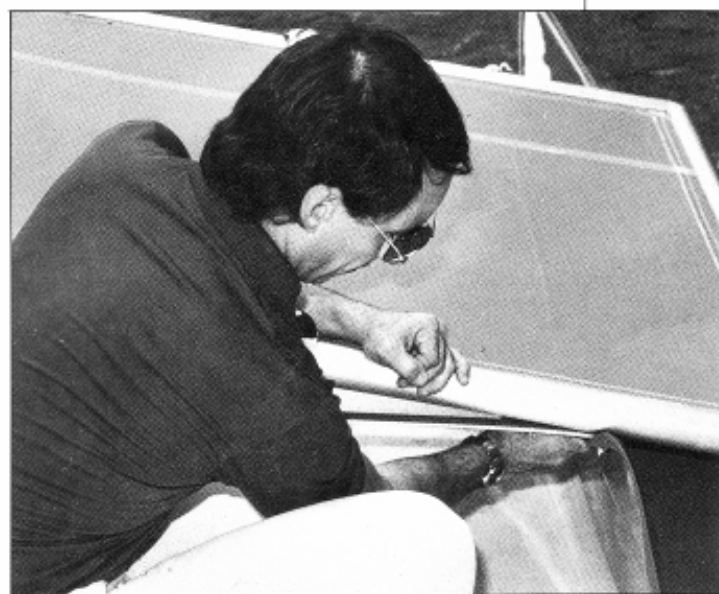


Mount the outrigger and slot the eye holes (one outer and two inner) onto the beam lockbolts. Attach the locking chain plates to the three outerbeam lockbolts.

1

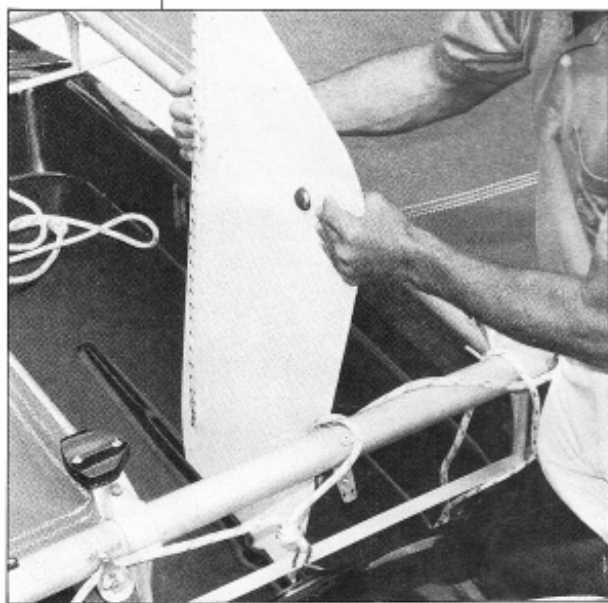


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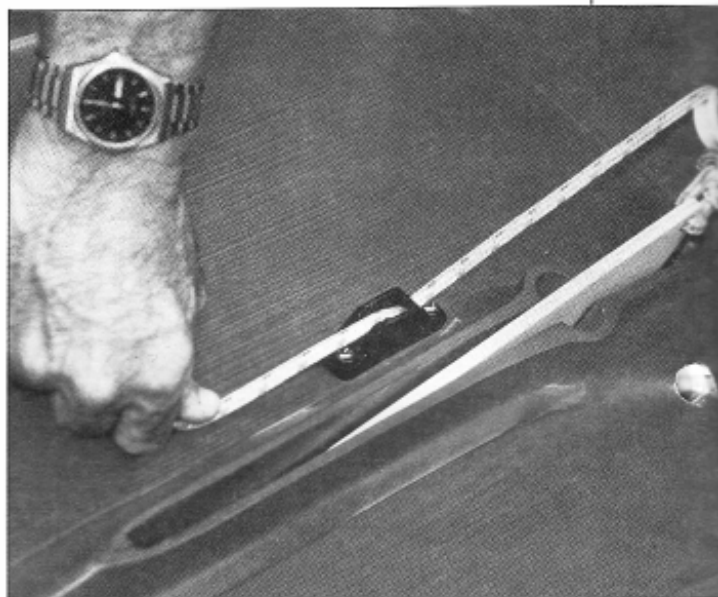


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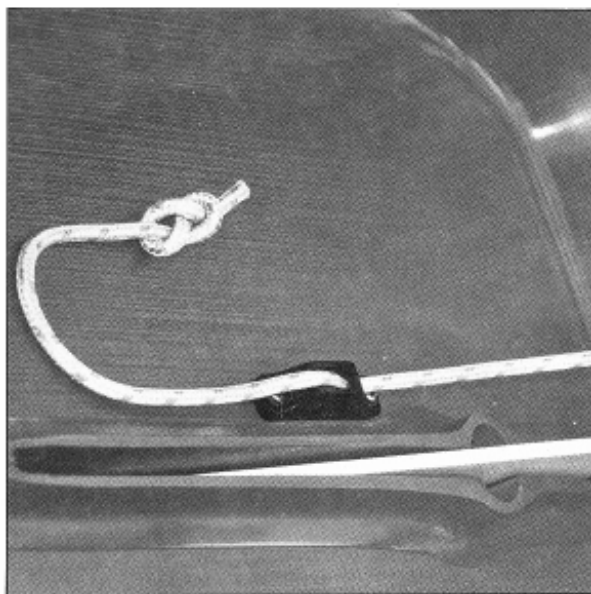
Place the centerboard into the centerboardcase. The centerboard controlline is led through the block and clamcleat, and a figure-eight knot is tied at the end of the line.



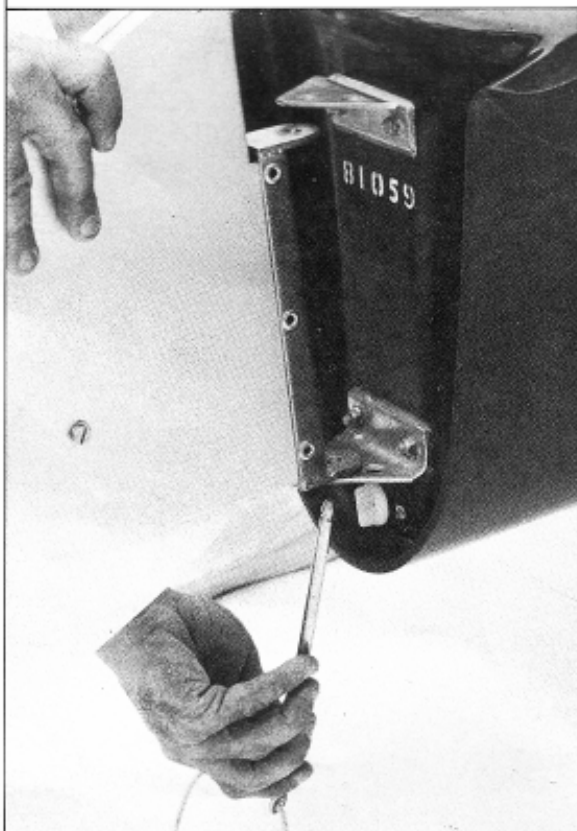
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2

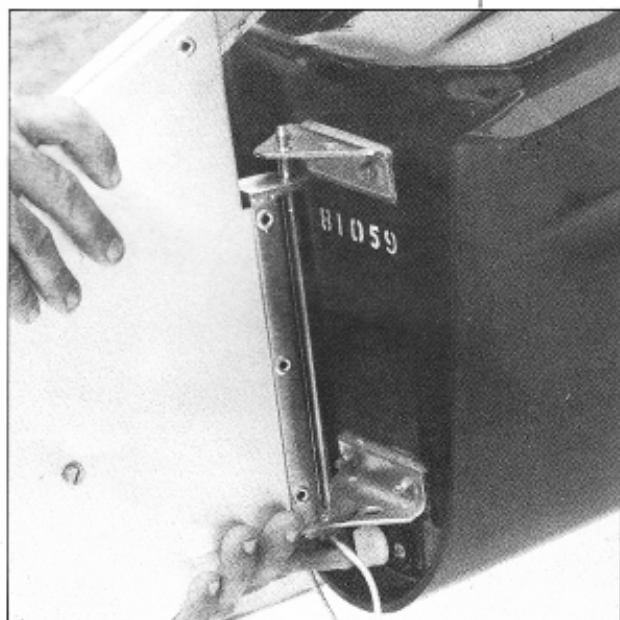


3



1

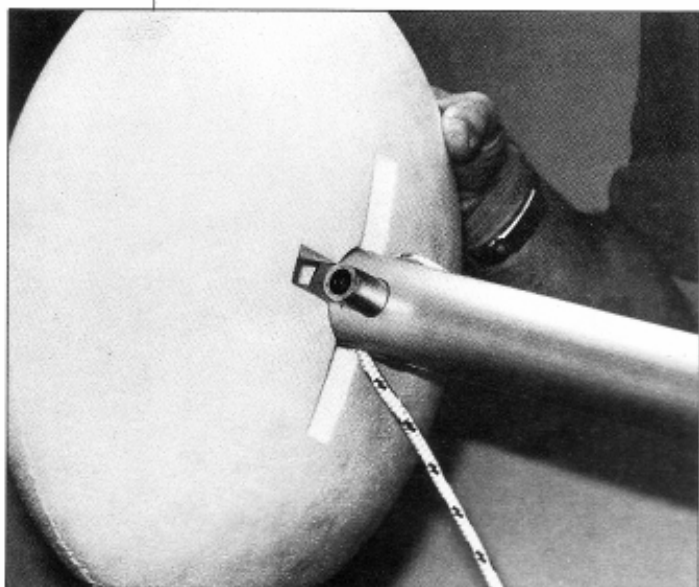
Place the rubber onto the rudder fittings and slot the shaft from underneath. Secure shaft with snap pin



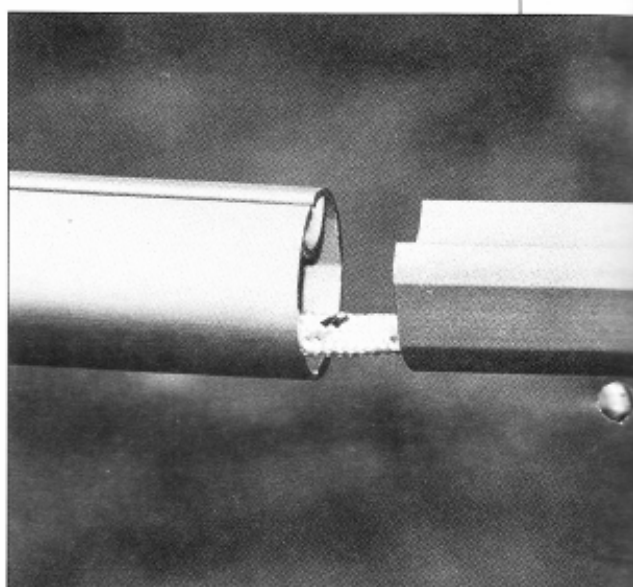
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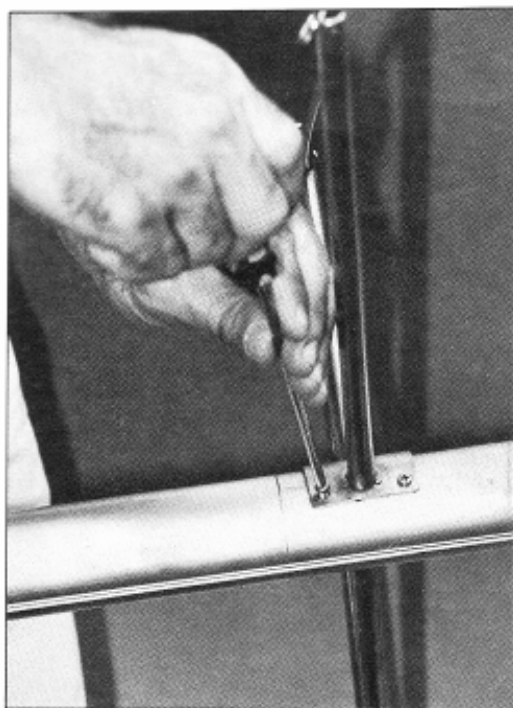
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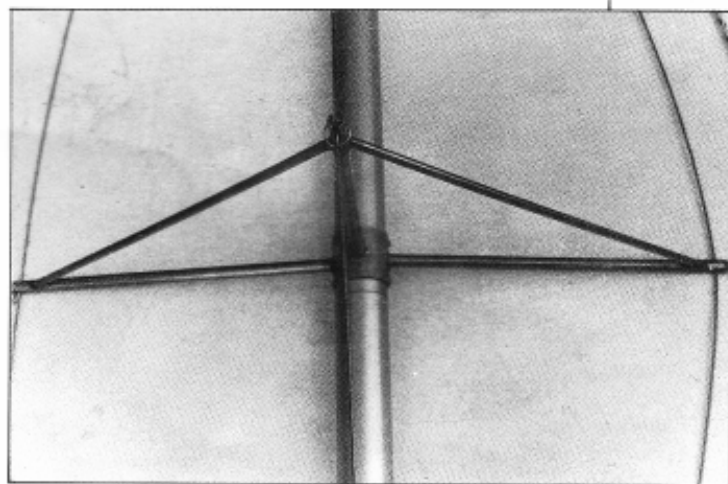
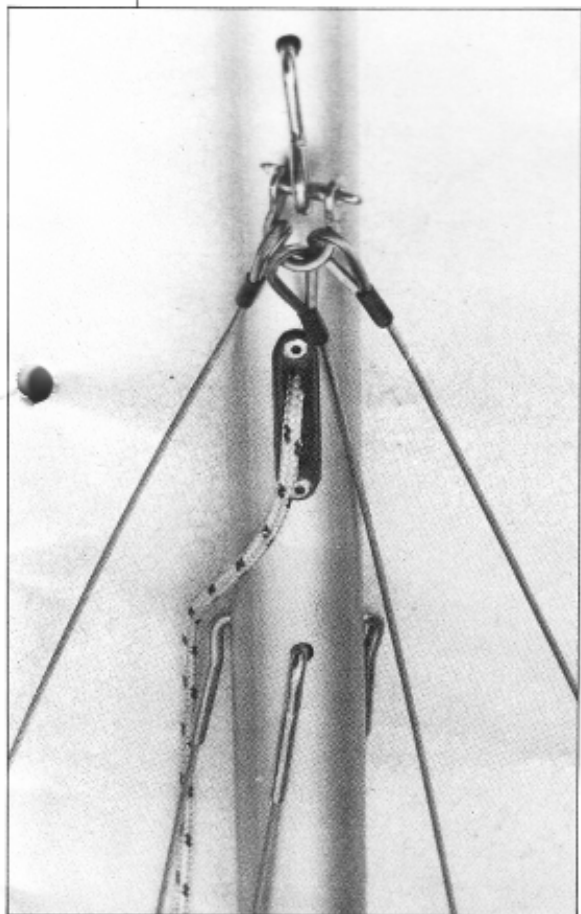


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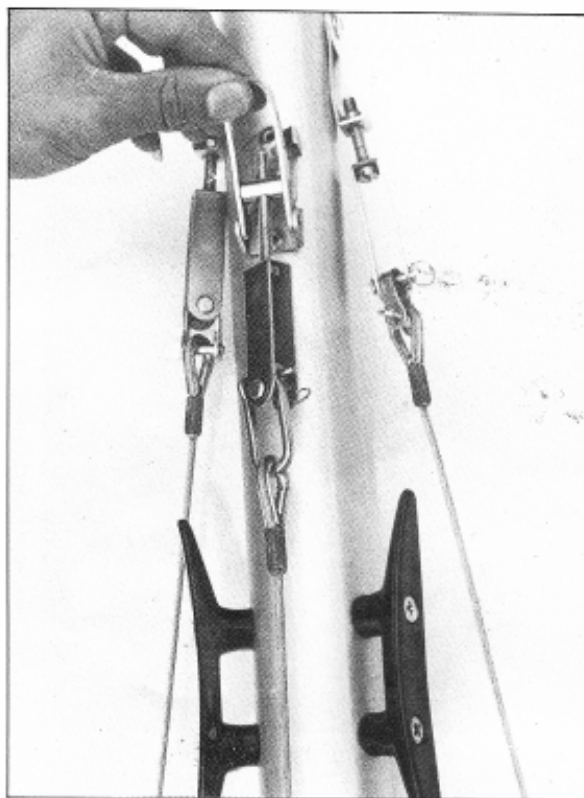


3

Join the mast sections tightly, affix the diamond strut to the mast and tighten all the screws. Push in the masthead float to the mast.



2



3

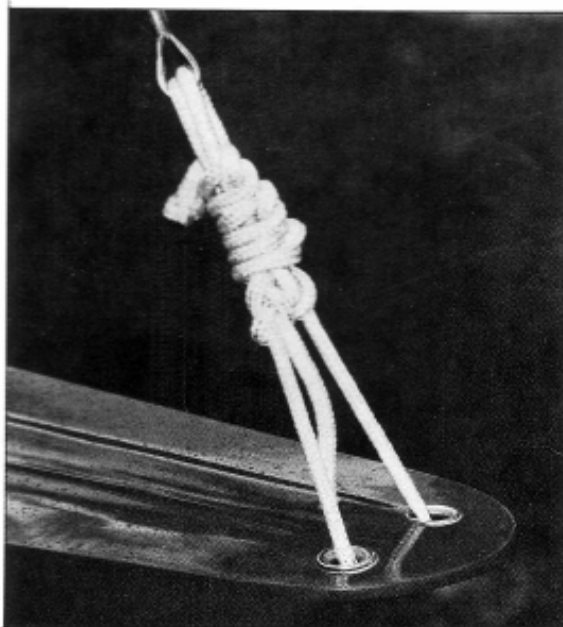
Secure the forestay & shrouds and diamond forestay & sidestays to the mast. Lead the diamond forestay & sidestays through the diamond strut grooves and secure with split rings. Attach the diamond forestay to the quick release tensioner and the sidestays to the rigging screws at the mast bottom. Adjust tension.



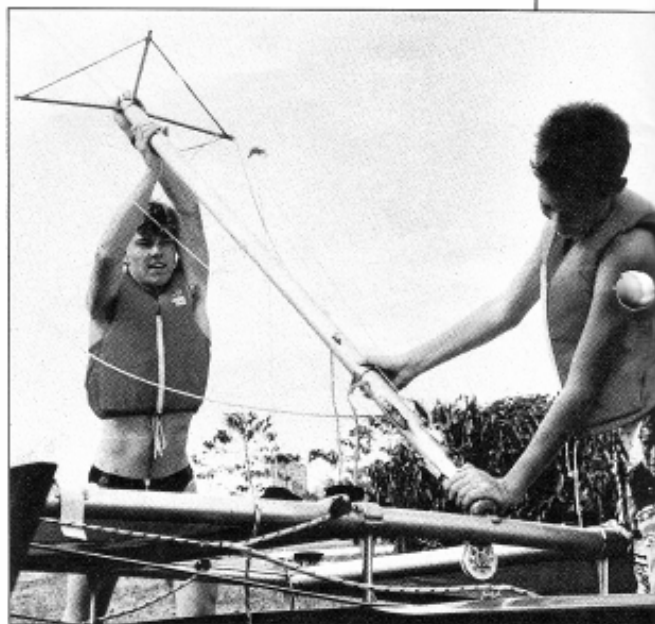
Secure the shrouds [see illustrations (a) & (b)] on pg 18, to the shroud plates at the outerbeams. Hold the mast and position the mast step to the fitting on the forward trampoline beam. Slowly raise the mast upright and secure the forestay to the mainhull [see illustration (c)].

■ **CAUTION** When raising mast, ensure that there are no overhead cables — **CONTACT** with **POWER** cable can be **FATAL!**

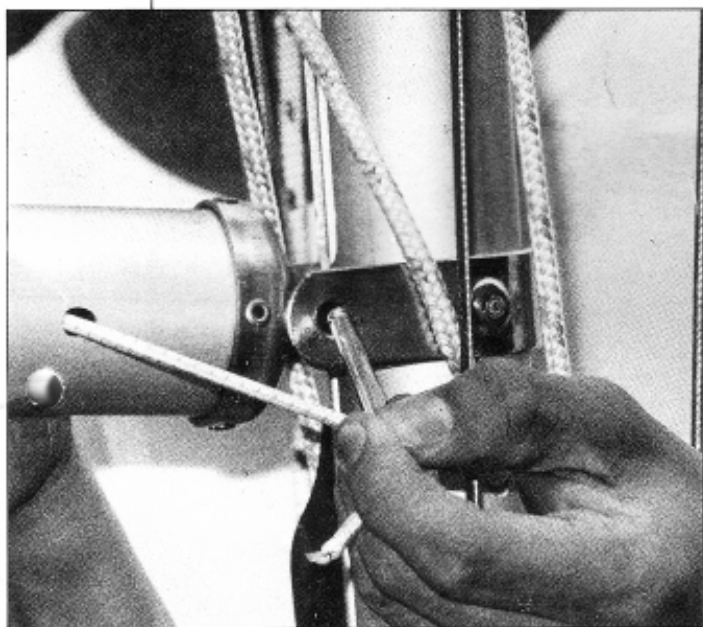
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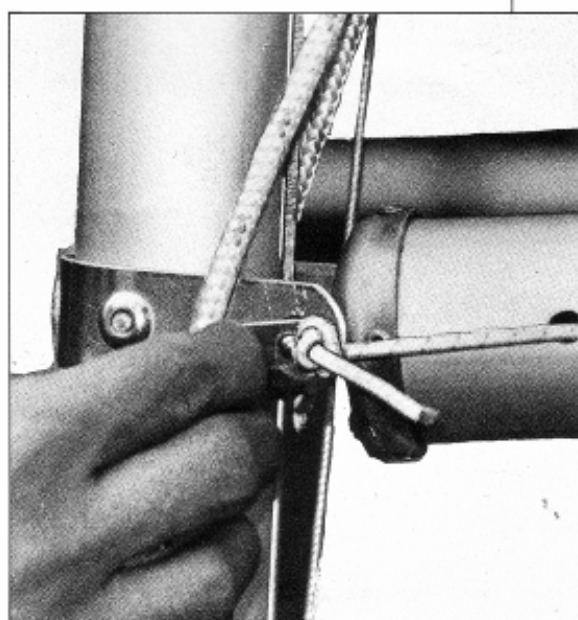
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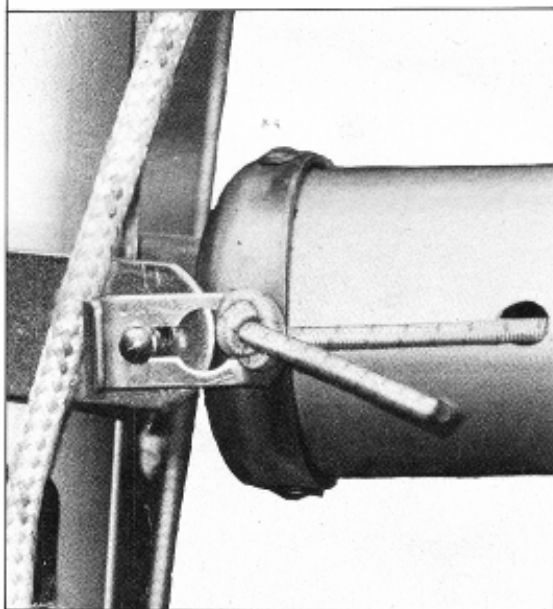
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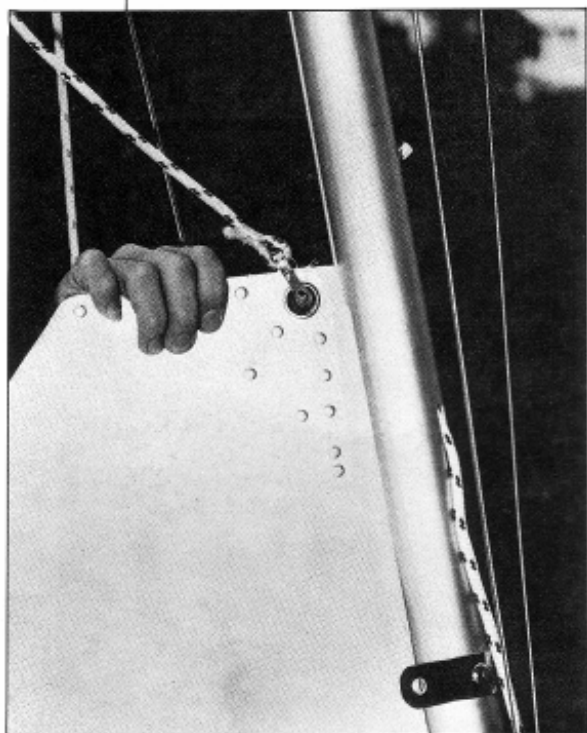


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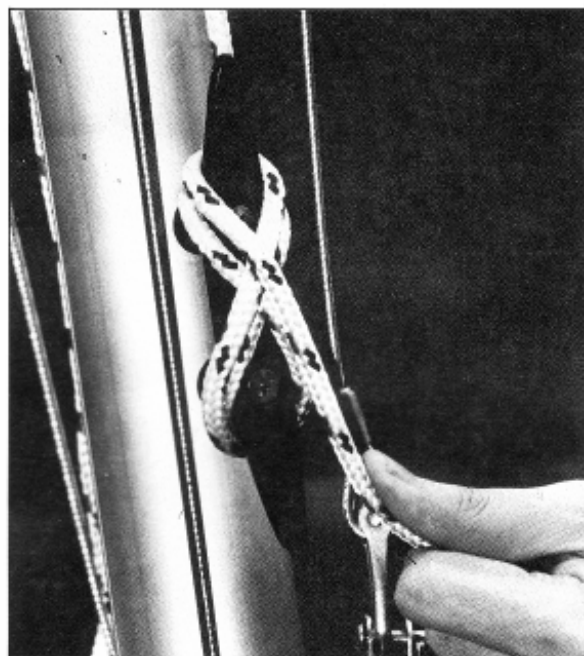
3

Mount the boom onto the mast gooseneck and slot the lockpin into the boom end fitting. Secure the keyhold fitting to the lockpin.

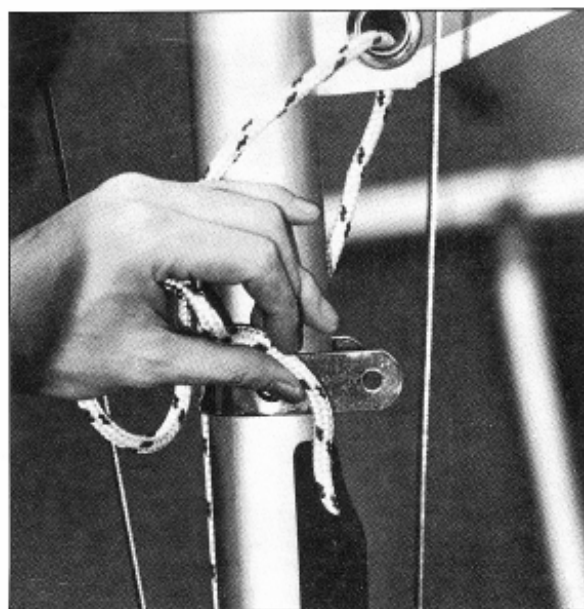


1

Push battens well down inside pockets and tie. Secure the halyard shackle to the head of the mainsail. Insert the luff of the mainsail into the mast track and raise the mainsail. Continue to feed the luff into mast track while pulling the halyard at the base of the mast. Secure halyard spareline to cleat. Slot the downhaul through the mainsail tack-hole and tension mainsail luff onto the clamcleat on mast.



2

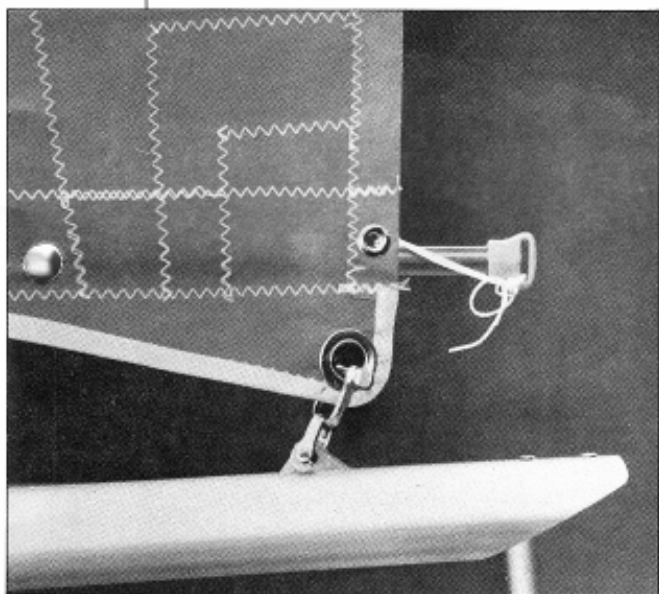


3

Lead the
mainsheet
through the
blocks [see
illustration (d)].
Secure clew of
mainsail to boom
outhaul traveller.



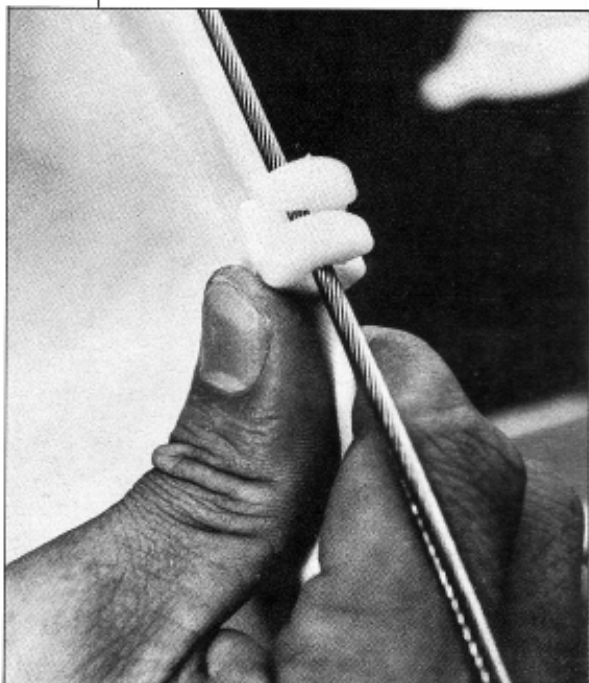
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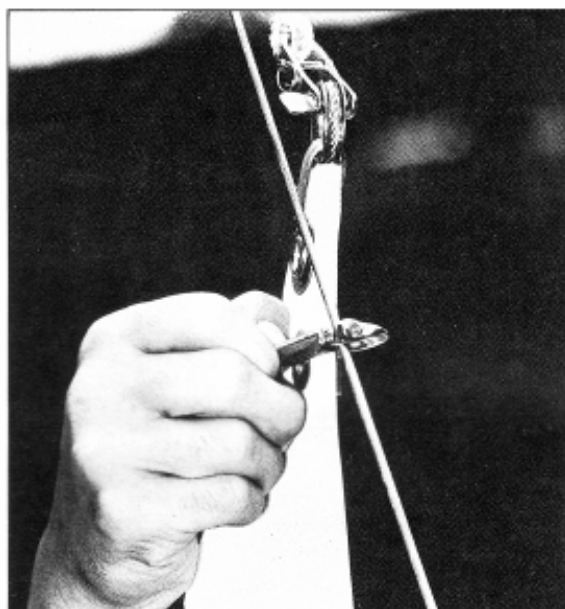
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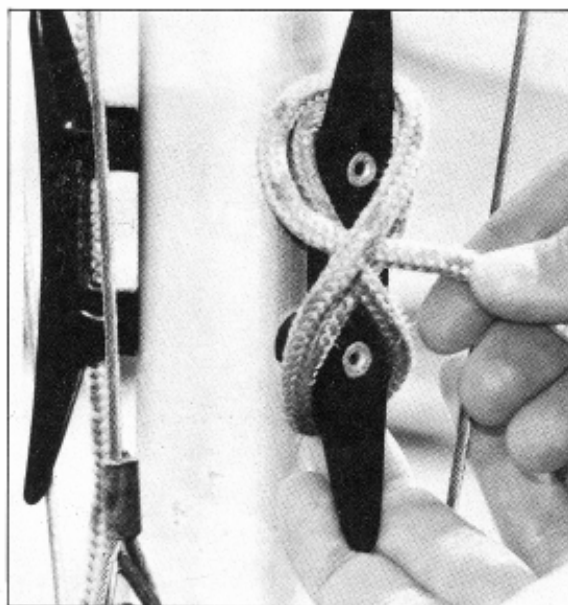
1

Shackle the tack of the jib to the forestay thimble eye [see illustration (c)]. Hook the jib hanks to the forestay. Attach jib head to the jib halyard shackle and raise the jib.

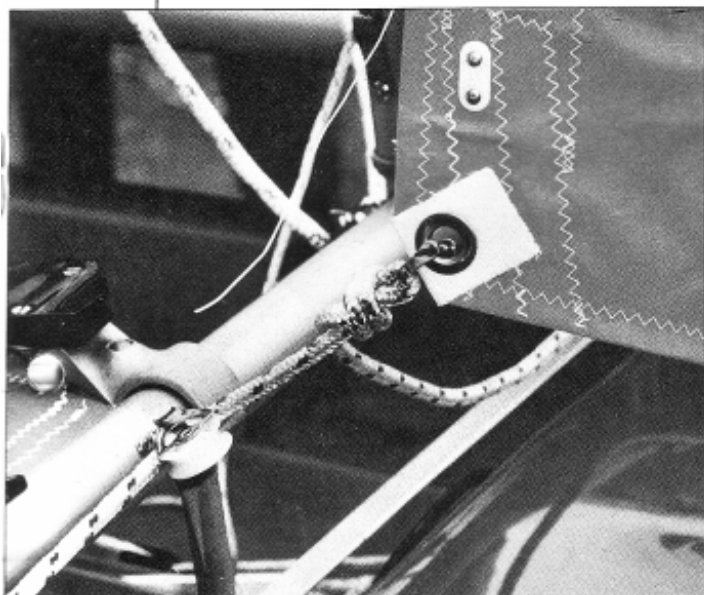
Secure the halyard to the cleat on mast.



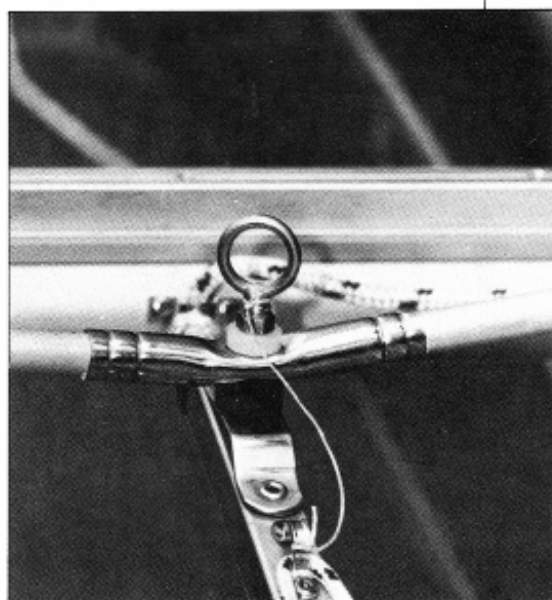
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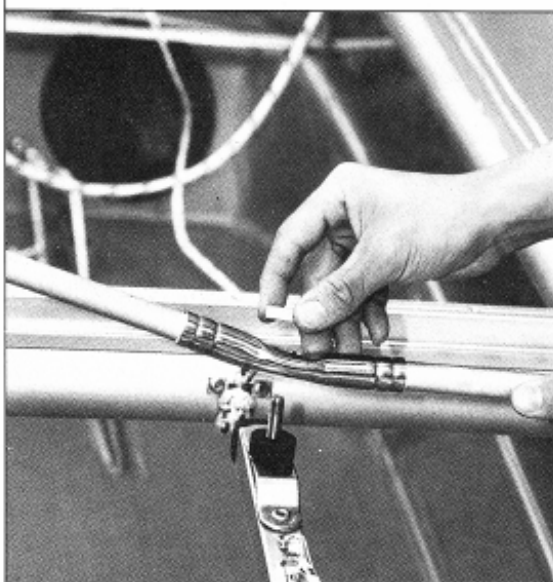


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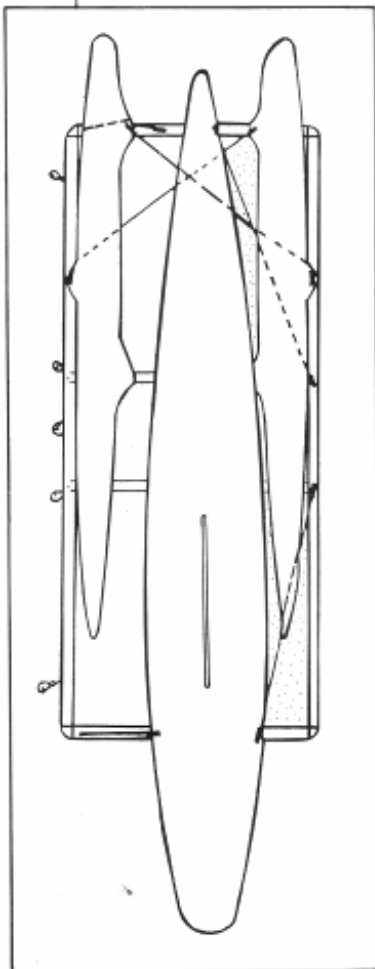
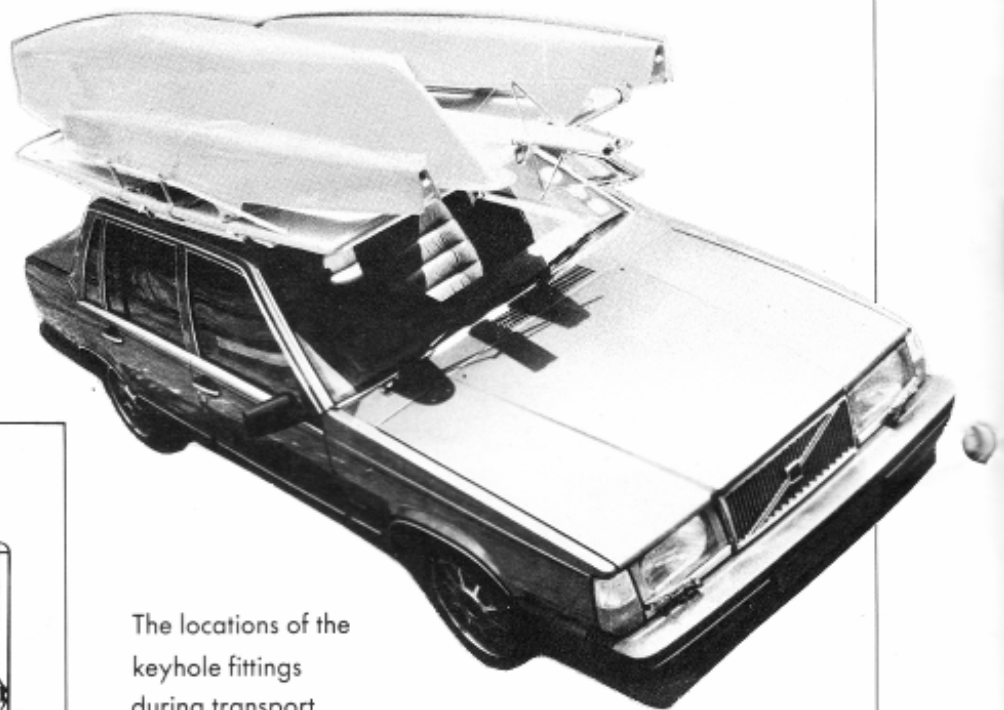
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Lead the jib through the barberhaul block [see illustration (e)]. Attach the rudder tiller extension to the rudder fitting at tiller and secure ring top-nut.

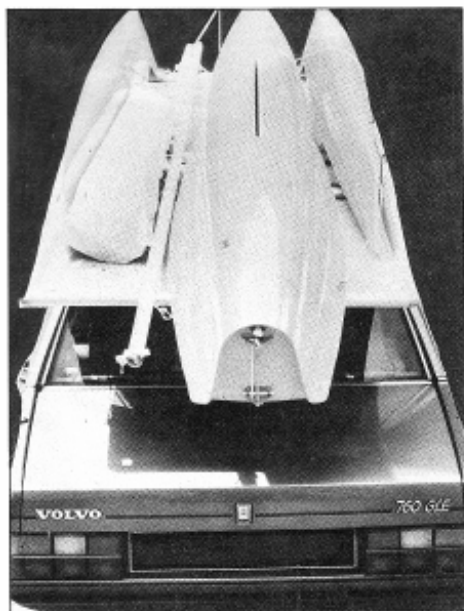


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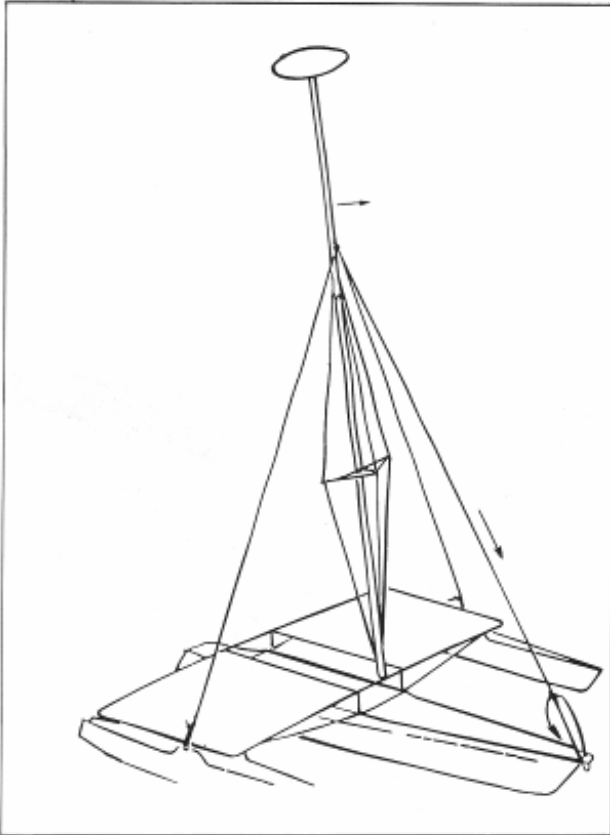
BOAT CARTOPPED



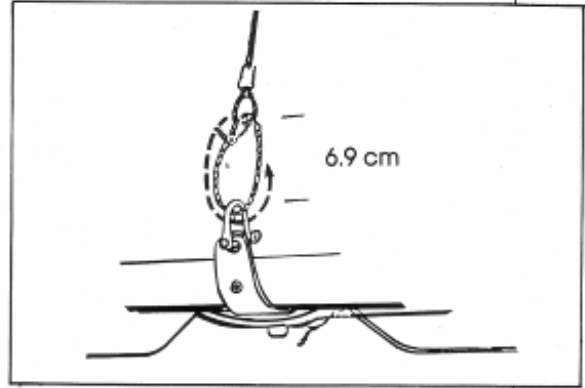
The locations of the keyhole fittings during transport.



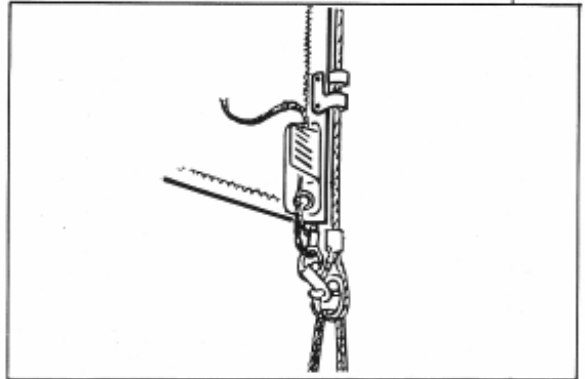
ILLUSTRATIONS



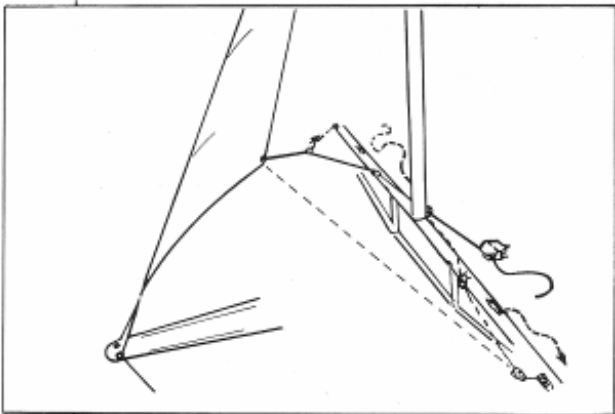
[a]



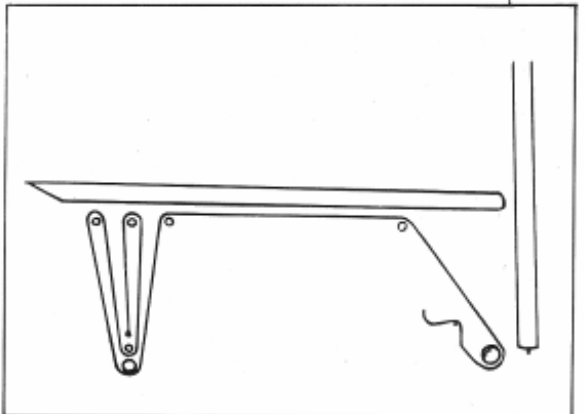
[b]



[c]



[e]



[d]

Check the following before sailing

- 1 Check that all hulls are not damaged.
- 2 After placing the centerboard in its case, and the control line lead through the block and cleat. It is important to tie a knot at the end of the control line.
- 3 Check that the trampolincloths are tightened, and the inner longitudinal beams are locked properly by the bolt joining strut and beam.
- 4 Check that all locking bolts are tightened.
- 5 Check that all keyhole fittings lock properly, and that the shockcords are not damaged.
- 6 Check that all three drainplugs are screwed in properly, and the inspection cover are closed and watertight.
- 7 Check that the shockcord on the ruddershaft is not damaged.
- 8 With the rudder in place, check that the rudderblade pivots easily.
- 9 Check that the rigging adjustment lines are not damaged, and that they are tied properly.
- 10 Before raising the mast, check that the mastheadfloat has a tight fit on the masthead. If the fit is loose, increase the diameter of the masthead with waterproof tape until a tight fit is obtained.
- 11 Check that the diamond strut sidestays are tight, and the diamond strut forestay is locked.
- 12 Before the sails are set, the rigging shall be tightened until the mast bends slightly aft on the middle.

BROAD REACH

The sails are sheeted all out and a little bit loose to make them full. The crew is forward in the light weather condition moving aft with increasing wind-strength. Note the SUPERNOVA doesn't go faster than the wind. Downwind it's more efficient to broad reach (tacking downwind).

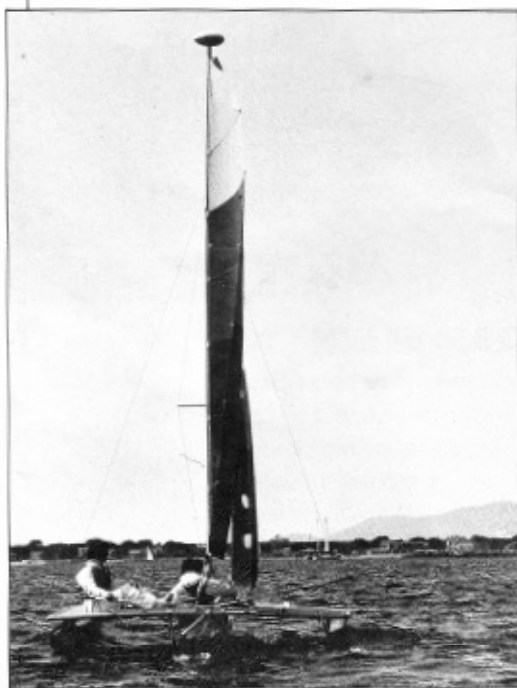
**BEAM REACH****Light weather conditions**

The sails are hollowed and are sheeted further out than when close hauled.

The crew is forward in the boat.

MEDIUM WEATHER CONDITIONS

When the wind is increasing, the crew is to move further aft and to windward to avoid speed reduction and capsizing. Sails are flattened.



CLOSE HAULED

In light weather:

The SUPERNOVA shall be balanced athwardship with the lee outrigger just touching the surface of the water. Longitudinally the crew shall be forward to the extent that the bows of the outriggers are not totally submerged.

Trim:

The cunningham shall be pulled quite hard. Also operate the outhaul on the boom to obtain a flatter mainsail.



Note that the mainsailsheet shall be a little loose to obtain twist on top of the sail.

In heavier conditions, the mainsail must be even flatter, otherwise the windpressure becomes too hard and you cannot balance the boat correctly.

With increasing wind strength ease the traveller against leeward. In medium wind positioned about 15-25cm. (6-10ins) from the centre.

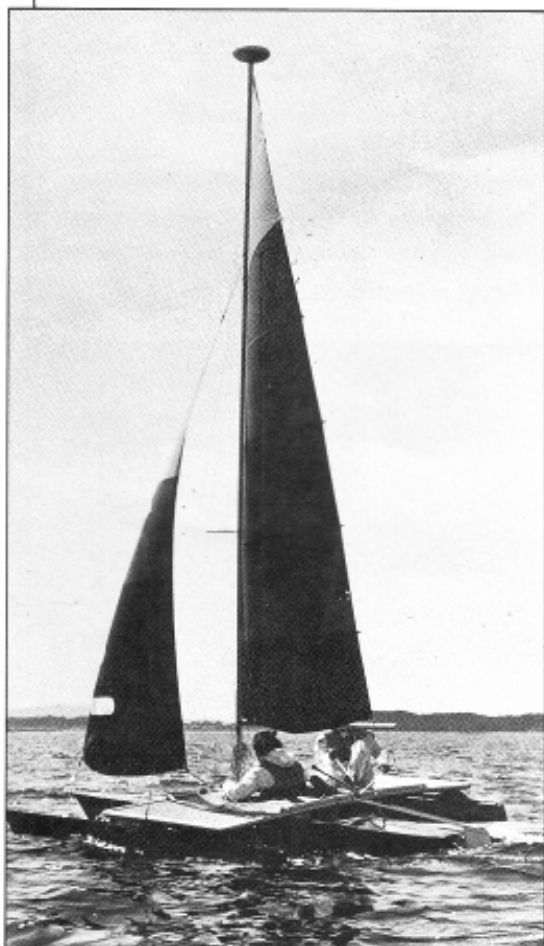
In light conditions the jib shall be sheeted without using the barberhauls. With

increasing wind strength pull the barberhauls up to about 10 — 15 cm. (5 — 7 ins.) to flatten and open the jib.

GYBING

When gybing in light and medium conditions, the helmsman transfers the boom with his hand. The crew changes position to opposite side.

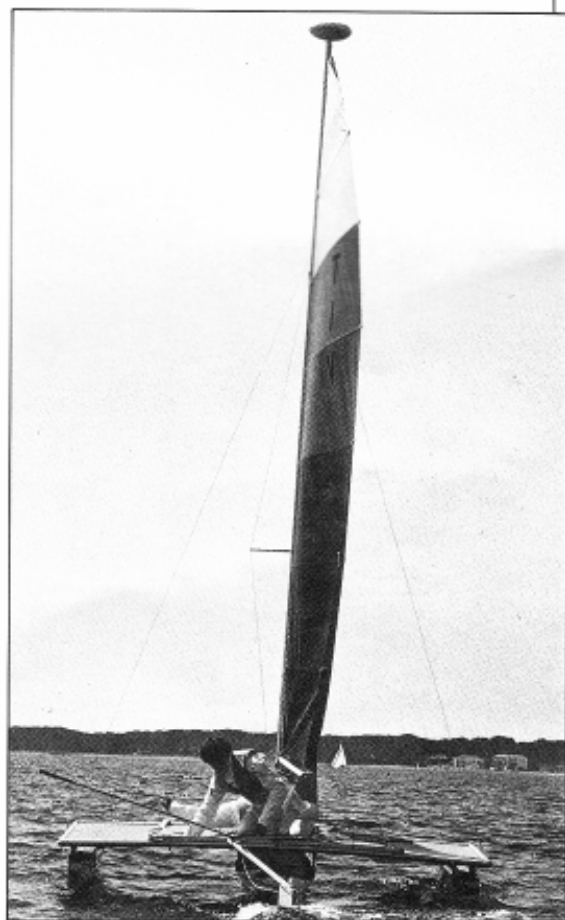




TACKING

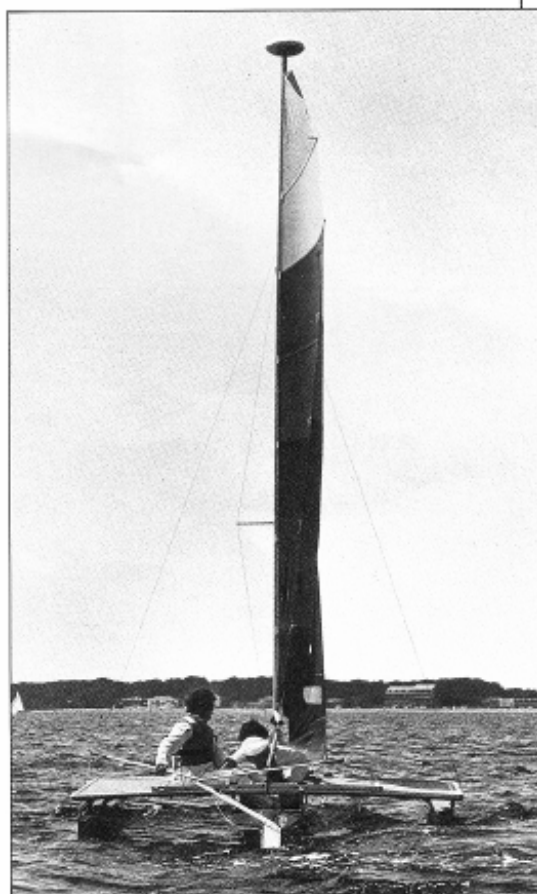
When sailing close hauled on one tack, tacking can begin. A perfect balance is required in this instance.

The crew holds the sheets while the helmsman steer to lee. Note that the boat has to be balanced very carefully, to avoid submerging the outriggers and slows the tack. Note that the boat has to be balanced very



carefully, to avoid that the outriggers are submerged and brakes the tack. Passing through the wind, back the jib for a moment, then ease the mainsheet and let the jibsheet go.

Sheet the jib on the new tack.
The helmsman continues steering until
being on new close hauled course —
check for example, tell-tales.
Note that the SUPERNOVA still is
balanced completely horizontal.



When the boat is
gaining speed, pull the
mainsheet in and adjust
the jib more carefully.



Result of forward capsize.



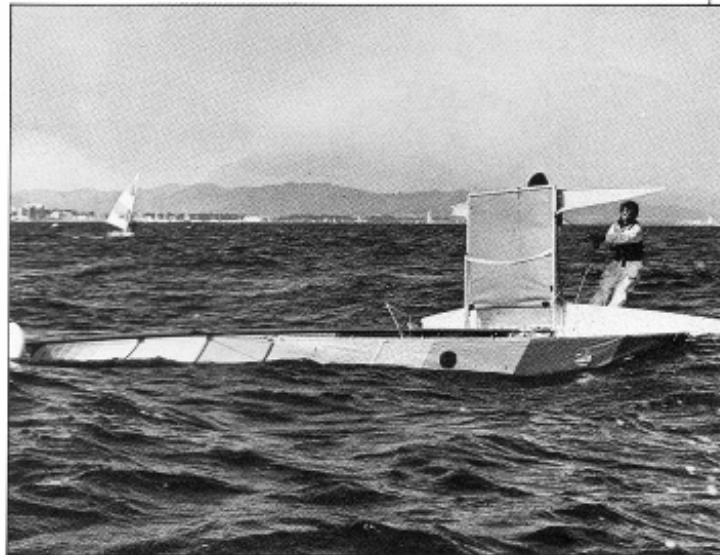
FORWARD CAPSIZE

The bows are diving as a result of excessive crew weight in front of the boat or too much wind pressure on sails. To avoid the latter, ease sheets or point higher/lower.

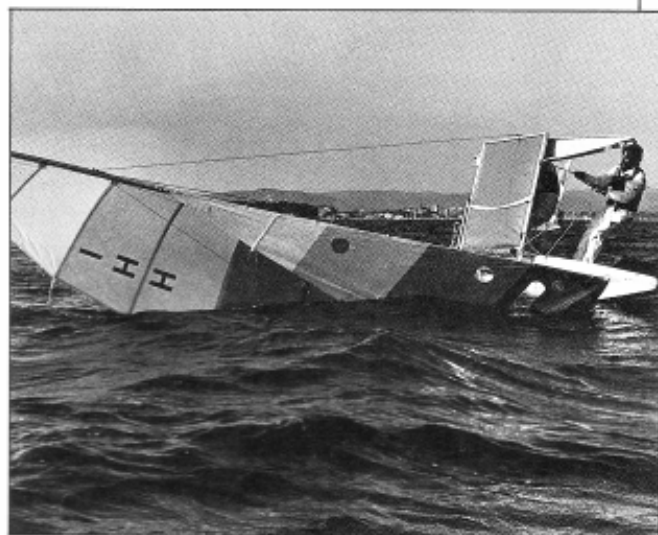


The crew is standing on one outrigger, and the SUPERNOVA is now rising slowly.

The SUPERNOVA is now in normal capsize position. Note one crew member is leaning out holding a line for example, the barberhaul.



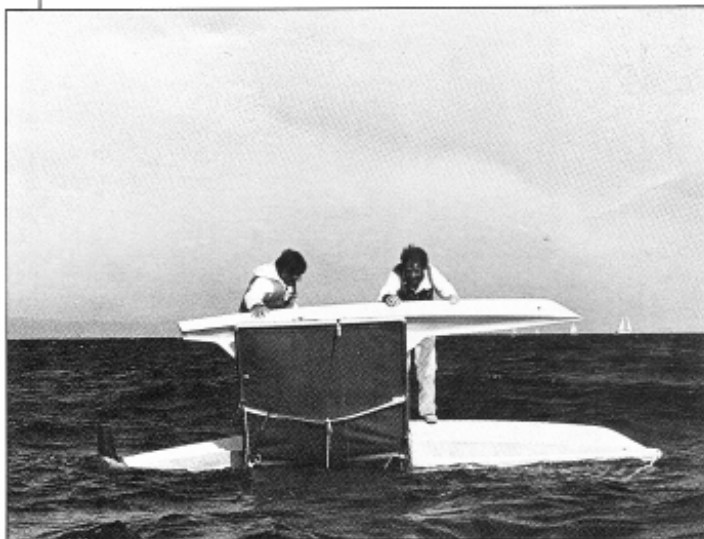
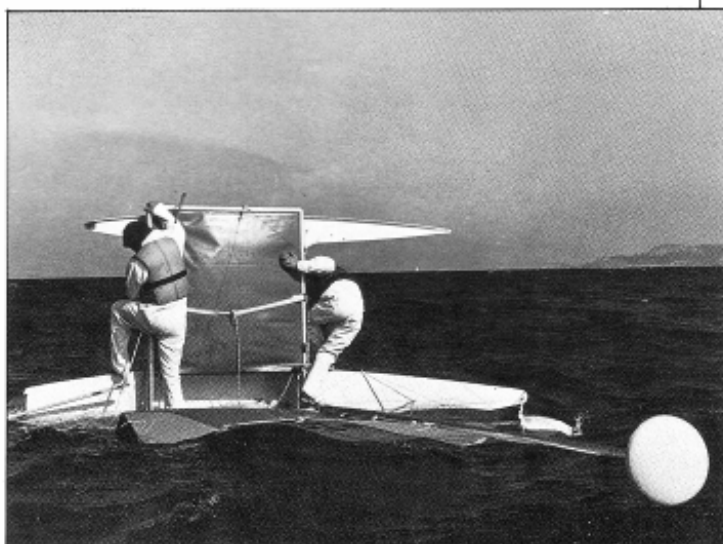
From this point
the
SUPERNOVA
is righted
exactly like
from a normal
capsize.



NORMAL CAPSIZE

Leeward outrigger is well submerged caused by too high heeling force. The crew should have been positioned further to windward, eventually hiking out, or the sail pressure should have been reduced by easing the sheets.

The crew didn't avoid the
capsize in time. The
SUPERNOVA is now
balanced on
the masthead float.
The crew is on the way to
the other side of the
trampoline.



The crew is now positioned
ready to right the
SUPERNOVA. Lean out,
perhaps with the help of a line
and the SUPERNNOVA is
easily righted. Remember to
uncleat sheets.

The SUPERNOVA
is on it's way up
and the crew is
moving onto the
trampoline.



The righting is now completed, and
after tidying the lines you can continue
sailing. Note how the crew are moving
to change side.

Though your SUPERNOVA is build of the best materials, your SUPERNOVA is not totally carefree.

To make sure that your SUPERNOVA will last as long as possible, you have to do the following maintenance.

HULLS

Clean hulls regularly with detergent, for instance ammonia-solution, oil and tar can be removed with acetone. Treat afterwards with costum marine polish. Any damage to the hulls should be repaired shortly after the incident. The SUPERNOVA hulls are laminated with isophatalic resin, gelcoat and top coat. To ensure full strengths repairs, you should bear this in mind.

MAST AND TRAMPOLINE

Clean regularly with detergent. The aluminium surface is anodized with a aluminumoxide layer, a hard and durable surface. To avoid corrosion we recommend that you polish the mast.

Warning :

Do not clean the mastheadfloat and the trampoline cloth with solvents.

RUDDER

The rudder blade is varnished with a one pot white spirit based varnish, when recoating please use a similar varnish. If you are in doubt, try a little spot.

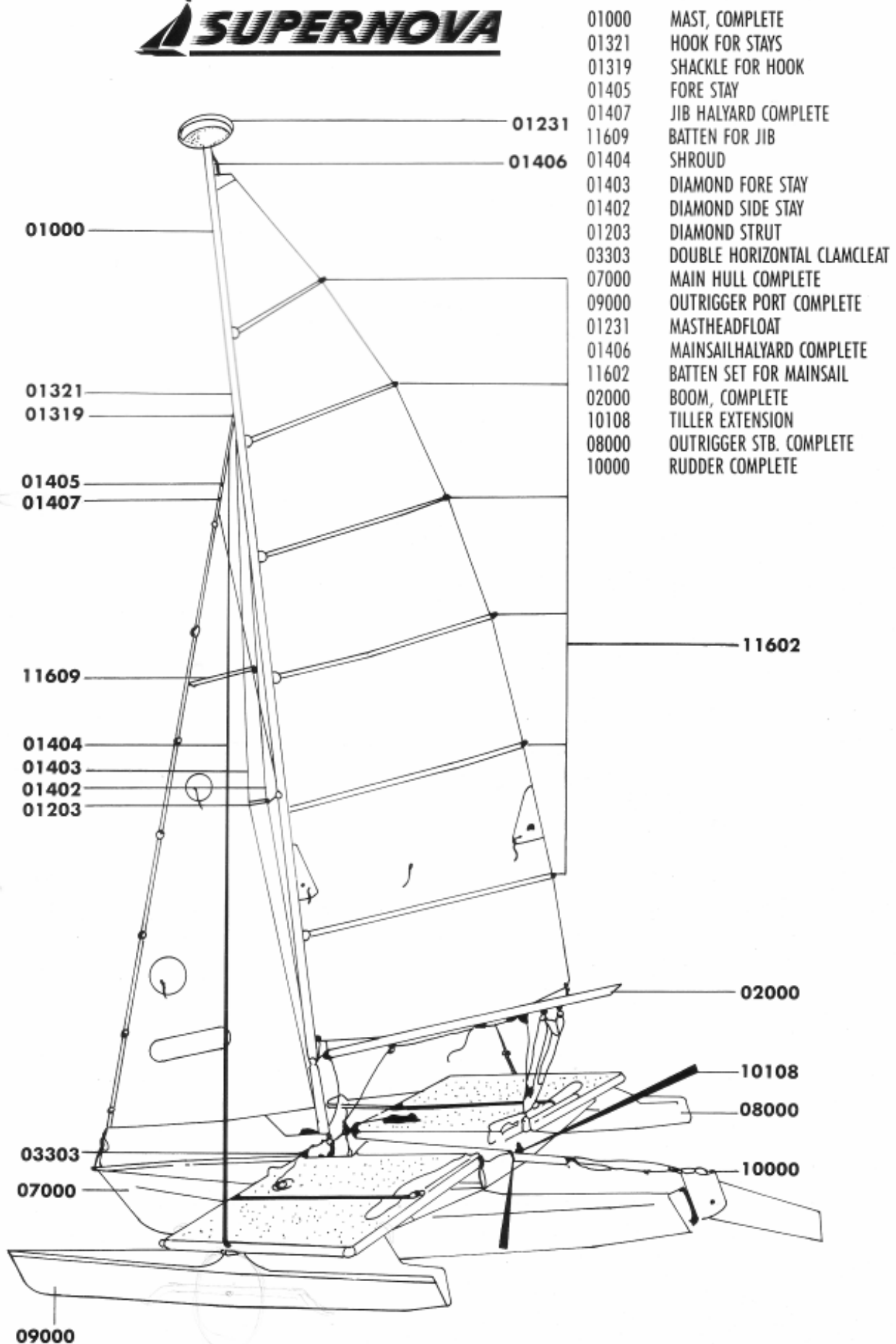
RUNNING RIGGING

All ropes may be cleaned with normal washing powder.

SAILS

The life time of your sails is dependent on how they are treated and used. Sails need to be checked and maintained regularly. After sailing you should store both sails in the sailbag, rolled evenly to avoid wrinkles. Store the sails in a well ventilated room, preferably without sun, and with constant temperature. If the sails are wet or humid after sailing, and you are not sailing the next two days, dry the sail to avoid mildew before you put it away. You may wash your sails in lukewarm water, and normal washing powder for synthetic textiles, the use of a soft brush makes the washing easier. If the sails are very dirty, you can soak them overnight. Stains that cannot be removed with the above method, you should consult a skilled cleaner

SUPERNOVA



- 01000 MAST, COMPLETE
- 01321 HOOK FOR STAYS
- 01319 SHACKLE FOR HOOK
- 01405 FORE STAY
- 01407 JIB HALYARD COMPLETE
- 11609 BATTEN FOR JIB
- 01404 SHROUD
- 01403 DIAMOND FORE STAY
- 01402 DIAMOND SIDE STAY
- 01203 DIAMOND STRUT
- 03303 DOUBLE HORIZONTAL CLAMCLEAT
- 07000 MAIN HULL COMPLETE
- 09000 OUTRIGGER PORT COMPLETE
- 01231 MASTHEADFLOAT
- 01406 MAINSAILHALYARD COMPLETE
- 11602 BATTEN SET FOR MAINSAIL
- 02000 BOOM, COMPLETE
- 10108 TILLER EXTENSION
- 08000 OUTRIGGER STB. COMPLETE
- 10000 RUDDER COMPLETE

