SUPERNOVA

OWNERS' MANUAL

INDEX

Date of purchase:

HIN NO: [redacted] GB-GRPS525XE101

SAIL NO: 525

DECK COLOUR: Silver Grey - Sea Hawker

HULL COLOUR (Topsides): Silver Grey - Ryland

HULL COLOUR WATERLINE: White

WARRANTY: Please refer to the supplier of the boat for all matters affecting warranty.

SUPPLIED BY:- GLES REINFORCED PLASTICS LTD
1 HATCH WAY
KIRTLINGTON
OXFORD OX5 3JS

SUPERNOVA

OWNERS MANUAL

This manual has been compiled to help you operate your craft with safety and pleasure. It contains details of the craft, its equipment, and routine maintenance. Please read it and familiarise yourself with the craft before using it. If this is your first craft of this type please ensure that you have the necessary experience or instruction before using it. Advice may be obtained from your national sailing federation, sailing or yacht club with registered instructors or approved sailing schools.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE AND PASS IT TO THE NEW OWNER SHOULD YOU DISPOSE OF THE CRAFT.

Supernova conforms to Category C "inshore" for craft designed for voyages in coastal water, large bays, estuaries, lakes and rivers where conditions up to and including wind force 6 and significant wave height up to 2 metres may be experienced.

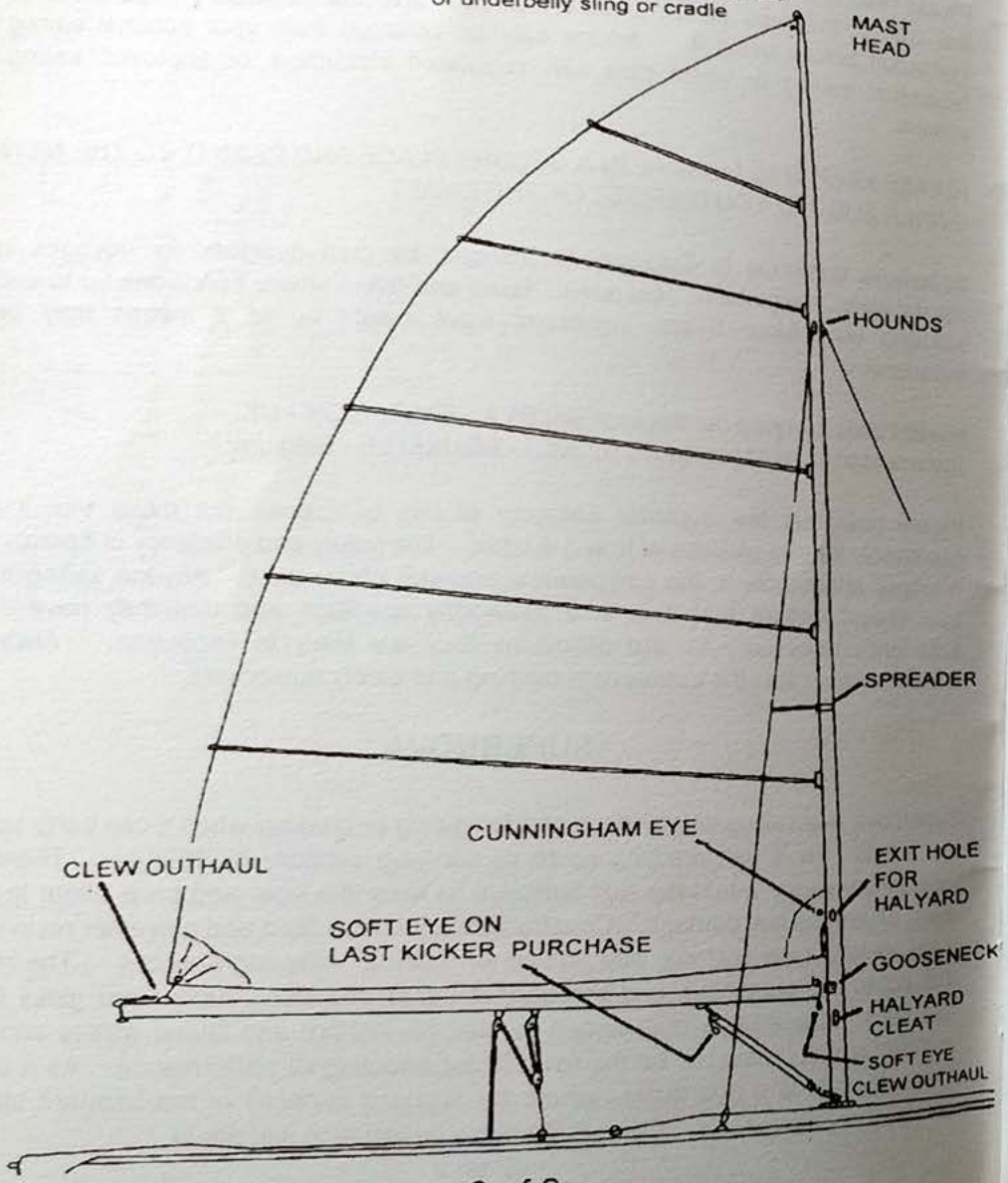
Notified body carrying out assessment RYA - EASTLEIGH - UK
Statement of Conformity issued by IMCI - BRUXELLE - Belgium

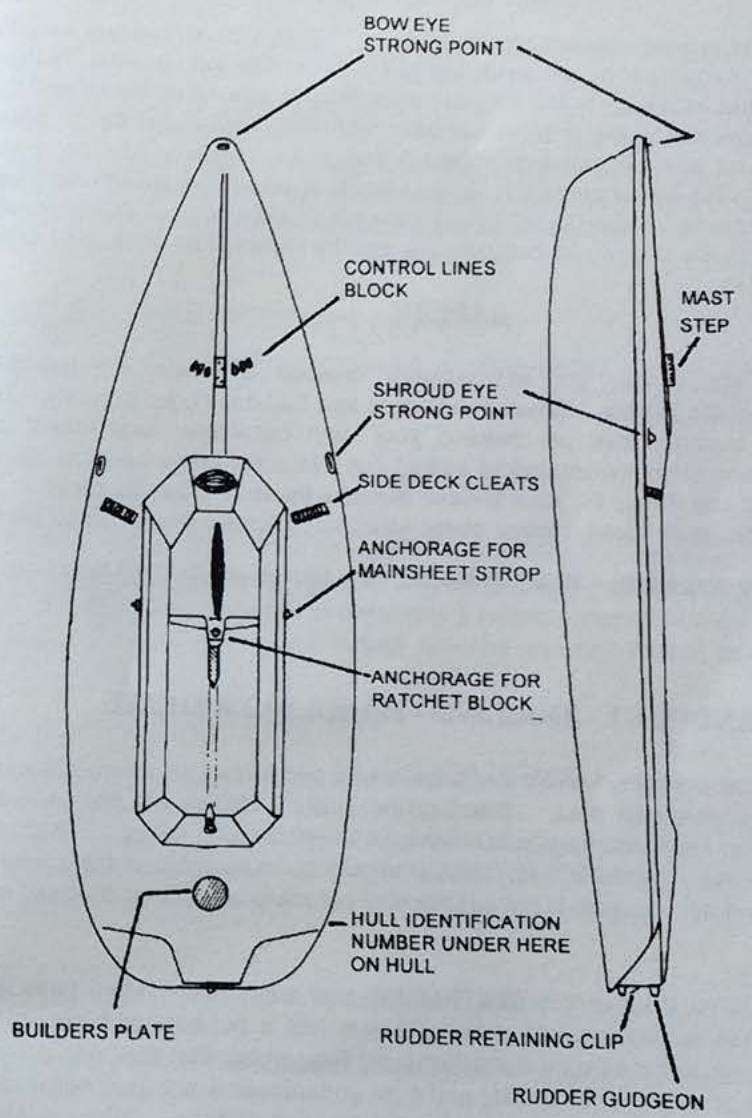
Please note that the approval category of this boat does not mean that it is necessarily safe regardless of how it is used. The safety and efficiency of operation is largely attributable to the competence and skill of the user. Anyone sailing the boat should ensure that it is in a seaworthy condition and that they have the experience necessary for the conditions they are likely to encounter. Always ensure the user has the appropriate clothing and safety equipment.

SUPERNOVA

Supernova is a sailing dinghy designed for racing or cruising when it can carry up to two adults. It is self draining up to its carrying capacity or 180Kgs. There is reserve buoyancy within the hull sufficient to keep the boat and crew afloat in the event of serious hull damage. Construction is of glass fibre and polyester resin with a low density core material and additional internal stiffening sections. The mast and boom are aluminium and the dagger board and lifting rudder are glass fibre laminates. Supernova is designed for use on inshore and inland waters and the proficiency of its crew will be the main factor affecting its performance. As a class the supernova is a one design where the working surfaces of the boat are strictly controlled by class rules. Consult the class association if in doubt.

LENGTH	:4.39m
BEAM	:1.48m
WATERLINE LENGTH	:4.10m
HULL WEIGHT	:62.5Kg
DRAFT DAGGER BOARD UP	:0.15m
DRAFT DAGGER BOARD DOWN	:1.00m
SAIL AREA	:8.00m (measured)
HEIGHT RIGGED ON WATER	:5.95m
LENGTH OF MAST	:5.60m
LOAD CAPACITY	:2 persons 180Kg
STRONG POINT FOR TOWING	:Bow eye
LIFTING POINTS	:Bow eye/Shroud eyes/Gunwhale or underbelly sling or cradle





MAINTENANCE

Glass fibre boats require little actual maintenance. They should however be kept clean and water should not be left inside the hull or cockpit for long periods. Check fittings and control lines etc. to see they are not worn or loose. Any fittings and the spars should have salt water washed off after use. As should the sail. Small scratches may be polished out with polishing compound. Heavy sanding is not recommended. The sail should be rolled and never crushed. Avoid storing it wet for any length of time. The use of strong solvents or detergents is not generally recommended on the hull or sail and cleaning agents must not be allowed to drain into water courses.

SAFETY

Before sailing ensure that you are properly dressed and have the requisite buoyancy aids or life jackets. Check the boat to see that it is rigged properly. Do not undertake voyages that are beyond your own capabilities and inform an appropriate person of your plans before setting out. In some areas it is essential to carry an anchor and it may be wise to have distress flares or a smoke canister on board. For your own comfort carry some liquid refreshment if you intend being away from shore some time - ✸✸**DANGER** - it is dangerous to sail if not properly prepared.

TRANSPORT - TRAILING - HANDLING ASHORE

The hull should be supported under the forward end and further aft where it is wider on supports of a generous area. Small rubber pads or rollers are not generally adequate and can cause damage when the boat is left for long periods. A cradle support is best under the hull. Any cradle should be covered in a material that permits water to drain. Carpet is not satisfactory but material such as a plastic mat may be.

When the boat is on a trailer it is vital that it is well supported. Hard pads and rollers can act like hammers when a trailer wheel hits a pot-hole or bump in the road. A cradle support is best on a road trailer. Remember that dust and grit can get into supports or cradle when trailing and if an undercover is not used some cloth material is desirable between the supports and the hull surface. When tying or strapping the boat to a trailer pad any ropes or straps that hold it where they pass over the edge of the hull. Do not permit hard objects such as the mast or boom to rest against the surface of the boat during towing.

✸**WARNING** - serious damage can result if the boat is not properly supported on a trailer and it may be dangerous if it or the spars are not secure.

✸**CAUTION** - when moving the boat around on a launching trolley care should be taken not to lift the bow too high and hit the stern on the ground. Avoid wheeling the boat backwards with the rudder attached and the blade lifted. If it drops in motion serious damage may result. Always lower the sail when the boat is ashore.

✸✸**DANGER** - The spars are aluminium. Take care not to touch electric cables with the mast while ashore or afloat - **Risk of death by electrocution**.

STORAGE

Do not leave the boat resting on hard or uneven objects. It should never be left for long periods on wet grass, earth or against wet fabric such as carpet. Ideally the boat should be stored inside or dry under a proper cover on suitable supports. If it is to be left outside ensure it is well secured and rain cannot get trapped in the cover.

MODIFICATIONS

If you wish to modify your craft seek advice if this affects the structure of the boat and be aware that some alterations may put it out of class for racing purposes.

REPAIRS

Repairs are beyond the scope of this manual. Seek advice from a suitably qualified person or the builder if in doubt. ✸**CAUTION** - cracking from an accident may take some time to show up and an assessment of damage after an accident should not be made too hastily.

RIGGING - MAST

The mast is stepped by placing the heel in the mast step on the deck and by connecting the shrouds and forestay. If this is done by one person it will be helpful to lay the mast on top of the boat with the top to the stern. Connect both shrouds and lift the mast placing the foot into the mast step. Prevent the mast falling backwards by holding the forestay and connect the tensioning line through the bow eye. Note: boats with lever tensioners may require some temporary forestay anchoring device while the lever is connected. Tension may be applied to the rigging by tightening the forestay adjuster. The shrouds can be adjusted to alter mast rake and the mast foot can be moved within the dimensions of the mast step.

✸**CAUTION**: The boat should not be left with rig tension applied when not in use, especially in hot weather when temperatures under a cover could cause distortion over a long period.

RIGGING - BOOM - CONTROL LINES

The boom is placed onto the gooseneck on the mast. The rope eye at the mast end of the boom is then shackled to the small block on the yellow line (clew outhaul) which is the centre of the three control lines on the standard boat. The blue (outer) line controls the cunningham on the sail. The rope tail on the small block is taken through the cunningham eye on the sail and either tied to the gooseneck or if it has a soft eye on the end it may be anchored with a split pin to the fitting at the inboard end of the boom, this gives a 4:1 purchase. The kicker(vang) is controlled by the red (inboard) control line. The lower triple block is shackled to the bail bracket at the heel of the mast. ✸**CAUTION** a bow shackle must be used for this with the bow passing through the bail bracket on the mast. Use of an ordinary shackle may cause damage to the shackle or the bail bracket resulting in breakage.

The small block on the red control line is shackled to the eye on the line passing through the triple blocks after it passes over the last purchase on the block attached to the boom. When the kicker is slack, or off, this eye should be at or very close to the block on the boom.

RIGGING - MAINSHEET

The Supernova has a 4:1 mainsheet with a ratchet block. There is provision for side deck jammers in the space next to (aft) the small deck eyes on the edge of the

cockpit. The block with a becket on the mainsheet may be fixed either to the deck eye on the cockpit sole in front of the ratchet block (which gives more room) or to the rope bridle attached to the deck eyes on the cockpit edge. This is the normal position for racing as it permits closer sheeting angles without pulling the boom down too hard.

RIGGING - SAIL

The battens should be tied into the sail just tight enough to prevent small wrinkles forming along the batten pockets when sailing. When hoisting or lowering the sail take care not to damage the sail entry on the track with the batten pocket ends.

Always make sure the sail is fully hoisted when sailing. When the sail is hoisted the surplus halyard may be stowed at the foot of the mast under the elastic cord that retains the dagger board. The sail is attached to the boom by hooking it to the slider in the track at the clew end of the boom.

✸**CAUTION**

1. Make sure the boat is facing into the wind when hoisting the sail.
2. Check control lines are slack before hoisting.
3. Do not let the boom slide across the deck repeatedly or it will leave marks.

RIGGING - DAGGER BOARD AND RUDDER

The elastic line on the dagger board should be hooked around the extreme base of the mast. The board may be placed into the case after launching. Ensure the board is not so high that the boom will hit it. With the board just below the boom level it will protrude a little from the bottom of the boat. The elastic cord attached to the rope handle acts to keep the board in position and as a safety line to prevent loss of the board. Tighten this as required. ✸**CAUTION** Avoid running aground with the board down.

The rudder fits onto gudgeons on the transom. Ensure it is pushed right down and that the steel retaining clip will catch the lower pintle on the rudder head. The rudder head has a removable tiller for transport. This clicks into the head with a push button catch. There are up and down lines on the tiller. Ensure the rudder is fully down when sailing and avoid contact with the bottom with the rudder cleated down. ✸**WARNING** Serious damage can result if a boat is driven backwards onto the bottom or shore when the rudder is down.

SAILING - TUNING

Supernova behaves much like most single handed boats and it is not the purpose of this manual to teach sailing. The fully battened mylar sail on a stiff rig with spreaders is different from some other boats. Use less kicker than on softer rigs. The cunningham control is useful to de-power the sail but the boat will not point quite so well up wind if there is too much applied. Do not over sheet the sail, especially when using much kicker. The boat will slow up. Do not have the foot of the sail very flat except in rough conditions. Never leave the cunningham control hard on when running it will push the battens against the shrouds and in light conditions can make them invert.

Spreader settings and mast rake are a matter of personal choice. In general spreaders set wide and straight on the mast will make it stiffer and probably more suited to heavy sailors whereas spreaders set in and raked will let the mast bend more. A raked mast will produce more weather helm and requires the boat to be sailed flatter. Increased rig tension tends to make the mast stiffer but Supernova is not a boat intended for high rig tension. ✷ **CAUTION** Let rig tension off after sailing.

CAPSIZING

We all do it. Supernova does not invert badly because the mast is sealed to gooseneck level. Because the mast is light and sealed it comes up very easily and quickly from capsize. If the boat is righted by standing on the dagger board, be ready to slip into the cockpit as it rights.

If the boat is righted by pulling on the dagger board when you are in the water remember not to climb aboard with the boat exactly head to wind. Try to push the boat a few degrees off the wind away from you. If it is exactly head to wind the boat may tack and fall on top of you as you attempt to board it.

The Supernova is now established as a class and its association arranges open meetings and championships for those owners wishing to participate.

Experience with the boat has shown that it is equally at home on the sea or inland. The dagger board creates few problems launching or landing in shallow waters because it is possible to raise it almost completely without fouling the boom. The sealed mast has proved a great success and while the boat can invert it shows much less tendency to do so than most classes. Downwind Supernova is unusually stable for a single hander and this combined with little or no tendency to nose dive helps considerably in tricky conditions.

When tested by Yachts and Yachting the report on Supernova was exceptionally favourable describing the boat as steering superbly both up and down wind. Supernova's hull form is very efficient even with widely differing loads. It passes through the water with very little fuss and there is virtually no "hump" to get over when starting to plane. This makes it noticeably smoother than most other types in marginal conditions.