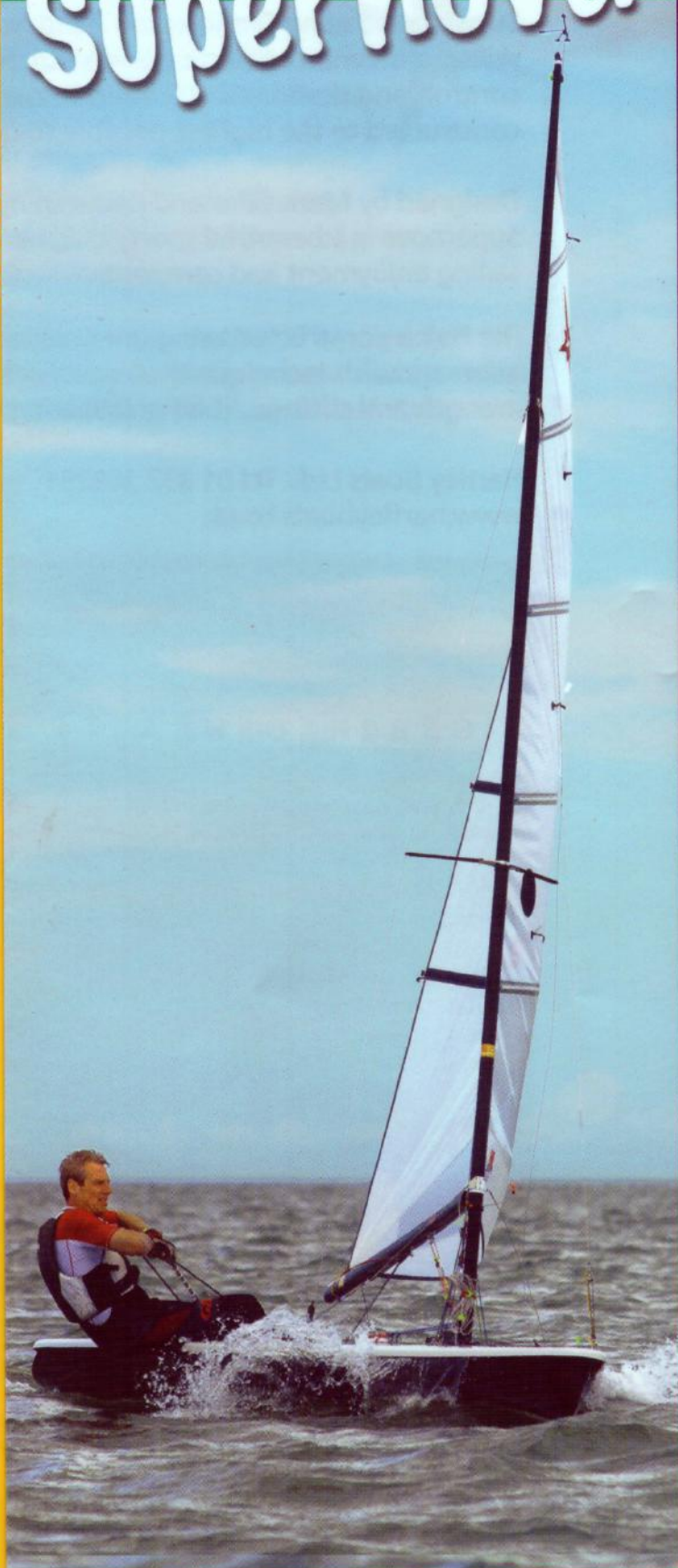


# Unfold the Supernova

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**Supernova Owners Manual**  
the Colour-fold guide to help you  
rig and sail your new dinghy

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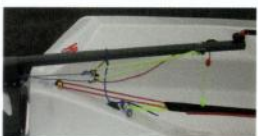
# Basic Boat Indetification







Secure (red) uphaul and (yellow) down haul lines to the jam cleats, run the lines through the blocks on the ends of the (blue) rudder control lines and then back to the jam cleats



A short elastic tiller retaining line helps to keep the boat head to wind after a capsize



Secure toetrail to anchor point (yellow cord) use elastic (red) to provide tension and lift.



Pass a loop of halyard through the head cringle and back over the ball, feed the luff into the mast groove, hoist the sail to the (white) mast band, secure in cleat.



A safety line (yellow) is necessary to prevent the mast from falling if the rig tensioning line is not properly secured.



Use D12 3mm rope (grey) for the high load forestay adjustment configuration.



Apply and mark on gauge 20lbs as default rig tension when setting up



Control lines of 4mm Excel (Black/White) line with 8:1 purchase enable rig tension and mast rake adjustment while sailing



Hook the lower shrouds into the anchor plate on the mast



Attach the shrouds to the anchor points via the adjustable shroud plates



Cover or tape pins and sharp edges to prevent snagging



The centre sheeted Mainsheet (Black/White) is lead through a set of 4 blocks. The 1st is a fixed ratchet with or without a clam cleat, 2nd & 4th are on the boom, the 3rd block is also the termination point, it can be fixed in front of the 1st or attached to a static or to an adjustable bridle.





Insert the battens fully into the pockets, secure them neatly with 2mm cord.



Lead the 3mm high load (Blue) Cunningham from the double blocks through the luff cringle, then slip the spliced loop over the gooseneck before fitting the boom in place. Tension adjustments to the Cunningham can now be controlled via the continuous 4mm Excel (Blue/Black) line that runs through the 4:1 block system and through the series of blocks and tidy guide rings that keep it readily accessible.



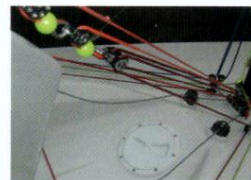
The outhaul (White) runs from the Clew through the boom to a block below the gooseneck



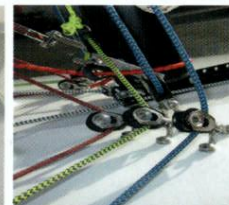
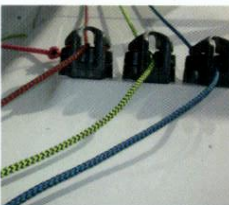
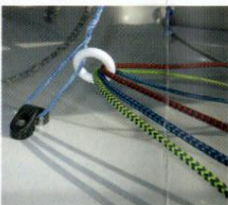
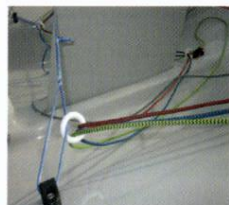
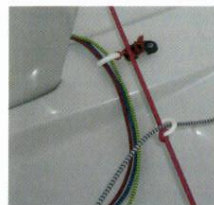
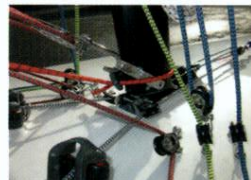
A Clew stop (Pink) prevents the clew from rising and the elastic (Red) pulls the sail forward when the outhaul is released.



The outhaul (Yellow) is led from the boom to a block on the outhaul control line (Yellow/Black)



The Kicker starts with 3mm (Red) high load D12 line, a 16:1 purchase system of blocks and pulleys enables tension to be applied and released easily by adjusting the 4mm (Red/Black) control line



The Kicker (Red), Cunningham (Blue) and Outhaul (Yellow) control lines are spliced into continuous loops that run through a series of blocks and guide rings that keep them untangled and close to hand, this enables them to be easily adjusted on either tack, similarly but separately the Rig tension control line (Black/White) is also led in a continuous loop for ease of use.



Under and over covers help to prevent damage from road debris and trolley scuff. It is usually easier to put the under cover on first, from bow to stern, then put the top cover on from stern to bow. Fasten the loose ends of the ties securely to prevent excessive flapping and wear.



Secure the boat evenly to the trailer at the midships and at the bow, distribute the tie down pressure over a wide area to avoid point pressure. Pad the hull at the pressure points to prevent scuff. Tie down securely to inhibit movement during travel, when using tension straps be careful not to over tighten as this can lead to hull stress damage. On the road pull over in a safe place periodically to check and re-tie if necessary, even small amounts of movement can result in costly damage. Always check that the trailer and spare wheel are roadworthy before setting out.



Use a lynch pin and sturdy ties to secure the trolley to the trailer and to the boat. Secure the mast and flag the protruding end, check the lights.



Check locking mechanism and that the safety wire is in place before towing. It is advisable to use security locks when leaving a trailer unattended.