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Class Rules

International Topper Class Association



The International Topper was designed in 1977 by Ian Proctor and was adopted as a World Sailing Class in 1994

sport / nature / technology




World Sailing
Class Association

INTRODUCTION

This introduction only provides an informal background and the International Topper Class Rules proper begin on the next page.

The International Topper is a strict One-Design single-handed dinghy designed in 1977 by Ian Proctor to promote racing in a simple, low cost boat suitable for all ages and skill levels. The intention of these rules is to ensure that the boats are as alike as possible in all respects affecting performance, in order that crews may compete against each other on level terms so that racing success shall depend only on the skill of the crew. The class rules are also intended to ensure that the boat's characteristics of simplicity of rig, safety, suitability for sailing by inexperienced as well as experienced crew, constructional strength, ease of maintenance and moderate cost shall be maintained.

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PART 1 - Administration

Section A - General

A.1 GENERAL INFORMATION AND PROTECTION OF ONE-DESIGN

- A.1.1 The ITCA (World) **class rules** are closed **class rules**.
- A.1.2 The word 'Topper' and the Top Hat logo are registered trademarks of Ian Proctor Designs Limited and used under license by an Approved Licensee.
- A.1.3 To be an International Topper, the **boat** and its equipment shall comply with the **class rules**.
- A.1.4 Only builders and sailmakers, currently holding valid licenses (Approved Licensee (AL)) from the Copyright Holder of the International Topper design and approved by World Sailing shall be entitled to manufacture Topper **hulls, spars, foils, rig, equipment or sails**. A list of such licensees shall be obtainable from the ITCA (World).
- A.1.5 An International Topper, conforming to the specifications agreed from time to time between the Copyright holder and Approved Licensees shall be considered to conform to these **class rules** except those amendments permitted under A.1.6.
- A.1.6 Any alteration to the **hull, spars, foils, sails, rigging** or equipment as supplied by the builder or sailmaker shall be prohibited, except as specifically authorised by these **class rules**.
- A.1.7 Any design features incorporated into International Toppers from **Sail Number** 49050 (the polyethylene version) shall not be permitted in earlier designs (the polypropylene version) unless approved by these class rules.

A.2 LANGUAGE AND UNITS

- A.2.1 The official language of the class is English and the English text shall prevail in the event of a dispute over translation. The word 'shall' is mandatory and the word 'may' is permissive.
- A.2.2 The term "permanent" shall mean unable to be removed without the use of tools or fixed with screws, bolts or rivets.
- A.2.3 All units are metric and all dimensions, unless otherwise stated, are in millimetres.

A.3 ABBREVIATIONS

WS	World Sailing ^[1]
MNA	WS Member National Authority
ITCA (World)	The International Association of the NAITCs
NAITC	National Association of the International Topper Class
IC	International Committee of ITCA (World)
MC	Management Committee of ITCA (World)
ETO	Event Technical Officer
ERS	<i>Equipment Rules of Sailing</i>
RRS	<i>Racing Rules of Sailing</i>

AL	Approved Licensee
CH	Designer's Representative of the Licensor, Copyright Holder and Trademark Owner

A.4 AUTHORITIES AND RESPONSIBILITIES

- A.4.1 The **class rules** authority is WS, which shall co-operate with ITCA (World) in all matters concerning these **class rules**.
- A.4.2 The **class rules** may be amended periodically by WS in consultation with ITCA (World) in accordance with WS Regulations. The Constitution of ITCA (World) shall govern the procedure for proposing **Class Rule** changes.
- A.4.3 Neither WS, an MNA, IC, MC, an NAITC, ITCA (World) International Measurer an ETO, an **Equipment Inspector** or an official measurer are under any legal responsibility in respect of these **class rules** and the accuracy of **Equipment Inspection**, nor can any claims arising from these be entertained.

A.5 ADMINISTRATION OF THE CLASS

- A.5.1 The class is administered by the MC and the IC, in accordance with the ITCA (World) constitution and in conjunction with WS.
- A.5.2 The national administering authority for the class shall be the NAITC, or for countries where an NAITC does not exist, the MNA of that country. All NAITC's shall endeavour to be affiliated to their MNA.
- A.5.3 The Topper Class Insignia shall be a black Top Hat.

A.6 WS RULES

These **class rules** shall be read in conjunction with the current version of the *ERS* and *RRS*. When a term is used in its defined sense, it is printed in bold type if defined in the *ERS* and in italic type if defined in the *RRS*.

A.7 AMENDMENTS TO CLASS RULES ^[SEP]

- A.7.1 Amendments to these **class rules** shall be proposed by the IC or a NAITC in accordance with the constitution of ITCA (World)
- A.7.2 Amendments will be considered by the IC at the ITCA (World) annual committee meeting or a specially convened meeting of the IC.
- A.7.3 Any such amendments are subject to the approval of WS in accordance with WS regulations.

A.8 CLASS RULES VARIATIONS

- A.8.1 At World Championships and other ITCA (World)-sanctioned events the notice of race and/or the sailing instructions may change the **class rules** only with the agreement of both ITCA (World) and WS. ^[SEP]
- A.8.2 At other events the notice of race and/or the sailing instructions may change the **class rules** only with the written agreement of the IC to an official request by the local NAITC and/or MNA. Any such changes to the **class rules** must be posted on the event official notice board.

A.9 INTERPRETATION OF **CLASS RULES**

A.9.1 GENERAL ^[SEP]

A.9.1.1 Except as provided by rule A.9.2, interpretation of these **class rules** shall be made by WS in conjunction with ITCA (World). Request for an interpretation shall be made in accordance with WS regulations. Interpretations made by WS shall rank as **class rules** until superseded by a **class rule** change or until two years from the date of publication. All interpretations shall be published as soon as is practical. Interpretations by WS may only be sought by MNA's or ITCA (World).

A.9.1.2 Interpretations at ITCA (World) events shall be made by the ETO, who may be an ITCA (World) approved measurer, an Official Measurer or an **Equipment Inspector**

A.9.2 AT AN EVENT ^[SEP]

Any interpretation of **class rules** required at an event may be made by an international jury, constituted in accordance with the RRS appendix N. In this case, the jury shall consult the ETO. Such interpretations shall be valid only during the event, and the organising authority shall, as soon as practical after the event, inform WS and the ITCA (World) International Measurer of the interpretation.

Section B - Boat Eligibility

For a **boat** to be eligible to race, the rules in this section shall be complied with.

B.1 WS PLAQUE, BUILDERS IDENTIFICATION MARKS AND SAIL NUMBER

B.1.1 All International Toppers shall display the approved Top Hat logo on both sides of their sail.

B.1.2 All International Toppers from **Sail Number** 40000 to **Sail Number** 49049 shall display on the forward bulkhead in the cockpit a WS Building Plaque, which shall be fixed by the builder AL.

B.1.3 All International Toppers from **Sail Number** 49050 shall display on the forward end of the port bulkhead in the cockpit a WS Building Plaque, which shall be fixed by the AL.

B.1.4 With the exception of B.1.6, the **Sail Number** shall be the number on the WS Building Plaque, or for **boats** built prior to Sail Number 40000, the Class Number for the **boat**.

B.1.5 All International Toppers from **Sail Number** 48600 shall display Identification Marks (trademark/branding) from the AL on the **Sails, Spars, and Hull**.

B.1.6 For **boats** chartered at a ITCA (World) World or Regional Championship and when the Notice of Race or Sailing Instructions permit, the **crew** may use a **sail**, which is numbered differently to the WS Plaque or Class Number.

B.2 EQUIPEMENT INSPECTION

a) At the ITCA (World) World Championships or similar competitions organised by ITCA (World) and where required by the notice of race or sailing instructions, all boats shall be presented for **Equipment Inspection by the crew** within the time allocated for **Equipment Inspection** as stated in the Notice of Race or Sailing Instructions. Boats presenting for **Equipment Inspection** outside these times may be Inspected at the discretion of the ETO.

- b) To be eligible for racing at an event organised by ITCA (World), all boats shall abide by the **class rules** and shall pass **Equipment Inspection** at the event.
- c) Boats shall be certified as having passed **Equipment Inspection** at an ITCA (World) organised event by displaying an ITCA (World) **Event Limitation Mark** near the tack of the sail. The Mark shall be applied at the event by the ITCA (World) International Measurer or a designated **Equipment Inspector**. Displaying the Mark is mandatory for all boats wishing to race.
- d) At ITCA (World) organised events, the crew of each boat shall sign a declaration to be found at the bottom of the ITCA (World) **Equipment Inspection** form, that their boat complies the **Class Rules**.
- e) At NAITC's organised events, **Equipment Inspection** shall be carried out at the discretion of the MNA or NAITC, but in any event ITCA (World) rules shall be followed.
- f) In the case of an **Equipment Inspection** dispute not explicitly covered by these rules, a sample of 10 other **boats** taken from **boats** manufactured by the same moulding technique shall be taken and inspected using identical techniques. The dimensions of the disputed **boat** shall be equal to, or between the maximum and minimum dimensions obtained from these 10 **boats**. If the **boat** in question is outside these dimensions the matter shall be referred to ITCA (World)'s Technical Committee, who shall give a ruling and notify WS.

PART 2 - Requirements and Limitations

The **crew** and the **boat** shall comply with the rules in Part 2 when racing. The Notice of Race may specify that compliance shall be in effect from the moment equipment is presented for inspection. Measurement shall be carried out in accordance with the current version of ERS except where varied in this Part.

Section C - CONDITIONS FOR RACING

C.1 RULES

- C.1.1 RRS Appendix G1.2 Specifications (a) -The official Topper Numbers (see G.4.3.2) are mandatory, this changes RRS Appendix G1.2(a).
- C.1.2 RRS Appendix G1.3 Positioning (b), is changed from above '60%' to '70%' of leech length.
- C.1.3 World Sailing Advertising Code 20.4.1.5. – Event Advertising on Sail for boats which have a low freeboard. World Sailing permits Event Advertising on the Sail as specified in Class Rule Appendix I.

C.2 LIMITATIONS

- a) The **crew** shall consist of one person unless otherwise provided in the Notice of Race.
- b) To be eligible to race in class events, the owner shall be a member of the NAITC or where there is no NAITC in his/her nation, a member of any other existing NAITC.

C.3 RESPONSIBILITY OF THE CREW

It is the **crew's** responsibility to ensure that the **boat, personal equipment** and **portable equipment** comply with the **class rules** when *racing*.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY^[L]_{SEP} EQUIPMENT

When *racing*, the **crew** shall wear a **personal flotation device** to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AS 4758 Level 50, or equivalent. Inflatable buoyancy vests are not permitted.

C.4.2 OPTIONAL EQUIPMENT

- a) Electronic or mechanical timing devices which do not have any other function / capability may be carried.
- b) A compass may be carried, provided it is immediately and totally detachable. A timing device and electronic compass may be integrated in the same device. A timing device or compass must not be capable of displaying, delivering, transmitting, receiving, calculating, correlating or storing information about wind speed, wind direction, boat speed or boat position. A retaining line may be used subject to it being fastened by a carbine hook / carabiner or loop and bobble.
- c) Other electronic devices or their fixtures shall not be carried by the **crew** on board or attached to any part of the **boat** except when the Notice of Race or Sailing Instructions may require or permit additional electronic equipment to be carried aboard (such as a tracking device, video camera etc.).
- d) Mast top flotation devices may be used by **crew** using a 4.2m² sail. Any such flotation device shall be presented at **Equipment Inspection**.
- e) Self-inflating **mast** top flotation devices shall not be used.
- f) **Boat** names may be formed by the use of stickers, preformed self-adhesive letters and / or numerals, or painted or hand drawn. The font shall not be associated with recognised advertising logos or fonts. **Boat** names may be placed on both sides and shall not be more than 500mm in length and the forward end of the name shall not extend more than 1,000mm from the transom. Alternatively, **boat** names may be placed on the inside of the cockpit and / or on the transom.

C.4.3 PORTABLE EQUIPMENT

- a) Tools and spare parts such as blocks, shackles, ropes etc. may be carried. ^[L]_{SEP}
- b) A compass may be carried, provided it is immediately and totally detachable and does not impede free rotation of the mast. Electronic, self-contained, digital compasses using only magnetic input are permitted. A compass shall not be permanently fixed to the boat. When a compass is attached to the mast by clips, a retaining line may be used, subject to it being fastened by a carbine hook / carabiner or loop and bobble.
- c) Course cards and Flag charts may be attached to the **hull** by plastic tape or self-adhesive backing but shall not be permanently attached.
- d) A China-graph pencil may be carried and may be attached to the **boat** by a line.

- e) Bottle holders and storage bags may be attached to the **hull**, **mast** or toestraps by Velcro, plastic tape, plastic clips or a line but shall not be permanently attached. A bottle holder attached to the mast by clips may use a retaining line, subject to it being fastened by a carbine hook / carabiner or loop and bobble.
- f) A burgee or wind indicator may be inserted in the top of the **mast** or attached to the front of the mast with elastic shock cord and/or tape but shall not be permanently attached.
- g) An Inclinator may be used and shall be attached to the boat using tape, Velcro or a self-adhesive pad but shall not be permanently attached.

C.5 **BOAT**

Alterations to the **boat** as supplied by the AL, shall be permitted only in respect of the following:

C.5.1 **HULL**

C.5.2 **General**

- a) The **hull** shall comply with the current **class rules** (see PART 1 -A.1.5).
- b) The **hull** as supplied by the AL shall not be altered in any way except as permitted by the **class rules** PART 1 – PART 1 -A.1.6

C.5.2.2 **MODIFICATIONS AND MAINTENANCE**

- a) Repairs shall be permitted provided that such repairs do not alter the shape or characteristics of the boat so that performance or the safety of the boat maybe affected.
- b) For the purposes of measuring, the three moulding marks in the polypropylene **hull** shall be seen as imperfections and may be repaired flush with the original surface without altering the profile using a suitable marine filler or tape.
- c) A badly fitting **daggerboard** plate on a polypropylene hull may be fitted flush with the **hull** by removing the **daggerboard** plate and reducing the height of the surface below including making brass inserts flush with the surrounding area. Filler of any type shall not be used to cover or fill the **mast** step screw or the screws or gap around the **daggerboard** plate. Tape may be used to cover these areas.
- d) Additional or new hatches and holes are not permitted in the **hull**, deck or cockpit. If large holes or large areas of damage need repairing these shall be executed by an AL. All International Toppers from **Sail Number** 49050 will be supplied by the AL with three hatches. These hatches are required for the building process and may not be changed, nor shall additional hatches be permitted.
- e) Routine **maintenance** such as small **repairs**, **sanding** with wet and dry paper and by removing scratches with a blade and filling to the hull's original form is permitted. The use of polish and cleaners is also permissible as long as their use does not contravene the *Racing Rules of Sailing*.
- f) Bailers may be replaced.

C.5.3 **HULL APPENDAGES** and Tiller/ Tiller Extension.

C.5.3.1 GENERAL

- a) **Hull Appendages** and the tiller and tiller extension shall comply with the current **class rules** (PART 1 -A.1.5).
- b) The daggerboard, rudder, tiller and tiller extension as supplied by AL shall not be altered in any way except as permitted by these **class rules** (PART 1 - A.1.6).

C.5.3.2 LIMITATIONS ^[1]_{SEP}

Only one **daggerboard**, one **rudder**, one tiller and one tiller extension shall be used during an event except in case of loss or damage beyond repair. Such replacement may be made only with the approval of either the ETO, the **official measurer** or, in their absence, the Race Committee. If a replacement is made on the water approval must be sought immediately on return to shore.

- a) For the purposes of measuring, the moulding marks in the **rudder** and **daggerboard** and the notches in the **daggerboard** shall be seen as imperfections and may be repaired flush with the original surface without altering the profile using a suitable marine filler and/or tape.
- b) The bolt that attaches the rudder to the rudderstock may be cut flush with the retaining nut to stop the mainsheet catching.
- c) To stop 'slop' in the rudder, no more than 2 cable ties may be used to pass through the holes in the side of the rudderstock. The locking heads on the cable ties shall be located in the slots on top of the rudderstock.
- d) The projections on the top of the rudderstock may be reduced in height to become flush with the upper surface of the tiller when the tiller is deployed
- e) **The daggerboard** retaining device may be replaced. The **daggerboard** shall be held in place under forward tension by the use of elastic shock cord and a plastic hook attached to a short secondary length of bow line ending in a loop that comes from in front of the knot under the bow line attachment point. The **daggerboard** elastic shall not be passed around the mast and shall be fastened in such a way that the **daggerboard** cannot become detached from the **boat**.
- f) Pro-Grip and bladder bungs may be retrofitted to bladders.
- g) Tiller extensions may be replaced. The maximum tiller extension overall length shall be 975mm. For tiller extensions with flexible rubber joints, measurement shall be taken from the extreme end of the Tiller extension to the top of the mounting plate on the Tiller with the tiller extension held vertically. For tiller extensions with metal swivel joints, measurement shall be taken from the extreme end of the tiller extension to the other end of the tiller extension where it meets the swivel joint but not including the swivel joint.

C.5.3.3 MAINTENANCE

Routine maintenance such as small repairs, sanding and polishing is permitted. Plastic tape may be used to prevent equipment failure, prevent wear, assist with fitting of parts and to prevent parts catching.

C.5.4 RIGGING

C.5.4.1 GENERAL

- a) No alterations permitted in **class rules** section C shall impair reefing of the standard (5.3m²) **sail** by mast rotation for two complete turns without adjustment of **mast, rigging** or fittings other than kicking strap (**boom** vang) and **sail tack** downhaul line. This rule does not apply to the 6.4m² or 4.2m² **sail**.
- b) **Rigging** shall comply with the current **class rules** (see PART 1 -A.1.5).
- c) The lower **mast** section, the top **mast** section and the **boom** as supplied by the AL shall not be altered in any way except as permitted by these **class rules** (see PART 1 -A.1.6).

C.5.4.2 LIMITATIONS ^[L]_{SEP}

Only one **mast** lower section, one **mast** top section and one **boom** shall be used during an event except in case of loss or damage beyond repair. Such replacement may be made only with the approval of either the ETO, the **official measurer** or, in their absence, the Race Committee. If a replacement is made on the water approval must be sought immediately on return to shore.

- a) **Mast** and **boom** cleats may be replaced or removed. If removed, the holes shall be sealed by rivets. A stainless steel 'P' clip may be fitted to the lower **mast** webbing strop rivet. 'P' Clips shall not be fastened to any place on the underside of the **boom**. A loop of elastic shock cord may be fastened around the **mast** lower section to retain the bow line.
- b) The **mast** top and bottom section shall not be permanently bent by any more than 20mm deviance from straight along the entire length of both sections connected together.
- c) Metal strops on old **spars** may be replaced with an equivalent fitting using rivets or a bolt of the same diameter as the original rivet passing through the **spar** and cut flush with a self-locking nut on the other side. The use of rivets is preferable as a bolt may cause wear.
- d) The crane or plastic fitting at the **mast top point** may be changed to suit the make and type of **sail** being used, but in any case, the part shall be as supplied by the AL or their agent / dealer

C.5.4.3 MAINTAINENCE

- a) Routine maintenance such as small repairs, replacing strops, cleats etc. and polishing is permitted. Plastic tape may be used on **spars**, blocks, lines, shackles and pins to prevent equipment failure, prevent wear, assist with fitting of parts and to prevent parts catching.
- b) Anti-chafe tape and / or plastic sleeving may be used around the mast at the position of the mast gate in such a way that it does not impede the free rotation of the mast.
- c) A mast foot (as supplied by an AL) may be fitted to the mast lower section Heel point where it fits into the mast cup. Tape or other material shall not be attached in lieu of, as a replacement for, or in addition to, the mast foot. The mast lower section shall be shortened (by an AL) at the bottom end when fitting the mast foot so that the overall length of the mast lower section remains 2,720mm ± 3mm.

- d) Only one PTFE disc may be used between the mast cup and the mast heel point to reduce friction.

C.5.5 CONTROLS AND **SHEETS**

Controls and **sheets** shall comply with the current **class rules** (see PART 1 -A.1.5).

C.5.5.1 LIMITATIONS ^[1]_{SEP}

Only one kicking strap arrangement, one **sail clew outhaul** arrangement, one **sail tack** downhaul arrangement, one mainsheet and one traveller shall be used during an event except in case of loss or damage beyond repair. Such replacement may be made only with the approval of the ETO, the **official measurer** or, in their absence, the Race Committee. If a replacement is made on the water approval shall be sought immediately on return to shore.

- a) **Sheets** or lines supplied by the builder may be substituted with sheets or lines of any material and any length (with the exception of class rules C.5.5.7- the Bow line and C.5.5.3c)- the cascade block primary line).
- b) Each **sheet** or line shall be of one continuous length and of uniform diameter.
- c) Wire shall not be used.
- d) Back up lines with a maximum diameter of 3mm may be used for the traveller, downhaul and kicker.

C.5.5.2 MAINSHEET

Either a centre or aft main sheeting system may be used when *racing*. The system may be changed between races in a series.

- a) Mainsheet blocks, eyes, cleats and fairleads associated with the mainsheet arrangement, centre or aft sheeted, may be replaced but the position of the fittings shall not be changed from that specified for the particular arrangement, with the following exceptions:
- b) Aft-sheeted **boats** may be modified to a centre mainsheet arrangement. The method of attachment shall be by fitting a lacing eye with two bolts, nuts and penny washers to attach a block to the upper recessed horizontal surface of the **daggerboard** casing behind the **daggerboard**.
 - i) The position of this lacing eye shall be within the recessed area and ideally but not exclusively between 8-14mm from the back edge of the **daggerboard** slot. The midpoint between the two holes in the lacing eye shall be on the **lateral axis** of the boat +/-2mm (Figure 3). The new block and eye shall not interfere with the action of the **daggerboard**.
 - ii) When retrofitting a centre main system, the **boom** shall be fitted with a mainsheet support loop as specified in class rule C.5.5.2 e).
 - iii) **Boats** with factory fitted centre mainsheet blocks shall not move the position of the centre mainsheet block.
- c) The mainsheet block at the end of the boom shall be fitted so that under tension, the furthest aft part of the block is not more than 15mm from the forward face of the boom end fitting (see Figure 1 and Figure 2).

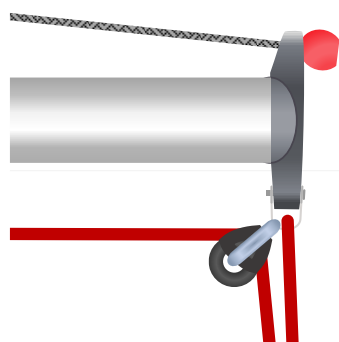


Figure 1

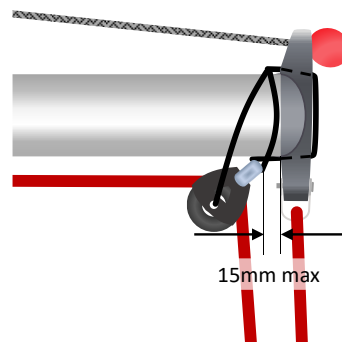


Figure 2

- d) The mainsheet block shall be attached to the boom shall be positioned so that under tension the furthest aft part of the block is between 650mm and 715mm from the **mast**.
 - i) Boats with a **boom** stop, the block shall be attached by a line of Dynema or similar material, passing underneath and through the stop and fastening in front of the stop rivet (Figure 4).
 - ii) Boats with a metal **boom** stop shall use a webbing strap or a Dynema line passed through the metal **boom** stop to attach the mainsheet block.
- e) For all **boats**, the **boom** shall be fitted with a mainsheet support loop of between 105mm and 155mm wide and positioned with its centre between 1200 and 1300mm from the **mast** (Figure 4). The loop shall be held in place by Velcro or tape.

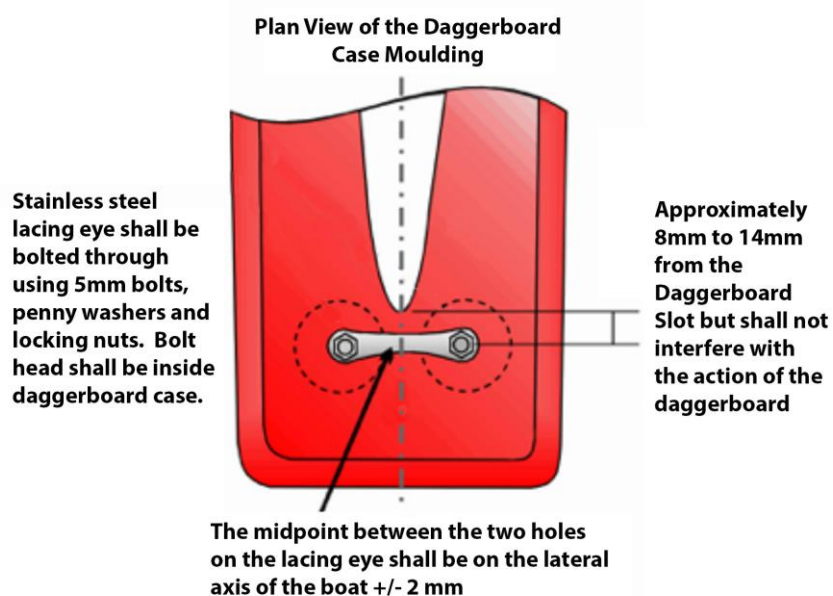


Figure 3

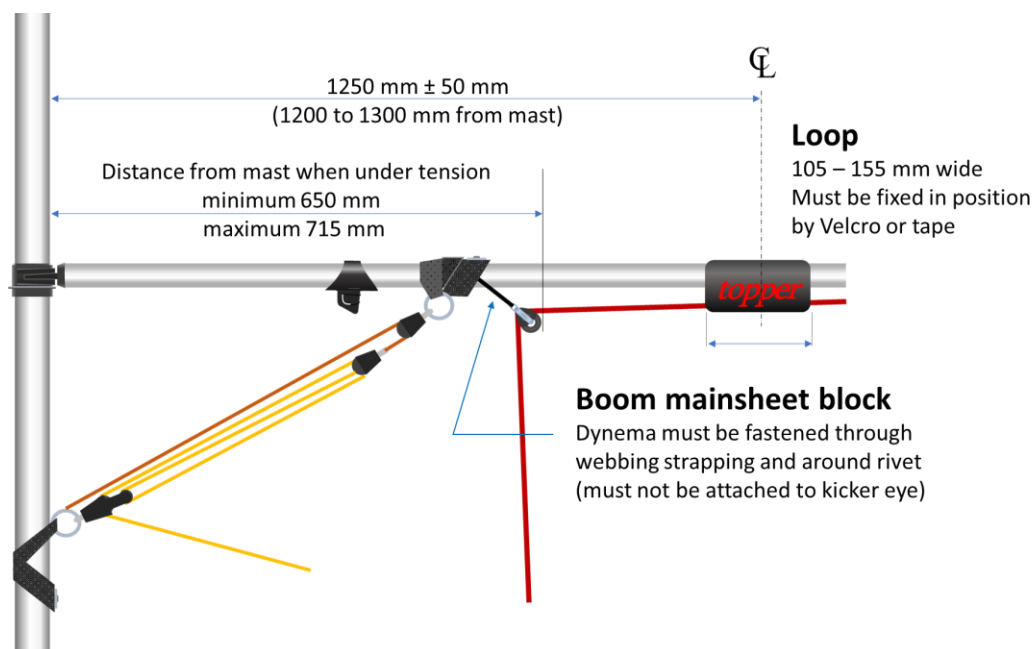


Figure 4 Boom measurements

C.5.5.3 KICKING STRAP

- a) Kicking strap arrangement may be replaced or altered subject to it being a block and tackle system with a mechanical advantage of 3:1 or 6:1; Kicking straps with mechanical advantages other than 3:1 or 6:1 shall not be allowed.
- b) Kicking straps with a mechanical advantage of 3:1 may be a single block and tackle system;
- c) Kicking straps with a mechanical advantage of 6:1 shall be formed using a single block and tackle system as described in C.5.5.3 b) and a 2:1 cascade block and primary line (as supplied by an AL).
- d) The cascade block and primary line may not be altered in any way.
- e) The cascade primary line shall display identification marks (trademark/branding).
- f) The cascade block and primary line shall be fastened at the mast by passing the spliced loop:
 - i) through the gate of the asymmetric carabiner which attaches the kicker secondary line to the mast, or
 - ii) through the gate of a new asymmetric carabiner that is of the same length (65mm) as that supplied by the AL without shortening the overall length in any way
- g) All kicking straps shall be secured at the mast by an asymmetric carbine hook / carabiner 65mm in length (as supplied by the AL) rendering it immediately detachable.
- h) 3:1 kicking straps shall be attached to the boom by a carbine hook / carabiner or a shackle. 6:1 kicking straps shall be attached to the boom by a shackle.

C.5.5.4 TRAVELLER

- a) The traveller may be replaced. A 2:1 purchase may be added to the traveller by using the rope, adding a block, thimble or ring and a clam cleat with an integrated roller in the same position as supplied by the AL.
- b) A stainless steel or plastic 'P' Clip may be attached under the traveller deck cleat using the existing lower screw or longer replacement.
- c) The lower block may be replaced and attached to the traveller using either a hole in the block, a shackle attached to the block or a smaller block in place of the shackle.
- d) For **boats** before **sail number** 46940 needing to replace fairleads for the traveller and only where the spacing between the centre of the inserts on the deck is larger than 22mm and will not allow for the fitting of a replacement plastic Topper fairlead, a plastic or metal alternative of similar height from a different manufacturer may be attached using the original **hull** inserts.
- e) Where a deck inset for a fairlead has failed, a Topper fairlead may be replaced using nuts, bolts and washers through the transom overhang by drilling through the original deck inserts or as near as practically possible.

C.5.5.5 SAIL CLEW OUTHAUL

- a) The **sail clew outhaul** arrangement may be replaced or altered, subject to it being a block and tackle system of maximum mechanical advantage of 4:1, attached to the sail **clew** or to the foot lengthening strop used on the 4.2m² sail by an asymmetric carbine hook / carabiner rendering it immediately detachable.
- b) The **clew outhaul** arrangement shall allow the 5.3 m² **sail** to be reefed by two complete turns of the **mast** (this rule does not apply to the 6.4m² or 4.2m² **sail**). Detaching the purchase to allow for reefing shall be achieved by releasing a plastic bobble from a loop passed through the kicker webbing strop eye on the **boom** or for boats with metal **boom** strops by releasing a plastic bobble from a loop passed through the metal kicker strop itself.
- c) The **clew** retainer shall either be, the older plastic hook and rope type, the stainless steel hook and ring or the Velcro strop type.
 - i) When using the stainless steel hook, it may be wrapped with a plastic spiral wrap to improve sliding.
 - ii) When using the Velcro **clew**, the supplied stainless steel hook and ring **clew** retainer may be removed from the **boom** but if it is not removed, it shall be taped up in such a way that it cannot cause injury or become an entrapment hazard.
- d) A cable tie or line taped in place may be fastened around the **boom** in front of the **outhaul** cleat, to form a loop to stop the **outhaul** cleat inadvertently releasing.
- e) A cable tie or line taped in place, may be used to attach the **outhaul** turning block (block closest to the **mast**) to the underside of the **boom**
- f) An elastic shock cord may be fitted between the **clew** outhaul block and the rivet attaching the boom kicker strop to assist with releasing the **outhaul**.

C.5.5.6 SAIL TACK DOWNHAUL

Sail tack downhaul arrangement may be replaced or altered subject to it being a block and tackle system of maximum mechanical advantage of 6:1, attached to the **sail tack** by a carbine hook / carabiner.

C.5.5.7 Bow Line

- a) The bow line may be replaced subject to rule C.5.5.7 b)
- b) A bow line between 3,000mm and 3,500mm in length and between 6 and 7mm (inclusive) in diameter shall be fastened at the bow line attachment point with single knots on either side of the bow line attachment point. These knots shall be a maximum of 100mm apart.
 - i) The longer leg of the bow line shall extend beyond the aft end of the dagger board box by 250mm.
 - ii) There shall be a short secondary leg of the same bow line that starts forward of the knot under the bow line attachment point. This secondary length of bow line shall have a soft loop (spliced, whipped, or bowline knot) formed at its end in order to facilitate the attachment of the **daggerboard** elastic. The maximum length of the secondary leg of the bow line shall be 500mm. There shall be no other knots in the bow line unless permitted by the ETO.

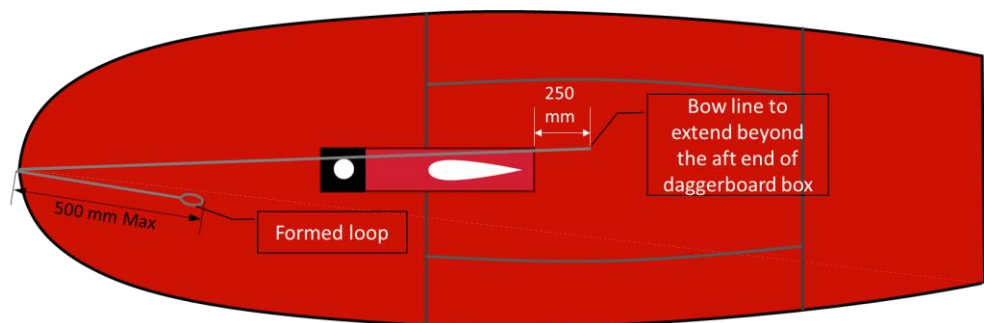


Figure 5

- c) The longer leg shall be stowed in a manner that permits its immediate use for towing using a small piece of elastic cord tied around the mast. It shall not be stowed by passing it around the mast.
- d) Mechanically retracting bow lines shall not be used for safety reasons.

C.5.6 TOESTRAPS

The toestraps and toestrap mounting points as supplied by the AL shall not be altered in any way except as permitted by these class rules.

- a) Toestraps may be replaced and this shall be done using the original **hull** attachment fittings. No extra holes shall be made in the **boat**.
- b) Toestraps shall consist of a single length of webbing attached at either end existing fittings on the cockpit deck.
- c) Toestraps may be padded.
- d) A centre toestrap may be added to **boats** with only two toestraps.

- e) The centre toetraps may be replaced with an adjustable centre toetraps, which shall be adjustable in length with a one-handed operation for boats before sail number 49050. The adjustment mechanism shall be made only of rope and/or elastic shock cord and/or plastic.
- f) All International Toppers from **Sail Number** 49050 will be supplied with adjustable toetraps in place of those described in C.5.6 b). These toetraps may not be fitted to International Toppers before Sail Number 49050.

C.6 SAIL

C.6.1 SAIL REEFING

- a) No alterations permitted in class rules section C shall impair reefing of the standard (5.3m²) **sail** by **mast** rotation for two complete turns without adjustment of **mast**, **rigging** or fittings other than kicking strap (**boom** vang) and **sail tack** downhaul line. This rule does not apply to the 6.4m² or 4.2m² **sail**.

C.6.2 PERMITTED SAILS

- a) The following **sails** may be used:
 - i) 6.4 m² **sail**;
 - ii) 5.3 m² **sail**; or
 - iii) 4.2 m² **sail**.

C.6.3 SAIL MAINTENANCE

- a) **Sail** repairs requiring replacement panels and/or adjustment to **seams**, shall be made only by AL. However, small repairs, including replacing the masthead strop (where present) may be carried out by a competent **sail** repairer but modifications to the dimensions of any part of the **sail** shall not be permitted.
- b) Sails provided by the AL with a masthead strop and a cringle at the head of the sail may have the strop removed, if damaged, in order that a **halyard** loop may be used.

Section D - HULL

D.1 MANUFACTURER

- D.1.1 The **hull** shall be manufactured by AL.

D.2 IDENTIFICATION

- D.2.1 All International Toppers from **Sail Number** 40000 shall display on the forward bulkhead in the cockpit a WS Building Plaque, which shall be fixed by the builder AL.
- D.2.2 With the exception of PART 1 -B.1.6, the **Sail Number** shall be the number on the WS Building Plaque, or for **boats** built prior to Sail Number 40000, the Class Number for the **boat**.
- D.2.3 All International Toppers from **Sail Number** 48600 shall display Identification Marks (trademark/branding) from the AL on the **Hull**.

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

- D.3.1 Shall comply with the World Sailing approved Builders Construction Manual.

Section E - HULL APPENDAGES

E.1 MANUFACTURERS

E.1.1 The **hull appendages** shall be manufactured by AL.

E.2 PARTS

- E.2.1 (a) **Daggerboard**
- (b) **Rudder Blade**
- (c) **Rudder Stock**
- (d) **Tiller**

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

Section F - RIG

F.1 MANUFACTURER

F.1.1 The rig shall be manufactured by ALs.

F.2 PARTS

- F.2.1 (a) Upper **Mast** section
- (b) Lower **Mast** section
- (c) **Boom**

F.3 IDENTIFICATION

F.3.1 All International Toppers from **Sail Number 48600** shall display Identification Marks (trademark/branding) from the AL on the **Spars**.

F.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

Section G - SAILS

G.1 MANUFACTURER

G.1.1 The **sail** shall be manufactured by Licensed Manufacturers.

G.2 PARTS

- G.2.1 (a) **Mainsail** 6.4 m²
- (b) **Mainsail** 5.3 m²
- (c) **Mainsail** 4.2 m²

G.2.2 The **sail** may be fastened at the masthead by a **halyard**, a **halyard** loop and bobble or a masthead strop sewn into the **sail**.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

The **sail** as supplied by AL shall not be altered in any way except as permitted by these class rules.

G.4 IDENTIFICATION

- G.4.1 All International Toppers from **Sail Number 48600** shall display Identification Marks (trademark/branding) from the AL on the **Sail**.
- G.4.2 The **sail** shall display the 'Topper Class Insignia' black Top Hat Logo – (see Figure 6) which shall conform to the official drawings in the ownership of the Licensor and protected by their trademark and copyright, and fitted by the AL to both sides of the sail.

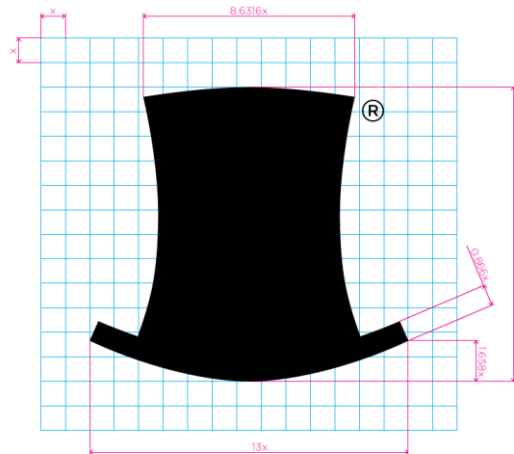


Figure 6

- G.4.3 All **identification** on **sails** (Sail Number, Event Number and National Letters) shall comply with *RRS Appendix G* except where modified by Part 2 C.1 Rules.
- G.4.3.1 NATIONAL LETTERS
- When sailing at international events the National Letters shall be added to both sides of the **sail** as per the following instructions:
- National Letters shall be placed on both sides of the **sail** with the letters on the starboard side being above the ones on the port side. [L
SEP]
 - On 6.4 m² **sails** they shall be placed above the second batten and beneath the Class Insignia. On 5.3 m² **sails** they shall be placed in the first panel beneath the Class Insignia. On 4.2 m² **sails** they shall be placed in the second panel beneath the Class Insignia.
 - They shall be constructed of pre-formed Helvetica letters with a minimum height of 230mm and shall be black in colour.
 - The distance between each element of the complete letter shall be 45mm (-0 / +10mm).
 - On 6.4 m² **sails** (see Figure 7):
 - On the Port side of the **sail**, the lower edge of the letters shall be 45mm (- 0 / +10mm) distance above the top edge of the batten. The National Letters shall finish 45mm (-0 / +10mm) distance from the **leech** (aft edge of the **sail**).
 - On the starboard side of the **sail**, the lower edge of the letters shall be placed 45 mm (-0 / +10mm) distance above the ones on port. The

National Letters shall start 45mm (-0 / +10mm) distance from the leech (aft edge of the sail).

- f) On 5.3 m² and 4.2 m² **sails** (see Figure 8 and 12 respectively):
 - i) On the starboard side of the **sail**, the upper edge of the letters shall be placed 45 mm (-0 / +10mm) distance from the upper **seam** of the relevant panel (see G.4.3.1 b). The National Letters shall start 45mm (-0 / +10mm) distance from the **leech** (aft edge of the **sail**).
 - ii) On the Port side of the **sail**, the upper edge of the letters shall be 45mm (-0 / +10mm) distance below the ones on starboard. The National Letters shall finish 45mm (-0 / +10mm) distance from the **leech** (aft edge of the **sail**).

G.4.3.2 **SAIL NUMBERS**


- a) **Sail** Numbers shall be placed on both sides of the **sail** with the numbers on the starboard side being above the ones on the port side.
- b) **Sail** Numbers shall be Topper Numbers as described in G.4.3.2.c, this changes RRS Appendix G1.2(a). Sail numbers shall be black
- c) Topper Numbers shall be constructed of 'Digital Eights' cut in the preferred style. Serifs shall be 10mm ± 3mm (Figure 9). The minimum height of the numbers shall be 230mm.
- d) On 6.4 m² **sails** they shall be placed below the second batten (Figure 10). On 5.3 m² **sails** they shall be placed in the second panel beneath the Class Insignia (Figure 11) and on 4.2 m² **sails** they shall be placed in the first panel beneath the Class Insignia (Figure 12).
- e) There shall be a 45mm (-0 / +10mm) distance between each element of the complete number.
- f) On the starboard side of the **sail**, the upper edge of the numbers shall be placed 45 mm (-0 / +10mm) distance from the upper **seam** of that panel and start 45mm (-0 / +10mm) distance from the **leech** (aft edge of the **sail**).
- g) On the Port side of the **sail**, the upper edge of the numbers shall be 45mm (-0 / +10mm) distance below the ones on starboard. The **Sail** Numbers shall finish 45mm (-0 / +10mm) distance from the **leech** (aft edge of the **sail**).

Section H - EVENT NUMBERS

H.1 **SAIL EVENT NUMBERS**

- a) Event numbers will be allocated by the Organising Authority for the Event and may relate to National Championship numbers.
- b) Championship Numbers are allocated by the secretariat of the National Topper Class Associations (NAITCs). The IC has allocated ranges of number to ITCA (GBR) and ITCA (IRL) and International sailors.

Event Numbers shall consist of three digits with 0s preceding the number where required, i.e. 045.
- c) Event Numbers shall be placed on both sides of the **sail** with the numbers on the starboard side being above the ones on the port side.

- d) Event Numbers shall be constructed of Topper Numbers (see G.4.3.2.c).
- e) Topper Numbers shall be constructed of 'Digital Eights' cut in the preferred style. Serifs shall be 10mm \pm 3mm (Figure 9). The height of the numbers shall be 230mm.
- f) There shall be a 45 mm (-0 / +10mm) distance between each element of the complete number.
- g) The numerals shall be White when on coloured panels or Black when on white panels.
- h) Event Numbers for the 6.4 m² **sail** (Figure 10)
 - i) The starboard side Event Number shall be placed on the white panel of the **sail** below the bottom batten.
 - ii) The upper edge of the starboard side Event Number shall be 45mm (-0 / +10mm) distance from the bottom of the bottom batten pocket.
 - iii) The port side Event Number shall be placed directly below the starboard side Event Number.
 - iv) The upper edge of the port side Event Number shall be 45mm minimum distance from the lower edge of the starboard numbers
 - v) The end of the last numeral of the port side Event Number shall finish 20 mm (-0 / +5mm) distance from the **clew secondary reinforcement**.
- i) Event Numbers for the 5.3 m² **sail** (Figure 11)
 - i) The starboard side Event Number shall be placed in the 2nd coloured panel from the bottom of the **sail**.
 - ii) The start of the starboard side Event Number shall be placed 45mm (-0 / +10mm) distance from the **leech** (aft edge of the **sail**).
 - iii) The upper edge of the starboard side Event Number shall be 45mm (-0 / +10mm) distance from the upper **seam** of the panel.
 - iv) The port side Event Number shall be placed in the 2nd coloured panel from the bottom of the **sail**. 
 - v) The upper edge of the port side Event Number shall be 45mm minimum distance from the lower edge of the starboard numbers
 - vi) The end of the last numeral of the port side Event Number shall finish 20 mm (-0 / +5mm) distance from the **clew secondary reinforcement**.
- j) Event Numbers for the 4.2 m² **sail** (Figure 12)
 - i) The starboard side Event Number shall be placed in the coloured panel 2nd up from the bottom of the **sail**.
 - ii) The lower edge of the starboard side Event Number shall be placed 45 mm (-0 / +10mm) distance from the lower **seam** of that panel and start 20 mm (-0 / + 5mm) distance from the **clew secondary reinforcement**.
 - iii) The port side Event Number shall be placed in the bottom coloured panel.

- iv) The top of the port side Event Number shall be placed 20 mm (-0 / + 5mm) distance from the top **seam** of that panel and finish 20 mm (-0 / + 5mm) distance from the **clew secondary reinforcement**.

H.2

HULL EVENT NUMBER ^[L]_[SEP]

- a) The **hull** Event Number shall match the **sail** Event Number
- b) The **hull** Event Number shall be placed on the starboard side of the cockpit rear face. ^[L]_[SEP]
- c) The **hull** Event Number shall be placed centrally between the central mainsheet traveller cleat and the side deck moulding. ^[L]_[SEP]
- d) The **hull** Event Number shall be placed so that the top edge of the number is more than 20 mm and less than 40 mm from the top of the face.
- e) The **hull** Event Number shall be White or Black ~~be~~ pre-formed or printed numeral approximately 75 mm high and shall be easily read from in front of the boat.

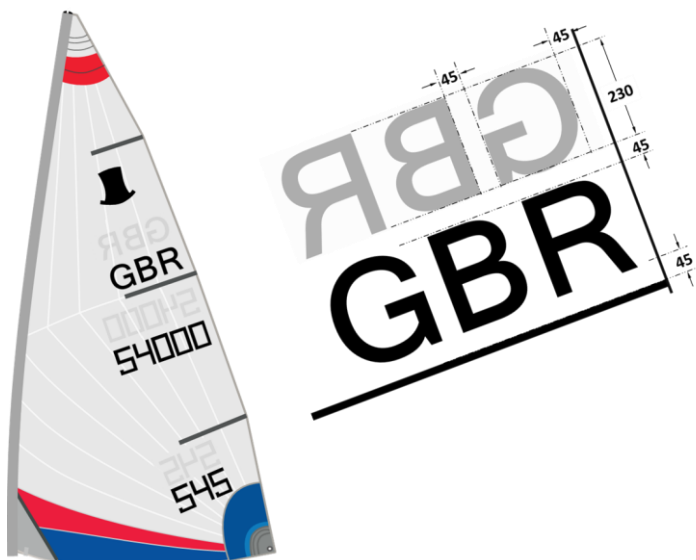


Figure 7
Position of National Letters (6.4 m²)

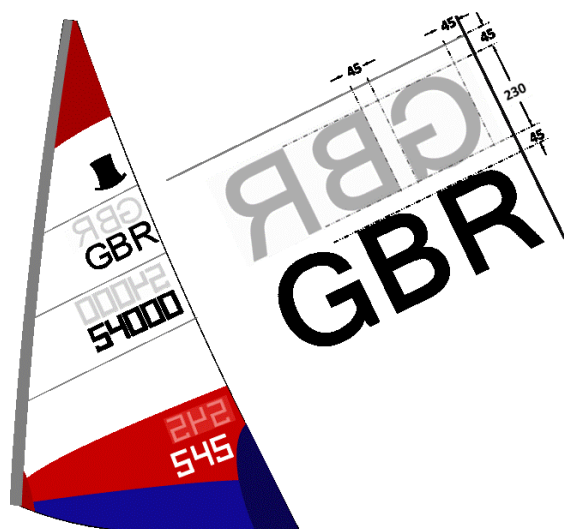


Figure 8
Position of National Letters (5.3m² and 4.2m²)

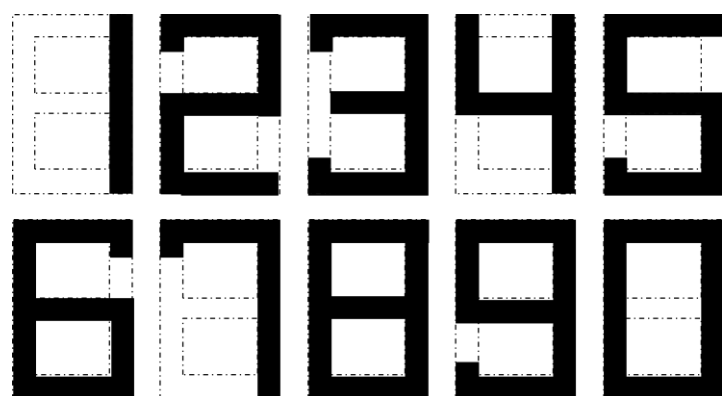


Figure 9 Topper Numbers

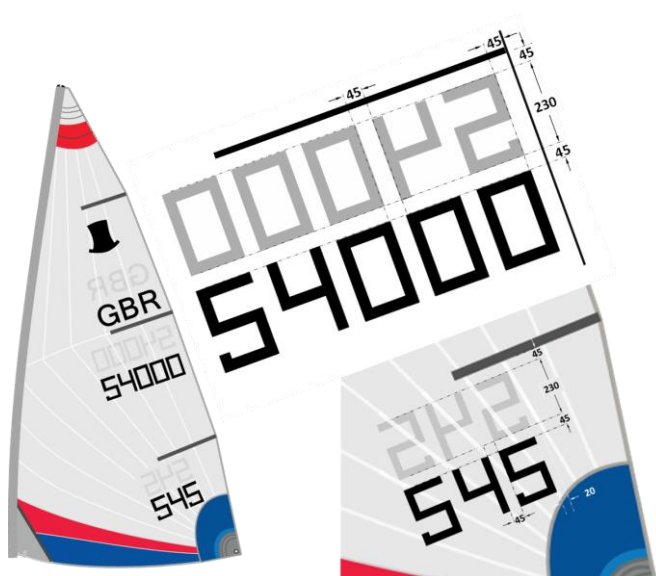


Figure 10 Letters & Numerals placement – 6.4 m² sail

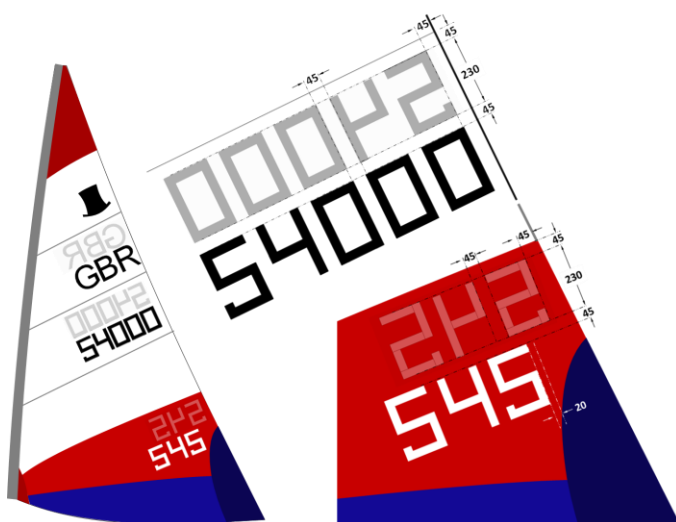


Figure 11 Letters & Numerals placement – 5.3m² sail

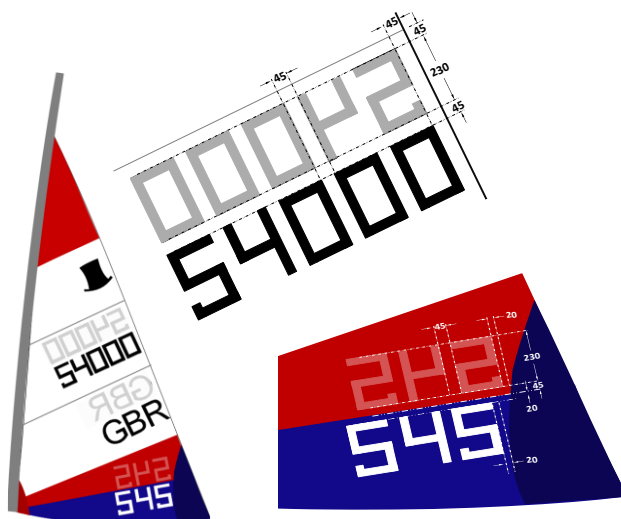


Figure 12 Letters & Numerals placement – 4.2m² sail

Notes: Where 45 is shown on the drawing above, the tolerance 45mm (-0 / +10mm) shall be applied
 . Where 20 is shown on the drawing above, the tolerance 20mm (-0 / + 5mm) shall be applied



Figure 13 Sail starboard and port with the correct placing of National Letters, Sail Number and Event Number.

Section I - ADVERTISING

I.1 WS CLASSIFICATION

WS has agreed that the International Topper may be designated a **class** with a low freeboard in accordance with *World Sailing Advertising Code* section 20.4.1.5.

I.2 LIMITATIONS

I.2.1 Advertising is permitted in accordance with the *World Sailing Advertising Code* sections 20.3.1 and 20.3.2 (b) with the following exceptions:

I.2.1.1 Competitor advertising is permitted on the inside of the cockpit, on the transom, on the visible parts of the **mast** and on the **sail** but is prohibited elsewhere except where approved by the ETO.

I.2.1.2 This space is reserved for Official **Class** Sponsors and shall not be used for Competitor advertising or contain any other media (see Figure 14, Figure 15 and Figure 16).

I.2.1.3 Official Class Sponsors' advertising shall be placed on the **boom** when required by the sailing instructions,

a) Such advertising shall be affixed to both sides of the **boom** and shall not exceed 500mm in length. Any official class sponsors' advertising shall be affixed between the mainsheet support loop and the aft end of the boom. The distance between the **mast** and the aft end of the advertising shall not exceed 2,000mm. (see Figure 17)

I.2.1.4 **Boats** shall display event advertising on the lowest white panel of the mainsail.

a) On 6.4 m² **sails** such advertising shall be placed in an area bounded by a horizontal line between the bottom batten and the **mast** and forward of the Event Numbers. The total area of such advertising shall not exceed 0.6m² on each side of the **sail**. Such advertising shall be clearly separated by at least 45mm from the forward most part of the Event Numbers.

b) On 5.3m² **sails** such event advertising shall be placed in an area bounded by the top and bottom **seams** of the panel and a line perpendicular to the top **seam** and 1,000 mm from the **leech** (see Figure 18). The total area of such advertising shall not exceed 0.6m² on each side of the **sail**. Any competitor advertising on this panel shall be clearly separated by 45mm from the edge of this area.

c) On 4.2m² **sails** such event advertising shall be placed centrally between the national letters and the **mast** sleeve, parallel to the upper **seam** of the **sail** panel. The total area of such advertising shall not exceed 0.6m² on each side of the **sail**. No competitor advertising is permitted on this panel.

d) Any competitor advertising shall be clearly separated from such event advertising.

I.2.2 Events organised by ITCA (World) such as the ITCA World Championships and regional events shall enforce Rules I.2.1 except where modified by the Notice of Race for that event.

I.2.3 With reference to Figure 14 to Figure 16 below, organisers for NAITC and MNA events may use Positions A and B for advertising for their events, however NAITC's shall apply to ITCA (World) for any Event Advertising that is to be placed in Position C.

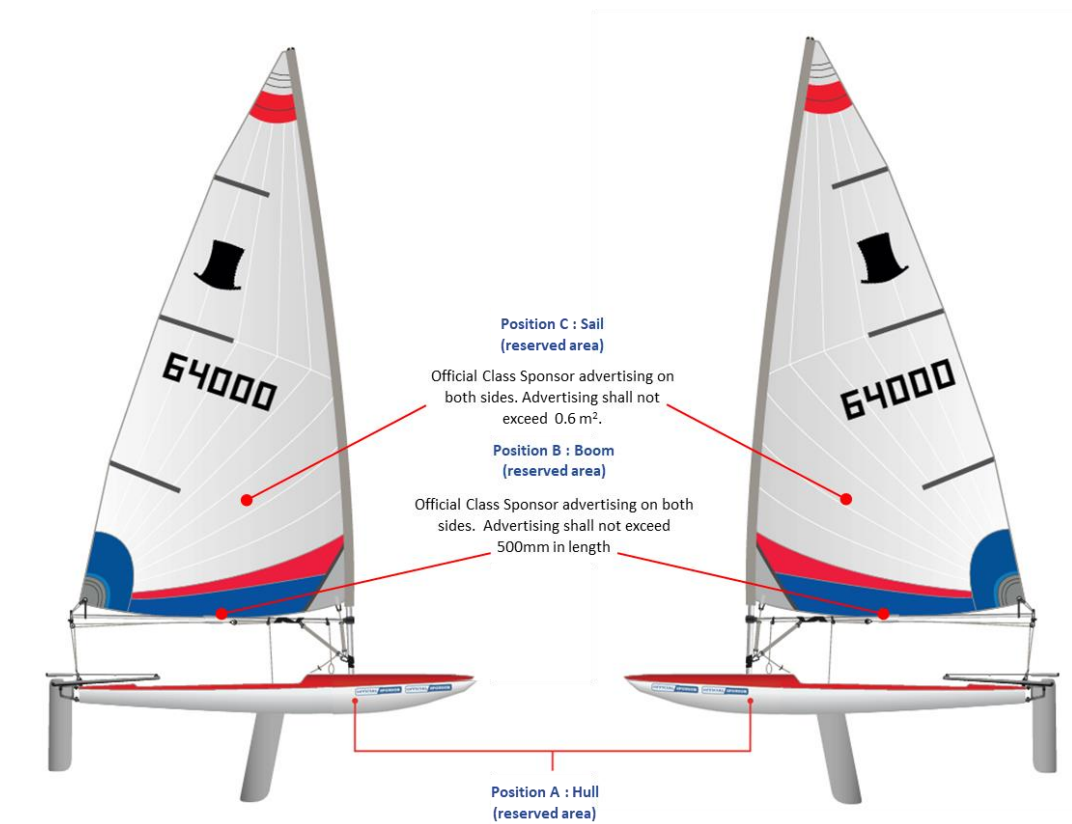


Figure 14 Advertising 6.4 m²

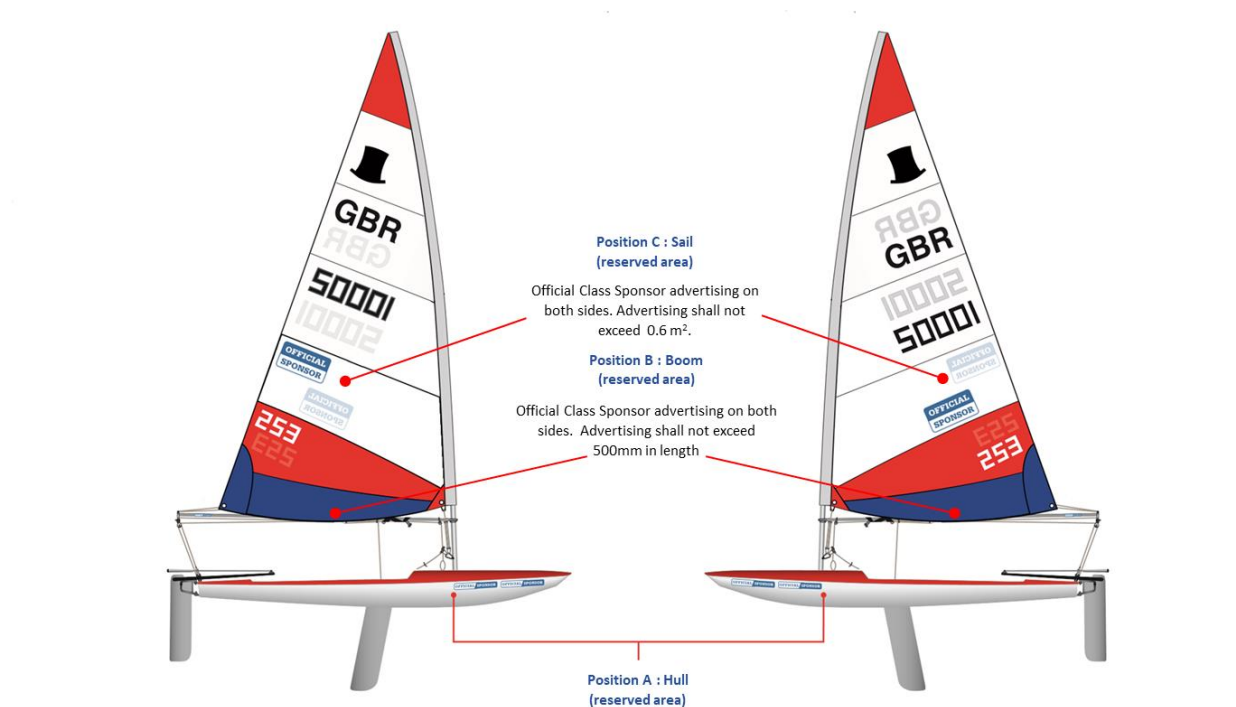


Figure 15 Advertising 5.3 m²

