

# 2005 INTERNATIONAL TOPPER (5.3m<sup>2</sup>) and Topper 4.2 m<sup>2</sup> CLASS RULES



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 fundamental objective of these Class Rules is to protect the One-Design nature by ensuring that International Toppers are as alike as possible so that racing success shall depend only on the skill of the crew and not be a test of the boat or its equipment.

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 helmsmen, constructional strength, ease of maintenance and moderate cost shall be maintained.

## 1. PROTECTION OF ONE-DESIGN

- 1.1 To be an International Topper, the boat and its equipment shall comply with the Class Rules.
- 1.2 Only builders and sailmakers, currently holding valid licences from the Copyright Holder of the Topper design and approved by the ISAF shall be entitled to manufacture Topper hulls, spars, foils, rigging, equipment or sails. A list of such licensees shall be obtainable from the International Topper Class.
- 1.3 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 rules.

## 2. APPLICATION OF CLASS RULES

- 2.1 The Class Rules may be amended periodically by the ISAF in consultation with the International Topper Class Association (ITCA) and in accordance with ISAF Regulations. The Constitution of the ITCA shall govern the procedure for proposing Class Rule changes.
- 2.2 Interpretations of the Class Rules shall be made by the ISAF in consultation with the ITCA in accordance with ISAF Regulations. Interpretations made by the ISAF shall rank as Class Rules until superseded by a Class Rule change or until two years from the date of publication.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 the ISAF may only be sought by National Authorities or the ITCA.

2.3 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.

### **3. ADMINISTRATION AND SAIL NUMBER**

3.1 The international administering authority for the Class is the International Topper Class Association (ITCA) which shall administer the Class in accordance with the ITCA Constitution, the Class Rules and its Agreement with the ISAF.

3.2 The national administering authority for the class shall be the National Topper Class Association (NTCA), or for countries where an NTCA does not exist, the National Authority (NA) of that country. All NTCA's shall endeavour to be affiliated to their NA.

3.3 All International Toppers from sail number 40000 shall display on the forward bulkhead in the cockpit an ISAF Building Plaque which shall be fixed by the builder.

3.4 The sail number shall be the number on the ISAF Plaque, or for boats built prior to sail number 40000, the Class Number for the boat.

3.5 Identification on sails shall comply with Racing Rules of Sailing Appendix G. The official Topper numbers and characters complying with RRS Appendix G are acceptable.

3.6 The minimum height of the characters shall be 230mm and the minimum space between characters and from the edge of the sail shall be 45 mm.

3.7. The numbers and letters shall be placed parallel to the seams at different heights on the two sides of the sail, those on the starboard side being uppermost.

(a) Standard sails (5.3 m<sup>2</sup>) identified by "Race Approved Sail" on the sail maker's mark shall comply with Appendix G with the exception of Appendix G1.3(a) which is changed from 60% to 70%.

(b) All other standard sails (5.3 m<sup>2</sup>).  
The sail number may be shown above the national letters but optionally the national letters may be shown above the numbers.

(c) Small sails (4.2 m<sup>2</sup>).  
The sail number shall be placed above the national letters.

### **4. MEASUREMENT**

4.1 In the case of a measurement dispute on the hull, spars, sails, centreboard and rudder, rigging, type of fittings and equipment and the placing of same not explicitly covered by these Rules the following procedure shall be adopted:

A sample of 10 other boats shall be taken and measured 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, together with any relevant information, shall be referred to the ITCA's Chief Measurer, who shall give a ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred by the ITCA's Liaison Officer to the ISAF.

## **5. ALTERATIONS AND REPLACEMENTS**

Alterations to the boats as supplied shall be permitted only in respect of the following:

- 5.1 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.
- 5.2 Tiller extensions may be replaced. Tiller extension overall length, maximum 975mm.
- 5.3 Kicking strap arrangement (boom vang) may be replaced subject to it being a block and tackle system of maximum mechanical advantage of 3:1, secured at one end to mast or boom by a hook or shackle rendering it immediately detachable.
- 5.4 Sail clew outhaul arrangement may be altered, subject to it being a block and tackle system of maximum mechanical advantage of 4:1, attached to the sail clew by a hook or shackle rendering it immediately detachable.
- 5.5 Sail tack downhaul arrangement may be altered subject to it being a block and tackle system of maximum mechanical advantage of 6:1, attached to the sail tack by a hook or shackle.
- 5.6 Daggerboard retaining device may be replaced.
- 5.7 Mast and boom cleats may be replaced or removed. If removed the holes should be sealed by rivets.
- 5.8 Sheets or lines supplied by the builder may be substituted with sheets or lines of any length or material except that each sheet or line shall be of one continuous length and of uniform diameter and that wire is not permitted.
- 5.9 A compass may be carried, provided it is not permanently fixed to the boat.
- 5.10 A centre toestrap may be added to boats with only two toestraps.
- 5.11 Toestraps may be padded.

## **6. REPAIRS**

- 6.1 Repairs shall be permitted to damaged hulls, decks, daggerboards, rudders, masts, booms and sails provided that such repairs do not alter the shape or characteristics so that performance is, or may be, beneficially affected.

- 6.2 Damaged or worn fittings may be replaced provided that the replacement fitting is of the type and make supplied by the licensed builder (other than exceptions permitted by Class Rule 5) and is positioned as close as is practical to the original.
- 6.3 Sail repairs requiring replacement panels and/or adjustment to seams shall be made only by a licensed builder.
- 6.4 Damaged or worn toestraps may be replaced using the original hull attachment fittings.

## **7. RACING**

- 7.1 One person only shall be in the boat when racing unless otherwise provided in the Notice of Race.
- 7.2 To be eligible to race in Class events, the owner shall be a member of the National Topper Class Association or where there is no NTCA in his/her nation, a member of any other existing NTCA.
- 7.3 The mast shall not be permanently bent except that a set of not more than 20mm is permitted.
- 7.4 A bow line of not less than 1500mm in length and 6mm in diameter shall be fastened at the bow line attachment point and stowed in a manner which permits its immediate use for towing or mooring.
- 7.5 No alterations permitted in Class Rule 5 shall impair reefing of the standard (5.3m<sup>2</sup>) 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 small (4.2 m<sup>2</sup>) sail.
- 7.6 The use of electronic instruments is prohibited with the exception of electronic timing devices.
- 7.7 The distance between the side toestraps if both pulled towards the centreline shall not be less than 250mm.
- 7.8 It is the owner's responsibility to ensure that his/her boat and equipment complies with the Class Rules and relevant International Yacht Racing Rules at all times when racing.
- 7.9 The only sail permitted when racing is the mainsail.
- 7.10 Advertising is permitted in accordance with the ISAF Advertising Code sections 20.3.1 and 20.3.2 (b) [Category C].
- 7.11 Either a centre or aft main sheeting system may be used when racing. The system may be changed between races in a series.