The following amendments to the Class Rules Changes and Specification have been approved to be effective 27th April 2005.

**New Title**
**Amendment:** “International Topper” to the “International Topper (5.3m²) and the Topper 4.2m².”

**Rule 3.5**
**Amendment:** Replace existing rule with “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.”

**Rule 3.6**
**Amendment:** Replace existing rule with “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.”

**Rule 5.5 (Regarding Cunningham purchase)**
**Amendment:** Change “3:1” to “6:1”

**Delete Rule 5.6 and renumber 5.7 to 5.12**

**Rule 5.8**
**Amendment**
Replace existing rule with “Mast and boom cleats may be replaced or removed. If removed the holes should be sealed by rivets.”

**Rule 7.5**
**Add** “standard (5.3 m²)” after “reefing of the”.
**Add** new sentence to the end of rule “This rule does not apply to the small (4.2 m²) sail.”

The following amendments to the Class Rule have been approved to be effective 2nd May 2005.

**Rule 3.7 (New Rule)**
**Amendment:** Add rule
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.
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(a) Standard sails (5.3 m²) 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 m²).
   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 m²).
   The sail number shall be placed above the national letters.

Rule 7.7.
Delete: second sentence “The distance from the cockpit floor to the centre toestrap if pulled upwards at its midpoint shall not be more than 230mm”

The following amendments to the Specification have been approved to be effective 27th April 2005.

Amendment: to permit the use of a “6:1” downhaul system as illustrated below.

6:1 Downhaul System

It should be possible to cascade any 3:1 downhaul system by the addition of the red rope and an additional block.

Amendment: to permit the use of a “Use of a universal joint with two attachment bolts” as an alternative to the current single bolt attachment.
Amendment: to permit the use of webbing straps on the mast base instead of the present metal attachment point for the kicker and downhaul.

Amendment: to permit the use of webbing straps on the boom instead of the present metal attachment point for the kicker and downhaul.

The following amendments to the Sail Design Specification have been approved to be effective 2nd May 2005.

Amendments: changes to the sail manufacturing specification.

Amendments: Change in leech profile.

Amendments: to allow one additional sail panel

Amendments: to allow varying seam width across the body of the sail

Amendments: to permit the use of webbing straps on the head of the sail instead of the halyard.

Amendments: to permit the use of webbing straps on the clew of the sail instead of the eyelet.