

Notice to Competitors 2019/001

The International Topper Class Rules have been re-written and published earlier this year and there were significant changes made. As you can imagine this was a difficult task and some omissions and errors were noted. Therefore, the International Committee of ITCA World have issued this **Notice to Competitors** to correct publishing errors in the current version of the Class Rules and to provide additional Rule changes to meet new parts available from, or specification changes made by, the Approved Manufacturer.

Recognising that many sailors will have existing sails that do not comply with the new class rules, at the 2019 World Championships there will be no penalty for the following breaches of the class rules:

- Sail numbers and national letters that comply with RRS Appendix G1.2(a) but are not black (but are all of the same colour)
- Sail numbers and national letters that comply with RRS Appendix G1.2(a) except that the national letters are black and the sail numbers are not black (but are all of the same colour).

Please note that the above dispensation will NOT apply to event numbers (championship numbers). These will need to be white or black depending on the colour of the sail panel to which they are placed, as specified in the class rules - see H.1.h).

Please note also that the above dispensation may not apply at future international events."

Commodore



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Vice President – Technical



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on behalf of International Topper Class Technical Committee

1. Corrections to the Rules.

1.1 Paragraph C.5.4.1 a) is replaced by:

- 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.5.4.7 - the Bowline and C.5.4.3 c) - the cascade block line).

1.2 The following text included in C.5.4.2 MAINSHEET

- “c) The mainsheet block at the end of the boom shall be fitted so that under tension, no part of the block is more than 15mm from the nearest point on the boom end fitting. The mainsheet block attached to the boom-strop shall be positioned so that under tension the furthest part of the block is between 650mm and 715mm from the mast. The block shall be attached by a line of Dynema or similar material, passing underneath and through the strop and fastening in front of the strop rivet

Figure 2). Boats with a metal boom strop shall use a webbing strap with Velcro fastening passed through the metal webbing strop to attach the mainsheet block so that under tension the furthest part of the block is between 650mm and 715mm from the mast. 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

- d) Figure 2). The loop shall be held in place by Velcro or tape.”

shall be replaced by:

- “c) The mainsheet block at the end of the **boom** shall be fitted so that under tension, the block is not more than 15mm from the forward point of the **boom** end fitting.
- d) The mainsheet block attached to the **boom**-strop shall be positioned so that under tension the furthest aft point of the block is between 650mm and 715mm from the **mast**. The block shall be attached by a line of Dynema or similar material, passing underneath and through the strop and fastening in front of the strop rivet (Figure 2).
 - i) Boats with a metal **boom** strop shall use a webbing strap with Velcro fastening passed through the metal webbing strop to attach the mainsheet block so that under tension the furthest aft point of the block is between 650mm and 715mm from the **mast**.
- 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 2). The loop shall be held in place by Velcro or tape.”

1.3 Paragraph C.5.4.2 b ii) is replaced by:

- ii) When retrofitting a centre main system the **boom** shall be fitted with a mainsheet support loop as specified in class rule C.5.4.2 e).

1.4 Paragraph C.5.4.3 c) is replaced by the following:

- c) Kicking straps with mechanical advantage of 6:1 shall be formed using a single block and tackle system as described in C.5.4.3 b) and a 2:1 cascade block and line (as supplied by an approved licensee).

1.5 Paragraph C.5.4.7 a) is replaced by:

- a) The bow line may be replaced subject to class rule C.5.4.7 b)

1.6 Paragraph G.4.2.1 c) is replaced by:

- c) They shall be constructed of pre-formed letters at least as clear as Helvetica with a minimum height of 230mm and shall be black in colour.

1.7 Paragraph G.4.2.2 c) is replaced by:

- c) Topper Numbers shall be constructed of Black 'Digital Eights' cut in the preferred style. Serifs shall be $10\text{mm} \pm 3\text{mm}$ (Figure 5). The height of the numbers shall be a minimum of 230mm.

1.8 Paragraph H.1 c) is replaced by the following:

- c) Will consist of three digits with 0s preceding the number where required, i.e. 045.

1.9 Figure 7 is replaced by the following:

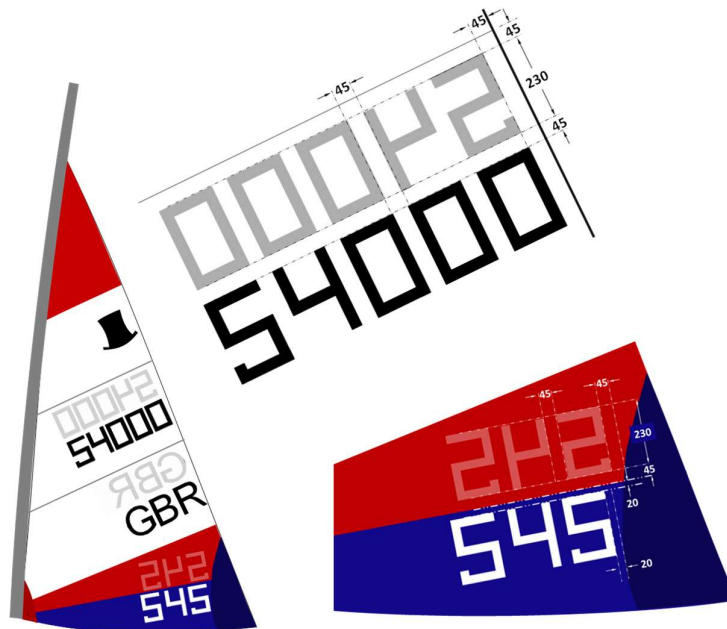


Figure 7 Letters & Numerals placement – 4.2m² sail

2. Changes to the Rules

2.1 Paragraph C.5.3.3 c) is replaced by the following:

- 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 $2,720\text{mm} \pm 3\text{mm}$.

2.2 Paragraph B.1.3 is replaced by the following:

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

2.3 Paragraph E.3 is deleted and paragraph E.4 is renumbered E.3.