

## ITCA World Equipment Inspection Guide.

For those of you who are new to the Topper World Championship and are worried about the equipment inspection at the Worlds, we want to reassure you that we will be there to help, so feel free to approach any of the Equipment Inspection team before, during or after equipment inspection if you have any questions.

The purpose of equipment inspection is to maintain the level playing field that the Topper one-design has given to us all by checking that competitors are following the class rules. Equipment inspection is also there for your own personal protection, to check that the safety elements which are in the class rules are followed, for instance the rules about the mainsheet support loop, the bow line and the metal clew hook. Equipment inspection is not about trying to catch competitors out but rather it's about encouraging and helping competitors stay within the rules.

We hope that the Equipment Inspection Form which is on the Topper World website is fairly self-explanatory but if you need clarification, please email [technical@itcaworld.org](mailto:technical@itcaworld.org).

A couple of things to note are:

- 1) **Check your mast cup.** In the last couple of years Topper International have developed a new mast foot which is fitted as standard to new masts. If you are retrofitting a new mast foot to an old mast, then it is important that you cut the appropriate amount off the bottom of the old mast before fitting, so that the mast is no longer than it was before. We check this by measuring from the mast cup to the first rivet which should be 250mm. When we have checked this in the past we discovered that it is also a useful tool for checking the condition of your mast cup. The best way of

checking that your mast cup is in good condition is to turn the Topper on it's side to empty the water out of the mast step and then use a torch to have a good look. If it looks fairly worn then that's the time to replace it.



Top Left:

Now legal PTFE anti friction ring.

Top Right:

New mast foot.

Bottom Left:

Worn mast cup pulled out of a boat

Bottom Right:

What it should look like! An original mast cup.

As you can see there is very little of the mast cup left and that means that the metal ring of the old mast was cutting into the deck of the boat and would have worn a hole right through the boat very quickly. You can appreciate the advantage of the new mast foot which will dramatically reduce wear.

2) **If using a 6:1 kicker, please make sure that the primary line that you use is an official Topper International part, that includes the Topper heat shrunk logo.** No other primary lines will be accepted. Make sure there are no knots in the kicker lines and that loop on the primary line is simply hooked into the carbine and not twisted in order to shorten the line.

3) **Advertising on the hull of the Topper is not permitted apart from advertising which came with the boat such as Harken, Ronstan or Sailing Solutions stickers.** Individual advertising/sponsor branding is not permitted, in any case, the first metre from the bow must be kept clear for official class sponsor or event branding. The best thing to do is remove old stickers etc from your boat before the Worlds and while you're at it give the hull a good clean and polish. Personal advertising is allowed within the cockpit of the boat and on the front of the mast, as detailed in the diagram below. Boat names/club stickers etc are allowed on the transom.

4) Personal advertising on the sail is allowed in the fore part of the bottom white panel of the 5.3 sail behind the luff, (see diagram below), however it must not be placed in the area reserved for official class sponsor advertising.

On the 4.2 sail no personal advertising is allowed on the bottom white panel but is allowed in the coloured panels behind the luff. Any such advertising might have the disadvantage of making you more visible on the line!

5) 5.3 sailors please make sure that you are able to reef the sail by two complete turns of the mast. (Doesn't apply to 4.2 rig)

6) Please don't take shortcuts with sail numbering. Please take your time, use pencil marks and keep lines straight.

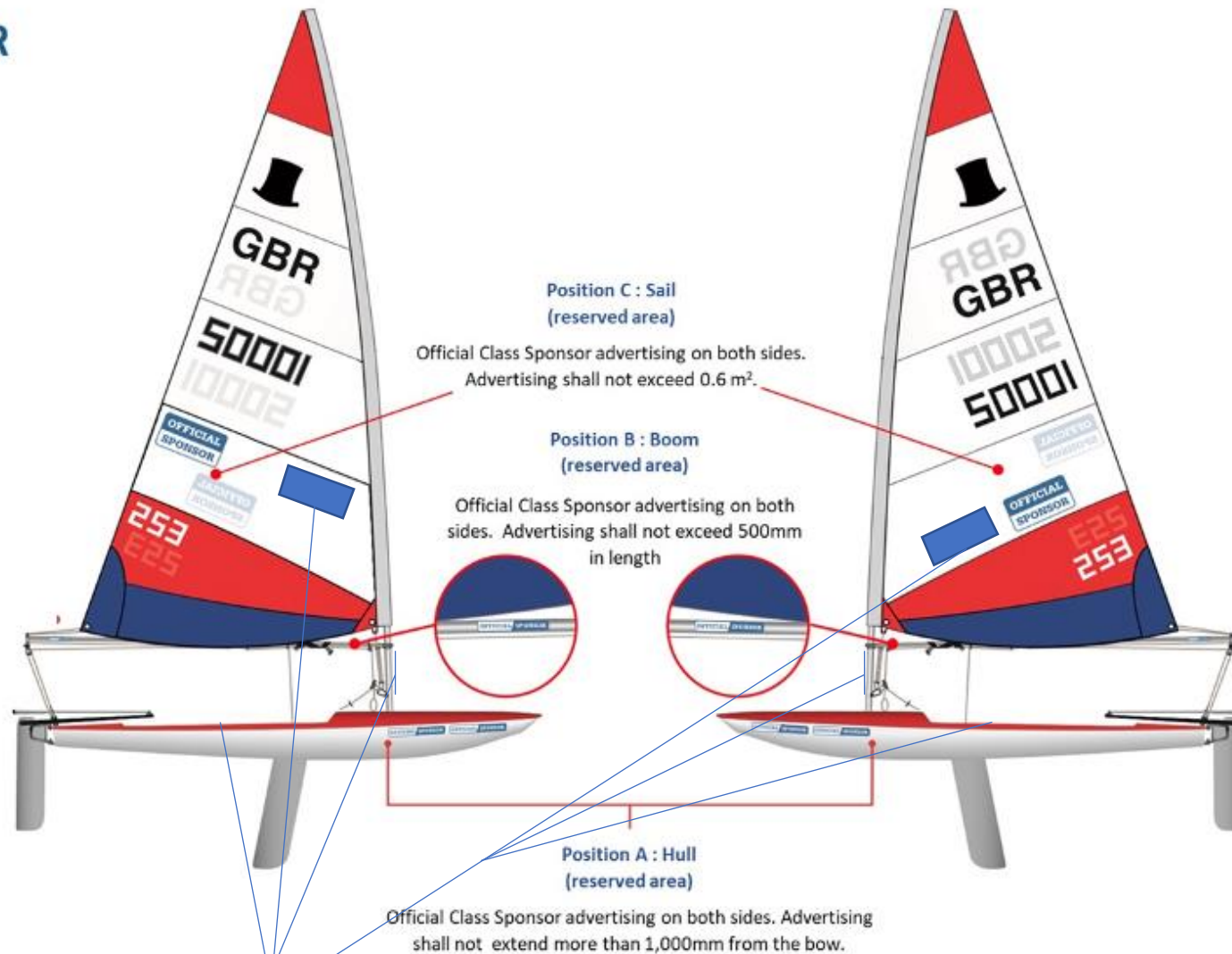
7) If you are using a fabric clew strap, please either remove the old metal clew or tape up the hook.

8) Make sure that your mainsheet support loop is correctly positioned and properly attached.

8) Have a look at the class rules and the equipment inspection form before you arrive in at the venue, so that you know what to expect at equipment inspection, held on Saturday and Sunday 20-21 July, before racing commences on Monday 22nd.



## 5.3 TOPPER



Approximate areas reserved for personal advertising on 5.3 rig Topper. 1) Behind the luff of the sail but parallel to the leach. Minimum distances of 45mm from any other advertising or seams. 2) On the visible part of the mast (when the sail is on the mast). 3) Inside the cockpit of the Topper. On the 4.2 rig Topper personal advertising on the sail can only be behind the luff but parallel to the leach in the coloured panels and not in any white panels. Advertising on the 4.2 mast and cockpit same as for 5.3