



OWNERS MANUAL

From Sail Number 49050

www.toppersailboats.com

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INTRODUCTION

Congratulations on becoming the owner of a Topper sailboat. The Topper is a proven design success story and we are sure that you will enjoy many years of trouble-free and exciting sailing.

This manual applies to Toppers with sail numbers from 49050. It contains important safety information which should be read and understood before sailing the boat.

The manual has been compiled to help you to operate your boat safely and get the most out of your sailing. It contains details of the craft; the equipment supplied / fitted, its systems and information on its operation and maintenance. Please read it carefully, and familiarise yourself with the craft before using it.

To enhance the enjoyment of your new boat, Topper have arranged for new Topper owners to receive FREE membership of the INTERNATIONAL TOPPER CLASS ASSOCIATION (ITCA) for the first year of ownership. There are many benefits and full details are included at the back of this Owner's Manual.

If you should incur any problems with your Topper, our sales staff will be pleased to offer advice and supply any spare parts and accessories you may need. Your International Topper Class Secretary will be pleased to advise you on all aspects of Topper ownership.

If this is your first sailboat, or you are changing to a new type of sailboat you are not familiar with, for your own comfort and safety, you must ensure that you obtain handling and operating experience before assuming control of the sailboat. The Topper Class Association will be pleased to advise you of local sailing schools, or competent instructors.

This owner's manual is not a detailed maintenance or trouble-shooting guide. In the case of any difficulty, refer to the manufacturer. Always use trained and competent people for maintenance, repair or modification.

PLEASE KEEP THIS MANUAL SAFELY AND HAND IT OVER TO THE NEW OWNER/KEEPER SHOULD YOU NOT OWN/KEEP THE TOPPER.

ADDRESS OF MANUFACTURER

For further information (or to order spare parts and accessories) please contact:

Topper International Ltd
Kingsnorth Technology Park
Wotton Road
Ashford
Kent TN23 6LN
United Kingdom
Telephone +44 (0) 1233 629186
email info@toppersailboats.com
website www.toppersailboats.com

CRAFT IDENTIFICATION NUMBER (CIN)

The Craft Identification Number (CIN) is on the hull to the starboard side of the transom.

BUILDER'S PLATE SYMBOLS

The Builder's Plate is located in the deck cockpit of the boat. It details information on the Design Category, the Builder, the Maximum Number of Crew, the Maximum Load and the CE/UKCA marks. The Sail Number is also detailed on the Builders Plate.

Serial (Sail) Number:	
Max. number of persons:	
Max. load including persons:	
Warning:	
Read Manual:	
Risk of Capsize:	
Overhead Cables:	

DESIGN CATEGORY

This sailboat has been assessed for stability and buoyancy in Design Category C.

CATEGORY C – Craft designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 and significant wave heights up to and including 2 metres may be experienced.

The TOPPER sailboat complies with this design category, subject to:

- The crew have suitable fitness, skill and experience.
- Satisfactory maintenance of the boat and equipment.

Users of the boat are advised that:

- All crew should receive suitable training.
- The boat shall not carry more than the maximum load.
- Any water in the hull should be kept to a minimum.
- Stability is reduced by any weight added above the centre of buoyancy (typically the deck).

Please read the important safety information and read the manual. The safety information must be fully understood before sailing the boat.

IMPORTANT SAFETY INFORMATION

GENERAL WARNINGS AND PRECAUTIONS

- The Topper is intended for daytime use only.
- The owner/operator is responsible for the safety of those on board.

WARNING: Check for overhead cables when rigging, launching and recovering. The mast goes up a long way and shock or death could result if it comes in contact with overhead wires. Always check when moving the boat around and raising the mast. Keep clear of any overhead wires and cables.

WARNING: Forward visibility can be restricted using some sails. Extreme care is necessary to prevent collisions. The helms-person should adjust their position as necessary to ensure all round visibility. It may be necessary to modify the trim of the sail.

WARNING: The drain plug must be secured in the closed condition before launching and must not be opened when afloat.

CAUTION: Do not use solvents, chemicals or paints on any part of the Topper including removable parts. Deterioration in the craft durability and strength can occur if this is not adhered to.

CAUTION: Keep the Topper away from extreme heat.

IMPORTANT SAFETY INFORMATION BEFORE YOU GO SAILING

- Check you, and your crew are wearing suitable clothing and safety equipment for the conditions and time of year.
- The crew should be familiar with the use of all safety equipment and emergency manoeuvring (man overboard recovery, being towed etc.).
- Always wear an approved buoyancy aid or lifejacket when afloat.
- In some countries, it is a legal requirement to wear a personal floatation device that complies with the relevant national regulations.
- A sailor's safety knife should be carried on board.
- All loose equipment on board should be secured.
- Ensure that the rudder is secured by the clip on the transom.
- Make sure a third party knows where you are sailing and how many there are of you. If possible when sailing at a club, ensure there is at least one other boat on the water in the vicinity.
- Check the weather forecast and take the sea conditions into account when sailing.
- Ensure that the anticipated wind and sea conditions will not exceed those stated for Design Category C (see page 6). Design category C includes the hazards of a freak wave or gust which are potentially dangerous conditions where only a competent, fit and trained crew using a well maintained boat can satisfactorily operate.
- Check the time of high and low tides if applicable.
- Seek advice of local conditions if sailing in a new area.
- Never sail beyond your ability or that of your crew.
- Ensure that you and your crew can cope with any changes forecast in the weather conditions.
- Understand and be competent in the sailing skills and righting techniques before setting off.

- Always check the condition of your craft before setting off and always inspect the craft regularly especially after any suspected damage. Ensure that the hull is free of water and the drain plug is properly sealed.
- Always maintain your Topper properly and take into account the deterioration that will occur over time and as a result of heavy use or misuse.
- In some countries authorisation is required, or specific regulations are in force regarding the use of recreational craft. Transportation may also be subject to local regulations.
- You should be aware of, and adhere to, local environmental regulations and please respect all relevant codes of good practice.
- The Topper hull when complete with the fitted hatch bins is a sealed buoyancy compartment and consequently the following points should be noted:
 - Do not puncture the buoyancy compartment.
 - Should the buoyancy compartment become punctured or otherwise degraded, do not use the boat until the compartment is repaired.
 - You may have to replace fittings from time to time. Ensure that all fastenings are resealed properly using an appropriate sealant.

CAR TOPPING

Always refer to the car manufacturer instructions for carrying loads on the roof.

The Topper is designed to be car topped on a two bar roof rack. Load the boat upside down, bow forwards and ensure that the front bar supports the boat immediately behind the aft end of the foredeck. Always secure the straps or ropes around the bars.

Ensure that both the bow and the stern are tied down tightly to the car's bumpers or a strong point. The spars can be carried alongside the boat. If you have a launching trolley, this can also be carried on the upside down hull of the Topper or packed down in the boot.

TRAILING WARNING: When trailing your Topper you should only use an approved trolley and road trailer. Transporting your Topper may be subject to local regulations. Securing the boat to its trailer is crucial because too much or too little tension could result in damage. Follow the instructions below for safe trailing: • Ensure the boat is located correctly on the trolley, with the gunwale supports up under the gunwales and the bow located in the bow snubber of the trolley. • Ensure the trolley is properly located on the road base and the retaining pin is fitted. • Tie the boat down to the trailer at the bow and across the middle. • You only need to apply sufficient tension to hold the boat in contact with the trolley supports. • Use padded material where any straps or ratchet touch the hull or deck. • It is also a good idea to tie the boat down when it is left in the dinghy park to prevent any damage to your boat in the event of strong winds. ANCHORING AND MOORING The Topper is a day boat and not designed to be moored or anchored. OUTBOARD ENGINE The Topper is not designed for use with an outboard engine.	IMPORTANT SAFETY INFORMATION ON THE WATER • Conform to the sailing rules of the road as well as any local requirements. • Look out for changing weather conditions. • Never sail beyond your ability or that of your crew. • Ensure that you and your crew can cope with any changes in the water and wind conditions. STABILITY AND BUOYANCY The minimum crew weight required for righting the Topper: 30 kgs. The Topper has been fully assessed for stability and buoyancy. This is to ensure the boat can be righted by the crew and will subsequently float. The Topper is stable, but even if used with care a capsized boat is always a possibility, even in light conditions. It is therefore essential that you should familiarise yourself and practice capsized recovery when you first sail the boat, ideally in an area where there is some kind of safety patrol to assist should you get into difficulty.	CAPSIZING RECOVERY The mainsheet should be uncleated and made sure that it will run freely when the boat is righted. The vang/kicker should be eased to de-power the top of the mainsail. If the boat inverts it should be pulled onto its side so that the rig is horizontal to the water. It sometimes helps to pull it up with the aid of the wind blowing over the deck and rig. There are two basic situations to recover from: • When the rig is lying in the water pointing downwind. • When the rig is lying in the water pointing upwind. RIG POINTING DOWNWIND: Climb onto the daggerboard and pull the boat slowly upright using the mainsheet. When the boat gets to 45 degrees one of the crew should climb in. As the boat continues to right take the tiller so that as the boat returns to its normal orientation you are under control of the boat as soon as possible. Once you are in control, you can sort yourself out, tidy the boat and get sailing again. RIG POINTING UPWIND: This is quite often the position the boat ends up in. Climb onto the daggerboard and as you begin to right the boat, the wind will blow under the mainsail and help you right it. Depending on the wind strength the boat will right at different rates. If the wind is strong the faster you will have to move. As the mast leaves the water, one of you should climb aboard and get to the windward side to prevent the boat capsizing again. Should the boat capsize again to the other side, simply climb over onto the daggerboard and follow the procedure for the rig pointing downwind.	MAN OVERBOARD PREVENTION AND RECOVERY: There are the areas covered with non-slip coating to help prevent man overboard situations and assist in recovery. These are part of the cockpit floor, the top surface and outer edge of the side deck. The toe straps can also be used to assist recovery from a man overboard. It is advisable to re-board the boat from the windward side when climbing aboard via the gunwale. TOWING AFLOAT Should it become necessary to tow the Topper you should secure the towing line around the base of the mast. Raise the daggerboard and stay at the tiller. In the event of the loss of the rudder sit well aft. The painter supplied with the Topper is not suitable for towing and the bow is not a recommended tow point. CAUTION: The tow line used should be of a suitable length and diameter for the conditions and the duration of the tow being undertaken. It is the owner/operator's responsibility to ensure that any line used for towing is adequate for the intended use and its strength does not exceed 80% of the breaking strength of the towing point. The maximum recommended strength of a towing line is 2.01kN. CAUTION: Do not tow other craft. CAUTION: Always tow at slow speed, suitable for the conditions. GROUNDING After grounding thoroughly inspect the hull for damage, particularly in the area around the daggerboard.
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SAIL NUMBERS & LETTERING

Before you sail your new boat for the first time, it is most important to apply the self-adhesive numbers to the sail. The sail numbers are exclusive to the boat and correspond with the serial number/sail number plate. These are always located inside the boat attached to the toe strap.

Follow these instructions carefully! it is not a job to be hurried. In our experience the best way to stick the numbers down is to peel away a corner, line up the letter and then attach the corner. Pull away the backing paper slowly as you push the number onto the sail.

IF IN DOUBT - PLEASE ASK

SAIL NUMBERS

(please note all measurements are minimums)

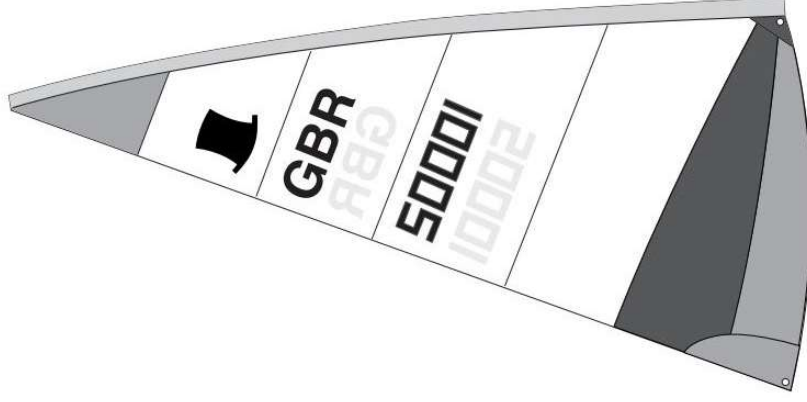
- Should be placed on both sides of the sail with the numbers on the starboard side being above the ones on the port side.
- They should be placed two panels below the Top Hat logo.
- The height of the numbers should be 230mm.
- The numbers are supplied as 'digital eights' from which you can produce your own sail number.
- The preferred style of cutting numbers from 'digital eights' is shown below.
- There should be 45mm between each element of the complete number.
- The numbers should be in a contrasting colour to the white sailcloth.

STARBOARD SIDE

- The upper edge of the numbers should be placed 45mm from the upper seam of that panel.
- They should start 45mm from the back of the sail.

PORT SIDE

- The upper edge of the port numbers should be 45mm below the starboard side numbers.
- They should finish 45mm from the back of the sail.



GBR SAIL LETTERING

GBR SAIL LETTERING

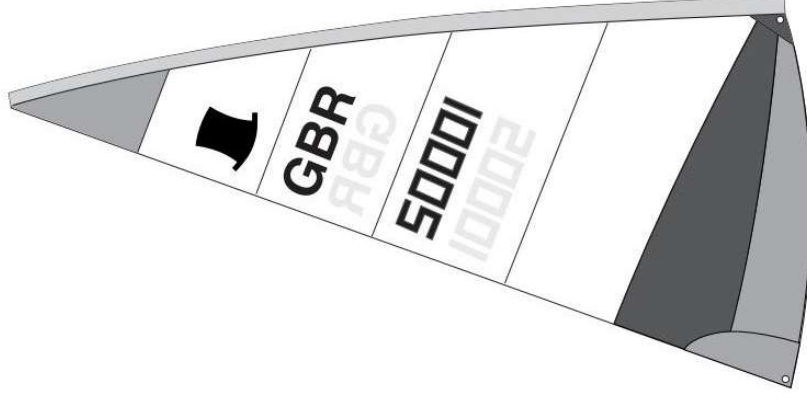
- Should be placed on both sides of the sail
- with the letters on the starboard side being above the ones on the port side.
- They should be placed in the panel beneath the Top Hat logo.
- The height of the letters should be 230mm.
- They should be pre-formed letters at least as clear as helvetica.
- There should be 45mm between each element of the complete letter.
- The letters should be the same colour as the sail numbers.

STARBOARD SIDE

- The upper edge of the letters should be placed 45mm from the upper seam of that panel.
- They should start 45mm from the back of the sail.

PORT SIDE

- The upper edge of the port letters should be 45mm below the ones on the starboard side.
- They should finish 45mm from the back of the sail.



CHAMPIONSHIP SAIL NUMBERS

CHAMPIONSHIP SAIL NUMBERS

(please note all measurements are minimums)

- Should be placed on both sides of the sail with the numbers on the starboard side being above the ones on the port side.
- The height of the numbers should be 230mm.
- The numbers are supplied as 'digital eights' from which you can produce your own sail number.
- The preferred style of cutting numbers from 'digital eights' is shown previously.
- The outside corners should be snipped as shown.
- There should be 45mm between each element of the complete number.
- Both sets of numbers should be in the 2nd coloured panel from the bottom of the sail.
- The numbers should be in a contrasting colour to the sailcloth.

STARBOARD SIDE

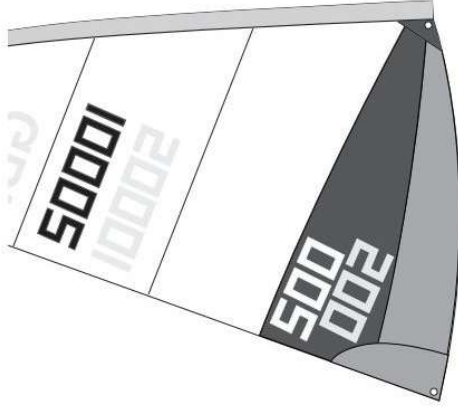
- The start of the number should be placed 45mm from the leech of the sail.
- The upper edge of the number should be 45mm from the upper seam of the panel.

PORT SIDE

- On the port side of the sail, the upper edge of the numbers should be 45mm from the lower edge of the starboard numbers.
- The end of the last number should finish 20mm from the reinforcement patch.



Ship 2/3mm off the corner of all championship numbers.



4.2 SAIL NUMBERS

4.2 - SAIL NUMBERS

(please note all measurements are minimums)

- Should be placed on both sides of the sail with the numbers on the starboard side being above the ones on the port side.
- They should be placed in the panel beneath the Top Hat logo
- The height of the numbers should be 230mm.
- They may be pre-formed numbers or 'Digital Eights'.
- The preferred style of cutting 'Digital Eights' as shown previously.
- There should be 45mm between each element of the complete number.
- The numbers should be in a contrasting colour to the white sailcloth.

STARBOARD SIDE

- The upper edge of the numbers should be placed 45mm from the upper seam of that panel.
- They should start 45mm from the back of the sail.

PORT SIDE

- The upper edge of the port numbers should be 45mm below the starboard side numbers.
- They should finish 45mm from the back of the sail.

4.2 - GBR SAIL LETTERING

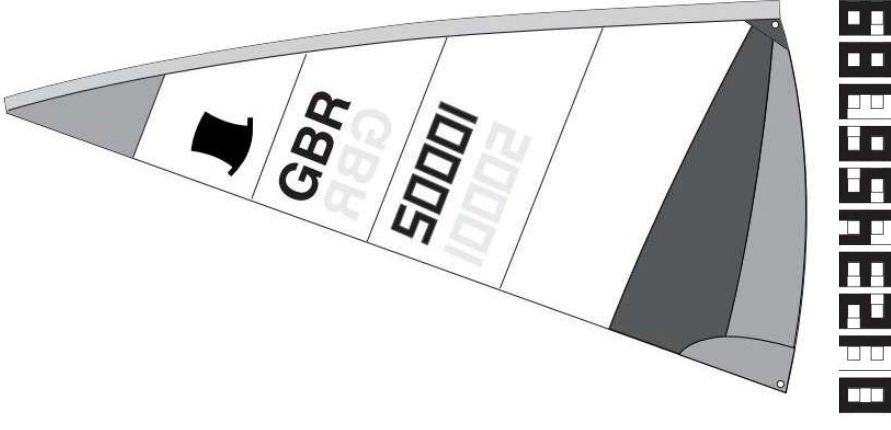
- Should be placed on both sides of the sail with the letters on the starboard side being above the ones on the port side.
- They should be placed in the panel beneath the sail numbers.
- The height of the letters should be 230mm.
- They should be pre-formed letters at least as clear as Helvetica
- There should be 45mm between each element of the complete letter.
- The letters should be the same colour as the sail numbers.

STARBOARD SIDE

- The upper edge of the letters should be placed 45mm from the upper seam of that panel
- They should start 45mm from the back of the sail.

PORT SIDE

- The upper edge of the port letters should be 45mm below the ones on starboard.
- They should finish 45mm from the back of the sail.



CONTROL LINES

A	OUTHHAUL
B	TRAVELLER
C	DOWNHAUL
D	KICKER
E	PANTER
F	TOE STRAP SHOCKCORD



10.

RACE CONTROL LINES

A	4:1 RACE OUTHHAUL
B	MYLAR BOOM SLEEVE
C	RACE TRAVELLER
D	6:1 DOWNHAUL
E	RACE KICKER
F	MAINSHEET
G	PANTER
H	DAGGERBOARD SHOCKCORD
I	TOE STRAP SHOCKCORD



11.

BOOM FITTING KIT

A	MYLAR BOOM SLEEVE
B	RED BOBBLES (x2)
C	KARABINER (18mm BLOCK)
D	SHACKLE
E	OUTHAUL LINE & HANDLE
F	FLY BLOCK (18mm)
G	HARKEN FIXED BLOCK (x2)
H	DYNEEMA & FLY BLOCK (2m)
I	DYNEEMA & FLY BLOCK (52 cm)
J	BLOCK DYNEEMA (END)
K	BLOCK DYNEEMA (FRONT)

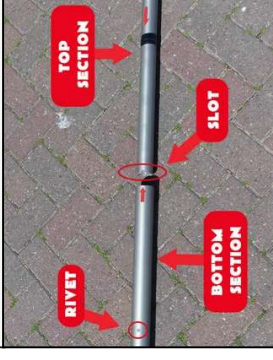


ASSEMBLING YOUR TOPPER



A fid with a wire loop, as in the photo, or something similar will make some parts of Rigging your Topper easier. A suitable fid is available from Topper International as an accessory.

ASSEMBLING THE MAST



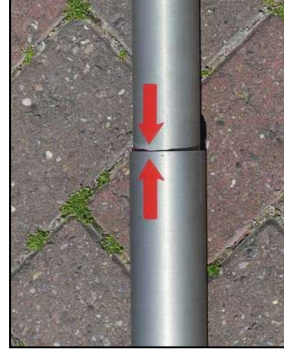
1

Slide the Upper Mast into the lower mast section.
Align the two red arrows printed on the metal.



2

Slot the two sections together...



3

So that the arrows line up.



SLEEVING THE SAIL

1

Unfold or unroll the sail.



2

Lay the sail on the ground with the bottom edge of the luff sleeve near the top of the mast and insert the mast in the sleeve.



3

Push the mast into the sail.



4

Continue until the whole sail is sleeved and the masthead has appeared through the top of the sail.



The webbing strap should be held between the two tabs on the top of the mast.



STEPPING THE MAST



1

Point the boat into the wind and open the mast gate (by pulling the cord on the port side).



2

Lift the mast upright with the sail rolled around it.



3

Insert the mast at a 45 degree angle, engaging the base of the mast into the fitting under the mast gate



4

Walk the mast forward...



5

Into an upright position...



6

Ensuring the collar / fitting is underneath the mast gate.



7

Pull the cord on the starboard side to close the gate.



8

Push the starboard toggle in firmly to lock the gate.



9

Tie a loop in the starboard rope as a backup in case the toggle comes out (to prevent the mast gate opening).



FITTING THE BOOM

1

Place the clip on the mast above the plastic lip.



2

Push the boom down until the clip is around the plastic fitting.



RIGGING STANDARD OUTHAUL

1

A basic outhaul consists of a line of rope (here red and yellow). Tie an overhand stopper knot and then thread the rope forward through the top outer hole on the rear boom end fitting.



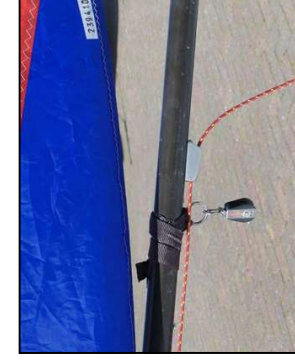
2

Lead the rope around a karabiner attached to the clew of the sail (or straight through the clew cringle) and then back ...



3

to the inner hole on the top of the boom end fitting.
Next, lead it through the inner hole on the bottom of the boom end fitting and forward...



4

through the pre-attached cleat on the underside of the boom, just beyond the metal kicking strap ring. You can tie a loop in the end of the line to make applying tension easier.

RIGGING RACE OUTHAUL

1

Attach the clew of the sail to the boom using the hook provided (rope or a clew strap can also be used - see basic outhaul photos), then attach the karabiner to the hook at one end (or through the cringle at the clew) and a pulley (A) at the other. Run the outhaul shockcord (black) from the latter attachment forward.

2

Thread the outhaul line (grey), with a bobble on the end, through the upper part of the boom end fitting, then through the pulley (A) attached to the karabiner.

3

Around another pulley (B) on the port side of the boom (attached to the boom end fitting) and forward along the boom

4

When they reach the mylar stop, lead the outhaul line (grey) through it below the boom; the outhaul shockcord (black) does not pass through the mylar stop.

5

Terminate the outhaul shockcord (black) on the boom mainsheet block strap.

6

Terminate the outhaul line (grey) at another pulley (C) and thread the outhaul control line (red) through the pulley.

7

Fix the standing end of the outhaul control line (red) on the kicking strap ring by threading a loop through the ring and placing the bobble at the end of the line through that loop.

8

Pull tight.

RIGGING STANDARD TRAVELLER



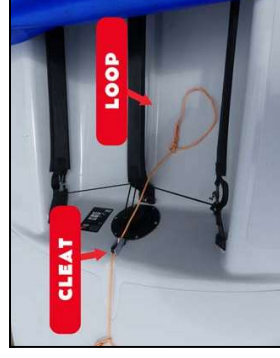
1

A basic traveller consists of a single line of rope (here orange) threaded through the stern eyelets.



2

Tie a bowline in one end and then thread the line through the two eyelets, through the bowline and onto the cleat.



3

Thread the line through the cleat. You can tie a loop in the end of the line to make applying tension easier.

RIGGING RACE TRAVELLER



1

Start with the provided line - grey dyneema with a metal eye spliced part way along.



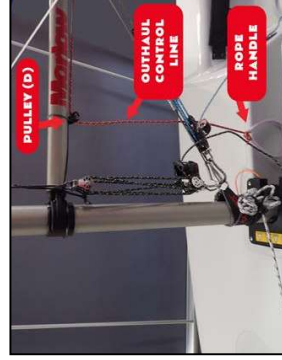
9

Thread the working end of the outhaul control line (red) through the outhaul cleat on the bottom of the boom.



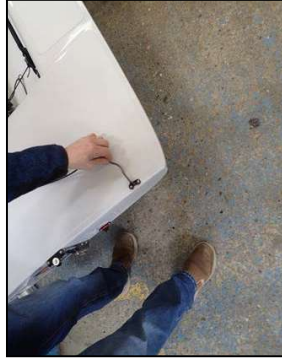
10

Then thread the working end of the outhaul control line (red) through a pulley (D) attached to the front of the boom.



11

Hang the outhaul control line (red) loose from the boom pulley (D) with a loop in the end, ideally inside a plastic tube.



2

Thread the longer end through one of the deck eyes on the stern in a backwards direction.



3

Then through the bottom of the lower mainsheet pulley.



4

Followed by the second deck eye in a forwards direction.



5

Tie an overhand knot at the end of the line.



6

Now tie another overhand knot around the original line (before the metal eye) to form a triangle.



7

Push this overhand knot towards the stern to make the triangle smaller, with a gap of around 5cm between the tip of the triangle and the stern.



8

Using a fid, pull the loose end through the cleat on the stern bulkhead and around the wheel of the cleat.



9

Pull the traveller through the cleat and take it back to thread through the metal eye spliced into the traveller.

RIGGING STANDARD DOWNHAUL



10 Using a fid, pull it through the cleat on the stern of the bulkhead again.



11 Pull tight.



12 Feed the end through a pulley attached to the rear toestraps attachment.



13 And tie a rope loop in the end to make applying tension easier.



1 A basic downhaul consists of two karabiners with pulleys attached to two lengths of rope (here grey) with a cam cleat.



2 One rope is tied to the top of the cleat and goes up and around the top pulley attached to the karabiner which is clipped to the fabric loop on the sail.



3 This rope is then tied off to the top of the bottom pulley attached to the karabiner which is clipped to the metal loop at the bottom of the mast. The other rope is tied to the bottom of the cleat, round the bottom pulley and back up through the cleat so tension can be applied.

RIGGING RACE DOWNHAUL



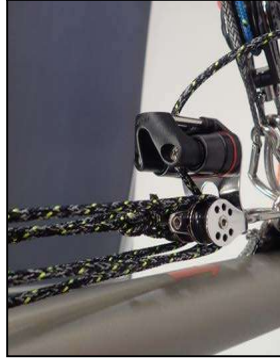
1

The race downhaul as supplied



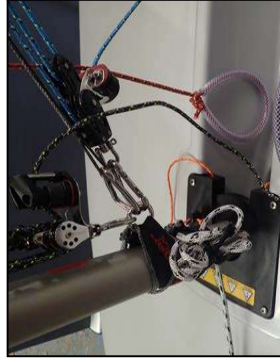
2

Clip the top karabiner of the downhaul (the karabiner attached to the single length of grey dyneema) onto the fabric loop on the tack of the sail.



3

Clip the bottom karabiner (attached to the cleat) onto the metal ring near the base of the mast.



4

After the downhaul has passed through the cleat there is a rope handle (in a plastic tube) which can rest on the deck.

RIGGING STANDARD KICKER



1

A basic kicking strap consists of two pulleys (one a double pulley with a clam cleat) attached to karabiners and a line of rope (here red).



2

The top pulley and karabiner is clipped to the metal kicking strap ring attached to the boom. The line start from the bottom of this pulley.



3

The bottom pulley and karabiner is clipped to the metal loop at the bottom of the mast. The rope runs around the smaller pulley, back up to the top pulley and then back round the lower pulley and through the cleat.



1

The race kicking strap as supplied.



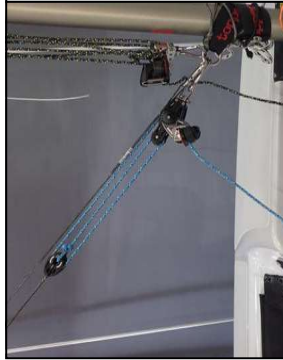
2

Attach the top block of the kicking strap to the ring on the boom using the attached pin and split ring.



3

Clip the karabiner attached to the cleat of the kicking strap to the metal ring close to the base of the mast.



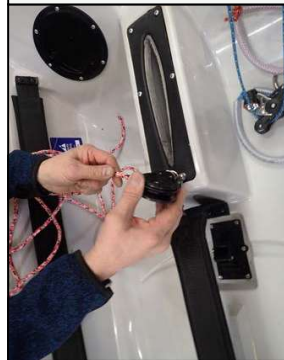
4

After the kicking strap has passed through the cleat there is a rope handle (in a plastic tube) which can rest on the deck.



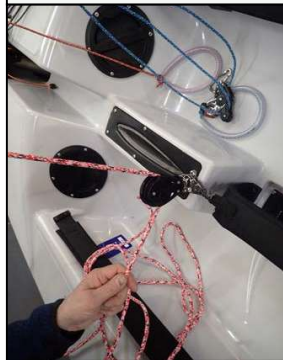
1

The mainsheet as supplied.



2

Thread one end of the mainsheet through the cockpit pulley and tie a figure of eight knot on the end.



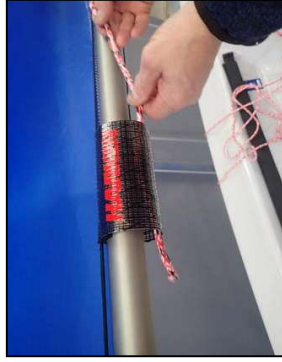
3

This is a ratchet block, so it is important to ensure that the mainsheet is threaded in the correct direction. Pull the mainsheet to ensure that the block clicks when the mainsheet is pulled in.



4

Thread the other end through the pulley on the boom above the cockpit pulley and beside the top kicking strap pulley so it is going towards the stern.



5

Then thread the mainsheet through the mylar stop on the boom.



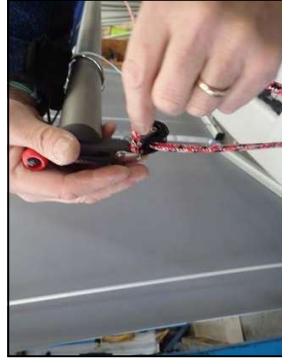
6

Next thread the mainsheet through the pulley at the end of the boom, still going astern.



7

Take the end of the mainsheet to the stern and thread it through the pulley on the traveller, again going to the stern.



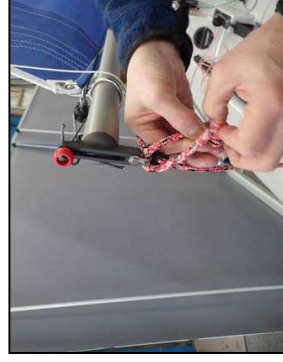
8

Now take the sheet back up to the end of the boom and pass it through the shackle attaching the top pulley to the boom.



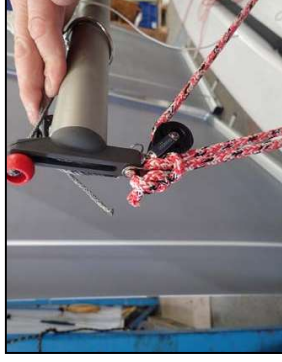
9

Tie an overhand knot in the end of the sheet.



10

Tie a second overhand knot around the mainsheet before it passed through the shackle.



11

This prevents the end of the mainsheet getting in the way.

RIGGING PAINTER



1

Pass the painter through the hole in the bow, leaving a short end of about 60cm above the hole. Tie an overhand knot either side of the deck / hole to keep the painter secured in this position.



2

Tie a bowline in the short end to form a loop - the shockcord attached to the daggerboard will be attached to this.



3

The long end is the painter - feed this back to the mast.



4

And secure it with a shockcord loop around the mast.

RIGGING STERN TOESTRAP ELASTIC



1

The front of the central toestraps are held up by being tied to metal loops attached to the centre mainsheet fitting.



2

The central and side toestraps should be held up and out at the stern (as shown), but this has to be done by the owner.



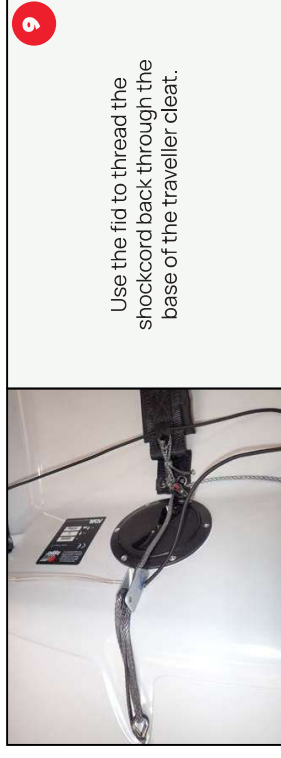
3

This requires 150cm length of shockcord.

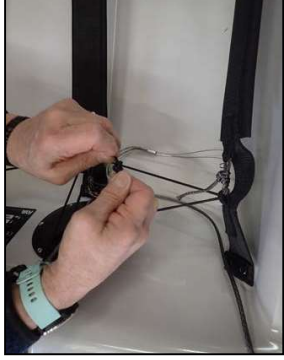


4

An overhand knot should be tied in one end of the shockcord.

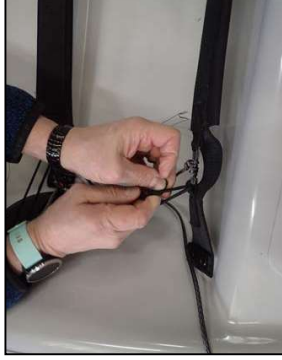


FITTING THE RUDDER



13

Tie an overhand knot in the end.



14

And tie another overhand knot over the shockcord the other side of the toetrail loop.



15

So the central toetrails are now held up and the outer toetrails are held in.



1

If necessary, attach the tiller to the rudder blade with the bolt provided.



2

Pass the tiller under the upper part of the rope traveller.



3

With the blade in the raised position, lower the rudder on to the transom fitting.



4

Making sure that it is completely home and that the rudder retaining clip has engaged to prevent the rudder becoming detached in a capsize.

LOWERING THE RUDDER



- 1 When ashore, lower the tiller onto the rudder so that the top of the rudder stock engages in the hole in the tiller nearest the stern - this will keep the rudder vertical.



- 2 When on the water, to lower the rudder, raise the tiller to disengage it from the top of the rudder stock.



- 3 Push the tiller to the stern to lower the rudder blade.



- 4 When the rudder is down (i.e. vertical), lower the tiller again.



- 5 To engage the top of the rudder head in the forward hole on the tiller.

FITTING THE TILLER EXTENSION



- 1 The tiller extension is fitted onto the tiller with a universal joint.



- 2 Push the bottom of the joint into the fitting on the end of the tiller.



- 3 And clip the cover into place.

REMOVING THE RUDDER



1

To remove the rudder, press the retaining clip so that you can raise it off the stern fitting.



2

The rudder can be stored inside the cockpit behind one of the outer toe straps when it is not in use.

SECURING THE DAGGERBOARD



1

Secure the shockcord to the centreboard by passing the end through the top hole in the daggerboard rim.



2

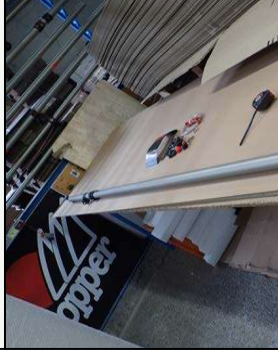
Clip the other end of the shockcord onto the short end of the painter rope with a bowline on the end.



3

As with the rudder, the dagger board can be secured inside the cockpit behind one of the outside toe straps when not in use.

PREPARING TO FIT THE BOOM WITH RACE CONTROLS



1

Fitting out the boom for race controls needs to be done with care. You will need a tape measure and a fid may be helpful.



2

Boom race controls kit.

STERN MAINSHEET PULLEY



1

You will be attaching the stern mainsheet pulley to the stern boom end fitting, which looks like this when supplied.

2



You need the pulley and shackle from the fitting out kit.

3



Attach the pulley to the underside of the boom end (the underside is the side the outhaul cleat is).

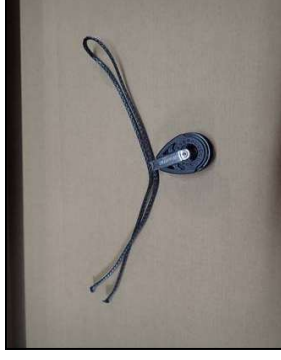
CENTRE MAINSHEET PULLEY



1

You will be attaching the centre mainsheet pulley to the webbing strapping with the metal ring for the kicking strap, which looks like this when supplied.

2



For this you need the mainsheet pulley and 30cm length of dyneema.

3



Double up the dyneema and put the middle part through the metal loop on the pulley.

4



Pass the two ends of the dyneema through the loop in the dyneema.



5 Pull tight.



6 Put the dyneema with the pulley under the boom at the webbing strap so each end of the dyneema is a different side of the boom.



7 Using a fid, pull one end of the dyneema through the webbing strap.



8 Repeat for the other end of the dyneema, the other side of the rivetted washer which is on the upper side of the boom.



9 Pull tight so the pulley is held tight against the webbing strap and is on the underside of the boom (the same side as the outhaul cleat).



10 Tie the two ends of dyneema together with a reef knot.



11 Making sure that the knot is tight against the rivetted washer under the strapping.



12 Tie an overhand knot at the end of each loose end of dyneema.



13

Then tie each in another overhand knot over the other end of dyneema.



14

Pull tight.



3

Using a fid, thread the middle part of the dyneema down through the hole in the top of the pulley, out to one side and then through the centre of the pulley.



4

Then thread the middle part back up through the hole in the top of the pulley.



1

FORWARD OUTHAUL PULLEY

You will be attaching the forward outhaul pulley to the boom and the boom gooseneck fitting, which looks like this when supplied.



5

Take the loop over the boom gooseneck fitting so it is around the boom with the loop nearer the gooseneck and the loose ends further away.



2

For this you will need the outhaul pulley and 52cm length of dyneema, which you double up.



6

About 10cm from the end of the boom by the gooseneck, start tightening the loop round the boom by pulling through the dyneema to extend the loose ends.



7

So the pulley is tight against the underside of the boom (same side as the outhaul cleat).



8

Using a fid, thread the loose ends of the dyneema through the loop around the boom.



9

Thread these through the holes in the gooseneck, going from the underside of the boom to the top side.



10

Tie an overhand knot at the end of each loose end of dyneema.



11

Then tie each in another overhand knot over the other end of dyneema.



12

Pull tight.



13

Pull the pulley along the boom away from the gooseneck - it should be 10cm from the gooseneck.

REAR OUTHAUL PULLEY



1

For this you will need the pulley already attached to a length of dyneema.



2

The dyneema is spliced onto the pulley and has a split tail - the tail is 25cm.



3

Using the fid, thread the dyneema tails through the inner bottom hole in the boom end fitting - next to where you have already attached the stern mainsheet pulley.



4

Now thread the tails through the inner upper hole in the boom end fitting.



5

Pass the dyneema tails through the loop by the rear outhaul pulley.



6

Pull tight.



7

Now thread one of the dyneema tails through the hole in the top of the pulley and out one side.



8

Pull tight.

SAIL OUTHAUL PULLEY



9
Then thread the same tail through the hole in the centre of the pulley.



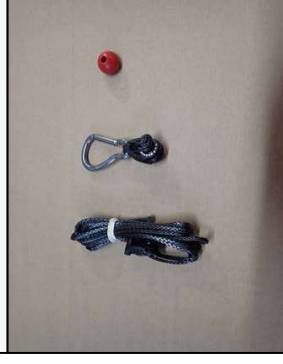
10
Pull the other dyneema tail through the hole in the top of the pulley and out the opposite side to the other tail, meaning that they are now both on the same side of the pulley.



11
Now tie both dyneema ends together with a reef knot.



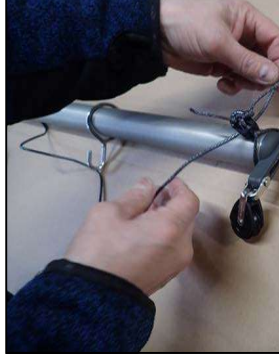
12
Finishing off with an overhand knot on each dyneema tail, with the knot as close to the reef knot as possible.



1
The next pulley to fit is the sail outhaul pulley and for this, you need these 3 items from the kit.



2
Take the loose end of the dyneema.



3
Pass it through the rear outhaul pulley you have just fitted.



4
Then pass the end through the new pulley with the karabiner attached.



5 Finally, thread the end through the outside upper hole in the boom end fitting.



6 Thread the bobble onto the end of this rope.



7 Tie a double overhand knot at the end of the tail.



8 Pull the bobble against this knot.



9 The sail outhaul pulley is now fitted.



1 For this you need the red outhaul control rope with a rope handle covered by a plastic tube and a bobble.



2 Unravel the outhaul control rope.



3 Thread the loose end through the forward outhaul pulley you fitted earlier (attached to the gooseneck) in the direction away from the gooseneck.

4



Thread it through the outhaul cleat on the underside of the boom.

5



Then through the pulley at the end of the dyneema which has passed through the rear outhaul pulley.

6



Fit the bobble on the end as you did before.

7



Make a loop in the rope near the bobble and feed it through the metal kicking strap ring attached to the webbing.

8



Pass the bobble through this loop.

9



Then tighten to secure the end of the red line.

1



Go back to the sail outhaul pulley with the karabiner attached.

2



Thread the black shockcord through the rope loop attaching the pulley to the karabiner.

OUTHAUL SHOCKCORD

FITTING MYLAR STRAP

1

Measuring from the gooseneck...



2

Mark between 119cm...



3

& 121cm, as this is where the forward end of the mylar strap should be positioned.



4

Apply the stick-on velcro patch in this position.



5

Tie an overhand stopping knot on the end of the shockcord.



6

Take the other end of the shockcord through the dyneema loop you made earlier when fitting the center mainsheet pulley to the webbing strap.



7

Tie an overhand knot at the end of the shockcord.



8

Then another overhand knot around the shockcord the other side of the dyneema loop to secure it.



ADJUSTING THE SAIL

The Topper is supplied with an approved racing sail which is made from the highest quality Dacron material which has exceptional durability and resistance to stretching. These properties ensure that your sail will retain its shape and provide long service.

Follow the simple setting instructions given below to obtain optimum performance from your sail throughout the range of wind strengths.

BASIC PRINCIPLES

In **strong** winds it is best to have a flat sail, achieved by using lots of downhaul and lots of kicker but keeping some shape in the bottom of the sail with the outhaul.

In **medium** winds it is best to have a full sail, achieved by using no downhaul, only a little kicker and by having the outhaul at a looser setting.

In **light** winds a flat sail is needed again. Achieve this with the outhaul set quite tight. Do not use downhaul or much kicker in these conditions.

VERY LIGHT FORCE 0 - 2

Kicker - sheet in the mainsheet so the mainsheet blocks are 200mm apart. Take up the slack on the kicker.

Downhaul - none.

Outhaul - tight but not so tight that there is a crease in the foot of the sail

Traveller - Tight but just loose enough that the shackle can slide across the tiller without catching.



5

Attach one end of the mylar strap to it.



6

Then wrap the mylar strap around the boom.



7

The grey outhaul line (below the boom) passes through the mylar strop, but the black outhaul shockcord does not.

HUNTING FOR EXTRA POWER FORCE 2 - 4

Kicker - sheet in the mainsheet so the mainsheet blocks are 75mm apart.

Take up the slack on the kicker plus a little more.

Downhaul - none.

Outhaul - so there is a maximum distance from the boom to the sail of about your hand length.

Traveller - very tight.

BEING OVERPOWERED FORCE 4 - 6

Kicker - as much as you can pull on.

Downhaul - as much as you can pull on.

Outhaul - tight but just little enough to maintain a curvature in the foot of the sail.

Traveller - very tight.

These are a guide only. Much depends on your experience, weight and strength. In waves you will need a fuller sail - use less outhaul for a given windstrength.

TUNING FOR PERFORMANCE

The performance of the Topper gives very exciting racing, yet the simplicity and handling qualities make it quite feasible for those with little experience to sail competitively.

The class rules aim to ensure that the one-design principles of the class are maintained and the racing is a true test of the helmsman's sailing skills.

No one is able to gain advantage by making expensive modifications or adding sophisticated or specialised gadgets.

However, although the rig is very simple there is some scope for tuning to improve performance which is given in these notes. More detailed information can be obtained from the Dave Cockerill and John Caig Sailing book which is recommended for both the novice and the expert.

SAIL FOOT TENSION Outhaul. In light winds the tension on the foot of the sail should be less than in strong wind but never slack. For windward sailing the sail should never be baggy. In moderate winds, tension the foot of the sail so that it is just pulled into horizontal creases at the foot. In light winds ease the outhaul so that the creases just disappear. FOOTLINE For sails with a footline, with the outhaul pulled slightly tension the footline so that the edge of the sail just curls. ROPE TRAVELLER This controls the position the boom takes up relative to the boat when the sheet is pulled hard in. In stronger winds going to windward, the boom should be out towards the corner of the stern. This is achieved by tightening up the traveller as hard as possible so that the mainsheet slides across easily from one side to another. In light winds going to windward you may choose to let out the horse so that the mainsheet does not travel so far across the boat. The position of the boom is of course also controlled by the mainsheet itself, but the tension of this is constantly under adjustment, whereas the traveller is only occasionally adjusted to suit the general prevailing conditions. KICKER This is an important piece of equipment as it not only improves performance by controlling the shape of the sail, it also helps to prevent uncontrollable gybes.	The function is to hold down the boom and control the tension in the leech of the sail and reduce inefficient twist. A tighter kicking strap is required in strong winds. Push down on the boom with one hand and haul in on the kicking strap with the other and jam it. In light winds the kicking strap should be just tight when the sail is hauled in when going to windward. It will then be just about right for running and reaching. DAGGERBOARD This should be fully down when going to windward in light airs, but may be raised slightly for windward sailing in strong winds. It can be raised about half way when reaching and nearly all the way when running. Take care when the board is raised, not to gybe and hit it with the kicking strap - or it may cause a capsizing. RUDDER The rudder blade should generally be fully down. In very light airs, beating to windward, it may help to push the boat round from one tack to another if the blade is raised two notches. The strains on the rudder assembly are considerably increased when the rudder blade is partially raised, so do not sail with it partly up in strong winds at full power. Only use in partially raised position in strong winds when negotiating shallows at reduced speed. SELF BAILER This clears the water from the cockpit by suction under the hull. It pays to have the self-bailer operating and the boat kept free of water and as light as possible, but the bailer in the operating position does cause drag, so it is best to have it open only if it is really needed.	MAINTENANCE Very little maintenance is required to your Topper, but some care and attention will produce better sailing performance. Your boat should only be used with the propriety launching trolley. The use of any other trolley may damage the hull and invalidate your warranty. Care must be taken to support the hull adequately if the boat is not stored on the correct launching trolley. Any sustained point loading could permanently dent or distort the hull. Any repairs to the hull should be undertaken by qualified personnel with the relevant skills and equipment. Contact Topper International for advice. UV light may cause fading to some components and fittings, a good quality cover is recommended to reduce UV degradation. Keep the equipment clean by frequently flushing with fresh water. The stainless steel fittings will also bleed with rust colour if not rinsed off after sailing at sea. Excess water should be removed from the hull. Keep your Topper drained and well ventilated. Ensure the boat is stored with the bow raised to allow water to drain away. Before you set sail ensure that the transom drain plug has been correctly closed. Ropes, rigging and fittings should be checked at regular intervals for wear and tear. Inspect shackles, pins and fittings regularly. Tape up fittings that may snag with sails, ropes, or crew. Damaged or worn parts should be replaced.	REPAIRS Contact Topper International or your dealer who will provide you with the best advice. MODIFICATIONS Contact Topper International or your dealer about any modifications. Please remember modifications may endanger your safety and invalidate your warranty HULL AND DECK The polyethylene from which the hull and deck are moulded is very strong but can be scratched so avoid pulling the boat over shingle or scraping it on anything hard and always try to rig the boat on a reasonably soft surface. The moulding material has special additives to provide resistance to the effects of ultra-violet light, but very prolonged exposure to strong sunlight may affect the surface over the period of a number of years. Therefore it is recommended that you cover the boat or store it in the shade. Static electricity on a polyethylene surface attracts dust. The harder you rub it with a duster the more dust will stick so it is best to wash it or try an anti-static polish. An annual check of screw tightness is a good discipline, but be careful not to over-tighten. SELF BAILER Keep clean and wash out grit. Ensure screws are tight but be careful not to over-tighten.
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MAST CUP Clean out the grit and sand. The base of the inner cup can get worn from the repeated movement of the mast heel. If this cup becomes worn, remove the nut holding the cup in position. Remove the cup and this will expose another nut that should be checked for tightness before fitting a replacement cup. DRAIN PLUG It is recommended that this is removed at night and for winter storage. RUDDER Make sure that when you attach the rudder that the rudder stop clips over the stock. Sometimes a safety stop is attached from the boat to the rudder stock. The rudder blade is intended to stay down in the fully lowered position when the tiller is lowered onto the pillar of the rudder stock (aluminium casting). If the rudder blade hits a submerged object hard, the blade will force the tiller to slide up on the pillar to allow it to move forward, thus releasing a locking mechanism and letting the rudder blade come up. In order to do this correctly - yet not allow the blade to come up during normal sailing - the friction at the joint between the tiller and rudder must be adjusted correctly. This is done by adjusting the spring nut on the tiller pivot bolt. You must get this right by trial and error. It is also important that the bearing surfaces between the locking pegs on the tiller and the notches on the rudder stock pillar are smooth and clean, otherwise the tiller will not slide upwards when the rudder blade hits an obstacle.	TILLER EXTENSION No maintenance is required but check that the universal linkage is secure. RUDDER PINTLE ON HULL This is the stainless steel transom plate on which the rudder pivots. Check occasionally that the fixing screws are secure and that there is not undue wear on the pivot pin. MASTGATE Keep washed out and free from grit and sand. Do not lubricate. TOP MAST This is designed to be water tight. The upper end fitting is sealed in with mastic and the lower end is plugged. If the top mast seems heavy or water is evidently inside then the top mast should not be used until the seals are satisfactorily replaced. LOWER MAST AND BOOM Check screws and rivets on fittings regularly. SAIL The sail is very strong and will not rot, but can be spoiled by unsympathetic use. Occasionally wash any salt off the sail with fresh water with a hose, do not use a washing machine. Dry and fold carefully. Roll up the folded sail and stow it in its bag. If you crumple up the sail or stuff it in the bag unfolded you are liable to breakdown the smooth surface of the cloth and affect the performance of the sail. It will not ruin it but it will become less efficient.	BLOCKS Wash these occasionally and keep them free from grit. Do not lubricate. ROPES Check these occasionally for chafe and wear and tear. TRAILER Trailers should be rinsed with fresh water and checked at regular intervals. It is recommended that the trailer be serviced annually by a competent person. STORAGE The Topper may be stood on its transom, providing the pintle and gudgeon are kept clear of the ground. It can be slung in straps or stored upside down in the same way that it is supported on a roof rack. If the hull is put in a rack the right way up, it is important to ensure that the forward support lies directly under the mast step, and that the load is spread as much as possible. It is also a good idea to occasionally alter the loaded area to prevent long term pressure in the same area.
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THREE YEAR HULL WARRANTY

Topper International Ltd warrants to the original retail purchaser that each boat will be free from defects in material and workmanship under normal use and service for a period of three years (36 months) from date of delivery to said purchaser.

This warranty does not cover defects or breakages caused by misuse, owner error or omission.

Within this three year period, warranty repairs will be made by Topper International at its premises or at the option of Topper International by an authorised Topper International dealer.

These repairs will be made at no charge. The transportation costs are the sole responsibility of the boat owner.

Notice of each warranty claim must be submitted in writing to Topper International within a reasonable period of time after discovery of any claimed defect and must be approved by an authorised representative of Topper International who will determine whether the claim is valid or and covered by this limited warranty and whose decision shall be final.

Any boat which has been subjected to misuse, negligence or accident, or that has been used for commercial or rental use, or that has been operated contrary to accepted good boating practice is not covered by this warranty. This warranty does not cover loss of time, inconvenience, loss of use of boat or any other expenses incurred.

PARTS WARRANTY CONDITIONS

All equipment or accessories which are not manufactured by Topper International whether or not warranted by such other manufacturers are guaranteed for a period of twelve months. Please refer to terms and conditions of sale.

REGISTER OF WARRANTY AND CRAFT IDENTIFICATION NUMBER

To register your warranty, please email the following information to info@toppersailboats.com

- Your name & address
- Sail Number
- Craft Identification Number / Hull Number (on starboard side of the transom))
- Date of Purchase

For further information call Topper on +44 (0) 1233 629186 or email info@toppersailboats.com

DECLARATION OF CONFORMITY

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 2013/53/EU
(To be completed by manufacturer or if mandated, authorised representative)

(To be completed by manufacturer or if mandated, authorised representative)

Name of recreational craft manufacturer: Topper International Limited	
Address: Kingsnorth Technology Park, Watton Road	
Town: Ashford	Post Code: TN23 6LN
Country: United Kingdom	

Name of authorised representative (if applicable); _____

Address; _____

Town; _____ Post Code; _____ Country; _____

Module used for design and construction assessment: ☐ A ☒ AI ☐ B ☐ B+C ☐ B+D ☐ B+E ☐ G ☐ H

Name of Notified Body for design and construction assessment (if applicable): HPI Verification Services (Ireland) Ltd

Address: Clonross

Town: Dunshaughlin Co. Meath Post Code: A85 XN59 Country: Ireland ID Number: 2810
 Notified Body certificate¹ number (if applicable): HPV5-1r1203-010-02-00 Date: 30/06/2023

Module used for noise emission assessment (if applicable): ☐ A ☐ A1 ☐ G ☐ H

Name of Notified Body for noise emission assessment (if applicable):

Address: _____

Town: _____ Post Code: _____ Country: _____ ID Number: _____

Notified Body certificate¹ number (if applicable): _____ Date: _____

DESCRIPTION OF RECREATIONAL CRAFT:

Watercraft Identification Number: **G B - T O P A**

Brand name of the Recreational craft: **TOPPER**

Model, Type or number: **FROM SAIL NO. 49050**

Type of construction:

☐ Rigid

☐ Inflatable

☐ Right-inflatable (RIB)

Type of hull:

☒ Monohull

☐ Multihull

Craft main propulsion:

☐ Sailing under projected sail area A_s of: 6.4 m²

☐ Human propulsion

☐ Engine/motor propulsion

☐ Other (specify):

Full construction material:

☐ Aluminium, aluminium alloys

☐ Steel, steel alloys

☒ Other (specify): Laminated Polyethylene

☐ Moulded Fibre Reinforced Plastic

☐ Wood

Installed engine type (if applicable):

☐ Internal combustion, Diesel (CI)

☐ Internal combustion, Petrol (SI)

☐ Internal combustion, LPG/CNG

☐ Electric

☐ Other (specify):

Watercraft Design category(-ies) related to the maximum recommended number of persons;	Category	Number of Persons	Max Load (kg)
Length of hull L ₀ : 3,40 m	A	-	-
	B	-	-
	C	2	160
	D	-	-

Length of hull L_H :	3.40 m
Beam of hull B_H :	1.20 m
Maximum Draught T :	1.05 m

Deck:

☐ Fully enclosed

☐ Partially protected

☒ Open

Maximum Recommended engine power:

Installed engine power:

Number of propulsion engines:

Maximum engine mass including fuel:

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft mentioned above fulfils the requirements specified in Article 4 (1) and Annex I of Directive 2013/53/EU.

Name and function: (identification of the person empowered to sign on behalf of the manufacturer or his authorised representative)	Martin Fry Managing Director	Signature and title: (or an equivalent marking)	
Date and place of issue (dd/mm/yyyy):	29/07/2023	United Kingdom	Ashford, Kent,

Essential requirements (reference to relevant articles in Annex A & IC of the Directive)	Harmonised standards Full application	Harmonised standards Partial application, see tech. file	Other reference documents Full application	Other reference documents Partial application, see tech. file	Other proof of conformity See technical file	Specify the harmonised standards or other reference documents used (with year of publication like 'EN ISO 8666:2002')
Tick only one box per line All lines right of ticked boxes must be filled in						
General requirements (2)						
Principal data – main dimensions	☒					EN ISO 8666:2020, EN ISO 8666:2020/A1: 2021
Watercraft Craft Identification Number – CIN (2.1)	☒					EN ISO 10087:2022
Watercraft Builder's Plate (2.2)	☒					EN ISO 14945:2021 AS ATTACHED TO CRAFT
Protection from falling overboard and means of reboarding (2.3)	☒					EN ISO 15085:2003 + A1 : 2009, A2 : 2018
Viability from the main steering position (2.4)						
Owner's manual (2.5)			☒			EN ISO 10240:2022 AS SUPPLIED
Integrity and structural requirements (3)						
Structure (3.1)	☒					EN ISO 12215-3:2018
Stability and freeboard (3.2)	☒					EN ISO 12217-3:2017 NOTIFIED BODY 2810
Buoyancy and flotation (3.3)	☒					EN ISO 12217-3:2017 NOTIFIED BODY 2810
Openings in hull, deck and superstructure (3.4)						
Flooding (3.5)						
Manufacturer's maximum recommended load (3.6)	☒					EN ISO 14946:2021
Liferaft stowage (3.7)						
Escape (3.8)						
Anchoring, mooring and towing (3.9)	☒					EN ISO 15084 : 2018
Handling characteristics (4)						
Engines and engine spaces (5.1)						
Inboard engine (5.1.1)						
Ventilation (5.1.2)						
Exposed parts (5.1.3)						
Outboard engine starting (5.1.4)						
Fuel system (5.2)						
General – fuel system (5.2.1)						
Fuel tanks (5.2.2)						
Electrical systems (5.3)						
Steering systems (5.4)						
General – steering system (5.4.1)						
Emergency arrangements (5.4.2)						
Gas systems (5.5)						
Fire protection (5.6)						
General – fire protection (5.6.1)						
Fire-fighting equipment (5.6.2)						
Navigation lights, shapes and sound signals (5.7)						
Discharge prevention (5.8)						
Annex I.B – Exhaust Emissions						
Annex I.C – Noise Emissions						
Noise emissions level (I.C.1)						
Owner's manual (I.C.2)						

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of the Recreational Craft Regulations 2017 as amended
(To be completed by manufacturer or if mandated, authorised representative)

Name of recreational craft manufacturer: <u>Topper International Limited</u>		Country: <u>United Kingdom</u>	
Address: <u>Kingsnorth Technology Park, Watton Road</u>		Post Code: <u>TN23 6LN</u>	
Town: <u>Ashford</u>		Country: <u>United Kingdom</u>	
Name of authorised representative (if applicable):			
Address:			
Town:			
Post Code:			
Country:			
Module used for design and construction assessment: ☐ A ☒ A1 ☐ B-C ☐ B-D ☐ B-E ☐ B-F ☐ G ☐ H			
Name of Approved Body for design and construction assessment (if applicable): <u>HPI Verification Services Ltd</u>			
Address: <u>The Manor House, Howbery Park</u>			
Town: <u>Wallingford</u>		Post Code: <u>OX10 8BA</u>	
Country: <u>United Kingdom</u>		ID Number: <u>1521</u>	
Approved Body certificate number (if applicable): <u>HPIUK-R1203-010-02-00</u>			
Date: <u>30/07/2023</u>			
Module used for noise emission assessment (if applicable): ☐ A ☐ A1 ☐ G ☐ H			
Name of Notified Body for noise emission assessment (if applicable):			
Address:			
Town:			
Post Code:			
Country:			
ID Number:			
Date:			
Other Community Directives applied:			
DESCRIPTION OF RECREATIONAL CRAFT:			
Watercraft Identification Number: <u>G B . T O P P A</u>			
Brand name of the Recreational craft: <u>TOPPER</u>			
Model, Type or number: <u>FROM SAIL NO. 49050</u>			
Type of construction: ☒ Rigid ☐ Inflatable ☐ Rigid-Inflatable (RIB)			
Type of hull: ☒ Monohull ☐ Multihull			
Hull construction material: ☐ Aluminium, aluminium alloys ☐ Molded Fiber Reinforced Plastic ☐ Steel, steel alloys ☐ Wood ☒ Other (specify): <u>Laminated Polyethylene</u>			
Watercraft Design category (4cs) related to the maximum recommended number of persons:			
Category	Number of Persons	Max Load (kg)	
A	-	-	
B	-	-	
C	2	160	
D	-	-	
Length of hull L_{st}: <u>3,40 m</u>			
Beam of hull B_{st}: <u>1,20 m</u>			
Maximum Draught T: <u>1,05 m</u>			
Deck: ☐ Fully enclosed ☐ Partially protected ☒ Open			
Maximum Recommended engine power:			
Installed engine power:			
Number of propulsion engines:			
Maximum engine mass including fuel:			
Installed propulsion type (if applicable):			
☐ Outboard ☐ Inboard with shaftline ☐ Z or sterndrive without integral exhaust ☐ Z or sterndrive with integral exhaust ☐ Pod ☐ Sail-drive ☐ Other (specify):			
Craft main propulsion: ☒ Sailing under projected sail area A _s of: <u>6,4 m²</u> ☐ Human propulsion ☐ Engine motor propulsion ☐ Other (specify):			
Installed engine type (if applicable): ☐ Internal combustion, Diesel (CI) ☐ Internal combustion, Petrol (SI) ☐ Internal combustion, LPG/CNG ☐ Electric ☐ Other (specify):			

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft mentioned above fulfils the requirements specified in Part 2 Regulation 6 and Schedule 1 of the Recreational Craft Regulations 2017 as amended.

Name and function: <u>Marin Fry</u>	Managing Director	Signature and title: <u>John Fry</u>
(identification of the person empowered to sign on behalf of the manufacturer or his authorised representative)		(or an equivalent marking)
Date and place of issue (dd/mm/yyyy): <u>29/07/2023</u> <u>Ashford, Kent, United Kingdom</u>		

TOPPER CLASS ASSOCIATION

Topper is one of the world's largest and fastest growing dinghy classes! It is also probably the most friendly class.

We are so sure that you will want to keep in touch with the Topper scene that, for the remainder of the year in which you bought your new boat, Topper are offering you a FREE membership of the International Topper Class Association (ITCA).

ITCA will keep you informed on Topper activities, events, regattas, technical advice and rigging, sailing and racing tips.

ITCA can put you in touch with Topper sailors in countries to which you may be planning a visit, and can liaise between your own national or regional Association, other regional Topper Associations and International Yachting Administrators.

ITCA also offers you a range of clothing and accessories designed especially for the Topper sailor.

FREE MEMBERSHIP IS AVAILABLE NOW TO FIRST YEAR OWNERS.

**TO SIGN UP, PLEASE CONTACT TOPPER INTERNATIONAL WITH YOUR SAIL NUMBER
AND WE WILL DO THE REST.**

You will then receive your membership card and details of the many other benefits of ITCA membership. When you buy a Topper, you are not just treating yourself to the best small boat in the world - you are also becoming part of the exclusive Topper family.

We recommend that in the UK you insure your Topper with the Class Association. We will forward details to you.

Essential requirements (reference to relevant articles in Schedule 1 of the regulations)	Designated standards				Tick only one box per line				All lines right of ticked boxes must be filled in		Specify the designated standards or other reference documents used (with year of publication like 'EN ISO 8666:2002')
	Designated standards	Full Application	Partial application, see tech. file	Other reference documents	Full Application	Partial Application, see tech. file	Other reference documents	See technical file			
General requirements (2)	Principal data – main dimensions	☒									EN ISO 8666:2020, EN ISO 8666:2020/A11:2021
	Watercraft Craft Identification Number – CIN (2.1)	☒									EN ISO 10087:2022
	Watercraft Builder's Plate (2.2)	☒									EN ISO 14945:2021 AS ATTACHED TO CRAFT
	Protection from falling overboard and means of reboarding (2.3)	☒									EN ISO 15085:2003 + A1 : 2009, A2 : 2018
	Visibility from the main steering position (2.4)										
	Owner's manual (2.5)			☒							EN ISO 10240:2022 AS SUPPLIED
	Integrity and structural requirements (3)										
	Structure (3.1)	☒									EN ISO 12215-3:2018
	Stability and freeboard (3.2)	☒									EN ISO 12217-3:2017 APPROVED BODY 2810
	Buoyancy and flotation (3.3)	☒									EN ISO 12217-3:2017 APPROVED BODY 2810
	Openings in hull, deck and superstructure (3.4)										
	Flooding (3.5)										
	Flooding (3.5)										
	Manufacturer's maximum recommended load (3.6)	☒									EN ISO 14946:2021
	Liferaft stowage (3.7)										
	Escape (3.8)										
	Anchoring, mooring and towing (3.9)										EN ISO 15084 : 2018
	Handling characteristics (4)										
	Engines and engine spaces (5.1)										
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	General – fire protection (5.6.1)										
	Fire-fighting equipment (5.6.2)										
	Navigation lights, shapes and sound signals (5.7)										
	Discharge prevention (5.8)										
	Schedule 1.B – Exhaust Emissions										
	Schedule 1.C – Noise Emissions										
	Noise emissions level (1.C.1)										
	Owner's manual (1.C.2)										



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