

TOPCAT 80-points-checkup



Careful upkeep and regular maintenance are required for a long life and high value retention of a TOPCAT catamaran. All safety related parts have to be checked every time before sailing. At least once a year, the boat should be completely checked with this list. Take time – ideally at the start of the sailing season – and work carefully and accurately. For your safety, damaged parts have to be replaced immediately. Only use genuine TOPCAT spare parts and boatcare products. This way, you will be sailing your TOPCAT safely and with a lot of fun and action for a long time.

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Spare parts drawings and list

1. Do you know our webshop. Here you find all spare parts and technical drawings.
 - <http://www.topcat-shop.com>

Insurance and measurement certificate

2. Is your Boat insured? Is a written confirmation available?
3. Is the measurement certificate available? It is obligatory for bigger races. Members of the TOPCAT class association can apply for one at the TOPCAT shipyard using the form from their boat manual.

Hulls

4. Are the screws at the shroud patterns tightened and sealed?
 - [Art. Nr. 101.1 screw shroud pattern](#)
 - [Art. Nr. 109.1 screw rudder fitting](#)
 - [Art. Nr. 1545 silicone 310ml](#)
5. Are there deep gelcoat damages where the GRP is visible? They have to be repaired. Otherwise the GRP will soak water through capillary action.
 - [Art. Nr. 1549 gelcoat red/white 350ml](#)
6. Are there damages in the GRP? Small damages can be repaired with the repair set, big damages and damages at structural parts have to be repaired at the shipyard.

[Art. Nr. 1549 Gelcoat Repairkit](#)
7. Are the shroud patterns bent or is a thin black rip visible at the inner side? This is an indication of a fatigue fracture. The shroud patterns have to be replaced for safety reasons.
 - [Art. Nr. 101 shroud pattern](#)

8. Is the hatch cover safety line mounted and alright?
 - [Art. Nr. 106.6 Hatchcover Safety Line](#)
9. Are the sealing rings alright and sealing? The black sealing rings can be ordered. The sealing rings in the new hatch covers are white and fixed at the hatch covers. The entire hatch cover has to be replaced, if they are defective.
 - [Art. Nr. 111 seal ring](#)
10. Are the hatch covers easy rotatable? The threads should be sprayed regularly.
 - [Art. Nr. 1538.1 marinespray, free of grease 400ml](#)
 - [Art. Nr. 1539 teflonspray 300ml](#)
11. If there are some mounted: Are the keel shoes frayed? They can be repaired with the repair set or replaced by the shipyard.
 - [Art. Nr. 160 keelshoes](#)
 - <https://www.youtube.com/watch?v=GRGrI9ycXVc>
12. Are the trampoline tracks tightly fixed, waterproof and unbent? The rivets have to be drilled out carefully with a new, sharp drill. Otherwise, the laminated counter-track could break from the inside of the hull and an extensive repair with an open deck will be necessary.
 - [Art. Nr. 103 trampoline track](#)
 - [Art. Nr. 104 rivet for trampoline track](#)
 - [Art. Nr. 1545 silicon 310ml](#)
13. Are the hulls dirty or yellowed? Stubborn dirt can be removed by the universal cleaning stone. Afterwards, the hulls get polished with hull polish. Anti Gilb may help with younger hulls that yellow. Nevertheless, cleaning stone and hull polish have to be used sometimes because yellowing can have very different chemical reasons.
 - [Art. Nr. 1535 universal cleaning stone](#)
 - [Art. Nr. 1531 GRP hull polish 500ml](#)
 - [Art. Nr. 1532 Anti Gilb 500ml](#)

Mast

14. Is the mast bearing worn? The bearing influences the mast rake and wears out earlier if the mast is raised improperly. The mast foot has to be disassembled to replace the bearing.
 - [Art. Nr. 565K mast bearing K s/s](#)
 - [Art. Nr. 563 rivet mastfoot \(special alloy\)](#)
15. Is the mast leaking? Leaks can be identified by air bubbles when the mast is pushed under water entirely. Split masts only get pushed under water at the upper end. The joint has to stay outside the water. If water flows out of the mast afterwards, the mast has to be sealed.

Sometimes, the sealing screw (non-split masts only) at the mast foot doesn't seal anymore and has to be replaced.

- [Art. Nr. 1545 silicon 310ml](#)
- [Art. Nr. 512 drain screw](#)

16. Is the locking-loop bent or worn? Is the screw bent? Does the halyard shave work correctly? The mechanism should be sprayed regularly and replaced if required.

- [Art. Nr. 503 halyard shave](#)
- [Art. Nr. 501K locking-loop set complete](#)
- [Art. Nr. 1538.1 marinespray, free of grease 400ml](#)
- [Art. Nr. 1539 teflonspray 300ml](#)

17. Is the mast still unbent? Little deformations can be repaired at the shipyard.

18. Is the mast track still alright or are there burrs that may hurt the sail?

19. The aluminum mast is covered by a thin anodic layer. If hurt, it can be sealed again with varnish spray.

- [Art. Nr. 1540 Alu protection spray 400ml](#)

20. Is the mast dirty? The mast track must not be missed when cleaning. It should be cleaned with a damp cloth. Stubborn dirt can be removed with the cleaning stone

- [Art. Nr. 1535 universal cleaning stone](#)

Main beam

21. Is the mast foot bearing socket worn?

- [Art. Nr. 202K s/s socket \(K1 since 2001\)](#)
- [Art. Nr. 1545 silicon 310ml](#)

22. Are the jib block sliders working correctly or is the shockcord worn or screws untightened? Regularly spraying ensures smooth movement.

- [Art. Nr. 772K shockcord](#)
- [Art. Nr. 787 clamp](#)
- [Art. Nr. 1538.1 marinespray, free of grease 400ml](#)
- [Art. Nr. 1539 teflonspray 300ml](#)

23. Are all blocks and cleats working properly? Are all parts clean and fixed properly? Regularly spraying ensures a long life cycle.

- [Art. Nr. 1538 marinespray, free of grease 400ml](#)
- [Art. Nr. 1539 teflonspray 300ml](#)

24. Is the Spinlock cleat for the reacher halyard fixed properly on its beam fixation? Are all three screws tightened?

25. Is the righting line working properly? Is the shockcord worn

- [Art. Nr. 209 uprighter shockcord](#)

26. Are the hullstops mounted properly to the beam? Important: never work with standard rivets. Even rivets made of stainless steel cannot be used. They react with the aluminum from the beam and corrode, which may cause total damage to the boat. TOPCAT rivets are made of a high-quality special alloy.

- [Art. Nr. 252 hullstops](#)
- [Art. Nr. 255 rivet for hullstops](#)

Rear beam

27. Are the hullstops mounted properly to the beam? Important: never work with standard rivets. Even rivets made of stainless steel cannot be used. They react with the aluminum from the beam and corrode, which may cause total damage to the boat. TOPCAT rivets are made of a high-quality special alloy.

- [Art. Nr. 252 hullstops](#)
- [Art. Nr. 255 rivet for hullstops](#)

28. Is the traveller track working properly?

- [Art. Nr. 251 traveller track](#)
- [Art. Nr. 251.1 traveller track ball bearing](#)

29. Is the traveler working properly?

- a. Standard traveller: Regularly spraying ensures smooth movement. Spray the axles of the rolls, not the traveler track.

b. Ball bearing traveller: Are the caps damaged? Are some balls missing? Caps and balls should be replaced if required. Especially at sand or sea water sailing areas the ball bearing traveler should be flushed with fresh water regularly and sprayed on its balls. The caps must not be forgotten when spraying.

- [Art. Nr. 265.2L repair set ball bearing traveler with 2 caps, 40 balls](#)
- [Art. Nr. 259 traveller roller set inclusive 4 sockets](#)
- [Art. Nr. 1538.1 marinespray, free of grease 400ml](#)
- [Art. Nr. 1539 teflonspray 300ml](#)

30. Is the cleat on the traveler swivel working and is it fixed properly? The swivel with the curry cleat can be replaced with a swivel with a Spinlock cleat.

- Available at the shipyard by request.

31. Is the fairlead for the traveler sheet bent?

- [Art. Nr. 253 fairlead for rope](#)
- [Art. Nr. 253.1 fairlead strong](#)
- [Art. Nr. 254 rivet](#)

Steering gears

32. Are all parts of the steering gears fixed and free of damage?

33. Are the slide plates on the axles worn or missing?

- [Art. Nr. 812.1 slide plate set 10 pieces](#)

34. Are there spring rings on the axles and are they working properly?

- [Art. Nr. 621 spring ring](#)
- [Art. Nr. 621.1 spring ring set 10 pieces](#)

35. Are the ruder plates sliding through the rudderhousings smoothly? Rolls, screws and leading track should be replaced when worn.

- [Art. Nr. 822 roll pair](#)
- [Art. Nr. 896 PA-screw](#)
- [Art. Nr. 873 leading track](#)

36. Are the steering gears adjusted properly? A good universal adjustment is putting the rudder blades into the rudder housings without mounting any shockcords. Then the PA-screws are tightened until the rudder can't slip anymore. Then the screws are turned backwards half a turn until the rudder blade can slip again. The blade should be able to slip in vertical direction only. The spring screw has to be tightened that much, that the rudder housings will open at groundings but not at high speed.

37. Are the joints between the tillers and the cross bar working properly?
38. Is the tiller joint complete and working properly? It has to be easy to turn but mustn't have much backlash. The cardan fork or the plastic socket may be worn.
 - [Art. Nr. 630.1 tiller extension joint complete](#)
39. Are hiking stick or telescopic tiller bent or damaged? They are essential for steering and should be replaced in time. One extra in reserve is not a bad idea.
 - [Art. Nr. 626 hiking stick 2,50m partly gripped](#)
 - [Art. Nr. 627 hiking stick 2,5m fully gripped](#)
 - [Art. Nr. 628 telescopic carbon tiller partly gripped](#)

Trampoline

40. Is the trampoline severely damaged? It has to be repaired or to be replaced. The two piece trampoline for TOPCAT K1 can optionally be replaced with the new one piece trampoline.
 - [Art. Nr. 303 trampoline one piece](#)
 - [Art. Nr. 308 fixation kit for one piece trampoline](#)
41. Is the piping ripped?
42. Are holes in the trampoline?
43. Are the seams of the toe straps still tightened?
44. Are the toe straps damaged?
45. Are the eyelets damaged or worn?

Standing rigging

46. Are the safety covers at the power spreader worn or missing? Never sail without these! The terminals may drop out of the shroud patterns during sailing otherwise. New safety covers are easier to mount when warmed in hot but not cooking water by a kettle.
 - [Art. Nr. 752.9 safety cover PVC](#)
47. Is the bolt safety mechanism at the powerspreader working properly?
 - [Art. Nr. 620 bolt](#)
 - [Art. Nr. 621 spring ring](#)
 - [Art. Nr. 621.1 spring ring kit 10 pieces](#)

48. Is the powerspreader bent? Bent powerspreaders are a security risk and have to be replaced.

- [Art. Nr. 750 powerspreader](#)

49. Is the security rope between powerspreader and bridle wires missing? The rope has to be tied up tight but not tensioned.

50. Are all of the wires in the bridle wires working properly? Special attention should be put on the terminals and the thimbles. Damaged bridle wires are a severe security risk.

- [Art. Nr. 752.1 pair of bridle wires procolor complete](#)

51. Are bolt and spring ring between bridle wire plate and furling gear alright?

- [Art. Nr. 714 bolt for furling gear](#)
- [Art. Nr. 621 spring ring](#)
- [Art. Nr. 621.1 spring ring kit 10 pieces](#)

52. Is the bullshead bent? The classic bullshead can be replaced with the new bullshead on elder boats. The new one is bigger and prevents the jib from becoming inadvertently undone and the sheets from becoming stuck.

- [Art. Nr. 755 bullshead](#)

53. Are the protection rubbers mounted to the bullshead (on boats with reacher) and working properly? The rubbers prevent the reacher sheet from becoming stuck.

- [Art. Nr. 902.9 protection rubbers](#)

54. Is the jib swivel moving smooth? It should be sprayed regularly. If it becomes stuck, the swivel will destroy the forestay when the jib gets rolled up.

- [Art. Nr. 1538.1 marinespray, free of grease 400ml](#)
- [Art. Nr. 1539 teflonspray 300ml](#)

55. Is the jib halyard sheave worn or broken? It is possible to replace the plastic sheave with a sheave made out of brass for use in clubs and schools.
- [Art. Nr. 761 jib halyard sheave plastic](#)
 - [Art. Nr. 761.1 jib halyard sheave brass](#)
56. Are all of the wires in the forestay and in the shrouds working properly? Special attention should be put on the terminals and the thimbles. Damaged wires are a severe security risk.
- [Art. Nr. 757 forestay](#)
 - [Art. Nr. 766 set shrouds complete](#)
 - [Art. Nr. 766.1 set shrouds procolor complete](#)
57. Are the trapeze shackles tightened and working properly? The shackles have to be tightened with a pair of tongs. Genuine TOPCAT shackles are made of special stainless steel and the shackles for the double trapeze are forged in addition. They are designed for high loads and crew security.
- [Art. Nr. 735 trapeze shackle single trapeze 5mm](#)
 - [Art. Nr. 735K shackle double trapeze forged](#)
58. Are all of the wires in the trapeze wire working properly? Special attention should be put on the thimbles. Damaged wires are a severe security risk. Are the handles alright? The new racing trapeze, which can be adjusted while trapeze sailing is upgradable.
- [Art. Nr. 740 single trapeze complete](#)
 - [Art. Nr. 741K1 single trapeze racing , adjustable](#)
 - [Art. Nr. 743 retrofit kit single trapeze racing](#)
59. Are the three hooks (2x shroud patterns, 1x trapeze shockcord/trampoline) damaged or missing? Never sail without the hooks at the shroud patterns. Otherwise the shrouds can become inadvertently undone.
- [Art. Nr. 736 hook for trapeze shockcord](#)
60. Are the trapeze shockcords and ropes alright?
- [Art. Nr. 734 trapeze shockcord](#)
 - [Art. Nr. 732 trapeze strop](#)

Running rigging

61. Are sheets and ropes worn? Change sheets and rope regularly. It is possible to upgrade to FSE sheet set racing with tapered main sheet.
- [Art. Nr. 380 sheet set complete F2](#)
 - [Art. Nr. 380.1K sheet set complete with 8mm main sheet](#)
 - [Art. Nr. 380K sheet set complete with 10mm main sheet](#)
 - [Art. Nr. 385 FSE sheet set racing complete](#)

Sails

62. Are the sails ripped, damaged or worn? Are luff and leech damaged? Such Damages have to be repaired by TOPCAT or an authorized sailmaker. Repair tapes are available for emergency

use. At the end of a sails life cycle micro fissures occur at the leech of the sail. They can be taped carefully with spinnaker tape to extend the sails life. Pentex foil sails keep the most of their performance until the end of their life. Dacron sails lose their performance continuously and are worn after six to eight years recreational usage.

- [Art. Nr. 1541 spinnaker tape white/red/black](#)
- [Art. Nr. 1542 duck tape white/red/blue](#)

63. Is the sail foot traveler working properly (only Pentex and Streamcut sails)? Are both screws tightened? Is there is a small eyelet in the sail, the ball bearings traveler can be fixed with a small piece of rope in addition. If some balls are missing or the caps are damaged, they can be replaced. At sandy or sea water sailing areas, the traveler should be flushed with fresh water and the balls and caps should be sprayed regularly.

- [Art. Nr. 265.2L repair set ball bearing traveller](#)
- [Art. Nr. 1538.1 marinespray, free of grease 400ml](#)
- [Art. Nr. 1539 teflonspray 300ml](#)

64. Is the halyard hook worn?

- [Art. Nr. 505 halyard hook](#)

65. Are the telltales working properly?

- [Art. Nr. 1565 air flow tels 14 pieces spinnaker tape](#)
- [Art. Nr. 1566 air-flow tels 8 pieces](#)

66. Is the zipper of the jib working properly? The sail can be repaired at the shipyard, if some teeth are missing.

Reacher and reacher system

67. Is the spring pin missing?

- [Art. Nr. 907 spring pin](#)

68. Is the end cap of the whiskerpole mounted? Heavy injuries may happen, if not.

- [Art. Nr. 914 whisker pole end cap](#)

69. Is the snuffer Ring fixed tight?

70. Is the snuffer bag worn? The new, black snuffer bag is made of durable mesh and get mounted to the whisker pole by velcro fasteners.

- [Art. Nr. 920 snuffer bag](#)

71. Ist the mast suspension rope and its micro block working probably?

- [Art. Nr. 901.5 block](#)

72. Are there burning holes in the reacher sail? They have to be fixed with round cut pieces of spinnaker tape. Depending on the diameter of the hole also on the opposite side of the sail.

- [Art. Nr. 1541 spinnaker tape white/red/black](#)

73. If the luff is killing while sailing, tightening the cord inside the luff more may help. Sailing with this rope open can cause overstretching of the luff. Most of the load has to pull on the cord, not on the luff.

Equipment

74. Is the air pressure in the tires of the trolley and the trailer correct? Are tire tread and durability alright
75. Do the lights of the trailer work properly?
76. When will the next road security inspection of the trailer be?
77. Do life jackets, trapeze harnesses, trapeze boots and sailing gloves still fit and are they alright?
- [Art. Nr. 1505 Buoyancy Aid Match Magic Marine](#)
 - [Art. Nr. 1506 Buoyancy Aid Wave Magic Marine](#)
 - [Art. Nr. 1820 Pro Racing Harness](#)
 - [Art. Nr. 1821 Smart Harness](#)
 - [Art. Nr. 1522 Gloves TOPCAT- Design](#)
78. Is the boat cover worn or damaged?
- [Art. Nr. 1551 flat boat cover](#)

Events

79. Race calendar, touring calendar and training dates checked? The current TOPCAT calendar is online at www.topcatclass.com.
80. Already registered to the selected events?

More tips and hints can be found in the TOPCAT boat manual and at the shipyard information in the Yearbook of the International TOPCAT Class Association (ITCA).

