TOPPER TRANSOM PLATE

There are two types.

EARLY -The early cast aluminium one seems to cause few problems except bent stainless rods that can be easily straightened on or off the boat. Even the pintle could potentially be replaced with a stainless bolt and a couple of nuts.

LARTER – The stainless type replaced the cast aluminium one at boat number 9293. In itself it is fine except for a tendency, in very well used boats, to crack on the corner of the structure that supports the pintle. I'm sure it would be possible to reinforce this area with a plate.
However the big problem comes when the bolts are not checked regularly for tightness. The inner transom plate has captive nuts that corrode over time and detach themselves. If your bolts revolve without tightening you have this problem.
There are three answers I am aware of:

1. Cut a hatch into the rear deck and replace the nuts with nylocs that you will then be able to tighten though the hatch. Unfortunately this makes the boat illegal for racing (hatches are not allowed)
2. Get an expert to cut a flap out of the back deck and, having replaced the nuts, weld up the flap (sounds drastic but we have done many of these and they look fine). We know of some companies who cut a flap in the hull or the transom. Although prettier we do not recommend this, as they are high stress areas.
3. The fiddly one often used when only one or two nuts are a problem. Grind the head off the offending bolt and drill a slightly oversized hole through the plate. Push a length of whipping twine though this hole and put the boat on its side such that the whipping twine can be hooked through the bung hole (removing the bung assembly helps here). Tape a long bolt to the whipping twine and pull it through the hole such that the head is inside the hull. Hold the extended bolt by its thread and screw a nyloc into place.

I hope this helps. Please feel free to phone for more details.