

Stacked Plywood Strips Transom Repair

This repair is time consuming, as is the drying time for both the wet wood and the chemicals. This job took me 180 hours over a 4-month period. This included the removal and reinstallation of the interior in the rear and a thorough cleaning of the entire boat once the repair was completed. The boat is a 1977 19' SeaRay SRV197.

During the removal of my old motor for installation of a new motor, the dealer informed me that the transom was weak. Somewhat discouraged I knew I was in for a transom repair before the new motor could be installed. After considerable research on transom repairs, I decided to do the job myself to insure it was done properly and strong. I conceived of this stacked plywood strips method after carefully reviewing other methods. (See the **Transom Repair Drawing** at the end of this article.)

I began by cutting the transom top and part of sides to provide access to the wet and rotted wood.



Other side was cut similarly

I dug out most of the rotted wood with a hook shaped tool and a 1¼ inch spade bit on a long extension. I also used a 1½ inch spade bit with a jig to limit the depth of the drilling and to produce a flat and square bottom of the dugout area. This was done to provide a level starting point for the first layer of the plywood strips.



I squared the dugout sides using a home made 'chisel' made by cutting off part of one side of a piece of 2 inch X 2 inch angle iron. I sharpened the end of the blade portion by grinding to make a cutting edge. It was about 3 feet long and I was able to use it without a hammer. That made it easy. I bent the end of the chisel slightly near the tip so I could use it along with a 1½ inch drum sander to clean the wood from the fiberglass sides of the dugout area. This worked very well.

