

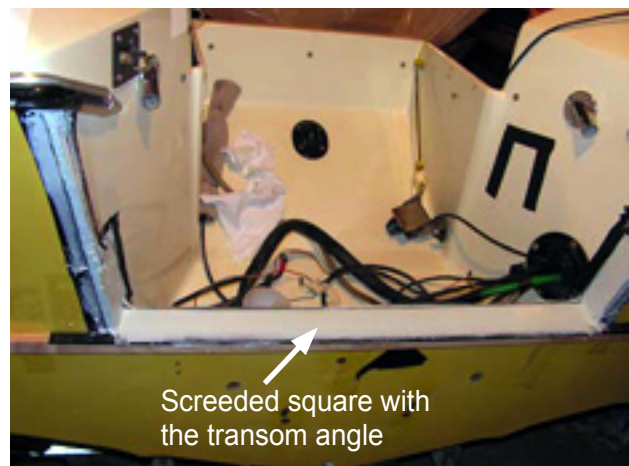
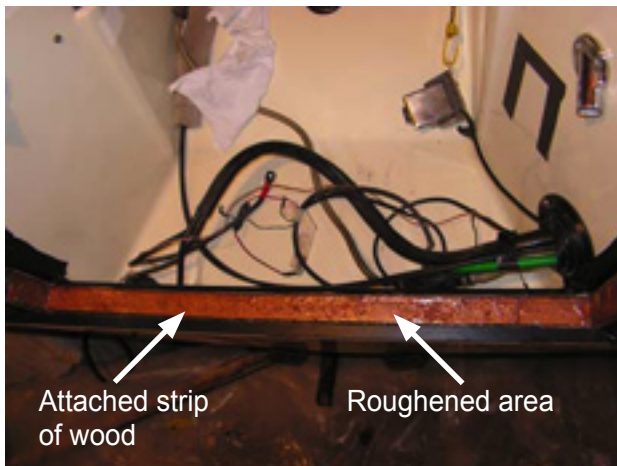
I clamped the transom together with made-up stiff supports to close the slight rearward bow in the outer transom fiberglass and let it set up one week. I did not clamp the plywood strips in the vertical direction, because that would squeeze too much of the L&L epoxy from between the strips in the high load area. When I finished the transom after the new L&L arrived, all the rest of the strips fit perfectly. At this point I had put 85.5 hours into the repair.



One note on the L&L. This is sticky stuff and drips easily. Mask (with plastic and tape) all the areas you want to protect. For sure L&L will get on it if you don't. Set up separate areas for mixing, applying, and clean up. Have everything in place before you start. Many rags and plastic on the floor are necessary. Plenty of lacquer thinner is needed for clean up.

After the all the plywood strips were installed and L&L set up completely, I prepared to fill the top of the opening with Fill-It by attaching a straight piece of wood. I first covered the piece of wood with electricians tape to prevent the Fill-It from sticking to it. I then taped it to the rear edge

of the transom opening to provide a straight and level edge for screeding the Fill-It to form a square edged transom top. (Note: If you plan to finish the transom opening with right angle anodized aluminum as I did, the transom top must be square to the transom angle.) I then added a coating of L&L mixed with sawdust to roughen the area for a good bond with the Fill-It. I sanded and cleaned the previously cut out pieces of the fiberglass transom top and sides and painted both sides with a coat of CPES and let it set up for a day. I put in a layer of Fill-It, coated one side of the cut out pieces of the transom with Fill-It, and pressed them into the first layer of Fill-It. I then added more Fill-It and screeded off the excess Fill-It to form a nice looking transom top. Using the original transom top pieces saved on the amount of Fill-It used. When the Fill-It hardened, I removed the straight edge and finished the opening by filing and sanding the edges. This worked very well.



I drilled the motor well drain holes for installing new drain fittings. I then coated the inside of the drilled holes with the two coats CPES. Once dry I installed the new drains using Sonolastic ULTRA. Paint thinner worked fine for removing the excess sealant. I used a similar procedure for reinstalling the brass hull drain fitting.

