

Transom repair SILER

We noted during the summer thin hair-cracks in the gelcoat on various spots all around the transom.

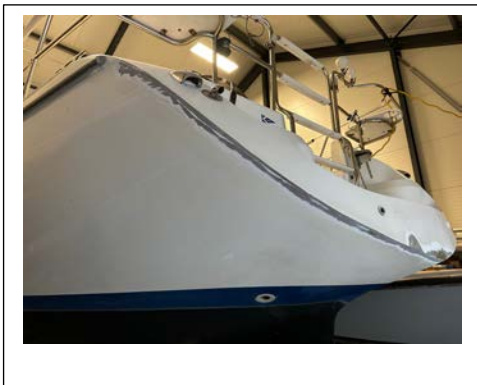
Having in mind that hair-cracks could result later in issues with osmoses we wanted to check what a reason could be.

With our Siler back in our shed (man-cave) for the winter-storage, a good moment to check/repair.

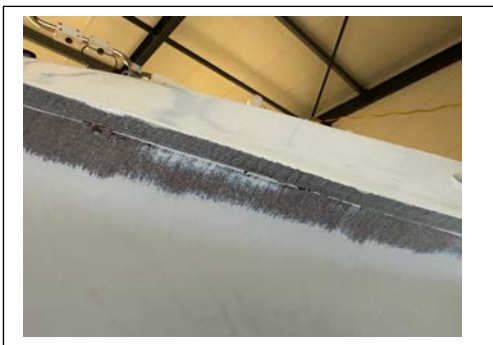


First, we started to grind-off all the gelcoat of the transom.

The good part is also that we could include to improve some other repairs of damages done by the PO, which also required some attention, and which were visible as the gelcoat didn't match that well.



Having the gelcoat grinded off, we were able to conclude what the cause was of the hair-cracks in the gelcoat.



The joint between the hull section and the deck/transom section is clearly visible after grinding off the gelcoat layer.

There is no additional reinforcement between both the sections which should be expected.

The gelcoat acted here more or less as the reinforcement.

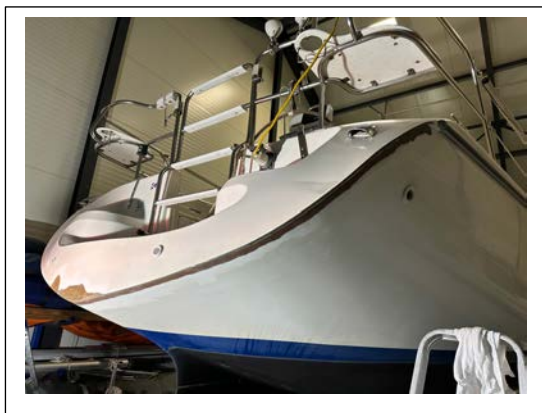
We know that on certain areas there are serious forces on the hull and that these forces could be so strong that there is some deformation. Think about not being able to close the doors of the cabinets when the stays are tensioned too much.

Here I believe that the backs stay tension in combination with waves / sea-state could be a reason as well.



After “opening” the joint and proper cleaning we reinforced the whole transom with epoxy and layer of glass.

After the curing we started to sand the whole transom smooth again.



As can be seen on the pictures we removed also all the hull striping / ships name etc.

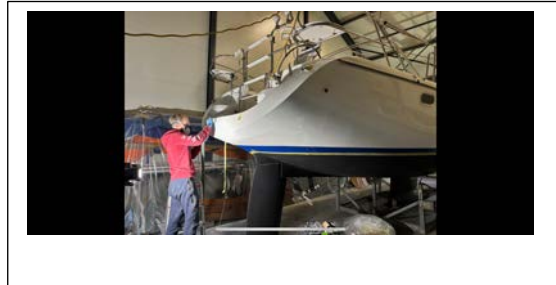
Of course, there were also other small damages / scratches to the hull which could be attacked also during this repair.

To match the new gelcoat needed for the repair, it was decided to give the hull also a full polish.

On the required areas (including the spots where the old names of the PO were visible) we sanded light the hull (with P1000-P1200) and gave the hull a full polish.

With the new gelcoat matching the polished hull, we started to apply the layers of new gelcoat to the repaired area.

This with a lot of manual sanding and applying new layers till the result was satisfactory.



The result after the repairs / polishing, pending to apply the hull-stripping and ships name.

A real beauty again!! Like new.

