

Hello Catalina skippers! I am seeking advice on repairing bilge stringer water damage.

boat is a 2002 Catalina 36, shoal draft, in mast furling, M35B, Lake Michigan

Likely cause is water penetrating at the screw holes holding the manual bilge pump in place.

Boat was put on the hard in September, a recent cold spell had an extended hard freeze. Upon a recent visit to the boat during a warm spell the damaged was discovered.



For reference all photos have the aft of the boat at the top. This stringer is the aft most stringer as seen from the salon sole opening. Directly aft of the stringer is the liner forming the seat in front the galley sink.

The next picture shows evidence of epoxy repair it did 7 years ago when I noticed some minor delamination at the location.



The next picture is more directly overhead and captures the extent of the bulge where the glass is being forced away from the stringer. Bilge hose is no longer attached to the damaged area.







Looking for suggestions on how to tackle the repair.

- Does anyone know the lamination schedule of the stringers?
- Is the base stringer marine plywood or solid wood? How thick is the wood?
- Would cutting the damaged area away, digging out the wet wood and replacing with epoxy, then layering new glass matting over the damaged area be a sufficient repair?
- Should a wood or starboard substitute be epoxied in place rather than the fill of just epoxy?

Using a screw driver handle to tap along the stringer, both top and bottom, all sounds solid with the exception of the delaminated area and the space left and right of the delaminating "flap".

I am looking for guidance/suggestion's prior to cutting or drilling into the issue.

Thank you in advance for any insight that may be shared.

Bob Kissel

S/V Full Circle

2002 Catalina MKII, #2084, TR, FM, WK, M35B

Lake Michigan