

Hi Doug -

Glad you corrected me on the phone- I googled your business, and found a couple of instances on the first page that stated “Dave Goldhirsch, Southport Marine....” I didn’t remember THAT, but said “WELL, OK.....maybe a brother???”

Anyway, thanks for the help. Will show you some pictures, then talk at the end.

What I have here is a 1958-60 Lyncraft Seabreeze Contessa. One of the very first built.



I found it last October in S. Berwick, it was free, and I really liked the look of it.

Turns out it might be the last one extant.

It has been out in the open for at least 6 years, and was rotted out- the entire interior was were logged, as were the sole and stringers.



It was / is in rough shape.





What I have done so far is taken out all the 500 pounds of waterlogged crap inside it. The sole, bulkhead, and stringers have all been removed, as the exterior of the transom. The transom is about 2” thick, and was an ant farm.



the whole transom was like this.



This shows the exterior skin and wood removed - what looks like wood is the interior fiberglass skin .

I realize that the “usual” method is to scoop out the old wood from the top , and fill in from the top, but I figured I had to take care of that hole in the SB stern anyway- that goes under the stern for about an inch or so.

I just didn’t see any way of tying all the new wood into the hull without getting in there.



The boat is sitting on wood all along the keel , supported on the sides by blocks- more on that later.

Reference the sole and stringer removal. --- Interior before sole removal. Settees cut out.



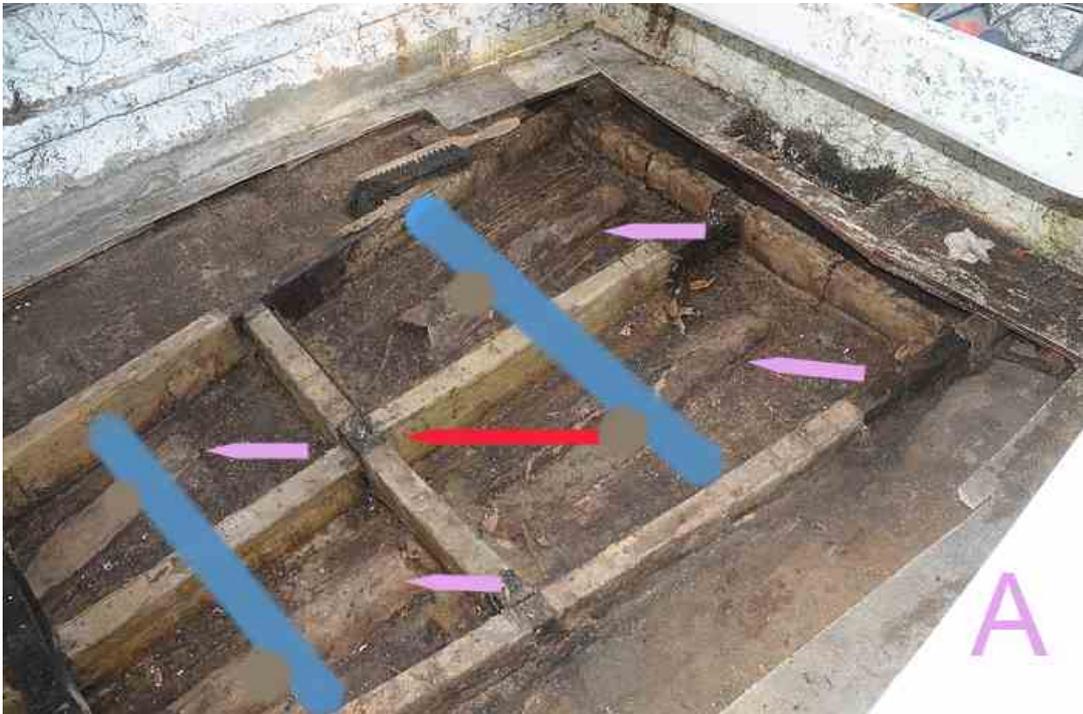
Sole is gone.

The arrow points to a notch of sorts in the middle 6 " stringer.

It goes from 6" to 3/4" for no reason I can see....maybe to save weight? It's about a 3 foot piece that is missing. The stringers are 12-foot 2 x 6's .

Totally water logged- you could rip it off with your hand and squeeze it out.

This shows the stern. The floors are 3 feet apart, as they are everywhere. Seems like not enough, for a stiffer floor.



The red arrow points to where the floor is inset into the stringer.

The pink arrows point to the 4" dia. stiffeners ; those are 3 feet long or so.

The thick blue is where I am thinking of adding 2x2" oak floors every 18 inches, to make the sole a bit harder. Those would be cut tightly, screwed, and epoxied into the stringers.

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The above shows the port side just aft of the cabin bulkhead. You can see the central stringer starting downward under the floor behind the level. It looks like the sole was supported by just the outside stringers and I'd like to bring that support up for the whole sole, probably by putting a spacer in there.



You can see how low all the stringers are below the sole : 3- 4 “.

It's only about 3 feet wide at this point, but again, is it worth bringing the stringers up to meet the sole?

The sole is tabbed in all around the perimeter with biaxial cloth and resin, so it would be pretty stiff, BUT....

This is 17 feet long, 14 feet at the waterline, and has a 64" beam. It's fiberglass, but in contrast to what is the usual philosophy, has only a 1/8th inch thick hull. I've heard they were 3/8" - 1/2" early in the business, but not in this case.

About how it is braced, first. I have wood along the keel, which is not big- 1 1/2" max? –to support that. I've been told that I should build a cradle to support the hull, but MY question is how do I know what dimension to build the cradle to?

I'm thinking that if I support the hull along the edges of the gunnel, and raise it slowly until the keel just comes off the wood under the keel, then set it back down lightly, that that will be the original shape of the hull. I don't want to build any distortion into the shape. It's pretty stiff longitudinally, but I'm not sure...

My plan right now is to thicken the hull by putting down two layers of mat. I'd go for 3, but all I read is "don't add weight." I have also read "Put back whatever you take out", so that is why I am using 2x6 fir, 12 feet long for the stringers.

Those will be coated in epoxy – 2 coats, then bedded with a radius in 4000 or 4200. The floors will be cut in, epoxied, then the whole stringer system will be tabbed in with 2 layers of 6 oz cloth tape, with 2 layers 12" tape over that to seal it all in.

I've been told that I can use foam cored stringers with tabbing, but I am uncertain about how strong that would be with the sole screwed down into an inactive core. It seems to me that the screws would rip out – but then again the bedding would prevent that?

The stiffeners will be 1/2 rounds, 4" diameter, FG cloth, tabbed into the hull with 2 layers cloth minimum.

The sole will be 5/8ths exterior plywood, cut to shape, epoxied, then bedded in 4200 on the stringers and screwed down with 2 1/2" coated decking screws. That will be tabbed into the hull with 6" bixial tape, then covered with 2 layers of mat for water proofing and water / wear resistance.

OR, the same, with 1/2 " plywood. I really do not want a bouncy deck though.

I'm going to put in at least 3 access ports in the sole, and am thinking of ventilating the bilge so as to avoid moisture buildup. This would consist of solar powered fan in the bow, inside the cabin, with an exhaust in the stern under the motor tray, a pipe coming up with a downward facing U on it.

The bulkhead will be 3/4 exterior plywood, epoxied, tabbed into the hull with 6" tape, then sealed again with a layer of cloth and resin.

The transom will be made up of layers of 1/2" exterior ply, laminated with epoxy and cloth, then cut to shape, covered with cloth and resin, fitted, and sealed in with thickened resin, to make a 2" transom.

The outer skin will be built up of a layer of mat and then 1-2 layers cloth, gelcoated to a smooth finish.

There is no flotation in this at all. If you look back at the picture where the sole is still in, you can see that there is a good curve to the hull under the deck. Home Depot sells a 1/2" foam that will take that bend. I'm thinking of building up to 1 1/2" – 2" with that foam, then encapsulating the whole thing in cloth and resin (or epoxy- more on that later) and then painting it. That would seal it in, encapsulate it, and make it relatively damage proof.

It would be a foam strip all around the inside of the boat, just under the gunnel in the stern area.

I'm thinking of getting a stainless transom cap made, along with a stainless plate for the motor mount, but that will come later.

My **BIG PROBLEM** is that some people say to use epoxy, some use resin. Supposedly the epoxy will not stick to the resin, but people use it all the time. And supposedly there is not that much difference in strengths for a boat this size.

My main concern is the transom, "gluing" it to the hull. It has to be glued all around, and I'd like it to be as strong as possible. I'm thinking epoxy to put it together, then resin to glue it in, as I have that "around the corner" problem with the transom / stern bottom on the SB side. It all has to blend and bind, and if the epoxy is not going to stick, I don't want that.

Supposedly epoxy will not stick to resin, so that glue bond would be poor?

At the same time, my reading has people epoxying all kinds of things to polyester, - I really don't know what to think.

Going back to the sole removal photo , prior.....

You can see where the old settee level was – it's denoted by the plywood, which you can see there on the port side, the line on the hull just above the plywood construction in the middle. There was a "deck" there of sorts (seen in picture #6, the interior), which I would like to eliminate, but am wondering if that is needed for stiffening. It would seem to me that the sole and bow would be pretty stiff as it were, but what do you think?

Do you think that the settees are providing any stiffening at all? The originals were 1/2" plywood, tabbed in. I am at least putting in the starboard settee. Am adding a porta potty too (wife) , and that will have to be sunk into the sole about 2 inches and kind of built into the settee.. That will be in the cabin, just inside the companionway behind the console, on the SB side.

There isn't a whole lot of headroom in the cabin (38") so it's squeezey!

In short, epoxy or resin?

Foam or wood stringer cores?

5/8ths or 1/2" wood for the sole?

Shim the stringers in the cabin to meet the sole or not?

More floors or not? They are every 3 feet now, which seems light, especially for 1/2" if that is what you recommend.

I know this is a lot- any information you would care to share on any part or all of this would be greatly appreciated!

I don't know how anybody can be a boat builder. There are NO straight lines and the permutations are endless. It's amazing they ever get built.

There is no screaming rush on this- I am just starting to buy supplies, and it's going to be a month or so before I start work. ... thicken the hull is first.....

Thanks!

Brian Peterson

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