

# Restoring Miracle 2796

*Richard Battey*

I acquired Miracle 2796 from my local sailing club (Crawley Mariners) for a very nominal sum as it was advertised in the club mag as "having seen better days". Actually when the decrepit plastic cover was removed it wasn't at all in bad shape apart from the varnish lifting, glue failure along the gunwales and a rotten transom, the latter of which did give cause for concern.

Dealing with the transom first, and not knowing much about the class having sailed Merlin's pretty much on and off for the past 20+ years, the intention was to remove the transom, or what was left of it, as delicately as possible to provide me with a template to work with. Like all well laid plans it disintegrated which left me with a head scratching moment!

I posted on the Miracle forum for information on transom repairs and out of the blue I received an email from an extremely helpful man by the name of Mr Brian Jones who not only gave me advice but also sent me a plan of the class transom measurements. I was back in business!

I purchased a sheet of 2.5m x 1.2m, 5mm gaboan marine ply from Wenban-Smith and set about marking up

the new transom (including slot tabs to be on the safe side). A little tip when cutting ply, run masking tape along the pencil line so that when you cut with your jigsaw it does not splinter the wood. It works!

With the new transom piece cut I carried out an initial fitting and marked areas that needed adjustment carefully using a block plane. Once done, and I was happy with the fit, I mixed up some SP106 epoxy with West microfibres and created a neat fillet around the inside edge and applied epoxy to all keyed/ structural surfaces adjoining hull, side decks/tanks and clamped in place. Any gaps were taken up with epoxy/ microfibre mix. Once the epoxy had cured, I set about sanding edges making sure I created a neat and tidy profile. Satisfied that the new transom and joints were fair I applied some plain weave 50mm glass cloth (175gm/sq.m) to the outside and inside edges of the transom to create structural re-enforcement. Once cured, some significant sanding took place before I applied a coat of SP106 resin to the transom inside and out to provide additional weathering properties. Job done!

One down two to go, see part 2 next issue.

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