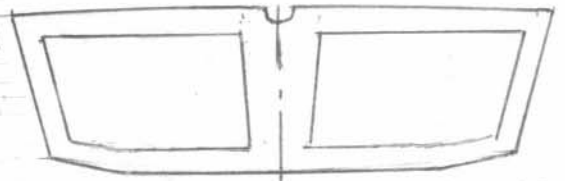
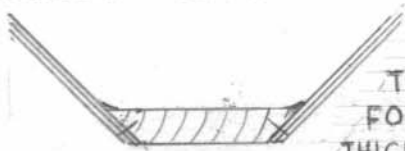


# TRANSOM DETAILS

FOR A WIDE TRANSOM STERNED DINGHY THE SIMPLEST SOLUTION IS TO USE A PLAIN SOLID SLAB OF TIMBER. SOURCING A PIECE OF TIMBER THAT IS WIDE ENOUGH IS NOT EASY AND TWO OR MORE NARROW PIECES MAY HAVE TO BE EDGE GLUED. IF LIGHT WEIGHT IS REQUIRED THEN A FRAMED STERN PIECE IS A SOLUTION, WHEREBY A LIGHT PLYWOOD TRANSOM IS STRENGTHENED WITH A FRAME-WORK IN ORDER TO TAKE FASTENINGS.



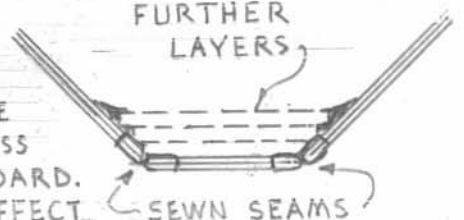
FOR THE DOUBLE ENDED DINGHY WITH A NARROW V SHAPED TRANSOM A SOLID BEVELED PIECE OF TIMBER APPEARS TO BE A STRAIGHT-FORWARD SOLUTION, THAT IS UNTIL ONE IS FACED WITH THE ACTUAL JOB. FOR A START THE SIDE PLANKING COMES IN AT A 45° ANGLE AND TO ENSURE GOOD FASTENING CONSIDER-



ABLE THICKNESS OF THE TIMBER IS REQUIRED, MAKING THE ACTUAL TRANSOM FIT NEATLY AND SNUGLY TAKES TIME.

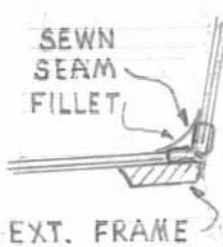
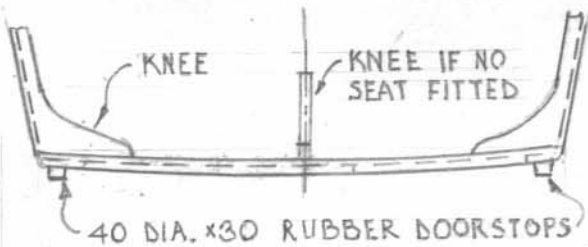
THE FOREGOING PROBLEMS WERE INSTRUMENTAL IN BRINGING FORTH THE IDEA WHEREBY A PLYWOOD TRANSOM THE SAME THICKNESS AS THE SIDE PANELS IS SEWN INTO PLACE. IT IS THEN

EASY TO ADD FURTHER LAYERS TO THE INSIDE AND BUILD UP THE THICKNESS TO SUIT. SCRAPS OF PLY CAN BE USED WITH JOINS (IF ANY) STAGGERED. THIS PRODUCES A VERY STRONG STERN ASSEMBLY. AND IT IS ALL EASY TO DO WELL.

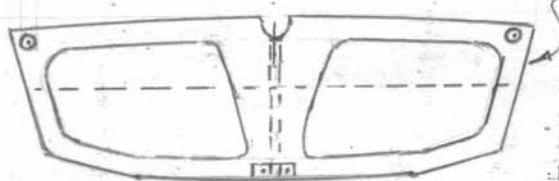


WHERE THE DINGHY HAS A WIDE TRANSOM THE SAME SYSTEM WORKS NICELY WITH EXTRA FRAMEWORK ACROSS THE TOP AND IN THE MIDDLE FOR MOUNTING AN OUTBOARD. WITH TRANSOM STERN DINGHIES A MORE ATTRACTIVE EFFECT

IS ACHIEVED BY INTRODUCING AN ATHWARTSHIP CURVE AND THIS IS EASILY DONE WITH SEWN CONSTRUCTION. TO FANCY UP THE ARRANGEMENT AN EXTERNAL FRAME CAN BE FITTED. WITH THIS SYSTEM THE INTERIOR OF THE TRANSOM CAN BE LEFT CLEAR WITHOUT LEDGES TO TRAP WATER WHEN THE DINGHY IS STOOD ON END FOR STORAGE. PROVIDING THE



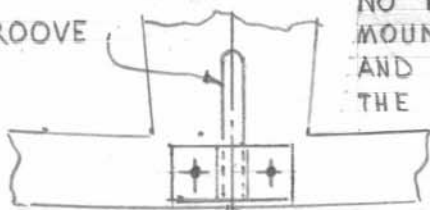
DINGHY WITH RUBBER DOORSTOPS TO KEEP THE TRANSOM CLEAR OF DAMP SURFACES. IS A GOOD PRECAUTION. WITH CURVED TRANSOMS AS WELL AS FLAT TRANSOMS WHICH HAVE A CENTRAL PAD FOR MOUNTING AN OUTBOARD THESE DOORSTOPS ARE ESSENTIAL.



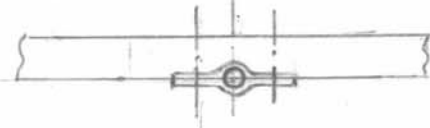
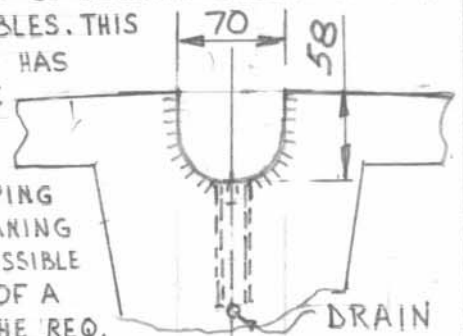
THE PROVISION OF A SCULLING NOTCH IN THE TRANSOM IS A SEAMANLIKE MOVE WHICH COULD PROVE SOMEDAY TO BE A LIFESAVER. APART FROM ITS USE FOR SCULLING, ANCHOR WORK, (WHICH CAN SOMETIMES BE TRICKY IF FORCE IS NEEDED AND IS BEING APPLIED OVER THE SIDE OF THE DINGHY) IS VASTLY SIMPLIFIED IF THE

ANCHOR RODE IS LED OVER THE NOTCH. THE BEST WAY OF MAKING PROVISION FOR A RUDDER IS TO ADOPT THE SYSTEM USED ON WHITBY COBLES. THIS ARRANGEMENT HAS SEVERAL ADVANTAGES. THE TRANSOM HAS

GROOVE



NO PROJECTIONS TO COMPLICATE MOUNTING AN OUTBOARD MOTOR AND INTERFERE WITH STANDING THE DINGHY ON END. AND SHIPPING THE RUDDER WITHOUT LEANING OUT OVER THE STERN IS POSSIBLE SEE HT 6 FOR DETAILS OF A TYPICAL RUDDER WITH THE REQ. FITTINGS.



J. Godwin 2003