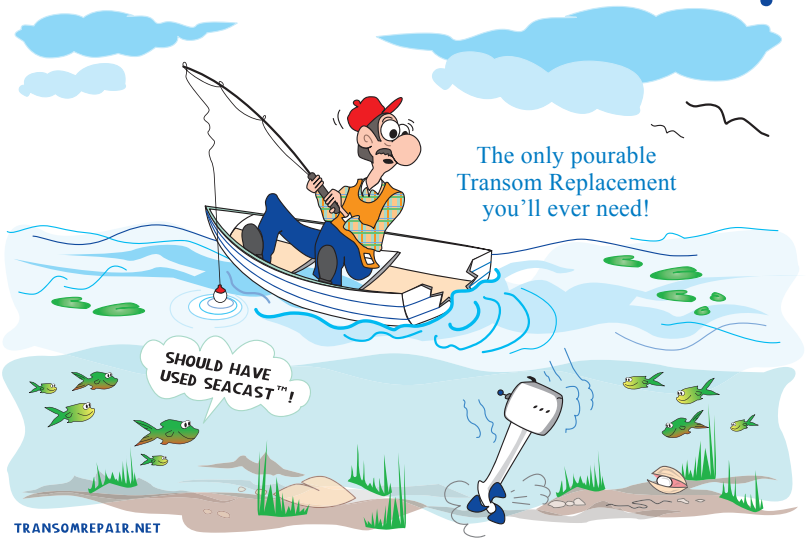
SEACAST™

Transom Replacement by
ECO-WOLF, INC.

Instructional Manual

DON'T LET THIS HAPPEN TO YOU!



It's a GREEN product made from 35% recycled fibers.
That's what gives Seacast™ it's Super Strength!

OUR PRODUCT & ACCESSORIES

Seacast™ Kits

For **transoms** and **stringers** use our standard formulation. For **decks** and **floors** ask for "Self-Leveling" formula.

5 gallon Kit
2 gallon Kit
1 gallon Kit

Shipping charges are based on FedEx Ground for the continental USA. Customers in Canada and Mexico are responsible for their own custom and duty fees. Seacast™ must be shipped by ground or by ocean. Seacast™ cannot be shipped via air.

Quantity discounts apply. Visit www.transomrepair.net.

Who We Are

We offer a broad range of products, services and equipment specifically designed and fabricated for safety, efficiency and cost effectiveness.

At ECO-WOLF, INC., all of our products, services and equipment are backed by decades of experience and engineering excellence. We offer support to bath manufacturers, spa fabricators, boat builders, and architectural product manufacturers, as well as companies interested in recycling waste, FRP or natural scrap materials.

The late Wolfgang Unger was the inventor of FRP and Natural Fibers Recycling and has won numerous awards and citations for engineering excellence, and cost saving innovations. We, ECO-WOLF, INC., are carrying on his legacy and continue to be recognized around the world as an industry leader.

Accessory Items

1-1/2" x 12" Spacer Bar
(you can cut them to the size needed)
1-1/2" sq. Seacast™ Spacers
12 oz. Aluminum Adhesive Bonder
1 gal Polyester Resin *w/ BPO catalyst*
2 oz. Mold Release Paste
1-1/2 oz. Mat *(sq. ft. + sq. yd.)*
24 oz. Woven Roving *(sq. ft. + sq. yd.)*
17 oz. Bi-Axel Woven *(41" x 32")*
8" Bi-Axel Tape
4" Bi-Axel Tape

Browse our online store for drain tubes and more at www.transomrepair.net.

Sales Tax, Return Policy and Payment Information

A sales tax of 6.5% will be applied to customers in Florida.

Accepted Payment Types: Visa, MC, Discover, Amex, Cash, Check, Money Order

No returns after 30 days.

Unopened buckets may be returned. There is a 15% restocking fee.

If the box has been opened, return only the unopened bucket with the unopened tube(s) of catalyst. Retain and dispose of the bag of ground fiberglass.

PRODUCT INFORMATION

Seacast™ is a composite core material made from 35% recycled FRP composites. It must be sandwiched between fiberglass or aluminum. For aluminum boats we offer an Aluminum Adhesive Bonder.

Seacast™ comes in a kit with premixed resin, BPO catalyst, and premeasured recycled reinforcement. The safest way to catalyze Seacast™ is to use BPO, as it will not cause blindness. MEKP is considered Haz-Mat and BPO is not.

If you do not plan to use the Seacast™ right away, do not open the bucket. Store it in a cool place. There is a guaranteed shelf life of 6 months if stored at a temperature of 80 ºF or below. All boats are made of either Polyester or Vinyl ester resin. Seacast™ is formulated to match only these components, **NOT EPOXY RESIN**.

Frequently Asked Questions

Do I have to remove all of the wood?

Absolutely! 99% of wood rot is caused by fungus. It will continue to rot the remaining wood. Seacast™ is almost three times stronger than the wood/filler being replaced. Not removing all of the wood/filler will create a shear point along the joint where Seacast™ and the wood/filler meets.

What about the wood splinters that cling to the skins?

Seacast™ will bond to small splinters of remaining wood. Use isopropyl alcohol to remove all moisture.

Can I pour more Seacast™ if I run out and need to reorder?

Yes. Additional pours will bond as if done in one pour, no cold seam.

Do I have to recap my transom when I am using Seacast™?

Absolutely. Seacast™ is a core material and must be sandwiched on all sides with fiberglass/aluminum.

Can I drill through it?

Yes. Seacast™ is drillable, tappable and self-tappable: if mold release is used on bolts in place when poured.

Should I use metal reinforcements inside the transom before I pour Seacast™ for added strength?

No. With the strength of Seacast™ you will not need additional reinforcement. Any type of metal, inside Seacast™, will expand and contract with temperature changes and affect the integrity of your transom.

Can I use the West System with Seacast™?

No. Seacast™ is not compatible with oily substances or epoxy. **NEVER use Epoxy or Silicone with Seacast™.**

Do I fix cracks and holes before I pour Seacast™?

Yes. Seacast™ will leak through any openings. For dime size or smaller holes, seal with duct tape in a crisscrossed pattern "✱". *(larger holes see page 8)*.

I just received my Seacast™ order and it looks like the bucket is only half or three quarters full. Also, there is foam floating on top when I opened the bucket. Is something wrong?

Seacast™ will separate during shipping. Mix the contents of the bucket, only, until blended *(see mixing instructions, pages 5 & 6)*. After all components are mixed the bucket will be full.

TRANSOM PREPARATION

Remove motor and/or transom cap. If aluminum, remove the screws from cap. If fiberglass, cut the cap off neatly. *It is likely that the cap can be reused*. Next, remove **ALL** of the wood/filler. On most boats it is possible to remove the wood/filler from the top of the transom.

Note: Never cut rear skin out for repair. This is only a last resort because this is the area with the most stress and weight. Contact us first! We will review the available options with you.

Transom Wood/Filler Removal Illustration

A. Standard transom

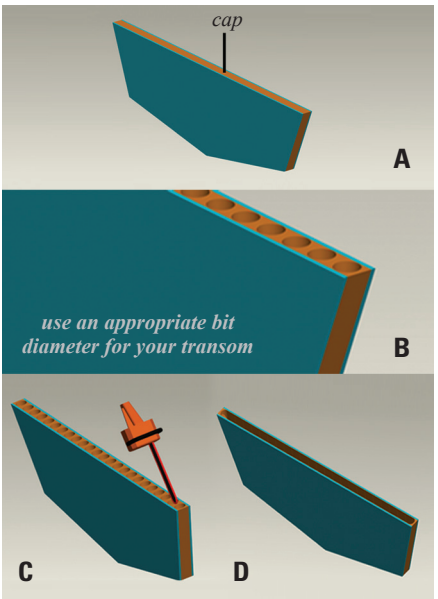
B. Use a 1" to 1.5" diameter wood bit/auger with an extension bit, drill holes through the wood/filler core material from the top of the transom down near to the bottom of the transom.

C. Carefully use a chainsaw to cut slots through the holes. Start the cut at one end and work towards the opposite end. Try not to cut through skins or bottom. If this does occur contact us for an appropriate repair method.

D. Use wood chisels to scrape away all the remaining wood/filler, then vacuum the debris left behind.

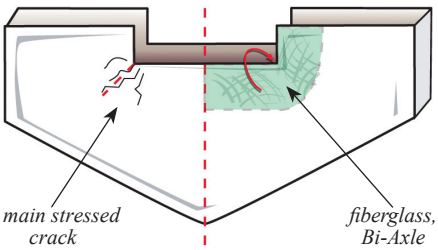
E. Remove any oily residue left behind by the chainsaw and/or other tools, with mineral spirits. Clean any surfaces that will come in contact with Seacast™.

Note: Once ALL of the wood/filler has been removed cover any dime size holes or small cracks, in your inner and outer skin, with duct tape in a crisscrossed pattern *(for repairing larger holes and cracks see page 8)*.



Reinforcing Main Stressed Cracks

It is critical to extend the glass reinforcement at least 3" past the motor well in cracked areas



SAFETY

- Always wear safety glasses/ goggles, gloves, and a chemical resistant apron/coat when working with Seacast™.

- Wear long sleeves and pants to guard against fiberglass irritations. Skin contact with fiberglass may cause severe itching.
- Wash exposed skin with soap and water in a downward direction ONLY!
- Seek medical attention if a severe irritation develops.
- Remove contaminated clothing and shoes. Thoroughly clean them before reuse.
- If Seacast™ comes in contact with eyes IMMEDIATELY flush with water for 15 minutes. Seek medical attention.
- DO NOT wear contact lenses while working with Seacast™.
- Make sure there is ample ventilation while working with Seacast™. If an irritation develops go to a ventilated area IMMEDIATELY.
- DO NOT EAT Seacast™. If ingested DO NOT induce vomiting. Seek medical attention IMMEDIATELY.
- DO NOT SMOKE while using Seacast™. Keep all sources of ignition away from Seacast™.

OTHER CONSIDERATIONS

- All catalysts can be dangerous. Follow all safety regulations and standards for oxidizer usage.
- Use ONLY polyester resins.
- NEVER use silicone or epoxy with Seacast™.

Disclaimer on Limitation of Liability

Since the Seller exercises no control over Buyer's application or use of the product manufactured by Seller, and since material used with the product may vary, it is understood that:

There are no warranties, expressed or implied, including any warranty of merchantability or fitness for any particular purpose.

While all data presented in Seller's technical publication is based on the best information available to Seller, and is believed to be correct, such data is not construed as a warranty that the product(s) will conform to such specifications. Such technical publications are subject to change without notice.

The liability of Seller shall not exceed the purchase price of the products, and Buyer shall not be entitled to, nor Seller be liable for any consequential, incidental, indirect or special damages in such manner from the furnishing of the product or for any damages of any kind arising from the use of this product.

MIXING & POURING INSTRUCTIONS

When using any chemicals, follow all health and safety procedures, including notes about flammability.

Note: These instructions also apply to the "Self-Leveling" kits.

PLEASE READ THE ENTIRE MANUAL BEFORE MIXING & POURING.

1. Using a heavy duty double mixing blade, attached to a heavy duty ½" or larger drill, mix the product until it has an **EVEN CONSISTENCY**.

Do NOT use a household drill, you will need 6 amps or more power.

2. Add BPO catalyst one tube after another. NOT all at ONCE. Continue mixing until color is uniform. Mix **COMPLETELY** 3-5 minutes. The BPO must be completely mixed. Do not only mix the center, mix along the walls of the bucket as well. Failure to mix properly will cause the product to not harden properly or to overheat. *Hint: Have someone else add the BPO for you.*

3. Now gradually add the fibers, mixing until the consistency is that of lumpy oatmeal.

Add 100% scrap to get maximum strength. You can add less, **but not under 80%**, and it will yield less than a 5 gallon volume. You must use at least 80% of the fibers to produce a strong and reliable transom/stringer, with warranty. Mix well for another 3 minutes. For floors and decks, use the "Self-Leveling" kit.

4. Pour the Seacast™ into the transom/stringers and tap on the outside skins with a rubber mallet to release air pockets. Seacast™ will set in approximately 25-45 minutes. The hotter the temperature is the faster it will set.

Note: Don't pour Seacast™ if temperature is above 90°F. ***You can try pouring early in the morning or later at night.*** Seacast™ will take longer to cure if the temperature is below 76°F, heat lamps may be used to compensate for the lower ambient temperature. If the temperature is below 65°F: raise ambient temperature of Seacast™ and the boat to 76°F two hours prior and after pouring. Call Tech Support for ideas.

MIXING BLADES

Use a mixing device with two blades, at least 4" in diameter.

Hint: Check your local hardware store.

MULTIPLE BUCKET MIXING & POURING

Depending on the size of your transom, you may need multiple kits. It is not recommended to mix and pour more than (2) 5 gallon kits at a time.

(1) Mix and pour the first bucket, then immediately mix and pour the second bucket.

(2) Stop. Wait until fully cured, approximately 24 hours,before pouring any more. You can wait longer if you wish as long as the pour has cured. You can repeat this process as necessary. Be sure to tap the outer skins with a rubber mallet to release any trapped air pockets.

Seacast™ bonds to itself with no cold seam. If the temperature is above 76ºF, wait until the poured Seacast™ is cool enough to touch before pouring again.

If you are using partial buckets or kits please call Tech Support in USA at 386-428-4722, or send an e-mail to info@transomrepair.net for exact proportions or measurements.

Again, do not pour Seacast™ when the ambient temperature is above 90ºF. You can try pouring early in the morning or later at night if you temperature exceeds 90ºF. If the temperature is under 65ºF remember you can always use heat lamps to bring the temperature up to 76ºF.

SKIN REPAIRS

Option 1

If Fiberglass Skins Are Weak

For slightly weak skins place Seacast™ spacers every 6” to 12” and glue in place to both the inner and outer skins with a Poly based glue, NOT Epoxy based. This will hold the weak skins in place for most situations.

If the skins are in very weak condition, follow the steps below.

1. Cut the top open and remove ALL of the wood/filler as instructed in transom preparation *(see page 3)*. If the motor well side uprights are in good condition do not cut out and skip to Step 4.

2. Screw a piece of plywood outside and inside the transom to maintain its shape. You can leave excess plywood at the top to act as a backstop for pouring. Then wax it with our PVA Mold Release to prevent Seacast™ from sticking.

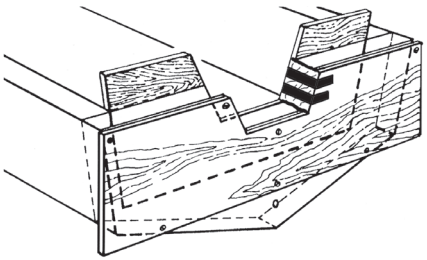
3. Cut two pieces of plywood the size of the uprights of the motor well. Wax the cut-outs with our PVA Mold Release on the sides exposed to Seacast™. Adhere with duct tape or screw in place.

4. Mix and pour Seacast™ up to the top of the motor well and then stop pouring.

5. Immediately cap by using Step 1 of “Capping your Transom” *(see page 9)*. Let it cure.

6. Now fill the left and right wings and immediately cap by using Step 1 of “Capping your Transom” *(see page 9)*.

7. Finish capping all as in Step 2 of “Capping your Transom” *(see page 9)*.



Option 2

Damaged or No Inner Skins

1. Cut and remove the inside face of the transom. Start 3” from the edges. Scuff the 3” edges with sandpaper for improved adhesion later.

2. Remove all wood/filler.

3. Using 3/4” plywood, create a false transom 1” smaller than original shape of the cut-out. Lay flat with smooth surface up. Wax with 3 coats of our PVA Mold Release.

4. Cut 2 pieces of Bi-Axel 3” oversized at sides and bottom or use a layer each of mat, woven roving and more mat. Lay the first piece of fiberglass, finish side down, on to the plywood template. This will be the outside of the new inner skin. Saturate each layer with polyester resin to the edge of plywood template. Do not wet out the 3” oversized edge. Let cure.

5. Set false transom in place with Seacast Spacers and bond new glass to old ground lip and sides using polyester resin. Let cure.

6. Mix and pour Seacast™ to the top of motor well.

STEP DIAGRAMS ARE ON PAGE 8

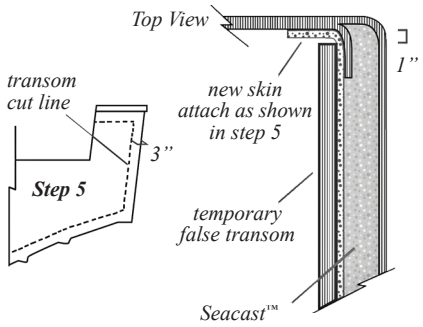
Note, never cut rear skin out for repair. Contact us first to review options.

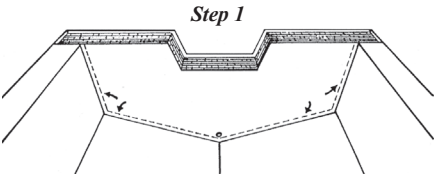
7. Immediately cap by using "Cap 1" of "Capping your Transom" *(see page 9)*. Allow to cure.

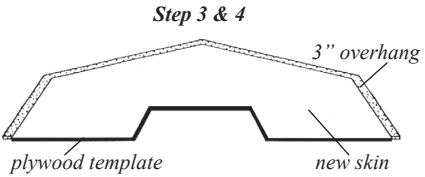
8. Remove the false plywood transom.

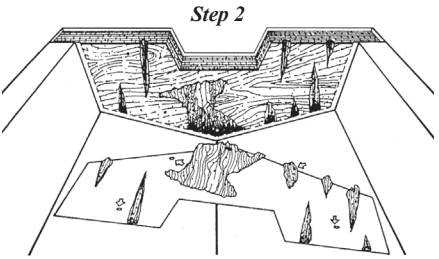
9. Fill the left and right wings and immediately cap by using "Cap 1" of "Capping your Transom" *(see page 9)*. Let cure.

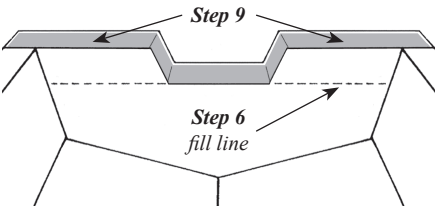
10. Finish capping all, as in "Cap 2" of "Capping your Transom" *(see page 9)*.











Note: Call Tech Support for other wing filling ideas

Option 3

Rear Skin, Moderate to Minor Repair

Once ALL of the wood/filler has been removed repair any cracks or holes in your inner and outer skin using either (a) 2 layers of Bi-Axle or (b)mat,woven roving and mat with polyester resin

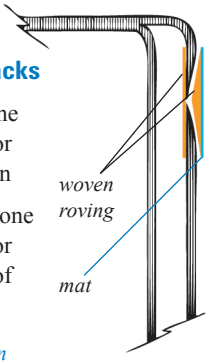
Do not use epoxy resin as the wax will prevent a good bond to Seacast™ with any existing fiberglass. Small holes can be patched with duct tape in a star * pattern (three layers 1 x vertical & 2 x diagonal) and then fixed after the Seacast™ cures.

Patching Holes & Cracks

Inside of skin: apply one layer of woven roving or Bi-Axle to inside of skin

Outside of skin: apply one layer of woven roving or Bi-Axle and one layer of mat to finish

Note: Call Tech Support on severe damage repair



CAPPING YOUR TRANSOM OR STRINGERS

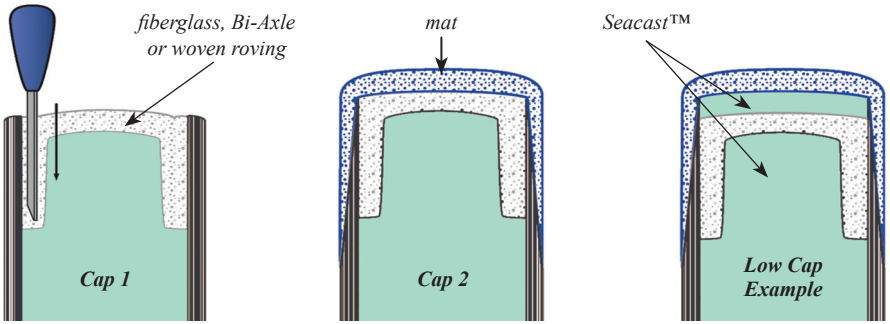
Step 1: Tuck the fiberglass in while the Seacast™ is still wet in an upside down "U" shape *(view the figure below)*.

Step 2: Add overlay after Seacast™ is fully cured. Sand and apply finish.

After Seacast™ cures lay mat overlay with polyester resin, out to out for a final seal. Sand and apply finish.

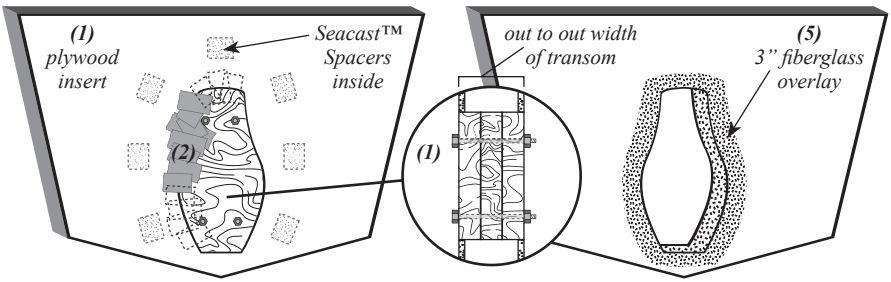
Note: If "Cap 1" resulted in a cap lower than the top of the skins add more Seacast™, let cure, sand and follow "Cap 2" (see Low Cap Example below).

If reusing old cap place immediately on top of second Seacast™ layer and clamp down. Remove any excess Seacast™ immediately, let cure, sand and follow "Cap 2".



INBOARD/OUTBOARD (I/O) INSTALLATION

For the I/O transom, **(1)** make an insert out of plywood and coat the edges with mold release paste, to prevent Seacast™ from adhering. ***DO NOT use any type of foam to make an insert.*** *Place insert inside hole.* **(2)** Seal both sides at seams, with duct tape, **(3)**Place spacers (4) pour Seacast™. **(5)** Remove the insert & then **(6)** overlay fiberglass and polyester resin from the outside, through hole, to inside skin. *Note, the overlay should extend at least 3" from the inner & out to the outer skin.*



***(2)** overlay duct tape over all seams, where the plug meets the outer & inner skins*

Ask about our Seacast™ spacers, available online, to help maintain the proper spacing consistency. *See page 11*

STRINGER REPAIR

Technique 1

If Side Walls Are In Good Condition

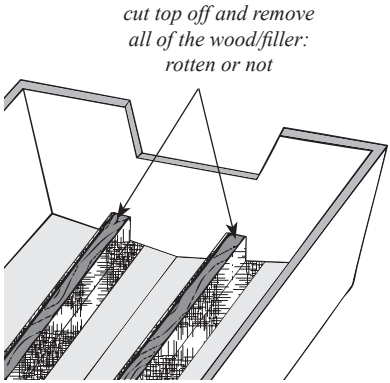
The stringer may be so completely rotted that the wood/filler can be removed from the top, leaving the inner and outer skins (fiberglass shells) intact.

Note: If no fiberglass sides remain, skip to Technique 2.

1. Cut the top open and remove wood/filler.

2. Fill with Seacast™ pourable mix.

3. Cap *(see page 9).*



Technique 2

If Stringers Are Too Damaged to Use

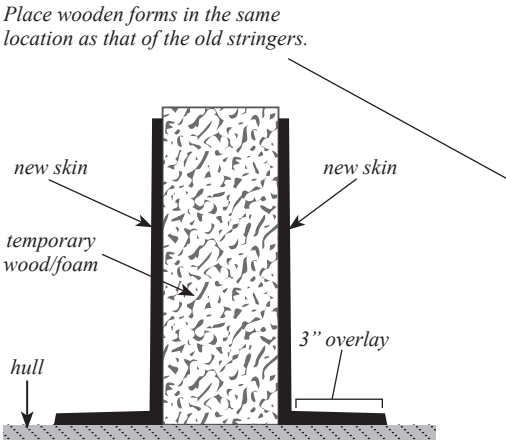
1. Remove damaged stringers and sand surface of the hull.

2. Place a false stringer core, wood/foam, where desired. *Apply mold release to wood or wrap foam in packing tape.*

3. Build new skins in a "L" shaped pattern, shown below. Use (2) layers Bi-Axle (mat side out) or 24 oz. woven roving and 1-1/2 oz. mat (mat side out) with polyester resin. Let cure.

4. Remove false stringer and clean with mineral spirits.

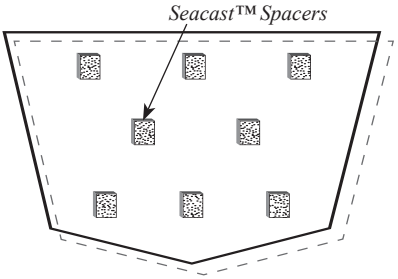
5. Fill cavity with Seacast™ and then cap *(see page 9).*



SEACAST™ SPACERS

Note, use only a poly based glue to adhere spacers within. No Silicone or Epoxy.

Seacast™ Spacers are designed to maintain a consistent gap opening to avoid bulging and/or collapsing of weak skins. Our spacers are made from Seacast™ and will bond to Seacast™ with **no cold seam.**



ALUMINUM BOATS

Seacast™ can also be used in aluminum boats for replacement of transoms. The preparation is slightly different for aluminum. *Note: Our Aluminum Adhesive Bonder has to be used to create a strong bond between Seacast™ and aluminum surfaces.*

1. Remove the wood/filler as instructed for fiberglass boats *(see page 3)*.

2. Remove all oil and surface contamination with mineral spirits.

3. Lightly sand the aluminum surface(s) that will be bonding to Seacast™. Then clean and dry the surface again.

4. Apply a thin layer of Aluminum Adhesive Bonder by roller, spray, brush or flow coat method *(12 oz. will cover approximately 4,800 sq. in. when sprayed and 3,600 sq. in. when painted).*

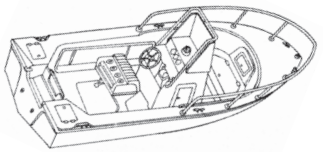
5. If there is a brace at the chine/U-channel it must be sealed closed. Use fiberglass mat or 3 layers of duct tape.

6. Mix and pour Seacast™ when the primer is residue free to the touch *(approximately 30 minutes to 1 hour).*

7. Full cure may take one to two days.

SELF-LEVELING SEACAST™

for Floors & Decks



1. Cut the deck skin and remove its entire core. Using a poly based glue, adhere Seacast™ Spacers every 12” sq. to keep gap consistancy. Replace the deck/floor on top of spacers and reglass to boat.

2. Cut a 1-1/2” pouring hole at the high point. Then cut a 1/2” air release hole 2” away.

3. Mix and pour Self-Leveling Seacast™ into the 1-1/2” opening until the cavity is full. Place a small piece of mat, slightly larger over the holes. Then push the cutouts back into place and allow to cure.

4. Once cured, sand smooth, paint and/or gelcoat. Happy boating!

For Added Strength

Depending on the strength required, i.e. a pedestal chair, lay down at least one or two layers of 1-1/2 oz. mat. For high strength, install one layer of 24 oz. woven roving between (2) layers of mat and add the same amount of glass on the top.

Other options are available through Tech Support at 386-428-4722 USA or e-mail to info@transomrepair.net.

TESTIMONIALS

Actual E-mails

June 2011

I just finished filling my transom with seacast today. It was a pain. It took about a day longer then I expected. And I'm still having trouble getting the sticky off!..... BUT! This stuff is amazing. After getting all of the wood out, glassing in any cracks or weak spots. It was a piece of cake to pour in the seacast. Took all of a half hour to get it all in just the way the instructions say. I was still a little nervous about this stuff after I poured it. I ended up with half a bucket left. After a couple hours it was set up like a rock. I was able to get what was left out of the bucket. A buddy and I decided to give the seacast a test of out own. We grabbed a 22-caliber rifle and shot the chunk we had left 4 or 5 times and could not find where we hit it. We then decided to get a 45-caliber handgun, which only put what I would call a scratch on it. We went all out and fired a 12-gauge deer slug at it and it only chipped it slightly. A deer slug will penetrate an engine block! It's unbelievable. Any worry I had is gone! They should make bulletproof vests out of this stuff!

Boone A.
Columbus, IN

June 2011

I want to thank you for creating a product that has saved a Glastron Carlson model CVX 20 Sprint. I purchased this boat last year from North Carolina. When I brought it home, I found that someone had tried to repair a majorly damaged transom with an aluminum plate. Underneath, I found that the transom wood was rotted out back to the stringer and floor. (See the photos of the condition of the interior wood) I went to 3 different fiberglass repairers who all told me to scrap the boat. I am glad I did not take their advice. I did locate a repairer that had a plan to shore up the transom with a steel plate again but after doing some research, he found your website and product. He just finished the job recently and we can't believe the result. It is AMAZING! The transom does not need any more additional support, just the Seacast material. (See the repaired photos) I am excited about getting the boat on the water this weekend. We have no doubt that the transom is better than original with the use of your Seacast product. Thanks a million!!

Dennis A. Larson II
Boise, ID

October 2010

Thanks For the Great Product

I used your product on the transom in my 1978 Mako 19'6". I was skeptical when I first poured it, but once it cured I was quite pleased with the strength of your product. Lately I have been taking boat offshore in 3'-4' swells and the transom has no give at all. So I must say thank you for your product. And I will recommend you to anyone I know who needs a transom replaced.

Vincent B.
Cocoa Beach, FL

2008

Dear Mr. Unger:

I just thought I would let you know how my transom came out. It turned out wonderfully! Just as you said, removing the rotted wood would be the hardest part, and it definitely was the longest and most tiring part of the procedure. But, two weeks ago a friend and I poured the Seacast, mixed per your instructions, and it all went like clockwork.

I tried it out 2 days later on a short fishing trip, then went on vacation to Broken Bow Lake in Oklahoma. We fished 3 days in terrible weather without a problem. Then as I was taking the boat out the last time, my tilt and trim went out. I had to trailer the boat home with only a makeshift transom saver. The transom suffered no damage after a 200 mile trip with little support other than the transom itself supporting the motor.

Thanks so much for your great product and all the good phone advice. Everything you told me worked exactly as you said it would. Now I am telling everyone about Seacast!

Thanks for everything,

Sam Wakefield
Sherwood, AR

2007

I would publicly like to thank Mr. WOLFGANG UNGER for his extreme customer service and his wonderful product, SEACAST. I have been around boats all my life from the Keys to St. Petersburg, FL. My family once owned and operated Hernando Beach Marina in Hernando County for 25 years and I have seen it all or at least I thought.

Last week I decided to take my 1984 Stratos 370 v bass rig out for a ride after I had done extensive work to the engine, a highly modified Mercury 150 v-6.(approx. 250 HP). As usual the motor ran perfectly, and then we went back to the dock and picked up another passenger. Having just received this boat from a friend as a gift, I was a little leery of venturing far from shore (and yes, the transom did have a solid sound!) It was a good thing, as soon as I hammered it in the Hernando beach channel to run out, I heard a sickening LOUD pop. I knew in my gut what it was so I backed off and limped it onto a sand bar much to the dismay and curses of my unaware passengers, figuring if I sank, I would rather be in 6 inches of water than 8 feet in the channel. We made it in with a lighting fast run for

the truck at the boat ramp with no time to spare (no atheists here!!) :) PHEW!! That was close!!!

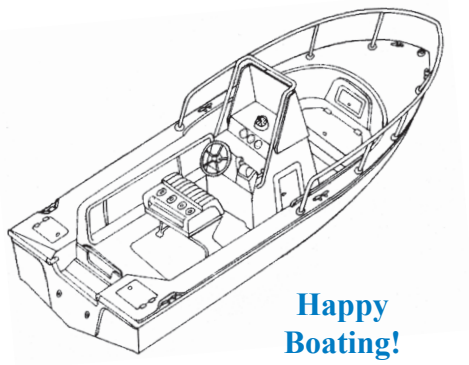
My five year old son was waiting for his turn at the dock and was very upset. I made up my mind I was going to fix it no matter what it took. I had the tools, all the wood and fiberglass but WHAT A PAIN IT IS!! I was searching the internet and found this product last Friday at noon. I called Seacast and got Mr. Unger at 3 pm. I said, "I live about 3 hours southwest of you, in a little town called Dade City". He said "no problem", he gave me his HOME PHONE number, directions, then his CELL PHONE number and said, "I'll meet you in three hours, call me if you get lost". I showed up about 7:30 pm FRIDAY NIGHT at the plant and he pulled in right after me.

He took me inside the building, gave me a guided tour (A FLORIDA CRACKERS BOAT PARADISE!!) of everything, no hurry, treated me like family. Gave me the Seacast, wrote me a receipt, we talked for awhile, (you know when you are in the presence of true genius, you listen!), taught me more tips and tricks in fifteen minutes about fiberglass composites than I ever knew existed and expressed his concern for our environment. THIS PRODUCT HELPS THE ENVIRONMENT! No wood, and it uses recycled fiberglass from old boats and discarded fiberglass that would otherwise pollute our environment. (He invented the process and the machine that separates the old glass for reuse). All I can say is that I was so impressed, I will probably be his best salesperson. ALL OF MY CUSTOMERS TRANSOMS WILL USE THIS PRODUCT.

I poured mine on Saturday evening, got up Sunday and finished it off, bolted motor and jack plate back on, TOO EASY, (they make the best damn jack plate I've ever seen also YOU FLATS GUYS AND GALS TAKE NOTE) and just to see, I hit the transom with a METAL hammer. It went "SLAP". ROCK HARD WITH NO DAMAGE!!!!

MY BUDDY WEIGHS 285 AND HE STOOD ON THE CAVITATION PLATE AND JUMPED UP AND DOWN ON IT IN UTTER DISBELIEF - he's a fiberglass picasso. NOW HE WANTS IT FOR HIS BOAT!!! PHEW, I'll be busy forever!! THANK YOU SEACAST AND THANK YOU, MR UNGER. Anyone who needs help can email me and I will help you with the Seacast installation.

davidredhawk (full email address not shown)



Happy Boating!

Why use Seacast™?

Seacast™ is "Green." It has 35% recycled FRP which gives which gives it "SUPER STRENGTH".

Seacast™ is nearly three times the strength of a marine plywood transom.

Seacast™ is .03 pounds lighter than a marine plywood transom, which will not alter the balance of the boat.

Seacast™ does not crack, creep, rot, or freeze.

Seacast™ has excellent impact resistance.

Seacast™ floats and does not absorb water.

Seacast™ is drillable and tappable like wood.

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