

Before you begin:

If you read the following “how I did it” ideas and you are not confident you are capable of ending up with an air-tight floatation seat chamber, **don't do it**. If you capsize you could sink the boat and endanger your crew if this isn't done correctly. Please feel free to have a professional do the work for you. There are also other solutions that don't require cutting a hole in the tank. You can also contact Doublewave or Gresham Marine for other possible solutions.

1

Replace Rotten Wood in Seat Forward and Add Deckplate Access.

When I was installing new CB trunk braces, I discovered that the wood at the forward of the portside seat in Lido #5120 was mulch. After cutting an access hatch I found a sopping wet sponge instead of plywood. This is after the boat had been stored under cover for about three years with the drainplugs removed. If someone had sailed this boat, the port shroud chainplate would have come right off and down comes the mast.

In this “how to” I cut access into the seat, replace the wood backing plate and install an access plate.



2

Cutting the access hole.

Using the new deckplate as a guide, I moved it around on the surface of the seat until I found the flattest place. The starboard side was less flat than the port side. This photo is of the starboard side. I used a 4 1/2" hole saw on my drill to make the holes.

I'll install the deckplates after I do all the work. I want to leave the opening as large as possible for easier access. In this boat, the wood on the starboard side was in good shape. However, since I have access, I put a coat of epoxy all over the wood. I'll re-drill all the holes to through-bolt the shroud chainplate and the CB braces.



3

Replacing the wood.

- Once you cut the hole, start reaching in with chisels and scrapers and remove all the old wood. It's not fun but it has to be done. Most of mine just fell off as I scraped and sanded.
- Then make a cardboard pattern of the shape by using the front of the seat as a guide. You can fold the cardboard pattern in half and fit it through the hole to check the fit and trim where needed. Keep it at least 1/4" off the bottom of the boat.
- Transfer that pattern to some good marine plywood. I have some scrap 9 mm Okoume, so I epoxied two layers together to make one thicker piece (just under 3/4"). It's overkill, but I also sandwiched some 4 oz cloth in between since I have scraps of that. I have some great 3/4" marine plywood left over from replacing the transom that would have worked also.



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The hole I cut into the boat is 4 ½" in diameter. The size of the wood that will attach to the inside of seat forward is just 8 ½" tall. This means that by cutting it in half I was able to put the new wood in place by putting the upper half in and then adding the lower half.

I really lathered up the wood with epoxy thickened with 403 Microfiber Filler before installing the top piece and then the lower piece. I used the chainplate and CB brace screw holes at the front of the seat to use screws to suck the wood up onto the seat front. I drilled a couple of extra holes and used **short** screws to suck in the bottom piece. I'll fill and paint over these extra holes later.



Screws to pull wood to seat face.



5

Success!

Once the wood was secured to the back of the seat forward, I reached in blind with a chip brush and slopped epoxy all over that wood. This is the best photo I could take without fingers in the way. I made sure that the wood was about ¼" off the bottom of the boat. I also pre-coated all the wood with epoxy.

While I had epoxy and 'glass in hand, I did reach up and glassed the big crack on the seat that is right under the forward crew's knees. You'll be able to see that crack on the final photo in this document. It turned out to be a solid repair itself.

Now we move to putting a flat deckplate into a not-flat hole.



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These are “4” DPI Screw-Down Deckplates” and were \$10 each. These are from Duckworks Boat Builder Supply in Gig Harbor, WA. On these deckplates the lid covers the screw holes, which leaves a clean look on the boat. Other models leave the screws visible when the hatch is closed.

The issue with cutting access holes into the Lido 14 seats is that there is no such thing as a flat place to install the deckplates. The closest I could get to flat was just a few inches aft of the forward end of the seats and just an inch up from the hull. Even then it is not flat enough to install a deckplate.

Also, whatever you come up with for one side of the boats might not work on the other. Again, the Lido’s famous asymmetry haunts us. The seats are not the same on each side and the deckplates will not fit the same on both sides.



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Make a Flat Mounting Surface for the Deckplate.

What I did is create a gasket that will fit between the deckplate and the seat face. The gasket needs to be something hard enough to hold shape and soft enough to sand flat. I used a 3/16” thick polyethylene kitchen cutting board. First, I cut the inner dimension of the hole with the same hole saw used to cut the hole in the seat. Then the deckplate itself worked as the pattern for the outer edge of the gasket. The cutting board was too small to get two full rings, so I used the first ring as a pattern to make two half donuts for the other ring.



8

Using the gasket ring you just made as a template, mark the area that will be the mating surface between the gasket ring and the seat. If you use the same deckplate I did, then that outer diameter will be exactly 6”.

Sand the surface with 80 grit to get rid of wax and old gelcoat. You can also sand a little deeper in the high spots to assist with leveling out the surface. I used a 6” disk sander with a hard sanding pad to make this easy. Just hold it in place and let it sand the area flatter while it creates a good mating surface for epoxy.

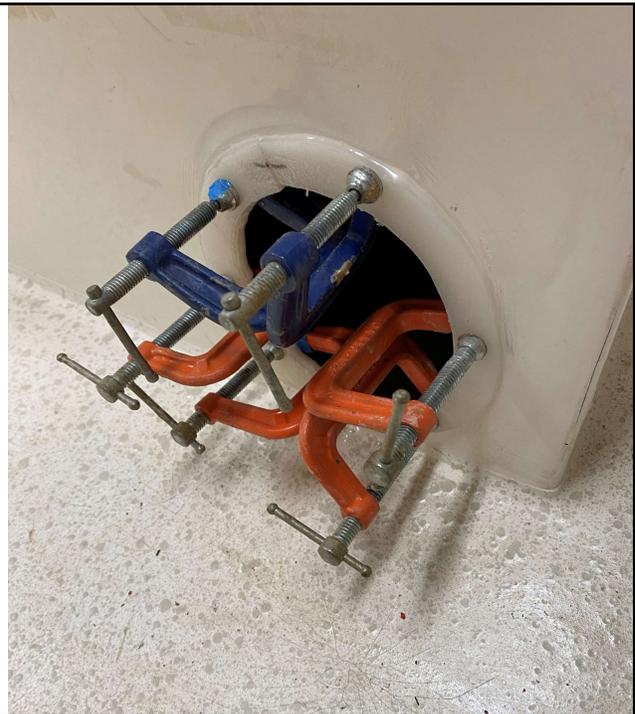
At the top of the photo, you can see that I slipped once. Since I am repainting the whole boat, it doesn't really matter.



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After sanding the back of the gasket ring with 40 grit sandpaper, I used West System epoxy with 404 Bonding Filler to attach it to the boat. In this photo you can see that I used the two halves to make a full ring. I made sure the outer edge of the ring was true. The inner ring can be trued-up after the epoxy cures.

This will be a strong bond. When the deckplate assembly is installed, it will be screwed through with nuts on the back.



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I put a very hard sanding pad on my sander with 80 grit sandpaper. It's important that the final surface will be flat. Since my sander just happens to be 6" this was quickly done. It's important to concentrate on keeping even pressure while sanding so you don't end up with a lopsided, yet flat, mating surface.

If you do this with a 5" palm sander or even by hand (use a hard sanding block!) you'll have to pay closer attention to keeping it flat. Check it often by putting the deckplate in the hole. When the plate no longer rocks back and forth then you are good to go!

*Note: The cracks on the seat you see in the photo were completely through the fiberglass. I could see light through it. The crack extends 18" aft. I was able to get a band of 6oz fiberglass up in there with long brushes taped to sticks. It was rough and I probably invented some new yoga poses in the process. I also managed to get epoxy in my hair somehow. But the seat is solid now... and I had to get a haircut.

** Note: Epoxy does not come out of hair.



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Done.

I think it looks really clean. After the boat is painted it will look like it was original. This was a tedious task with a lot of uncomfortable crouching and bending to fit my 6'3" body into the boat to reach into the access hole. However, I am now convinced that every Lido should have these installed. I will do the same to my Lido. The advantages are:

1. Increased airflow to dry out the tanks, thus improving the life of the wood backing plate and the transom wood at the rear of the seat.
2. You can through-bolt all fittings on the seat forward for added strength and reliability.



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