

Here are a few photos showing, to some degree hopefully, how the stringers are laid out in the Picnic Cat. The stringers serve two purposes, to add rigidity to the hull and provide support for the cockpit sole.

The first photo is probably familiar to most everyone. It's taken in the forward locker, looking aft. Under the forward bulkhead of the cockpit you can see the forward transverse stringer and the ends of the two longitudinal stringers. Note that the stringers are glassed to the hull, to provide the rigidity, but that the cockpit just rests on the stringers. No limber holes were observed.



The next two photos were taken through the port locker. The camera was held next to the SS centerboard trunk, accessed through the cutout in the stringer. The first is facing forward (please pardon the list!). The CB pivot is seen on the SS trunk to the right. The port longitudinal and forward transverse stringers are glassed to the hull, and each other, with no limber holes. Fasteners from the cockpit CB trunk cover are seen at the top, as are those fastening the SS trunk to the hull at the bottom. An Optimist floatation bag, and the sail bag in the forward locker, are seen through the stringer cutout to the left.

The following picture was taken from the same position next to the SS trunk, facing aft. A second transverse stringer is seen, glassed to the hull and the longitudinal stringer, the cockpit sole resting on top. Here we see a limber hole/drain.



The fourth photo was taken near the preceding photo, but outboard of the stringer. Here the cutout is the evident, approximately half the height of the stringer at midships. Another Opti bag, and gear stored in the port locker.



The next two photos are taken through the deck plate, under the teak bench in the aft bulkhead of the cockpit. The first is facing aft towards the transom. You can see the starboard cockpit drain to the left, and the bronze through hull to the right.



The last photo is facing forward, and we see the aft end of the stringer box, with a short transverse stringer glassed in place and the drain leading forward. Note also that it appears that the stringer box is filled with foam, further sealing the stringers to the hull, and providing some floatation. When I look back at the third photo, of the second transverse stringer, I believe I can see foam around the drain pipe there as well.



This could be helpful in tracking down the source of a leak. If the stringers are well sealed to the hull, and, until the water level reaches the height of the cutouts, the drain in the stringers the only way water can pass in and out of the stringer box, by temporarily plugging the drain should isolate the source to some extent. Water inside the stringer box would have to have come up from the SS trunk/hull flange, or from above through the CB cover/cockpit sole joint, or possibly the CB pendant tube. Water from the mast stub, hawse pipe, or transom fittings, would not be able to get inside the stringer box, and would collect in the bilges outboard of the stringers.