

I have removed and reset the toe-rails on Skip-Jack. Here are a few tips:

- We began by removing the stern first. The toe-rail is set into the stem fitting and will have to be gouged out to let it spring free.
- The interior cabinetry will have to be removed. I was not able to take it apart without breaking it so had to rebuild it.
- I was able to get all the bungs out without damaging the toe-rail. I drilled a slightly smaller hole than the bung then picked the rest out with a small screw driver.
- I found some of the screws attaching the traveler track to be severely deteriorated
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- We (myself and my wife, Pam) were able to replace it after stripping and coating the toe-rail.
- We started at the Stem fitting, filled the underside groove with an ample amount of caulk and then as I pulled the toe-rail in Pam dropped one screw in one at a time as I bent the rail till we reached the stern.
- It would be wise to use a slow setting caulk.
- The stanchions were also all removed. They are mounted to the deck where there is no core, so there were no delamination issues but the backing plates on the inside were all inspected. We found no problems there.
- Removing the woodwork around the hatch was also tricky.
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- After the toe-rail was removed you can see the deck bolted to the hull. There is a step the thickness of the deck. I found no problems under the toe-rail.
- If I remember correctly there are also bolts which fasten the deck to the hull. I started by drilling out all the bungs, so I could access the top of the screws (Slotted Flathead machine screws.) I do not remember having trouble distinguishing between the



Toe-rail screws and the deck hull screws. They are evenly spaced. Most came apart without holding the top slot in the screw.

- The underside of the toe rail has a 'V' Slot cut in which allows the Toe-rail to sit on top of the deck and also seat to the hull over the top of the hull-deck joint. I think if have a piece or something which I can get dimensions from, if you need them but It should be obvious once you separate the toe-rail from the deck.
- The 'V' cut in the bottom of the toe-rail should be able to be cut on a table saw. It did not look to be fussy or supper precise. If you are going to try and cut the whole length of the toe-rail it would probably be a bit more challenging.



I fabricated a couple of bronze pieces to cut into the toe-rail to facilitate drainage through the toe rail and a couple of bow chocks which are also cut into the Toe-Rail.

Let me know if this helps and if you need any further information.

Gerry Muller