

SCOUT Projects:



m/v SCOUT (Great Harbour N37)

Ray Henry

Description

Our door hinges were starting to give up on us. The pilothouse door only had two hinges instead of three – the third did not appear to ever have been installed. Several others were in really bad shape and close to failure.

After spending far too much time looking for direct replacements online and calling all over, a search began for six all-new hinges of a different manufacture.

Primary Parts Ordered

1. Sea Dog #205243 316 cast stainless hinges (6)



Mfg. Name :SeaDog

Mfg. PN :205243

SKU : 354-205243

Available: 

\$26.63

Qty :

 Add to Cart

 Wishlist

 Compare

2. Tamper-proof screws

Drilled Spanner Flat Head Screws

for Sheet Metal, 18-8 Stainless Steel, Number 10 Size, 3/4" Long



Packs of 25

Delivers Tuesday 12-2 pm

\$9.94 per pack of 25

95115A126

ADD TO ORDER

3. Sealant
4. Epoxy for old hinge holes

Design

As stated above, we could not find anything reasonable to replace the original hinges with and keep the same arrangement. One of the problems is that, to fit within the confines of the door frame with the leaves folded, the hinge pin must be very small in diameter. Several of our hinges were in bad shape, the pins nearly rusted through.



Reluctantly, based on the near-impossible dimensions required for in-frame folded hinges, I decided to use a butt hinge on the *exterior* of the frame so that a more robust, large pin, and easily-sourced hinge could be used. We settled on the Sea Dog #205243 cast 316 stainless hinge. It is very stout, has nylon bearings, a captive pin, and an architectural finish.



One of the advantages to the folded-leaf hinge within the door frame is that when the door is closed and locked, the screws are prevented from being removed by nefarious persons in order to compromise the door. In order to partially alleviate this problem with an externally-mounted butt hinge, we used tamper-proof mounting screws.

One of the advantages of “starting over” with the new hinges is that I could (re)center the doors within their frames. The cockpit door was off to one side by quite a bit – having a large gap on the starboard edge and the top. I shimmed the door with to center it in the frame before templating and drilling the new hinge screw holes. This involved completely removing the door and setting it back in the frame, wedging it in tightly with various popsicle sticks and wood shims to even out the gaps.



The pilothouse door was already well centered, so I did not remove the door completely. Instead, I just removed one hinge at a time and replaced it with the external version – keeping the door in place with at least two hinges the whole time.

Completion

I was a bit worried about the aesthetics of the external hinges, but after seeing them on the boat, I think they look really good and compliment the “no bling”-ness of the N37. They sure do feel solid and swing smoothly now.



Lastly, I drilled out and epoxied the old hinge hole locations and will subsequently paint over them. Since they are hidden unless the door is fully open wide, absolute perfection will really not be a necessity.



Do-Overs and Comments

We will have to keep an eye on rust and keep the screw heads well polished and waxed – the only ones I could find readily were 18-8 stainless, not 316. Maybe they will do fine.....