

# *Underway*



## **Newsletter of the Barbour River Yacht Club**

*Underway* is published sort of quarterly or when the spirit moves us. Its considered purpose is to issue resounding calls to arms, trumpet ringing praises, declaim bitter denunciations, project pregnant persiflage, and generally entertain the writer.

This may require bizarre combination of all the above, as the occasion demands.

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### *Greetings from the banks of the mighty Barbour River:*

The 1<sup>st</sup> annual Barbour River Yacht Club Nautical Flea Market was a significant success. We had something approaching 20 sellers and probably over a hundred buyers. A lot of happy folks went home clutching treasures that were another man's trash. The trash men were happy counting their green. We will definitely do it again next April. I can hardly wait to clean out some more.



I have finally installed the red triangle and green rectangle markers for the invisible road. Don't park between the red and the green -- so we can get more rigs parked by going down the formerly invisible road. Sorry it took me so long to clarify the parking areas a bit.

The first "2<sup>nd</sup> Saturday" party of the year was held on May 9<sup>th</sup> (per our email update). If you are not getting notice of 2<sup>nd</sup> Saturday gatherings, send us an email so we can pick up your address.

We are looking into some additional **covered boat storage** – perhaps three more stalls for now. If you have an interest, **Please** let me know. We have no empty stalls and only one formally on

the waiting list. As always, it is first come first served. Price will be determined by building cost, and you need not commit until it is certain. I would really appreciate knowing of your interest, though. I would love to pick your brain on features needed.



Ready for action



Secured

The new dog (and person) dock access ladder is installed and ready for service. It's only drawback is that someone must untie the line holding it erect and lower it into the water. We have actually had more people fall in than dogs, but it should work for both – avoiding climbing the bank over sharp oyster shells.

Another addition not showing in these pictures is a 2<sup>nd</sup> boat hook – mounted right beside the dog ramp. Wayne McCollum was good enough to let me know that he had absent mindedly departed with the original one, but his note arrived just after I made a new one. (I'm not putting any more store-bought ones on the dock.) Having two

available, I created a storage sleeve for the second one on the north dock. This way, you can push or pull your boat from either dock as needed. If you accidentally run off with one (or lose it to the deeps) let us know ASAP. We won't tell, but we need to contrive a replacement.



This might also tell you it's time to find an alternate boat captain – or leave the pooch safe at home.

Boat US frequently has some really good instruction downloads. I had been having trim tab trouble, and I found their <http://www.boatus.com/magazine/2015/april/trim-tab-basics.asp> to be a big help. If you have trim tabs on your boat, give it a look.

<http://www.boatus.com/magazine/2015/april/howtobeach.asp> (how to beach your boat) and

<http://www.boatus.com/magazine/2015/april/docking.asp> (docking) could be of assistance, too.

I'll take help from anywhere I can get it.

As I mentioned before, we have had the transom lifting eyes fail on a couple of boats. No damage or injuries, but some members have thought it worth the time to check out their boats' lifting attachments (fortunately).

The "U-bolt" stern lifting eyes involve using a fastener pulling in a direction for which it has never been test rated – 90 degrees from its tested strength direction. This is not necessarily bad, but it underlines the need for inspection and caution. The manufacturers install these for their convenience in handling the hulls and perhaps for towing (like the U-Bolt in the bow).

The chief violation of good marine engineering practice observed so far is the lack of really good backing plates which keep them from pulling through the transom. Many have a narrow strip of thin stainless steel not much wider than the nuts on the U-bolt. Ideally, this should be a stainless plate at least 1/16" thick, better 1/8 or 1/4 inch. This platform needs to be 4 or 5 times wider than the bolts and should extend a good inch above and below them. Too big is seldom a problem. Two inches by 4 inches is a good start.

Failure is unlikely even if marginally installed when the boat is new. Unfortunately, the transom softens some and fatigues around the holes with age.

Most newer Grady-White boats and perhaps some other brands use a 3-bolt stainless steel casting with a big backing

plate. This is made for the purpose, I think by Attwood. I have a couple of samples in my workshop (and two on my boat). If there is sufficient interest, I will try to make a volume purchase. Let me know – email address and phone number are on the masthead.

Jim (or Ken or Russell) would be glad to inspect yours and remedy any shortcoming. A surprising number only need tightening, but bigger backing plates are a good idea in most cases. My concern is for beefier boats over 20 feet – especially with cabins.

On some boats, the technician may find that he has to install a couple of small “pie plate” access devices to let him even check the existing hardware for tightness and backing plate size. That’s a good thing to do if needed. It’s a critical part of your boating experience if you launch from a hoist.

*What do a divorce in Alabama, a tornado in Kansas and a hurricane in Florida have in common?*

*No matter what, somebody's fixin' to lose a trailer.*



We have to take out a couple of dead oaks soon. If you see cut firewood piled at the entering edge of the parking lot, feel free to grab as much as you want. We hate to see it go to waste. We try to cut it into about 18” pieces. If you want it split, talk to Jim. He has a fast splitter and for a fee, he will accommodate. Our membership is growing. My thanks to those of you who have sent us

recruits. The additional dues lets us do good things and hold down the increases.

The addition of 5 loads of “crusher run” to our entry road to fill the holes on a more permanent basis cost \$4000. Fortunately, it seems to have worked pretty well. I would love to find an affordable and permeable topping for our entire road. Nothing seems to come cheap these days. If anyone has any ideas, let me know.

Ed Nelson continues to bring us rip-rap from time to time, which is a great help. The land in front of our bulkhead at the clubhouse continues to sink, but the rip rap is holding well. All we need to do is keep adding to it.

*At my age "Getting lucky" means walking into a room and remembering what I came in there for.*

Bunny and I hope you are having a great summer, and that our club is helping you do it.

*John Underwood*

