

Subject: [EnsignSailors] Lifting Eye Bolt
From: "saffyclark179" <bendurant@gmail.com>
Date: 3/30/2010 10:47 AM
To: EnsignSailors@yahoogroups.com

Hey Alberg Cousins,

Feel free to throw me out as I'm not an Ensign owner. I own a Sea Sprite 23; also an Carl Alberg design with a hull that is pretty darn similar. Hence the cousin thing. People on the Sea Sprite side of the family referred me to the Ensign site for design ideas for a keel mounted lifting eye. The instructions are very detailed but still I can't follow them:

<http://www.ensignclass.com/content/view/47/1/>

I feel pretty confident that If I could follow the instructions, I could replicate on the SS23.

Here are some line drawings of the SS23: <http://www.seasprites.com/images/SS%2023%20Line%20Drawings.jpg>

Has anyone on this list added a lifting eye?

My misunderstanding lies in how to get under the lead in the keel. From the instructions, it sounds like the threaded eye bolt goes through the lead and is met by a washer and nut from underneath. Simple. But on the SS23, the lead is poured in the very bottom of the keel. No way to get a bolt underneath without being suspended from a travel lift and having a big nut protruding unless recessed. I'd imagine that the lead on the Ensign is in the same location posing the same problem. I'm hoping I'm missing something obvious.

If anyone could shed light on this operation would be very appreciated.

Thanks and best regards,

~Ben

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Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "tailgunner496" <gartywood@sbcglobal.net>
Date: 3/31/2010 8:08 AM
To: EnsignSailors@yahoogroups.com

1st: I assume no liability for any of this advice. My father has been involved in the addition of lifting eyes to atleast a dozen ensigns but he has not published instructions for fear of liability.

My father and I have both added lifting eyes. We did it with two eyes one forward of the Center of gravity one aft. Instead of using eye bolts and getting a welder to modify them (as in the class instructions), we used 3/4" Stainless threaded rod and stainless eye nuts on the top. The originals on my father's boat were galvanized and after some number of years the nuts and washers at the bottom of the keel corroded and needed replacing.

You do have to get under the keel. On the ensign there is a dead space between the lead and the fiberglass hull, just about enough to recess the nuts. The process we used was drill down through the bottom from the top then insert wood dowel into the holes and use a hole saw to cut out a working area. after all is installed fitt around the nut with filler and glass over. with a right angle drill you can likely accomplish this with the boat on poppits with 10 or 12 inches under the keel.

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Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "brayeo5203" <brayeo@millsaps.edu>
Date: 4/1/2010 8:37 AM
To: EnsignSailors@yahoogroups.com

Did you also add glass in the bilge as the article suggests?

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Subject: Re: [EnsignSailors] Re: Lifting Eye Bolt
From: Ben Durant <bendurant@gmail.com>
Date: 4/1/2010 7:48 PM
To: EnsignSailors@yahoogroups.com

Thanks for sending out this information... esp. in the face of the fear of liability. It is sad testament for our suit-happy nation when we are afraid to share wisdom. Thank you!

I think the tricky part of these instructions is the lack of visuals. Any chance you'd have pics available?

~Ben

Ben Durant -
Williston VT 05495

On Wed, Mar 31, 2010 at 8:08 AM, tailgunner496 <gartywood@sbcglobal.net> wrote:

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Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "tailgunner496" <gartywood@sbcglobal.net>
Date: 4/2/2010 8:18 AM
To: EnsignSailors@yahoogroups.com

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Subject: Re: [EnsignSailors] Re: Lifting Eye Bolt

From: Bendurant <bendurant@gmail.com>

Date: 4/2/2010 9:33 AM

To: "EnsignSailors@yahoogroups.com" <EnsignSailors@yahoogroups.com>

Did you need to put it on a travel-lift to access the under side to thread the nuts etc...?

Any pics, even from the top would be helpful.

-Ben Durant
802.355.6688

Sent from a mobil device

On Apr 2, 2010, at 8:18 AM, "tailgunner496" <gartywood@sbcglobal.net> wrote:

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— / - - / —

Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "tailgunner496" <gartywood@sbcglobal.net>
Date: 4/3/2010 8:35 AM
To: EnsignSailors@yahoogroups.com

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Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "cmbennett2" <cmbennett2@gmail.com>
Date: 4/6/2010 7:32 AM
To: EnsignSailors@yahoogroups.com

Gary and others,

We're (slowly, finally) doing a major overhaul on #1132 and lifting bolts are high on the list for installation in the next couple of months. Could I get a little more advice on location? How far aft of the main bulkhead (separating the cockpit from the cabin) are the two lifting points? It seems to me that they should be equally spaced fore and aft of the center of gravity of the boat, fully rigged. But with the mast down and the majority of the bulkheads and millwork out, it's tough to tell where the GC is relative to that main bulkhead. Any advice?

Many thanks,
Craig

Craig M. Bennett, Jr.
CMBennett2@gmail.com
Charleston, SC

PS - I'm a structural engineer specializing in historic preservation... I'll be using at least 3/4 inch 316 or 316L rod and hardware.

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—/—/—

Subject: [EnsignSailors] Re: Lifting Eye Bolt

From: "tailgunner496" <gartywood@sbcglobal.net>

Date: 4/6/2010 10:00 PM

To: EnsignSailors@yahoogroups.com

we used the same based on one being able to hold well more than the weight of the boat. My boat hangs slightly bow down with the outboard off the back. my father's needs the outboard on the back to hang well. I'll take a picture of placement but i can't guarantee that your results will be the same as mine obviously.

--- In EnsignSailors@yahoogroups.com, "cmbennett2" <cmbennett2@...> wrote:

>
>
>
> Gary and others,
>
> We're (slowly, finally) doing a major overhaul on #1132 and lifting bolts are high on the list for installation in the next couple of months. Could I get a little more advice on location? How far aft of the main bulkhead (separating the cockpit from the cabin) are the two lifting points? It seems to me that they should be equally spaced fore and aft of the center of gravity of the boat, fully rigged. But with the mast down and the majority of the bulkheads and millwork out, it's tough to tell where the GC is relative to that main bulkhead. Any advice?
>
> Many thanks,
> Craig
>
> Craig M. Bennett, Jr.
> CMBennett2@...
> Charleston, SC
>
> PS - I'm a structural engineer specializing in historic preservation... I'll be using at least 3/4 inch 316 or 316L rod and hardware.

>
>
> --- In EnsignSailors@yahoogroups.com, "tailgunner496" <gartywood@> wrote:
> >
> > in order to do the recesses you need to have access to the underside of the keel as I mentioned before we used a right angle drill (one of the really low profile design models happened to be from dewalt not a big honkin' powerful right angle drill with the side handle and everything). With that you'd need about a foot under the keel. typically when the boat is on poppits in a boat yard and has a big block under the keel you can have enough access to do it. If you can't then you'd have to lift the boat either with the travel lift (most yards might have a problem with you crawling under the boat while suspended on the travel lift) or suspended from your local fleets sling and frame arrangement. Both of our boat were done in our garage with the 12" or so clearance under the keel.
>

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.

—/—/—

Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "murphey3rd" <murphey3rd@comcast.net>
Date: 4/7/2010 11:21 AM
To: EnsignSailors@yahoogroups.com

I found that the original keel eye (used to set the lead, not lift the boat) was almost right in the C/G. Actually I assumed this and got lucky.

I specified 8" forward and 8" aft for the new lifting eyes. This gives you a 16" span over the C/G. Then by adjusting the two chain lengths I was able to lower the stern and hang the boat level when rigged and with the motor in the cabin or on the stern. It angles a little and leaning forward is better (clears the crane arm). We usually lift or launch with the motor mounted to get around the marina.

Now for some geometry: The angle from the forward eye to the lifting shackle with 4' 10" of chain easily clears the bottom of the bulkhead. In fact, I had a shelf for my Sailcomp compass down there on the bulkhead and cleared that also. The lifting shackle that joins the chains will be about the height of the boom and about in the middle between the bulkhead and the winches.

After I load the chains, I tie the stabilizer lines to the winches. The lines have a down and back angle but it is not much and the boat stays vertical without much extra tension on the lines.

As I mentioned before, I will post sketches and pictures next week when I get home.

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Subject: [EnsignSailors] Heavy Lifting
From: "v" <denburgh@sbcglobal.net>
Date: 5/6/2010 7:07 PM
To: EnsignSailors@yahoogroups.com

No reconstruction work to report on #1240, but we did have some excitement today. It was time to return our borrowed flatbed trailer, so we had to lift the boat. Pretty nerve wracking to have 3000# of boat 4' off the ground. All went well, though. Blog entry here: <http://nauticallit.wordpress.com>.

Work resumes tomorrow. Main bulkhead is going in and decks are coming off for re-core!

David

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Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "Takehiko" <oakie_papa@kamakuranet.ne.jp>
Date: 5/13/2010 10:21 AM
To: EnsignSailors@yahoogroups.com

Greeting from Japan.

I am sorry for not responding timely fashion but I added my process record of adding lifting eye bolt in Photos folder as an example.

I followed the process of Ensign web archive literature written by Bill but I did not add the floor glass.

Please see the photos from No.1 to No.11 to follow the process order.

The work was done in February and March 2006 time frame.

This means I have been using the system for over 4 years at least 200 times lifting work.

However, I have been requesting marina crane men to add "spreader" to be able to lift my boat with two sling belts to eliminate our common concerns and nightmare i.e. "strength of floor glass and hull" but they do not listen to me so far.

Regards,

take

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Subject: Re: [EnsignSailors] Re: Lifting Eye Bolt
From: Zeke Durica <zeke@ensignspars.com>
Date: 5/13/2010 5:28 PM
To: EnsignSailors@yahoogroups.com

Take

Nice looking boat.

Zeke

On Thu, May 13, 2010 at 10:21 AM, Takehiko <oakie_papa@kamakuranet.ne.jp> wrote:

Greeting from Japan.

I am sorry for not responding timely fashion but I added my process record of adding lifting eye bolt in Photos folder as an example.

I followed the process of Ensign web archive literature written by Bill but I did not add the floor glass.

Please see the photos from No.1 to No.11 to follow the process order.

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Regards,

take

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Zeke Durica
President, Ensign Spars, Inc.
www.ensignspars.com

"The Ensign Classic may not be the first boat you purchase but it will be the last boat you own."

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Subject: [EnsignSailors] Re: Lifting Eye Bolt
From: "murphey3rd" <murphey3rd@comcast.net>
Date: 5/13/2010 11:09 PM
To: EnsignSailors@yahoogroups.com

Take,

Wonderful pictures of your lifting project. Your glass in the bilge looks thick enough. Zeke built a solid boat.

My boat is #176 and the resin in my bilge was cracked. So I added the glass as I described. Obviously your project is strong.

Bill Murphey
Chowder #176

P.S. Yes, I still agree with the 3/4" bolt upgrade and I own the archives the revised project description.

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Subject: Re: [EnsignSailors] Re: Lifting Eye Bolt
From: Zeke Durica <zeke@ensignspars.com>
Date: 5/14/2010 12:10 AM
To: EnsignSailors@yahoogroups.com

Bill

Notice the main bulkhead is brought strait down to the bilge (3/4 Cusaboard), making the under cabin floor water tight and is filled with foam. This alone would be enough of a lock to hold the ballast in place. Not to mention is adds about 3 cubic feet of foam down low and makes the mast step bulletproof. Just a few of the little improvements we brought to the New Boats.

Thanks to Take's idea we now include lifting bolts on all New Boats as standard equipment.

Zeke

On Thu, May 13, 2010 at 11:09 PM, murphey3rd <murphey3rd@comcast.net> wrote:

Take,

Wonderful pictures of your lifting project. Your glass in the bilge looks thick enough. Zeke built a solid boat.

My boat is #176 and the resin in my bilge was cracked. So I added the glass as I described. Obviously your project is strong.

Bill Murphey
Chowder #176

P.S. Yes, I still agree with the 3/4" bolt upgrade and I own the archives the revised project description.

--

Zeke Durica
President, Ensign Spars, Inc.
www.ensignspars.com

"The Ensign Classic may not be the first boat you purchase but it will be the last boat you own."

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