

Atalanta Bulletin 1987-88 inset
Keel Bolts, Access Plates

A89 - an alternative

Advantages:-
 Wood preserved, no screw decay
 Plates posed, removed quickly
 Bolts do not "rust-in", removed greased at least once a season
 Plates self-centring
 Plastic bung keeps water from sensitive areas
 Mastic can be eliminated
 Bungs stop bolts rotating

Materials

Polyurethane expanding foam; Hexagon S.S. screws $1\frac{3}{8} \times \frac{1}{4}$ (6); S.S. wood screws, $1 \times \frac{3}{16}$, 40 (Housings); "Fibrodor" a product of Veneziani Paints, impregnation of access holes before painting, hardens wood and prevents water entry; British Col have similar product; Epoxy Glue.

Useful Tools

Flexible drive on electric drill $\frac{5}{16}$ chuck, 40" long, used with round Surform, round rasps and sanding bass to form the access holes after glueing ply; Mounting clamp for electric drill, it can be fixed on bunk side; Clamps, 4 or 5 very large mouth + 9 very small; Centring bung, to pose Housings, U bar screws, Access plates in register.

'P' the same diameter as access plate
 'Q' the small wood bungs fits an access hole.
 'R' the centre screw has a small depression drilled thereon and serves via its screwdriver slot to line up centre of housings, the depression takes the U bar screw and determines the correct position of bar for centre of plate.
 Inches are conversions from metric and the UK trade may not supply similar dimensions. A89 is 1000 km from the owner's home, which increased the time taken for the work. To make and assemble in the workshop then fit in the boat is more logical. A89 is sheathed in woven glassfibre set in Araldite epoxy, the motor is a German diesel 10 h.p. with hydraulic driven folding prop.

Legend

A 'U' bar, $7\frac{1}{2} \times 3\frac{1}{4} \times \frac{3}{8}$, walls $\frac{1}{8}$, (6).
 a. Small stud piece, spot welded inside to increase threads.
 B Hexagon screw, $1\frac{3}{8} \times \frac{1}{4}$ diameter, (6).
 C Lock nuts, (6).
 D Housing for ends of 'U' bars, $2\frac{3}{8} \times 1 \times 1\frac{1}{8}$ + flanges, (6). Cut from box girders, must have centre-line precise across access holes.
 E Nylon buttons, (6) dia: $1\frac{1}{16}$, depression in centres to seat pressure screws 'B', they are glued to centres of access plates; cut from nylon bar.
 F S.S. wood screws, $1\frac{3}{8} \times \frac{1}{16}$ dia: nos 48, to fix housings.
 G Access plates.
 H Plastazote grade P056, $\frac{1}{8}$ thick. Bakelite Xylonite, Croydon. Ref: Donovan Service Manual, appdx.1. A thin layer of Sealastic can be used between plate, plastazote, keel box to stop 'sandwich' slipping when applying pressure.
 I Wood screw at foot of keel bolt 'U' bar, centres pressure screw on plate, the 2nd bar butts against the 1st and thus centres its screw on plate.
 J Wood ply cover plate $\frac{3}{16}$ thick, 20x12, epoxy glued to box side, using 5 (large mouth clamps + 3 small ones in each access hole, + 5 or more wood screws in positions where clamps will not pass. Ref: Bulletin 1987/5, P26, C Twyford (A95). The box tops in forward cabin should be removed.
 K Original $\frac{3}{8}$ keel box ply.
 L Expanded polyurethane foam sprayed into access holes to form w/t bungs, also hold water from access plates. Ref Bulletin 1986/7, p16. Late C. Wood (h 79).
 M Keel bolt.
 N Diagonal Bulkhead showing a cut through which to slip plate 'J' + 2 holes for 'U' bars.
 O Bunk traverse cut away and replaced to permit 'J' to slip alongside box.

Materials

Marine ply $\frac{3}{16}$; 'U' steel bar about 50" long $3\frac{1}{4} \times \frac{3}{8}$, walls $\frac{1}{8}$;
 Round nylon bar (or other plastic), $1\frac{1}{2} \times 1$ diameter;

