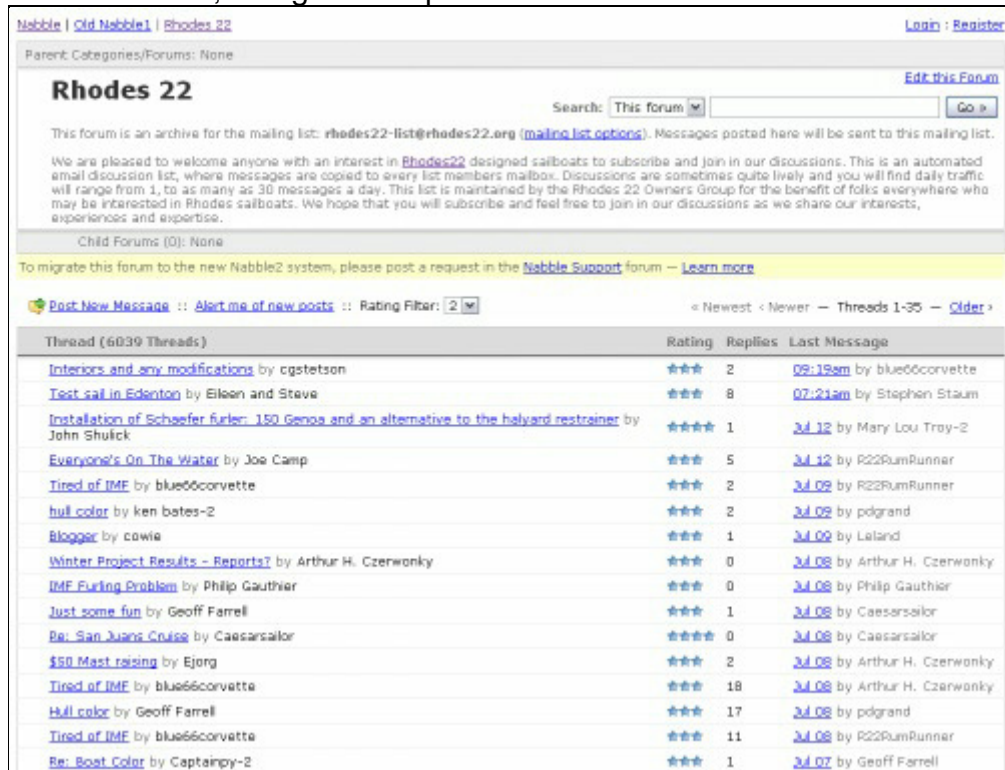


To search the archives, first go to: <http://old.nabble.com/Rhodes-22-f14229.htm>



Nabble | Old Nabble1 | Rhodes 22 [Login](#) | [Register](#)

Parent Categories/Forums: None [Edit this Forum](#)

## Rhodes 22

Search: This forum

This forum is an archive for the mailing list: [rhodes22-list@rhodes22.org](mailto:rhodes22-list@rhodes22.org) ([mailing list options](#)). Messages posted here will be sent to this mailing list.

We are pleased to welcome anyone with an interest in [Rhodes22](#) designed sailboats to subscribe and join in our discussions. This is an automated email discussion list, where messages are copied to every list members mailbox. Discussions are sometimes quite lively and you will find daily traffic will range from 1, to as many as 30 messages a day. This list is maintained by the Rhodes 22 Owners Group for the benefit of folks everywhere who may be interested in Rhodes sailboats. We hope that you will subscribe and feel free to join in our discussions as we share our interests, experiences and expertise.

Child Forums (0): None

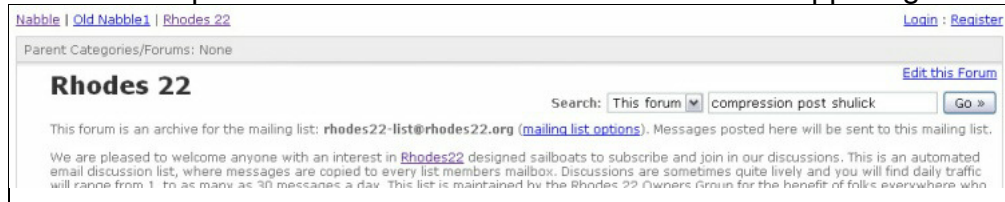
To migrate this forum to the new Nabble2 system, please post a request in the [Nabble Support](#) forum — [Learn more](#)

[Post New Message](#) :: [Alert me of new posts](#) :: Rating Filter:

< Newest < Newer — Threads 1-35 — Older >

Thread (6039 Threads)	Rating	Replies	Last Message
<a href="#">Interiors and any modifications</a> by cgstetson	★★★	2	09:19am by blue66corvette
<a href="#">Test sail in Edenton</a> by Eileen and Steve	★★★	8	07:21am by Stephen Staum
<a href="#">Installation of Schaefer furler: 180 Genoa and an alternative to the halyard restrainer</a> by John Shulick	★★★★	1	Jul 12 by Mary Lou Troy-2
<a href="#">Everyone's On The Water</a> by Joe Camp	★★★	5	Jul 12 by R22RunRunner
<a href="#">Tired of IMF</a> by blue66corvette	★★★	2	Jul 09 by R22RunRunner
<a href="#">hull color</a> by ken bates-2	★★★	2	Jul 09 by pdgrand
<a href="#">Blogger</a> by cowie	★★★	1	Jul 09 by Leland
<a href="#">Winter Project Results - Reports?</a> by Arthur H. Czerwonky	★★★	0	Jul 08 by Arthur H. Czerwonky
<a href="#">IMF Furling Problem</a> by Philip Gauthier	★★★	0	Jul 08 by Philip Gauthier
<a href="#">Just some fun</a> by Geoff Farrell	★★★	1	Jul 08 by Caesarsailor
<a href="#">Re: San Juan's Cruise</a> by Caesarsailor	★★★★	0	Jul 08 by Caesarsailor
<a href="#">\$50 Mast raising</a> by Ejorg	★★★	2	Jul 08 by Arthur H. Czerwonky
<a href="#">Tired of IMF</a> by blue66corvette	★★★	18	Jul 08 by Arthur H. Czerwonky
<a href="#">Hull color</a> by Geoff Farrell	★★★	17	Jul 08 by pdgrand
<a href="#">Tired of IMF</a> by blue66corvette	★★★	11	Jul 08 by R22RunRunner
<a href="#">Re: Boat Color</a> by Captaincy-2	★★★	1	Jul 07 by Geoff Farrell

and enter the search phrase or terms into the search box in the upper right corner:



Nabble | Old Nabble1 | Rhodes 22 [Login](#) | [Register](#)

Parent Categories/Forums: None [Edit this Forum](#)

## Rhodes 22

Search: This forum

This forum is an archive for the mailing list: [rhodes22-list@rhodes22.org](mailto:rhodes22-list@rhodes22.org) ([mailing list options](#)). Messages posted here will be sent to this mailing list.

We are pleased to welcome anyone with an interest in [Rhodes22](#) designed sailboats to subscribe and join in our discussions. This is an automated email discussion list, where messages are copied to every list members mailbox. Discussions are sometimes quite lively and you will find daily traffic will range from 1, to as many as 30 messages a day. This list is maintained by the Rhodes 22 Owners Group for the benefit of folks everywhere who

The search results appear as follows:



Nabble | Old Nabble1 | Rhodes 22 [Login](#) | [Register](#)

Search:  just in 'Rhodes 22'   [Alert me of new posts](#)  
[Advanced Search](#)  
[Show Tips](#)

Found 70 matching posts for **compression post shulick** in [Rhodes 22](#) in about 17 threads. Showing threads 1 to 10. Sorted by relevance. [Sort by date](#).

[Re design of Rhodes Interior and elimination of compression post.](#) ★★★★★  
...halway with little purpose and a wall extending halfway across the the boat to little purpose except to act as a **compression post** for the mast...  
in [Rhodes 22](#) on Apr 12, 2009 by [John Shulick](#) - replies: 10

[Compression Post, reply to Rick, John S., et. al.](#) ★★★★★  
Word on the street is that there is a John **Shulick** who sings like a canary or maybe a hoot owl? Is that the John S. on this forum? Hi Ed...  
in [Rhodes 22](#) on Jul 31, 2008 by [John Shulick](#) - replies: 1

[Re design of Rhodes Interior and elimination of compression post. \(update\)](#) ★★★★★  
...elimination of **compression post**. (update) Hi all, The boat has been in the water for three weeks now and the rigging has bin tightened...  
in [Rhodes 22](#) on Jun 02, 2009 by [John Shulick](#) - replies: 2

[Replacing Genoa](#) (Re: re inforing seats /**compression post**) ★★★★★  
...you please **post** some pictures of your **compression post** showing the top and bottom. I was considering using the same to increase the tension on my side...  
in [Rhodes 22](#) on Jul 30, 2008 by [John Shulick](#) - replies: 18

[2Re: Re design of Rhodes Interior and elimination of compression post.](#) ★★★★★  
Art, While we both make the midnight run to the port I must confess I'm the one making the majority of the trips. Might have something to do...  
in [Rhodes 22](#) on Apr 13, 2009 by [John Shulick](#) - replies: 2

and finally, clicking on the first link takes you to the page that John S referenced:

## Re design of Rhodes Interior and elimination of compression post.

View:  [New views](#)19 Messages — Rating Filter:  [Alert me](#)

### ► **Re design of Rhodes Interior and elimination of compression post.** ⚑ ★★★★★

by [John Shulick](#) Apr 12, 2009; 12:41pm :: Rate this Message: ⚑ ★★★★★ ⚡ - Use ratings to moderate (?)[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hi everybody,

Over the last season I decided to change the interior of my 71 rhodes to reflect the way my wife and I use the boat. We are not small people and found the original Layout to be hard to move around in when cabin bound by weather. As we get on the boat friday nights and don't return to the dock until sunday afternoons we found the six foot nose birth a bit cramped. Also as the early rhodes did not have a fixed head we had a hallway with little purpose and a wall extending halfway across the the boat to little purpose except to act as a **compression post** for the mast. During the past few weekends I added a 2 ft. extension to the bow bed replaced the cabin floor, installed new carpeting and removed the original wall replacing it with 2 half walls and a **compression** arch over the cabin ceiling to accept the mast load. The arch you see in the following pictures is 1/2 in spring steel custom bent in a 100 ton press (I do live in Pgh. after all) I stood on the arch before I installed it and my 280 lbs. did not even make it flex. I feel pretty confidant it will work but will keep all informed in the event of failure. Enclosed are before and after shots.

John **Shulick**







**Meet Hurricane Code:**

- Without Threaded Bolts
- Without Blocking or Filler Strips
- Without Stud-to-Plate Connectors

**WINDSTORM**

[www.WindstormOSB.com](http://www.WindstormOSB.com)

[Watch The Video](#) ▶

Ads by Google

**Re: Re design of Rhodes Interior and elimination of compression post.** ⚡ ★★★

by [Miracles](#) Apr 12, 2009; 04:46pm :: Rate this Message: ⚡★★★★★ ↻ - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

John

This looks like an entirely different boat inside! I like what you did!

But if you are spending all that time in it, what do you do for the head?

My wife demanded the boat have at least a porta potti

I just use the V berth for storage on Miracles

Lou

On Apr 12, 2009, at 12:41 PM, John **Shulick** wrote:

>  
> Hi everybody,  
>  
> Over the last season I decided to change the interior of my 71  
> rhodes to  
> reflect the way my wife and I use the boat. We are not small people  
> and  
> found the original Layout to be hard to move around in when cabin  
> bound by  
... [show rest of quote]

Lou Rosenberg  
LSR Productions  
Steadicam & Event Videography

MAIN # 917- 716- 7896

lrs3@...  
steadilsr@...





---

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

---

---

**Re: Re design of Rhodes Interior and elimination of compression post.**   

by [cjlowe](#) Apr 12, 2009; 05:55pm :: Rate this Message:        - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

John,

Thats the nice thing about having an old boat,we're not afraid to modify our boats to more suit the way we'll use them. Thanks for **posting**, I always like seeing what other people's handy work,I might like to copy. Do you have the pop top enclosure? Nice job on the arch and walls.

Jerry Lowe

> Hi everybody,  
>  
> Over the last season I decided to change the interior of my 71 rhodes to  
> reflect the way my wife and I use the boat. We are not small people and  
> found the original Layout to be hard to move around in when cabin bound by  
> weather. As we get on the boat friday nights and don't return to the dock  
> until sunday afternoons we found the six foot nose birth a bit cramped.  
> Also  
> as the early rhodes did not have a fixed head we had a hallway with little  
... [show rest of quote]

---

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

---

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [Blue Heron](#) Apr 12, 2009; 08:52pm :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hi John,

Your pictures show some nice wide open spaces. However, it is hard to tell where the downward load on the arch goes. Are the the bulkheads or "half walls" supporting the arch supported by a stringer or perhaps a direct path the the keel?

Rick

On Sun, Apr 12, 2009 at 12:41 PM, John **Shulick** <[jsbudda@...](mailto:jsbudda@...)> wrote:

>  
> Hi everybody,  
>  
> Over the last season I decided to change the interior of my 71 rhodes to  
> reflect the way my wife and I use the boat. We are not small people and  
> found the original Layout to be hard to move around in when cabin bound by  
> weather. As we get on the boat friday nights and don't return to the dock  
> until sunday afternoons we found the six foot nose birth a bit cramped.  
> ^  
> ^  
... [show rest of quote]

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [John Shulick](#) Apr 12, 2009; 09:12pm :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Lou,

The porta potty sits just inside the entrance to the cabin on the port side. On the newer Rhodes that is where where one of the ends of the u shaped couch is (suffering from lack of proper words here ) As my wife and myself are ex theatre people we got over hang ups about bodily functions a long time ago.

When under way with company the hatch door can be slid in place should privacy be required.

John S

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [John Shulick](#) Apr 12, 2009; 09:18pm :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Jerry,

Pop top enclosure is on the to do list. Weather permitting I sling a 8X10 tarp over the boom and attach to various points with 8 bungee cords. Then I can leave the top up overnight. Helps keep the morning dew down in the cockpit area as well.

John S

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [John Shulick](#) Apr 12, 2009; 09:59pm :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hi Rick,

It is my understanding that putting a load in the center of the arch would try to flatten the arch out which would transfer the load to the corners of the bulkheads. those bulkheads were cut using the original wall which I removed in one piece and am saving just in case. They fit flush to the cabin interior. The starboard bulkhead is sitting directly on the original stringer (see first pict) the port side is offset by 1/4" because the bench seat rests on that side and is held by screws. any additional load is also carried to the keel by the 1x2 hard wood boards that look like trim pieces. To install the arch I had to first wedge it into one of the corners and then use a piece of wood ( the original **post** worked quite well) and pre load the cabin ceiling. Once you have the other end held up you CAREFULLY use a SMALL hammer to slide the arch into place. The arch is held in place by that tension and although there

are no screws I can't budge it and I am a strong person. I feel pretty confident that when the mast is up and the rigging tightened the whole thing should tighten up even more. Note: IF the bulkheads were extended all the way into the corners where the hull and deck meet AND then glassed in you could then shorten the the spreaders on the mast and the stays could be moved to the cabin top attaching through the roof and directly to the bulkheads. That would allow a genoa track to be installed in the corner where the deck and cabin wall meet allowing higher pointing ability. The bulkheads would transfer the heeling forces and the cabin roof would not carry the load. But I'm not ready to try that yet.

Best  
John S

**Blue Heron wrote:**




Hi John,

Your pictures show some nice wide open spaces. However, it is hard to tell where the downward load on the arch goes. Are the the bulkheads or "half walls" supporting the arch supported by a stringer or perhaps a direct path the the keel?

Rick

On Sun, Apr 12, 2009 at 12:41 PM, John **Shulick** <jsbudda@verizon.net> wrote:  
... [show rest of quote]

 **Re: Re design of Rhodes Interior and elimination of compression post.**     

by [Caesarsailor](#) Apr 12, 2009; 10:14pm :: Rate this Message:        - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hi John,

It looks like you created a lot of open space in your interior. You certainly have more room for use of the porta potty as you don't need the privacy.

It's great to have the skill to do what you did. Keep us **posted** about how it works out for you. I am saving the pictures of your modification; you never can tell what one may want to do.

It looks good. Thanks for sharing.

Caesar

--- On Sun, 4/12/09, John **Shulick** <jsbudda@...> wrote:

From: John **Shulick** <jsbudda@...>

Subject: [Rhodes22-list] Re design of Rhodes Interior and elimination of **compression post**.

To: rhodes22-list@...

Date: Sunday, April 12, 2009, 9:41 AM

Hi everybody,

Over the last season I decided to change the interior of my 71 rhodes to reflect the way my wife and I use the boat. We are not small people and found the original Layout to be hard to move around in when cabin bound by weather. As we get on the boat friday nights and don't return to the dock until sunday afternoons we found the six foot nose birth a bit cramped. Also as the early rhodes did not have a fixed head we had a hallway with little purpose and a wall extending halfway across the the boat to little purpose except to act as a **compression post** for the mast. During the past few weekends I added a 2 ft. extension to the bow bed replaced the cabin floor, installed new carpeting and removed the original wall replacing it with 2 half walls and a **compression** arch over the cabin ceiling to accept the mast load. The arch you see in the following pictures is 1/2 in spring steel custom bent in a 100 ton press (I do live in Pgh. after all) I stood on the arch before I installed it and my 280 lbs. did not even make it flex. I feel pretty confident it will work but will keep all informed in the event of failure. Enclosed are before and after shots.

John **Shulick**

<http://www.nabble.com/file/p23012525/johns%2B2007%2Bhome%2Bpics-058.jpg>

<http://www.nabble.com/file/p23012525/johns%2B2007%2Bhome%2Bpics-054.jpg>

<http://www.nabble.com/file/p23012525/DSCF0257.jpg>

<http://www.nabble.com/file/p23012525/DSCF0258.jpg>



<http://www.nabble.com/file/p23012525/DSCF0259.jpg>  
<http://www.nabble.com/file/p23012525/DSCF0260.jpg>  
<http://www.nabble.com/file/p23012525/DSCF0261.jpg>




--  
View this message in context: <http://www.nabble.com/Re-design-of-Rhodes-Interior-and-elimination-of-compression-post.-tp23012525p23012525.html>  
Sent from the Rhodes 22 mailing list archive at Nabble.com.

-----  
To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>  
-----

-----  
To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>  
-----

---

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [Hank-5](#) Apr 12, 2009; 10:21pm :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

John,

There was a conversation about moving the stays and the common thought as I remember it was that the cabin top is not stressed for this. You'd have to transfer the load directly to the bulkhead which would have to be well anchored to the keel of stringers, I believe. Is this what you are talking about?

Hank

On Sun, Apr 12, 2009 at 9:59 PM, John **Shulick** <[jsbudda@...](mailto:jsbudda@...)> wrote:

>  
> Hi Rick,  
>  
> It is my understanding that putting a load in the center of the arch would  
> try to flatten the arch out which would transfer the load to the corners of  
> the bulkheads. those bulkheads were cut using the original wall which I  
> removed in one piece and am saving just in case. They fit flush to the  
> cabin  
> interior. The starboard bulkhead is sitting directly on the original  
... [[show rest of quote](#)]

-----  
To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>  
-----

---

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [John Shulick](#) Apr 13, 2009; 08:25am :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)




Hank,

You are correct, the load must be transferred to the bulkhead and the bulkead needs to be securely attached to the hull/deck /cabintop to distribute the load. In addition since moving the stays inboard will reduce the mechanical advantage, the boat should stiffen up a bit with regards to heeling. The load on the stays will increase so I would also consider moving up to 5/32 wire rather than using the standard 1/8

John S

---

**Re: Re design of Rhodes Interior and elimination of compression post.**  

by [Rik Sandberg-2](#) Apr 13, 2009; 09:09am :: Rate this Message:    - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hank, John S,

Moving the stays inboard will not change the stiffness of the boat. All that will change, is the load on the stays (upward) and the mast step (downward) which will increase quite dramatically.

Assuming no change to the shape of the hull, there are really only two ways to make your boat a stiffer sailer. Add or move ballast lower in relation to the center of gravity. Or, lower the center of effort of the sail plan.

Rik

On Mon, Apr 13, 2009 at 7:25 AM, John **Shulick** <jsbudda@...> wrote:

>  
> Hank,  
>  
> You are correct, the load must be transferred to the bulkhead and the  
> bulkead needs to be securely attached to the hull/deck/cabintop to  
> distribute the load. In addition since moving the stays inboard will reduce  
> the mechanical advantage, the boat should stiffen up a bit with regards to  
> heeling. The load on the stays will increase so I would also consider  
> moving  
... [show rest of quote]

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

---

### Re: Re design of Rhodes Interior and elimination of compression post. ★★★★★

by [John Shulick](#) Apr 13, 2009; 11:11am :: Rate this Message:  ★★★★★  - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hi Rik,

I understand the load on the stays increases with the reduction of mechanical advantage. But doesn't the boat have a certain moment of inertia which must be overcome for the boat to begin heeling. Or is that factor so low as to be meaningless in the calculation? Also do you have the background to calculate how much the load would be increased over the standard rigging? I haven't done that type of math for 35 yrs.

Thank you for your input

John S

---

### Re: Re design of Rhodes Interior and elimination of compression post. ★★★★★

by [Ben Schultz](#) Apr 13, 2009; 11:59am :: Rate this Message:  ★★★★★  - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Wow, that's a hell of a project. The obvious question: don't you find a need for a head between Friday and Sunday?

We did an Easter overnighter this past weekend. I'll write up a little story about our adventure in the next couple of days.

-----Original Message-----

From: rhodes22-list-bounces@...  
[mailto:rhodes22-list-bounces@...] On Behalf Of John **Shulick**  
Sent: Sunday, April 12, 2009 11:41  
To: rhodes22-list@...  
Subject: [Rhodes22-list] Re design of Rhodes Interior and elimination of **compression post**.

Hi everybody,

Over the last season I decided to change the interior of my 71 rhodes to reflect the way my wife and I use the boat. We are not small people and found the original layout to be hard to move around in when cabin bound by weather. As we get on the boat Friday nights and don't return to the dock until Sunday afternoons we found the six foot nose berth a bit cramped. Also as the early rhodes did not have a fixed head we had a hallway with little purpose and a wall extending halfway across the boat to little purpose except to act as a **compression post** for the mast. During the past few

weekends I added a 2 ft. extension to the bow bed replaced the cabin floor, installed new carpeting and removed the original wall replacing it with 2 half walls and a **compression** arch over the cabin ceiling to accept the mast load. The arch you see in the following pictures is 1/2 in spring steel custom bent in a 100 ton press (I do live in Pgh. after all) I stood on the arch before I installed it and my 280 lbs. did not even make it flex. I feel pretty confident it will work but will keep all informed in the event of failure. Enclosed are before and after shots.

John **Shulick**

- <http://www.nabble.com/file/p23012525/johns%2B2007%2Bhome%2Bpics-058.jpg>
- <http://www.nabble.com/file/p23012525/johns%2B2007%2Bhome%2Bpics-054.jpg>
- <http://www.nabble.com/file/p23012525/DSCF0257.jpg>
- <http://www.nabble.com/file/p23012525/DSCF0258.jpg>
- <http://www.nabble.com/file/p23012525/DSCF0259.jpg>
- <http://www.nabble.com/file/p23012525/DSCF0260.jpg>
- <http://www.nabble.com/file/p23012525/DSCF0261.jpg>

--

View this message in context:



<http://www.nabble.com/Re-design-of-Rhodes-Interior-and-elimination-of-compression-post.-tp23012525p23012525.html>

Sent from the Rhodes 22 mailing list archive at Nabble.com.

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

**Re: Re design of Rhodes Interior and elimination of compression post.**   

by [Ronald Lipton-3](#) Apr 13, 2009; 12:40pm :: Rate this Message:        - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Assuming that you want the same horizontal component of the force to support the mast it scales with the sine of the angle the stay makes with the mast. Assuming a 20 ft mast and ~45 inch mast-to-stay distance you would need to increase the stay tension by 15% to bring the stays in by 6".







Ron

John **Shulick** wrote:

- > Hi Rik,
- >
- > I understand the load on the stays increases with the reduction of
- > mechanical advantage. But doesn't the boat have a certain moment of inertia
- > which must be overcome for the boat to begin heeling. Or is that factor so
- > low as to be meaningless in the calculation? Also do you have the background
- > to calculate how much the load would be increased over the standard rigging?
- > I haven't done that type of math for 35 yrs.
- >
- ... [\[show rest of quote\]](#)

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

**Re: Re design of Rhodes Interior and elimination of compression post.**   

by [Rik Sandberg-2](#) Apr 13, 2009; 01:10pm :: Rate this Message:       - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

John,

"I understand the load on the stays increases with the reduction of mechanical advantage."

Agreed, and your suggestion of a step up in wire size is probably a prudent one.

"But doesn't the boat have a certain moment of inertia which must be over come for the boat to begin heeling. Or is that factor so low as to be meaningless in the calculation?"

All that is not really relevant to what you are talking about changing. To picture this in a simple way, imagine a brick sitting in your driveway. Now imagine you put a stick into one of the holes in the brick and pull on the top of the stick until the brick tips over. Would it make any difference in the amount of effort required if you took a string and tied it from the top of the stick to the outside of the brick?? No ... the only thing the string would do is help hold the stick in the same position, relative to the brick. The only way to change the effort required for this is to 1. change the length of the stick, which would represent changing the height of the center of effort from the sail plan. OR, 2. change the shape or weight of the brick, which represents the hull and it's ballast..

"Also do you have the background to calculate how much the load would be increased over the standard rigging?"

No, unfortunately I am "math" challenged. I am a backyard crowbar physicist. However, if Stan should see this, I have no doubt that he would tell you what I have said is right. He is a N/A and can do the math. Or you could ask someone like Brion Toss who is a well known expert sail rigger.

<http://www.briontoss.com/>

Rik

On Mon, Apr 13, 2009 at 10:11 AM, John **Shulick** <jsbudda@...> wrote:

>  
> Hi Rik,  
>  
> I understand the load on the stays increases with the reduction of  
> mechanical advantage. But dosent the boat have a certain moment of inertia  
> which must be over come for the boat to begin heeling. Or is that factor so  
> low as to be meaningless in the calculation? Also do you have the  
> background  
> to calculate how much the load would be increased over the standard  
... [show rest of quote]

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

---

**Re: Re design of Rhodes Interior and elimination of compression post.**   

by [Blue Heron](#) Apr 13, 2009; 07:16pm :: Rate this Message:        - Use ratings to moderate ([?](#))

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

John,

Unlike your stringer, the one in my '93 model in about the same place is not supported directly by the keel. So in your case, the bulkheads supporting the arch should transfer **compression** from the mast to the keel through the stringer.

However, I do have a concern that if the mast **compression** causes your arch to straighten out, the arch would force the bulkheads outward, causing the hull and cabin roof to deform. That's the same risk I face by having stepped a **compression post** on my unsupported stringer.

Rick

On Sun, Apr 12, 2009 at 9:59 PM, John **Shulick** <jsbudda@...> wrote:

>  
 > Hi Rick,  
 >  
 > It is my understanding that putting a load in the center of the arch would  
 > try to flatten the arch out which would transfer the load to the corners of  
 > the bulkheads. those bulkheads were cut using the original wall which I  
 > removed in one piece and am saving just in case. They fit flush to the  
 > cabin  
 > interior. The starboard bulkhead is sitting directly on the original  
 ... [show rest of quote]

To subscribe/unsubscribe or for help with using the mailing list go to <http://www.rhodes22.org/list>

**Re: Re design of Rhodes Interior and elimination of compression post.** ★★★★★

by [John Shulick](#) Apr 13, 2009; 07:20pm :: Rate this Message: ★★★★★ - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Hi Ben,

The head issue was answered in a previous **post** addressed to Lou the Miracle Worker.

John S.

**benonvelvetelvis wrote:**

Wow, that's a hell of a project. The obvious question: don't you find a need for a head between Friday and Sunday?

We did an Easter overnigher this past weekend. I'll write up a little story about our adventure in the next couple of days.

-----Original Message-----

From: rhodes22-list-bounces@rhodes22.org  
 [mailto:rhodes22-list-bounces@rhodes22.org] On Behalf Of John Shulick  
 ... [show rest of quote]

**Re: Re design of Rhodes Interior and elimination of compression post.** ★★★★★

by [John Shulick](#) Apr 13, 2009; 09:04pm :: Rate this Message: ★★★★★ - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Rik,

Thank you for sticking with me on this subject I see your point of view much more clearly now. You got me 85% convinced and I find myself hoping Stan sees this and chimes in as he is the pro and I am an armchair putz when it comes to sailboat design.

John S

**Rik Sandberg-2 wrote:**

John,

"I understand the load on the stays increases with the reduction of mechanical advantage."

Agreed, and your suggestion of a step up in wire size is probably a prudent one.

"But doesn't the boat have a certain moment of inertia which must be overcome for the boat to begin heeling. Or is that factor co  
 ... [show rest of quote]

**Re: Re design of Rhodes Interior and elimination of compression post.** ★★★★★

by [John Shulick](#) Apr 13, 2009; 09:20pm :: Rate this Message: ★★★★★ - Use ratings to moderate (?)

[Reply](#) | [Print](#) | [View Threaded](#) | [Show Only this Message](#)

Rick,

It is my thought that the force required to flatten that arch would mean the standing rigging is way to tight but I will measure the arch deflection and the distance between the bulkheads both before and after stepping the mast to check for distortion. Last year I had 250 lbs of force on the side stays and 100 on the baby stays as measured by the infamous Loos gage. Delilah goes in the water May 15 so I'll keep everyone informed.

John S

**Blue Heron wrote:**

John,

Unlike your stringer, the one in my '93 model in about the same place is not supported directly by the keel. So in your case, the bulkheads supporting the arch should transfer **compression** from the mast to the keel through the stringer.

However, I do have a concern that if the mast **compression** causes your arch to straighten out, the arch would force the bulkheads outward, causing the hull and cabin roof to deform. That's the same risk I face by having ... [show rest of quote]

« [Return to search results](#)

[Free embeddable forum](#) powered by [Nabble](#)

[Forum Help](#)