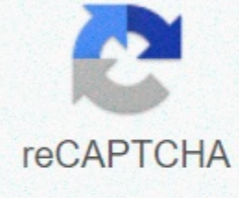




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Get extra warranty for your caravan, a lowered back door or bumper bracket accessories with this 12 in. hitch extension. The hitch extension fits standard 2 in. shins. Strong welded carbon steel construction Buys the standard 2 in. shins Did enamel finish Home Tech Talk Trailer Talk Extension of the tongue in an HB trailer. Home Tech Talk Trailer Talk Extending the Language to an HB Trailer. - Fri Nov 02, 2012 6:54 pm #1832966 If you are using an 11 meter square tube, you can extend the tongue by installing only a larger tube. Where do you live? Harbor Freight Trailer Mods by Chuck Leinweber Last time we spoke, I had just bought a Harbor Freight trailer for my then almost completed Ladybug. I wrote a review of the trailer on these pages. Since then, I've finished the boat and modified the trailer to fit. The first thing I had to do was expand the language. As it comes this trailer is 8 feet on deck with a short yoke at the front end with a barrier. The boat itself is 14 feet, so more should be added. Another problem was the problem itself. It was about a 1-7/8 ball and mine is all 2, so I had to buy a new barrier. I got a cheap one from Wal-Mart. They had two to choose from: heavy and light. I went with light one. Both were sealed with sheet steel and zinc. It'll last as long as the trailer. I got the trailer to a friend of mine who is a very good welder and has the right equipment. He wanted to weld my only new piece of 2-1/2 square tube with the yoke in the trailer and cut it in length. I didn't want to do that, though, as I didn't want to weld over the nice paint job that came in the trailer. Finally, we struck up the idea of making a new dish that would bolt where the old barrier went, and weld that with the new language. We found a bit of 2 corner iron to bolt to the spot where a prop was before and got the square piping back into it before moving forward on the new plate. In the picture above, you can see how it all went together. I painted it with some left over the silver color (I had no red) With the socket I mentioned in the review, it looks like this. To carry the boat to the trailer, now I had to build some bunk beds or props. Not a welder, nor want to annoy my friend with it, I chose to build on wood. First I found the center of gravity of the boat, then measured the distance in each direction to the bulkheads. (On a boat like this, the supports should be carried right under the bulkheads rather than in the middle of an unsupported area of plywood.) Now at locations of bunks figuring that the center of gravity of the boat should end up about one foot in front of the trailer shaft to keep some weight on the tongue. After measuring the shape of the bottom of the boat in the bulkheads, I built reinforces from 2x4 and covered it with some Astroturf I got by cutting up a welcome mat. (A word for This is things far superior to indoor/outdoor carpet for this purpose. It's not spongy so it doesn't hold water against your boat, and it's slippery, allowing for much easier start and recovery.) The big job left was to mount the winch. Back to my friend with the welder, and this time he was happy to simply weld a piece of left over the square tubing into the new tongue. Then we took another little piece of stuff and made a holder on the small rubber bow roll and mount on the winch itself (both of which came from, you guessed it: Wal-Mart). The whole thing happened in an hour and he did a neat job. A spare tire bolted to the trailer finished the whole thing off for \$25 (from my favorite store). Page 2 Duckworks Design Contest #5 Economy River Cruiser Rules Page 3 Duckworks Design Contest #5 Economy River Cruiser DEADLINE - December 31, 2004 Click HERE for Short Winners - Awards - Rules - Requirements - Judges - FAQ Brief - You'll have the day to take a float trip down the Missouri and Mississippi Rivers from Fort Benton, Montana in New Orleans, and you have to build a boat to make it in. Let's assume for this contest that you're a school teacher who has been all summer to make the trip, but not a lot of money. Your budget is 90 days and five thousand dollars (U.S.). You can build the boat ahead of time, but you have to make the journey within the time available. Your money must cover the boat, it is accessories (sails, engine, oars) and all your food and supplies for the trip. You don't have to buy pots, pans, rain gear, sleeping bags, ordinary tents, or something that someone who tends to outdoorsy activities can have at hand. Also, you are not required to budget for tools or a place to build the boat. Finally, you are not required to include transportation to and from the cruise in your budget. Polite and very suffering important other has agreed to accompany you (I know it's a stretch, but we pretend, after all). The boat should therefore hold two people and as many tools as you think you will need between stops. You can choose any single method or combination of driving force (series, engine, sail, paddle, etc). Just remember that the fuel must come from your \$5K allocation. Your route will include some shallow water and some large seizures with waves possible. You will be expected to navigate rapid currents and deal with commercial traffic at the bottom of the Mississippi River. Portages will necessary and you have to figure out how to make them. These are the basic parameters, but you should do a little research to determine the full extent of the trip. Only then can you determine what kind of boat to design. Awards – We are fortunate to have sponsorship of three major tool manufacturers: Delta, Ryobi, and Freud. The following prizes will be awarded to the top three winners in accordance with the grades given by the judges. All decisions are final. Note - transportation costs for prizes will be the responsibility of the winners. Delta 22-580 13 Two-speed finish Planer List Price \$788 Ryobi TS1551DXL 12 Composite Laser Miter Saw List Price \$279 Freud 10 80 Tooth Ultimate Cut Saw List Price \$206 Rules – The contest organizer is Duckworks Magazine. All correspondence should be sent by e-mail to... chuck.leinweber@gmail.com or addressed to Duckworks Magazine P.O. Box 10 Harper, TX 78631, USA The competition is open to anyone other than the following: Previous competition winners Professional Boat Design Career Path Boat Design students who have completed 40% or more of their participants naturally retain the copyright of their designs or designs. However, a condition is that the Promoter reserves the right to appear in public exhibitions, to publish in Duckworks (including its supplements and related publications, printed or electronic), in whole or in part, any material submitted, written or electronic. Only one entry per person will be judged. Requirements - Due to the number of entries we expect and the fact that our judges are busy people who generously offer their time, we limit the amount of data you can submit. Any entries that do not meet these specific limits will not be judged. Note that these are maximum numbers and you don't have to pad your input to come up to these levels. Three drawings or sketches, including, but not limited to: Plan projection Forward Lifting Side lifting 20 line list of board statistics (measures, weights, etc.) 1000 word description of the board 100 budget line showing how the money is spent. 500 words of budget explanation 100 word bio. These comments may be submitted by e-mail or snail mail in electronic or 'printed' publications. Please do not submit handwritten text. Judging – Judging will be based on the following: How well the boat fits into the overall journey How well you've thought about the course and obstacles on the road. How well you've thought outside the box in solving problems. Judging it won't be based on your knowledge or any boat design software. We like to see professional looking plans, but these won't get extra credit. What I'm trying to say is don't forget to enter because your designs are just pencil sketches on note paper. That'll do just fine. Judges - Jim Michalak - well-known designer of small rough and ready boats. Jim lives in Illinois near the travel route described in Stephen G Ladd's website - author of Three Years on a 12-Foot Boat a live book describing a journey similar to that in our competition. Bruce Anderson's website - Boat builder, raconteur, Renaissance man - inspired the contest by proposing the trip and can build the winning design and make the journey to it. FAQ Q website: (Derek Waters) How things do things The European answers will be different, the Canadian and antipode responses less so perhaps? This used outboard, how much did it cost? That's very hard to spot. \$0 for up is possible in the real world, but it doesn't make for a level playing field A: I know it seems odd, but that's something the judges will watch. If you're unsure your numbers will look, give some explanation. Q: (Bruce Hector) Budget can be a tad low, or is it designed to eliminate boating power all the way and tossing a trail of beer cans over so you can find its way back? A: If you built a really cheap boat, you found an old outboard that didn't use too much gas and made your own beer.... Q: (Peter Vanderwaart) It's clear that the right and proper way to meet the challenge is to use a good portion of \$5000 to bribe the publisher of Duckworks to bend the rules and let you borrow caprice's. After that, it's easy. Seriously, though? What do you do when someone suggests a clone of Bolger Champlain and claims they can build it for \$3000 because I'm a good scrounger? A: Again, the judges will deal with these things. Q: (Pat Patteson) As far as portages are concerned, is this statement meant to be vague? Does the boat have to be a man operating around the existing ports, around the 5 dams, or can the boat disembark on a ramp and move around all 5 at once using a vehicle? A: Meant to be vague. How different contestants deal with this topic will be one of the most interesting parts of the competition. Like we said, he thinks outside the box he'll be rewarded. That said, we hope everyone understands that skipping important parts of the trip could be frowned on by the judges. Q: (David Arnold) It's this for me and important other real or me and important other hypotheticals. I can think of a few approaches, but I'm not sure I could get in and out of them, let alone overnight in them anymore, unless, of course, I blew the budget for glucosamine... A: Put away the drugs. It's all hypothetical. This is the internet where every middle-aged man can be a teenage girl. Q: (Sam Sandborn) I think for \$5000 I could go around the world and back in 90 days taking the polar routes. You mean we have 90 days to do it or do we have to take 90 days to do it? Can we submit more than 1 entries? A: You can get the 90 days, but you don't have to. Either way, you have to budget it. Only one per person. Q: (Tom Beck) As far as the starting point of the contest is concerned, I think I should cast my vote in the direction of moving downstream somewhat to Fort Benton. I looked at Missouri around Great Falls in Terraserver. I think if Great Falls remains the starting point, I'd be willing to throw a bucket of water into the hull to say that I got wet there, then portage the boat in its trailer around the three or four dams you'll encounter very soon I also noticed several herds that would be transported around. I understand that there must be an element of the challenge, but it seems that the first 20 kilometres of the journey will have a disproportionate effect on planning, in light of what you would expect for the whole trip. A: This was suggested more than once, and we decided to change the starting point to Fort Benton. Q: (Jeff) Does the \$5000 have to cover travel costs to get to the starting point and from the end point? A: No. If you have any questions about the rules or any part of the contest, please write to me: chuck.leinweber@gmail.com chuck.leinweber@gmail.com