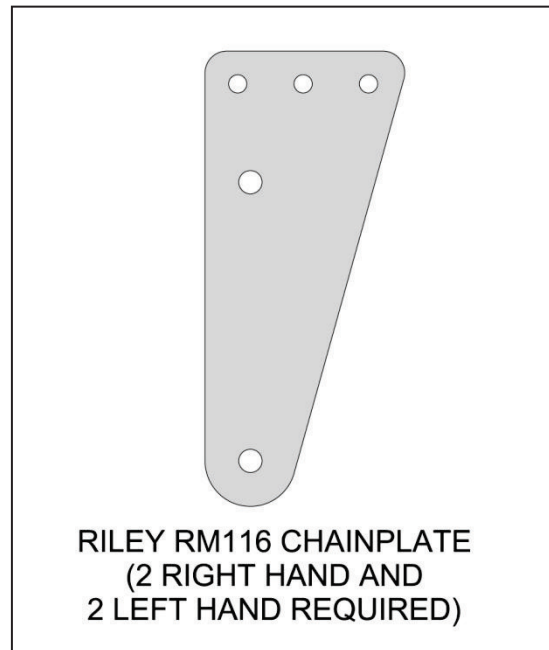


# DIY IDEAS chainplates

Many PTs use multi-holed chainplates to separate the attachment points for the stays and shrouds. However, the only multi-holed chainplate currently available that I am aware of is the 3-hole version made by Riley.

The diagrams below show a simple modification to the Riley plates to convert them to 2-hole chainplates, which are more suited to PT requirements.

You will need two left hand and two right hand plates (the tops are bent to opposite sides). The front plate will need a new top attachment hole drilled prior to cutting and filing it to shape. The rear plate only needs to be cut and filed.

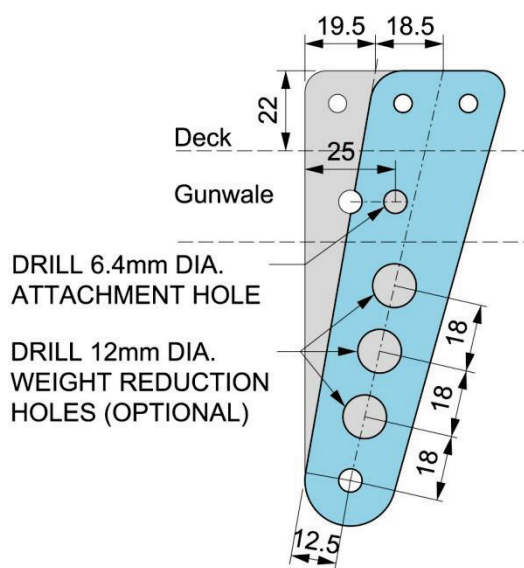


Should you have access to a 12mm metalwork drill, the additional holes shown can be added to further reduce the weight of the fitting.

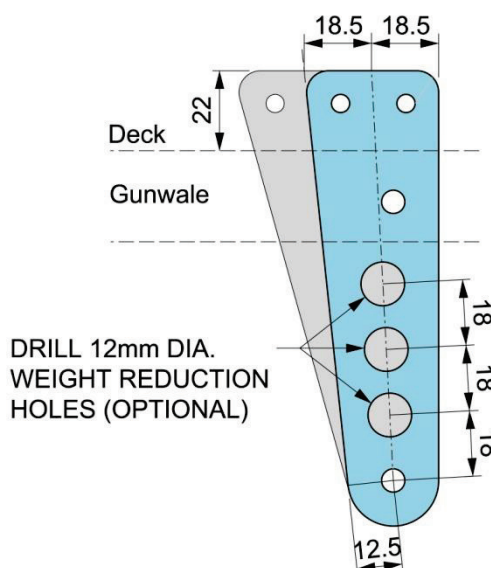
Fit the plates to the boat as shown and you will find that they align well with the loads from the stays and shrouds, especially with the increased mast rake now common on PTs. The plates can be attached with pan-head screws (only if screwing into a solid backing) or with pan-head machine screws (bolts), which would be the preferred option. They can also be glued to the hull with epoxy adhesive (**in addition to the fastenings**) to stop them working loose and to exclude moisture. If gluing, ensure the metal to be glued is thoroughly clean and sanded.

If making chainplates from scratch, use 1.6mm thick 316 grade stainless steel plate.

Ralph 



MODIFICATION FOR FRONT CHAINPLATE



MODIFICATION FOR REAR CHAINPLATE