



**WATER SHOES**—Dave Franklin, Crater Lions club, tries water shoes on dry ground, and questions whether he will use them in the club's Sportsfair at the Medford armory this week end. They are constructed so persons may walk across water. (Knackstedt photo)

# Pointers on Repairing Boats After Winter Storage Given

For your backyard boatsman fitting out time is a period when he can work off some of that spring fever that affects us all and at the same time daydream about the coming days when he will be guiding his craft over sunlit waters.

Even though most boatsmen like to do much of the work themselves, spring for the boatyard operator is a busy period—doing the work that is beyond the experience of the owner and selling him the many little things he requires to put his boat in shape.

As an indication of how vast the market is for supplies, the sale of marine paints and varnishes alone in 1959 for recreational craft of all sizes amounted to 12,000,000 gallons, according to the National Paint, Varnish and Lacquer association.

Spring of course is the traditional time of year to make ready, although many sailors do not like to crowd all the work into a short period when other demands on their time or bad weather might curtail such activities. Whatever work is accomplished before the boat is put up for the winter can save that much time in spring. A mid winter often offers some week ends that can be used to advantage.

**Most People Wait**  
Be that as it may and human nature being what it is, most people wait until the first balmy days after the snow melts to peak under the tarpaulin.

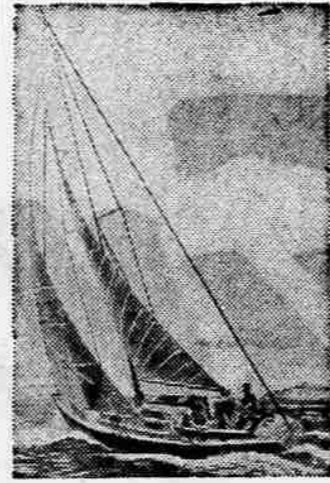
Even if you don't do anything else at first inspection, you can go over everything and make a list of what is needed in the way of supplies. Decide what you are going to do—with your wife and the kids' help of course—and what you want the boat yard to do for you. The operator of the yard wants your business but along with it he appreciates your cooperation. If you can let him know in advance what you expect of him, he can arrange his schedule and get in the supplies he doesn't have on hand. Then you won't be disappointed when you

want to put your boat in the water.

You, the boat owner, are a giant customer (taken in the aggregate). In 1959 you purchased almost \$32,000,000 for used outboard boats and \$45,000,000 for used outboard motors, as well as \$5,000,000 for used boat trailers. You spent another \$89,000,000 on used inboards and sailboats.

Think your boat yard operator doesn't realize the potential sales he has when you get ready to fit out?

So now you're ready to go to work. Don't bite off more than you can chew. You know your own limitations. Why not let the boat yard man handle the dirty work of painting the bottom? The boat yard knows the right product for your boat better than you do because he has seen the results over the years of boats that have used these paints. So even if you want to tackle the job yourself, get his advice. Moreover, if you use the product he handles, you have a ready supply if you should run out.



**OCEAN RACER**—Midge! ocean racers are finding favor with many sailing clubs. The Pearson Corp., Bristol, R.I., builds this 22-foot Electra sloop of fiber glass. At the recent National Motor Boat Show, 13 M.O.R.C. sailboats were exhibited, unprecedented in the history of the exhibition.

Whether you use the soft type or the hard is up to you and you can find people to agree or disagree with you. Also some prefer a lower cost product even if they have to do the job more often because they think it forces them to make an inspection of the bottom they might avoid otherwise.

After you have the cover off, it's a good idea to wash the boat down thoroughly.

Remember those leaks that you had toward the end of last year? You thought you could remember where they were. Let's hope you marked them because a long winter can play tricks with one's memory. Look for rot of course. If there were leaks in the upper structure check around these areas most carefully for rot.

If iron fastenings have bled, you may have to dig them out and chip or scrape off the rust. Don't make the mistake of covering up rust with a colored paint. After getting the metal as clean as possible, use red lead paint or a primer that your boat yard carries.

**Examine Hull**  
Examine the hull carefully, especially all outlets and inlets. How are the fastenings about the rudder? Look closely at the hanger bolts holding the stern bearing. When in doubt, replace, is a good rule.

If zinc plates used to prevent electrolysis are eaten away, they should be replaced. You may need the council of an expert to make your decision.

If you find your propeller badly bent, don't try to repair it yourself. Again call on the expert in such matters. If you merely encounter minor nicks, you can file them out yourself. Just be sure that's the extent of the damage.

What might seem like a simple job can be a tantalizing one—painting the lettering on the hull. Removable letter are the answer. You can paint them when off the boat and then put them back on. A sloppy name job is something no boat owner could condone.

**Prepare Surface**  
Paintings and varnishing is not a cover-up job. You won't fool anybody if the surface is not prepared first and you'll be disappointed in the results yourself. There is no easy way. Put plenty of time and energy into the preparatory work.

Wash down with a strong soap powder solution or detergent to remove salt, dirt and film. Be sure you rub hard and then wash with clear water thoroughly. Don't paint until the wood is dry. You can't rush it. You'll only regret it if you do. What goes for paint goes equally for varnish. Don't paint over varnish or waxed surfaces. Make them clean first.

Painted decks can be made safer by using a non-skid compound. It not only is safer but provides longer wear. Make it

only rough enough so it won't be slippery when wet.

If deck is canvas covered, a different problem arises. Merely taking off old paint and repainting is not apt to work. If the condition is bad, the fabric is probably gone.

**Check Everything**  
If the mast should require scraping and varnishing, now is the time to do so. Check everything aloft—frayed wire, winches. Replace all worn parts.

What you do in checking your engine depends largely on how good a mechanic you are. Chances are you know as much about your marine engine as you do your auto engine—very little. But you do know when she is running smoothly and you can run a practiced eye over the fuel lines, check the battery and perform the more obvious tasks. And you can give the job over to a good mechanic if you want to make sure.

Don't neglect below decks. Cleaning the bilge is a must. Check floorboards. How about that toilet that leaked the last time out before you put your boat up for the winter? Almost forgot that? Is everything in the galley in working order? You can't afford to have this equipment in anything but A-1 condition both for the sake of the inner man and for your own safety.

The appointments in the cabin are probably something the lady of the ship will have her own ideas about, even if the work falls on your manly shoulders. Good idea to consult her anyway; maybe she will assume part of the chore. By the time all this work has been done, you and your boat ought to be ready for that big day. Think of all the week ends you are dreaming about it.

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**Battery Care in Boat Is Important**

Battery care in a boat is important. If your boat uses a battery, remember that it requires more frequent checking than the one on your car because it encounters longer periods of idleness.

Check the water level frequently and add distilled water—not to overflowing—when necessary.

Remove corrosion at terminals and coat areas with grease to retard formation of more corrosion.

Check battery for charge, and if it has run down, have it recharged. Or you can do it yourself with a slow charger.

If you don't have your dealer store your battery during winter layup, be sure you keep it in a dry place away from heat. Even if it is fully charged at the beginning of the winter, it will discharge during idleness, so check it at least every two months and recharge as indicated.

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**CHECKED DICKIE**—Featuring a set-in checked dickey with a convertible collar, this spring sport shirt in tailored knit design is handsome enough to be worn on its own as well as under jacket or sweater. Botany Brands.



**FOR GOLFER**—Winning two-some for the spring golfer: sport shirt of lustrous cotton is absorbent and comfortable; the coordinated cardigan, of all-cotton knit has unique tee-holder pocket, comes with set of four gold tees. Both garments by Arrow.

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