

Fitting Out Time Is Nearing For Owners of Pleasure Craft

Modern recreational craft do not require the laborious work involved in the fitting out procedures of the past. Boats, and the materials that go into them, such as paints, hardware, and seam compounds, are remarkably improved and durable marine products.

But man has not yet devised the craft that needs absolutely no upkeep. Even a plastic boat needs a bottom coating to keep the barnacles away, and people do get tired of having the same colors on their boats. Marine engines are still fairly complicated pieces of machinery which must be serviced if they are to give peak performance.

Those who get the most uninterrupted pleasure out of their boats are the skippers who use a systematic time-saving trinal program of boat "fitting out," and a mid-season check.

Fitting out time is nearing on many waterfronts, especially those that have been inactive during the winter months.

Winter Haul-Out

What the boatman starts and finishes at fall haul-out time makes a big difference in the spring. The removal of life jackets, preservers, cushions, galley gear, flares, fire-extinguishers, electronic nav-com equipment, outboard motors and other storable items gets the fitness program under way. Inspection of all the gear before storing in safe and dry places will indicate those items needing repair, replacement or which should be discarded. List them so that during the winter - and before the spring rush - necessary repairs or purchases can be handled.

The inspection at season's end should cover the hull and the power plant. Do what can be done immediately and list

what must be finished in the spring. If a complete overhaul cannot be done on an engine or deck or hull, get in the preliminary work and make a reservation at your boat yard to have the job finished at annual launching and fitting out time.

Pumping the bilges, draining and swabbing up all water in cockpit, cabin galley and heads is a must job. The water system should be drained and excess water forced out.

From the topside down all craft should be flushed down with fresh water to remove mud, sand or other residue. Be sure all surfaces are dry before storage.

Check the hardware, fittings, grab - rails, ladders, step - plates, fore and aft light stanchions, bitts and other attachment. If they need chroming, remove them and get the work done during the winter.

The ventilation plan and problem of dampness and possible dry - rot should be looked into. If possible wait a few weeks before setting the winter cover over the boat - this helps to air it out for dryness.

If there are some mild days after haul-out, do what sanding can be done then.

The spring fitness check-up on the family boat can use all the hands available. Usually, there's an eager family attitude especially after the confinement of a long winter away from the boat.

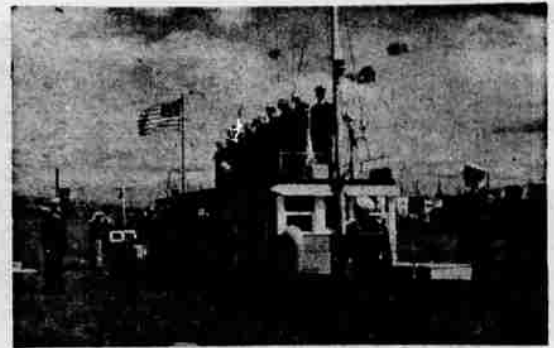
If the marina or boatyard isn't too far away from home - a trip to the craft on warm spring afternoons by the distaff side of the family, with the teen-agers and small-fry, can result in a good deal of progress. While the skipper is at business the family might take the vacuum cleaner and some plain (not fancy) cleaning gear to the boat and

get a lot of pre-fitting work started. The cabin, galley, decks, shelves and storage space can all be vacuumed and cleaned.

Sanding, scraping, patching and touching up of the interior and the hull depends on the construction material. Wood, plastic, fiberglass and aluminum are all popular boat building materials.

Wood can always be sanded with either a belt sanding machine or the old fashioned manually operated sandpaper and sanding block. Before getting into an overly enthusiastic sanding binge, make sure extensive sanding is justified.

The lapstrake, plywood, or



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smooth planked boat should be checked for old or peeling paint, deteriorating compound in the seams and any indentations in the hull. If the hull is in good condition, then light sanding preparation for protective bottom coating and topside painting should be adequate. Be sure that the areas to be painted, or varnished, are absolutely clean and free from dust and sand. Using turpentine and wiping clean with a cloth helps the paints and coatings to bond better to the wood.

Efficient removal of old paint, varnish and bottom coating depends on the brand and kind of mixture used. Best results are achieved by following the instructions that come with the product. **Fiberglass Hulls**

Although fiberglass is a tough boat construction material and the manufacturers

minimize the maintenance work - there are some fitness checks to be done.

If the winter haul-out is done right the fiberglass hull won't show any stress or strain damage. However, check the underwater area for hairline cracks, snugness of fittings, cooling water and plumbing intake-outlet hardware, and for any broken fastenings.

The molded-in color of the fiberglass hull can usually be brightened and sparked up by hand polishing or with a chemical cleaner made for this purpose. The cleaner is simply wiped on and off with clean cheesecloth which removes weathering stains, grease, oil and dirt. This type of cleaner doesn't scratch plastic surfaces and is equally efficient when used on instrument panels and windshield.

Centralized Air Conditioning for New Homes Seen

Officials of home builders associations throughout the nation, as well as U.S. Government agencies, estimate that within the next decade, all new home construction will include central air conditioning.

Once considered a luxury to be enjoyed only by the wealthy, central air conditioning is now within the easy reach of the average home-owning family. Unlike those consumer products which have gone up in price in the past several years, the cost of central air conditioning has actually been reduced.

This price reduction has been made possible primarily through numerous technological advances. Now entirely new systems greatly reduce installation costs - the major part of the central air conditioning expense - and permit fast, easy installation.

Today's modern central air conditioners may be used in conjunction with existing heating systems, with a gas or oil furnace as part of a new system or, in the case of the heat pump air conditioner as a self-contained year round system. **Central System**

In addition to its summer-time cooling function and convenience, a central air conditioning system provides clean, filtered air all year round, a boon to all those people allergic to dust and pollen. Because the air is dust free, there is less cleaning and dusting to be done in an air conditioned home with fewer bills for cleaning of draperies, rugs and other household articles.

The addition of central air conditioning to an existing home is one of the best ways for the owner to maintain the future value of his home while increasing its immediate resale value.

Central air conditioning is, of course, a "big ticket" purchase, but depending upon the type of home and whether or not heating equipment is needed, central air conditioning may be added to an existing home from around \$500 to \$1,200 for the average installation. This expenditure may be amortized over reasonable periods in most instances.

The point for the home owner to bear in mind when planning to add central air conditioning is that the value of his house is automatically and substantially increased, usually from \$1,000 to \$2,500. Thus, while enjoying all the comfort, cleanliness and health benefits of central air conditioning, the home owner has made a potential profit as well.

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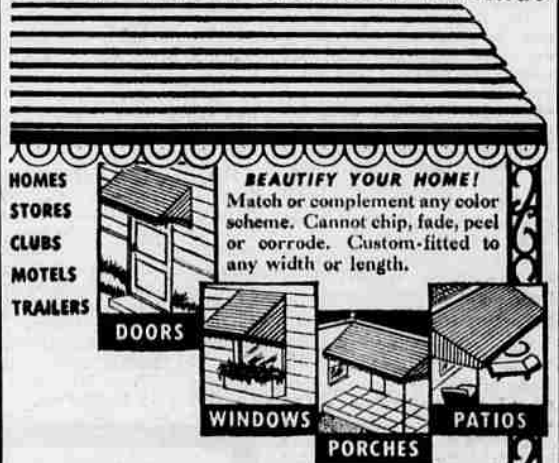
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