

Assembling A Kit Boat Separates Men From Boys

NEW YORK (UPI)—Assembling your own boat? Remember—it takes more than two guys and a keg of beer to put together even the smallest prefabricated kit boat.

And it usually can't be done in a day even with power tools.

If you're a real handcraftsman—mainly because there is no electrical power available—a kit boat of the simplest style can take hours of careful planning and labor.

The planning is the most important part and the labor is just work.

The first step after deciding how large and what style boat best suits your needs is to ask a boat dealer or a reputable old salt to recommend a manufacturer of boat kits.

Once you have placed your order, start thinking about a convenient place—out of the way of normal living—where construction can be accomplished at a leisurely pace. Garages, porches and recreation rooms are liable to be needed before you get through.

Basements are suitable and work there can be done in rainy weather when the backyard might be too damp. Of course, everyone knows the basement door has to be big enough to haul out the completed boat.

When the kit arrives, the first thing to do is dig for the directions and retire to solitude for careful study. Then check the various parts to see they all arrived, and figure what tools will be needed.

If the kit comes equipped with a screw driver, don't be misled by thinking this will be a one-tool job. Various size drills, a coun-

tersinking tool, a rasp, a saw and a hammer are also basic.

If a power drill is used, the job goes more quickly, but, if not, a yankee screw driver or a brace with a screw-head bit are much easier than working with a simple hand screwdriver.

Most kit boats are built on a sawhorse-type form which is constructed first. Don't just nail it together loosely, thinking of its dispensability at the conclusion of construction. This will have to stand the assault of hammering, screw driving, sawing and rasping. It also helps keep the alignment of the boat in proper perspective.

Once you are started on construction, don't be afraid to retreat if you find a mistake. It's easier to take out two screws than 20. If directions are puzzling, contemplate the work until you understand what is necessary.

It may take two days to arrive at a variable keel level which allows the bottom to fit snugly to the keel, and the bottom fit is important.

Most do-it-yourself indulgents have the skill to put a kit together if they have the patience to be careful. Here are a few don'ts:

—Don't leave the prefab pieces around where the kids might throw them out the window or into the rose bush, or where they get wet and warp.

—Don't try to force a soft brass screw into hard oak by twisting. It will break. Drill the holes deep enough.

—Don't let unfamiliar terms scare you. Ask someone.

A—And don't lose the directions.

Outboard Motor Boat Is Popular, Also Versatile

By JIM RIEDLER

NEW YORK (UPI)—The outboard motor boat, fast becoming the most popular pleasure craft in the U.S., is also one of the most versatile.

Except for the Bayou Buggy and the Seminole Swamp Sled, which can glide over a few inches of water or even a patch of dry land, the outboard is the only boat that can be beached with its motor tilted up, eliminating any chance of damage to it.

Many boats, from canoes to sailboats, which were not originally designed for propulsion by an engine, may be adapted to take an outboard motor.

This can be done with the use of outboard brackets, available in local marine hardware stores. The brackets can be clamped to the side of a canoe or bolted to the transom of a rowing skiff or sailboat.

However, before motorizing your boat, make sure it can safely use the motor you intend to purchase.

Is the boat built by a recognized boat builder and will it give peak performance when using recommended horsepower? If you are a water-ski enthusiast is the hull recommended for that sport?

Another factor to consider is material construction. Whether the boat is built of wood, metal or fiberglass, has the material been proved durable for your locale? Is the transom strong enough to hold two motors if desired?

Freeboard, the height that extends above the water, is something else that should not be overlooked. Big craft carry more freeboard, not because it is necessary to keep afloat, but for the large waves that are encountered in rough weather.

Outboard motors have 16-inch and 20-inch motor shafts. The longer shaft permits a higher transom cut-out, thereby minimizing chances of flooding by a following sea. Most boats built today have a self-bailing motor well which allows any water shipped to run right out. Also there are outboards manufactured that have automatic power bailing.

Last summer, this reporter witnessed a marine accident and took part in the rescue while sailing on Long Island Sound. Six fishermen, crammed into a 12-foot rowboat with an outboard motor, were swamped and overturned during a blow.

Luckily, all were saved. But the accident taught some valuable lessons. First, there should not have been six people in the boat. The transom was low in the water and there was little freeboard due to the overcrowding.

Second, the motor was too powerful to handle properly. Finally, these Izac Walton's knew nothing of boatmanship.

To carry the more powerful outboard motors on the market today and to provide added versatility and stability, many outboard boats offered this year have greater beam than previously. With the greater and more varied use that today's outboard boats are undergoing, this development follows the general build-up in average

boat lengths during recent years.

A boat that has risen rapidly in the past few years is the outboard cruiser. Its popularity has grown because motor manufacturers are coming out with electric starters and remote control steering devices.

Today's new motors are made so that there are fewer maintenance cares for the owner and quieter, more versatile operation. In most medium and high horsepower motors, for instance, shearer pins are replaced by slip clutches, thereby eliminating the frustrating job of changing sheared pins. And

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Launching From Trailer First Test Of Boating Skill And Consideration

Boats, and boating, are fun, and thousands upon thousands of people are discovering—and enjoying—boating every year. The more he knows what he is doing with a boat, the more the novice skipper will enjoy it.

Recognizing this fact, the Evinrude Boating Foundation has constantly attempted to give tips on seamanship, the art of skillfully handling a boat. The Foundation recognizes that good boating habits are largely a matter of good training. If you train yourself to do everything in the most seamanlike manner, you will be tabbed as a good boatman by the manner in which you handle yourself in and around your boat.

Let's assume in beginning the lessons on seamanship that you are one of those thousands of newcomers to boating and have purchased a boat, outboard motor and trailer, all of which are properly matched. You're all set to go. Your dealer has properly rigged your outfit and your only concern is to get it into the water and operate it.

Where do you start?
If you have the boat on a trailer—and most boatmen today trailer their boats—your first concern is to get the boat to the lake, off the trailer and into the water.

A good idea is to go out for a little test drive when traffic is thin and find out just exactly how your trailer rig behaves—how much extra braking is necessary to stop, how much less pick-up your car has in pulling the rig, and how much extra swing you need to avoid having the trailer wheels hit the curb. There is no great problem in towing a boat trailer. Just remember: you're driving two vehicles and not one.

Where the novice experiences his first trouble will come in backing the trailer onto a launching ramp. It might be a good idea before you try to launch at a crowded ramp to go out into a shopping center parking lot after shopping hours or on an off-day and practice backing the trailer into the marked parking spaces.

Basically, there is one thing to

remember about backing a trailer rig. When you're backing down to the water's edge, the stern of your boat will swing in the opposite direction to the rear of your car. It's always best, if space will permit, to pull up so that trailer is straightened out behind your car before you begin to back down to the water. This will call for less maneuvering and will make the entire operation easier.

Another tip that is worth while to the new boatman. When backing to the water, grip the steering wheel of your car at the bottom. Then do your steering from that position. If you want your trailer to turn left, swing the bottom of the steering wheel to the left, and vice versa if you want the trailer to turn right. Don't over steer. This can cause your trailer to "jack-knife," or swing sharply in one direction. The only solution if this happens is to pull ahead again and start over.

But after a time or two, backing your trailer will become second nature. When you get it down to the water, roll it in just short of hub cap depth. With the modern tilting trailer, it is seldom, if ever, necessary to back into the water any further than that. This will prevent water from seeping in around the seals and causing rust in your wheel bearings.

Now, before you get ready to push the boat into the water, you should make one important check. Be sure that the seacock, or drain plug, is inserted into the drain hole. If not, you might go submerging instead of boating.

Then just loosen the winch rope, be sure you have a line attached to the boat, and push it into the water. Now you're all set to go boating.

Just one little word of caution. On a launching ramp is the first place to show your knowledge of seamanship and boating courtesy. When your boat is in the water, have someone else hold it in tow while you get your car and trailer off the ramp so that someone else may use it. You'll be respected for it.

IRON WITH CARE

COLUMBUS (UPI)—The combination fabrics of dacron with rayon, cotton or wool all require extra ironing care, says Edna Akers, clothing specialist at Ohio State University.

Although the fabrics look and feel like wool, they should be pressed with an iron set at the rayon setting—250 to 300 degrees. Pressure on the fabric should be light, and the iron should be in contact with the fabric for the shortest possible time.

Remember that the fabric should be pressed on the wrong side. If it is necessary to press on the right side, use a dry press cloth.

COWS MILK TAXPAYERS
WATERBURY, Conn. (UPI)—A herd of 10 cows at a city welfare home have been warned to produce—or else. Superintendent Vincent Andrikis said the city is spending \$12.50 a day to maintain the cows but they're turning out only \$10 worth of milk.