

All Boats, Regardless Of Construction Material, Need Some Upkeep

Thinking of spending part of the savings account for a family boat this year? If you are, better plan on spending some of your time taking care of your new investment.

You'll probably run across some well-meaning land lubbers who'll tell you that maintenance is a thing of the past with certain boat materials. Beware skipper, these guys are off course.

And if they tell you that owning a wood boat is all work and no play, they are really lost in a sea of misconceptions.

Any experienced sea dog will tell you that all boats—plastic, metal or wood—need a certain amount of attention. Plastics may require a little less work than wood, and aluminum less than either. But all boats need some, and how much and how often depends more on the care they are given than on the materials they are made with.

There are a lot of other popular misconceptions floating around that ought to be sunk. Let's torpedo these mistaken ideas first, then explore what must be done to keep your new boat ship-shape.

Fire one! Some people, by implication or actual statement, want you to believe that wood boats need annual caulking. Poppycock! Most wood boats, especially those under 20 feet, are built with either molded or sheet plywood with glued joints and will never need caulking. Larger boats with conventional planking might need caulking once or twice in a lifetime. There are plenty of wood boats afloat that haven't been caulked for 30 years and they're still sound and tight.

Fire two! Another popular bit of baloney is that wood topsides and decks need repainting every season. Give that nonsense the heave-ho! Experienced boatmen will tell you that wood boats can go as long as five seasons without repainting if they have had

proper care.

Fire three! There are those that would leave you to believe that refinishing your boat is a monstrous, distasteful job. While it is always a heck of a lot more fun to be out on the water rather than working on your boat at dockside, most serious boat owners consider it no ugly assignment to keep their boats in top shape. On the other hand, they take a great deal of pride in the appearance of their boats and the time and effort they put into maintenance reflects their sincere love of boating.

So, if we've managed to hit the target and explode these myths, let's look at what must be done.

To get the best out of your boat, keep up with it. Make repairs when they first appear. Don't let it go. Give your boat a fresh water rinse after exposure to salt water. Keep it dry when not in use.

Plastic boats should have waxing twice a year. Some discoloring can be corrected by using auto type cleaners. Despite the popular misconception that fiber glass surfaces do not need painting, it is advisable to paint for several very good reasons:

For fouling protection . . . barnacle, grass and other fouling organisms will attack and grow on unpainted surfaces.

To improve color . . . polyester resins are used to prepare the fiber glass laminate. Even when color pigments are added, the finish is streaked, translucent and not uniformly attractive.

To subdue texture . . . unpainted fiber glass laminates show the characteristic texture of the fiber glass weave. This is objectionable where a smooth, high-quality finish is desired.

To retard bleaching . . . fiber glass pigments are subject to bleaching when exposed to ultra violet rays. Painting retards this action.

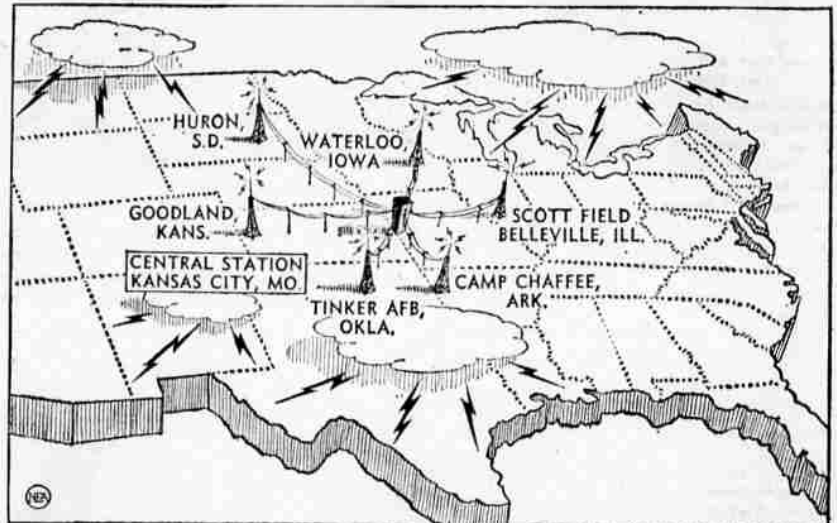
Varnished wood surfaces, or "bright work" will need light sanding and a fresh coat about once a year. This is important. It

is a relatively easy job if you don't let it go too long. The old adage "a stitch in time saves nine" never had a truer application than in boat maintenance.

The time eventually comes, however, when it is necessary to do a complete refinishing job. This means getting down to the wood. It used to be a tough job, but now with modern high powered paint and varnish removers and the availability of rentable power equipment, the chore is a relatively easy one.

If you keep your boat in salt water you need anti-fouling paint on the bottom regardless of the material used to build the hull. These are copper based paints available through many boat supply outlets. Three coats are generally recommended.

Anything worth while requires care and a boat is no exception. But there is a certain satisfaction you gain that makes the time spent on keeping your boat in top condition that's worth every moment of it.



STORM STALKERS—Scientists have come up with another weapon in their growing attack on the secrets of weather. Severe storms and squalls anywhere in the U.S. can be detected and tracked by means of a system that tunes into radio signals generated by lightning strokes called "sferics" (from "atmospherics"). Map above shows where a Sferics Locating System, sponsored by the Air Force, has gone into operation. Signals from an outlying point are relayed to a central station where an electronic plotter pinpoints the storm. One possibility is the early detection and identifying of tornadoes.

Calls For Teachers

OREGON STATE COLLEGE—Biggest call for teacher graduates in history was received last year by the Oregon State College school of education with the demand exceeding the supply in almost all fields.

A report prepared by Mrs. Kathryn Smith, director of the teacher placement office, shows 283 June graduates were placed in their first teaching positions and 230 graduates of past years were placed in new and better teaching jobs, some in administrative posts.

Beginning salaries averaged between \$4100 and \$4600, with \$5772 as the top starting figure.

Nearly 200 school administrators from Oregon, California, Washington, Alaska, and Hawaii came to the campus for interviews with teacher candidates. Mrs. Smith reported. All told, more than 7,000 teacher vacancies were listed during the year with the teacher placement office. The majority were for elementary teaching positions. The number of requests for college teachers was up over previous years.

Most calls at OSC from high schools were for teachers of home economics, girls physical education, mathematics, science, industrial arts and business subjects. A great many calls were received also, Mrs. Smith noted, for graduates prepared to do special-type teaching, such as speech correction work, remedial reading, or working with retarded children. Foreign language teachers also are in short supply. Elementary schools are seeking more young men teachers.

About three-fourths of the OSC graduates are staying in Oregon to teach but opportunities in other states attracted a big group of teachers again this year. The OSC placement office also helped graduates get teaching jobs in Alaska, France, Guam, Hawaii, Canada and England.

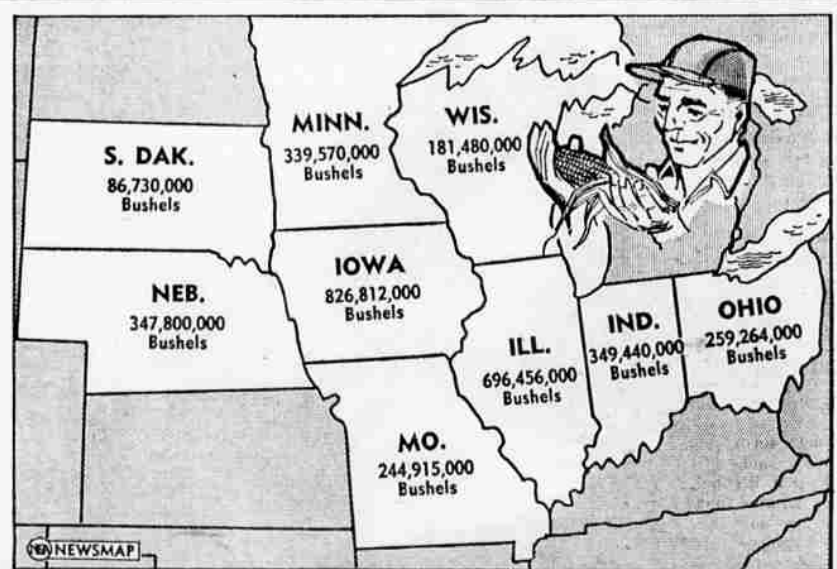
Ford Trucks Last Longer
on the **FARM**
See your Farm Truck Headquarters **BALSIGER MOTOR CO.**
Main at Esp. Ph. TU 4-3121

STOP LOSSES from OVEREATING DISEASE
with **ANCHOR LAMB VAX Type D BACTERIN**
(Clostridium Perfringens)
One easy-to-give injection gives these profit-making results:

- Immunity usually established in 10 days.
- You save feed and feeding time . . . push lambs to early market without risk.

ANCHOR
do the job yourself and save money

PACIFIC SUPPLY COOPERATIVE
1537 So. 6th TU 2-4456



CORN OF PLENTY—This year's corn crop, the first to be harvested since all acreage controls were eliminated, continues to shape up as a record-breaking one. Newsmag above shows the figures for the nine leading corn producing states, as estimated by the U.S. Agriculture Department. Total crop, based on conditions at the beginning of November, will be around 4.4 billion bushels. Although this is a drop of some 26 million bushels from the October estimate, the harvest will still be 600 million bushels above the previous record set in 1958. Corn yield in 1959 is put at 52.2 bushels an acre, compared with 51.7 in 1958 and a 1948-1957 average of 40.6 bushels.



AN OLD "PRO" STILL SERVES—If scientists' predictions come true, in a few years 100 per cent accurate weather forecasting will be possible. One of the pioneers in the task of making this a reality is the Boeing 707 prototype, the original of the Jetliners now in passenger service. Its usefulness far from over, it has been turned into a jet-propelled weather station by Boeing and Bendix Aviation. The airplane's clean lines are studded with all kinds of sensing devices. Carrying radar, cameras and its own electronic computer, the craft is busy sniffing, probing and measuring atmospheric data as a forerunner of future flying laboratories.