

BOATING SHORT CUTS

HARD STARTING on outboard engines can most often be traced to fouled or worn out spark plugs, carburetor overchoking or improper synchronization of spark advance to the carburetor and throttle plate opening. However, it's occasionally caused by failure to disconnect the fuel line when the engine isn't in use, allowing the engine to be flooded with raw fuel mixture when it's tilted

HAVING TROUBLE getting a good carburetor adjustment on your outboard? Try closing the cover. On some models, the covers have been sealed for better control of air temperature around the carburetor. Leaving the cover open results in cooler air being taken into the carburetor, thus throwing off the calibration. So in order to reach proper r.p.m., keep that door in the front firmly closed

BOAT BATTERIES should be checked more frequently than car batteries because they encounter longer periods of idleness. Make sure that the water is at the proper level, and put the battery on a tester to check the charge. If it has run down, have it recharged. During the winter, store the battery in a dry place away from heat and check the charge at least once every couple of months

TO REPAIR A TEAR in canvas used to cover a boat deck, work a strip of press-on mending tape under the damaged area and then carefully join the torn edges over the tape. Finally, press a hot iron along the seam to bond the tape to the underside of the canvas. In cases where the edges of the seam are somewhat frayed, trim off any loose threads before you press the tape in place