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Owners Need Spit-and-Polish To Get Boats Ready for Spring

NEW YORK—For the smart boatman who did his fall home-work, the pre-launching chores of getting his or her ship shape for spring will be minor. But many sailors will have to buckle down now if their boats are to be in trim for the season. Whether your boat is accustomed to splashing in fresh water or the salt seas will determine the kind of renovations necessary. And too the material of which it is constructed—wood, plastic or aluminum—will dictate the amount of spit-and-polish it'll need.

Don't let your anxiety to get your craft on the water interfere with your thoroughness. Any "salt" who puts to sea his boat seaward as well as see-whether would do well to consider some of the following suggestions.

First, you'll have to wash your boat from stem to stern with a mild soap powder. Next, have a close look for mildew and grease spots on the surfaces. Remove these with paint thinner or turpentine. Now hose your craft down thoroughly and let it dry. It may take a good long look at its surfaces to decide your course of action.

You can of course paint your boat—and many owners during the spring lay-up time automatically reach for a brush. But another real alternative is not to paint, since many boats don't need it. If your craft is made out of marine aluminum, chances are painting is unnecessary unless you want it for appearance reasons. But the question of surfaces will vary your workload. For plastic boats you'll need a special cleaner to remove stains and mottling, and a fiber glass polish to restore its luster. If painted, this surface requires fillers and touch-ups over bare spots before painting.

You'll have to sand the plastic surface to an almost rough feel to give the coat of paint a good chance to adhere. You'll also probably have to "prime" or undercoat the paint, so follow instructions on the paint can as to the best temperature at which to work.

Marine aluminum boats are practically maintenance-free. They're durable and efficient—remarkable popularity last year when aluminum types accounted for half of all the new boats sold—for the first time. The grayish surface you may see is normal after its winter lay-up. It's a surface oxidation that will vanish under a good healthy scrub-and-polish.

The only alternative way that aluminum boats may need is anti-fouling treatment before long term exposure in salt water. If you want to paint an aluminum boat, it's best to work in a well-lighted, dry and dust-free area. Weather factors can adversely affect your paint job so avoid working on damp, rainy days or in extremely hot or cold weather.

Aluminum boats offer the lower important economies in keep, incidentally, led to their maintenance. Their light weight simplifies haul-out and procedures and costs. Since the boats can neither rot nor rust and are unaffected by weather, outdoor storage with a minimum of protection is not uncommon.

There are no seams to caulk and no fear of damage from marine organisms. Aluminum boats don't puncture easily, but holes—when they occur—are far easier to patch than in other hull materials.

Dents, too, are easily bumped out with a rubber mallet.

Your work on a wood surface calls for thorough washing, sanding, filling and putting—before your first dab with the paint brush. Keep the wood dry. As for plywood, waterproofing is now the rule rather than the exception.

You'll still have to watch for delaminating bulges in outside plys and cracks between plys along edges. Remove old paint, sand and fill with coats of special sealer before repainting when needed—to insure a surface you can rely on for the season.

Observer
HOME IMPROVEMENT

Do-It-Yourself • Decorating • Remodeling

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Best Well Is Usually Drilled for Purity

Homeowners moving beyond municipal water mains for the first time are always pleased to discover the many advantages of a private well gives a pure cold supply that is unrestricted in use even during the hottest dry spells of summer—and it's more economical, too.

But while they are happy to learn the benefits, many homeowners are confused about the matter of wells and pumps. At first glance this is understandable, since there are several types of wells and several kinds of pumps to serve them.

Wells are classified according to the way they are constructed— dug, driven, bored or drilled. The first three types are usually shallow, not more than 50 feet deep. The best well in most instances is the drilled variety. Since it can be carried to almost any depth, it can tap the deepest and purest water source.

To bring water from the well to the user, three basic types of pumps are used today—re-circulating, jet and submersible.

The first two types can be used with either shallow or deep wells and serve to suck water up from the well.

The third type, the submersible, is a relatively new development in deep well pumping. It is installed right down into the well below the water level to "push" the water to the surface. There are several advantages involved—no priming, no noise and no need for above-ground pump housing.

A reputable water systems dealer is best qualified to install and service water systems that will provide plentiful water reliably and economically.

Supermarkets Coming of Age

The large chain supermarkets—final link in the producer-consumer chain and product of centuries of progress—will control at least 15 per cent of Michigan's food sales by 1980.

Supermarkets have come a long way since trading companies set up trading posts to hasten colonization and expand trade in the new world. Change continued through that unique American institution—the general store—and Michigan State University scientists predict that the changes of the future will be even more radical than the changes of the past.

Consumers will be offered plush services and highly automated stores, the MSU specialists predict. The prediction was made as part of "Project '80," a peek into the future of Michigan.

In the supermarkets of the not too distant future, consumers will see aisleways converted to a wider variety of food products, central bagging, tray packing, and centralized handling systems, favorite brand or product less likely to be out of stock than it is today, because electronic inventory management will keep closer tabs on supplies.

Shoppers' purchases will be noted electronically at the check out counter and orders will be relayed automatically for additional supplies of any product are getting low.

The supermarkets of the future will also provide more consumer services and expanded service departments. They will be a return to the specialized services of neighborhood stores of the past. Because clerks will spend almost no time in wrapping, bagging and preparing products for the counter, they will have more time to devote to the customers.

Retail clerks will be able to cater to demands for special purchases. More highly trained meat clerks, for example, will offer the personal services the butcher used to offer—such as cooking suggestions and advice on the best meat buy.

One of the happiest changes will be improvements in the check out process. Many of the ring up and bagging details can be speeded by automation. Credit cards will find increasing use and special lines will be set up for those customers who use credit or pay cash.

Tomorrow's consumer will spend less time shopping, too, since the supermarket of the future will contain many other services. In the supermarket center, there may be a beauty shop, post office, bank, shoe repair shop, medical facilities, play rooms for children and customer lounges. Homemakers will be able to complete most of their shopping in one stop.

The Project '80 study emphasizes "change" is the order of the day—and that there will be even more changes in the next 15 years. The food distribution job is going to grow tremendously.

There will be 2.3 million consumers, and these people will have more money to spend and demand more products and services. This bigger job will require large increases in the service and labor supplies of the food industry, and require more highly and more dedicated workers.

This glimpse into the future isn't so startling when we consider how far we have already come from the old country general store. Some of the foreseen changes are already underway. Specialists at Michigan State University and the U. S. Department of Agriculture are studying other changes to help avoid costly errors, as superstores experiment with food retailing methods to fit times in which man plans to visit the moon—and beyond.

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