Boat owners busy getting craft into shape for coming season

By GLADYS BALDWIN

Among boat owners there are many who derive as much pleasure from building and outfitting a boat as they do from using her. Once the boat is built and tried out they start looking for a new design and failing that they help someone else try out a design.

There seems to be something special about taking sweet-smelling red cedar or the pungent, yellow cedar, uncut lengths of plywood and assembling them with screws and glue so that the finished product comes out with a personality all its own. Once the first two pieces are fitted together, it's just a matter of time and behold you have a boat.

One man's loss is another one's gain and in this case **Otto Kniepkamp** is gaining a new boat. He's just about to become the proud owner of a 13-foot utility all because **D. G. Martin** and **R. P. Stewart** had to wait for an 18-foot length of plywood before they could continue with the boat on which they were working. While waiting they decided to dig in and help build a boat for Mr. Kniepkamp.

The design, originally intended for an inboard motor, has been revamped. The boat is yellow cedar framed, plywood planked and will have a mahogany deck. Otto isn't quite sure about the power. Perhaps slow and steady, maybe fast and furious, with just a little lean towards the fast and furious. He also wants to make it quite clear, he's just helping to build the boat, since this is his first. It's a secret—he has the bug and is eyeing plans for a hydroplane come fall.

Now, while your boat is out of the water, it is a good time to check points which can add to the speed and performance of your craft.

One point is the keel.

The keel braces and protects the bottom, and on faster boats stabilizes them on turns. Unfortunately this adds drag and permits air bubbles to flow back to the propeller, thus affecting propeller performance. This is why on faster racing boats, you will find the keel inside the boat. These jobs are generally run with a fin. Where a substantial keel is built on the bottom, the aft end should be faired from an eighth to a quarter inch at the transom on a taper to about 30 inches forward. Most boats today are shipped from the factory this way, but there are still many with keels causing propeller inefficiencies.

Lance Theobald's 12 foot runabout will be ready in about two weeks. Built of plywood from the "Mustang" design, the hull is being fibreglassed.

First thing on the agenda when she gets into the water is a crab fishing trip across the bay.

Oh yes! it is a combined operation as usual. **Ron Rothwell** is helping Lance with a view to some help when he starts his own 10-foot cartop, to be built from the same design.

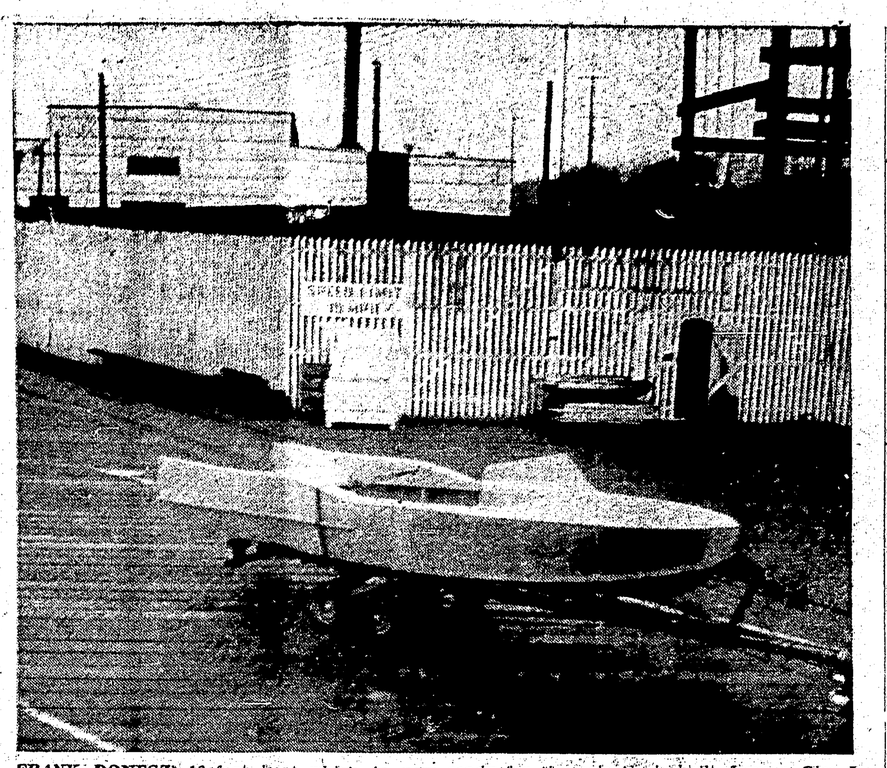
Another combined operation is a father and son effort. **Peter Sampson** and his dad **R. H. S. Sampson** are working on a J utility. It's framed up and being faired off. It is to be ready for the races this year.

The "J" utility class is strictly for 9 to 16 years olds. They are a lot of fun to watch and look as though they would be exciting to drive.

W. J. Ballinger and son **Wally** are redoing Wally's Peterborough utility runabout. She's stripped right down and is being completely redone. Another new windshield too!

Dr. Alexander Gray has his 19-footer out and she's getting a paint job, just in case spring should decide to make a hurried appearance. Same for the "Kay-Purr", the **Thomas McMeekin** cruiser.

Dr. L. M. Greene hasn't made it to the painting part yet. He's doing the messy jobs first. The heads are going back on the engine which has had a complete overhaul. The stern has been resheeted with fibreglass where she had a bad leak. When asked the name of his boat, Dr. Greene said she's registered under a fancy name but he calls her "Rhubarb" and he thinks that's good enough.



FRANK DONESZ' 18-foot boat which is now ready for the celastic is built from a Glen-L design, originally for a 15-footer. With the extra three feet in length she has an additional 10 inches in width and three more inches of freeboard. The windshield is taken from a 1957 model automobile. —Photo by Gladys Baldwin.

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Israel banned from Suez

CAIRO (AP)—The United Arab eRpublic today said Israel cannot send export cargoes through the Suez Canal because a state of war still exists between the U.A.R. and Israel.

Israel complained to the United Nations that canal authorities had prevented a Liberian and a West German ship from carrying Israeli products bound for the east through the waterway. Although the U.A.R. does not let Israeli-bound cargo or Israeli ships through the canal, Israel said this was the first interference with Israeli exports.

The newspaper Al Ahram said the U.A.R. government had notified its UN delegation that the two ships were chartered to Israel and had hoisted the Liberian and West German flags in an attempt to get through.

"The U.A.R. permitted the two ships to pass through but did not allow the shipments," the paper said.

Doukhobors plan new schools

NELSON, B.C. (CP) — Sons of Freedom Doukhobors said Wednesday night they are attempting to open four elementary schools in the Kootenay area of southern British Columbia.

Peter Elasoff, secretary of the sect, said the schools will be located at Pass Creek, Grand Forks, Glade and Krestova, near the homes of the Doukhobors.

He said the group now was trying to get teachers to run the schools. Applicants must speak Russian.

Mr. Elasoff said replies to newspaper advertisements had been received as far away as Montreal.

He said the schools would be designed on the Canadian pattern of administration. he plan was started two weeks ago and a letter was sent to Premier W. A. C. Bennett requesting his approval.

At Victoria, Mr. Bennett and Attorney-General Robert Bonner said they had received no communication from the Sons of Freedom.

The group says the program was instituted to show the people of British Columbia that the sect was not against educating children.

"We want our children educated, but we do not want them to be taught militarism," one member said. "These schools will teach our children all that they need to know in order to grow up and be good citizens in any land. We hope the government will agree that we are taking the first steps to settle our differences on this score."

A report last August by the Union of Doukhobors of Canada urged that Doukhobor children held at a provincial school at New Denver, B.C., be released and returned to their families.

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Blackwood on BRIDGE

By EASLEY BLACKWOOD

Mr. Champion's sarcasm fairly crackled after Mr. Muzzy's play of this hand.

"I don't blame you at all, Muzzy, for refusing to accept a mere 50 points for beating them one at three diamonds," he said. "You were trying for the magnificent score of 90 points, which is what we would have got for making three spades."

South dealer
North-South vulnerable

NORTH
Mr. Champion
♠ 10 8 7 6
♥ 7 2
♦ K Q J 3
♣ 8 6 3

WEST
Mr. Dale
♠ K 9 4
♥ A J 5 4
♦ A 7
♣ K Q J 4

EAST
Mrs. Keen
♠ J 3
♥ K 8 3
♦ 10 8 6 5 4 2
♣ 7 2

SOUTH
Mr. Muzzy
♠ A Q 5 2
♥ Q 10 9 6
♦ 9
♣ A 10 9 5

The bidding:

South	West	North	East
1 ♠	Dbl.	2 ♠	Pass
Pass	Dbl.	Pass	3 ♦
3 ♠	Dbl.	All Pass	

Opening lead: King of clubs.

"How did I know they couldn't make three diamonds," sulked Mr. Muzzy.

"That's just my point," Mr. Champion screamed. "What if they COULD make it? It's only 90 points—and you went down 1100 at your bid."

Mr. Champion was even righter than usual. Mr. Muzzy's bidding was indefensible. Especially when you are vulnerable and the opponents are not, why fight over a measly part score at the risk of a damaging set? And incidentally, if Mr. Muzzy wanted to open the bidding on his ratty hand, the right call was a club, not a spade.

Mr. Muzzy

A good signal by Mrs. Keen was an important factor in the four-trick set. Mr. Dale led the king of clubs and Mrs. Keen played the seven. Mr. Muzzy won with the ace and put out his singleton diamond. Mr. Dale won with the ace and cashed the queen of clubs.

He followed with the jack of clubs and here Mrs. Keen flashed the eight of hearts. Mr. Dale then led a small heart to her king. On the heart return the nine lost to the jack.

Out came a fourth round of clubs and, in desperation, Mr Muzzy ruffed with dummy's 10 of spades. Mrs. Keen overruffed with the jack and now Mr. Dale's spade holding of K 9 4 was good for two more winners. Down four.

If Mr. Dale had led his fourth club before picking up his side's two heart winners, Mr. Muzzy would have enjoyed a slightly better result by discarding a heart from the board on the fourth club lead.

Friendly moose

TEMISKAMING, Ont. (CP) — Minnie the Moose really went to town here, taking a jaunt through the streets and carefully avoiding the local police cruiser before returning to the bush. This was the first time the friendly cow moose had entered the town proper.

MOTOR MAIDS

Toot-Toot For Safety

By Martha Johnson
Dodge Safety Consultant

HAVE you ever been in a line of cars at a railroad crossing waiting for a train to pass when a driver somewhere behind you starts to lean on his horn?

And, while listening to the senseless, irritating blare of the horn, have you ever bragged to yourself how you never use your horn and therefore are a great driver?

If you have, you're just as wrong as the smarty-pants with the heavy hand.

Car horns have gotten a bad name because of the railroad crossing character, the teen-age boy who honks loud and long to announce his arrival at the girl friend's house, and others who mis-use the instrument.

Because of this, many drivers refrain from using the horn when they should, depriving themselves of an important safety device.

When a driver absent-mindedly starts to pull in front of of you and could possibly cause a crash, there is no better way to alert him than a short, sharp blast of the horn.

The horn also is invaluable for warning youngsters playing in a street of a car's approach.

Proper use of the horn is all-important. There is a sense of urgency in a brief honk. One long, blaring note is just so much noise.

Remember, don't have a mute car. Toot-toot for safety.

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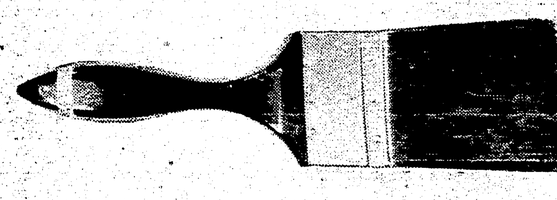

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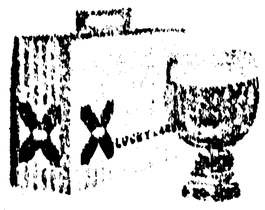

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NOTICE IS HEREBY GIVEN THAT THE

ANNUAL MEETING

OF THE

Prince Rupert Hospital Association

WILL BE HELD

in the Civic Centre Main Lounge

Thursday, March 26th, 1959 at 8 p.m.

BUSINESS:

To receive Annual Reports.

To receive Auditor's Report and Financial Statements for 1958.

To elect members to the Board of Trustees.

To approve changes in the Association By-Laws as circulated.

To appoint an Auditor.

Membership in the Association is open to anyone in the Community on the payment of $1.00. Membership dues may be paid at the Hospital, Deeth's Pharmacy or Ormes Drugs. Membership applications and membership dues will close Wednesday, March 25, 1959

E. H. KNIGHT,
Secretary.

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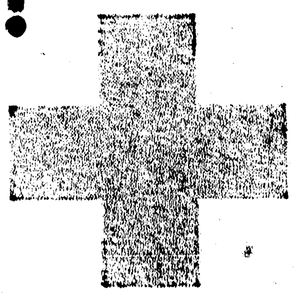

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