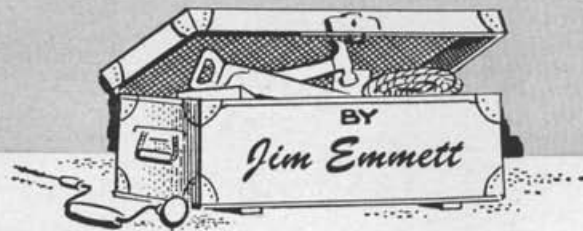


# The Skipper's Toolchest

Practical Gadgets... Old and New



## Anchor Lifts For Outboards

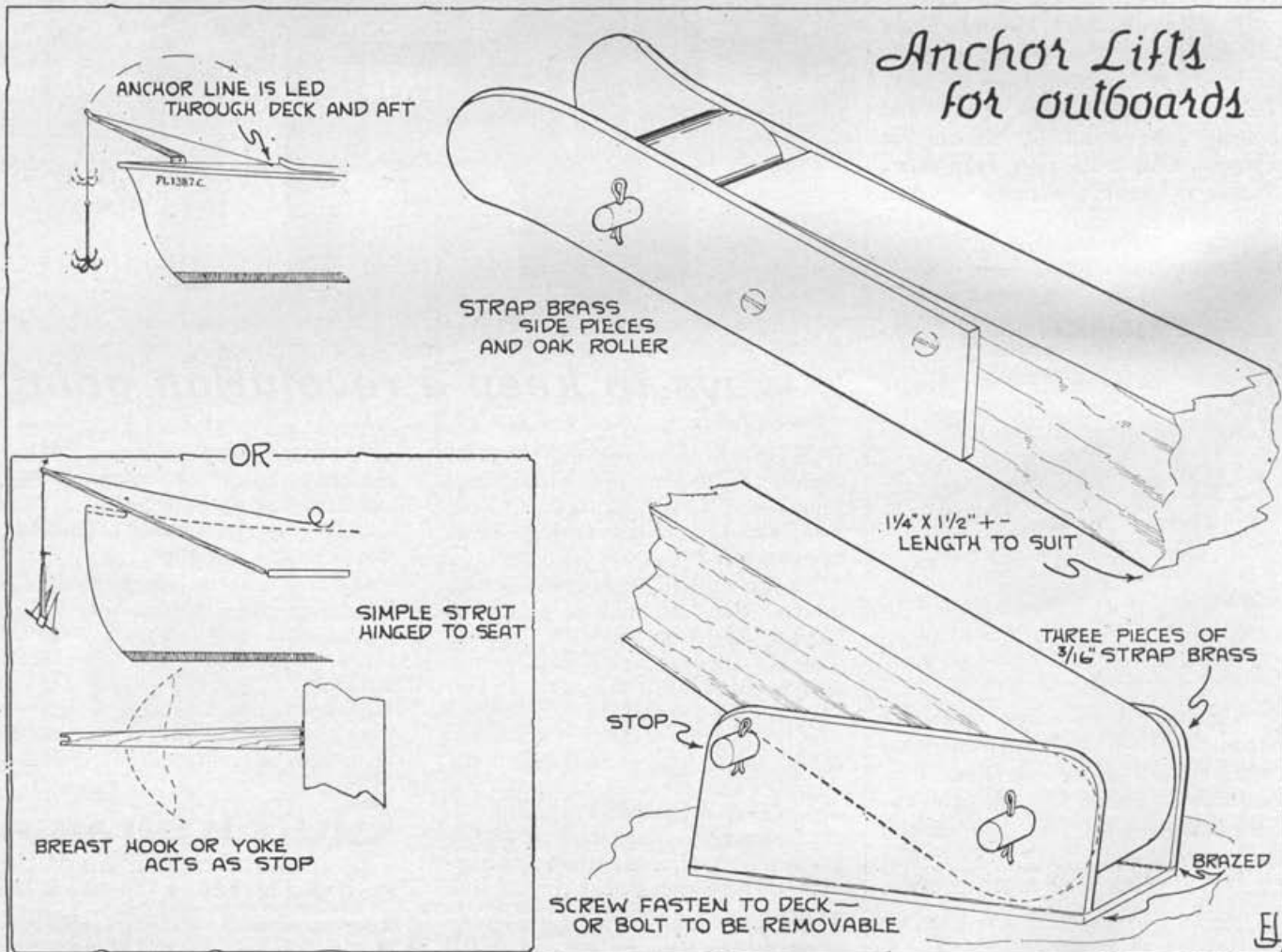
**D**ISPITE the variety of anchor handling devices now on the market in outboard models there'll always be owners who prefer to make their own. In any case, whether manufactured or homemade, there's no denying that such devices give an owner a big advantage. This is particularly true of the outboarder using his rig seriously for fishing or overnight camping.

The two simple types shown here were recently seen on Florida boats. They provide the required features. With these rigs the anchor is hoisted safely clear of the boat's bow and no paint is marred or chipped. The anchor may be

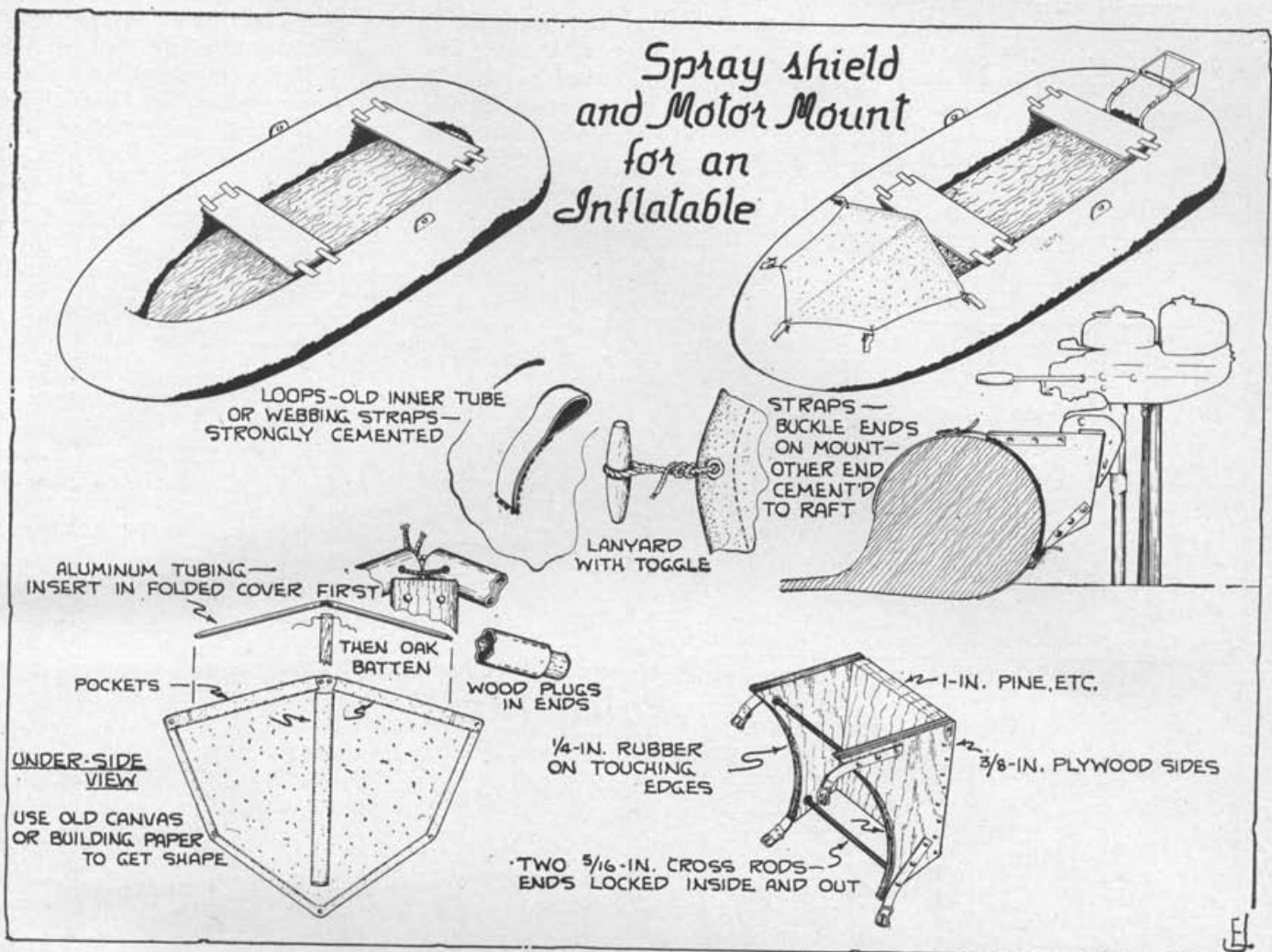
left dangling while the boat runs, still it will not chew into the planking. Or you can hoist it chockablock for shifting to another anchorage.

An important feature: Most anchoring chores can be managed from your position aft. To get a heavy anchor into the boat you've only to take in on the line raising the cocked up strut and anchor to where the anchor can be conveniently handled.

Another desirable feature is that both illustrated types can be removed from the boat when not needed. For example, they can be removed when the boat is trailered.



## Spray shield and Motor Mount for an Inflatable



## Spray Shield and Motor Mount for an Inflation Boat.

THESE TWIN IDEAS, contributed by Jack Benton of Camden, Maine, answer those questions, I'm frequently asked: how to make a spray shield and motor mount for a rubber boat. This, of course, where such equipment is not available as optional extras for the particular make of inflatable craft.

The canvas shield or dodger should be made up first, Jack explains, working to a rough pattern. The two pieces of tubing, used along with the oak batten, are connected by means of a closed metal ring. Or "hinge" the ends with a lanyard. Insert these in their pockets, then shove in the batten, finally securing the three ends to the cover with lanyards attached to the batten. Position the shield as you would have it set and mark for the loops to hold the edges, having them far enough out that the canvas can be stretched taut in being secured. Jack found strips of inner tube, held by the cement recommended for patch-

ing his boat, fine for these loops.

For making the sides of the motor mount he also worked to a template representing the air cell at the point of attachment. With the mount completed, the same cement was used for securing the boat ends of the holding straps. Naturally, the touching edges of the mount should be well padded, as with 1/4-inch soft rubber. Too, if the boat's fabric shows chafe, patches of inner tube can be cemented at such points.

As Jack comments, the situation regarding the use of inflatables as yacht tenders is constantly being improved by the availability of better quality offerings, made in a range of sizes and with boat shapes rather than rafts to be had. Encouraging this is the reputation that inflatables have established abroad where 13 ft. and larger sizes are used with quite powerful motors, even for sea rescue by such organizations as the British life-boat service.

## Hatch Hints.

A MIAMI owner commented, in showing me the changes made in reconditioning his old 36-ft. cutter, "A too-high or otherwise clumsy looking hatch can spoil the appearance of any boat. Worse still, a leaking hatch is a nuisance, particularly where you're living aboard."

As "A" here shows, Dick used the non-leaking double

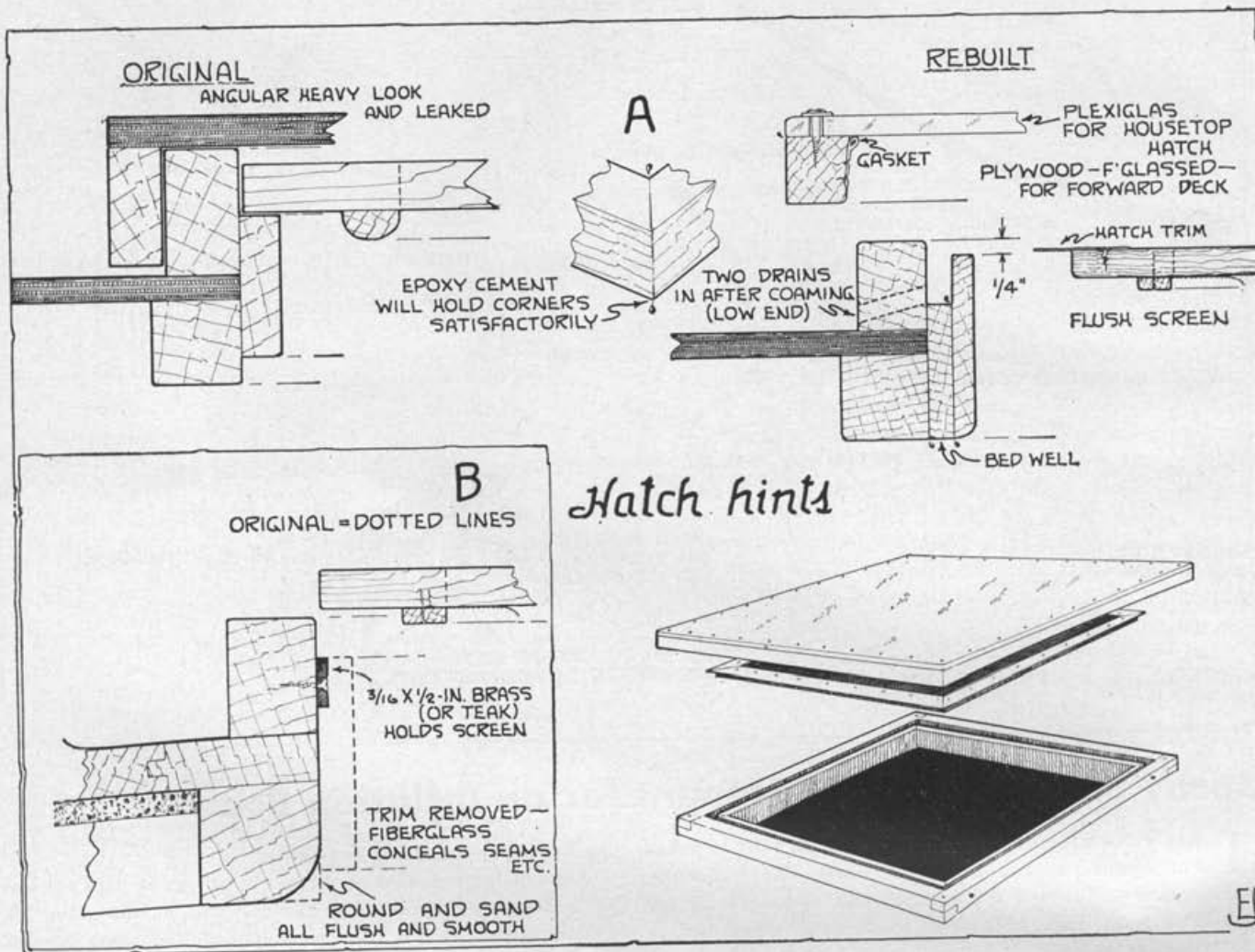
coaming type of construction for both his housetop hatch and the one on the forward deck. The difference between the two is mainly in the covers, Plexiglas being used for the first, but 3/8-in. plywood, fibreglassed, for up forward to better withstand the traffic there.

In both cases new, shallower main coamings were fitted,

with corners halved and all well bedded and fastened. The gutters, formed by the two thicknesses of inside trim, drain through two 1/4-in. holes in the after or low end. The screen construction is rather novel, the frame being lightly built and the holding done by the attached metal hatch trim.

"B" shows an improvement made on all the hatch open-

ings on another boat seen recently. The heavy inside trim was removed. Then the lower edges of the opening were well rounded and all exposed wood of the decking and coamings smoothed up for laying fiberglass. With metal strips used to conceal the upper edge of the glass and the lower edge feathered a functional, modern effect was achieved.



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