

Yachting and Motor Boating

Hints to Marine Motorists.

BY E. W. HURSTHOUSE.

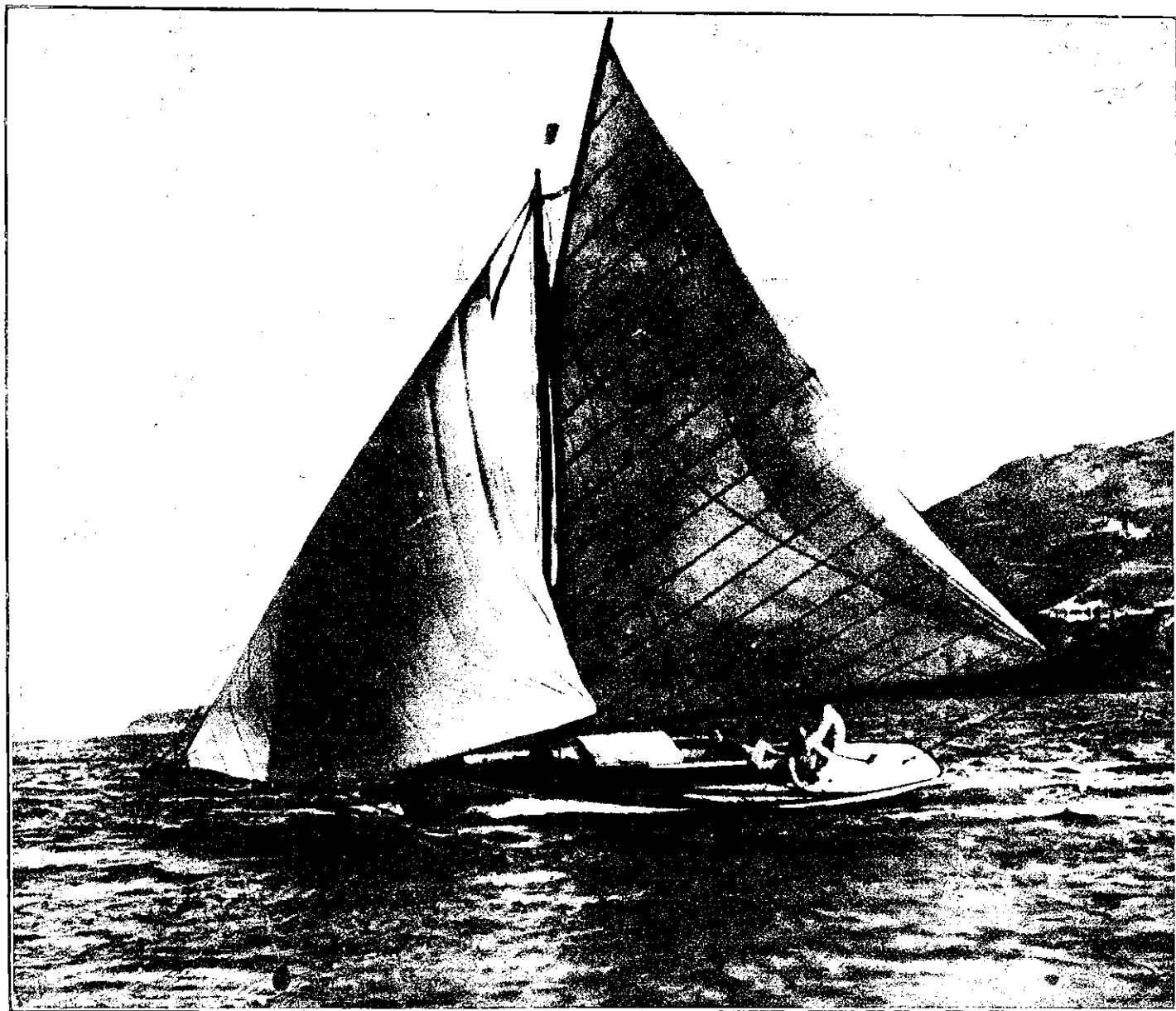
The successful running of a marine motor engine—as the expert very well knows—depends not only upon the mere

view that many of us would find motor-ing a very dull pastime, had we not at some time or other an opportunity of displaying our knowledge, and getting at the root of the trouble.

Before you can be considered expert enough to take charge of a motor, for

successful running of a marine motor engine.

It will be taken for granted that you have some knowledge of the various parts and the functions each performs; these will have been explained to you, either from catalogues or by the firm from



"JAZZIE." Commodore, C. J. Ward, P.N.Y.C.

fact of knowing how to start the engine, but upon a thorough knowledge of the principle of the explosion and generation of power, a close intimacy with all the working parts, including the electric outfit, and by being conversant with the symptoms leading to irregularities.

One soon learns to know how to start an engine, and is inclined to the belief that so long as it runs nicely, no further knowledge about it is requisite.

There are, however, so many points to be learned, and so much pleasure in learning them, that I am inclined to the

instance, during a race, you must have studied every point about your engine, found out all its peculiarities, in smooth and rough water, running with or against the tide and wind, be conversant with the causes of all failures to run at its best, and to be so much a part of your engine that if anything goes wrong you can in an instant place your finger on the defect. This, of course, applies also in ordinary cruising, but how much more when racing.

The object of this article, then, is to point out some of the causes of failure, and generally to offer suggestions for the

whom you purchased the engine. This suffices for a beginning—other knowledge is, however, required later, either from your own or another's experience.

Possibly the two chief causes of failure are found in a faulty ignition or incorrect explosive mixture.

Taking the first cause. There are three common methods of generating the current—

1. By means of storage batteries and an induction coil or coils.
2. By means of a low tension magneto machine.
3. By means of a high-tension magneto machine.

The object of each system