

OF THE OUTDOORS | GARY HOWEY

Steps To Correctly Winterize Your Boat

BY GARY HOWEY
Hartington, Neb.

In order to keep your engine in excellent condition for years to come, it's important that you "winterize" your outboard for off-season storage. By winterizing your outboard, you'll help ensure that your outboard will be ready when you're ready to go fishing next spring.

It's possible to winterize your outboard yourself; most dealers will perform this service for you at a very reasonable rate.

After talking with several experts, below are several steps they gave me on how to correctly winterize your outboard.



Gary HOWEY

Step 1

You'll want to thoroughly flush your engine with clean, fresh water and let the water completely drain from the engine. Wash any dirt, grease, etc. from the exterior of the engine.

It's a good idea in order to avoid injury in the event of accidental starting; you might want to remove the prop and the stop switch lanyard cord from your outboard before proceeding.

Be sure to have an adequate water source as running your outboard without an adequate source of cooling water will result in severe damage to your outboard.

For smaller horsepower outboard those between 2.5 & 3.5 hp, the simplest way to flush your outboard is by using a five-gallon or larger bucket of water. Make sure it's large enough to com-

pletely cover the water intake ports on the lower unit. You also need to be sure that the bucket is wide enough so no part of the motor touches the sides/bottom of the bucket. Securely mount your outboard on a heavy sawhorse or some other type of apparatus that will allow safe operation of your outboard.

For larger outboards, the 5 - 140 hp comes equipped with a "flushing plug" which can be attached to a hose for flushing the engine with fresh water or purchase a set of "ear muffs" (available at your local marine dealer). This equipment attaches to your garden hose and clamps on to your outboard's lower unit, covering the water intake ports. Turn the garden hose on full before starting your engine. (Note: "ear muffs" will not work on some smaller 5 hp. With a 5 hp you will need to either use the flushing plug or use the "bucket technique" as described above).

Run your outboard at normal idle speed for 5-10 minutes to allow the engine to warm up and to ensure your outboard is thoroughly flushed with clean water.

After flushing the outboard, allow the water to completely drain from the engine (see Step 2 before you shut off your engine). Your outboard should be in a vertical position for the water to completely drain. While you're waiting for your engine to drain, wipe off any dirt, grease, etc. from the exterior of the engine.

Step 2

Drain all fuel from the fuel hoses, fuel pump and carburetor.

When you have completed the fresh water flush above, disconnect the fuel line at the motor and continue running the motor until it runs out of gas. It's important that all of the fuel has been drained from the carburetor otherwise any fuel/oil mixture remaining will evaporate and leave deposits (also called varnish, gum, etc) in the carburetor.



SUBMITTED PHOTO

Correct winterizing of your boat motor is an important thing that needs to be done prior to putting your boat away for winter.

orate and leave deposits (also called varnish, gum, etc) in the carburetor.

To drain the fuel from the carburetor you can use one of these techniques:

As the fuel begins to run out and the motor starts to "die", choke the engine a little until the RPM's pick back up. Continue choking the engine as the engine starts to die out until the fuel supply is finally exhausted.

OR: Remove the drain screw from the carburetor bowl allowing all fuel to drain out, replacing the screw when finished. Although this technique requires a bit more effort than the first, it's recommended to use this procedure to fully ensure that all fuel has been removed from the carburetor.

Add fuel stabilizer to the fuel left in your tank, so that it can be used the following season. Fuel stabilizer will also help prevent condensation from forming in your fuel tank.

If your outboard is not an oil-injected

model (i.e. you mix your gas/oil manually), it's recommend you do not store the petrol for extended periods of time. Over time, the petrol and oil will separate which will lead to a lack of lubrication to your engine.

Step 3

Treat your outboard with "storage oil" (also called "fogging oil").

Storage oil comes in an aerosol spray can and is used to prevent rust on the engine's cylinder, crankshaft, bearings, pistons, etc. and can be purchased at most local marine dealers. Follow the oil manufacturer's recommendation on the amount of storage oil to use (generally about 2 ounces for each cylinder).

Fogging your Engine

To begin with, you'll need to remove the spark plug(s) and the kill switch lanyard cord from your outboard. It's not a bad idea to disconnect the spark plug wires from the spark plugs to prevent accidental starting.

If you have a manual start outboard, slowly turn the engine over a few times using the pull cord while spraying the storage oil into the spark plug holes.

With electric start outboards, you'll need to be sure you have water hooked up to your water pump. While spraying the storage oil into the spark plug holes, turn the engine over in 5 second bursts using your electric starter. Do not over "crank" your engine or you could damage the electric starter.

Step 4

It's not a bad idea to apply water resistant grease to propeller shaft. Using a wheel bearing grease (or something similar), thoroughly grease the prop shaft and prop shaft threads.

Step 5

Change the gear oil in the lower unit. See motor manufacturer's tech tips.

Step 6

Apply water resistant grease to all moving parts, joints, bolts, nuts, and plastic fittings.

Step 7

To help keep your factory finish looking new, wax the exterior of your outboard using a high-grade automobile wax.

Step 8

Store the engine vertically in a dry area.

Battery Storage

Step 1: Disconnect the battery cables and clean the battery terminals using a wire brush.

Step 2: Recharge the battery to full strength. It's also a good idea to recharge your batteries once a month during the off-season to prevent electrical discharge and degradation of the electrolytes.

Step 3: Clean the exterior of the battery.

Step 4: Apply grease (Vaseline works nicely) to the battery terminals.

Step 5: Store your battery in a dry place.

By following these steps, you'll be way ahead of the game when it comes time to get your boat ready for the spring fishing season.

Gary Howey, Hartington, Neb., is a former tournament angler, fishing and hunting guide. His *Outdoorsmen Adventures* television series can be seen throughout the upper Midwest on Fox affiliates. For more information on fishing, hunting and other outdoor activities, go to www.outdoorsmenadventures.com.

Minnesota Wildlife Photographer Seduces Unpredictable Moose

BY SAM COOK
Duluth News Tribune

SOUTH OF ISABELLA, Minn. (AP) — Paul Sundberg hopped out of the van for a closer look at the moose tracks along the Stony River Forest Road.

"Those are fresh," he said. It was just after sunrise on a late September morning. Sundberg and I had risen early to see if we could call in a bull moose.

We weren't hunting. We were just out to see if we could lure one of Minnesota's most iconic creatures close enough for photos, something Sundberg had done a half-dozen times before. The Grand Marais wildlife and nature photographer has made some excellent images of bull moose at this time of year, when calling is productive because it's mating season for moose.

We drove slowly along the moose tracks until we saw where the bull had gone into the woods. We parked nearby and walked into a small clearing.

Sundberg lifted a megaphone-shaped fiberglass cone to his mouth and from deep in his chest came a sound like a lovesick cow moose. It was part grunt, part moan, low and evocative. In the early-morning stillness, the sound must have carried forever. It echoed off the trees and seemed to hang in the air.

Sundberg issued six or seven more of these love groans.

Within seconds, we heard a grunt from off in the woods. We looked at each other with big eyes. Soon, Sundberg offered another series of cow calls. The bull grunted again, and now we could hear him sloshing through a swamp. We could make out every slogging footstep. They sounded close. The bull grunted again.

I dropped into a slight depression bordered by some brush. I thought it might act as a blind from which I could shoot.

But the prospect of soon being in the presence of a 1,000-pound critter that may or may not be somewhat cantankerous, as bulls can be this time of year, is a sobering thing. There were no climbable trees close to us.

"We're too vulnerable," Sundberg said. "We've got to move."

So, we both retreated nearer the van, where we could quickly hop inside if necessary. Now we could hear branches breaking in the woods in addition to the bull's grunting.

And there he was. The medium-sized bull emerged from the edge of the clearing on the move. We didn't have time to compose any photos before the moose moved behind a cluster of alders and a couple of birch trees. He was about 50 yards away. We could just make him out if he moved.

We were sure he would continue ahead and step out from behind the cover. If he did, we would have some perfect photos of the deep brown bull set off against the backlit leaves of the young forest.

The bull must have been eyeing us suspiciously. He stood there for what seemed forever. It was probably about a minute.

Then, he turned and trotted away, offering no photo opportunity.

"He must have decided we were not the love of his life," he said. We trailed him a short distance, thinking he might stop to check us out. But he was on his way back to mooseville. Already, Sundberg was kicking himself.

"I've got to quit being so scared of those things," he said. "If you had stayed where you were, you'd have had some good shots of him."

That was easy to say in retrospect. But bull moose in mating season are notoriously unpredictable. They've been known to charge a person, forcing him to climb a tree.

Twice in his moose quests of previous years, Sundberg has come away from moose encounters without a single photo, simply because he was taking evasive action with a bull coming in.

We drove on up the Stony River road for a few miles and saw a huge cow trot across in front of us. We stopped and called, and a bull grunted back several times. But we couldn't get him to come in.

Maybe he had already met that cow and determined she was the love of his life.

TROPHY SPOTLIGHT

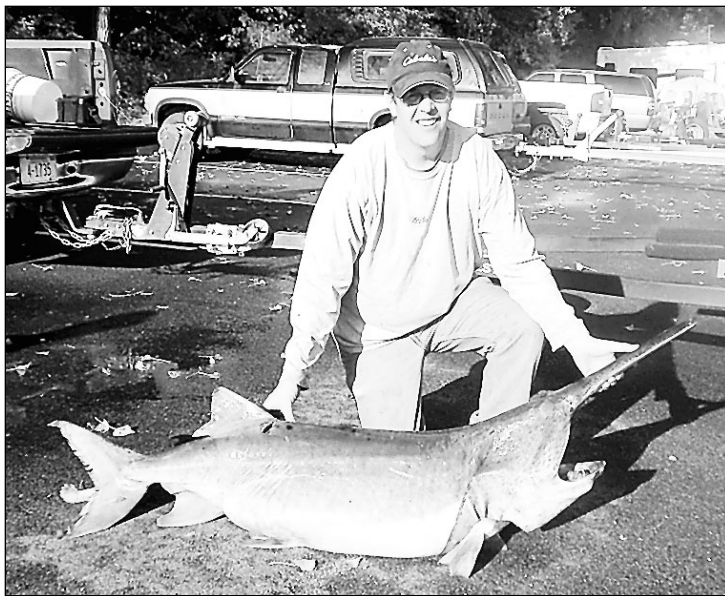
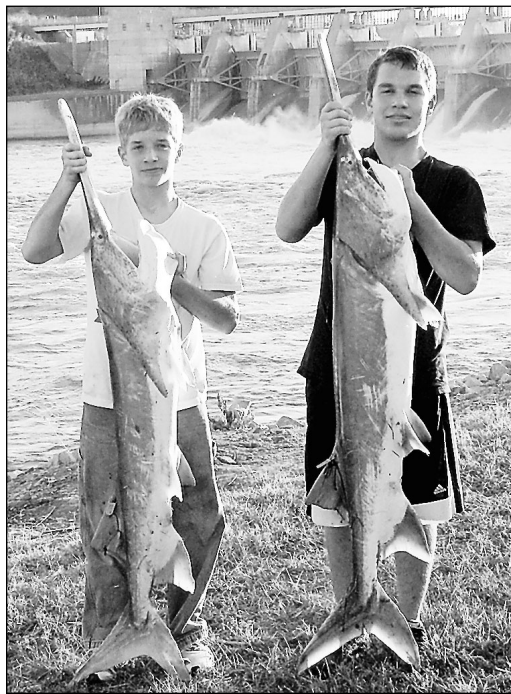


PHOTO: CAPTAIN NORM'S
Louis Maring of Merino, Neb., caught this 107-pound, 2-ounce paddlefish on Oct. 6. It is an unofficial state record.



SUBMITTED PHOTO
Sophie Drotzmann, 13, snagged this 45.5-inch paddlefish on her third cast from a boat below Gavins Point Dam on Oct. 3.



SUBMITTED PHOTO
Spencer Huber (left) and Matthew Huber of Yankton caught these paddlefish on Oct. 1 during an outing near Gavins Point Dam. The fish were 46 inches (left) and 48 inches in length.



PHOTOS: CAPTAIN NORM'S
LEFT: Marcus Dryak caught this 75-pound, 49.5-inch paddlefish during a recent outing. RIGHT: Tom Pfister caught this 66-pound, 53-inch paddlefish during a recent outing.

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Welcome Karen E. Dickes, D.O.

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Dr. Dickes was born in Norfolk, NE and grew up in Brookings, SD. She graduated from Creighton University in Omaha, NE, and earned her Doctor of Osteopathy medical degree (D.O.) from the Des Moines University Osteopathic Medical School in Des Moines, IA. She recently completed her ophthalmology residency at Grandview Hospital in Dayton, OH.

Dr. Dickes joins Dr. Paula Hicks, Dr. Patrick King and Dr. Gregory Kouri in practice at Willcockson Eye Associates, P.C.

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