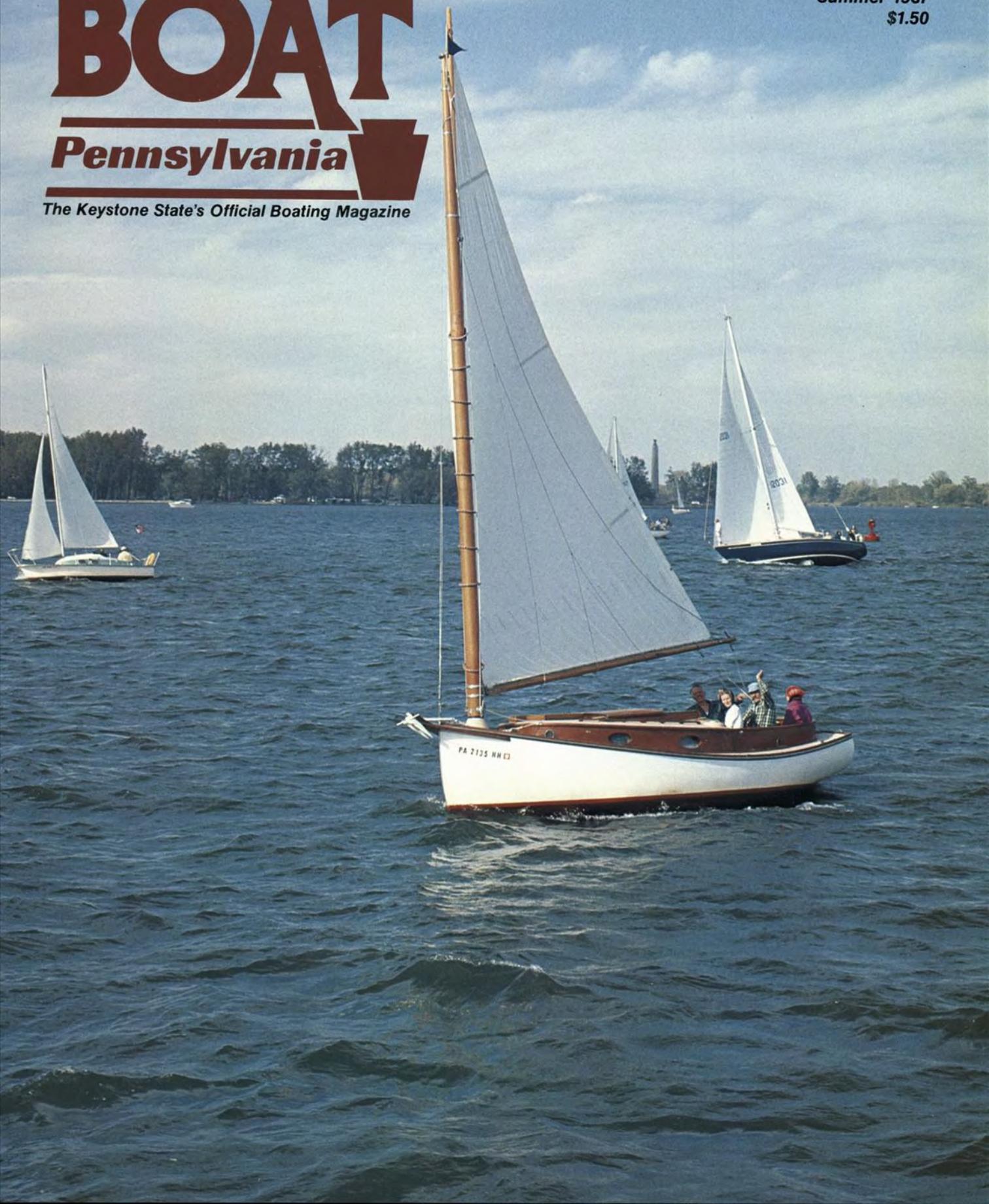


BOAT

Pennsylvania

The Keystone State's Official Boating Magazine

Summer 1987
\$1.50



VIEWPOINT

Accesses and Enhancing the Sport of Boating



John Simmons
Acting Director
Bureau of Boating
Pennsylvania Fish Commission

Recreational boating as a sport continues to blossom in Pennsylvania. Blessed with many thousands of acres of lakes and miles of streams, we continue to see an annual increase in the number of boats. Pennsylvania ranks 15th in the number of registered boats nationwide. When unregistered boats are counted, our rank jumps to 8th. About 17,000 new motorboat registrations were issued last year, making Pennsylvania one of the fastest growing boat populations in the nation.

Whether it is water skiing, cruising, exploring, rowing or paddling, Pennsylvania has the place for you. Renowned in the East for the quality and availability of its waters, literally millions of people participate in boating in Pennsylvania. The Pocono lake country has long been the retreat for boaters for the Philadelphia and New York metropolitan areas. The lure of big water and salmon fishing annually brings thousands of boaters to Erie. Lake Raystown has become a mecca in central Pennsylvania. A study by the DER set the annual economic significance of boating in Pennsylvania at over \$500 million. Boating is big business and is vital to the economy of many areas.

Boat rental is also very popular. Over 300 liveries have over 1,500 registered boats available. Thousands of unpowered canoes and sailboats are also available. It has been estimated that over 8,000 canoes are available for rent on the Delaware River alone.

Furthermore, a Commission study has shown that 31 percent of all anglers own a boat and 80 percent of all boats are used for fishing. Many boat anglers do not consider themselves boaters, but without their boats they would not be as successful. The boat, as an angling accessory, is almost as important as the fishing tackle. Shore fishing is great but everyone knows you can only get the biggest fish from a boat. Fishing infuses another \$700 million into the economy. Combined, fishing and boating contribute more than any other single outdoor recreational activity.

The Commission has recognized the needs of the boater. Lakes have been built and access areas purchased and developed. Without the activity of the Commission's access and development program many areas of the state's vast water resource would be unreachable and boating would not be enjoying the popularity it does. More needs to be done, however, to assure that present and future boaters continue to have a safe and accessible place to enjoy their sport. Many waterways still need public access. Many other areas need improved access. The state is lacking in good boat mooring in many places. The Commission stands ready to correct these problems and to encourage both public and private development, which will enhance both the sport and the economy of the Commonwealth.

John Simmons

BOAT

Pennsylvania

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The cover

This issue's front cover, photographed by Gus Neuss, Jr., shows the pleasurable pursuit not only of sailing, but of sailing an antique boat. The scene was Presque Isle Bay. Perhaps the reason why old boats attract us is because these days our boating needs change so often that to see a sailor operating an old craft is so unusual. Along these lines, in the article that begins on page 26, a sailor retraces the steps that led him to add an auxiliary motor to his sailboat. The article that begins on page 16 is a more humorous recounting of a Pennsylvania boater's development. In contrast, the article that starts on page 4 shows what's what in inflatables, and the story on page 11 describes the quiet revolution in canoesport, perhaps the result of these enthusiasts' changing needs.

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They're easy to store, easy to launch, and easy to adapt — they're





versatile inflatables.



Blow-up Boating

by Louis Bignami
photos by the author

Inflatable boats suit today's compact lifestyles. You can store one in a closet or under a bed, carry it to the water in the smallest car, launch it without ramp jams and bounce it off rocks that mash "hard-shell" craft. You can paddle, row, sail or power these handy craft into spots conventional boaters can't reach. Fishermen who mix small streams, ponds, remote coves and other protected waters find small kayak and dinghy inflatables ideal. River runners appreciate larger donut rafts. Specialty runabouts suit surf launches and open water. Inflatables have even crossed the Atlantic, and of course, kept pilots and seamen afloat after planes and ocean-going ships sank.

Europeans have used inflatables for years, but these hardy craft have, except for river rafters, been slow to catch on in America. Some remember the problems with military-surplus craft designed for one-time use rather than extended life. I still remember my first days in a World War II four-man life raft that, I discovered, was about right for two people. Others have heard about or suffered unfortunate experiences with the inexpensive-type translucent pool-toy craft that should be limited to kid's play—if that.

Durability is no longer a problem with today's improved plastics, and in some cases, kevlar, graphite and reinforcing materials tough enough to master the toughest Pennsylvania rivers.

However, there's a huge difference in size and price between commercial inflatables large enough to hold a vehicle and tiny backpackers' kayakers or dinks. Form needs to follow function so the first step is simple. You need carefully to define your needs. Then select a boat class. After that you can narrow your choice to a single boat.

Power choices

Your power options require close attention. Inflatable kayaks move nicely with double paddles. That's it! They don't paddle well with canoe paddles because, like all inflatables, the width of the tube prohibits an in-line stroke.

Dinghies, the donut-shape "life rafts," move fairly well with oars, if you can find a pair a bit longer than the toy-size some sell. Most dinks have molded-in oarlocks. The oarlock and in most designs the seat and floorboards all flex, so don't expect much power. This is the reason most river runners use add-on rigid rowing frames. Molded-in motor mounts handle smaller motors up to four horsepower or so, but you need rigid motor mounts to handle larger motors. Actually, you don't need these if you don't mind poking along. Some dinks add sail options that are not a bad choice for first-time and casual sailors. All these options perform more efficiently if you find a dink with solid floorboards that stiffen the boat.

If you want more power, sportboats with solid transoms, tubes that extend past the transom and floorboards, let you use larger motors. You save money if you realize that sportboats run nicely with motors about half the manufacturer's suggested maximum.

Some sportboats come with inflatable-type keels that let you turn without skidding. Others use rigid lower hulls that improve water ski performance and big-water handling even more. Smaller sportboats seem an excellent choice for family boaters. Some models offer sail options; all row more effectively than dinks.

Capacity

Unfortunately, suggested capacity figures seem misleading, so it's impor-

tant that you try to fit your party and your gear into any inflatable you are considering. The side tubes eat up quite a lot of space between the transom and bow than you would expect from their length because of the tube extensions needed on the stern to support the motor weight.

As a rule, a 9-foot or longer inflatable kayak lets two fish in reasonable comfort. Kayaks of 10 or 12 feet allow two paddlers to tote a fairly inactive child—if you can find one of those—or enough duffel for an overnight camp. Dinghies need to be at least four by six feet inside the tubes for two, and even here fly casters find them snug. Sportboats or dinks with motors should have four by seven or eight feet of free space inside the tubes.

If you heft inflatables in the same class and size you will find a surprising variation in weight. Except for ultralight backpackers' dinghies that can put hike-in fishermen on remote ponds, opt for the heavier boat. Extra weight means thicker tubes, multiple layers, stronger transoms and the like. It also costs more. However, better quality inflatables will, if given considered care, last several times longer than lightweight. Heavyweights tend to have larger diameter tubes that support heavier loads.

Hull materials

Many materials are used in hulls. These divide into two types. Unsupported hulls, usually made from PVC plastic, work reasonably well for kayaks and small dinghies. They weigh and cost less than supported hulls.

These usually sandwich a fabric such as tough 1000-denier polyester with a tough, abrasion- and UV-resistant outer layer such as hypalon and flexible inner lining such as neoprene.

As always, price goes up with quality.

Fittings

Good valves with no-return features ease inflation as they allow you to rest. Heavy-duty black plastic or plastic and brass valves seem the choice. Clear plastic tube-type valves work fairly well on seats and such.

Some dinghies and sportboats use wood or aluminum floorboards and/or seats. Sportboats use wooden transoms. When you attach a flexible hull to rigid supports you can get friction and abrasion. Watch such spots carefully and patch them *before* the outer coating wears



Inflatables are perfect for rafting, but good sense and skill are important to this sport.

through to the fabric.

Other fittings such as grab-line attachments, molded-in oarlocks and motor mounts should be carefully examined. If you compare two or three boats, quality is evident.

Accessories

A pump is basic. Step-on pumps work much better than arm types. Pumps that can both inflate and help totally deflate inflatables so they pack flat are helpful. Coleman and several other manufacturers make decent power pumps that work off the cigarette lighter in your car.

Get a small anchor—buy two if you want to fish without swinging—and six times as much anchor line as it takes to reach bottom where you usually boat is a start. Folding anchors work well. Avoid designs with sharp flukes that might cut holes in your boat. Stash anchors and other potentially damaging gear in a sack to protect hull material.

If you own a sportboat, you might want to add a bilge pump that runs off your motor's generator. I stay with a folding plastic bucket.

Bags that boats come in require very careful deflation and exact folding before you can replace your boat. Folding the boat on the same lines each time tends to weaken the material, so it isn't a good idea. It seems easier to get a new bag.

Military surplus duffel bags suit most smaller boats and offer a good onboard stash for loose gear.

Your boat should come with a patch kit. Buy an additional kit as a backup and consider a roll of duct or gaffers tape for field patches. You can also buy paint or plastic coating that you can apply over wear spots. Add a pressure gauge so you get the correct inflation pressure.

Inflation

This isn't difficult. Unfold the boat on a clear spot free from sharp objects. Try to avoid stepping into the boat when it's uninflated or on dry land.

Attach your pump to one of the valves and inflate the boat to the suggested pressure. Repeat this process with the rest of your valves. Then put the boat into the water while you unload the rest of your gear.

In most cases you will find the tubes well below recommended pressures as ambient air temperature cools to water temperatures. So bring your boat back to the recommended pressure.

Do realize that if you haul a properly inflated boat out of cold water onto warm sand or soil and leave your boat in the sun so that the air inside expands, you can damage your inflatable by stretching it at best and blow out seams or valves at worst.

Storage

Loose storage works better than tightly folded storage that tends to weaken boats along fold lines. A cool, dry place out of the sun works best. Boats should be dried before they are stored, and



brushed free of sand and grit. Try to avoid hot garages that cook plastics and damp basements that sometimes grow mold on boats.

Safety

Inflatables use low air pressure, so they almost never blow out. If you do get a leak, it is generally a slow one that offers plenty of time to get to shore. Blow-outs aren't a huge problem either, because all inflatables use a large number of compartments to ensure adequate flotation.

You will see lovely advertising photos of well-set up ladies waving as they perch on the tube of sportboats or dinks. This is not safe because you can fall into the prop. The only time you sit on the tube is when paddling a whitewater raft in a group.

You see a lot of people without PFDs using inflatables, too. This is a poor idea in any craft and particularly dangerous in inflatables that tend to move fast downwind. If you fall in the drink, you may not be able to swim fast enough to catch your boat home.

Granted, bulky life jackets are awkward, but any vest or jacket that's worn is better than the best jacket used as a cushion. So try kayakers' soft vests, so light and flexible you hardly know you have one on. Such vests come in bright colors to suit boaters, camo for other sportsmen, and special models with leg straps to keep children in place.

Inflatables are surprisingly seaworthy, but always wear a PFD in a blow-up boat.

Special situations

White water suits inflatable kayaks, dinks without rigid floorboards and river rafts. Careful attention to water flows, substantial life jackets that support you even in heavy white water and a throwing line to retrieve passengers who fall over the side are musts. Skill and good sense are even more important. Try first runs with guides or whitewater clubs where help is near at hand.

Fisherman should avoid gaffs! A big net works better. Because inflatables blow downwind fast, many fishermen power, row or paddle-troll into the wind, then cast the shoreline or drag a lure as the wind blows them back down to their starting point.

Anchored inflatables also yaw, so two anchors keep the boat in place better. Take special care with lures so that they don't fall into the crack between the tubes and floor or floor boards. Do take advantage of the shallow draft of most inflatables to venture into coves, flats and river spots too thin for conventional craft.

Water skiers should opt for sportboats with rigid lower hulls. Second choices are inflatables with rigid hull inserts. In-

flatable keels come next. Flat "soft hulls" tend to skate on turns and do not provide a decent wake for jumping. Forward steering is a must to reduce porpoising and slideslips. Floorboards help, too.

A rope bridle fastened between the aft tie lines on the hull tubes and a sliding pulley with a float to keep the towline away from the prop allow the towline to move freely between the hull attachment points, thus reducing skidding in sharp turns.

Whatever your special interest, one thing seems clear: Inflatables fill a special slot in the boater's world. Whether you bounce down a whitewater river, beach launch in the surf or simply get out on a nearby pond to cool off in the summer, you can find an inflatable to suit you. Then, given decent care and considered upkeep, you can enjoy inflatables for many years without the storage, transport and launching problems common to conventional "hard-shell" craft. 

Inflatable Manufacturers and Importers

Avon, 1851 McGaw Avenue, Irvine, CA 92714

Coleman Company, Inc., 250 North St. Francis, Wichita, KS 67201

Nautical International, Inc., 6135 Northwest 167th Street, Miami, FL 33015

North American Inflatables, Inc., 15138 Golden West Circle, Westminster, CA 92683

Novurania of American, Inc., 2909 Oregon Court Building C-2, Torrance, CA 90503

Sears, Roebuck and Co., 925 South Homan Avenue, Chicago, IL 60607

Zodiac of North America, Box 400, Stevensville, MD 21666

This information is provided by the author.

Inflatable boats that are less than 7 feet in length or that aren't constructed of durable fabric and do not have at least two separate buoyancy chambers are prohibited on Pennsylvania waters.



Any Port in a Storm

by Gary Diamond

It has been over a decade since recreational boating took a large jump in popularity. During 1986, however, Americans purchased over 600,000 boats nationwide and from all outward appearances, 1987 will see a similar boom in boat sales. The majority of these craft range in size between 17 and 25 feet in length and are used for pleasure cruising. Pennsylvania is ranked 16th in the nation with the number of registered boats numbering nearly 238,000, most of which are trailered.

Unfortunately, some of these craft will

be involved in accidents during 1987 due to carelessness on the part of the operator. Other difficulties will arise due to drastic changes in the weather. Knowing what to do when weather conditions turn sour could save your life.

Most weather-related boating problems usually take place during thunderstorms. Needless to say, the one place you don't want to be during a thunderstorm is on the water, but every year, someone manages to be in the middle of a lake with lightning raining down on all sides. In these circumstances, most boaters are not too concerned. They assume that the chances of being struck by lightning are one in 10 million.

If they were sitting in their living rooms and watching television, those odds would hold true. However, when you're the highest object above the water, you become a natural lightning rod. Electricity always takes the path of least resistance. If that bolt of lightning is traveling from the clouds above to the water below, the energy will have to pass through you first. The result is usually fatal to all onboard.

Joe Greene, Fish Commission boating accident analyst, suggests carrying a portable AM radio on board your boat. If static is picked up while listening to your favorite station, this is a good indication that a thunderstorm isn't far away. The radio acts as a detection device, providing you with an early warning of impending severe weather.

Another method of keeping track of weather conditions is by buying a weather radio. All marine CB and VHF marine radios have weather channels that broadcast conditions 24 hours a day. The forecasts are updated every one to three hours, but when severe conditions arise, the broadcasts are updated every few minutes, telling you exactly where the weather fronts are, the direction they're traveling and how fast they are moving.

Lightning

If you do happen to get caught in the midst of a storm, head for shore immediately. Sitting in the middle of a lake and waiting for the storm to pass can be suicide. Remove all fishing rods from their holders and place them on the deck—they, too, are good lightning rods. Any objects projecting into the air including radio antennas should be lowered, and all unnecessary electrical devices should be turned off.

Wind

Although your chances of being struck by lightning are still remote, other problems associated with storms have been known to cause problems. High winds can turn a calm lake into a raging sea and if you're in a lightweight aluminum boat, you're in deep trouble. Two years ago, a Susquehanna River boater was caught in a severe storm while in his 20-footer. The high winds and pounding waves virtually destroyed the craft within a short time, resulting in over \$8,000 in damages. Fortunately, no one was seriously injured during the incident.

Wind and waves were responsible for at least one fatality on Schuylkill Lake when a small boat encountered extremely rough water conditions and swamped. On Pinchot Lake, a 14-foot sailboat capsized and sunk during a thunderstorm. Several aluminum john boats have been picked up bow-first by the wind and flipped over backwards on Conowingo Lake. This lake in particular experiences violent wind conditions because of the surrounding hills.

Rain

Usually, heavy rains are associated with thunderstorms. The intensity of the storm may not immediately affect the level of a river for several hours, but when the surge does arrive, it often can be in the form of a flash flood. Several years ago while fishing on the upper end of Conowingo Lake, I saw a trio of anglers heading for Holtwood Dam in their 14-foot aluminum boat. Four hours before their arrival, a wild thunderstorm had passed through the area, dumping an unbelievable amount of rain during the two hours the storm raged. The river was still rising as they passed under the Norman Wood Bridge, but they chose to ignore the situation.

About a half-mile above the bridge, on the Lancaster County side of the river, they found a good fishing hole and anchored their boat in the middle of a fast-running pool. Only five minutes later, I witnessed a three-foot wall of water surge downriver, swamp their boat and carry the hapless anglers toward the rapids just above the Muddy Creek pumping station.

Two of them fortunately made it to shore, but the third person was unable to make the swim. Luckily, I was close enough to pick him up or he would surely have drowned in the torrent. When the

boat finally broke free from its anchor, it floated upside down into the rapids and was destroyed by the rocks. Had these individuals been paying attention to the weather, none of this would have happened.

The old saying "An ounce of prevention is worth a pound of cure" really holds true when it comes to storms and safe boating. If the weather looks bad, stay off the water. Know the latest weather forecast. If you're caught on the water when a sudden storm arrives, head for the nearest shelter immediately. Don't try to ride out the storm—it could be fatal.

NOAA Weather Radio

NOAA weather radio is a service of the National Oceanic and Atmospheric Administration (NOAA) of the U.S. Department of Commerce. The "voice of the National Weather Service" provides continuous broadcasts of the latest weather information directly from National Weather Service offices. Taped messages are repeated every four to six minutes and are routinely revised every one to three hours or more frequently, if needed. Most stations operate 24 hours daily. The broadcasts are made on one of seven high-band FM frequencies, ranging from 162.40 to 162.55 megahertz (MHz).

This service is vital to fishermen and boaters. Listed below are the Pennsylvania NOAA weather radio network stations and their frequencies. For more details, and to receive a listing of NOAA weather radio receiver manufacturers, contact the National Weather Service (Attn: W/OM15x2), National Oceanic and Atmospheric Administration, Silver Spring, MD 20910.

Allentown	162.400 MHz
Clearfield	162.550 MHz
Erie	162.400 MHz
Harrisburg	162.550 MHz
Johansville	162.400 MHz
Philadelphia	162.475 MHz
Pittsburgh	162.550 MHz
State College	162.475 MHz
Wilkes-Barre	162.550 MHz
Williamsport	162.400 MHz

KIDS PAGE!

SUMMER BOATING WORD SEARCH

See if you can find the 15 words listed below in the word search. They all tell of things related to summer boating fun. The words are spelled backwards, diagonally and up and down.

Y S T R E A M L
 O P K D F P I P
 T H G I L A O S
 K N L X S O R R
 O R A C R A O N
 N O K C O D C A
 R H E E T Z K E
 E C A N O E S R
 V N W I M V S T
 I A E L R T X S
 R S E L D D A P

WORD LIST

- Stream
- River
- Skis
- PFD
- Paddles
- Line
- Dock
- Anchor
- Motor
- Rocks
- Lake
- Oars
- Light
- Canoe
- Sail

Anchors are simply underwater weights to keep a boat in place. They range from small hand types used with canoes and small john boats to the heavy giants used on ocean liners. Anchors are helpful, but if they are not used properly they can spell trouble for the new boater. Read the story "Anchor Basics" in this issue of *Boat Pennsylvania*. Make sure you know about the various types of anchors and how to use them.

BOAT ROCKER

Each of the words below is a scrambled term common among boaters. Unscramble each word on the blank lines below.

OPTR

OBW

NERTS

NARTSOM

CHRONA

DRAOBRATS

KDCO

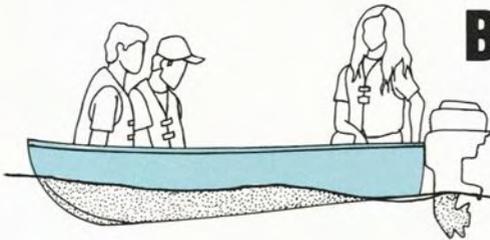
OBYU

SAPSMCO

BARODUTO

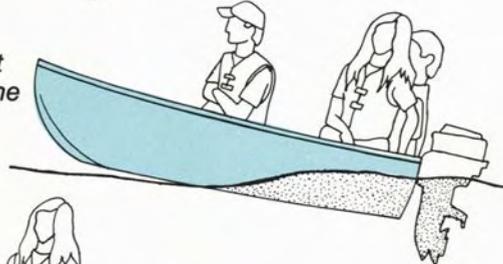
- OUTBOARD
- COMPASS
- BUOY
- DOCK
- STARBOARD
- ANCHOR
- TRANSOM
- STERN
- BOW
- PORT
- Answers
- Boat Rocker

BOAT LOADING



Incorrect. Overload forward causes the boat to "plow" through the water

Incorrect. Overload aft (back of boat) causes the boat to "squat" in the water



Correct. Balanced load for maximum engine performance and safety



For answers to kids page hold this section in front of a mirror.



The Growing Elitism in Canoesport

by Cliff Jacobson

Used to be, all canoeists were created equal. Now it seems there's a definite pecking order—a hierarchy of paddle snobbery that extends to all branches of canoesport, and every chicken in the flock thinks he's on top. To understand the depth of this not always friendly rivalry, you need to know some terminology.

Pro-racer: These are the muscle-men and women who race canoes for fun and meager profit. Pro-racers paddle lean, fast 18½-foot canoes that are artfully constructed from space-age materials. The typical race boat weighs under 30 pounds complete with sliding seats, foot braces and natural snob appeal. These boats will pass you by like a bolt of hot lightning, unless of course you've got a pro-boat too! Pro-racers are dead serious about their sport: They will neither smile nor wave as they blizzard down the pike. You are not of their world!

Rookie racer: An abbreviated version of the above, these gut-wrenching athletes are determined to join the paddling elite but first must pay their dues (which means they have to win a race). Winning instantly elevates the rookies to "pro." For the purposes of discussion, we'll lump rookies and pros together. They are the untouchables of canoesport.

Whitewater daredevils: There are three varieties of the species and it's important that you identify them properly. The undisputed authority figure is the hair boater, who on a dare will tackle anything. Even waterfalls are taken in stride. One hair boater recently negotiated a 90-foot waterfall (albeit, in two stages) and lived to tell about it!

Hair boaters commonly paddle beat-up kayaks, though there are a few intelligent souls who stick to decked slalom canoes. Their enthusiasm for the sport knows no bounds: Offer 'em a beer and ride to the put-in and they'll do "enders" for you all day long.

Unlike racers, who are always in a hurry to get somewhere, hair boaters care not a lick about going anywhere. Like an old movie, they'll play the same whitewater scenario again and again until failing light or lack of onlookers spoils the day. Though their Darth Vader wetsuits and helmets make them look terribly ominous, hair boaters are really simple-minded folk. Honestly, they won't hurt you at all!



Kayakers make up the conservative right-wing element of the whitewater crowd. Class IV on the whitewater scale is their absolute limit. Drops tougher than this are reverently portaged. Kayakers have profound respect for hair boaters, though outwardly they'll never admit it. On the contrary, listen to their gab at the local pub and you'll swear these factions don't get on at all. On the river it's another matter. If you quietly observe the pandemonium at the put-in, you might just catch a glimpse of a worshipping kayaker carrying gear or canoes for his daredevil deity.

Open-boaters are frustrated canoeists who just can't get the hang of operating "little pointy boats." To make up for this inadequacy they stick with traditional open canoes, which they shlock up by gluing in knee pads and thigh straps and mungo blocks of closed-cell flotation

foam. Then it's off to the river to conquer a menacing rapid.

Open-boaters are genetically inferior: They range in phenotype from near normal (the Class III-IV whitewater crowd) to flat-out crazy (Class V-VI hair stuff). It's hard to hear their drivel over the roar of the rapids, so they talk to themselves a lot.

Northwoods paddlers are the traditional bonafide canoe trippers. They paddle high-volume open canoes and wield long, straight paddles. Often, they kneel in prayer before entering rapids. You can easily recognize them by their gaudy costumes, which consist of checkered shirts of nearly pure wool, L.L. Bean Maine Hunting Shoes, and a floppy hat of battered felt or canvas. Most carry a sheath knife to ward off bears and undesirables.

Northwoods paddlers are terribly unsociable, and in fact get downright hostile when they encounter other humans on "their" river. Most don't have much sporting blood either: Rips bigger than Class II-III are *always* lined or portaged. They plug along in their fat canoes at an unimpressive three miles an hour. A 20-mile day is considered hot cruisin'. They'll often go for two weeks or more without bathing—reason enough to steer clear of them.

Freestyle canoeists are the yuppies of the canoeing crowd. They pirouette impeccably fashioned solo canoes around bleach jugs set out on a local pond. Occasionally, a daring freestyler will take his little canoe down a "real" river, though this occurrence is highly unusual. The badge of the freestyler is his paddle, which costs between \$100 and \$300. As is the custom of the tribe, freestylers decide at birth on which side they want to paddle. And they *never, never* change.

Freestylers relish going absolutely nowhere. They'll practice a balletic maneuver for hours in a spot not much

Not that there's apt to be a shooting war, you understand, but there is a certainty of low-level (under the breath) conflict — a quiet obnoxious revolution in which each group clamors for superiority.

bigger than their own canoe. Like seals and monkeys, they love to be watched, though they take their activity so seriously that they never smile. Be wary of these paddlers: They have peculiar tribal customs and specific rites. Unless you pledge body and mind to "all of the above," you will be forever a disgrace.

Canoers are the good-time Charlies of the canoeing community. They use canoes for uninteresting activities like fishing and hunting, gawking and spooning. They care not a wit about canoeing style, purpose or function. Or about impressing anyone. You can spot them by their bright smiles and "I-could-care-less" attitudes. Canoers are generally amiable and freewheeling. Ask them the time of day and they'll tell you their life story.

Because of their lackadaisical attitude and inept paddling technique (why, they don't even know the basic strokes!), canoers are scorned by all factions of the canoeing fraternity. No *canoeist* I know would associate with them, let alone engage in serious conversation.

These then are the factions that divide canoe sport. Each is an entity unto its own and stands as a glowing beacon to the canoeing community. Those of unlike ilk are tolerated. Barely. Not that there's apt to be a shooting war, you understand, but there is a certainty of low-level (under the breath) conflict—a quiet obnoxious revolution in which each group clamors for superiority.

For example, I recently met a man who moved to my home state of Minnesota from South Dakota. This man spends as much time as possible paddling local rivers. He's serious about canoeing and has joined the state canoe association. His favorite canoe is an old but relatively dent-free 17-foot Grumman that he propels with a 58-inch paddle of oil-rubbed ash.

Good thing this old gentleman didn't overhear the snide remarks made by some "canoeists" along the shore. There were innuendoes about his "pig boat," long whippy paddle and dated J-stroke. The man had good control of his craft and was obviously enjoying the day, but the hot-shot canoeists thought he was turkey.

On another occasion, I listened to two proficient hair-boaters ridicule a couple who'd upset their Sawyer Cruiser in a tough rapid. I watched the couple make the run, and they entered the "vee" straight enough. But at that high spring water level, the low-volume Cruiser just didn't stand a chance. It instantly filled with water and capsized.

But the drop was safe enough: The couple wore PFDs and they portaged their gear around the pitch. They even had an inner tube secured under the center thwart of the canoe for flotation. We rescued their boat quickly and the pair took it in stride. But they didn't have a porky whitewater boat, so in the eyes of cascaders they *weren't* canoeists.

Wilderness paddlers come under fire, too. In fact, one well-known canoe builder once commented that wilderness paddlers are "non-canoesists"—they're too busy enjoying the sights and sounds of the forest to appreciate the joys of a fine canoe. Balderdash!

Racers earn their share of snickers, too, mostly from wilderness and whitewater folk who wrongly assume that they, and others who paddle long, skinny canoes ala sit'n switch style, lack the skills to negotiate tough rapids. Until I paddled with the racers, I believed this, too. But it simply isn't so. What onlookers perceive as "loss of control" in tight turns is simply the maneuvering limits of a racing canoe at speed. Race boats are very straight-keeled; at best they turn poorly even when piloted by expert teams. It's doubtful that hair boaters could make



illustration—Ted Walke



these canoes sing any more beautifully on a twisting course.

No matter what their discipline, every *canoeist* will ultimately agree that there's no such thing as a "perfect" canoe, or even an "all-around" canoe. What works in white water fails miserably on the flats, and vice versa. What's best for day cruising is inefficient for long-distance tripping. And so it goes.

Despite the differences, each interest group persists in poking fun at specialized craft and methods that are other than a carbon copy of their own. And that's too bad, for everyone loses out. Unfortunately, there is no central canoeing organization that addresses the concerns of all who paddle canoes. Some states do have a canoe club of sorts, and canoe makers provide a loose-knit lobby. And of course, there is the American Canoe Association. Nonetheless, when the fists are clenched hard on an important environmental issue, the special-interest group that is directly affected provides the organizational edge. Most everyone else just hangs around.

How wonderful it would be if everyone—from racers to canoers—would boldly unite to save a prized stretch of white water from being dammed, or become potent activists when proposed logging threatens the watershed of a back-country stream.

There's nothing wrong with poking friendly fun at others who don't share our dreams or concerns, as long as we respect their views. The canoeing season has just commenced. Let's begin this year's round as good and gentle friends. Perhaps we might even smile and wave to one another when we pass by. ▀

Anchor Basics

by Annette Lucido

Scrimping on anchors and anchor line is much like buying an expensive automobile with cheap brakes. Anchors keep you off the rocks if your motor or the wind fails. Anchors set up your boat for convenient fishing. Anchors can save your life in extreme conditions. Anchors and their lines, called rodes, are the ground tackle that can make a critical difference. Unfortunately, most boaters fail to select ground tackle. Others buy decent rode and anchors and simply do not know how to use them.

Some use 5-pound anchors on 30-foot yachts and anchors big enough for yachts on canoes. Some toss anchors over the side; then realize the anchor wasn't attached to its rode. Some drop anchors over the side with rode, but without a knot at the boat end. Some use 10 feet of rode in 30 feet of water or so much rode that, when the wind or tide changed, the vessel smashed into other craft or wharf pilings. Anchors drag, snag in rocks and dump boaters in currents. It's still a wonder such a simple process causes so many problems.

Everybody who boats eventually has trouble with anchors. My favorite dumb move came as a teenager when we attempted to free a fouled anchor by shortening up the rode until it was drum-tight to the bow of our 21-foot classic wooden runabout. We were a few hundred yards from the shipping channel and had figured that the next big bow wave from a passing freighter would pull the anchor off the bottom. We didn't allow for the much larger waves from loaded freighters. So we took three feet of water over the bow and broke the bow cleat off. Since then I've paid careful attention to anchors!

The efficiency of anchors depends on a number of factors. First, the type you select should match the bottom. Second, the anchor should be sized to fit your boat. Third, the anchor should be attached to the right size rode. Fourth, a

proper anchorage should be selected. Fifth, weighing and setting anchors should be done in a seamanlike manner.

Anchor types

Anchors come in all types. The best choice for most small boats is the Danforth with movable flukes that reduce the chance of hanging up on your rode. These anchors come in standard and Hi-Tensil types; both work well. Mushroom anchors and convenient folding anchors work as "lunch hooks" for canoes or skiffs if you are aboard fishing or whatever. The yachtsman's kedge or Northill utility that suits larger craft with a chain locker seems a bit bulky for small boats. A yachtsman does hold extremely well on rock or ledge bottom, but like other anchors with an exposed fluke, it can foul rode. Navy-type anchors aren't as efficient.

Note: Anchors do have names for each part. For example, the *flukes* hold the bottom, and the *crown* is the part that hits the bottom first.

If you canoe or drift fish or often anchor on a bottom that can cut line, you might add a 4- or 5-foot length of BBB chain with a snap or shackle on each end. You can drag such a chain over the stern of your craft to slow drifts while you fish. Or over a rough bottom, you can snap the chain on in between your anchor and rode to improve the anchor holding ability.

Another type of anchor, the sea anchor, also slows drifting and in extremely stormy seas is a way to keep the bow of a boat into the waves. It is a subsurface drag made from weighted canvas or whatever. A batch of plastic jugs, three-quarters filled with water and dragged on a piece of rode, works fairly well in an emergency situation. Rag Baggers can drag sails.

Anchor sizes

If it doesn't sink your boat or break your back you can't really buy an anchor that's too heavy. You may buy one that's too light. Canoes, prams, inflatables and very light skiffs can make do with a 4- to 6-pound anchor. Heavier stern-drives, sailboats and displacement craft might need to go to an 8-S or even a 13-S Danforth standard or a 20-pound or even 30-pound yachtsman's kedge. The best way to select and size an anchor is by asking experts at local marine supply shops, Coast Guard Auxiliary flotillas or yacht clubs who best know conditions on

your favorite waters. Just make sure you question *skilled* boaters or marina staff.

I should note here that I always carry two anchors on anything larger than a canoe. With a Danforth and a small mushroom or folding type and a short length of BBB chain you can position your boat so that it does not swing, and if you lose one anchor, you have a spare. Two sets of rode complete the outfit.

Anchor rode

The best anchor won't hold if you are not connected to it. Most use nylon rope. Manila rots. *Pounds breaking strength* is marked on most nylon polyethylene rope. Use a rode *at least* strong enough to lift the weight of your boat. In most cases this is 3/8-inch for canoes, 1/2-inch for skiffs and up to 9/16-inch for craft longer than 20 feet. If you often anchor and up anchor you may find that a larger diameter rode is less likely to cut your hands. If you manually haul anchors a pair of gloves seems most helpful.

At least 75 feet of rode is a must to set anchors on smaller bodies of water if you use the "seven-to-one" rule. You may need 100 to 150 feet to even 200 feet of rope to anchor safely out in deeper water. Do buy rode in one piece! Knotted rope loses 30 to 50 percent of its strength, so many boaters splice line to an eye that they snap onto their anchors. Note: If you often boat in stormy weather you should go up a size and increase your length by 20 percent.

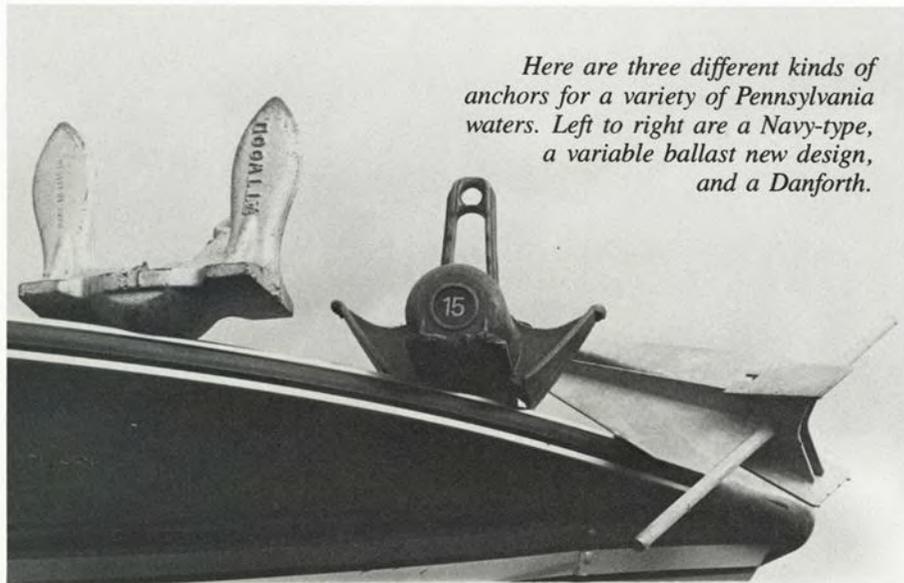
Anchor setting

A proper set starts when you make sure your rode is not tangled. Only then should you lower the anchor over the side after you make sure the end of the rode is fastened to the anchor and to a cleat or something solid. Do learn the right way to cleat line so that it won't jam instead of tying a knot. Cleated line holds well and in an emergency such as a fouled anchor in a strong current, you can dump your ground tackle if needed.

Never throw an anchor—you may hang rode on a fluke so your anchor will not hold. If you haven't got the anchor rode tied down you may, as I did one day after



Here are three different kinds of anchors for a variety of Pennsylvania waters. Left to right are a Navy-type, a variable ballast new design, and a Danforth.



sailing, find yourself being dragged over the side. I went into the drink but held the rode until dad could reach it. He had several comments about this, but I do remember he reached down for me first, then for the rode!

Always try to head up-current or up-wind and start to slow when you anchor so that you don't foul your prop or hang rode on a fluke. Come to neutral if you power or slack off sails to slow down. Then lower the anchor until it hits the bottom crown-first. At this point, marks on the rode tell you the bottom depth. As the wind or current moves your boat, pay out *four* times as much rode as the bottom depth. Only then tighten up on the rode and the anchor should dig in. If you tighten up with less rode out, you will likely pull the anchor up and off, rather than across and in, the bottom. This is the reason you need adequate amounts of rode.

Note: On a sailboat you may have to back your main—hold the boom out against the wind—so that the wind pushes you in light conditions.

After you gain experience you can tell by feel whether your anchor skips or digs in and, indeed, the different “grinds,” “grates” and “bumps” of mud, sand or rocky bottom.

If the anchor holds, pay out enough rode to suit conditions. This distance is called the “scope.” Scope seven times the depth is average; five times suits light conditions and up to 10 or even 12 times is required for storms. If the anchor does not hold, try again at a slightly different spot. Take a look around. If your boat swings as the wind or current changes,

are you sure you won't end up on the bank or barge into other boats? Only then cleat off your anchor line.

Once you anchor, take bearings on two markers at roughly 90 degrees on the shore. Watch these for 10 or 15 minutes before you consider leaving your boat. If they change, your anchor is dragging. You may need to increase your scope, use a larger or second anchor or move to a better bottom.

A second anchor can keep your boat from swinging in the current or the wind. To set the second anchor steer your boat into the wind or current until it is 90 degrees from your first anchor—the line between both set anchors should be at right angles to the current or wind. Take care not to foul your first rode. Then drop the second anchor, set it and adjust both lines until your boat rides nose to current or wind without yawing (swinging, to land lubbers).

Anchor weighing

Given the trouble it sometimes takes to get an anchor to hold, you would think anchors would weigh more easily. In the ideal situation you slowly head up-current or upwind as you take in rode so that slack won't foul your prop or rudder. When you get over the anchor you snub the line—a couple of turns—on a bow cleat and the anchor breaks free. Then you coil in line, slosh your anchor in the water a couple of times to get rid of mud and such and lift the anchor over the side. Hopefully you have chocks or other attachments to hold the anchor in place. Line is neatly coiled and stored in a convenient spot.

In the real world anchors foul, lines jam and all sorts of exciting challenges make unprepared boaters lust for the life of a landlubber.

Fouled anchors

In slack water fouled anchors can normally be freed if you pay out two or three times more line than the water depth and circle. If that won't work and the water is fairly shallow and reasonably warm and you have a strong swimmer aboard, you might have the swimmer try to free the anchor. *Use a lifeline to the swimmer.* If all else fails, add a float and cut your rode. It's sometimes economical to hire a diver to retrieve your ground tackle.

At this point you probably wonder about foul-proof anchors. These use a sliding or breakable shackle or pin and seem to be a decent choice if you don't rely on them to hold in a storm as pins always seem to break at an awkward time.

Maintenance

If you check anchors and rode for damage, rinse them with clean water and touch them up now and then, they should last for years. Anchors get chipped and rusty. A wire brush and a touch-up with primer and paint keeps anchors in good shape. In most cases problems occur with shackles. Take these apart—a little WD-40 may be needed—and see that threads are not rusted.

Rode tends to wear at the shackle and where it bends and chafes. Pad rode with a spirally cut section of garden hose or commercial chafing gear where the rode crosses your gunwale. Sun and grit also ruin rode fast. Try to keep rode smaller than a half-inch in diameter out of the sun. Larger diameters turn white on the outside, but don't weaken.

Remove grit by washing with a hose at low pressure so that you don't drive grit into the fibers inside your rode. Once or twice a year, twist your rode to check internal fibers. These can break and weaken your ground tackle.

All in all, anchoring isn't difficult. In most cases you can get away with all sorts of slipshod seamanship. You might go for years without problems. Then, suddenly you can face strong winds, a dead motor, lee shore and night coming up. At this point it's too late to buy decent ground tackle and learn to use it the right way.

The Rise and Fall

Captain Granny Grunt, Pennsylvania Boater

by Bill Porter

It had always been young Grunt's goal to be a man of the sea—inland or otherwise. Incidents in his tender years supported his intent. A few examples from his log in his formative years prove it.

The captain was just getting his sea legs—in fact, his walking legs—in the early 1920s. Mother had read to him Masfield's "Sea Fever" when Grunt was only five. He knew he had to have "a tall ship," whatever that was.

Actually, his first taste of seawater, or at least water salted with the brine of his tears, came in his fight to preserve his dignity and dirt by protesting the ritual of the nightly bath. Mother again entered the scene with a procedure known as submission by submersion, wherein the young apprentice seaman was forced under the raging soapy tide by her strong hands. Near drownings resulted and floating soap boats with toothpick masts and paper sails were found to be more effective.

Grunt had his first fleet of "tall ships." He soon learned that ocean motion could be created for his bathtub ships by a violent thrashing of his legs, with certain damage to the beaches and piers of Bathroom Harbor. Father, a mild-spoken man who had played professional hockey, suggested that little legs in casts could not make very big waves.

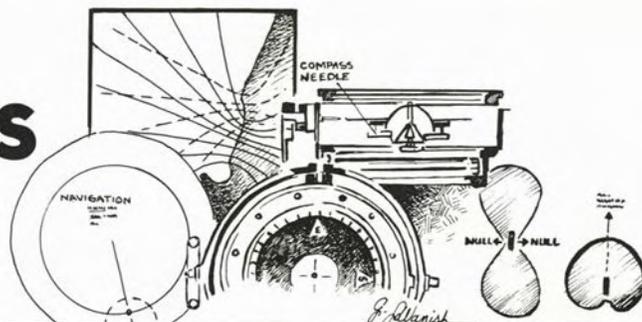
Waiting for a more favorable wind, young Grunt became addicted to summer camps—whether he wanted to go or not—and soon found rowboats and canoes to his liking. The log attests to considerable skills with these small craft at minimal cost to Father. There was one exception—the bill for a replace-

ment canoe, a set of paddles and other gear. On a canoe trip from Bushkill to the Delaware Water Gap, Grunt had neglected to fasten a mooring line and the Delaware had swallowed another vessel.

By now, midshipman Grunt was in high school and a peculiar entry was found in his log that year: "She's full rigged and stacked for the weather with her staysails firmly in place..." The "she" turned out to be Marylou



Electronic Aids to Navigation



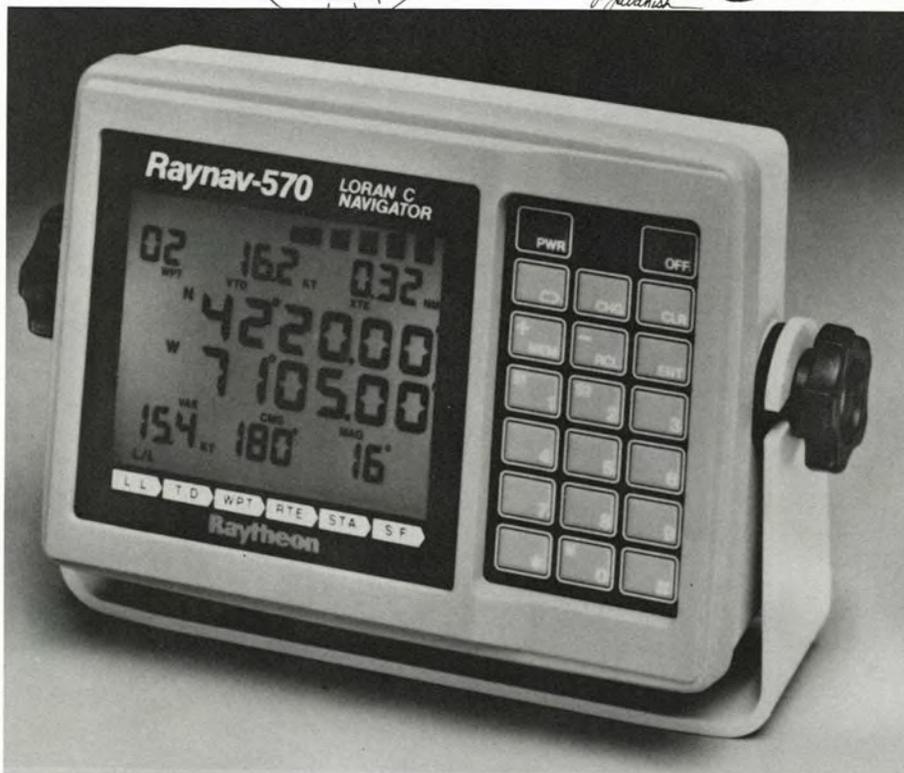
Whether you cruise along the shore while day sailing or go beyond the sight of land, don't get under way without a compass and a chart to use for navigation. As you become more competent, you may want to explore new areas and take longer voyages. In addition to the compass and charts, you may also want to consider purchasing a receiver that lets you use electronic aids to navigation. These aids — radiobeacons, LORAN-C, and OMEGA — are operated 24 hours a day in the United States by the Coast Guard and their use is free of charge to the user.

● **Radiobeacons.** With about 200 stations along the coasts and Great Lakes shores of the United States, radiobeacons, the simplest of the electronic aids, provide a low-cost, all-weather, relatively accurate means for homing and for you to fix your position. To use this system, you need the appropriate Coast Guard light list and a properly installed radio direction finder (RDF). An RDF is a specially designed radio receiver with a directional antenna that determines the bearing of the radiobeacon signal according to the boat's position.

● **LORAN-C.** LORAN, an acronym for *Long Range Aid to Navigation*, is an aid that is usable in over 20 million square miles including all the coastal areas of the United States and the Great Lakes. Although LORAN-C receivers are more expensive than radio direction finders, they are more accurate and can provide a position fix usually within a quarter of a nautical mile of the true position. LORAN-C receivers provide coordinates divided in micro-seconds, or hundredths of a nautical mile, so you can often return to a position according to the receiver to within about 50 feet of the previously recorded coordinates.

This system necessitates the use of charts with LORAN-C overlays. Like radiobeacons, LORAN-C is an all-weather aid to navigation. For Lake Erie anglers and sailors, for example, LORAN-C has the greatest use of these three systems.

● **OMEGA.** The most recent addition to the family of all-weather electronic aids to navigation is OMEGA. Providing



Loran-C units, like those above and at left, are the most useful electronic navigation devices. They require antennas. Antenna placement and where you mount the unit are critical to its performance. Consult experts before installing a Loran-C.

almost complete worldwide coverage, OMEGA is especially useful in trans-oceanic voyages, but because of its lower accuracy and cost of receivers, its use is limited for recreational boaters. OMEGA is not a satellite system.

For information and pamphlets concerning the background and use of these

navigation systems, contact the U.S. Coast Guard (G-NRN-3), Washington, DC 20593. More practical information on the use of these systems can be obtained through courses offered by the U.S. Coast Guard Auxiliary and the United States Power Squadrons.





Dedicated to the sound conservation of our aquatic resources, the protection and management of the state's diversified fisheries, and to the ideals of safe boating and optimum boating opportunities.

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Philadelphia Maritime Museum Nets Big-Fish Story

Fishing is the subject of a 300-item exhibition at the Philadelphia Maritime Museum from May 12, 1987, through October 5, 1987. "Gone Fishing! A History of Fishing in River, Bay and Sea" chronicles how and where we fished, portraying the idyllic moments as well as the travails. The story of fishing is richly woven into the historic fabric of our region and intertwined with our economic and social patterns.

For the complete details, contact the Philadelphia Maritime museum at 215-925-5439. The Museum is located in the city's historic district at 321 Chestnut Street and is open Monday through Saturday, 10 a.m. to 5 p.m., and Sunday from 1 p.m. to 5 p.m.

Drinking, Boating and the Law

Drinking, Boating and the Law is a Fish Commission pamphlet that provides answers to the most commonly asked questions concerning boating and alcohol. The publication offers answers to questions such as: May I drink while on my boat? What is meant by "under the influence"? How many drinks will put me past the legal limit? Is beer less intoxicating than whiskey? How will the law enforcement officer test me to determine if I am under the influence?

For a free copy, send a self-addressed, stamped business-sized envelope with requests to: Publications Section, Pennsylvania Fish Commission, P.O. Box 1673, Harrisburg, PA 17105-1673.

Boat Shows Calendar

The 1987/88 *International Boat Shows Calendar*, a booklet listing major boat shows held in the United States and 17 countries worldwide, has been published by the National Marine Manufacturers Association (NMMA), the trade association for the recreational boating industry.

NMMA contacted private boat show management companies, sponsors and

Boat Trim

Riding in a boat that is not properly trimmed is akin to driving a car with bad shock absorbers. In either case, the vehicle handles poorly and you get an uncomfortable ride. Fortunately, it's usually easy to fix the problem with a boat and much less costly than getting a set of new shocks for the family automobile.

If the outboard motor or drive unit on an I/O is trimmed in too far, the top of the engine tilted away from the boat while the propeller is tilted closer to the boat, several problems can develop. Fuel economy decreases, top speed drops and the boat may oversteer in one direction or another.

Trimming an outboard or drive unit too far out causes different but equally undesirable characteristics. The propeller may lose its hold on the water. Fast V-bottom boats may start to "walk" from right to left to right. Steering torque—a feeling of resistance in the steering wheel—may also develop. Getting the boat on plane may be difficult. In extreme cases, the boat could porpoise.

"Porpoising" is an apt description of what takes place when a boat has too much trim out; the bow of the boat rises and falls rhythmically, providing an uncomfortable ride every time the boat slaps back to the water's surface.

In a boat with power trim, these wrong trim positions can be corrected by working the power trim control slightly.

A smaller outboard not equipped with power trim can be adjusted by moving the tilt angle pin either closer or farther from the boat. Try to use the tilt angle pin position, which will make the anti-cavitation plate of the motor parallel to the water surface.

marine trade associations to compile a complete, current listing of major boat shows. Each listing includes the show name, location and dates through 1989 where available, and the name and address of the show management company and sponsor. The listings are arranged alphabetically by state and country.

The booklet is available for \$2 each by writing to: 1987/88 *International Boat Show Calendar*, NMMA, 353 Lexington Avenue, New York, NY 10016.



duly paid. Somehow or other, Wife got a new freezer, meat for in it, and a new dress. Salty spray caused this log entry to be smeared, making it hard for anyone to read. Grunt was beached.

A decade later, Grunt was once more ready to spend a couple of years before the mast—actually behind the wheel of a sleek sportfisherman of varying lengths—one for registration, a larger size when Grunt was recounting some of his voyages in the boat.

The euphoria of the entry was quickly turned to the practical. Grunt added a sturdy hitch and brake system to the station wagon and sought the nearest high school parking lot to practice backing and turning.

Mastering the technique, according to the log, Grunt had one nasty moment. He had just done a nice backing job and had stepped out of the wagon to a grassy knoll to admire his boat. About that time, the local constabulary, bubble gum machine flashing, did a Hill Street Blues slide into the lot. The officer approached Grunt, saying “We got a report that some nut’s up ‘ere drivin’ a boat aroun’ in circles.”

Then recognizing the station wagon as belonging to Grunt the trooper said, “Oh, it’s only you.” He got back into his patrol car and drove from the parking lot.

Then several entries in the log reflect practice sessions at Raystown Lake that were not without their moments. Getting in line at a launch site, Grunt, Wife, and *The Willy P*, named for a friend, were ready for their first wet run. All lines were made ready; Grunt backed the boat down the ramp with two masterful turns of the steering wheel; side straps were released; Wife had the bow line and the *Willy P* was ready to launch.

The only thing that happened was that nothing happened. According to the log, “The (blink in censored) boat would not budge from the trailer. The park ranger, directing the traffic, said, “Pardon me, sir, but your stern straps are still fastened to the trailer—you’ll have to pull out and get in line again.”

To save further embarrassment, Grunt and crew plus the craft sought out another launch site—Shy Beaver, by name, which seemed more appropriate for beginning boaters. But all was not yet well even though the launch was successful. The *Willy P*, now afloat, had drifted some six feet away from the dock where stood

ran aground on the shoals of his teacher’s chart—her gradebook. Students were required to memorize a classic British poem and present it to the class. Grunt’s selection was a little gem of a sea chantey called “The Wreck of the Nancy Belle,” whose crew was cast upon a desert island with some members surviving by cannibalism. The refrain of too many verses ended with “And I ups with his heels and smothers his squeals in the scum of the foaming broth.”

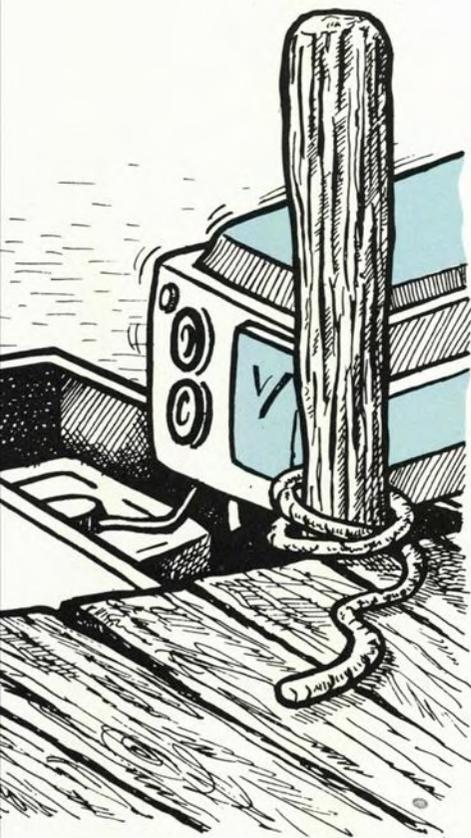
Mother got a letter from the Principal and Grunt’s boating career foundered for the moment.

Years passed and Captain Grunt’s log showed little of interest to an exciting life on the water. There were a couple of ocean voyages during World War II; but alas, Grunt was not a sailor. He was, instead, in charge of a rattling hunk of metal known as a halftrack. Most of Grunt’s high points turned to low ones.

There was a momentary fair breeze in 1967. According to the log, Grunt had entered an amateur writing contest—subject boating, with a fancy 15-footer and motor as first prize. Grunt won. Forty years after the soap float boats, he now had one that needed a trailer to tote. His career at sea could continue.

Then Wife, who had replaced Mother, loaned the vessel to friends with a cottage at an eastern Pennsylvania lake. The next morning it was gone—stolen. Grunt had been its master less than a week. The log records his temper and the long hours of stumping about on a wooden leg while constantly sharpening a harpoon waiting for the watch to cry out, “Thar she blows!”

In a saner mood, the log shows that pieces of the boat were recovered in Cumberland County and insurance was



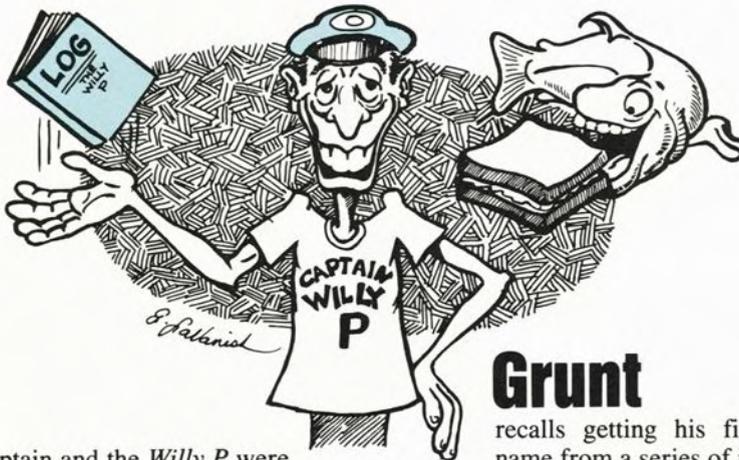
Whattersname, a girl in his biology class. Other similar entries followed—deleted here for space and for the timid.

But Grunt had not lost his taste for the sea. An entry during his senior year proved his goal still intact even though he

Wife. Not wishing to scrape the immaculate surface of the boat, Grunt yelled, "Jump!" to Wife. A tall, trim, British-colonel-looking type in spotlessly starched yachting clothes, standing near her, said, "Throw me a line and I'll watch your midships and help the lady aboard."

In lapse of seafaring jargon, Grunt replied that he had only ropes to throw and the "colonel" alluded that that would be fine. So the *Willy P* got nary a scratch; Wife had a wistful look in her eye at the retreating military figure. And Grunt rammed the throttle forward in a no-wake zone.

The log shows more practice sessions and then the decision to go for the big water—the tidal currents, bays and the ocean of the south Jersey coast. Grunt's moment of truth was about to arrive. The launching at Mill Creek Marina went off without a hitch—the only problem was the tide, new to Grunt.



Grunt

recalls getting his first name from a series of incidents related to being a bit slow in bounding over the waves. A work barge, creating no wake, passed him with both vessels going the same direction. The Lewes to Cape May ferry nearly blasted him out of the water as he was entering the Cape May Canal. The huge ferry's shadow covered the *Willy P* and two guests dived overboard—but all was well.

However, on that day Grunt did dock properly with no hitches or banging of pilings. The regulars and onlookers cheered once again and bought Grunt a captain's hat with scrambled eggs on the brim, "Captain—*Willy P*" on the hat, and a tee shirt to match. Captain Granny Grunt had arrived.

The following season, a violent storm nearly wiped out the *Willy P*, the Wife—

now labeled as first mate, and Captain Granny. Seven-foot waves buffeted the craft; the radio flooded out in a shower of sparks; and the Wife was calmly eating ham sandwiches as fast as she could stuff them down. Philosophically, she said, "That ham is too expensive to feed to the crabs directly—they're going to have to get it the hard way after we sink."

Surviving the wind but not the terror, Grunt finally got the *Willy P* back to the marina and ran her in bow-first with about seven feet of boat up on the walkway. More applause from onlookers, now clad in oil skins, and some of them helped pry Grunt's fingers from the steering wheel.

Captain Granny Grunt's ocean-going days were at an end. His dreams were shattered by the reality that the sea was bigger than the *Willy P*. So the boat was put on the market. A buyer was soon found, who wanted to try it out at Raystown. Grunt agreed without saying he had been that route before. The *Willy P* worked to perfection after Grunt remembered to turn on the blower so that the dead switch would open, allowing the engine to start. A sale was made and money and boat changed hands.

The pirate's loot this time went into a share in a real estate company, an interest of Wife, who no longer had rope burns on her hands and sun/salt-faded hair.

The last entry of Grunt's log seemed more of a conversation than a seaman's entry. Apparently by accident, he opened a book from the shelf near his TV chair. The well-worn volume dropped open to Masefield's "Sea Fever."

"Tall ships—who needs 'em?" said Grunt.

"Harrumpph!" came back from the TV. Captain Horatio Hornblower of His Majesty's Navy was giving Grunt a piercing look from his quarterdeck.

"Wha' happened to his pegleg?" Grunt asked. "He had that when he was Captain Ahab in 'Moby Dick,'" said Wife. "Oh," said Grunt, closing the poem and his log forever.

From the TV, Captain Gregory Horatio Ahab Hornblower Peck cocked a weather eye to the staysails and the main braces, and with a final piercing look at Captain Granny Grunt, said "Harrumpppphhhh!" and strode to his cabin.

A Pennsylvania boater came home from the sea. ■

The crew, captain and the *Willy P* were soon 80 yards upstream, pasted to the side of a bridge. Sometime later and 500 yards downstream the *Willy P* was warped into her slip, accompanied by smattering applause from onlookers.

Later entries showed similar degrees of skill. There was the entry that told of the breakdown at the mouth of Delaware Bay. Jon Segal, a companion of Grunt, was aboard the *Willy P* when strange noises were heard from the engine hatch.

"Anchor," said Jon. "Put up the orange flag and get out a couple of life jackets, which we will now wear," he added. "Make sure the other PFDs are easily reached, first aid kit on top of other items in the locker, coil ropes and wipe the dust off the fire extinguishers," he continued. Then he got on the radio



Why Use a VHF Radio?

If you want to contact a friend on land just pick up a phone and place a call. If your child becomes ill it is easy to pick up a phone and call your family doctor. It's easy to contact people on land; just use a telephone and place a call. It can be almost as easy while out boating with a radio installed in your boat. If you break down or go aground you can easily call a rescue agency or marine salvage company—if you have a radio. If you are going to be late returning from a boat outing you can call ahead to let your family or friends know—if you have a radio. If you are in distress you can call the Coast Guard or other rescue agency—if you have a radio. A radio can mean the difference between a minor problem remaining minor or a minor problem becoming a major problem. A radio should be considered an essential part of safe boating equipment.

Citizens band (CB) is a relatively inexpensive form of radio communications but it is not encouraged by the Coast Guard for use as the primary or sole means of radio communications for boaters in coastal areas or on the Great Lakes. The disadvantages of CB are overcrowded channels and a poor ability for the radio signal to remain strong over distance.

The Coast Guard uses and recommends the use of Very High Frequency FM (VHF-FM) radios. The advantages of VHF-FM are good quality transmission, a strong signal, and channels are reserved for particular functions to enhance safe boating.

Channel 16 is the distress-safety calling frequency and is monitored continuously by the Coast Guard. Other examples of assigned frequencies are channel 22, which is used primarily for Coast Guard/recreational boater communications, and channel 13, the bridge-to-bridge channel, used for communicating navigation information.

In most cases boaters are not required to have a Federal Communications Commission (FCC) license to operate a VHF-FM radio. Even if your boat is a 16-foot runabout, a VHF-FM radio is a good investment—your life may depend on it. Copies of brochures concerning VHF-

FM radios can be obtained through your local office of the Federal Communications Commission.

Dead Batteries

Having a battery go dead in a car is an annoyance. It may cause you to be late for work and will cost you money. With the advent of long-life maintenance-free batteries, this nuisance is less likely to occur in personal cars and trucks, but what about the recreational boat?

Imagine the prospect of spending an unplanned night out on the water when at the end of the day you decide to head back to the marina or launch ramp and you discover that your battery is dead. You can't even use your VHF-AM radio to call for assistance. You now have a disabled craft. Last year the Coast Guard and Coast Guard Auxiliary alone assisted over 33,000 disabled boats.

There are several common causes for dead batteries. A short-circuit or over use of electronic equipment may cause the battery to discharge. But the problem may also be the use of a battery not suitable for your engine. An outboard engine, for example, may not be equipped with a voltage regulator. Maintenance-free batteries should not be used with engines that have unregulated or partially regulated alternators.

In an unregulated or partially regulated charging system the demand for electrical power must be balanced with the charging system's output capacity. The electrolyte, the liquid in the battery, will be boiled away by overcharging. In a conventional battery the electrolyte can be partially replaced by adding distilled water or clean tap water. If the electrolyte in a maintenance-free battery is boiled off, it usually cannot be replaced. However, not all maintenance-free batteries are the same. Some are sealed while others are designed so that electrolyte can be added.

Don't break down in the middle of nowhere because you bought the wrong type of battery. When buying a battery, talk to the people who service your motor. They probably have service bulletins recommending the type of battery that should be used with your motor. Check also to ensure that your current battery and motor are wholly compatible.

Gear Housing Upkeep

One of the easiest maintenance jobs that a small-boat owner can do himself—lubricating the gear housing of his outboard motor—is also one of the most cost-effective. A little preventive maintenance can save costly repairs.

The Mercury Outboards boating experts recommend that you lubricate the gear housing about every 30 days during the boating season. Here's how to do it.

- Remove the fill plug and washer (their location will be shown in the owner's guide). Make sure you are using the gear lubricant prescribed by the engine manufacturer, not automotive lubricant. Insert the lubricant tube nozzle into the filler hole.

- Remove the vent screw and washer. Your owner's guide will tell you where the vent is located. Never add lubricant to the gear housing without first removing the vent screw. Add lubricant until the excess begins to flow out of the vent hole. Next, drain off about an ounce of lubricant to permit expansion.

- Replace the vent screw and the fill plug along with their washers.

You should have your gear housing checked by your outboard dealer if you encounter any of these phenomena: Water drains from the filler hole; metal particles are present on the magnetic fill plug; the lubricant is a milky brown color; or large amounts of lubricant must be added to fill the gear housing.

Guide to Loran C

A new user's guidebook provides a wealth of information on the Loran C radionavigation system and how to use it.

The *NMEA Guide to Loran C* is the second in a series of educational books published by the non-profit organization National Marine Electronics Association. The first, the *NMEA Guide to Echosounders*, was issued last year.

Copies of the new *NMEA Guide to Loran C*, along with the earlier *NMEA Guide to Echosounders*, may be ordered from the Executive Director, National Marine Electronics Association, 6 Grove Street, Suite A, Norwell, MA 02061. The cost per copy is \$4.50 and payment is requested with the order.



Calendar

July

3-5 Harrisburg Regatta, Riverfront Park, Harrisburg, PA (Randy K. King, Harrisburg Department of Parks & Recreation, Suite 401, 10 N. 2nd Street, Harrisburg, PA 17101. Phone: 717-255-3020).

4 Raft regatta, Juniata River, Lewistown to Mifflintown (Mifflin County Tourist Promotion Agency, 3 Monument Square, Lewistown, PA 17044. Phone: 717-248-6713).

4-5 Dave's Pond P&C Open (competitive water skiing), Erie (Dave Strong, 9748 Eureka Road, Edinboro, PA 16412).

4, 5, 12, 19, 26 Sailboat races, Lake Nuangola (Nuangola Yacht Club, Stephen Fleetwood, 15 Nuangola Avenue, Mountaintop, PA 18707). Races through 9/5.

4, 18 Sailboat races, Gifford Pinchot State Park Lake (Pinchot Sailing Club, 325 Hummel Street, Harrisburg, PA 17104-1723). Races through 9/26.

5-6 Rowing races, Schuylkill River (Schuylkill Navy of Philadelphia, J. Sweeney, #4 Boathouse Row, Philadelphia, PA 19130). Competitive rowing events through 11/23.

5, 12, 19, 26 Sailboat races, Lake Glendale, Prince Gallitzin State Park (Lake Glendale Sailing Club, P.O. Box 291, Clearfield, PA 16830. Races through 9/13).

10, 11, 12, 13, 19, 29 Sailboat races, Lake Erie and Presque Isle Bay (Presque Isle Yacht Club, P.O. Box 1075, Erie, PA 16512). Races through 9/28.

11, 25 Sailboat races, regattas, Lake Arthur, Moraine State Park (Moraine Sailing Club, P.O. Box 692, Pittsburgh, PA 15230). Races through 10/10.

12 Yellow Creek Boat Regatta, Yellow Creek State Park, Indiana, PA (Indiana County Tourist Bureau, 6th Street and Wayne Avenue, Indiana, PA 15701. Phone: 412-463-7505).

12, 26 Sailboat races, Marsh Creek State Park Lake (Marsh Creek Sailing Club, Russell DeLombard, 5219 Wayne Avenue, Philadelphia, PA 19144). Races through 10/18.

13 Pennsylvania Fish Commission meeting, Harrisburg (for more details, contact the Commission at 717-657-4522).

13, 20, 27 Sailboat races, Rose Valley Lake (Lycoming Yacht Club, Paul Blystone, RD Box 351, Williamsport, PA 17701). Races through 10/12.

16, 23, 30 Sailboat races, Presque Isle Bay (Erie Yacht Club, P.O. Box 648, Erie, PA 16512. Races through 9/10).

18-19 Port Indian Regatta (hydroplane and ski-boat races), Schuylkill River between Norristown and Valley Forge (Port Indian Civic and Boating Association, 80 W. Indian Lane, Norristown, PA 19403. Phone: 215-666-9428).

18-19 Sailboat regattas, Lake Marburg, Codorus State Park (Lake Marburg Sailing Association, 2505 Mayfair Drive, Lancaster, PA 17603). Races through 9/13.

25 Regatta, New Milford, PA (Hallstead/Great Bend Lions Club, William Richards, 100 Elizabeth Street, Box 135, Great Bend, PA 18821. Phone: 717-879-4485).

30-8/2 AWSA Eastern Regionals (competitive water skiing), Erie.

August

1-3 Three Rivers Regatta, Point State Park, Pittsburgh (Bill Roberts, Three Rivers Regatta, 450 The Landmarks Bldgs., Pittsburgh, PA 15219. Phone: 412-261-2883).

2 Downriver canoe races, Susquehanna River (David Gay, 50 Bridge Street, Tunkhannock, PA 18657. Phone: 717-836-3275).

8 Marathon canoe and kayak races, Francis Slocum State Park Lake (Keystone State Games, 31 South Hancock Street, Wilkes-Barre, PA 18702).

9 Water ski show, Lake Winola (Lake Winola Cottagers' Association, Box 56, Lake Winola, PA 18625).

14-16 Beaver County River Regatta, Beaver River, Bridgewater (David Raegler, Beaver County River Regatta, Inc., P.O. Box 451, Beaver, PA 15009. Phone: 412-266-2226).

21-23 U. S. Canoe Association/American Canoe Association Marathon National Championships, Williamsport (Dennis Fink, RD 1, Box 560, Jersey Shore, PA 17740. Phone: 717-547-1661).

22-23 Sailboat regattas, Leaser Lake (Windward Sailing Club, Gregory F. Fiore, 4370 Driftwood Lane, Allentown, PA 18103). Regattas through 9/20.

27-28 Pan American Wildwater I, Youghiogheny River (American Canoe

Association, P.O. Box 248, Lorton, VA 22079).

29-30 Powerboat races, Conneaut Lake (Three Rivers Outboard Racing Association, P.O. Box 675, Lakeside Square, Conneaut Lake, PA 16316).

30-9/1 Labor Day Regatta, Susquehanna River, Lock Haven (Clinton County Tourist Promotion Agency, 151 Susquehanna Avenue, Lock Haven, PA 17745. Phone: 717-893-4037).

September

5-6 AWSA PA State Closed (competitive water skiing), Erie (Dave Strong, 9748 Eureka Road, Edinboro, PA 16412).

6, 7, 28 Sailboat races, Blue Marsh Lake (Blue Marsh Sailing Association, 3120 Octagon Avenue, Sinking Spring, PA 19608). Races through 10/12.

12 Yough Slalom, Ohiopyle, PA (Dennis Risen, 2301 North St. James Pkwy., Cleveland Heights, OH 44106. Phone: 216-321-9279).

20 Riversport Slalom, Confluence, PA (Erica Ruppel, 845 Williams Street, Confluence, PA 15424. Phone: 814-395-3818).

October

3-4 Fiddlers Elbow Slalom '87, Hummelstown, PA (John R. Gephart, 600 Kalla Drive, Harrisburg, PA 17109. Phone: 717-545-4580).

11 Bellefonte Slalom, Bellefonte, PA (PSOC Slalom Chairman, 4 Intramural Bldg., University Park, PA 16802).

14 Boating Advisory Board meeting, H.R. Stackhouse School, Bellefonte (for more details, contact the Commission Bureau of Boating at 717-657-4540).

17-18 Easton Slalom (Pennsylvania Cup Championships final race), Easton, PA (Eugene P. Gallagher, 715 No. New Street, Bethlehem, PA 18018. Phone: 215-867-7971).

19 Pennsylvania Fish Commission meeting (for more details, contact the Commission at 717-657-4522).

To have your organization's activities considered to appear in *Boat Pennsylvania's* "Calendar" column, send the information to us at least three months before the date of the activity. For instance, if your group's event occurs in October, we must have the details in July. Send items to The Editor, *Boat Pennsylvania* "Calendar," P.O. Box 1673, Harrisburg, PA 17105-1673.

Teaching Kids to Water Ski

by Bruce Kistler

Teaching your son or daughter, or anyone else's child, how to water ski is comparable to teaching the same youngster how to ride a bicycle. Most parents seem to have an inborn sense of how to teach kids how to ride a bike, but they are often at a loss when it comes to teaching them how to water ski. Actually the approach and the methods used are quite similar.

First-time fears

One of the biggest hurdles for a child learning to ride a two-wheeler is psychological. The youngster must conquer the fear of falling off the bike and getting hurt, and parents bring forth much patience and coaxing to that end. Likewise, a multitude of fears can crop up in the minds of youngsters facing their first attempts to water ski and these must be dealt with.

The child may be afraid of getting hurt in a fall or being pulled far from shore or into deep water. It helps to remind the learner that his ski vest will keep him up, that the boat will always come back to him immediately if he should fall, and that falls are no more harmful than taking a running leap into the water from a dock.

If he fears the motor or the thought of going fast, assure him that he will be pulled very slowly. His fear may be social in nature and it may take some effort to convince him that no one is going to laugh at him or make fun of him if he falls.

At what age is it appropriate to teach a child to ski? The answer to this question is more a matter of physical and emotional development than chronological age. If the youngster is reasonably well-conditioned (can ride a bike, for instance), can swim, enjoys the water and is willing to try, then there is no reason not to teach the child how to ski. Some toddlers have been successfully taught how to ski using trainers, but this age is too early in the minds of many parents.

Getting used to the skis

A bicycle must be the right size for a child and it must be adjusted properly if



he is to learn to ride it. The same goes for water skis. Skis that are too large or too small can make learning much more difficult. Kids weighing 125 pounds or more can use adult-size skis of 65 inches in length or greater. Lighter learners require junior skis under 60 inches in length.

The binders should be adjustable to a snug fit. If the binders are still a bit too big at the smallest setting, thick socks may be worn to improve the fit. A full ski vest (Coast Guard approved type III, wearable) must always be worn and it is imperative that it fit correctly. A vest that is too large is not only very cumbersome for the child to wear, but it is dangerous because he may slip out of it in a fall. Avoid the use of "ski belts," which do not provide adequate flotation.

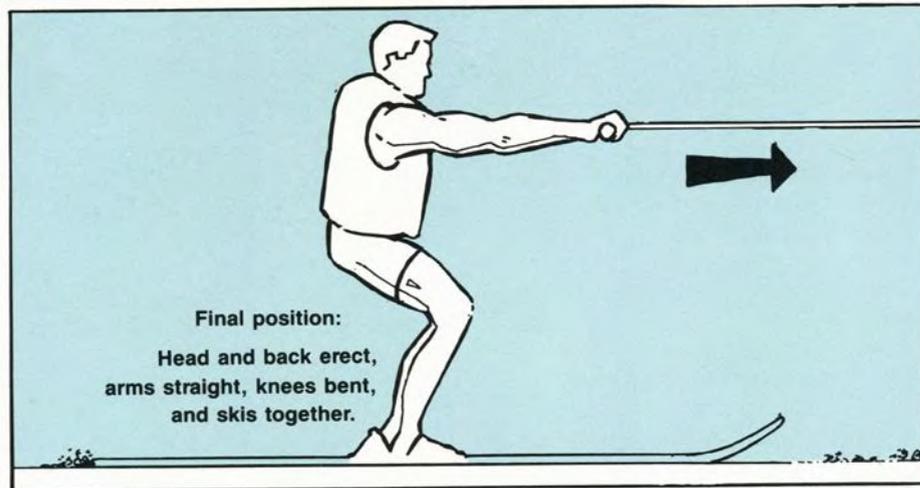
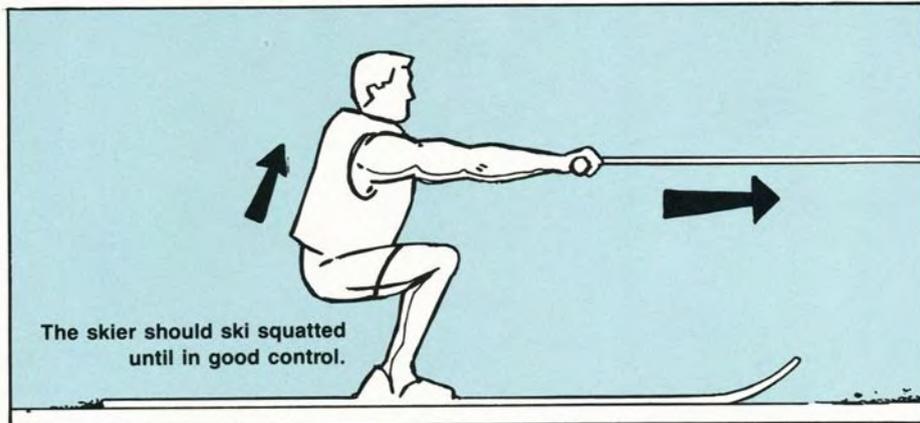
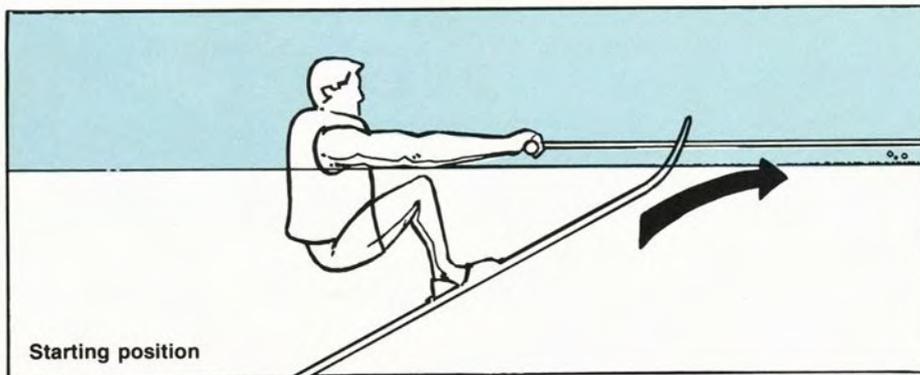
Before a youngster can ride a bike, he has to become familiar with it. He must get the feel of the seat and the handlebars and the pedals. A beginning water skier must also get used to his skis. In fact, kids usually have more trouble putting the skis on and controlling them in the water than actually getting up. It is important that the

You can support a beginning skier as the skier gets up by skiing next to him on the same length of rope. You can either grasp the top of his ski vest, hold his near arm, or reach under his near arm and hold his opposite arm, allowing him to rest part of his weight on your arm.

beginner practice without the boat until he can put on the skis easily and keep them together and under him in the water. You can get in the water to help him, but your goal should be to help the child become independent because an adult will not always be available after every fall. Be sure that the ski binders are adjusted to his foot size before he gets in the water.

The start

In both bicycling and water skiing the desired result is obvious. That is, beginners know what they should look like when riding a bike or skiing on water skis. In both cases, however, the start is less obvious. Once a bike is rolling it



is easy to balance, but mounting a bicycle takes more time and skill to master. The same holds for water skiing. Getting up is the trick; staying up is not so difficult.

As a skier you are familiar with the classic deep-water starting position—the knees are drawn up to the chest and the shoulders are hunched forward against them. The arms are held straight on either side of the knees and the handle is held with the knuckles on top. The skis are parallel and close together with the tips just out of the water.

The conventional axiom of water skiing is that when the boat goes the skier rises up with “arms straight, knees bent.”

This advice is sound as far as it goes. It adequately describes the final position, but it does little to help the beginner reach that position. Most kids fall on starts because they either pull on the rope or they try to stand up right away. To avoid these problems, tell your learner not to stand up but instead to ski squatted down at first. Without pulling on the rope, he should allow the boat to pull him up like

a sled while remaining in the squat position. Only when he is skiing on top of the water in good control should he slowly rise into the normal skiing position with his back and head erect, arms straight and knees bent.

When you are explaining to children how to ski, go slowly and keep your instructions as simple as possible. Youngsters become confused easily if they are given too much information at once. Demonstrate whenever possible instead of using a lot of words.

A great deal of patience is needed, as when teaching a kid to ride a bike. Praise the child freely when he does something correctly, but don't scold him if he does it wrong. Bite your tongue, smile and try it again. Don't expect success on the very first outing.

Help in balancing

The most crucial aspect of teaching a child how to ride a bike is providing artificial support, either by holding the bike or by equipping it with training wheels, until he gets the feel of balancing while pedaling and steering. Unassisted the learner would have great difficulty. Unfortunately, most adults leave the kids they are trying to teach to water ski to their own resources. The result is fall after fall until by trial and error a successful start is made.

This punishing routine is not necessary. You can support a beginner as he is getting up by skiing next to him on the same length rope. You can either grasp the top of his ski vest, hold his near arm or reach under his near arm and hold his opposite arm allowing him to rest part of his weight on your arm. With such help in balancing, the skier's chances of a successful start are improved.

Another advantage of this method is that you can keep him from standing too soon or from pulling on the rope. Be sure to let go of your own towrope if the learner should fall. This way you can help him recover and put on his skis while the driver idles back. It's also more reassuring for the first-timer to have someone right there after a fall.

If for some reason you can't ski alongside the beginner, such as when the boat has insufficient power to pull up two skiers at once, you can help him by getting into the water and holding him from behind by the waist or by reaching around and grasping his ankles. This at least helps launch him in the right position but provides no help in balancing



once the skier is planing. The disadvantage to this is that the skier may fall and you are left behind.

One additional idea to keep in mind is that children tend to get cold quickly in the water, so don't prolong the session if the beginner begins to shiver.

Trainers

Toddlers and very small children have been taught how to water ski with the use of special trainer skis. Trainers are an extra small set of skis that are tied together. The towrope is secured at the front crosspiece. The child holds onto the han-

dle while he and the trainers are pulled by hand in shallow water.

As we've seen, teaching water skiing has many similarities to teaching someone how to ride a bicycle. There are psychological barriers to break, the learner must get accustomed to new equipment and some help in balancing during the start is needed. It may take a few sessions, but soon you will have the satisfaction of seeing that big grin on your little one's face as the youngster successfully water skis for the first time. 

There are psychological barriers to break and it may take a few sessions. But soon you'll have the satisfaction of seeing that big grin on a young person's face as she skis successfully for the first time.





Seduction of a Sailor

by Jack Grazier

There wasn't much wind, but there was just enough, with the main bagged out a little, to send our wooden Lippincott Lightning scooting along.

On Erie's Presque Isle Bay the prevailing west wind usually falls off in the hot summer afternoons and often dies altogether in the early evening. As we headed toward the middle of the bay on a comfortable reach, I assured my wife, Debbie, that the wind wouldn't falter.

"How do you know?" she asked.

"Trust me," I said.

Off to starboard we could see a dusky blue Hughes 29, our friend Rick's boat. It was headed our way, under power.

As the big auxiliary drew near, my friend waved and shouted, "Haven't you learned to sail that thing yet?"

"You're the one who ought to learn to sail," I said. "What are you using your engine for?"

"No wind in the channel," he said. "We finally had to give up."

I was enjoying clipping across my friend's bow while he had given up and gone to motor.

"You can borrow some of our wind," I shouted, as we came about neatly astern of the larger boat. There was more than enough wind to move our Lightning.

About an hour later, however, my shirt was off and Debbie was complaining about the heat. We were both sweating profusely. The sails hung limp, with the boom clacking back and forth from one side of the boat to the other.

No wind whatsoever.

It was about 6 p.m. Unless we wanted to paddle the two miles or so back to the club, we'd have to wait until sunset, when the offshore breeze would freshen.

"Here comes Rick," Debbie said.

Sure enough, the Hughes was bearing down on us again, and Rick wasn't the kind of fellow to let an opportunity pass. I'd be hearing about this the rest of the summer and all the next winter.

But I had an inspiration. I took off my sneakers and jeans and slid over the side of the boat.

"What are you doing?" Rick shouted.

"Got too hot," I shouted back, paddling lazily. "Decided to heave to and go for a swim."

Rick nodded and motored on by.

"Maybe we ought to get a little motor," Debbie said, as I struggled back into the boat.

*A*nother time, we took a pregnant friend for a sail. She put on a Mae West because she couldn't swim. Again, the wind died, the mercury was pushing 92 degrees, and our mother-to-be with the jacket on was hot and uncomfortable for a long time as I paddled us home.

"Don't you think we ought to get a motor?" Debbie asked.

Then there was the time I tried singlehanded. I started out about 11 a.m. and didn't get home until after midnight. The wind had died. Debbie had been frantic. She had visions of my tripping on a line, falling overboard, and drowning in the dark, because I had forgotten to wear my life vest.

"You'd better get a motor for that boat," she said.



I wasn't just being stubborn. I couldn't bear the thought of bolting a greasy, smelly, expensive, unreliable, gas-guzzling noise-maker to the transom of our graceful little racing sloop. And getting a motor would be a sure sign of advancing middle age, I thought. We used to laugh at all the gray-haired daysailors with motors when we were kids growing up on the bay.

We were also just learning to sail. I didn't want to start using a motor as a crutch. I was afraid we would become dependent on the outboard without having learned the basics. Then, in an emergency, the motor would fail and we would have a crisis on our hands.

Besides, hadn't former Erieite Robert Manry and *Tinkerbelle* sailed across the Atlantic without a motor? Why did I need one just to piddle around in the bay?

But I finally gave up. I had wearied of paddling the Lightning up and down the bay every time the wind died, which was almost every night. A motor could make the difference between one hour and three hours to land if someone got sick. If a storm blew up, we could douse the sails and power back. The motor would make for easier maneuvering in crowded conditions, and singlehanded the boat would be easier.

Also, although Presque Isle Bay is a beautiful body of water for sailing, bordered by sandy beaches and as large as many inland lakes, nearby Lake Erie always beckoned. But the Coast Guard frowns on boats sailing through the connecting channel, especially on weekends. At that time, the channel is crowded with powerboats and sailboats under power, and tacking through would be a dangerous, nearly impossible task. One Coast Guard official told us that in a

restricted body of water, a sailboat under sail is always considered in the wrong should an accident occur, no matter who was really at fault.

Debbie and I had been told by other couples how nice it was to sail to the small port of Barcelona, NY, about 40 miles east of Erie on the lake, and how, when you landed, a car would be sent to the docks from the restaurant to pick you up at the water. Without a motor, we were afraid to attempt that trip.

*W*e finally decided we would get much more use out of our boat if it had a motor. In an area where the comfortable sailing season is only four months long, this was the deciding factor.

I drilled the four holes for the motor mount in the transom with a feeling of guilt. The rape of our boat. But it had to be done, didn't it? Or had we become brainwashed by a society gone soft?

I comforted myself with the thought that the 2 hp motor was so small it would be hard to see on the boat from a distance. And also, I could always remove the mount, plug the holes, paint over the plugs and you would never know it had been there.

A week later, I knew we had made the right decision.

It was a hazy, humid day and we had sailed over to Presque Isle Peninsula for a picnic. Gradually the haze thickened to fog as we ate, and we remarked for the umpteenth time how quirky the weather is in Erie. Almost subliminally, at first, we heard the thunder. When we searched for its origin we saw an ominous thunderhead looming through the haze, barely distinguishable.

"How long do you think it will take to reach us?"

"About a half-hour," I said.

We gathered our things, threw them into the boat and got off as fast as we could. The bay is usually calm, but in a storm, high waves can kick up, waves that are dangerous for a small boat because they are close together. And I had no desire to be caught in the middle of the bay on our Lightning in an electrical storm.

I remembered one storm we weathered where I had wrapped myself in the jib for protection against the driving rain and winds that had chilled at least 20 degrees in five minutes. It seemed like a good idea, until my wife put her mouth to my ear and shouted, "Don't be an idiot!" at me. I had forgotten the steel bolt rope in



Auxiliary power gives a sailboat specific advantages over nonpowered boats.

the sail, a metal wire that was wrapped around me from head to toe, making me a human telsa coil.

As we motored back to the club this time, I kept thinking about the section in Royce's telling how thunderheads have more power than several hydrogen bombs.

Under sail, tacking the whole way back, the trip could have taken an hour and a half. But the motor took us home in only 20 minutes. We were just in time to beat the worst lightning storm of the summer, a tempest with 50-knot winds that didn't let up for hours. I was beginning to appreciate the security that a motor can bring.

Later we found that a motor can almost make a small-boat owner into a large-boat owner, for with the motor, and a boom tent over the cockpit for sleeping at night, we could do many of the things a big boat could. We didn't have a head or a galley, but I realized that I would rather spend 50 cents for a plastic bucket than \$6,000 or \$7,000 for the conve-

nience of using a toilet. And why carry a kitchen around with you everywhere when you can carry a cooler of soda and sandwiches?

I was beginning to lose "big boat fever," the same disease I saw consuming many of my friends who could never be satisfied with the boat they had. I began to realize that bigger did not necessarily mean better.

The motor actually made better sailors of us. There were times when we had thought it was too rough for a sail but decided to motor awhile anyway, just to be in the boat. A few minutes of this and we'd try sailing with just the jib. After a few more minutes, we'd decide we might as well try the main, too. And then we'd find that it wasn't as rough as we had thought. We knew, too, that if it got to be too much like work, we could always douse the sails and motor back. It was a good feeling.

The real reward came on our first sail onto the lake. Riding the rolling swells was another kind of sailing; there was more excitement, somehow. We sailed

through on a Labor Day, and when we passed the channel tower, we could see hundreds of other sailboats on the lake, sails and spinnakers of all colors flying. The wind was steady, and in short time we made it to Gull Point, a sandy tip of the peninsula inaccessible by land to any but the most determined hikers. We ran the Lightning onto the beach, leaving her headed into the wind.

A sail-surfer was learning the basics in a small inland pool; we watched him and sipped our soda. Later, a walk along the beach revealed huge forked tracks, as long as a man's hand, the footprints of the great blue heron. Later we saw that magnificent bird and a host of smaller cousins on the wildlife refuge of Gull Point.

Later still, as the sun was setting in a quiet explosion of color, we sat on the beach and watched the reddening sails of the big boats. The three of us, at a place that makes weekends into vacations.

Our boat hadn't changed. It was still the same. It had just lost its innocence, that's all.

Three Rivers Boating

by Rick Drury

"It's the mystique of the river, the same feeling that spurred early explorers," explained John Reed, the U.S. Army Corps of Engineers public affairs officer. "From the Three Rivers area a boater could go to the Mississippi, the Gulf, or beyond."

Part of the popularity of river boating in the Pittsburgh area must stem from the timeless excitement of the river, but other factors are surely as attracting.

Maybe the most important is the lack of restrictions on horsepower. In western Pennsylvania most of the waters available to boaters have limiting factors. Smaller Fish Commission waters may only allow electric motors. Larger impoundments, such as Lake Arthur or Pymatuning, restrict the size of motors to 10 horsepower. The Three Rivers of western Pennsylvania have no such restrictions. These waters call to the water skier, the houseboat, and the speed boat.

Easy access is another plus. The three great rivers, the Monongahela, Allegheny, and Ohio, flow through the center of downtown Pittsburgh and heavily populated Allegheny County, putting the river within easy reach of thousands of boaters.

You will find many launch points and marinas in the area. There are basically three launch area categories — municipal, Fish Commission, and private.

Fish Commission areas are well-marked from the main roads to the river and are easy to find. Municipal accesses offer launching ramps for "moderate draft" boats and parking at no charge. One exception is the Fish Commission Access at Leetsdale, on the Ohio River. Deep-draft boats can be launched there. For many boaters that's enough. There are no supplies available at the public launches, though, and another problem is their popularity. There may be a waiting line.

The private marinas offer more services at a price, but one that many are willing to pay for the convenience. Gas and oil

are available, launching, of course, and usually parking. Several marinas offer hoist launching (Port Allegheny, Aspinwall, Harbor Isle, and Carousel Marina) at about \$2.50 per foot. Some private marinas provide limited docking.

However, docking space is the most expensive and perplexing problem along the river. Most private docking — marinas, boating clubs and such — can be awfully expensive. One friend was paying \$2,000 per year for docking privileges at a club.

A cheaper alternative for some is municipal property. Some rent space along the rivers on a per-foot basis. Usually the available space is leased well in advance of the boating season and sometimes there's a waiting list. This isn't to deter the boater but to warn that it will take planning and probably some cost if you wish to dock along the rivers.

Lock travel

Most of the private marinas are located closer to the city than Fish Commission launches. Access to the Pittsburgh pool and sights like the Point Park Fountain, Clemente Park and Mount Washington require less water and lock travel, important to many boaters because they would rather avoid going through the locks.

But lock travel, according to John Reed of the Army Corps of Engineers, is just another part of river boating. It is one of the many differences that the lake boater will encounter and the new boater should be aware of.

First, consider that commercial traffic has priority over pleasure craft. Some of the horror stories, five hours of waiting, for instance, may be attributed to such. But Reed says that such long waits are rare. Locking time is about half an hour, so even three or four barges wouldn't cause that long of a holdup. Still, going through the locks may require some time, so be prepared.

All the locks in the Pittsburgh area have 24-hour operating times and the only requirement to lock through is that you have 75 feet of rope, though a marine radio is handy for signaling and communicating with the lock captain. Locks farther from the city like those on the upper Allegheny have restricted hours. Check with the Army Corps of Engineers. There will be a bell rope, accompanied with a sign, on the approach wall for signaling your presence if you don't have a radio. The lock captain will "talk through" any first-timer, and a pamphlet is available from the Corps to explain the procedure.

Dams, current

There are several other factors peculiar to the river that you should be aware of. Dams are one. Reed explains that the danger occurs mostly with the "fixed crest" dams. The problem is the boater can't see the dam when looking downriver. If he ignores the markers or doesn't understand them, he can be on top of the dam before seeing it, and it may be too late.

All the dams on the Allegheny are fixed crest as is the Dashields dam on the Ohio. That's the second dam downriver from Pittsburgh. The first one is the Emsworth. It's a gated dam with a visible structure above the water and thus has not been a problem.

Within the parameters of natural hazards, current can cause some problems. A friend, who is a long-time boater on the Allegheny, explains that the current can be deceptively powerful. You can be pulled downstream faster than you can imagine. Docking and launching can be tricky with a strong current also, particularly with a large boat. He advises knowing how to handle your boat well before going out during such conditions to avoid being swept into other boats or docks.

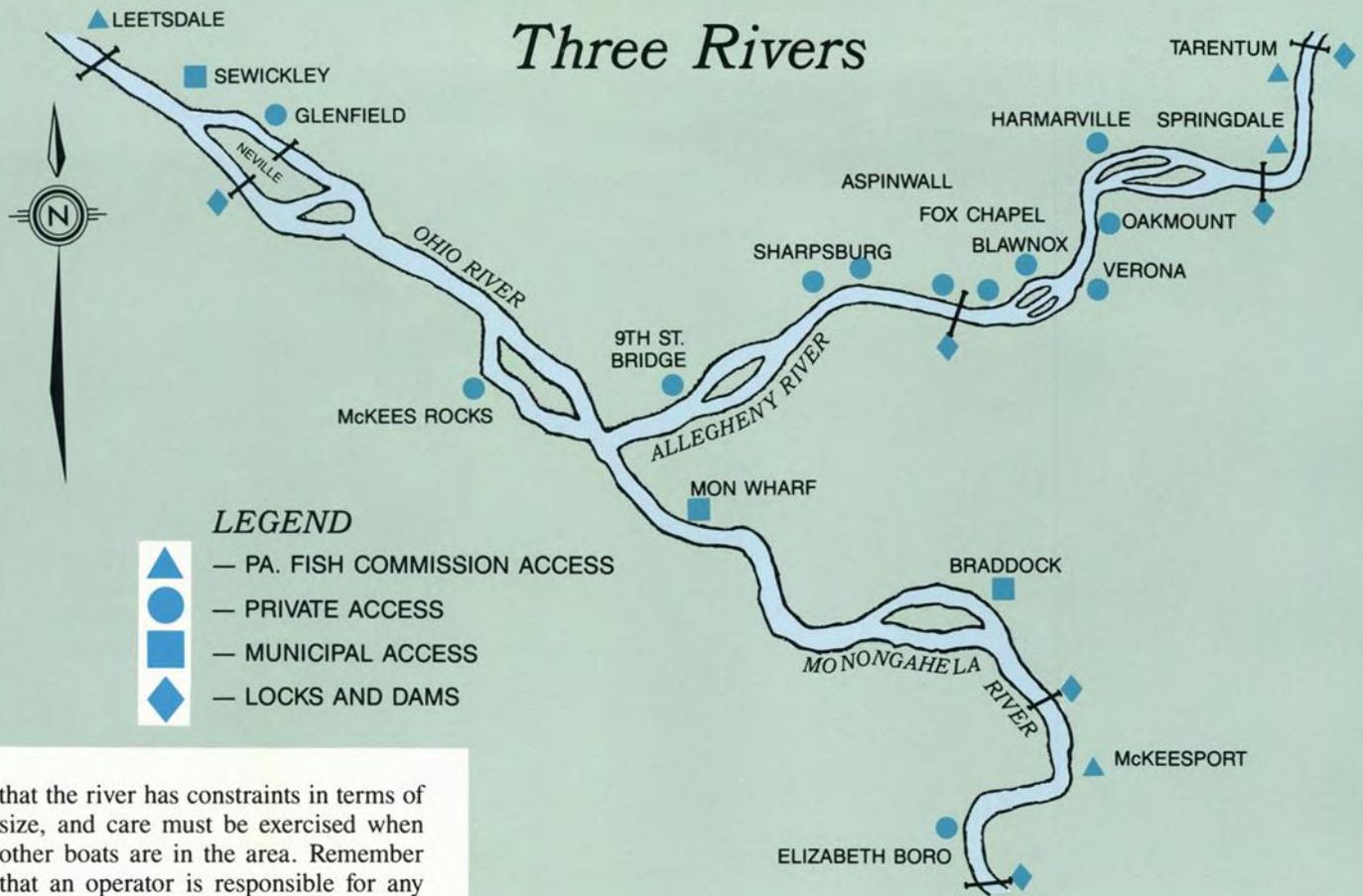
Commercial traffic is another safety hazard that the new boater should be aware of. Barges and such can't stop or turn suddenly (up to one mile to stop). The responsibility is on the small-boat operator to navigate alongside the big tugs in safety.

As on any body of water, there are proper rules of the road for boaters. Refer to the *Summary of Boating Regulations 1987* and be familiar with safe boating procedures before venturing out.

One of the major safety problems, unfortunately, is alcohol. Reed thinks that it has to do with "play time" thinking. Individuals who wouldn't think of drinking and driving will drink and boat because it's time to relax and enjoy. But drinking while operating a boat can be equally as hazardous as driving a car while intoxicated. There are new laws with some teeth concerning boating under the influence, and the wise operator doesn't mix drinking with operating a boat.

Reed says that another problem is caused by what is considered to be the major attraction of the river — powerboats — that, and the crowding due to the amazing popularity of river boating, particularly on the Allegheny River. Reed explains that every operator must realize

Three Rivers



that the river has constraints in terms of size, and care must be exercised when other boats are in the area. Remember that an operator is responsible for any damage done by his boat or his wake.

John explains that few areas of the country are as safety-conscious as ours. In fact, there is a rather unique organization devoted solely to that goal, the Pittsburgh Safe Boating Committee. It's a conglomeration of private, state, and federal groups like the Red Cross, Fish Commission, the Tri-State Marine Association, and the Coast Guard. The group isn't formally coordinated; it's more of an information exchange.

The one formal affair, which occurs early every summer, consists of a ride on the famous Gateway Clipper Fleet's Party Liner. The purpose is, of course, to promote safe boating. There are information booths, demonstrations, and seminars, all covering the many facets of river boating and safety. John says that annually 200-300 boaters participate. It would be an excellent educational way for any boater to begin a river boating career.

For locking procedures, Pittsburgh Safe Boating Committee, or River charts, contact the U.S. Army Corps of Engineers, John Reed, Public Affairs, 1000 Liberty Avenue, Pittsburgh, PA 15222.

This information is provided by the author.

Three River Accesses

Allegheny River

Tarentum (PFC). Off Route 28, under Route 336 bridge.

Port Allegheny Marina. Pittsburgh (Fox Chapel), off Route 28 to Squaw Road and Old Freeport Road.

Sharpsburg Boat Docks. Off Route 28 to 13th Street in Sharpsburg.

Marina Haven. Off Route 28 to 19th Street in Sharpsburg.

Oakmont Yacht Club. In Oakmont off Allegheny River Blvd. at Washington Avenue to California Avenue, ramp.

Springdale Access. Foot of Butler Street in Springdale.

Aspinwall Marina, Inc. Off Route 28, 285 River Avenue, Aspinwall.

Faust Marine. 300 River Avenue, east, root of 9th Street bridge.

Harbor Isle Yacht Club. Off Route 28, No. 1 River Road at Blawnox.

Outboard Haven. Off Allegheny River Blvd. at Arch Street in Verona.

Rodak Boat Sales. Harmar Marina at 2526 Wenzel Drive at Harmarville off Route 28. This is now the Commission's Deer Creek Access.

Springdale Access (PFC). Colfax Street, Springdale.

Monongahela River

Monongahela Parking Wharf. Pittsburgh (downtown), off Blvd. of the Allies.

Braddock Borough Access. At foot of 11th Street in Braddock.

McKeesport Access (PFC). Off Route 148, at foot of Atlantic Ave., at confluence with Youghiogheny River.

Carousel Marina. Four miles south of Elizabeth on Bunola Road, off Route 51.

Ohio River

Sutey Marina. Off River Avenue, in McKees Rocks downstream from Charriers Creek.

Leetsdale Access (PFC). Route 65 at Leetsdale.

C & E Marina. Off Route 65 at end of Dawson Avenue in Glenfield.

Sewickley Ramp. Off Route 65, end of Chestnut Street in Sewickley.



Water Skiing and Team Play

by Joe Greene

Water skiing is a team sport with three important team members: operator, observer and skier. The team captain is the boat operator. The safety and enjoyment of the skier and everyone else in the boat is his responsibility. A good operator is aware of the problems that the skier may encounter and is preferably a skier himself. He must be aware of the different handling characteristics of his boat when towing a skier. A ski bridle or towing bar minimizes steering difficulties.

Heeding the following tips could make you a better team member.

Make sure the team members understand the signals between the boat and the skier. When under way there is no other way to communicate. A review before each outing reinforces this idea.

All passengers must be seated before getting under way.

As operator you are responsible for their safety.

Check the area ahead before you "hit it." It takes most

boats longer than usual to reach planing speed when towing a skier, so your vision may be obscured by the bow for a longer period. *Most boating accidents involving water skiing are collisions immediately after getting under way.* Don't watch the water skier at this critical time. Watch where you're going.

A boat towing a person needs a lot more room to maneuver than other boats. This requires alertness and planning. If an evasive maneuver becomes necessary, the best choice may be to cut the throttle immediately. It is better to dunk the skier than to endanger anyone else. Your towing a skier does not grant you any special privileges when it comes to the rules of the road.

Always approach a fallen skier into the wind or current. This permits better maneuverability at slower speeds and prevents the boat from being carried into the skier when he tries to board. Keep the fallen skier on the operator's side of the boat when making the final approach. He can be kept in sight at all times.

The observer is the next important member of the team. He is the main communication link between the operator and the skier. The observer gives instructions to the skier, allowing the operator to devote full attention to his responsibilities. The observer relays speed adjustment messages to the operator. The observer is also responsible for assisting the skier into the boat and retrieving the tow rope and other equipment.

The skier also has responsibilities as a team member. As skiers improve their skills, they gain control over their speed and turning ability. When conditions allow, a skier can swing wide in a turn and increase the thrill of the sport with the increased speed. However, the skier must be aware of the nearby boat traffic and handle himself accordingly. When in the water, a raised ski increases your visibility—it makes it easier for the operator to return to pick you up, and it alerts other boats to your location.

Observing these few tips can make water skiing more enjoyable for all your team members.