

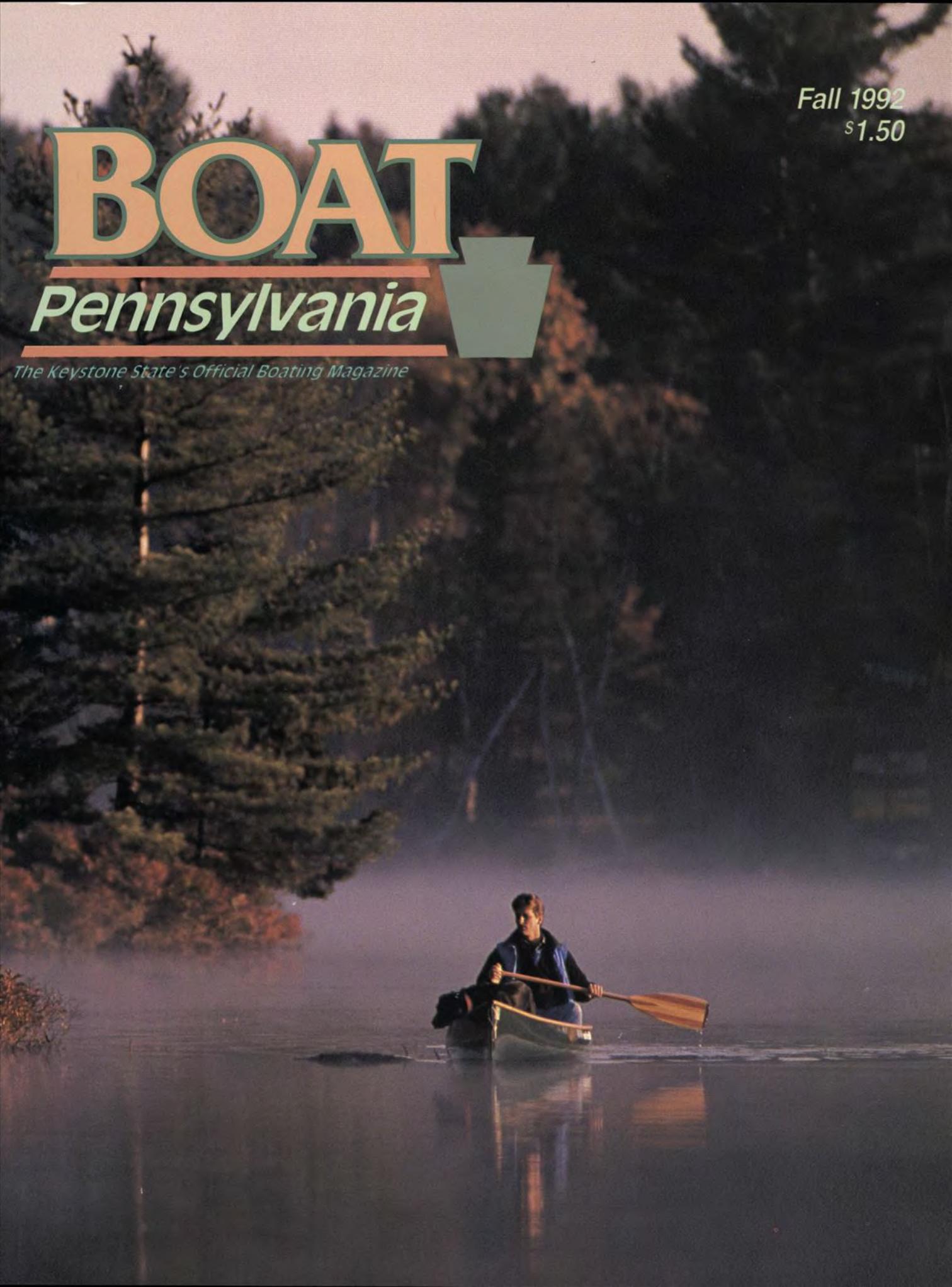
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Pennsylvania



The Keystone State's Official Boating Magazine



Take Pride in Pennsylvania



John Simmons

Director

Bureau of Boating

Pennsylvania Fish & Boat Commission

On July 16, it was my pleasure to participate in the third annual Over and Under the Delaware River Cleanup sponsored by Kittatinny Canoes, the largest canoe livery on the Delaware River and the oldest continually operating livery in Pennsylvania.

I arrived at Dingmans Ferry about 9 a.m. Other volunteers were already beginning to arrive. The weather was threatening, but by 10 o'clock more than 250 people from Pennsylvania, New York and New Jersey were on site and ready to go. After a coordination and safety briefing, we were assigned to various sections of the river. My group of about 40 was assigned to a nine-mile stretch from Bushkill to Smithfield Beach.

A 20-minute bus ride took us to our put-in where our canoes were waiting. Our guide and leader was Ruth Jones, president of Kittatinny Canoes. During the day we were to find that no one knew more about the river nor cared for its future preservation than she. Her life has been the river and her affection for it was evident to all that day.

Our collection of trash began almost immediately. Soda bottles, beer cans, plastics, milk jugs, chairs, styrofoam bait containers and coffee cups, shopping carts and assorted other items of household trash began to fill our canoes. An aluminum ladder was found a mile from our launch site as was a kitchen sink. It wasn't long before we retrieved our first of many automobile tires.

The upper Delaware River is a National Scenic River managed by the National Park Service. It is one of the wonders of Pennsylvania. Little evidence of the intrusion of man (except for the trash we found along the banks) was present during the entire trip. Ospreys flew overhead. An eagle had been reported the day before. We observed a family of red-headed mergansers. Fish were jumping and the water was so clear in some spots that shad and carp could easily be seen at the bottom of deep pools.

The amount of trash gathered that day was disturbing. After years of neglect, a large amount of debris and societal effluent could be expected. This was the third year of clean-up, however, and I had anticipated that most of the trash would have already been collected. During the first two years of the project, over three tons of trash has been collected and removed. Our job on that day should have been easy. It wasn't because trash is still being discarded by uncaring individuals who see our waterways as a simple method of disposal.

At the end of the day, everyone gathered at Dingmans Ferry to exchange anecdotes and experiences, while enjoying a barbecue prepared by the dedicated staff of Kittatinny Canoes. We heard that one group had discovered 270 tires on one island. Another had found a tire from a construction vehicle that required a dump truck to haul away.

It was a great day for participants and the river. The group collected 19.86 tons of garbage, including 617 tires, 908 pounds of aluminum and 5.5 tons of scrap metal.

Keeping our rivers and streams clean is everyone's responsibility. We can start by ensuring that nothing we carry onto the rivers is left there. We can also take an active approach and pick up not only our own refuse but that left by other less thoughtful individuals.

Participate in organized events. Or better yet, start one on your favorite stream or boating water. There is no better way to combine boating, enjoyment of the outdoors and a commitment to improve, not just use, the water resources of the Commonwealth.

For its efforts, Kittatinny Canoes has been recognized with numerous awards, including Take Pride in Pennsylvania and its second Take Pride in America Award received at a recent ceremony in the White House. Ruth and David Jones, the staff of Kittatinny Canoes and their many fine volunteers are to be congratulated for a job well done. They truly do "Take Pride in Pennsylvania."



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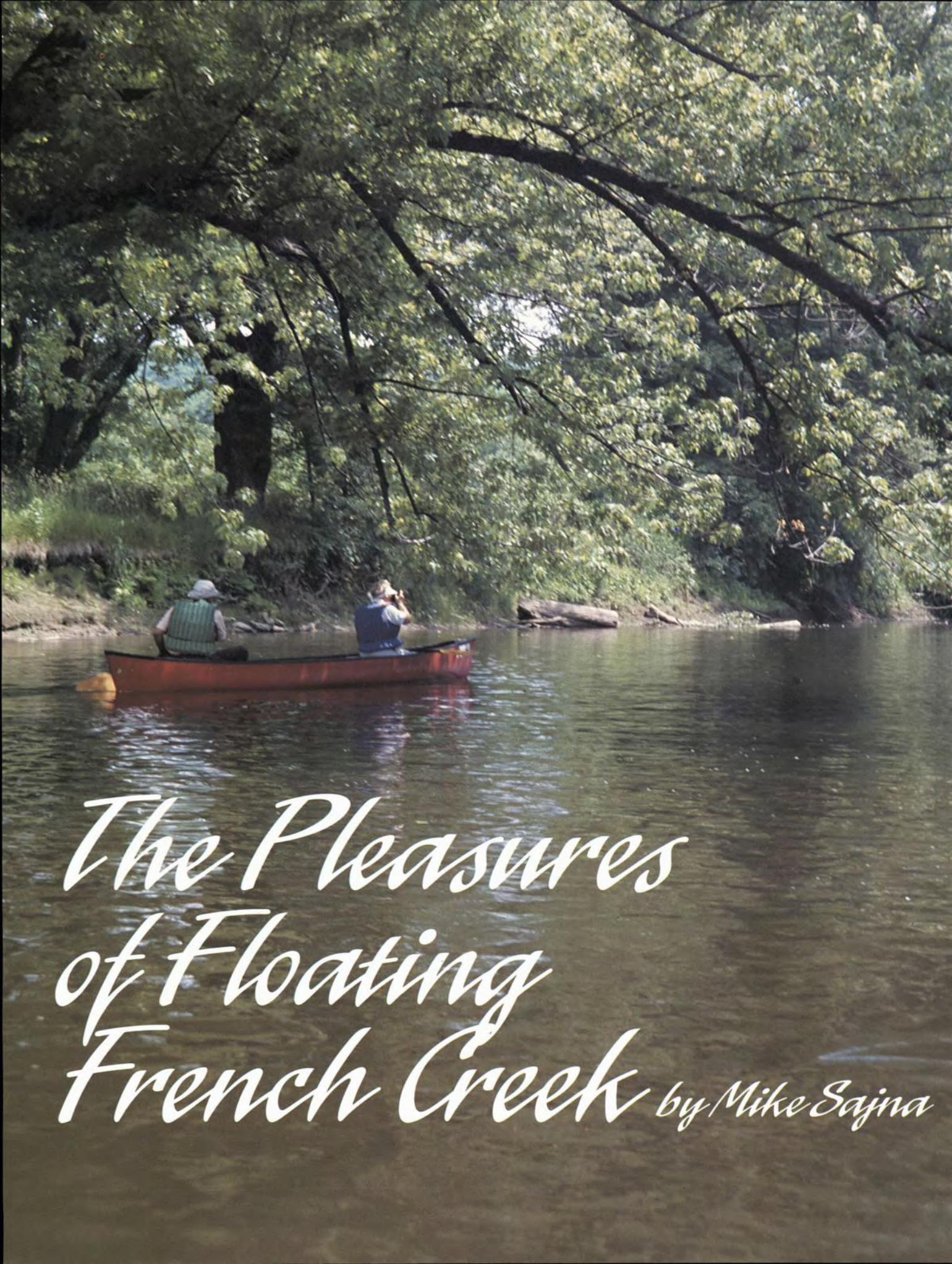
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The covers

This issue's front and back wraparound cover, photographed by Dave Brownell, suggests the kind of paddling fun you can get in on as fall progresses and winter approaches. Two Pennsylvania places you might want to try are the West Branch Susquehanna River and French Creek. Paddling these waterways is covered in articles on pages 4 and 28. Have you ever competed as a paddler? Two Pennsylvanians successfully tried out for and made the U.S. Olympic Canoe and Kayak Team, and their stories appear in the article on page 8. When you've had your fill of fall paddling and you decide to put away the gear for the winter, please turn to page 24 for practical information on storing your whitewater stuff. Similarly, powerboaters will want to check out the article on page 14 for a description of practical preventive maintenance. If you frequent a marine supply store or boat dealership this winter, you will probably talk to a member of a Pennsylvania marine trades association. But for an inside look at what Pennsylvania marine trades associations do, see page 18. Lastly, most of us will suffer sooner or later from seasickness. However, recent research into this malady offers more hope than ever. See page 11.

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*The Pleasures
of Floating
French Creek* by Mike Sajna

As far as anybody knows for sure, there are six Native Americans buried on the grounds of the Custalogatown Boy Scout Reservation along French Creek on the Mercer/Venango County line. Exactly where the graves lie, however, nobody will say. The Historical Society of Mercer County decided some time ago to cut short the temptation by removing the individual markers and erecting a central monument.

About Custaloga, the Delaware chief for whom the camp is named, ranger Lester Bean says he once controlled the land between French Creek and the Beaver River, and was charged with attacking all the forts in western Pennsylvania during Pontiac's War in 1763.

"It's unique how they took Fort Venango down at Franklin," he adds. "The young warriors were playing lacrosse. The squaws were sitting around watching them, but they had hatchets and other weapons up under their dresses. At a set time one of the warriors knocked the ball into the fort, and then asked if he could go in and get it. When they opened the gate to let him in, they attacked and wiped out the fort."

Bean ends his talk with a haunting tale about a tornado that touched down on the burial grounds in 1980. At the time, 20 oak trees stood around the Indian monument. The tornado knocked all the trees down, leaving such a tangled mess nobody could penetrate for days. When a path was finally cleared, though, it was found that not a single limb had touched the monument.

Such stories are nothing unusual on French Creek. Along with Custalogatown, paddlers down this northwestern Pennsylvania stream, one of the largest tributaries of the Allegheny River, pass places where presidents slept, folk heroes lived, canal builders failed and the Battle of Lake Erie may have been won.

In addition to all the colorful history, paddlers also can find plenty of beautiful natural areas of lush forests, colorful wildflowers and picturesque farm country populated by a large variety of wildlife, including some species that are becoming scarce in Pennsylvania.

"Examples of the unique natural diversity of French Creek can be found in fishes and a family of mollusks known as freshwater mussels, two groups of animals that depend on a high-quality stream environment," the Western Pennsylvania Conservancy notes in one of its publications.

A 1988 study by researchers from Ohio State University discovered 25 species of mussels in the stream, among them seven rare to the state and three imperiled in North



map graphics- Ted Walke

America. Mussels can readily be spotted in the shallows, and identifying them, or at least counting the different species, adds interest to a trip.

Bird and wildflower watching are two other activities that can spice a float down the lazy stream, and good reasons to carry along binoculars and a camera.

Depending on the time of year, of course, trillium, dame's rocket, day lilies, daisies, buttercups, violets, ducks, geese, deer, beaver, mink, herons, turtles, turkeys and kingfishers all can be found along the banks. During one short midday trip sponsored by the Conservancy, which has been working to help preserve French Creek's unique ecosystem, paddlers saw a family of mergansers, a green heron, several finches, a kingfisher, mallards and Canada geese.

A study of Pennsylvania streams by Penn State biologists also found that French Creek "harbors the most diverse group of fishes among all stream systems studied," including several threatened minnow species. Bass,

walleyes and northern pike occur in good numbers throughout the stream, so canoeists who enjoy fishing should include tackle in their equipment.

French Creek springs to life in far western New York near famous Lake Chautauqua. It enters Pennsylvania just east of Wattsburg, Erie County, and winds south 88 miles through Crawford and Mercer counties to empty into the Allegheny River at the Venango County seat of Franklin.

Local paddlers say French Creek is floatable from ice-out in late winter or early spring to freeze-up the following winter. Depending on the amount of rain that falls, however, canoeists may get wet feet walking their craft through some of the shallow riffles during the low-water days of late summer.

Float trip start

Canoeing on French Creek starts at Cambridge Springs in northern Crawford County and continues to Franklin. Roads parallel or cross the stream at several points, though, so a wide variety of trips can be arranged. Cambridge Springs to Saegertown is a float of 15 miles, but that trip can be cut almost in half by taking out at Venango.



Saegertown to Meadville covers another seven or eight miles, and Meadville to Cochranon is roughly a dozen miles. Cochranon to Utica is 8.8 miles, and Utica to Franklin is seven miles.

A gentle nature comprised of pools, shallow flats and riffles makes the stream an excellent choice for both beginners and families with small children. Possible problems are limited to bridges, unseen rocks and sunken tree limbs.

Away from Meadville, Franklin and other towns, the country around French Creek is mostly pleasant woods and farmlands spotted with summer homes. But the presence of Route 6/19 above Meadville and Route 322 below, coupled with numerous secondary roads in between, means the sounds of civilization can be heard in many stretches. And it occasionally comes crashing in when a train appears on the tracks that shadow the stream.

On the plus side for civilization, floaters who like old steel bridges can find some beautifully preserved examples crossing the stream in places like Carlton and Utica.

Historic past

Appearance of the aged bridges has a way of stirring up thoughts of French Creek's historic past. It was near the stream's mouth that the French first informed the British of their intentions to fight for North America. "They told me it was their absolute Design to take Possession of the Ohio, and by God they would do it," Major George Washington noted in his journal on November 30, 1753.

French Creek's most colorful resident was the legendary American folk hero Johnny Appleseed, who was born John Chapman in Massachusetts in 1775, educated at Harvard and found his way to Pittsburgh in 1788.

On a trip up the Allegheny, Chapman noticed an absence of fruit trees in the surrounding country. At an uncle's cabin near Olean, New York, he found an abandoned orchard out of which he created what was probably the first nursery west of the

Allegheny Mountains and began his work.

Chapman may have been happy simply to sow his appleseeds in western New York and northwestern Pennsylvania except for a vision he had after being kicked in the head by a horse. In that dream, he found himself in a land of gold streets lined with fruit trees.

"Brother John," one resident told him, "your mission on earth shall be to fill it with love and kindness, bring joy and happiness into the world. You are to sow seeds that shall blossom and bear fruit, and forget not that you are one of the elect." He told his brother Nathaniel: "I know now what shall be my life's work. I am going to sow the West with appleseeds, making the wilderness to blossom with their beauty and the people happy with their fruit."

Johnny Appleseed moved to French Creek in 1797, where he established another nursery and remained until 1804, when he moved west into Ohio. He died near Fort Wayne, Indiana, on March 11, 1847.

Drifting downstream it is fun to imagine that maybe an apple tree along the bank was planted by Johnny Appleseed. But that is probably impossible. Apple trees don't live for two centuries. Still, there could be third or fourth generation trees that grew from the seed of a tree planted by the folk hero. At least it is nice to think so.

French Creek Canal

More possible to find, though still not likely, may be a piece of the French Creek Canal.

Near Lake Erie, French Creek was a major route through the wilderness of northwestern Pennsylvania from before the Revolution. So much commerce was sent down it, in fact, that rivermen began calling flatboats "French Creekers." And it was as a route to Lake Erie that the stream and keelboatman Marcus Hulings helped Commodore Oliver Hazard Perry defeat the British fleet in the Battle of Lake Erie during the War of 1812.

When the U.S. Navy ordered two ships built to protect Lake Erie in 1813, Hulings

obtained a contract to supply the vessels and with his five sons headed to Pittsburgh where he picked up a supply of rope, cannon and shells, and headed back up the Allegheny and then French Creek for Erie.

"Thrusting the long wooden poles firmly into the creek bottom," writes Leland Johnson in *The Headwaters District: A History of the Pittsburgh District U.S. Army Corps of Engineers*, "the Hulings boys staunchly planted their feet on the keelboat runways, braced their shoulders to the poles, grunted under the strain, and slowly walked the keelboats under their feet toward the head of French Creek."

Without the Hulings and French Creek, Perry may never have been able to report: "We have met the enemy and they are ours, two ships, two brigs, one schooner, and one sloop."

Because it was an important transportation link, the state in 1827 sought to establish the stream with a canal. Eleven dams were built to furnish reliable water from Franklin to Meadville and the French Creek Canal opened in 1834. Unfortunately, the plan misjudged the stream's volume and only two boats used the canal before it drifted into decay, leaving canoeists who know about it wondering if maybe, just maybe, a bit of stone work along the banks could have belonged to the project. It is another of the many little pleasures of floating French Creek.

Lodging

Franklin at the mouth of French Creek and Meadville near the center are large towns containing every type of accommodations, restaurants and food stores. Refreshments also can be found in smaller towns like Cambridge Springs, Saegertown and Cochranon.

Lodging includes:

David Mead Inn, 455 Chestnut Street, Meadville. Phone: (814) 336-1692.

Franklin Motel, 1421 Liberty Street, Franklin. Phone: (814) 437-3061.

Inn at Franklin, 1411 Liberty Street, Franklin. Phone: (814) 437-3031.

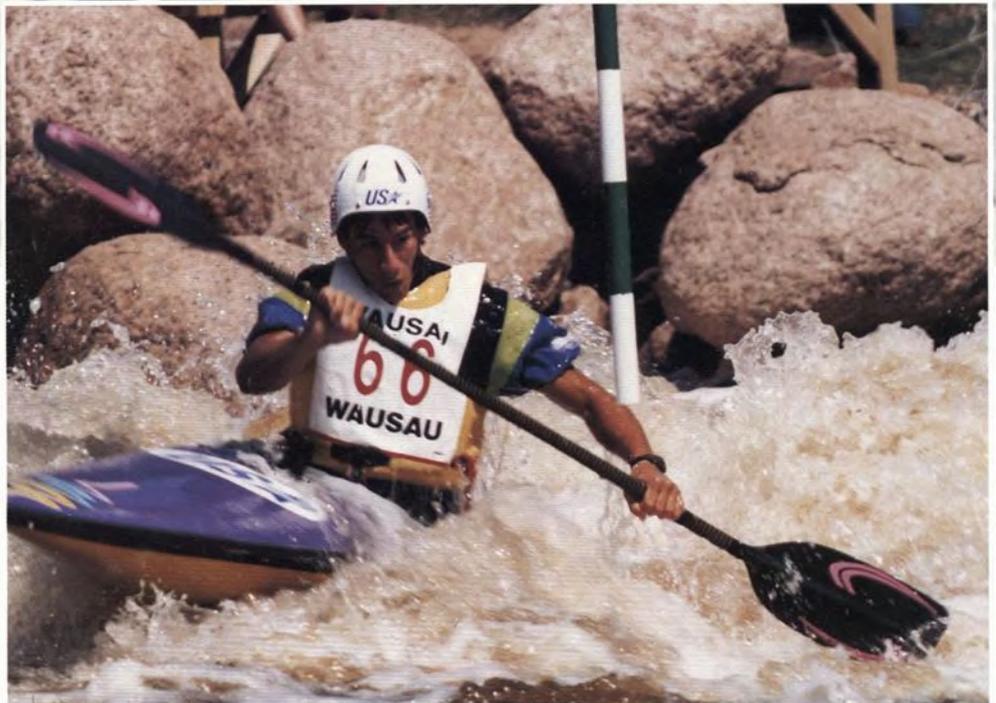
Quo Vadis: Bed & Breakfast, 11501 Liberty Street, Franklin. Phone: (814) 432-4308.

Riverside Inn, 1 Fountain Street, Cambridge Springs. Phone: (814) 398-4645.

Rental canoes are available from:

Hallstown Marine, Sugar Creek, Franklin. Phone: (814) 432-3449.





Kara Ruppel (above) presses through a gate on Ontario's Gull River during the World Cup event in August 1991. Brad Nelson (right) runs the course in Wausau, Wisconsin, during the 1991 Nationals. Ruppel calls Somerset County and the Youghiogheny River home. Nelson is from State College and as a youngster paddled Spring Creek in Bellefonte.



OLYMPIC & TRYOUTS

TWO PENNSYLVANIA PADDLERS

BY MUBARAK S. DAHIR

Kara Ruppel remembers when she first started kayaking on the Youghiogheny River in Somerset County at the age of eight that, "I was so little, the wind would flip me over in the kayak."

And Brad Nelson recalls his first kayak race on Spring Creek in Bellefonte in "a teeny tiny boat with a paddle my Dad made for me. I was 10 years old, and I wasn't very good."

Today, it's a much different story. Ruppel and Nelson are two Pennsylvanians among a handful of athletes in the country who are at the forefront of the emerging sport of kayak and canoe racing. Ruppel this year was fourth boat on the six-boat national women's team, and Nelson was fifth boat on the men's team.

Bill Endicott, head coach of the U.S. Canoe and Kayak Team, says that even though there are only about 700 racers in the whole country, an estimated 27 million Americans enjoy some form of whitewater recreation.

Perhaps the most tangible evidence of the sport's resurgence of popularity is the fact that it was included in this year's Olympic games for the first time since 1972. And last June, Ruppel and Nelson both made it to the Olympic trials held on the Savage River in Maryland.

Ruppel got her first taste of whitewater rowing when she would accompany her father on his fishing trips in Confluence, Pennsylvania, a small town in the southwest corner of the state appropriately named for its location at the juncture of three waterways: the Casselman River, Laurel Hill Creek, and the Youghiogheny River.

Ruppel says the Youghiogheny River was an ideal place to learn rowing, with plenty of whitewater recreation at nearby Ohiopyle State Park. And Coach Endicott says the waterway "is very famous for people who want to get into the sport. As long as I've been in this, which has been 25 years, that's been a major center for whitewater."

Although Ruppel had been rowing on the river with her father for years, it wasn't until she was 11 that she began approaching kayaking as a racing sport. It was then that a kayak and canoeing training center, named River Sport, opened in Confluence. Ruppel took lessons there every Wednesday afternoon after school.

"I was always athletically competitive, but I was at the age when the boys at school were starting to get faster than the girls," says Ruppel. "This sport was perfect for me because I was so small that I could maneuver easily in the water, and beat all the other girls who were bigger than me. That's probably why I really liked it at the time."

That same year, Ruppel started traveling across the state to compete, and at her third race, held on Spring Creek in Bellefonte, she captured first place.

"That really did it for me—getting that medal," she remembers. "I was hooked."

Ruppel's winning streak had just begun. She went on in 1982 to win the Pennsylvania Cup in Philadelphia, and she won the American Junior Nationals competition three times: 1984, 1986 and 1987. She also placed third in the 1984 Junior European Championships, where she traveled to Austria to compete.

"They didn't even have a world cup at the time," she points out, reflecting on the rapid growth of the sport in the past several years.

The 23-year-old college senior even chose to attend the University of Maryland because of her love of the sport and her aspirations someday to make the Olympic team. The university is near the Bethesda Center of Excellence, where coach Bill Endicott trains the core of the US team, a group he has nicknamed the "commando unit."

The location was made even more attractive last year when an artificial racing course was built in Dickerson, Maryland, that allows athletes to train year-round without heading south to warmer climates.

"Now I can practice in the winter without my gloves on," says Ruppel.

But Ruppel says the high-tech artificial course can't compete with the beauty and nostalgia of the Yough, the river that seeded the love of a sport that, so far, has shaped the direction of this young woman's life.

"I grew up on the Yough," she says. "It's one of my favorite rivers in the whole world. I love going home to train or practice, or just to have fun on the river between trials."

Growing up in Pennsylvania with the rivers and natural beauty, and the opportunity to do outdoor sports, was a major influence on me. We always took advantage of what we had around us."

Five years ago, Kara's parents bought River Sport, which Coach Endicott says is recognized as one of the best whitewater schools in the country.

"I always teach when I'm at home," says Ruppel. "I love teaching. I love to be home and be part of that whole atmosphere. There's a good chance I'll return there someday to live and teach permanently, but for now I'm focusing on the next four years training and the road to Atlanta in 1996."

State College native Brad Nelson says he, too, will try again to make the Olympic team in 1996, but he is less drawn to whitewater kayaking for the competition than the relaxation.

OLYMPIAN KARA RUPPEL: "THE YOUGH WAS AN IDEAL PLACE TO LEARN ROWING, WITH PLENTY OF WHITEWATER RECREATION AT NEARBY OHIOPYLE STATE PARK."



OLYMPIC & TRYOUTS

TWO PENNSYLVANIA PADDLERS

"This is going to sound crazy," he says, "but it's very calming."

Coach Endicott says it's not as crazy as it sounds. "The sport is a really good test not only of physical strength, but mental composure," he says. During an event, paddlers try to race down the river from start to finish, but along the way they must guide their boats through a series of "gates"—pairs of poles hung by wires over the river.

The gates are one meter wide, a little more than three feet. Kayaks and canoes are generally four meters, or about 13 feet, long. There can be as many as 25 gates in a 600-meter course. Each gate is designated either as "upstream" or downstream," referring to the direction the paddler must travel through it. There is a five-second penalty if the boat touches the gate, and a 50-second penalty if a paddler misses a gate.

While navigating down the course and through the gates, paddlers must also keep watch on the direction of the current and rapids, and they must judge how the water will affect the motion of the boat.

"Because you have to be so highly accurate in the placement of the boat, you can't just get someone totally psyched up, like in football. If you did that, he'd miss every gate on the course," Endicott explains. "The paddler's got to have a controlled aggression."

Along with mental acumen, physical strength is the other half of the equation to kayak and canoe racing. To an untrained observer, the arms might appear to be the most important source of power and strength in such a boat race. But the professionals say that isn't necessarily true. Nelson describes the paddling technique as "putting the blade in the water and pulling your body to the blade, not pushing the river behind you." To do that, arm strength is necessary, he says, but "the whole upper torso and back is involved."

Ruppel says, "The trick of the stroking motion is using the bigger muscles in your back and chest, which are more efficient [than arms]." And Nelson adds that even the legs are important, because "they are your contact with the boat." Particularly when you're going through a gate, he says, "it's the legs you use to twist the boat."

To keep their legs in shape, both Ruppel and Nelson jog, and both make sure they get two workouts on the water every day, with each workout lasting one to two hours. The training lasts year-round.

When Brad Nelson talks about being calm in a race, he says he means physically as well as mentally. The physical training, he says, not only keeps your muscles strong, but it keeps your body from tensing under the pressure of competition.

"If you're body's tied in knots, and your mind's anxious about the gates, you're probably not going to do very well," he says. "It's best all the way around just to be calm."

Before each race, he goes through a series of "visualizations" where he runs the course several times in his head. "That way, when I'm in the starting block, it doesn't seem like a big deal. I feel like I've already done the race four times."

Nelson adds that when he's calm, "there's a sort of feeling you get that can only be described as being 'in flow' with the river. You're not fighting the water—you're using it to help you, be-



cause the river is always stronger than you are."

Like Kara Ruppel, Brad Nelson began "flowing" with whitewater at a very young age. He took lessons at the indoor natatorium on the Penn State campus, and paddled outside in Bellefonte's Spring Creek. In the past five years, he has traveled around the country and to Europe to compete, garnering 24 medals, 17 of which were first-place awards.

For the past two years, he's coached the junior national team, for boaters under 18 years old. He, too, sees the sport gaining popularity and recognition.

"The kids are learning a lot faster than I did when I started, and they are a lot better at 12 years old than I was," he says. "That's because the sport really has evolved in the past five years. It's exciting to be a part of that."

The sport has influenced Nelson's college studies as well. Now in his final year in Penn State's mechanical engineering program, Nelson is required to do a year-long senior thesis project. He says he wants to do a computer analysis that will anticipate the effect of moving and changing currents on a boat hull, accounting for differences in the speed of the water and the angle it hits the boat.

Nelson says he will train hard to make the Olympic team in 1996, but he says that every time he gets in the water, whether it's at the Olympic trials or in his backyard creek, "the most important thing is to have fun doing it."



ABOUT THE SPORT

Three different types of boats are used in kayak and canoe racing: In the kayak (K-1), the paddler sits with legs out in front and uses what is called a double-bladed paddle—a blade at each end.

The single canoe (C-1) resembles a kayak, but it is wider and is propelled with a single blade. In canoes, paddlers sit in a kneeling position with their legs beneath them.

The double canoe (C-2) holds two people. The two athletes kneel as you would in a single canoe, each with a singled-bladed paddle. The rowers paddle on opposite sides of the boat.

The three boats yield four classes of events—men's kayak, women's kayak, men's canoe, and men's double canoe.—MD.

Stomaching Motion Sickness

by Mubarak Dahir

Research shows that 90 percent of adults experience motion sickness during some point of their traveling lives. Odds are worst for first-time boaters, of whom 90 percent are likely to fall victim to the condition. For one-third of those affected, the symptoms are severe enough to cause vomiting.

The unpleasant signs of nausea, perspiration and dizziness are familiar to anyone who's suffered from the condition. But changes in heart rate, blood pressure and body temperature may also occur.

Scientists explain motion sickness with what they call the "conflict theory." Two body systems are primarily responsible for sending the brain information on motion and balance. The first is your eyes, or your "visual system," which tell your brain how you and other objects are moving with respect to one another.

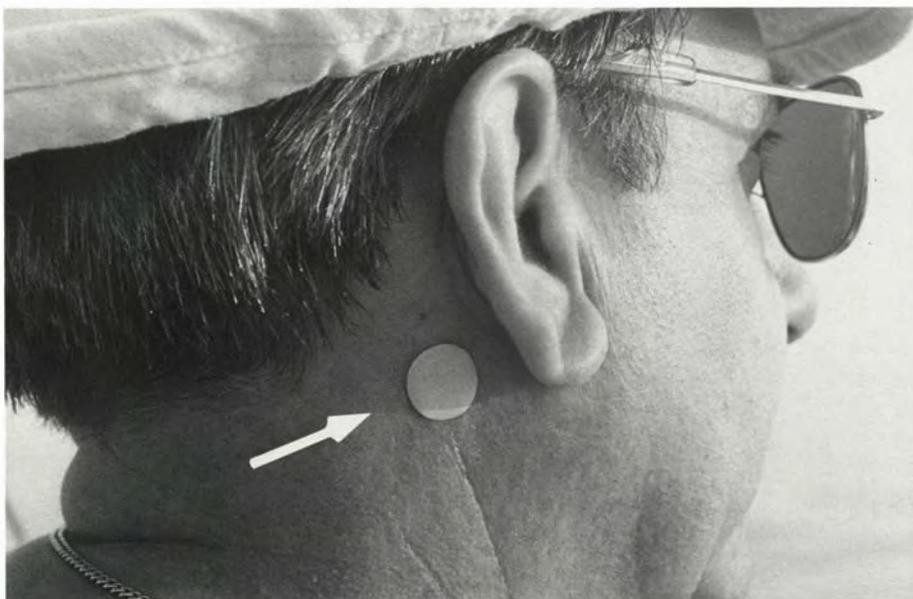
The second system is made up of the components of the inner ear, collectively called the "vestibular system." It is responsible for the sense of balance.

Usually, signals from the two systems work together to tell your brain the balance and position of your body. But when an outside force causes movement that only one of the body's systems can measure, your brain may get two different—and thus conflicting—messages.

For example, if you're seated in the cabin of a boat and start to experience turbulence, the vestibular system is probably sending normal cues to the brain about balance. But the visual system, seeing the cabin sway, is going to protest, "Hey wait a minute! Something's going on here!"

Charles Oman, a motion sickness expert and associate director of the Man Vehicle Lab at the Massachusetts Institute of Technology, says over-the-counter motion sickness drugs can help prevent symptoms in many people, but he advises some caution.

The biggest concern, he says, is possible side effects. He suggests boaters test for side effects by trying the drug before a trip and watching for signs of nausea and headaches.



The body draws seasickness medicine through the skin from a patch (arrow).

The most common mistake in using over-the-counter drugs to prevent motion sickness is not taking them at the right time, Oman says. Once symptoms set in, it's usually too late. He also warns people to follow the directions on the package and use only as directed.

For long excursions, Oman says doctors often prescribe the drug scopolamine to head off motion sickness. Scopolamine is available in a small patch that is worn behind the ear. It is inconspicuous and alleviates the need for carrying clumsy pills or watching the clock to know when to take the next dose.

But Oman warns it may not be ideal for everyone. Women may want to be particularly careful because the patches were developed for the average man, with doses based at least partly on weight. Oman says the patches can be easily adjusted with a pair of scissors, but it should be done by a doctor or pharmacist.

Marked drowsiness is a frequent side effect of scopolamine. Oman advises anyone wearing the patch to refrain from operating a boat or trying to swim.

Fortunately for people who prefer not to use drugs on their trip, there are some simple

steps that can be taken to reduce the risk of getting motion sickness.

According to Robert Stern, a psychophysicologist studying the problem at Penn State, the following guidelines can help alleviate motion sickness symptoms before things take a turn for the worst.

- Eat small, low-fat, starchy meals both before and during travel. Tests show that an empty stomach is much more vulnerable to nausea than a comfortably full one.

- Try to see the movement causing the discomfort. Aboard a boat, don't stay in a cabin. Get on deck and watch the waves. If you're in a smaller vessel, watch the horizon instead of concentrating on the movement of the boat.

- Minimize body movements, particularly head motion (remember the inner ear).

- Most importantly, try not to worry about getting motion sick. "A lot of bodily changes that occur when we worry are like motion sickness," observes Stern. "Worrying facilitates those conditions and makes the body more susceptible."

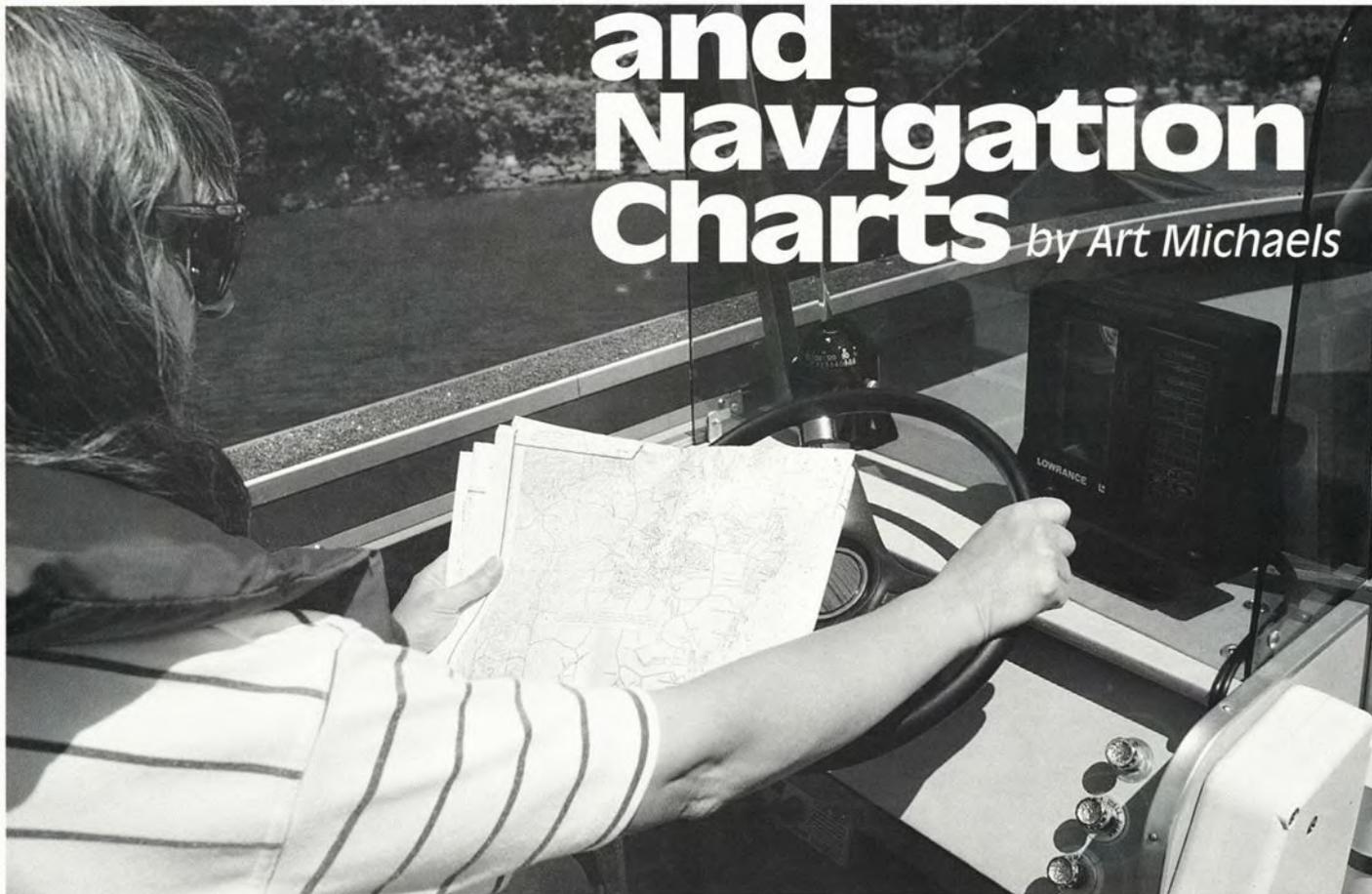
With the proper precautions, there's no reason to let motion sickness create waves on your boating trip.



9 TIPS

for Using Maps and Navigation Charts

by Art Michaels



Cruisers, water skiers, paddlers, personal watercraft operators and anglers can use navigation charts and hydrographic maps not only for safe navigation. Charts and maps can help you enjoy your sport more. Here are nine ways to use charts and maps more effectively. Some of these ideas make fine wintertime projects.

1 Update your navigation charts. The Local Notice to Mariners, published by each district of the U.S. Coast Guard, contains chart changes and corrections for NOAA/NOS (National Oceanic & Atmospheric Administration/National Ocean Service) navigation charts. Contact the Coast Guard district that oversees the waters you boat to receive the Local Notice to Mariners. A subscription is free.

Pennsylvania is the only state divided among three Coast Guard Districts. The addresses and phone numbers are:

- Commander (OAN), Ninth Coast Guard District, 1055 East Ninth Street, Cleveland, OH 44114; phone, (216) 522-3992.
- Commander (OAN), Second Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832; phone, (314) 539-3714.

- Commander (OAN), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA 23704-5004; phone, (804) 398-6223.

2 In addition to obtaining the charts you need, get a copy of the booklet *Nautical Chart Symbols and Abbreviations*, listed in all NOS chart catalogs as Chart No. 1. This publication can help you interpret navigation charts correctly by providing explanations of all the symbols.

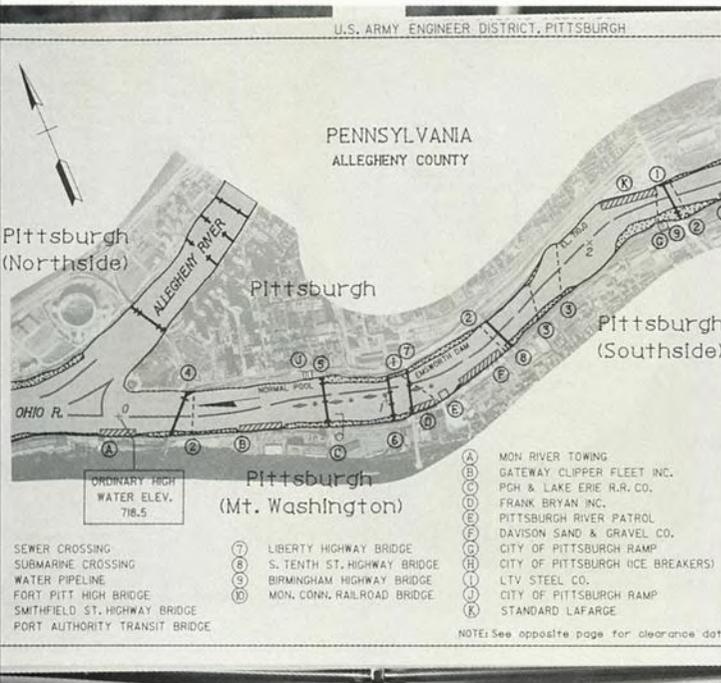
You can order official NOAA/NOS navigation charts by contacting: Distribution Branch (N/CG33), NOS, Riverdale, MD 20737. The phone number is (301) 436-6990. Ask for chart catalog no. 1 for Delaware River charts and catalog no. 4 for Lake Erie charts.

The U.S. Army Corps of Engineers has available navigation charts for the navigable portions of the Allegheny, Monongahela and Ohio rivers. For ordering information, contact the Corps Pittsburgh District at 1000 Liberty Avenue, Pittsburgh, PA 15222.

You might want to order charts this winter and study them so you can become more familiar with your favorite waterways next season, and so you can get to know new waterways you'd like to try.



The U.S. Army Corps of Engineers charts the navigable portions of the Ohio, Monongahela and Allegheny rivers.



Some navigation charts include an aerial photographic overlay that helps boaters identify locations on the waterway quickly.

3 Keep all your maps and charts readily available aboard your boat. If the weather turns bad or if you get lost, the correct chart does you no good tucked neatly away in a desk drawer at home.

Furthermore, if you are involved in an accident and you do not have the correct navigation chart aboard, your boat could be declared unseaworthy and you could be cited for negligent operation. The same is true if you don't have the correct updated chart, so on waterways charted by NOS, keep the Notice to Mariners aboard your boat, too.

4 Don't substitute your loran unit for an inshore navigation chart. Use a nautical chart in near-shore waters to navigate. Your loran unit isn't accurate in some near-shore places. That's why the National Ocean Service doesn't put loran lines on inshore charts. Furthermore, loran doesn't guide you around obstacles. For this reason, some boaters have run aground or hit stationary objects while using loran for inshore navigation.

5 Make your navigation charts more useful by outlining depth contours in magic marker, especially near your favorite places. In this way, the contour lines stand out clearly and you can find places, especially underwater structure, easily and quickly. Similarly, write loran TDs on your charts at places that you frequent and spots you want to avoid.

For instance, anglers will probably want to fish near structure. Water skiers, sailors and personal watercraft operators will probably want to avoid underwater obstructions.

On many charts you need only write the last three TDs because the first two numbers in both pairs are probably the same on the entire chart and you may already have memorized them.

6 Use only indelible-ink pens to mark your charts. Water-soluble ink runs with the first drops of spray and rain.

7 Charts and maps are large—sometimes several feet long and wide. Studying full-sized charts is easy on a dining room table, but in a rocking boat on a breezy day, full-sized charts can be difficult to handle. Consider cutting your charts and maps to more manageable sizes and placing them in sealable plastic bags for easy reading and protection.

You might also want to trim your charts and maps so that they fit into or can be mounted onto specific places in your boat.

8 Plastic chart holders are available from marine suppliers and other outdoor sources, and you can buy clear vinyl pocket pages in stationery and photographic supply stores.

9 Laminating charts waterproofs them. Before you laminate them, you might want to mark the contour lines in different colors. You can then mark the laminated maps with a grease pencil.

MORE Maps and Charts

The Fish & Boat Commission has available a guidesheet that lists where you can get a variety of maps for many Pennsylvania waterways. The Commission doesn't offer these maps. The guidesheet is a compilation of map sources outside the Commission. When you request the map guidesheet, please send a self-addressed, stamped business-sized envelope to: Publications Section, Department F, PA Fish & Boat Commission, P.O. Box 67000, Harrisburg, PA 17106-7000.—AM.



Now's the Time to
Winterize



Your Boat

by Craig Ritchie

One of the last things people do before the snow hits is put the boat away. All too often it goes straight to the end of the driveway without another thought, and this negligence can lead to expensive and unnecessary repairs come spring.

Taking the time to winterize your boat properly can do wonders to increase its life span. In addition, winterizing can prevent all kinds of nagging service problems so that you can enjoy the time you spend on the water, instead of having to fidget with gear that isn't working as it should. Winterization each year, along with other preventive maintenance, can also keep the resale value of your boat high.

Marinas can winterize your rig for you, but it's actually not that hard to do it yourself. Besides saving money, doing your own winterizing lets you get to know your boat even better. Aside from replacement parts for broken things, all it takes is some basic cleaning supplies and a few hours on a nice fall day.

Trailer

The best place to begin winterizing is actually with the trailer, preferably with the boat off because it's hard to work on it properly with the boat sitting there. So drop the boat in the water and start by looking at your boat's dry-land home.

The best place to start is by giving the trailer a thorough cleaning, making sure you remove all the grime, mud, dirt and road film. Gunk and goo left behind helps accelerate rusting and rot, so a careful cleaning goes a long way toward keeping your trailer like new. A stiff brush with nylon bristles quickly loosens caked-on grime, and a wire brush shaves off rust spots in a snap.

To prevent corrosion over the winter, touch up those scraped spots, plus any other scratches or gouges, with rust-resistant touch-up paint. Paint with grease the insides of weld seams and other hidden places where water can accumulate and cause rust. While you're at it, check your fenders for dings and dents. You can hammer out dings in metal fenders, but cracked plastic ones call for replacement.

The next step is to examine the rollers and bunks. If the rollers look chewed or cracked, replace them—preferably with tough urethane rollers, which last for years and don't scuff hulls. It's also wise to lube the rollers and their support racks with white automotive grease.

You should also check the bunk carpeting for worn sections or sharp spots. If they look bad, re-cover them with fresh carpeting. Check the winch strap and tie-downs for

wear, too, and replace them if necessary.

The next step is to hook the trailer to the tow vehicle and test the lights. Replace any blown bulbs or cracked casings now, while you have the time and the store has parts in stock—replacement parts can be tough to find come spring. Also be sure to check the wires for corrosion, starting at the lights and working forward to the plug. This connector deserves special attention—replace it altogether if it shows significant wear.

It's also important to rotate the trailer tires and check their inflation—ditto for the spare. In addition, you should clean the tires with a commercial cleaner to protect them over the winter.

Late fall is also a great time to clean and repack the trailer bearings. Simply jack and chock the trailer, remove the wheel and carefully take the bearing apart. The exact procedure varies from one make to another, but it's usually a matter of removing a cotter pin or locking nut, and the whole thing comes out in your hand (if in doubt, check with your dealer). It's a greasy job, but not that hard once you get started. Carefully clean the old grease and goo off the bearings by washing them in a pie plate full of parts cleaner. Then carefully reassemble everything the way it came apart and re-pack it with fresh grease. You'll find all the necessary items, including parts cleaner and bearing grease, at the marina or at an automotive supply store.

Once everything's done on the trailer, reload the boat and take it to where it will spend the next few months—usually the far end of the driveway.

Boat cleaning

Like the trailer, begin winterizing the boat with a thorough cleaning inside and out. Wash all external surfaces with a soft rag soaked in warm, soapy water, and then sponge everything dry. You may need a heavy-duty cleaner for grimy spots like the bilge or splash well.

Some of the newer citrus-based biodegradable cleaners are excellent. Window cleaner does a great job on windshields, and it buffs chrome rails, cleats and trim like new.

Once you're done with the hard surfaces, turn your attention to the carpeting and upholstery. A car vacuum works perfectly, even in tight spots like stowage bins and ski compartments. For a totally professional job, give the carpet a quick shampoo—it really spices up a matted or weathered deck.

You can treat the upholstery the same way. A good vinyl cleaner can quickly restore the plush luster to seats and dashboards. If



Photo: Craig Ritchie

Now is the best time to replace lightbulbs and other hardware, during your inspection of the trailer.

the color has faded in the sun, try re-coloring it with easy-to-use compounds available at marinas and automotive supply stores. Just follow the step-by-step instructions and you shouldn't have any problems.

Mechanical fixtures

The next step is to look at mechanical fixtures, starting with pumps. They're easily damaged during winter storage, and they can be torn apart if water inside them is allowed to freeze. You deal with this problem by pouring some anti-freeze into the bilge, then running the pump for a few seconds so it works clean through the pump. It's not a bad idea to leave some anti-freeze in the bilge over the winter—just in case. In the spring, flush it out with a garden hose before you hit the water.

Steering cable

Another item that needs attention is the steering cable. If possible, remove it entirely and give it a thorough cleansing with parts cleaner. Then re-lube it with a good hydraulic grease or a synthetic lubricant—especially the rotor fitting near the motor end.

If you can't easily remove the cable, try to clean and grease the accessible spots, normally under the dash and near the transom. When you're done, turn the steering wheel to retract the cable fully. This prevents a hydraulic lock from setting in over the winter.

Batteries

Next, haul out the batteries. Both cranking and deep-cycle batteries need to be fully recharged and thoroughly cleaned, especially the tops. Clean the posts and give them a light sanding with fine sandpaper, and then grease them with petroleum jelly to keep them clean over the winter.

Store the batteries indoors, preferably in a cool, dry spot like the basement. But keep them off concrete floors—sit them on a plank instead.

Don't forget that all batteries will self-discharge, so be sure to look them over every now and then. Check the levels on a wet battery about once a month, and place it on a trickle charge following the manufacturer's instructions. You don't have to check sealed cells, but you should keep them on a trickle charge just the same.

The final step in preparing the boat's interior is to pop a couple of anti-mildew bags here and there through the boat, including stowage bins and ski lockers. Otherwise, come spring you may find stuff growing on your upholstery.

Hull

With the interior done, it's time to turn your attention to the outside of the hull and fix any chips and gouges. You can fix minor dents in aluminum hulls by hammering them out or using a kinetic dent puller. Deep, creased dents are another matter, and usually require professional care. If you find se-

rious damage, attend to it now and beat the spring rush.

Damage to fiberglass hulls is a little tougher to repair. You can fix minor scratches with a basic fiberglass repair kit, but you might have to fill deeper gouges with body filler. Don't use automotive filler. Instead, try one of the new specialty marine products, which hold up better in marine conditions.

As with an aluminum hull, more serious damage should be left to the professionals.

Whether you're boat's aluminum or fiberglass, it's also a good idea to wax the hull before putting it away. Good-quality marine waxes prevent water from slipping into the microscopic pores in the hull, where it can freeze and cause tiny cracks—they in turn lead to bigger ones. Waxing also prevents mold and mildew from taking a grip in the damp period during spring thaw.

Outboard motor

Once the boat itself is ship shape, it's time to treat the outboard motor. You start by mixing a 16:1 ratio of fuel and oil in an approved fuel tank, then connect it to the engine and run the motor for two or three minutes at a low to medium speed—about 1,500 rpm, if your boat has a tachometer. If you're doing this out of the water, you'll need a garden hose with a lower unit flushing attachment, or a very large bucket of water to keep the lower unit in.

After a few minutes disconnect the fuel line and continue to run the engine until it burns out all the residual fuel. When it finally begins to slow down, pull out the choke to get every last drop.

Once it finally stops, remove the cowl and unscrew the spark plugs—it's a good idea to replace them entirely at least once a year, anyway. Next, pop a deep pan under the lower unit and remove the propeller and the lower drain and vent screws. You should see the lower unit oil draining into the pan. Look for any filings or signs of water (the oil will look milky) and if you see evidence of either, take the motor in for servicing. Something's wrong.

If everything looks good, pour a good gear lubricant oil into the lower fill hole. Once you have a steady stream running out the vent, you can pop in a new gasket and replace the vent screw. Then do the same with the lower screw. You can leave the propeller off until spring.

If there's any damage to the prop, repair or replace it now during the off-season. While you're at it, check the prop shaft for old fishing line or any signs of seal dam-

It's a good idea to replace your outboard motor's spark plugs once a year. A convenient time to perform this maintenance is when you winterize your boat.

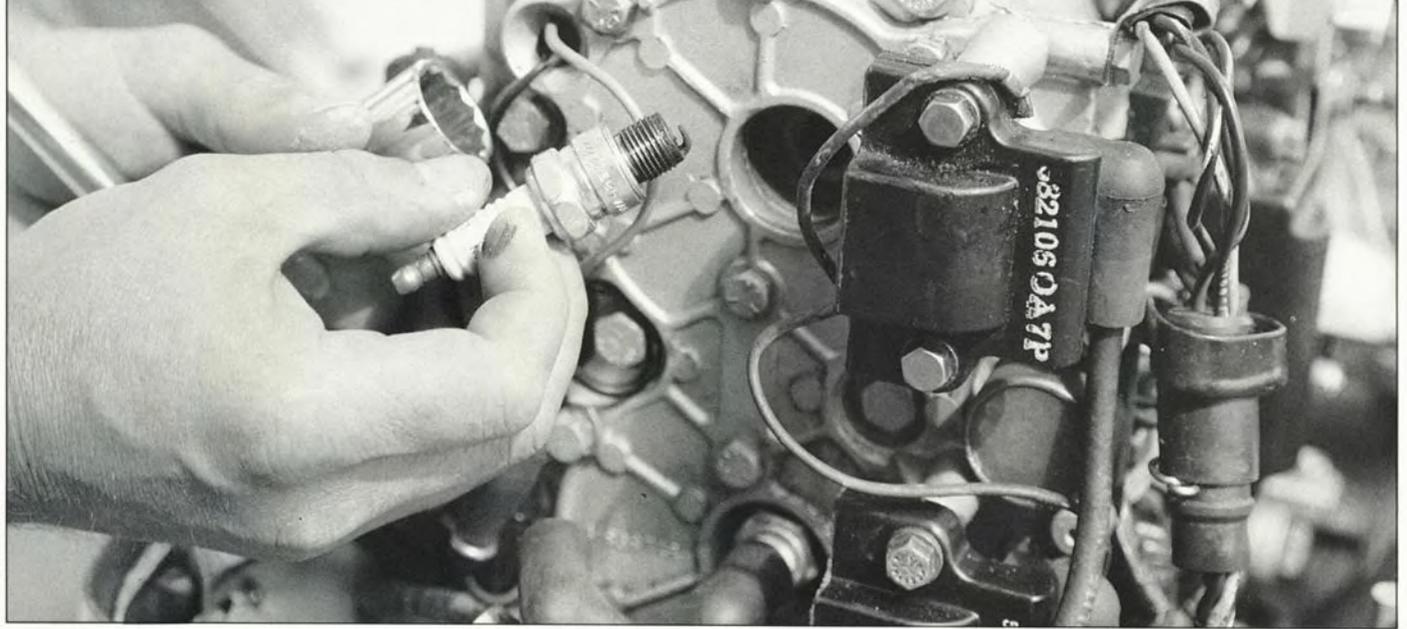


photo-Craig Ritchie

age. You'll have to look carefully, because even tiny cuts can cause big problems down the road. If you see anything suspect, take the motor in for repair.

If your engine is oil-injected, or a four-stroke, replace the oil filter and top off the tank. And while you're at it, change the fuel filter as well. Then fill the gas tank completely and add a good-quality fuel stabilizer as per the manufacturer's directions.

All that's left now is to pop on an engine cover to protect it from snow and rain. But leave the lower portion loose for air circulation.

Cover-up

The last step in winterizing the boat is to cover it in some way. Parking it in a clean, dry garage is ideal, but not always possible. If you have to store it outside, be sure to cover it with a good-quality waterproof boat cover.

It's a smart idea to run a few planks across any open areas under the cover. Planks keep water or snow from sagging the material

An automobile vacuum works perfectly for cleaning your boat deck's carpeting. But if the carpeting is worn or torn, now's the time to replace it.

there. Doing so prevents the possibility of leaks and tears, and helps preserve the life of the cover as well.

The alternative to a storage cover is to have the boat shrink-wrapped. Many marinas will be happy to do this for you for a nominal fee, and it's a great way to protect a boat over the winter. Shrink-wrap is like heavy-duty cellophane, which is spread over the boat and shrunk with a heat gun. In the

spring, you carefully cut it off and return it to the marina for recycling. Shrink-wrap is very durable, and often less expensive than a proper cover.

When spring finally does arrive, you just need to reinstall the propeller and batteries and you're all set. Then you can chuckle at the other guys lined up to see the mechanic on those golden spring days. 

photo-Craig Ritchie



Each year, when tens of thousands of boaters enjoy Pennsylvania's two big boat exhibits—the Philadelphia Boat Show and the Pittsburgh Boat Show—they witness the culmination of work by the state's two largest marine trades associations, which sponsor the shows. After the elaborate displays are taken down and the last of the guests leave the convention floors, however, most boaters probably don't give the sponsoring associations a second thought until the following year.

But much of the climate of smooth sailing in Pennsylvania boating depends on the marine trades associations' year-round activities, according to those who operate and administer the organizations.

"Most people outside the business look at us and think our only interest is selling boats," says Andrew Talento, general manager for the Tri-River Marine Trade Association in Pittsburgh. "That's only half the story. The other half is to help improve boating in Pennsylvania."

George C. Horwatt, president of the Pennsylvania Marine Trades Association, which sponsors the Philadelphia Boat Show, agrees. "Along with the boat show, the main goal [of the Pennsylvania Marine Trades Association] is to foster better and safer boating," he says. "We get involved in just about anything that affects boating or boaters."

That includes encouraging boating safety through voluntary education programs, publishing a statewide guide to boating services and products, promoting the sport of boating, and acting as a source of information for people interested in boating.

"We also use the association to exchange ideas and information," Horwatt says. The exchange takes place through an association newsletter, which is printed and mailed to members four times a year. "In it, we encourage the highest ethical standards in the marine industry," he adds.

PMTA

The Pennsylvania Marine Trades Association (PMTA) was founded in 1974 and is a statewide organization, although its membership is concentrated in the Philadelphia area. The association "is working on bringing in more people from other areas of the state, especially central and northeast Pennsylvania. There's a strong effort now to reach beyond the Philadelphia region," says Horwatt, who is himself a boat retailer in Kingston, which is located in the central part of the state.

The Pennsylvania Marine Trades Association currently has approximately 70 members, most of whom are retail marine dealers. But membership is open to a host of other enterprises, such as banks that give loans to people to buy boats, manufacturers of life-saving equipment, and producers of boating accessories. "These are people for whom boating may not be the main line of business, but they serve boaters indirectly," says Horwatt.

Membership is \$150 for new members, and \$125 for renewal. It includes automatic membership in the group's national parallel, the Marine Retailers Association of America.

In addition to the Philadelphia Boat Show, the group has plans to set up a similar event in Harrisburg, which will be called the Pennsylvania Boat Show. Unlike the Philadelphia display, which always takes place in January, the Harrisburg program is most likely to be scheduled in the summer or fall. It may even be coordinated with the city's annual river boating event, the Kipona. Horwatt says the Pennsylvania Marine Trades Association hopes to have the Harrisburg show under way as soon as 1993.

photo supplied by the author

Pennsylvania's Marine Trades Associations

by Mubarak S. Dabir





Tri-River association

The wide variety of issues concerning Pittsburgh's Tri-River Marine Trades Association is reflected in the stalls of the Pittsburgh Boat Show itself, says general manager Andrew Talento. Boating safety was so important to the Pittsburgh group, for example, that the theme for 1992 was, "Education: A Smart Boater is a Better Boater."

"We actually hired a group to come in and give free boating education courses during the duration of the show," says Talento. Several recognized boating education courses are available today, he says, including the U.S. Power Squadrons course, the U.S. Coast Guard course, and one compiled by the Pennsylvania Fish and Boat Commission.

Talento says at the boat show his organization offered the Fish and Boat Commission's program for practical reasons. "The others are great courses," he says, "but they are very in-depth and very long. In today's society, to persuade the average person to take a six-week course is asking a large commitment. You can get someone to agree to an eight-hour course, like the Commission's, much easier. The idea is to give the boater the basics, and hopefully stimulate enough interest that he will sign on to a more in-depth course. But even if that doesn't happen, the boater will have a good idea of what he's doing."

As well as the association-sponsored free course, all boating safety groups were given free booth space at the show. A brochure listing area safety classes and time schedules was printed and distributed with the program, which was handed out to each of the 25,000 visitors who attended the 1992 show. And those who purchased boats at the show should get a certificate from the association that allowed them to take the boating course of their choice for free.

Along with the theme of education, Talento says his marine trade organization this year also got involved with preserving Pennsylvania waters for recreational use and ensuring the longevity of the sport.

In all the activity, Talento says they don't forget why people get into boating in the first place: "For the fun!" In keeping with the lighter side, Talento says, the Pittsburgh Boat Show boasted a fashion show to air the latest swimwear.

Talento remembers the Tri-River Marine Trade Association from his childhood. He grew up on a marina, and his uncle, who owned the marina, was heavily involved in the organization. As general manager, Talento is now a full-time employee of the Tri-River Marine Trade Association, which he says serves a 100-mile radius around Pittsburgh.

Through a full-time lobbyist in Harrisburg, both marine trade organizations keep an eye out on how politics and laws affect boaters and the boating industry. William Cornell, who acts as their legislative counsel, says the major legislative issues concerning boaters include safety and education rules, registration and licensing laws, and boat titling regulations.

Who would have thought the boat show organizers are so busy? No one, the leaders say. But they don't make a big fuss about recognition.

"We're here for support," says Pennsylvania Marine Trades Association's George Horwatt.

Pittsburgh's Talento echoes the sentiment. "The group tries to stay in the background," he says. "It doesn't matter if people know the Tri-River Marine Trades Association. What matters is safe and fun boating."



It was a beautiful day for boating. The weather forecast predicted prolonged clear weather and Steve was taking advantage of it. The air temperature was a little on the cool side, but Steve hoped that would keep some of the crowds away from the lake. The marina was still deserted as Steve drove the car down close to the boat dock. As Steve pulled out the life jackets, cooler, thermos, beach towels and fishing tackle, his wife and children formed an assembly line and carried the equipment to the boat. Before the family left the parking lot, Steve made sure all the kids were wearing their life jackets. As far as he was concerned, the docks were almost as dangerous as the boat. He didn't care if they were fishing from the docks or out in the boat. Having his children wear life jackets kept his blood pressure down when he could imagine the kids floating like corks on top of the water.

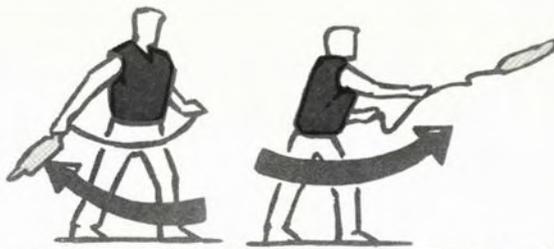
As his family walked down the floating docks to the boat, Steve passed an older man and a young boy, probably his grandson, seated on the docks fishing. For Steve, the sight brought back memories. His grandfather used to take him fishing.

Steve boarded his boat. He knew he was lucky to have such a great family with which he could share his favorite activities. The kids started handing in the day's gear. As he secured the equipment, Steve checked off the safety equipment in his mind, making sure he had everything. He turned on the blower to ventilate the engine compartment.

Just then the kids started yelling. Oh no, he thought, a fight already and we hadn't even got out on the water. As he turned to yell at them, he spotted the young angler standing on the dock, frozen in place, staring at something in the water.

Steve's blood pressure raced. He realized the grandfather must have fallen off the dock. He grabbed the seat cushions and mooring lines off his boat and raced down the dock. Steve trembled so much that he wasn't sure he would make it down the wobbly dock.

It seemed like hours as he ran the 75 yards down the dock, but it couldn't have been more than seconds. Just as Steve arrived, a man and a woman appeared off a nearby boat. She threw in a cooler so the boy's grandfather could hold onto something that floats. The man laid down on the dock and reached out to the victim with his boat oar. As he pulled the victim to the dock, it took all three of them to pull him up. Waves of exhaustion swept through Steve's body as he realized what a close call this incident was.



REACH THE



photo-Dan Martin

Would you have been prepared to handle such an emergency?

Rescues

Most drownings occur within 10 feet of safety. Even a non-swimmer can save a life if the non-swimmer knows a few basic rescue techniques. The most important thought to remember is to keep yourself safe. Don't invite a double drowning!

- **Reach.** Use a fishing rod, shirt, towel, branch, oar, pole, paddle, boat hook or other object to reach out to the victim. Allow the victim to grab one end, and pull the victim to safety. If nothing else is available and the victim is within arm's reach, lie flat on the dock and extend your leg to the victim. The victim can grasp the rescuer's leg and be pulled to safety.

- **Throw.** If the victim is too far for a reach rescue, throw a rope, life preserver, spare tire, gas can, insulated jug, ice chest, water ski, or anything that floats. Throw line rescue bags are excellent items to keep on your boat. If you throw a line or a line is attached, you can then pull the victim to safety.

ROW



GO!

• **Row.** Boat out to the victim if he can't be reached by shore and extend an oar, paddle or boat hook. Make sure your motor is turned off and bring the victim toward the stern (back of the boat). Pull the victim into the boat, while being careful to stay away from sharp or hot motor parts. A boarding ladder or steps helps in this rescue. If you can't bring the victim aboard, have the victim hold on. If the victim is too weak or scared to hold on, hold the victim until more help arrives.

If a motorboat is used, stop the engine a few feet away and glide to the victim from the downwind or leeward side. If you attempt a rescue like this on a river with a current, approach the victim from downstream.

• **Go.** A good swimmer who has not been trained in lifesaving should swim to a drowning victim only if all other basic rescue methods have been ruled out. If you swim to reach a victim, take a life preserver or any object that floats to extend to the victim. Avoid personal contact with the victim unless you have had lifesaving training; even then, swim to a victim only as a last resort.

Even a non-swimmer can save a life if the non-swimmer knows a few basic rescue techniques.

by Cheryl
Hornung

Personal safety

What would you do if you fell unexpectedly into the water? Hopefully, you'd be wearing your life jacket and you could just float to safety. The first step is to remain calm and don't panic. Don't thrash around in the water. If you weren't wearing a life jacket, your clothing would trap a layer of air to help keep you afloat if you stayed calm and floated on your back. As shown in the photo, an instructor is demonstrating that winter clothing such as hip boots and a winter jacket can keep you afloat in the water for up to 10 minutes. This should be tried first in a reasonably safe, controlled situation such as a swimming pool.

While floating, look around for safety equipment, like your floating swamped boat, cooler, life preservers and oars. Hold onto or pull yourself up onto these floating objects so that you can be seen or to get your body out of the cold water to slow your body's heat loss. Wait for help to arrive.

Water is where many of us enjoy our favorite recreational activities. Have a terrific time on the water. Just remember that water is never predictable and can be dangerous. Take some precautions and learn water safety to make your next trip enjoyable!



Inboard/Outdrive Winter Storage Tips

Storing your inboard/outdrive (I/O) boat for the winter means winterization maintenance. Much of this work can be done by most reasonably handy boat owners. Here's what needs to be done:

- The oil in the motor and lower unit needs to be drained.
- The motor's oil filter should be replaced.
- The motor and lower unit should be refilled with oil, recommended in your owner's manual.
- All fuel filters need to be replaced.
- All greased fittings need to be lubricated.
- If the motor is cooled with freshwater, the cooling system should be serviced.
- While the engine is running, you should check for fuel or oil leaks, and spray rust preventive into the carburetor to protect the internal motor parts. Most cans of rust preventive include directions on using the product.
- All the water in the raw water cooling system should be drained, and the plugs should be replaced. Fill the system with a half-and-half mixture of water and antifreeze. Pour the mixture into the motor through the intake hose on the manifold. This prevents rust during the winter.
- Remove the battery and store it indoors.
- Take off the prop and lubricate the propeller shaft.
- The entire motor and the lower unit should be coated lightly with a rust-preventive, water-displacing product, like WD-40, CRC or STP.

Notice to Subscribers

Act 1982-88 provides that certain records of the Pennsylvania Fish and Boat Commission are not public records for purposes of the Right-to-Know Law. This means that the Commission can place appropriate conditions on the release of such records. The Commission has decided to make the subscriber list for *Boat Pennsylvania* available to statewide nonprofit, nonpartisan fishing, boating and sportsmen's organizations for nonprofit, noncommercial organizational purposes under limited circumstances.

If you do not want your name and address included on the subscriber mailing list to be made available to the described organizations, you must notify the Commission in writing before January 1, 1993. Send a postcard or letter stating, "Please exclude my name and address from *Boat Pennsylvania's* subscriber mailing list." Send these notifications to Eleanor Mutch, *Boat PA* Circulation, P.O. Box 67000, Harrisburg, PA 17106-7000.

Safety Inspection Guide Available

According to the Boat Owners Association of The United States (BOAT/U.S.), most boats sink at the dock—not on the water. The cause of this is often a faulty plumbing system. Rainfall can quickly sink a moored boat with bad plumbing. Periodic inspection and routine maintenance of the plumbing system—especially bilge pumps, underwater through-hulls and related parts—can prevent most sinkings. To help identify potential trouble spots, the BOAT/U.S. Marine Insurance Damage Avoidance Program has produced a "Self-Inspection Guide to Prevent Sinking at the Dock."

Some tips from the free guide include:

- Make sure the bilge pumping capacity is adequate for the size of your boat. Don't rely on automatic pumps alone to keep an unattended boat off the bottom.
- Equip all through-hull openings below the waterline with seacocks and close them when you leave the boat for an extended period.
- Check all water hoses, clamps and fittings as well as ports and hatches for leaks. Always shut off shore-side freshwater at the dock when you leave.
- Notify your insurance company immediately if your boat sinks at the dock, and disconnect shore and battery electrical power if it can be done safely.

For a free copy of this guide, write to: BOAT/U.S. Marine Insurance, 880 South Pickett Street, Alexandria, VA 22304, or call 1-800-678-6467.

Lower Your Boat Insurance Premiums

Would you like to save money on your boat insurance premiums? The Boat Owners Association of The United States (BOAT/U.S.) offers the following advice:

- Increase your deductible. As with auto and homeowners' insurance, the higher your deductible (usually a percentage of the hull value), the lower your premium. Don't use the insurance company for a risk that you can afford on your own.
- Take a safe boating course. The U.S. Power Squadrons and the U.S. Coast Guard Auxiliary offer courses that often qualify for discounts. To find a course near you, call the BOAT/U.S. Foundation Courseline at 1-800-336-BOAT.
- Many insurers offer discounts when safety and security equipment such as automatic fire extinguishing systems and burglar alarms are installed.
- Where you cruise can determine insurance premiums. It generally costs less to insure a boat on inland lakes and rivers than on coastal waters.

For more information about marine insurance coverage, write Marine Insurance, BOAT/U.S., 880 South Pickett Street, Alexandria, VA 22304, or call 1-800-283-2883.

"Lightning and Sailboats" video available

New techniques for protecting sailboats from lightning damage are described in a "Lightning and Sailboats" video, prepared by the Florida Sea Grant College Program. The video presents the results of extensive research on the effects of lightning on sailboats, and describes the basic physics of lightning.

The 23-minute video describes how to install an effective lightning system properly and documents the wide range of damage lightning can inflict on boats. It discusses crew safety and offers suggestions to minimize personal injuries caused by lightning strikes.

A 24-page booklet addressing lightning interaction with a sailboat, technical aspects of protection systems, and personal safety, is included with the video.

"Lightning and Sailboats" may be purchased for \$15, or the booklet may be purchased separately for \$2. To order your copy, send check or money order payable to "University of Florida" to: Florida Sea Grant, University of Florida, Box 110409, Gainesville, FL 32611.

Hypothermia

Every year in Pennsylvania hypothermia claims the lives of some people involved in outdoor activities like boating. If you are involved in wintertime boating, you should be aware of hypothermia and its dangers. Hypothermia might be a new word in your vocabulary, but it is the only term that describes the chilling of the inner body, caused by exposure to cold.

The moment your body begins to lose heat faster than it can produce it, you begin to suffer from hypothermia. This causes you to lose body heat and energy. If it continues, it can lead to unconsciousness and even death.

The best time to prevent hypothermia is before your body is exposed to cold temperatures. The first line of defense is to stay dry. When clothes get wet, they lose almost all their ability to keep you warm.

Be aware of wind, too. A slight breeze carries heat away from bare skin faster

than still air. Wind refrigerates wet clothing by evaporating moisture from the surface of the body as well as from clothing.

Understand what cold temperatures can do. Most cases of hypothermia develop in air temperatures between 30 and 50 degrees. Many boaters don't believe these temperatures are dangerous. They don't consider the dangers of being wet when the temperature ranges between these degree levels.

To prevent hypothermia, avoid any chance of getting wet. Put on rain gear if it is raining. Never go boating in winter, spring or fall without rain gear.

Do not ignore shivering, either. Uncontrolled shivering is a warning that hypothermia is an immediate danger.

Cold-weather boating can be different, exciting and fun if you know the dangers of hypothermia and take steps to prevent it.—*Steve Ulsh.*

House Votes to Repeal User Fee

Last May, the House of Representatives voted to repeal the federal boat "user fee" tax, which affects 4.1 million boat owners.

The House-approved legislation, H.R. 2056, is designed to phase out the user fee in three steps. The fee would be repealed on October 1, 1992, for boats 21 feet or less; on October 1, 1993, for boats 37 feet and less; and all remaining boats by September 30, 1994. Representative Bob Davis (R-MI), chief sponsor of the bill, estimates that nearly 70 percent of boaters required to pay would be exempt beginning this October.

Congress has received mail from constituents objecting to the user fee because none of the money collected—projected at \$718 million over five years—actually goes to the Coast Guard or to any programs benefiting boaters and anglers. Many objected because there is no active Coast Guard where they boat and because the Coast Guard has admitted there would be no improved service to boaters paying the fee.

The repeal effort now moves to the U.S. Senate, where Commerce Committee Chairman Senator Fritz Hollings (D-SC) has introduced a repeal bill, S. 2702.

Using the Right Hitch?

There are four classifications of tow hitches. The weight of your towed rig determines which kind of hitch you need.

- **Class I.** This hitch is designed to tow up to 2,000 pounds. It is a weight-carrying hitch for light duty. These hitches mount to the bumper and sometimes to the frame. Tongue weight with a Class I hitch is usually limited to 200 pounds.

- **Class II.** A Class II hitch is designed to carry up to 3,500 pounds. These hitches are weight-carrying for medium duty, and they mount to the frame. These hitches have a receiver assembly or a ball mount. Tongue weight is up to 500 pounds. Some of these hitches have weight-distributing capability.

- **Class III.** These hitches are designed to tow up to 5,000 pounds. They are weight-carrying hitches for heavy-duty use, and they mount to the frame and have a receiver assembly. Many have weight-distributing capability. Tongue weight is up to 750 pounds.

- **Class IV.** These hitches can haul weights up to 10,000 pounds. They are weight-carrying hitches for extra-heavy-duty use. They mount to the frame as do Class III hitches. Tongue weight is up to 1,000 pounds. These hitches have a receiver assembly and weight-distributing capability.

Joseph J. Lanz, Jr., Elected National Commodore

Pittsburgh native Joseph J. Lanz, Jr., was recently elected national commodore of the United States Coast Guard Auxiliary. National commodore is the Auxiliary's highest post.



Commodore Joseph J. Lanz, Jr.

After serving in the U.S. Army Signal Corps as an instructor in math and electronics, Lanz returned to Pittsburgh and married the former Joan Strobel, of Oakmont. They have four daughters and eight grandchildren. Lanz co-owns an optical company in the South Hills section of Pittsburgh. Commodore Lanz has been active in the Auxiliary since 1975, serving in both appointed and elected offices.

The Coast Guard Auxiliary is an organization dedicated to boating safety. In addition to assisting the Coast Guard in its search-and-rescue operations, Auxiliarists assist the Fish and Boat Commission by conducting patrols on inland waterways. Furthermore, the Auxiliary conducts more public classes in its education program than any other organization in the Commonwealth. These classes are offered free of charge.

Another Coast Guard Auxiliary program is its Courtesy Marine Examinations. These boating safety checks are conducted at the request of the boat owner and they are also free. As national commodore, Lanz manages these and other Auxiliary programs.

Lanz is an avid boater and can be seen on one of Pittsburgh's three rivers aboard his cruiser *Spectacle*, or aboard his runabout *Legendary Lady*.

Check Your Equipment During the Offseason

by Charlie Walbridge

The months before spring move slowly for whitewater paddlers. For many of us, thoughts turn to winter sports such as skiing or ice climbing. Even hardy winter boaters usually find that there are a few weeks when it's just too cold for fun boating. But before you take to the water again next season, take a moment to think about your gear. Just as paddlers must react to changing river conditions, they must also be aware of problems that develop in their equipment over time. Whether you're repairing normal wear and tear or modifying a product to suit your particular style, a little time spent now can make paddling safer and more fun when the water flows again.

Outfitting check

Every paddler has a responsibility to maintain his boat so that it paddles comfortably yet allows an unobstructed exit. Muscle power and well-designed outfitting, not a tight fit, is the key to the fit needed for effective boat control. Designing the correct outfitting may take some time and trouble, but it is necessary for comfort and safety.

I am continually amazed to find skilled, knowledgeable paddlers refusing to make their outfitting fit correctly. My favorite example of this craziness is a nationally-ranked C-1 paddler I know who will not modify a thwart that hangs so low that he cannot pull his feet clear quickly. He was almost killed in a race some years ago when he missed his roll; the boat wrapped around a rock and only the fast thinking of a fellow competitor stood between him and death.

Surprisingly, even this frightful experience has not motivated him to change his seating arrangement. Today he has many imitators within the squirt boating community who fit so tightly in their boats that they cannot escape quickly in an emergency. Some have paid for their stubbornness with their lives.

Most outfitting problems are less dramatic, but no less real. Whitewater canoes and kayaks must be outfitted for a swift, clean escape in the event of trouble. You must know from your own experience that you can get out quickly. If you seldom bail out on the river, practice your wet exits at pool sessions until you're sure everything is lined up right.

Perhaps your boat is just too tight, and it needs a new, larger cockpit opening installed. This is a major job, but other glitches

are simpler to solve. Perhaps you keep catching your feet in your thigh braces when you bail out of your canoe, and you need a different style of outfitting. Maybe you keep cutting yourself on a sharp object inside the cockpit, or bruising yourself because your knee pads are worn too thin to give sufficient protection. The solutions to these problems require only a few minutes of your time. Do it now before you hit the rivers again.

This is also a good time to check other key components of your boat's safety system. Grab loops are often overlooked, but they are important when making rescues. They eventually become frayed, and should be replaced with high-quality climbing rope.

Foam pillars should also be inspected because they are necessary to prevent deck collapse in covered boats. Many older kayaks feature shoddily installed walls that can fall over, creating additional problems for the user.

In fiberglass boats the walls can simply be reglued; I recommend "Liquid Nails," a widely available paneling adhesive that spreads like peanut butter and is easy to use in tight places. When the fit is poor, replace the walls. In roto-molded boats glue does not hold, and the walls must be attached mechanically to the deck and hull with brackets. This may require considerable ingenuity, but it must be done.

Sprayskirt fit

A whitewater sprayskirt has two contradictory functions: It must stay on when the boat and paddler are thrown around by heavy whitewater while rolling, yet it has to release in an instant when the experience becomes too intense. Pre-release can cause severe problems in big water, and no release at all is potentially fatal. Now's the time to make sure that the sprayskirt fits right.

Occasionally, pre-release is due to a cockpit rim with an insufficient lip or a too-tight fit that only a replacement with a custom-made spraycover can deal with. But if your sprayskirt is pre-releasing, take the following steps before rebuilding your cockpit rim or buying a new cover:

- Tighten the shock cord, if possible, although not so much that the release is compromised.
- Put the sprayskirt on your kayak and leave it there for a week or more. The neoprene will stretch slowly, conforming perfectly to the shape of your boat. I do this with all new sprayskirts.
- On roto-molded boats, rough up the cockpit rim with coarse sandpaper. If this doesn't help, apply a thin coat of wetsuit glue. Messy, but it works!

• If you buy a new spraycover, the fit should be slightly loose rather than drum-tight. A spraycover that is merely snug across the cockpit opening absorbs the force of crashing waves.

If a sprayskirt does not release cleanly, it may be too tight. Loosening the shock cord can help, but the manhole-style gum rubber strip models won't come off without a grab loop. If you choose a tight spraycover, the grab loop must be strong and foolproof. Don't use it if there is any question in your mind about its effectiveness.

Whether you're repairing or modifying, time spent now can make paddling safer and more fun when the water flows again.



photo- Dan Martin

Every paddler's responsibility is to maintain his boat so that it paddles comfortably yet allows an unobstructed exit.

Check protective gear

This is also a good time to examine your protective gear. Here's a checklist:

- **Life jackets.** Check the zipper and fabric for wear. Check the flotation for compression. If possible, flotation test older life jackets. Replace them if they are not in good shape.

- **Helmets.** Examine the foam liner and straps. Repair or replace worn parts. Also, if you've started running bigger stuff, it may be time to retire that lightweight helmet, replacing it with a top-of-the-line model.

- **Wetsuits.** Glue tears with wetsuit glue. Badly worn areas can be built up with Aquaseal. This remarkable product is great for repairing worn areas on sprayskirts, gloves and booties. The finished repair wears longer than the original surface.

- **Drysuits.** Cuffs should be sprayed with silicone before storage to keep them from drying out. Cuffs that are cracked or worn should be replaced before they fail on the water. Suntan lotion, chlorine and saltwater are very bad for cuffs. Often the first indication of your mistreatment is a cuff that has inexplicably rotted away. Rinse thoroughly with freshwater before putting the suit away in the closet.

If the cuffs are in good shape but have stretched out until they are starting to leak, take them in by folding them over on themselves, gluing the fold down with wetsuit glue. This will get you an extra season's use (or more) from your gaskets without the extra expense. It's also an appropriate technique for those who bought suits with cuffs that were always too loose.

If your suit leaks, take it into a dark room with a flashlight. Shine the light from the inside; the leaks will appear as pinpoints of light. Mark these spots for later sealing with dabs of Aquaseal.

- **Paddle, jacket, pants and pile.** Now's the time to get holes repaired, seams sewn up and elastic replaced. If you need new gear, the selection at the paddle shop is best in early spring.

Safety equipment maintenance

Skilled paddlers use their rescue tools so seldom that it's important to give them the once-over from time to time.

- **Knives.** Sharpen and check the safety latch and attachment to the PFD. If the latch does not work, devise backup or find a different position to attach it.

Tekna Knife Users: The gate on the Tekna can become worn so that it does not grab the holes in the handle effectively. To make the catch more positive, reshape the "hook" on the gate with a small circular file.

Frankly, I don't trust any of these clips, and because you seldom need a "quick-draw" with a river knife, I prefer to carry a folding knife. The Gerber "Exchange-Blade" knife is my choice, because you can exchange the blade for a very effective small saw for cutting people free of roto-molded kayaks.

- **Carabiners.** Carabiners become stiff after prolonged exposure to water. Lubricate the gate until it snaps back and forth freely. Also, try to find another place to attach the "biners" other than across the back of your life vest shoulder. I know a number of people who have been badly bruised when a rock hits the "biner" during a roll or swim.

- **Rescue bag.** Check the rope for wear and the bag for signs of deterioration. Replace if needed.

- **First aid kit.** Replenish supplies.

- **Waterproof bags and boxes.** Check for wear and leaks. Small holes can be repaired with Aquaseal, and replacement gaskets are available for boxes.

Whitewater sport demands greatly on the individual taking personal responsibility for managing the risk. The buck stops with each paddler and starts with his equipment.

Don't delay; do it now.



Pennsylvanian Charlie Walbridge is Safety Chairman of the American Whitewater Affiliation (AWA). This article appeared initially in American Whitewater, the AWA journal.

Antique Outboard Happenings

by Bill and Bert Schill

What do you store in your garage—lawn mowers, bicycles, wagons, a lot of odds and ends? Or do you keep the family car there? It appears that many garages around the country are filled to overflowing with old outboard motors.

Some of these aren't just a few years old—they're true antiques. This may seem far-fetched, but in talking with true aficionados, we discovered many collectors think nothing of owning hundreds of motors.

Someone becomes interested in an old motor, then another old motor, and before he knows it, he is collecting with a passion. Just what does a collector do with the motors he gathers? Antique happenings, or meets, are the answer.

At an Eastern Pennsylvania Antique Outboard Meet held along the banks of the Black Rock Pool of the Schuylkill River, at Phoenixville, participants attended from Pennsylvania, New

Jersey, New York, Delaware, Maryland, Connecticut, New Hampshire and Virginia. They came to ogle motors on display, to take part in running their motors on the river and to show off the work they had done in restoring and

camaraderie and helpful tips when members get together at meets. New owners can glean much information and hands-on experience by taking part in these sessions.

Family members are encouraged to be

active, although men usually do the collecting, with fathers passing the interest of collecting and tinkering along to sons. Fewer women have been bitten by the bug, but some, here and there, do have an interest in collecting and racing, such as Jane Bartlett, a 70-year-young-racer from New Jersey. There is no age limit for anyone



sprucing up favorite acquisitions.

This group, known as the "Knucklebusters," is a chapter of the Antique Outboard Motor Club (AOMC), Inc. The national organization originated in Texas in 1965 with six members. Currently, there are about 1,400 members throughout the country and chapters in some foreign countries.

A meet is held monthly and is either "wet" or "dry." At a wet meet, the members enter their pride-and-joy antique motors for judging, and they compete with them on the water. Dry meets are held at various members' homes, usually during the winter months when the weather is not suitable for boating. A potluck meal is shared and the latest finds, or refurbishings, discussed. Swapping might take place and motors or hard-to-find spare parts to restore motors on hand are purchased.

Motors and parts are not the only items swapped. Tales of the latest acquisitions, locations of museums visited where unique outboards were on view, or how a tool had to be dreamed up to do a particular job in reconditioning an antique engine all add interest,

interested in this hobby.

Bob Grubb, president of the local chapter, specializes in parts for older Mercury motors. He owns one of the earliest Mercury dealerships in continuous operation. He says, "The fun in this hobby is the thrill of the hunt, dealing with people who own old motors and the enjoyment of restoring motors to working condition. There is the





satisfaction of a job well done, getting out on the water and showing off a little just what you can do with a piece of equipment 50 to 60 years old.

"Motors are not purchased on speculation with the idea of holding on to them, waiting until they increase in value and then selling them for a great profit. In fact, prices are never advertised to keep the hobby affordable."

Judging classes of motors is an integral part of a meet. For example, at this meet one class was designated: Little Kicker. Class Description: Motors must be pre-1951, less than 20 cubic inches, must run on a boat in the water, all features must be operational, primary castings and moldings are made of aluminum, parts of brass should be minor parts only (i.e., prop nuts and gas caps). Little Kicker motors are completely exposed with no shrouds or covers. Motors like the Elto Ruddertwin, Johnson model A Lightwin, or Evinrude model N Sportwin are Little Kickers.

The judging categories cover motor components, external condition, finish, decals, working features, running condition and "other," which covers original tool kit (if any), original shipping crate or carrying case, and unique features or accessories.

After arriving and setting up motors on shore for judging, the drivers gathered for a meeting before the predicted log races. The races consisted of two complete loops of the course with categories of 1st Quarter-Century, Planing Predicted Log and Non-Planing

Predicted Log. Three motors were entered and Ed Gera, Essex, Maryland, won the 1st Quarter-Century trophy with a 2 1/2-minute error. Richard Young with an Elto Speedster had fractions of a second error and Roy Juers, Arnold, Maryland, won the non-planing race with an error of about 2 minutes, 13 seconds.

Trophies for Mint Condition were awarded to a New York man for his 1939 Elto aluminum unshrouded engine; to another man for his semi-shrouded open flywheel Water Witch; Tom Luce, Westfield, NJ, for his German Efszet brass motor; Ann and Larry Carpenter, who operate a museum in Laconia, New Hampshire, for their Mercury KE 27 shrouded motor; and Eddie Pajus, Toms River, NJ, with his Mercury KG9, a Big Iron, more than 20 cubic inches.

Where do these members find old

motors? Some of the collectors say they were fortunate to pick up motors at flea markets, yard sales, hidden away under piles of discarded parts at the rear of boat dealers' shops and occasionally in newspaper ads. Always a good source for finding motors, of course, is talking with members of the AOMC and in the group's newsletter.

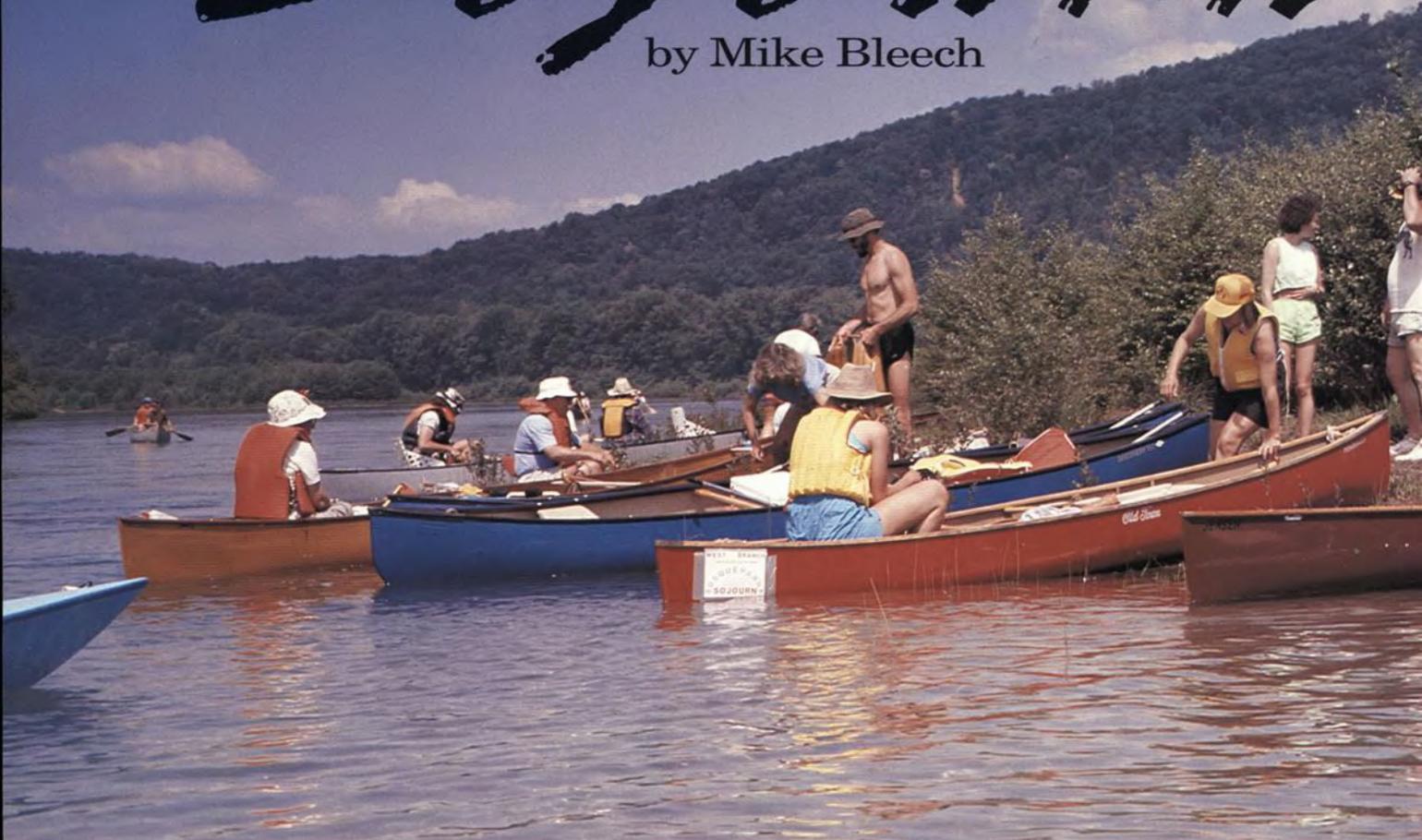
The interest in old outboards can become habit-forming, so a potential collector should be prepared to spend time and money, although not necessarily a fortune. Thought should be given at the very beginning on just how much space in the family garage or workshop is going to be devoted to this very absorbing hobby. More than likely it will continue to grow, not only taking over more and more space, but leading to seeking out other enthusiasts and taking part in antique happenings. 



West Branch Susquehanna

Sojourn

by Mike Bleech



Small ripples made a resonant *plip-plip-plip* as they smacked the downward-sloping side of my canoe. There had been a loud, happy crowd noise while our group of about a dozen-and-a-half canoes lined up along the river bank and loaded. But now that our sojourn down the West Branch of the Susquehanna River was getting under way, the group was silent. Each canoeist was quietly contemplating the steep valley, the lush forest, the crystal-clear river, the miles ahead, or other private thoughts.

We were floating the West Branch in early June, toward the end of the spring run-off. This is a wonderful time to be on the river. The forest is a mix of rich greens. Purple, blue, pink, yellow, red, orange and white wildflowers explode from openings in the narrow bottomland. Wildlife moves about in search of food

for young families. The valley is more alive now than at any other time.

My journey began at a Pennsylvania Fish and Boat Commission North Bend Access, east of Renovo. It continued for 2 1/2 days downriver to Larry's Creek, which is between Jersey Shore and Williamsport. The distance is about 50 miles.

This is, perhaps, the best stretch of the river for canoeing. The riffles are mild—nothing for beginning canoeists to fear. Hazards like mid-river boulders can overturn a canoe, and canoeists must be able to read a river, to pick the deep chutes through the riffles. It is a fine place to learn canoeing.

I paddled ahead of the group, while they waited for a few to make last-minute adjustments, so I could photograph them riding



the steep hillsides guard the river. Sometime in the distant past, river travelers looked up at those overhangs and worried that the wrong eyes might be watching.

The river valley widens where tributaries enter, and then narrows again around a bend. Big sycamore trees, one of our most beautiful trees, line the banks in some stretches. Their timber value must be low, thank goodness, to save them from the chain saws. Baltimore orioles seem to favor the white-barked sycamores.

Camp site

Rattlesnake Creek was our first camp site. After dinner was done, mine a big pot of venison chile with corn chips, we were entertained around the campfire by a local folk singer. Sleep came peacefully in the isolated valley.

When I awoke with the sun the next morning, the first thing I saw when my eyes opened was a deer browsing along a hillside about 15 yards away. The first sound I heard was bird song from the tree tops. The first smell, bacon and coffee cooking over camp fires of early risers a hundred yards down the valley.

The first half-day on the river had been pleasant, but I was an intruder. The next two days would be better. Getting acclimated to the outdoors takes a night of camping. My senses awoke. I became a part of the river community.

We were scheduled to resume the sojourn at 8:00 a.m. It was 8:30 before we started.

Just below Rattlesnake Creek the river takes a turn to the right, through a riffle. A small island divides the riffles. I wish I had taken the left side of the island. Too late I saw that it appeared more fun.

After a fast pool the river turns sharply left against a steep hillside, then into the first long, slow pool of the float. Route 120 follows the river closely, 100 feet up the hillside. Engine noise broke the morning calm—a motorcycle, judging from the melodious sound echoing through the valley.

So far the river had been very hospitable to float trippers. It drops quickly, but none of the riffles is wild. No long, slack-water stretches required hard paddling. A mild wind had been at our backs.

the first riffle. It was one of the more interesting riffles in the float, sweeping to the right. Standing waves were high enough to splash the paddlers. A few canoes wandered outside the slick “V” that marks the deep chute, scraping bottom and turning sideways in the current. But these were minor problems, corrected by leaning to one side or the other until the canoes slid off the rocks.

A few miles into the journey, at Hyner, goats walked out a narrow peninsula to watch us go by. There seemed to be some poetic justice in that. Route 120 bridges over to the south shore here. The few scattered bridges are the principle landmarks visible from the river.

A bend in the river erases the bridge, the last sign of civilization for a short way, from sight. Rocky overhangs protruding from



Lifeless water

But the river water is lifeless, a victim of acidic mine drainage upriver. A few kingfishers chatter, or fly across the river. They are only near unpolluted tributaries, though, where they can find food.

At the bottom end of the long, straight stretch the river again goes into a shallow, broad riffle, breaking around one of the larger islands and several smaller islands. Then it bends right, around an island and through one of the better riffles. Then, after a short pool, another riffle leads into a bend to the left.

Finally there was waterfowl on the river. Two mallards took flight from the edge of a large, grassy island. Two broods of Canada geese were more reluctant to leave the island. They swam out of the way until some of the canoes pressed them too hard. Then the geese took wing, circling the island behind the canoes.

All this commotion spooked a deer from the island. It ran across the riffles and onto the railroad tracks that run through the valley. Cliffs prevented the deer from leaving the tracks. It ran down the tracks for a quarter-mile before disappearing.

At Lick Run we stopped for lunch. A historic iron furnace is within easy walking distance of the creek. This small creek was the first entry into the Pennsylvania Wild and Scenic Rivers Program. At its mouth I found the first fish I had seen in the river—several darters that scooted from rocks I disturbed while wading in the cold water. The influence of Lick Run dissipated quickly, though, and the river returned to its lifeless form.

Below Lick Run is one of the slower pools. The river bends left and passes under a railroad bridge. Just as we arrived at the bridge, a train crossed. Train traffic is surprisingly frequent in the valley. I have always liked the sound of trains running through the narrow highland valleys. Though they rumble and clank, for some reason they do not disturb the peace as do cars and trucks.

The river makes a tight turn to the right, flowing into the calmest pool we had encountered. Ahead I saw pontoon boats. That is the start of the long pool at Lock Haven. The water is deep, yet the bottom was still visible. Huge timbers and stone works indicate some old industry on the river, perhaps something to do with the logs that were floated downriver, or with other river shipping.

Communities developed along the river banks because during the years of early settlement, 200 years ago, the river was the best route for hauling cargo. Even before that it was the route of voyagers, and still earlier, of Indian travelers.

The topography changes here. Coming into Lock Haven the southern background is dominated by the northernmost ridge of the Appalachian Mountains, Bald Eagle Mountain. For the remainder of the journey the river divides the Appalachian Mountains from the Allegheny Highlands. The highlands on the north side of the river are a high plateau, deeply eroded by river tributaries. The sedimentary rock strata are parallel to the surface of the earth. The rock strata of the mountains on the south side of the river are tilted.

We made camp at Lock Haven. River travelers can get a break from roughing it here. Restaurants are within walking distance. Food stocks, that's munchies, can be replenished at markets.

A light fog was retreating up the side valleys when I slid my canoe into the river the next morning. I went ahead of the group, to position myself for photos.

The only portage of the journey was at Lock Haven, around a low-head dam. It is below the first bridge in town, well-marked by buoys. The traditional portage has been on the right bank. But a construction project forced us to portage around the left side of the dam, a walk of only a hundred yards or so.



A short stretch of riffles picks up the pace below the dam, before entering a slower pool at the head of Great Island. Two Canada geese were perched on a support of an old bridge. After I passed under them they dropped off the bridge and glided onto the river. They swam along with me the rest of the way down this slow pool, leaving me only when I entered faster water in the smaller, right channel around the island.

Bald Eagle Creek flows into the river near the lower end of the island, making a distinct color and chemical change in the water. An industrial discharge into the creek helps neutralize the acidic river water. For a long way the water does not mix. The creek water is light gray-green, the river, still clear. Some aquatic vegetation appeared under the water from the creek.

In the distance I heard truck traffic, but the dominant sound was still bird songs. Though the river valley had become much broader and more civilized, the river bank vegetation hides it. The pungent odor of fertilizer filled the air, telling what was beyond the trees.

First sport fish

The river continues its meandering through the broad valley—to the left, then down a straight stretch and under a bridge, then sharply right and under the Route 220 bridge, then under a railroad bridge. There I saw the first sport fish of the trip, a rock bass.

I pulled my light spinning rod from under a packing strap. On the second cast I caught a 10-inch fallfish. A few casts later a 12-inch smallmouth bass grabbed my lure and cartwheeled out of the water. The fishing improves progressively downriver. The best of it is below our take-out point.

After a sharp left and a gentle right bend, the river goes into a long, straight stretch where Pine Creek contributes a substantial amount of water. This helps dilute the funny gray color the river has had since slowly blending with Bald Eagle Creek. The water was clear again, a different clear than it was upriver.

Antes Creek enters from the right just after the river angles left toward the town of Jersey Shore. Antes Creek originates with the biggest spring in Pennsylvania. It gushes 18,000 gallons of water per minute from one of several limestone sink holes in the immediate area.

A diving bird was fishing off the mouth of Antes Creek. From a distance I assumed it was a common loon. But from a closer vantage point with a better light angle, the color pattern confused me. It might have been a stray red-necked grebe.

At Jersey Shore the river bends to the right, into a lazy pool at Larrys Creek, where my sojourn ended at a private campground. I felt relieved to be completing my journey, and very content after visiting this beautiful tranquil river.

