



www.boatboymarinetraining.com
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BOATBOY HANDLING, SAFETY & CRUISING TIPS

HANDLING TIPS

1. Yo Speed Racer, slow it down, Trixie's having a heart attack! Most boaters dock way too fast. Your boat has "no brakes" and is extremely massive. It can routinely take 75'-100' to stop a 30' boat going from just idle forward to neutral! Go in and out of gear slowly. Your boat should be in neutral 3 or 4 slips away from your slip. Do not underestimate **"THE POWER OF NEUTRAL!"**
2. **"THE PILING IS YOUR FRIEND!"** Use the piling as a guide for docking. Once you "lightly" touch the piling only a few feet in from the stern, you can pivot your boat around into the slip. Secure the Bowlines first, not last like so many people do!
3. Wind is probably the most important factor in docking. You must know what effect the wind will have on your boat. In most cases dock into the wind when possible. Remember, **"GOD OWNS THE BOW!"** Which way is the wind blowing? Well, it's a four-letter word that begins with "F". You guessed it, _____!
4. You may be looking pretty good leaving the dock, but if your electric lines are still on, you'll be "shocked" at the marina bill for a new dock pedestal. **PRE-DEPARTURE CHECKLIST**
5. Make sure one of your slip neighbors is not pulling out / in the same time you are.
6. Preparation for docking is one of the most important things and often overlooked: 1. Assign who will be crew, others should sit down, be quiet & stay out of the way. 2. Prepare your lines, fenders, and boathook. 3. Figure out the wind & current and plan your docking strategy.
7. On an I/O boat, always turn the wheel while in Neutral, and then put the boat in Gear. This is the complete opposite of what? The Evil Car!! **THIS TIP IS WORTH ITS WEIGHT IN GOLD!**
8. Boats steer from the stern, Boats steer from the stern, Boats steer from the stern, and did I tell you that boats steer from the stern.
9. When backing into a slip, why are you looking at your bow?
10. **CRABCRAWL:** when your boat moves sideways as it's moving forward which it **ALWAYS** does!
11. Keep the transom door open so you can see that big platform you love so much!
12. Handle waves on a _____ angle. Watch your wake, you can go to jail for what it does to other boaters and landowners.
13. Try to outrun a wake as far back as possible to minimize the rocking. (Don't go out of the channel)
14. Sorry, twins on an I/O boat will not handle as well as twins on an inboard boat. If it is real sluggish, use 1 engine only and the wheel.
15. Back to I/O's & OB's. In forward- opposite, opposite. In reverse- same, same. I'll explain.

SAFETY TIPS

16. Always have up-to-date flares on board, but hold the expired ones for 3-4 years after the date. They'll work fine and you can't have "too many flares". Dispose of them at your local fire department. Don't set them off for 4th of July, you'll burn yourself and I'll tell you I told you so!
17. Hide the HIN # somewhere on your boat. This will be very important if your boat is stolen.
18. Load capacity formula: $(\text{boat length} \times \text{beam} / 20,25 = \# \text{ of people})$. Watch out for how fat your friends are!!
19. Do me a favor, **BUY A BOATHOOK!!** Thank you. Why you're at it, buy a flashlight, first aid kit, bucket, extra filters and some tools.
20. Uncoil your anchor line at the beginning of every season to get all the kinks and knots out. Stretch out the line down the dock just like you would a garden hose or extension cord. I have seen someone trying to anchor and the kink or knot won't fit through the Hawser Pipe and it jams up the line. Take care of your anchoring "system"; **IT WILL SAVE YOUR LIFE SOMEDAY!**
21. This sounds stupid but, do me a favor, check your bilge pump, horn, lights and VHF Radio (transmit a radio check, not on 16) before you go out for a day of boating. Oh yeah, run the engine with the hatch up so you can see if everything is OK. If water splashes you in the face when you start your engine, there's a good bet you have a problem! Better to find this out at the dock than on the water!
22. Always bring an extra set of dry clothes and a blanket with you when boating in cold weather.
23. Always wear a Life Jacket, especially when alone! They Float, You Don't !!
24. Danger Will Robinson; What's the horn signal for Danger? **_____ OR MORE SHORT BLASTS**
25. The Danger zone is 112.5 degrees abaft the starboard beam or 12:00 to 4:00.
26. Port to port, 1 syllable, 1 short blast. Starboard- _____ short blasts. Easy isn't it!
27. Does a powerboat ever have the right-of-way over a sailboat? Answer _____.
28. Rig an auxiliary bilge pump with 10' of hose and 15' of electric wire with a cigarette lighter end.
29. Keep an extra Horn and Whistle. Also always carry a _____ Flag.
30. Turn Fire Extinguishers upside down and shake them at the beginning of the season.
31. Always, always file a float plan with a friend, family member or marina so they know where you're going in case of emergency. Finding your boat at night with no location is like finding a penny on the floor in a dark room, Good Luck!

CRUISING TIPS

32. Local notice to mariners: www.navcen.uscg.mil PH: 757-398-6552
33. PLEASE be considerate of others when in a Narrow Channel, the ICW, Anchorage or Fuel Dock.
34. The last boat to anchor has to look out for everyone else. Also, if you anchor in 5' of water at high tide and there is a 6' tidal difference, you may have a slight problem in a few hours!
35. **BUY SEATOW OR TOWBOAT/US**, it's cheap compared to \$170/hr for a tow.
36. Every boat should have a Compass. Dead reckoning: $S = 60 \times D / T$, $D = S \times T / 60$, $T = 60 \times D / S$
example: 20mph & you have traveled for 17 minutes. How far did you go?
 $20 \times 17 = 340 / 60 = 5.66 \text{ nm}$. Easy!
37. Reciprocal course - over 180 degrees, -180 under 180 degrees, +180.
38. When you see a Red and Green, go Between!! Red buoys are always _____.

39. **RED RIGHT RETURNING**. Red where? Returning from what? Confused? Returning from the sea or in most cases back to your marina, you will put the red buoy on your right(starboard) side heading in. be careful of the ICW, Red is on your starboard side heading South.
40. Be cautious of Weather Predictions. Know what they mean: 3' to 5' seas means that 70% of the waves are expected to be between 3' and 5' high. 15% of the waves will be 3' or less and 15% of the waves will be 5' or more. Watch the Rogue wave over 7-'8' high!
41. Always have a Lookout. 4 eyes are better than 2.
42. You should have many lines on a boat. They should be at least 20' long or more.
43. Fuel should always be a third out, third in and a third in reserve.
44. Always know where you can fuel and your boat's range. Example: boat holds 100 G, burns about 10 GPH at cruise which is 20 KTS, Formula is: $100\text{ G} - 1/3 = 70\text{ G} / 10\text{ GPH} = 7\text{ HRS} \times 20\text{ KTS} = 140\text{-}150\text{ mile range.}$
45. Always call ahead to make transient slip reservations and ask for local knowledge to get into the marina. Keep in mind conditions change right after a terrible storm or Hurricane.
46. Know the tides where you are going on a cruise.
47. Keep throttles trimmed at the same RPM as long as you can to save fuel and make it easier.
48. Keep your tabs in the down position to get on plane and then adjust them to sea conditions.

FISHING/ TRAILERING TIPS

49. Never throw fishing line (or anything else) overboard. It will get caught in your prop and hurt the environment. It is also **ILLEGAL!**
50. Don't sit in the bow-casting seat on a bass boat going high speed. You can't maintain balance, hold on to anything and you will go flying if you hit something.
51. Keep your knees against the side of the gunwale when saltwater fishing. Bend your knees and use a toe rail (if equipped) to balance yourself in the swells.
52. Tie yourself to the stern cleat when fishing alone with 25' of 1/4" line. If you fall overboard, you can pull yourself to the boat and climb up the engine to safety. **YOU BETTER HAVE A PFD ON!**
53. Hold your hand at the bottom of the steering wheel when backing a trailer down a ramp. Move the wheel slowly. If your hand moves left, the back of the trailer will move left. If you move your hand right, the back of the trailer moves right. Using short slow movements allows quick adjustments as you're backing down the ramp. Practice in a big parking lot backing between the lines.
54. Most ramps have an area to "prep" the boat for launching. This is where you take the tiedowns off, load the cooler and gear, put the "PLUG" in, etc. Do not do this on the ramp by the water, **THAT'S BAD RAMP ETIQUETTE AND DOWNRIGHT RUDE!**
55. Always have 3 drain plugs: 1 to keep in the truck, 1 to keep in the boat glove box or tool kit and 1 to use for the boat!
56. If you have a bunk trailer, splash water onto the bunks to help the boat slide on easier.
57. Remember to disconnect the lights from the truck before submerging the trailer.
58. Too much Alcohol is **NOT FUN** on a boat. Sun, balance, noise and vibration makes 3 beers equal to 6 beers in a bar. **YOU MAY INJURE OR KILL SOMEONE!** Don't do it!

WE HOPED YOU ENJOYED OUR SEMINAR.
PLEASE CONTACT US FOR ANY ON-WATER INSTRUCTION
YOU MAY NEED. PLEASE BE SAFE, HAVE FUN AND WE'LL
SEE YA ON THE WATER! www.boatboymarinetraining.com