



**BOARD NEWS:**

The current plan is for the new gas pump to be installed very soon, as well as the air conditioning unit(s). More on this as details become available. The storage shed has been purchased and is now located just north of the club house in the vacant area.



**Concess**

**MAGGIE'S MINI MART**  
1203 TRIVIEW AVE  
SIOUX CITY, IA 51103  
712/255-8446

**GAS, BEER, GROCERIES, FISH TACKLE, BAIT**

**MAGGIE'S LIQUOR MART**  
1211 TRIVIEW AVE  
SIOUX CITY, IA 51103  
712/252-9098

PRESENT YOUR MRBC MEMBERSHIP RECEIPT TO RECEIVE A 10% DISCOUNT ON ALL LIQUOR PURCHASES AT MAGGIE'S LIQUOR MART (ONLY).

**Happy Birthday:**

- Julie Barrett – Correction – Sorry Julie! March 18
- Ed Barrett – The BIG 50 May 6
- Board Meeting (date change) May 6
- Happy Mother's Day May 10
- Rich Plendl May 18
- Memorial Day (Observed) May 25
- Stacey Brasch May 26
- Dawn Reisdorph May 26
- Tim Gard May 27

**FROM YOUR DOCK CHAIRMAN: Gene Ott**

At this time, Docks In is still scheduled for May 9. All dockers are to be present for this event ....start time is 8:00a. IF you (or a representative) are not present, you will be assessed an additional \$50 on your membership dues. It is imperative you are present! Remember everyone....these are YOUR docks. A meal will be provided afterward.

There are currently a few docks available. If you or someone you know are interested in obtaining a dock, please contact Gene at 712/898-6785.

**RBC Dain Rauscher**

Daniel S. Camarigg  
Associate Vice President - Financial Consultant

600 Fourth Street, Suite 135 (712) 277-8200  
P.O. Box 1827 Fax (712) 277-4756  
Sioux City, IA 51102-1827 Toll Free (800) 373-3246  
Member NYSE + SIPC daniel.camarigg@rbcdain.com

**Happy Anniversary:**

- Leon/Stacey Brasch May 18
- Tim/Lynn Gard May 20
- Mark/Twila Garner May 21

**CONTRACTORS**  
**Patrick M. Pinney**  
**INCORPORATED**

Pat Pinney, President Service (712) 252-0559  
P.O. Box 5107 Office (712) 252-2774  
Sioux City, Iowa 51102-5107 Fax (712) 272-9752

dattamac1@sonlight.com

**DattaMac's**  
STEVE DATTOLICO

712-239-5882  
877-444-1719

3806 Floyd Blvd • Sioux City, Iowa 51108

BOAT COVERS, TRUCK COVERS & AWNINGS

**FROM YOUR FLEET CAPTAIN: Shane Benson**

We have new MRBC T-Shirts, Koozies, tank tops, etc. available for sale with the newest logo. Please stop by the club to view the selection.

We also have available for sale stickers for your vehicles and boats.

Stop by the club house and check out the new digs.

Once Docks In has been completed, we will be focusing on the Steak Fry, which will be held on June 13. More details to follow in next month's newsletter.

If there is a birthday or anniversary (or anything) you wish to share with us, please contact me at home 712/274-1727 or on my cell at 712/898-6787.

**STORM WATCH**

Our prayers and blessings go out to the family of Norm Kronick (68), who passed away April 17. Norm was a long-time boat club member and newsletter supporter. He will be missed.

Congratulations to Chris Burruss, who recently graduated from the Army. He has signed on to be a paratrooper. He will be continuing his education in



airborne school and then will be deployed in the near future. Best wishes to you, Chris. Great job!



Please notify me if you have changed your address, email address or phone number. We would like to have the most complete and updated information as possible to start the season. Thank you in advance for your cooperation with this effort.

Once again, thank you to all of our newsletter sponsors. Our newest sponsor – Aesthetic Surgical Images. Welcome and thank you for your support!



**UPCOMING CALENDAR OF EVENTS:**

- Docks In May 9
  - Steak Fry June 13
  - Hog Roast July 25
  - 7<sup>th</sup> Annual MRBC Poker Run September 5
  - Labor Day Breakfast September 7
  - Docks Out (tentative) October 17
  - Halloween Party October 31
- MRBC club phone number is still: 234-0155. Please feel free to contact them should you have questions on hours, etc. Remember: IF you are a member in good standing, you can use the clubhouse for parties, graduations, wedding receptions, etc. Contact Melody for details.

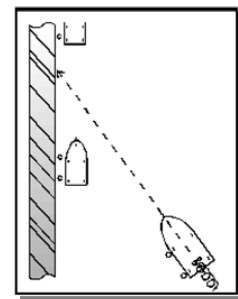
I found another article on the Internet regarding docking that I thought you would be interested in by Charles T. Low.

**Port-side-to -- a docking dissected**

This article assumes calm conditions and not factor in the effects of wind. Wind is probably the hardest thing to contend with, when docking a boat, but there's a lot of water to pass under the bridge before that discussion, so I'll leave it out for now. Many of the techniques we're about to cover, however, will also prove useful in coping with wind.

**What's your angle?**

The first thing to notice is that this boater is coming in at an angle. This makes it much easier to aim for a particular spot, and to bring the boat in close to the dock without scraping. There isn't always enough "sea room" to do this, but when possible, using an angled approach makes life simpler.



**Coasting and the power turn**

Secondly, think about what throttle setting you would use at the beginning of the approach. A calm, orderly, accurate docking will usually require the slowest speed available, but on many boats, even idle speed is so fast that they have to coast. However, coasting is when "steerage", the ability to steer, is at its minimum, because either i) there is no discharge current from the propeller to amplify the effect of the rudder, or ii) with inboard/outboards, most of the steering "authority" simply vanishes when the transmission is in neutral. So, even when going very slowly, we still steer with power, when necessary. You could wish that the boat would just drift all the way in without wandering off course, but with many (not all) boats, that's all it would be: a wish! If in neutral gear, give a short shot of forward gear (generally only at idle speed, but use more if required), to steer the boat back onto course, and then coast for another distance. If already in gear, and the boat is still getting away from you, open the throttle briefly for a few moments until you regain control. The general principle is that the sharpest turns can be made when the boat is going extremely slowly, because it will skid less widely through the turn. Yet, the turn is often best done with power, so reconciling these two conflicting demands (minimal power to go slowly, more power to steer),

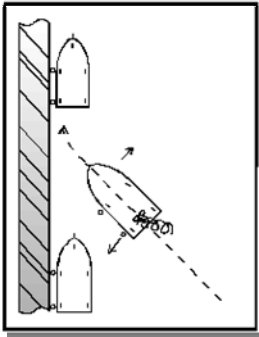




means using power intermittently, and then using it vigorously enough to perform the maneuver.

**Keep up the momentum**

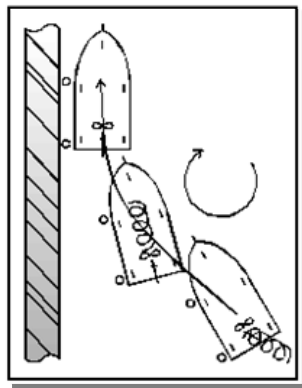
The next thing the boater will do, as the dock draws nearer, is to start to turn the boat. However, this is also about the time that he or she wants to decelerate to a stop, in reverse gear. While slowing down, the vessel may be hard to steer. This is largely because very little water will be flowing over the rudder (or worse, over the outdrive leg of an I/O).



Fortunately, boats in motion have momentum: once in motion, they tend to continue in motion, and once turning, they tend to continue to turn. This sometimes confounds the less skilled skipper, and yet momentum is exactly what to use when all other steering options fail. At just what point to turn, and how hard and for how long, I cannot say. It will vary by boat, by the prevailing conditions, and even by the skipper's individual style. But the boat must turn, and often this will be done by a brief, firm pulse of power, with the wheel hard over. Part way through the maneuver, by which time the boat is in reverse gear, the only thing that keeps it turning, and that keeps it sliding sideways towards the dock, is momentum. The skipper did this on purpose, took a run at it, so to speak, albeit very gently and cautiously, and then skidded the boat into its slip.

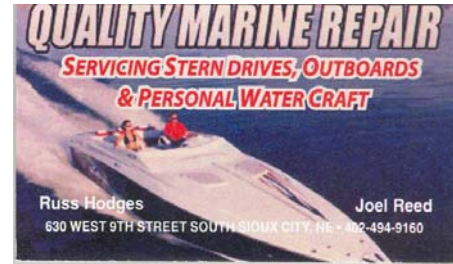
**A walk in the dock**

One final thing: it is very common for propellers to thrust asymmetrically, more on one side than the other, and in some boats the effect is often especially strong in reverse gear. It's called "walking", because it almost seems as if the stern of the boat wants to walk sideways, when you first engage reverse propulsion, rather than go backwards.



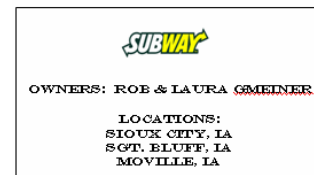
It's because of this effect that we are discussing specifically port-side-to docking. Right hand propellers walk the stern to port, in reverse (a minority of propellers are "left hand" - for them, this whole

discussion is a mirror image). So, not quite as much turning momentum is required as would otherwise be. Asymmetrical thrust can be a nuisance, so at least in circumstances like this when it can be helpful, we might as well avail ourselves of it.



**Conclusion**

There is no conclusion to boat docking. I have yet to hear the final word, and I've probably discussed and studied it more than most. Even if this port-side-to docking were all there was to know (and it's not, it's just the barest beginning), one could still spend a lifetime honing and refining the skills and techniques it requires, and the better feel for boat handling thus engendered would spill over into all of our other close quarters maneuvering. And my wish for us all is that we continue to hone and refine for a long, long time, and that we love every minute we spend doing it.



Safety tips are researched at various boating safety web sites. These tips are taken from: <http://boatsafe.com>

