

Boatmen Must Learn to Use Waterway Charts

What a road map is to an auto driver, the government chart is to the boatman, only more so.

Charts not only show routes from here to there, but also indicate all the buoys, lighthouses and other aids to navigation which will help the skipper find his way from place to place. At the same time rocky shoals, sandbars, submerged wrecks and other obstructions to safe passage are clearly depicted on these official "road maps of the waterways," as is the depth of water every few yards.

These charts are prepared and kept up to date by official agencies of the federal government, depending on which particular body you might be navigating. The U.S. Coast and Geodetic Survey, Department of the Interior, is responsible for charting the coastal salt waters and rivers and harbors adjacent to the sea. Their charts are sold at all Coast and Geodetic Survey offices and through authorized official agencies in many cities and towns.

Inland, the U.S. Lake Survey of the Corps of Engineers, U.S. Army, is responsible for charting the waters of the Great Lakes, the St. Lawrence River, The New York State Barge Canal, Lake Champlain and other lakes connected with the canal. The Lake Survey maintains offices in Detroit, Mich., and Buffalo, N. Y. Mississippi River charts are available from the Mississippi River Commission, Vicksburg, Miss.

For offshore, international waters on the high seas, a listing of world waterways is issued annually by the U.S. Navy Hydrographic Office in Washington, D. C. World charts, pilot charts, weather summaries, current tables and wind charts as well as supplemental information on various ports can all be obtained from the Hydrographic office or from local authorized agents.

The U.S. Coast Guard publishes a very useful volume, "Light Lists for United States Waters," sold by the Superintendent of Documents, Government Printing Office, also available are annual tide and current tables for coastal waters.

Recreational boats in use last year totaled 7,071,000.

Marinas are Happy Harbors



Marinas, the modern way to berth recreational boats, are springing up in waterfront communities throughout the nation. Some are designed expressly for larger craft, some only for the small outboards and others, such as this typical one shown here, cater to craft of all sizes.

Coast Guard Auxiliary Dedicates Itself to Making Boating Safer

Dedicated to making recreational boating ever safer and more enjoyable for the millions of Americans who take to the water each year, the 14,000-member U. S. Coast Guard Auxiliary has a three-point program of education, voluntary inspection and patrol to achieve its overall objective.

Members of this civilian arm of the military service, comprised of some 475 local flotillas, teach educational classes open free of charge to anyone interested.

The members, who volunteer their services and their personal craft for CGA activities, conduct courtesy boat examinations on invitation of owners to determine seaworthiness and compliance with governmental safety regulations. They also patrol regattas and popular boating waters.

Last year the auxiliary's educational program provided boating instruction for almost 30,000 men, women and children in three different courses — an eight-lesson standard course, a three lesson condensed course and a special one lesson outboard course.

In addition, as part of its educational activity, the auxiliary showed films on safe boat handling and operation to more than 320,000 persons in schools, church groups, industrial organizations, fraternal and social clubs.

Owners of approximately 40,000 private pleasure boats from small outboards to big cruisers and sailing craft, invited courtesy safety examinations of their craft, and about 70 per cent received the CGA decalomania signifying they passed the safety examination.

Those who did not were told what steps were necessary to comply, and many skippers followed the advice of the auxiliary and brought their craft up to par.

Auxiliarists were assigned to patrol more than 200 motor and sail boat regattas in all sections of the country, supplementing the patrol activities of the Coast Guard.

In addition, informal assists were rendered by CGA members to well over 1,300 craft in some form of trouble afloat — stalled engines, craft aground, out-of-gas and the like.

Founded in 1939 as the Coast Guard Reserve, the organization's name was changed during World War II when it was engaged in coastal patrol duty, convoy and

anti-submarine work.

The CGA is open to any American citizen over the age of 17 with a good working knowledge of boating. However, ownership of a boat, airplane, "ham" radio station, or special marine training is preferred.

Operating in all 12 Coast Guard Districts throughout the United States, the Auxiliary welcomes new members as "provisionals," who are given one year to qualify for full membership by passing a series of tests prescribed by the Coast Guard Commandant.

Sailing Has Lingo All of Its Own

- Glossary of sailing terms:
- Boom Crotch — a board with a notch cut in one end, into which the boom drops snugly.
 - Come Up Into Wind — steer toward the direction from which the wind is coming.
 - Cringle — a ring sewn into the sail through which a line can be passed.
 - Halyard — a line used to raise the sail.
 - Reef — the rolled-up part of a sail tied with reef points.
 - Reefing — reducing sail area.
 - Stop — a piece of line or a canvas strap used to tie-up a rolled or gathered sail.

When towing a boat on a trailer remember the additional feet added behind the car. It takes more room to park, more room to pass and a greater distance to stop. Always drive at slow speeds.

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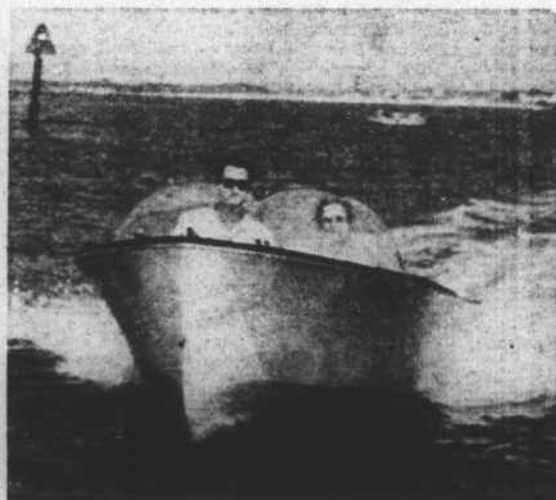
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How to Store Boat in Garage

The boat owner with a two car garage should not have any storage problems for his runabout if it is 16-feet in length or less. Ideal storage space is available at the back of the garage and above the hood of the car or cars.

Here is how it is done: the storage shelf should run the width of the garage at a width slightly wider than that of the craft. There should be good strong bracers running from the shelf to the floor at both ends of the shelf, next to the garage wall, and two strong stringers in the center.

The shelf will also provide storage room for boating equipment, storm windows or screens and other household items.

With the aid of several friends and skids placed at an easy angle from the garage floor to the shelf, the boat can be put up for storage, or brought down for use.

The newer types of synthetic rubber make good chafing gear for boom crotches on sail boats. Available in shoe repair stores, this rubber provides the same smooth surface as leather and wears just as long.