

# Outdoor Facts

BOATING, FISHING  
WATER SPORTS

Johnson Motors News Bureau WAUKEGAN, ILL.

For the guy who writes. Cleared for publication - no credit necessary.

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## The Real Cause of Small Boat Accidents

What are the real causes of boating accidents?

The beginning of a new boating season is a good time to review these causes and dispell the "old wives tales" about boating accidents so they can be avoided, says the Johnson Motors News Bureau.

The Waukegan outboard manufacturing firm points to a survey made by the Outboard Boating Club of America which applies the pin of fact to the bubble of popular fantasy about the causes of small boat mishaps.

The survey shows that "wild" juvenile operators, storms, collisions and fires and explosions are not the big causes of boating accidents.

Plain lack of common sense is the chief reason, the OBC says. Foolish operation, overloading, standing up in the boat, unbalanced load, turning too sharply and other similar misjudgements caused 35.51 per cent of the boating fatalities the OBC investigated.

By contrast 9.2 per cent of the operators involved in accidents were under 20 years old. In fact, the average age of operators involved in the survey was more than 35 years.

Storms caused 9.5 per cent of the mishaps and collisions rated 8.07 per cent. Only 1.52 per cent of the boating mishaps were traceable to fires and explosions.

Of the 35.51 per cent of accidents attributed to lack of common sense, 3.27 per cent were due to overloading, 4.79 to standing in the boat, .87 to an unbalanced load, .87 per cent to reckless operation, 13.51 per cent due to falling overboard and drowning, 1.52 to falling from and being run over by boat, 5.67 per cent due to being thrown from the boat and 5.01 per cent caused by too sharp a turn.

The OBC's survey was based on an analysis of newspaper reports of boating accidents during a six-months period. Boats found overturned with no indication of how the accident happened or too generalized newspaper accounts of accidents were placed in a "capsized and overturned" category and accounted for 30.72 per cent of the accidents.

Freak and other miscellaneous accidents amounted to 3.92 per cent of the total while unknown or not stated causes totaled 10.02.

Fishermen were involved in proportionately more fatal accidents than boatmen engaged in other forms of boating activity, the report disclosed. Since fishing, as an activity, does not require high speed operation, the speed

factor must be discounted as a major contributor to fatal accidents, according to the OBC.

A breakdown of boat operators in relation to accident victims shows that 84 per cent of the victims were males, 14 per cent females and the remaining two per cent not stated. Males were operating the boat in 76.7 per cent of the cases investigated and females 1.6 per cent of the time. The sex of the boat operators was not indicated in 21.8 per cent of the accidents.

The OBC, urging further education as the best way to help reduce boating accidents, points out that education apparently is doing a good job since the number of fatalities directly traceable to small boat accidents has been decreasing steadily inspite of the sharp rise in boat and motor ownership.

The OBC further concluded the survey indicates that restrictive legislation does not seem the best approach to reduction of accidents since most fatal accidents appear to be caused by failure to follow standard safety procedures in boat handling.

### Keep Our House Clean

Anyone whose business is to promote products, services or ideas soon grows to realize that most promotions have "families."

At Johnson Motors we realize — we hope — that corollary to the promotion of our product is the promotion of an always improving climate for "boating." Obviously, we are operating in friendly territory. It's kind of like being for motherhood!

Another member of the boating promotion "family" is boating safety. And everyone is ready to put the knock on bad boating practices — after all, we're all against sin.

So Outdoor Facts will continue to direct a certain amount of its coverage to the persuasive job of inspiring new and old boating folks to "replace the divots" and "smooth the sand in the traps". We think all of our writer friends also will keep an eye out for bad manners on the water — and good ones, too — and lay it on as is indicated.

The Editors

Joe Brooks - Angler's Angler

## BONEFISHING - Expert Makes Exciting Sport Look Easy



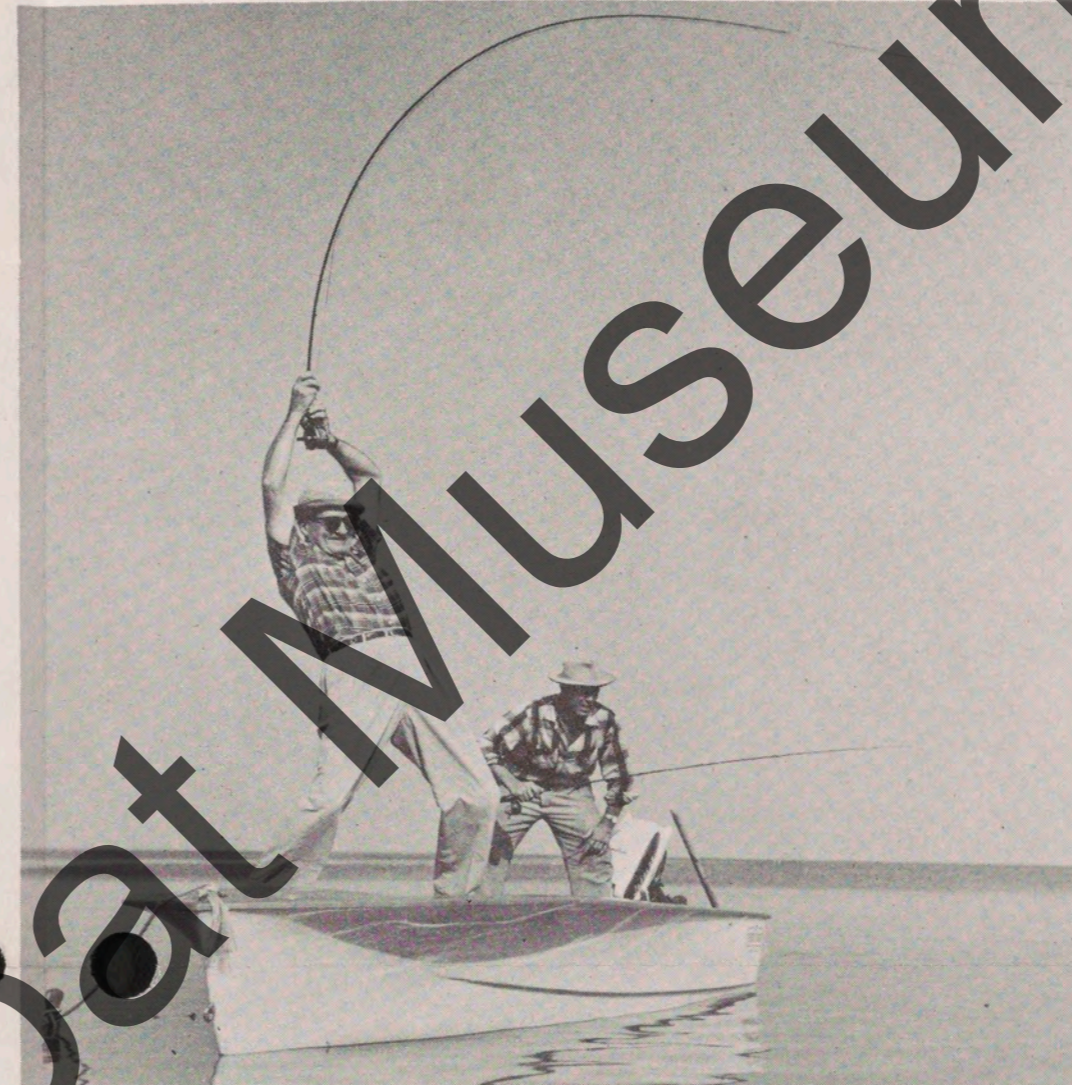
Perhaps no man in the U.S. knows more about the wily bonefish, a frequenter of the Florida Keys and other parts of warmer southern waters, than does Joe Brooks, author and sportsman. Here Brooks finishes his cast after the feeding bonefish have been sighted. With Brooks is noted sportsman E. L. Rogers.



Close to the boat Brooks puts the bone through its antics. This one has a lot of life left in him. Boat has an especially large forward fighting deck which gives the fisherman plenty of room to maneuver.



All tuckered out and ready to give up the battle, the bonefish rests near the boat while Brooks prepares to bring him aboard. The pole Rogers has his leg wrapped around is used to propel the boat over the shallow flat waters when searching for bonefish. Slightest sound of motion will frighten fish away. Pole also serves as an anchor used in fashion Rogers exhibits.



Hooked 'em! Brooks shows expert form, holding the rod tip high. The bonefish, seemingly one of the fastest creatures in the water, darts with lightning speed through the shallow flat waters after he is hooked. An angler has to use every bit of skill at his command to keep the bone on the line.



Happy moment climaxes quest as Brooks surveys his trophy.

## TIPS ON BUYING A USED BOAT

Many people get started in outboarding by purchasing a used boat.

In view of this, the Johnson Motors News Bureau offers the following checklist for prospective outboarders who are considering a used craft.

1. Run the boat to see if it handles satisfactorily.
2. Have the boat taken out of the water and check the bottom. See that planking abutts the transom and stem squarely and solidly. Sight along the keel for "hooks" (large concave indentations in the bottom caused by improper distribution of weight during storage.) "Hooks" will cause the boat to perform improperly. Be suspicious of cracks which could develop into troublesome leaks. Seams and planks should be so joined as to remain watertight.
3. Check for nail sickness (the symptoms of which are spots of rust on the surface of the paint over a nail, or, in some cases, rust streaking down the side of the hull from a nailhole). If the condition looks bad, chances are you're in for a complete refastening job.
4. Look inside the hull. See that frames and ribs are sound and uncracked. A badly cracked frame will cause the planks to work and the boat to leak.
5. Since most outboard boats are well ventilated, the chances of finding dry rot in an outboard hull are relatively slight. However, inspect a boat thoroughly for rot if the boat has been completely covered during a prolonged storage period. If the boat has enclosed spaces, such as cabins, lockers and the like, look for dry rot. Examine under floor boards, decks, etc. If the wood you're inspecting is soft, and crumbly and will tear loose at the touch of a thumbnail or screwdriver, it's affected by dry rot. Blistered paint may indicate the condition but is not necessarily a cause.

6. A bad paint job, although it will affect a boat's performance, is not dangerous in itself. However, it may indicate the previous owner's attitude toward maintenance, so inspect a badly painted craft thoroughly. If you purchase a poorly painted boat, re-finish it to get best performance.

Aluminum and glass boats, by nature of the material used in their construction, are durable. Be sure seams in an aluminum boat are correctly joined and will not leak. Glass boats should be free of bad cracks.

You won't have to bother about these things if you purchase a used boat from a reputable dealer.

How about price? There is, of course, no method of determining what the price of a used boat should be that would be suitable for all parts of the country. The best way to determine the fair price of a used boat is to shop. Find what you want and then look for boats similar to it. Several comparisons should give you a good idea of the proper price for the boat you're interested in.

## WINS STROKE BATTLE

# Fr. Hubbard, Glacier Priest, Still Active at 69

The man who is known as the "Glacier Priest" again is preparing to return to his beloved Alaska.

Father Bernard Hubbard of the University of Santa Clara will observe his 50th year as a Jesuit priest during 1958, and his personal observance of this anniversary will be to revisit Alaska—for the 31st year.

Now 69, the world-famed geologist talked with excitement of his plans during a recent visit with friends at the San Francisco Boat Show. He anticipates a particularly revealing trip because of reports on ice conditions.

"It has been one of the warmest winters in the memory of Alaskans, and I am most anxious to see the condition of the glaciers in the fjords," he said.

Reports from Taku Harbor reveal the area, which normally has from 12 to 15 feet of snow in January, had none this year. Temperatures ranged from 35 to 55 above zero, unheard of for the region. And the ocean was warmer by five degrees, Father Hubbard said.

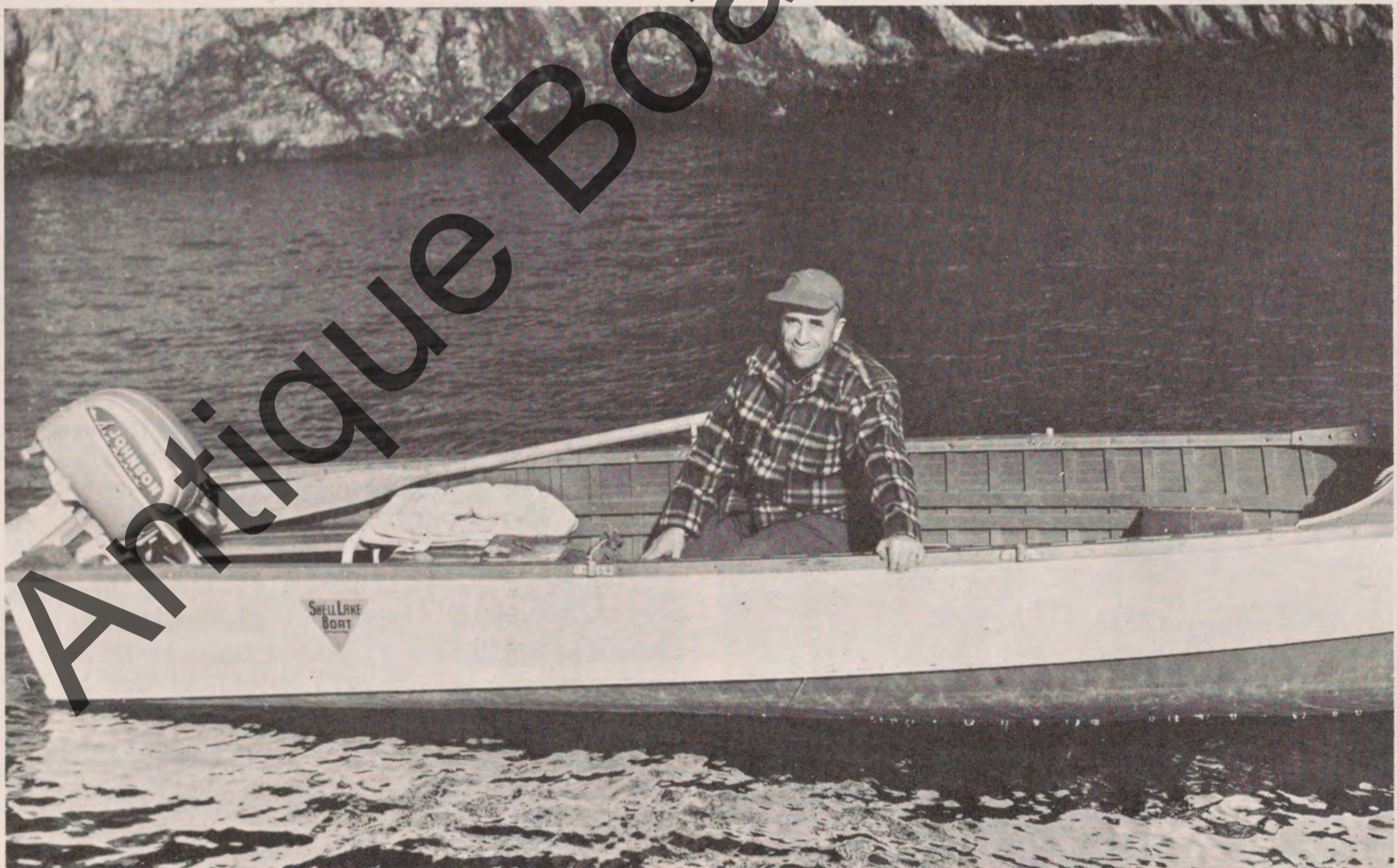
Through the eyes of Father Hubbard, who has been termed by lifelong students of geology as "the most observant geologist," the phenomena of a "warm" Alaska could reveal some significant clues to future weather conditions throughout the world.

Missionary, scientist and explorer, Father Hubbard has recorded a most important segment of Alaskan history with his cameras and in his writings. His

current film consists of 200,000 negatives and over 1,500,000 feet of film. As a lecturer, a job he undertook after early expeditions to finance Jesuit missions and more Alaskan travels, he was tireless. One year he made 238 lectures in 236 days. His work was the basis for articles by every major publication, wire service or syndicate. He was in continuous demand (when he was in the country) by government and industry as an expert on Alaskan affairs.

In December, 1955, he suffered a severe heart attack while on the banquet circuit. It left him completely paralyzed and complications included pleurisy, pneumonia, and thrombosis of the lungs. Father Hubbard, who always has been known for his pungent wit, said that to say he was not expected to live was putting it euphemistically.

But four months later he returned to Santa Clara. He spent the next year regaining strength but he was able to return to Alaska to finish shooting the motion picture, "The Erratic Glacier" in the summer of 1957. He credits Henry Schmidt, trainer for the San Francisco 49er football team, with helping him back to active life. Although he has one "bum" arm, the left, he managed to catch his share of Dolly Varden trout last year with an effective one-arm cast and retrieve. He said that when he was able to wade into that trout stream he felt as full of the feeling of accomplishment as he felt many year before in completing a dangerous exploration into the Valley of Ten Thousand Smokes.



This photo of Father Bernard Hubbard, S. J., the famed "Glacier Priest," was made several years ago before he suffered a stroke which left him completely paralyzed. The Alaskan explorer, now 69, has almost completely recovered and will mark his 50th year as a priest by returning to Alaska.