



Iowa Regular Baptist Camp

BOAT GUIDELINES

Assigned boat drivers are responsible for all aspects of the boat they are assigned to for that day, including but not limited to cleanliness, fueling, docking, and loading on the boat lift. Others may assist them but the driver is the responsible party. Do **NOT** let any unauthorized people drive the boat.

Boat drivers are also responsible for the safety of all passengers, skiers, tubers, jumbo dog riders, etc. Boat drivers must be capable and ready to jump in the water and assist an injured person.

Remember to make sure plugs are in before putting into water.

Iowa DNR Rules

- All vessels must have at least one approved life jacket (PFD) for each person on board or being towed plus one throwable device.
- All PFD's must be in good and serviceable condition and readily accessible.
- Navigation lights must be displayed between sunset and sunrise and in periods of restricted visibility.
 - Red and green sidelights when underway.
 - An all-round white light whether underway or not.
- All vessels must have a charged fire extinguisher on board.
- All vessels must have whistle, horn or sound device.
- Improper speed or distance: It is illegal to operate a vessel:
 - At greater than slow (no wake) speed in any posted no wake zone.
 - At greater than 5 miles per hour within 100 feet of another vessel underway at 5 mph or less.
 - At greater than 5 mph within 50 feet of another vessel underway at greater than 5 mph.
 - At greater than 10 mph within 300 feet of shore.
- It is illegal to operate a vessel if its capacity (including those being towed) is greater than the registration certificate.
- Any operator involved in a boating accident must stop his vessel immediately at the scene of the accident and:
 - Assist anyone injured or in danger from the accident
 - Give in writing his or her name, address and vessel identification to anyone injured and to the owner of any property damaged by the boat.
- Vessel operators involved in an accident must report the accident to the Iowa DNR.
- PWC's (Jet Ski's) are allowed only between sunrise and sunset
- Towing a person(s) is allowed only between sunrise and ½ hour after sunset.

Pre-trip checklist

- Lower the lower unit or outboard before lowering the lift or the wind will push the boat thru the lift.
- Wipe out cobwebs, wipe off seats as needed. Remember we want our boat to look nice.
- Turn on blower on speedboat as soon as you arrive. It must run 15 min before starting engine. Turn the blower on any time you shut the motor off. Do not leave the blower on when in operation.
- Check fuel and oil levels.
- Check fire extinguishers.
- Make sure you have enough lifejackets on board. Life jackets need to be out from under seats and appropriate sizes.

Boating and Docking Instructions

- Capacities: Speedboat – 12, Benny – 15, Harry – 13. For the pontoon boats we usually run 2 less than capacity unless we have a number of children.
- Where you seat your riders makes a big difference on how your boat will handle. For the speed boat putting some up front will help your boat plane off quicker. The smoothest ride is in the back, the most fun ride is in the front. On the pontoons it is important to balance the boat side to side and not front load the boat or you will submarine. It is sometimes hard to ask people to move around; especially when you have that one extra large person that you need to move but it is important.
- All riders must have a life jacket handy, kids must wear them.
- If possible when docking approach from the windward side of dock and allow the wind to push you into the dock.
- Make sure as you approach you are close to parallel with dock or back up and start again. Do not come in nose first.
- When docked against the dock always make sure you have a fender (bumper) between the dock and the boat.
- Learn to tie appropriate knots, double half hitch or clove hitch, when tying up to the dock.
- A boat steers from the back. Different than a car. If you turn to the right, the rear end will go left. This is very important to remember when you pull away from the dock, because you are actually turning the rear end into the dock and it will just keep scraping against the posts.
- Do not be afraid to ask riders for help, but give clear instructions of what you want. Sometimes pushing off too hard on one end or the other is counter productive.
- When loading the boat back on the lift you must take the wind into account. You need to learn to gage the wind and aim the boat a little upwind during the approach. Coasting to much will allow the wind to turn the boat. Going too fast is obviously a stupid idea.
- Pontoon boat doors work best when lifted on the hinge side.
- When finished for the day the boat should be **raised entirely** out of the water. Then lift the outboard or lower unit up out of water.
- All boats must be fueled at the end of every afternoon's use. When used for moonlight cruise you may wait till next day to fuel if they have over a ¼ tank left.

Towing instructions:

- Each ride is 20 min long. It is very important to work at staying on schedule. There are many things that can mess up your schedule but your late arrival or poor time management on the water should not be one of them.
- Use common sense when waiting on one late camper. Think about how many people are being inconvenienced by this one camper.
- There must always be a spotter on board when you are towing people.
- Turn off engine before loading people on the boat from the water.
- The driver may need to help people in and out of the boat.
- Make sure you raise the ladder before moving again.
- When pulling a towable or ski rope to someone in the water it is usually easier to see if you keep them on the driver's side.
- When pulling jumbo dog riders, it is very important to tell them that when one person falls off **all** need to fall off immediately or hang on tight until you get back to the first person. They also need to know that falling off is fun but consumes a huge amount of their riding time.
- We typically load at the dock and stay near the camp property. This allows more boating time and spectators on the dock to watch. If the wind is strong from the south you may need to put riders on the boat and go to south side before towing. Each ride is still 20 min. long.

Danger areas: Shallow water off of Lone Tree Point (across from sand bar), between the island and the mainland, (NEVER try going through there), off the NE point of the island. We do not go into the little lake by McIntosh.

Helpful Hints:

- The days on the water can be long and hot. A water bottle is often enjoyed. Drinking too much is hard on the bladder. ☺
- We have maps in the office with depth markings and some interesting info.

Moonlight Cruises and fun facts:

- Each ride is 30 min long. This includes loading and unloading. When you arrive at the dock do your pre-trip checklist and then tie up to main dock.
- Normally on Clear Lake the wind is out of the south so we cross the lake, follow the south shore over to near the island and then head home.
- I typically start talking about the camp as I pull away from the dock. “Welcome to the USS IRBC, on your right is Clear Lakes largest lighthouse. The light stands just under 100’ ft above water. The climbing wall is 40’ tall and the zipline platform is 42’ above ground level. We use the lighthouse as our motif and a Light to the next Generation is our motto. It is our passion to share the light of Christ with the next generation.”
- I then run at almost full speed to get across the lake. Wind and spray make a difference. Once across the lake I slow down so people can visit and ask questions. I give many of the following facts as we tour. When traveling slow you may go inside of the 300 ft boundary but you must watch very carefully for the buoys and docks. Once I get to about the old Methodist campground I start turning around and heading home.
- Here I will often give kids a chance to drive. Usually starting with the middle aged ones working down to little ones that I might even hold on my lap. I do not let them play with the throttle, they only steer. I often have fun with the first and ask if they can find the camp. I do not let them drive long or weave all over, that makes people sick. I always stand right next to them ready to take over if needed. After all the kids have had a chance I head for home at almost full speed. Occasionally if there is a teenager that I want to minister to I might let them try docking giving them explicit directions as we approach.
- Clear Lake is 3,600 acres and approximately 14 miles around. The deepest point used to be 18 feet off the point of the island and the deepest point in front of camp is approx 12 feet. Two years ago the state dredged the little lake (west end). It is now 28’.
- Directly across from the camp is called Clausen’s Cove. The camp almost purchased that land in ’49 before the present property (McIntosh) became available. Our current property was purchased in 1950. 52 acres, 3000’ of shore line.
- Directly to the east of Clausen’s Cove (now known as farmer’s beach) is Tanglefoot, an exclusive dead end street. Near the east end of Tanglefoot is Camp Tanglefoot, a Girl Scout Camp. Most of their property is off of the lake but you can tell their lakefront by the canoes and sailboats.
- Many people’s favorite house is the newer looking castle style just east of Tanglefoot. My favorite is the house with the big anchor on the hill in front of the house. As you travel around the point, the red house with lots of lawn belongs to John Ruan, of Ruan Trucking and the Ruan Building in Des Moines.
- Back in the cove there are two houses with ship’s wheels for windows that are kind of cool.
- Just a little further on you will see a large lawn with condos behind it. This is the old Methodist Camp. Our camp actually rented their facilities in the late 40’s. The only thing left is the bell.
- The island, now state owned used to house a hotel in the late 1800’s. This was a tourist destination. Many people rode the train from Chicago. They had sailboats, and then steamboats that would take you to the island or Dodges Point. The land just off the island is known as Bayside. It was an amusement park back in the twenties with a roller coaster that went out onto the island and a roller rink than hung out over the water with open sides.
- The area between the island and the main land is only approx 18” deep.
- The house closest to the island (best seen from the other side) is a great indicator that the lake never floods. It is spring fed with extremely little run off so it never rises above the level seen by the house.