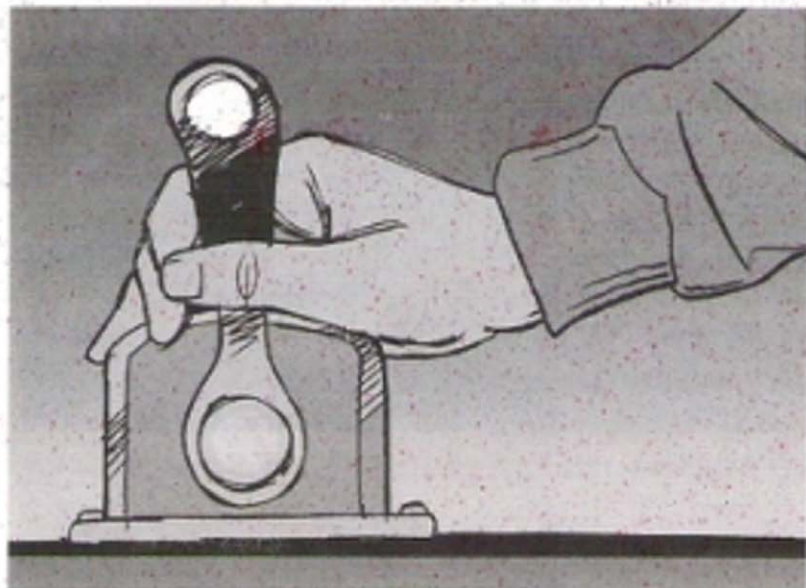


Single-screw inboards are the hardest boats to dock. Prop walk and limited rudder control in reverse make them feel completely unruly. But if you understand how they work, it's not that hard. Try these tips from the masters of Crisfield.



## CHOKING THE THROTTLE

To avoid overreacting and giving it too much throttle, grab the throttle lever near its base. This gives you less leverage, making it difficult to push or pull too hard.

## WATCH THE WIND

Set up your approach upwind of the dock. Keep in mind that most powerboats have high freeboard and low draft, so they're affected more by the wind than the current.

## STOP AND STEER

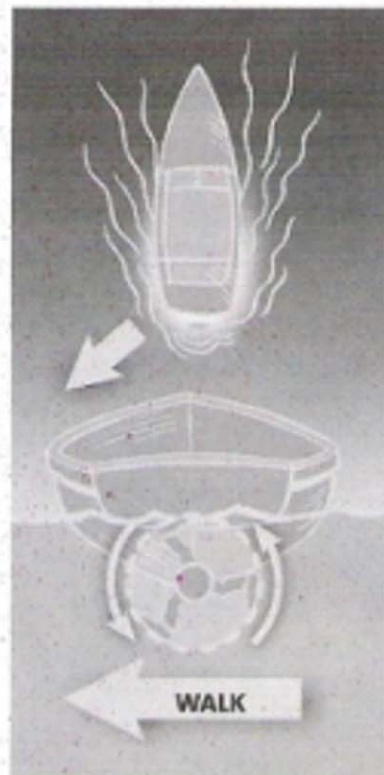
As you back in, even with the rudder to starboard, the stern will walk to port. To straighten out, put it in forward, turn the rudder to port, and give the engine a two-second burst of power. Just enough to get you aligned again, but not so much that you're going forward.

## PORT SIDE TO THE DOCK

Most boats have right-handed props—when seen from the stern, the tops of the blades turn to the right when in forward gear. This makes the stern walk (slide sideways) slightly to starboard when going ahead. Of more importance when docking is that in reverse, before the boat gathers sternway, sideways walking dramatically pushes the stern to port—and the dock. It's like having a one-directional (to port) stern thruster.



Forward



Reverse