FISH TALES

$1.00

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1986 Dinner Dance was best yet!

Over 100 Detroit Area Steelheaders and their ladies were on hand for the club's second Annual Dinner Dance, held at the K. of C. Hall in Warren on February 15.

There was plenty of good food and drink, great music and dancing, outstanding raffle and door prizes, and lots of fun for everyone in attendance.

One of the best things about this year's event was that it served as a very nice reward to the ladies . . . partially making up for all they have to put up with during the fishing seasons! Some of the wives, in fact, said they were especially glad they came because they gained a better understanding of the "fishing addiction" of their husbands!!

The eyecatching raffle prizes got everybody's attention, especially the framed original prints of previously issued trout stamps. Lucky winners of the framed art included Al Schultz, Marvin Schroeder, Doug Kring and Bob Kring. Other prizes, in addition to the pictures, included rods and reels and portable telephones. In all, prizes valued at more than $1500 were given away at this year's Dinner Dance!

Disc jockey Joe Harrison proved to be a popular choice, as he did an excellent job of supplying the music throughout the evening. Thanks go to Tom Schrinel, who arranged for Joe's appearance.

On the subject of "Thank You's," the Detroit Area Steelheaders are happy to thank:

KAREN KSIONZEK, for her donation of the lovely wall hangings; and

LAKESIDE FISHING SHOP, for their generous donation of tackle prizes for the Dinner Dance.

THE 1986 STEELHEADER DINNER DANCE featured beautiful, framed sporting art as raffle prizes. At left, Jim Legenzoff shows off the original trout stamp print won by Bob Kring, while President Bob Mitchell (right center) holds up the game bird picture won by Doug Kring. Others pictured at the presentation during the February meeting are Al Schultz and Marvin Schroeder, with their original trout stamp print prizes.

Dinner Dance Chairman Jim Legenzoff deserves special kudos for the great job he did on this year's Dinner Dance. The event provided a great time for everyone who was there, at minimal expense to the club. Jim worked his ----- . . . well, let's just say that Jim really worked extremely hard to make the Dinner Dance the great success it was! Well done and congratulations, Jim!!!

JIM LEGENZOFF, hard-working Dinner Dance Chairman, enjoys a turn around the dance floor with Bernadette Jock.

Detroit Area Steelheaders—

"Thanks to all who attended my presentation at the meeting. You were the *most courteous* audience I have ever seen."

—Tom Nesbitt

★ ★ ★

Tom, we really appreciate your very educational presentation on your theories and techniques of fishing with flies, and on fishing etiquette and sportsmanship. The handout sheet was particularly useful.

—Board of Directors

FISHIN' TALES is published monthly by the DETROIT AREA STEELHEADERS. *Views expressed in it are those of the authors, and the Editor. Its purpose is to inform members of events which affect sportfishermen, and to teach and guide the public to respect and appreciate our Great Lakes, rivers and land.*

* * *

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Send all materials for publication to:
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FISHING INFORMATION PHONE NUMBERS

A	D.N.R. FISHING REPORTS	(517) 373-0908
AA	AMERICAN MARINE	(313) 868-5900
ARCADIA	ARCADIA MARINE	(616) 889-4555
CHARLEVOIX	BRIDGE STREET HARDWARE	(616) 547-4841
FRANKFORT	COAST GUARD STATION	(616) 352-4242
FRANKFORT	TACKLE BOX	(616) 352-7673
HARRISVILLE	RYEBO HARDWARE	(517) 724-6708
HARRISVILLE	TACKLELAND	(517) 724-5524
HONOR (PLATTE)	RIVERSIDE CANOE	(616) 325-5622
LEXINGTON	ROWLING REAL ESTATE (TONY TATON)	(313) 359-7361
LUDINGTON	COAST GUARD STATION	(616) 843-9088
LUDINGTON	HARBOR ENTERPRISES	(616) 845-5987
LUDINGTON	PERE MARQUETTE SPORTS	(616) 843-8676
LUDINGTON	TAMARAC DOCK	(616) 845-5987
MANISTEE	ARMY SURPLUS STORE	(616) 723-9022
MANISTEE	COAST GUARD STATION	(616) 723-7412
MANISTEE	INSTA-LAUNCH CAMPGROUND	(616) 723-3901
MOUNT CLEMENS	LAKESIDE SPORTS	(313) 773-2050
PENTWATER	FRANK LAWRENCE	(313) 887-5360
	Number in Pentwater	(616) 869-4371
PORT AUSTIN	CHET'S BOAT LIVERY	(517) 738-8446
PORT AUSTIN	EAGLE MARINA	(517) 738-5171
~~PORT HURON~~	~~COAST GUARD STATION~~	~~(313) 984-2602~~
PORT SANILAC	PORT SANILAC MARINA	(313) 622-9651
PORT SANILAC	SHOMMERS SPORTS (DENNIS)	(313) 622-9936
SOUTH HAVEN	COAST GUARD STATION	(616) 637-2208
SOUTH HAVEN	GLYNN'S BAIT	(616) 637-1849
SAINT JOSEPH	LA SALLE MARINA	(616) 982-0812
SAINT JOSEPH	WOLF'S MARINA	(616) 926-1068
SAINT JOSEPH	PIER 1000	(616) 927-4471
SAINT JOSEPH	WEATHER STATION	(616) 983-1820
WELLSTON (TIPPY)	FISHERMEN'S HEADQUARTERS	(616) 848-4242

—List courtesy of Ed McIntosh

NOTE: As you can see, there are numerous popular fishing ports for which there is no fishing information contact telephone number listed. If you know of a *RELIABLE* contact in any port (whether on the current list or not), please get the necessary information to the Editor. This contact list, including all additions, will be reprinted from time to time.

Coming Events

MEMBERSHIP MEETINGS

Last Tuesday of each month at 7:30 p.m.
Knights of Columbus Hall, 6177 Chicago Road, Warren

March 25, 1986 ▪ April 29, 1986 ▪ May 27, 1986

RIVER/SURF TOURNAMENTS

DATE	LOCATION	CHAPTERS	CONTACT
April 12	Little Manistee River	Detroit/Saginaw/Oscoda	Dick Leonard, 774-8248
April 13	Both Manistee rivers	Detroit only	Dick Leonard, 774-8248
		($3.00 entry fee, largest fish takes all)	

BOAT TROLLING TOURNAMENTS

DATE	LOCATION	CONTACT
April 26-27	Benton Harbor (Two-Day)	Ted Warrow, 427-1353
	(Saturday is regular tourney, Sunday is new team tourney)	
May 10	Lexington	To Be Announced
June 7	Harbor Beach	To Be Announced
June 28	Oscoda	To Be Announced
July 12	Port Austin (Ladies Day)	To Be Announced
July 26-27	Ludington (Two-Day)	To Be Announced
August 16	Manistee	To Be Announced
September 6	Frankfort	To Be Announced

NOTE: Anyone interested in helping run a tourney please call Ted Warrow, 427-1353.

Annual Boat Raffle next month

DETROIT AREA STEELHEADERS are shown here working hard selling Boat Raffle tickets at the Boat Show. Don't forget to get your tickets now!!

SOME THOUGHTS ON WATER, TEMPERATURE, AND "STUFF"

Perhaps we take for granted the liquid on which we float our boats. But, it is the life environment in which the fish we pursue must live. And, we observe and learn much about surface water conditions—especially on Lake Michigan—as we search for our prey.

However important surface conditions may be, we monitor them for *our* safety and comfort. Sure, some surface conditions will give clues for more productive fishing; for example, the "scum line," if found, can almost always be fished productively. But, most of what we need to know to improve fishing success has to do with the environment below the surface.

We've all heard and read about the importance of water temperature as it relates to successful fishing. Indeed, water temperature *is* critical to fishing success! But why?

The single most obvious effect of water temperature on fish is that of the *fish's* body temperature. As humans, we're in trouble if built-in heat regulators fail to keep our body temperatures close to 98.6° F. For comfort, we simply put on or take off layers of clothing. For a fish to have a body temperature of 98.6° F, it would have to live in water of that *same* temperature.

Fish have no built-in regulators to control body heat. They depend on water temperatures for comfort. If too cold, they warm up by swimming into warmer water. If too hot, fish must then move into cooler water. And, 'comfort' varies for various species. The following are approximate lower and upper avoidance temperatures, and ideal temperatures for the species most of us seek:

TEMPERATURE RANGE

	Lower Avoidance	Ideal	Upper Avoidance
Coho	44	54	60
Chinook	44	54	60
Lake Trout	42	55	58
Steelhead	38	50	70
Brown Trout	42	59	75

Additionally, fish need to breathe. They may have to avoid "comfort level" water temperatures if the water where such temperatures can be found contains too little oxygen. Fish require a minimum of five parts per million (ppm) of oxygen in order to live—no matter what the water temperature may be! In short, water of a preferred temperature for a given species is useless if it contains less that five ppm of oxygen.

For example, one inland lake I fish has depths over 40 feet. It is on the "late" side of the mesotrophic (fertile) classification of lakes. In mid-July, you will find 50° F water temperatures in the deepest holes in the lake. Yet, if you were to take any one of the species listed above and lower it to that depth there, the fish would die. Reason? Insufficient oxygen!

In a mesotrophic lake, you will find the "right" temperatures, but they will be below the thermocline. In that type of lake, at that depth, the available oxygen is depleted and consumed by the decomposition of plant and animal remains. In fact, you will not find *any* live fish below the thermocline in mesotrophic lakes.

But Lake Michigan is still an oligotrophic body of water—relatively low in nutrients and high in oxygen (above 5 ppm)—at great depths. As a large oligotrophic body of water, Lake Michigan is oxygenated by wind and wave action. Thermoclines, or layers of water in which abrupt temperature changes can be found, are constantly present . . . and there is sufficient oxygen below. We need not worry about oxygen, then, if our search is for trout and salmon in Lake Michigan. But we must seek out "comfortable" temperatures as close to "ideal" as possible.

EDITOR'S NOTE: This article appeared in the Sanilac County Steelheaders and Hunting Association **Newsletter**, May 1985, and was listed there as a reprint from the Kenosha, Wisconsin **Outrigger.** No date or author's name was listed.

Please..

Experienced sportfishermen often make strange discoveries while cleaning their catches! They find that the fish have gobbled all kinds of manmade objects that have fallen into the water. Key rings, false teeth, bottle tops, paper and plastic objects are just a few.

Many things that boaters casually toss overboard can be lethal to fish. Especially items which resemble familiar foods: filter tips from cigarettes can look tempting like grubs; crumpled bits of foil from candy wrappers become attention-getting reflectors of light as they flutter down through the water; wads of chewing gum look like fish eggs or other morsels.

Often a hungry fish will swallow any such item tossed overboard. As most of these objects are indigestible, they can harm or even kill a fish.

Also, as part of the sportfishing scene, it's a fact that litter from unconcerned boaters often helps to ruin the fishing grounds.

As the above examples so clearly show, littering by some pleasure boaters does happen, and it has all kinds of consequences. Be a boater who cares.

...Don't Litter!

"Top Ten" Survey

For the second straight year, a survey was taken of the Top Ten "SKIPPERS OF THE YEAR" from the Detroit Area Steelheaders chapter of the Michigan Steelheaders.

The purpose of the survey is to gather information about the latest and most successful salmon- and trout-catching methods in use on the Great Lakes at the present time. The compiled information can thus be shared by the many boat trollers in our club, and used by them to improve their fishing skills.

A list of 32 questions about fishing equipment and techniques was compiled and sent to each of the Top Ten skippers. The questions were more complex than in the 1984 survey, and covered a wide variety of interesting topics.

SOME BASIC FACTS AND FIGURES

The ports fished were Benton Harbor (April), Lexington (May), Ludington (early June), Oscoda (late June), New Buffalo (July), Grand Haven (late August), and Harbor Beach (September).

The average size tournament boat among the Top Ten finishers for 1985 was 21 feet. Eight of those Top Ten boats were rigged with four downriggers; the other two had five. Half of the boats were equipped with manual-type downriggers, while the other five used the electric type. This ratio is the same as last year.

In addition to downriggers, all tournament boats were equipped with a graph, some sort of speed indicator, and a marine radio. Some boats were also outfitted with a digital depth sounder, a temperature gauge for both surface and sub-surface temperature readouts, and a CB radio.

An interesting change from 1984 was the noticeable increase in the number of boats equipped with a LORAN-C unit. In 1984, only one of the Top Ten boats was equipped with LORAN-C, while in 1985 four out of five Top Ten boats were so equipped.

The preferred downrigger weight shape was the fish-shaped "Herbie" style, painted green, or orange/yellow/green. The most popular weights were 10 to 12 pounds.

TYPICAL SEASONAL RIGS

The typical spring set-up on a Top Ten tournament boat was four downriggers covering the 5- to 30-foot depth, and two surface lines run from outriggers or sub-surface lines using deep divers. One boat used downriggers only.

For summer, the typical set-up for lake trout consisted of four downriggers on or near the bottom, with dodger/peanut or dodger/fly combinations run ten feet behind a round cannonball-shaped weight. Stacker lines with spoons were also popular, run ten feet above the dodgers.

For king salmon, the typical set-up was four downriggers using "add-a-lines," sliders, or deep divers.

The pattern for staggering downrigger depths was the same as last year: the rear riggers were set the deepest while the side downriggers were given the shallowest settings.

When the fishing was slow, most Top Ten tournament boats spread their lines out using outriggers and deep divers. When the fishing was HOT, many boats utilized "add-a-lines."

FAVORITE LURES

For spring, the lures favored by the Top Ten skippers were Flutter-chucks and Nailers run on the downriggers, and Rapalas, Bombers or Hot-N-Tots run from the outriggers.

For summer lake trout, the Top Ten skippers used peanuts (Wobble-Glos) and Spin-N-Glos run behind a dodger, and spoons such as Nailers.

To catch king salmon (chinooks), the favorite lures were J-Plugs and Nailers. Some boats also used dodger/fly combinations to good advantage.

Any preference for smaller lures over the magnum size was once again a toss-up. Most Top Ten skippers said that it did not matter.

Like last year, the Top Ten skippers preferred doctoring their lures, rather than using the standard, off-the-shelf lure patterns and color combinations.

FAVORITE COLORS

Favorite lure colors among the Top Ten were as follows, in order of stated popularity:

LAKE TROUT

1) **Green**—This is the same as in 1984
2) **Variety**—In 1984, chartreuse was the second choice
3) **Variety**—In 1984, black was the third choice

KING SALMON

1) **Black**—The 1984 favorite was green
2) **Green**—In 1984, the second choice was silver

FINAL 1985 "SKIPPER OF THE YEAR" STANDINGS

PLACE	SKIPPER	BOAT	POINT TOTAL
1*	Darrin Harris	Cannonball	14
2	Joel Garinger	Fishbusters	15
3*	Bruce Choinski	Kneeknocker	21
4	Tom Chojnowski	Seacon	30
4	Ed McIntosh	Sweet Lorraine	30
6	Blaise Pewinski	Sea Hag	38
7	Bob Mitchell	Kemo	44
8	Steve Froias	Fish-A-Holic	49
8*	Mike Zelkowski	Elvira	49
10	Bob Jester	Skybird	50

* *Placed in the Top Ten in 1984*

NEED A FISHING PARTNER
OR
ANOTHER CREW MEMBER?

Do you want to fish in the Boat Trolling Tournaments but don't have a boat?

If the answer is yes to either of these questions, make a telephone call and have your wishes come true!

CREWS Hot Line

CONTACT: TOM SCHRINEL
(313) 834-8855 (8 a.m.-4 p.m.)
(313) 463-7603 (after 6 p.m.)
CREWS HOT LINE is a Detroit Area Chapter club service for members.

Leading skippers tell how

3) **Variety**—In 1984, the third choice was black

STEELHEAD

1) **Silver**—The favorite in 1984 was red or orange
2) **Red or Orange**—The 1984 second pick was chartreuse
3) **Variety**—The third choice in 1984 was silver/blue

BROWN TROUT

1) Silver 2) Green 3) Variety

DARRIN HARRIS (center), winner of the Detroit Area Steelheaders' 1985 "Skipper of the Year" award, is shown here at last summer's club tournament at Grand Haven with his first place-winning crew (left to right, Gar Vineyard, Roger Lara, Dennis Holloway and Jewell Harris). Darrin and the other Top Ten skippers replied to questionnaires about their fishing techniques for this article.

OTHER CONSIDERATIONS

The use of deep divers achieved even more popularity in 1985, with eight of the Top Ten boats using them. No specific color of deep diver was favored.

When asked about monitoring temperatures, three skippers said they did so faithfully, and three stated they did some of the time. The other four did not monitor temperatures at all.

The breakdown on the distances that skippers run their lures behind the boat revealed that most preferred to run lures close only some of the time, especially while in a pack of boats.

On the question of faithfully keeping a log, one Top Ten skipper responded affirmatively, and four stated they did so sometimes, with the rest responding negatively.

All boats acknowledged a preference for fishing away from the "pack."

VARIABLES . . . AND HOW TO ADJUST FOR THEM

While there are admittedly many factors which are important in catching fish, the Top Ten skippers listed, in order, the following variables as being *MOST* important:

1) Boat speed
2) Lure color
3) Water temperature
4) Fishing structure
5) Distance of the lure behind the boat

These answers were almost identical to last year's.

Once feeding fish are located, the Top Ten skippers think that the following adjustments (listed in order) should be made to turn the fish ON!

1) Vary the boat speed
2) Change the lure color
3) Run a zig-zag course
4) Change lures
5) Change the lure depth

Nine of the Top Ten skippers believe that it is extremely important to fish a particular tournament port the day before the actual tournament. Most skippers stated that they use the pre-tournament day to check out equipment, to locate fish, and to try to establish a pattern of repeatability. Interestingly, nine of the Top Ten skippers in 1984 expressed the same sentiment.

Adjusting to varying weather conditions is another important factor in locating and catching fish. This year's Top Ten skippers were asked how they adapt to specific weather conditions, and their answers follow.

DAY AFTER A STORM

1) Listen to the radio to help find fish
2) Fish in the direction the wind was coming from during the storm
3) Move to deeper, more stable water
4) Make no special adjustments

LAKE IS DEAD CALM

1) Vary speed and run a zig-zag course
2) Move to deeper water and fish deeper
3) Use faster speeds and longer leads
4) Experiment

BRIGHT SUN OVERHEAD

1) Fish deeper
2) Use silver lures with a lively action

PREFERRED CHOICES FOR EQUIPMENT . . . AND SOME ADVICE FOR OTHERS

The Top Ten skippers rated the following equipment as being most important to have on board their boats:

1) FM marine radio
2) Speed indicator
3) Depth indicator
4) LORAN-C or graph
5) Temperature gauge

The preferred types of releases are:

Downriggers	Walker or Offshore
Stackers	Offshore
Planer Boards	Offshore or rubber band
Outriggers	Offshore or Walker

Six of the Top Ten skippers stated that it is best to wash your hands before handling lures. In addition, half of the Top Ten skippers stated that they had tried Dr. Juice or other scented chemicals designed to mask human scent and attract fish. The conclusions of those who had tried them were uniformly negative.

I would like to thank each of the Top Ten skippers for their co-operation, and I hope that this survey will prove helpful to the many boat trollers in the Detroit Area Steelheaders.

—Ken Rogers
"The Boston Whaler"

How To Save Your Submerged Outboard Motor

After a long and full successful day of fishing, you're ready to pull anchor when suddenly, by accident, your outboard motor goes "Glub, glub," on its way into the lake, and the top of the water bubbles as it makes its way to the bottom of eight feet of muddy water!

This is a scenario you wouldn't wish on any fisherman. But it can happen, and it has. You should know that, with some fast and savvy action, you can minimize the damage and repair bill, and restore your motor and your ego to normal operation.

Fast action is the key to restoring a submerged outboard, according to Tom Ireland, manager of field service at Outboard Marine Corporation, the parent firm of Johnson and Evinrude motors.

"Assuming it can be recovered after taking the plunge," Ireland said, "our best advice is that you hustle the motor right to a marine dealer. Once the motor is out of the water, you only have about three hours before corrosion starts working on needle bearings and other internal parts.

"If you are more than three hours from a dealer, there are some steps you can take yourself to try to prevent costly damage to the motor," Ireland said. "If you happen to be in a remote area and can't get to a dealer for service, follow these steps, which are outlined in the owner's manual shipped with each Johnson and Evinrude outboard."

First, remove the motor cover and flush the exterior of the motor with fresh water to rinse off any salt water, mud or sand. Disconnect the spark plug leads and remove the plugs. Place the motor in a horizontal position and rotate the flywheel about ten times with the starter rope. Next, return the motor to its normal, upright position and drain all the fuel and water out of the carburetor by removing the high-speed orifice screw plugs from the lower sides of the carburetor. This procedure may vary slightly depending on the manufacturer, and the vintage of the motor.

The electric starter, if the motor has one, and any other electrical hardware on the motor, should be removed, disassembled, cleaned and dried out as much as is possible with the tools and expertise you have at hand. Then put everything back together and follow normal starting procedures. Don't forget to check the gas tank for water and drain it if necessary.

"We recommend a 25:1 gas/oil mix for restarting submerged motors, if it's available, "Ireland noted. "This helps to protect the bearings and rings. When the mother starts, allow it to run for at least a half-hour on a boat or in a test tank. The best bet is to put it on a boat and run it at normal load. Heat generated by the running motor will evaporate water inside the engine and help dry it out.

"If the mother fails to start, remove the spark plugs and check for water on the electrodes," Ireland advises. "Blow any water off the electrodes and reinstall the plugs or replace them with new ones, and try to start the motor again. If it still won't start, get it to a dealer immediately."

Before you leave for the dealer, Ireland suggests you treat the motor with a fogging oil, such as OMC's Storage Fogging Oil. Spray it into the carburetor while cranking the motor to coat internal parts and further protect them from corrosion until repairs can be made.

If the motor was running when it fell overboard, follow the same procedure to get it restarted. However, if there is any binding when the flywheel is rotated, a connecting rod may have been bent. To avoid further damage, no attempt should be made to restart the motor.

If your attempts to start the motor fail and you're still a long way from a dealer, submerge the motor in fresh water to avoid exposure to the atmosphere until you can get it to a mechanic. If the motor was submerged in salt water, even if you do get it restarted, get it to a dealer or mechanic as soon as possible, as salt water will cause excessive corrosion of electrical and internal parts.

If the motor was submerged for a long time before you or the divers could pull it out, check to see if sand or silt has sifted into the motor before you attempt to start it. This caution also applies if the motor settled on a soft or mucky bottom. If it looks sandy, don't try to start it. You will only suck the sand into the motor, which could cause further damage. Let a mechanic clean it out.

Weight Loss In Fish

It's a well-known fact that fish start losing weight from dehydration once they are caught. The point of many arguments has been just how much weight does a fish lose, and how rapidly does that weight loss occur, once the fish is taken? To settle arguments the next time a proud angler comes home with a fish he claims weighed more when he caught it, use this chart to check out his story!

Fresh Weight (In Pounds)	After 6 Hours Lbs./Ozs.	After 12 Hours Lbs./Ozs.
1	0/15¼	0/15
2	1/15¼	1/14
3	2/13¾	2/13
4	3/13	3/12
5	4/12¼	4/11
6	5/11½	5/10
7	6/10¾	6/08
8	7/10	7/08
9	8/09¼	8/07
10	9/06	9/03½
12	11/07	11/04
15	14/04¾	14/01
20	19/00	18/12
30	28/09½	28/02
40	38/02	37/08

REPORT ALL POACHING

PHONE: 1-800-292-7800

Here's how to enjoy 'inflation'

Need a good way to spend that tax refund check? Consider buying an inflatable fishing boat!

I've been using an inflatable for three years now, and I have found these boats to be fun, economical, extremely portable(!) and, most of all, safe.

Most of these craft will plane with as small a motor as five horsepower, and they will really fly when equipped with a ten-horsepower engine.

The inflatables designed with wooden floors and transoms lend themselves very well to big lake salmon fishing. And believe me, when you're being towed along by a big king salmon . . . well you'll have to go a long way to find a bigger thrill! That thrill is intensified when you return to port with a stringer full of fish (no room for big coolers here!) and fill up your tank with $3.00 worth of gas!!

This type of boat also makes a fair steelhead drift boat, provided the river you're fishing has few 'dead heads' on the fast sections.

The inflatables normally draw only about two *inches* of water, and are extremely easy to row. They are almost impossible to capsize. I have tried to flip mine, but as yet have not even come close. They will not sink.

Another joy associated with fishing from an inflatable can be found when you arrive at a crowded launch ramp.

Picture this scene in your mind. You pull up at a ramp and there are 25 to 30 cars with boats on trailers in line ahead of you. You and your partner drive your compact car around the line-up and park in the overflow lot. You unload boat, motor and tackle from the trunk and carry them down to the water's edge. You put the boat together, inflate and launch it, attach the motor, load your gear on board, and head out onto the lake about 15 minutes after the start of the whole exercise, laughing all the way! Who needs a launch ramp, anyway?!

I've put together a list of "DO'S" and "DON'T'S" about the use of inflatables for fishing.

AUTHOR MIKE PATTERSON (left), long-time Detroit Area Steelheader, is shown here accepting a special plaque of recognition from Steelheader President Bob Mitchell at the club's Annual Christmas Meeting. Mike was honored for saving the lives of two small boys at Ludington last summer.

DO

. . . wear a personal flotation device at all times (in case you get tossed overboard.

. . . experiment in shallow water to find out your boat's limitations.

. . . carry a tire patch kit in your tackle box.

. . . replace treble hooks with singles, if practical.

. . . remember that 4-man boats are really 2-man boats.

. . . slow down for big waves—they won't hurt the boat but you or your tackle may fly out.

. . . carry some kind of signaling device if venturing out onto the big lakes.

. . . wear brightly colored clothing, or mount a bicycle flag for visibility—being run down is probably the biggest danger you'll face.

. . . paint on your boat's registration numbers.

DON'T

. . . stand up in the boat.

. . . sit on the boat's seats if large waves build up—sit on the floor instead.

. . . bring large fish into the boat—remove the hooks while the fish is in the net and still over the side.

. . . steer the boat directly into a strong wind—the boat may blow over backwards!

. . . be afraid to run your boat up onto a beach if the lake kicks up.

. . . set your reel drags too tight unless you enjoy fighting big kings REAL close—with a tightly-set drag, you'll reel yourself right up to the fish.

There are several brands of inflatables on the market and, of course, some are of better quality than others. One suggestion I would offer here . . . you're better off with a boat made of Hypalon-coated rubber. The PVC boats are difficult to patch.

My own boat is an Achilles SPD4L. Its 10' 2" length and 5' beam make a great package. I have mounted a single manual downrigger, three rod holders, and a graph. I carry a small 12-volt battery to power the graph. I usually fish Lake Michigan out of Ludington, and I've had great success with kings and browns.

I think my inflatable rides wakes and 3-foot seas better than large boats, since it only moves up and down, without roll or pitch.

I get a lot of strange looks, but, believe me, I have a GOOD TIME!

—Mike Patterson

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1986 MEETING SCHEDULE
Tuesdays, 7:30 p.m.
MARCH 25, 1986
APRIL 29, 1986
MAY 27, 1986
Visitors welcome—bring a friend!
KNIGHTS of COLUMBUS HALL
(See map at right)

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Call Frank Lawrence: 887-5360 (home)
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FOR SALE—14' boat and motor with trailer, $1200.00.
Call Ken Johnson: 852-3074

FOR SALE—Four Big Jon downriggers with 4' arms and depth counters. Rod holders included, $125.00 each.
Call Mike Kesteloot: 562-1727

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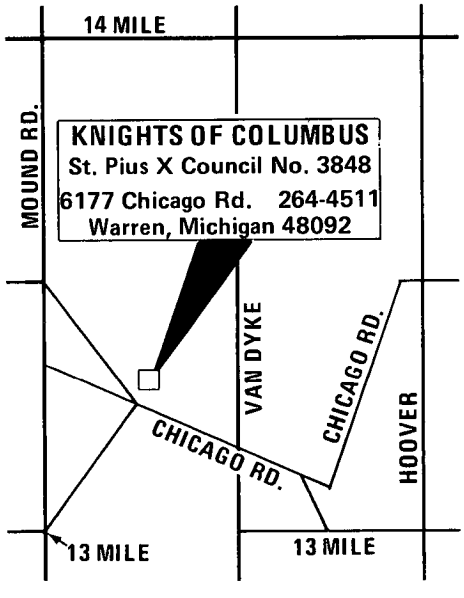

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PLEASE NOTE: Until further notice, President Mitchell requests that *NO VENDORS* set up at Members' meetings. *ALL* space is needed for seating the membership!

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5" dia.	CHAPTER ARM PATCH (8-color)	4.00 ea.		
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11" x 14"	CHAPTER BOAT DECAL	2.00 ea.		
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THANK YOU!