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1999 Mastercraft 21 Maristar, 5.7 TBI, Tan, Trl	\$29,900
2004 Chaparral 220 SSi, M 350 Mag, 300 HP, Burg	\$31,900
2018 Yamaha E242 Limited S, T-180 Y 360 HP Blu/Blk, Trl	\$79,900
2022 Chaparral 247 SSX, M6.2L DTS B3, 300 HP, Blk	\$109,900
2001 Crownline 266 M5.7 260 HP, Wht/Grn	\$24,900
2006 Crownline 270 M496 Mag 375 HP, Blk	\$59,900
2005 Crownline 288, 496 Mag, 375 HP, Blk/Wht	\$52,900
1995 Regal 8.3 Ventura, Volvo 7.4GL 300 HP, Wht	\$21,900
2015 Chaparral 307 SSX, 8.2L 430 HP, Red	\$129,900
2022 Chaparral 317 SSX, T-M 6.2 T-300 HP, Sea/Blk	\$259,900
2019 Chaparral 347 SSX, TM 6.2, T-300 HP, Wht	\$289,900

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2023 Ranger 243 C, Merc 250 250 HP, Blk, Trl	\$76,900
2012 Bennington 25 RCL Y VF250LA 250 HP, Yellow	\$49,900
2013 Bennington 2575 QCW M350 Mag 300 HP, Blk	\$69,900
2020 JC 27 Nept Sprt, 250S 250 HP, Gry	\$84,900

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1997 Monterey 296, 5.7L 250 HP, Wht	\$29,900
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WHAT TO HAVE ONBOARD

When preparing to go out on a vessel, there are a few things you need to check that are legally required to be on board. The Missouri State Highway Patrol, Water Patrol Division advises operators to make sure these items are handy.

PERSONAL FLOTATION DEVICES

Under federal law, a wearable PFD is required for each person on board regardless of vessel length. Children under the age of 7 must wear a U.S. Coast Guard-approved PFD at all times unless the child is confined to a totally enclosed area such as a houseboat or a day-cruiser.



NAVIGATION LIGHTS

The required navigation lights differ depending on the size and type of your vessel. You must display the required navigation lights between sunset and sunrise and during periods of restricted visibility.



FIRE EXTINGUISHER

All vessels (there are few restrictions) are required to have a Type B, U.S. Coast Guard-approved fire extinguisher on board in an accessible area. Check the charge level of your fire extinguishers regularly. Replace them immediately if they are not fully charged.



SOUND PRODUCING DEVICES

Vessels more than 16 feet but less than 40 feet in length are required to carry a whistle or horn to signal intentions or positions. Vessels that are 40 feet or more in length are required to carry a whistle or horn and a bell on board.



This is only a partial list. For more information and regulations go to www.mshp.dps.missouri.gov

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By Doug Beck

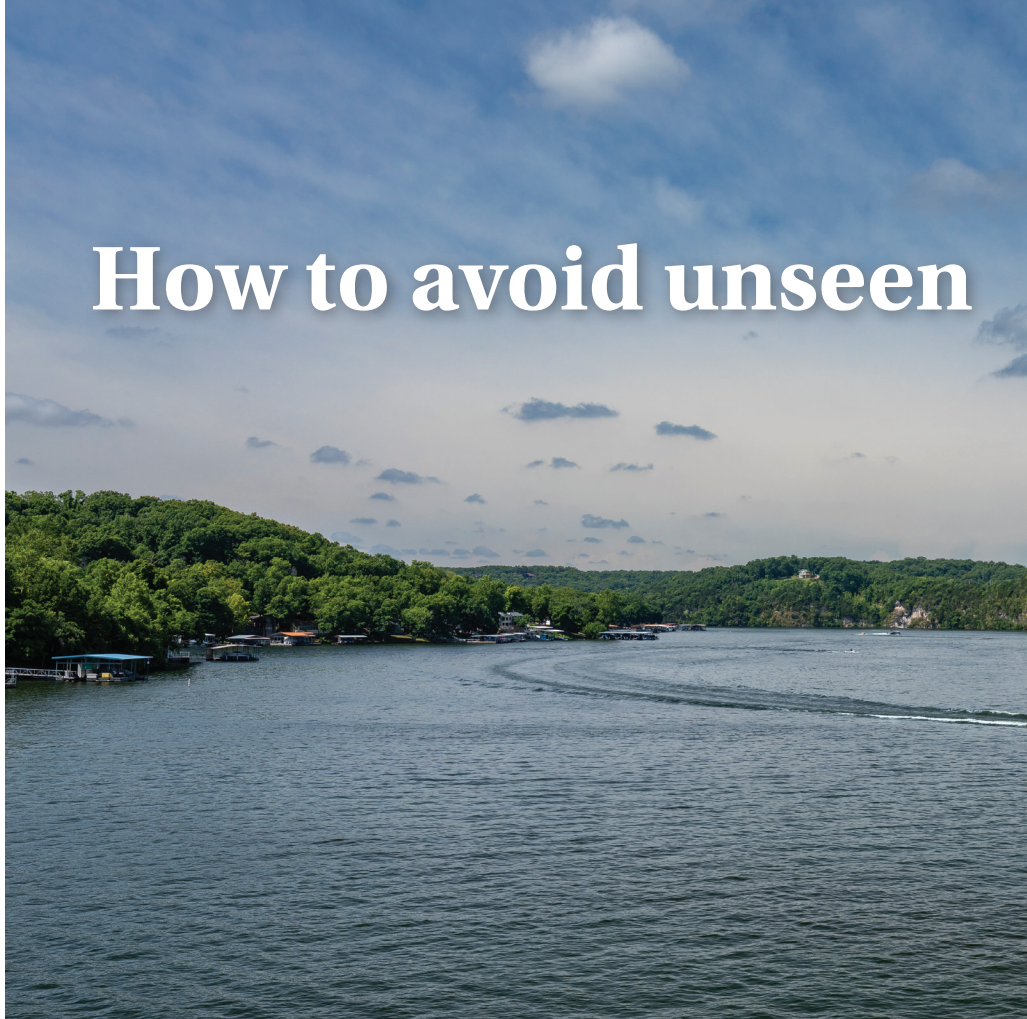
With warmer weather, the cool water of the Lake is inviting. It is important to remember Lake of the Ozarks is a moving body of water with many unseen obstacles and hidden dangers.

All too often it is easy to forget that the boat we are enjoying also has the possibility of causing injury or death, even if the water is clear and free of hazards. Each season, Missouri sees it's share of boating accidents. As with many tragedies, it is newsworthy for a period, people will demand action (or at the very least express concern), then people will move on and this will be forgotten. But it should not. Why is it, when tragedy occurs, we say "how could this happen?" "What can be done to prevent incidences like this."

Nationwide on an average 171 accidents occur with at least one person struck by a propeller. Out of that 171 propeller strikes, 35 lives are lost. In 2020 at Lake of the Ozarks there were five people struck by a propeller, one resulting in death. In the State of Missouri there were a total of 15 propeller strikes.

So what precautions can be taken to prevent such events?

How to avoid unseen



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Lake hazards



To start with, do not allow anyone to enter the water while the engine(s) are running. Even if the engine is in neutral, the propellers are free turning and can cut. Wait for 10 to 15 seconds or longer after the engines are off then allow people to enter the water, do not dive headfirst, use the swim ladder enter the water feet first. Look before you jump.

If the swim ladder is mounted on the stern, think about purchasing a second boarding ladder, and enter and exit the water away from the rear of the boat.

When exiting the water, keep the engines off until all passengers are on board. As well as all lines, pull toys and any other objects are on board.

Another preventive measure is to install a propeller guard, or a prop guard as it is more commonly known, consists of a steel cage which surrounds the propeller. The prop guard freely allows the movement of the propeller and safeguards it against rough underwater parts. A propeller guard will minimize propeller injury.

Be an aware boater, many of the newer engines are very quiet and run very silently, so do not take for granted that the engine is not running. Always double check.

Take a boating education class. If you took one in the past, a review can only help.

Have fun on the water, and boat safe!

Doug Beck is a Certified National Safe Boating Council Instructor, the co-chair of Lake of the Ozarks Water Safety Council, and the president Captains Association of Missouri

A large advertisement for the 2024 Yamaha Boat and Waverunner Lineup. On the left, a circular inset shows a close-up of a teal and white Yamaha Waverunner. On the right, a Yamaha boat is shown on the water. The text 'SURDYKE YAMAHA LAKE OF THE OZARKS' is prominently displayed in red and white. The Yamaha logo is also visible.

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Launching your boat

By Doug Beck



HA HA TONKA STATE PARK KAYAK RAMP West of Camdenton just off Highway 54 on Route D at the park's Spring Cove. Stone steps, a launch ramp, and a kayak dock are available. LAKE MEDIA PHOTO FILE

Lake of the Ozarks has over 70,000 docks and over 160,000 boats that are here year-round. Add the number of visitors and tournament fishermen and the number of boats greatly increases. So does the congestion at the boat ramps and marinas.

When using a boat ramp, here are some steps to ensure that you have a smooth experience at the boat launch.

The first step is to get your boat ready away from the launch area itself. This will make sure that you aren't blocking any other boaters who are waiting to use the launch — keeping everybody happy.

Prepare your boat away from the ramp to avoid creating unnecessary delays at the launch area.

Some of the steps you can take care of before approaching the ramp include:

- Removing all the tie-downs, with the exception of the; winch line.
- Loading any additional supplies and equipment into the boat;
- Inserting the drain plug; Disconnecting the trailer's brake lights – so you don't burn out any bulbs;
- Removing the motor travel supports, if used; and
- Putting the trim up to prevent hitting the prop when launching.
- If you're launching the boat by yourself, you can attach a line to the bow to steady the boat upon its release. If you have two persons launching the boat, and one is staying in the boat, you may not need a bow line.

LAUNCHING YOUR BOAT

Now that you're ready for launch, approach the boat ramp and back the trailer into the water.

Go far enough so that your trailer tires are in the water but not the axle bearings. The cooling water intake holes on the lower unit of the engine should be submerged.

At this point, apply the parking brake on your towing vehicle. If at all possible, you want to keep the wheels of your towing vehicle out of the water.

Now, gradually release the winch line and slowly reverse the boat off of the trailer and into the water.

Once in the water, secure the boat to the dock and promptly move your vehicle and trailer away from the launch. This will avoid blocking any boaters waiting to use the launch.

If you anticipate any kind of engine problems, it's a good idea to start the engine and let it warm up while your boat is still attached to the winch line, and before reversing the boat off of the trailer. If your engine doesn't start, it's a lot easier to retrieve your boat if it is still on the trailer.

Remember to follow good boating etiquette by preparing your boat away from the launch area to prevent unnecessary delays for other boaters. Remember, like when launching your boat, the proper etiquette is to unload all your extra fuel and equipment away from the launch, so as not to delay other boaters.

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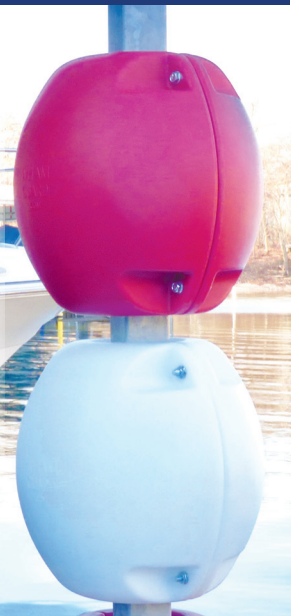
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RETRIEVING YOUR BOAT

When it's time to retrieve your boat, it's a great idea to have someone at the boat launch to 'spot' for you. This is especially important if you are dealing with a steep boat ramp.

Both you and your spotter should be keeping an eye out for any pedestrians or other boats in the area.

Get your towing vehicle and trailer ready and then wait for your turn.

When it's your turn to retrieve your boat, back your trailer into the water until two-thirds of its bunks or rollers are submerged. Like launching your boat, you should keep your towing vehicle's wheels out of the water unless absolutely necessary. Next, attach a bow line to the boat in order to steady the retrieval process.

Now maneuver or cautiously drive your boat close enough to attach the winch line.

Once the winch line is attached, shut off the engine and tilt the engine up. Crank the winch line to pull the boat up the trailer. Stay out of the direct path of the winch line in case it breaks.

Once your boat is well secured, tow your trailer out of the water and away from the boat ramp; out of the way of others.

Now it's time to begin your preparation for the road. Remember to remove your drain plug, pump or drain any water out of the bilge, and drain the live-wells or bait-wells if you have them.

To stop the spread of aquatic species, it's also important that you clean your boat before you leave the ramp area. Some states have specific requirements that must be followed to stop the spread of aquatic species, so check the regulations in the state where you are boating. As a rule, you should always remove all plant materials from your boat.

.....
Doug Beck is a certified National Safe Boating Council Instructor, the co-chair of Lake of the Ozarks Water Safety Council and president Captains Association of Missouri
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LAKE OF THE OZARKS STATE PARK has three boat ramps available to the public. One with four-lane access is at Public Beach #2, also known as Pa He Tsi Access, just off Highway 54 in Osage Beach. Another lighted, four-lane access ramp to the Grand Glaize Arm, known as McCubbin's Point, is located off Highway 134, Kaiser. The third ramp accessed from Highway 42 to and through the park is Public Access Beach #1. LAKE MEDIA PHOTO FILE



Coving Out



Finding a place to drop anchor and cove out at the Lake of the Ozarks can be as challenging as finding a vacant poolside veranda at a tropical resort.

But if you can get the crew out the door before noon and you're stealthy, there's a place for you, your boat, your water toys and even your dogs.

The Lake of the Ozarks offers 1,100 miles of shoreline between Bagnell Dam in Lake Ozark and Truman Dam in Warsaw. So, you see, opportunity abounds. The Lake has gotten busier in the last decade and you might have to share a cove, or you might find solace in tying up with a string of boats. There's enough room for everybody.

Notice, though, that some coves are restricted to no wake and a few don't allow tie-ups or anchoring. The Missouri State Water Patrol set the areas and enforces the rules. Those coves are clearly marked. Out of respect for the law, other boaters and dock owners – please follow the rules.

WHERE TO GO?

There are any number of arms or coves scattered along the 93-miles of Lake from dam to dam.

Growing in popularity – and no longer a secret to locals – is the Grand Glaize Arm of the Lake which lies beyond the Grand Glaize Bridge. Because much of the shoreline is part of the Missouri State Parks there isn't nearly as much residential or commercial development. So it's not as busy.

Starting from Bagnell Dam, there are several long coves that offer anchoring opportunities. These include:

- The Grand Glaize Arm stretches for several miles back into the State Park. Be careful, though. When you get toward the end it gets shallow and there are numerous stumps. Eventually you'll reach Public Beach 1 in the State Park. For historical purposes, you'll pass Anderson Hollow Cove at about the 3.5-mile marker, home to what once was the bawdy but popular Party Cove. Now, it's just a great place to cove.

- If you have a Lake map, look for Watson Hollow Cove (aka Girl Scout Cove), Red Bud Hollow, Pin Oak Hollow and farther down the Glaize Arm Honey Run Hollow.

- Toward the other end of the lake – toward Bagnell Dam -- The Gravois Arm of the Lake at about the 6-mile marker offers not only some great areas to anchor and relax, but several watering holes that double as restaurants.

- Ha Ha Tonka Cove between the 14- and 15-mile marker of the Niangua Arm is popular, but a long way from most waterfront hang-outs on the water. It's a nice day trip that will take you past Bridal Cove as well. It's quieter up that way, so enjoy. Just make sure you have a full tank of gas. It primarily serves the boating population in the Camdenton area.

- Windermere Cove at the 7-mile marker of the Niangua can be fun as well.

- These areas are at the outlying points of the Lake because typically they are the less traveled. There are dozens of coves in-between that are suitable for coving out, so it's best to take some time exploring. As you pass some of the major branches of the Lake just take a side trip or glance down the waterway – if there are boats tied up, that's the place to go.

OUR SUGGESTIONS?

- Get out early to ensure you have the best location possible.

- Be courteous of other boaters. Enter the coves below wake speed and motor gently through the conglomeration of boats.


- If you're on your PWC, again please be courteous of others. Keep it under control until you're a safe distance from other boaters.

- Take plenty of water to stay hydrated. It can get pretty hot anchored in a cove for several hours.

- And – most importantly – run the blower on your inboard-outboard engine to clear the engine compartment of gas fumes.

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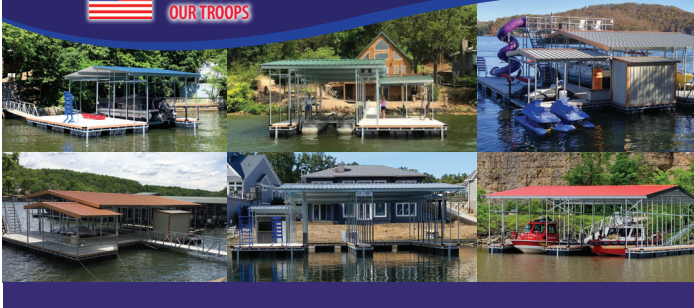
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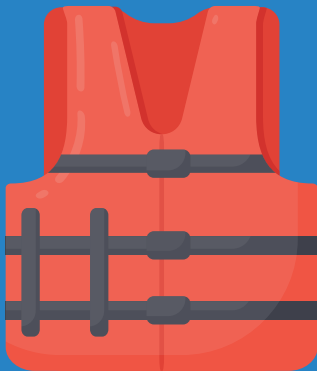
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- 4** Serviceable condition means all zippers and buckles work

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- 6** A throwable device must be IMMEDIATELY AVAILABLE for use

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