



# Logbook

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## **Contents**

This Log Book contains an abridged summary of some of the signals, marks and information that can assist in navigation and avoidance of dangerous situations.

- Life Saving Signals to be used by Ships, Aircraft or Persons in Distress
- Shipping Forecast
- VHF Channels - Distress, Safety and Calling Channels
- DISTRESS TRANSMITTING PROCEDURES
- Collision Regulations
- Navigation Lights and Day Marks
- International Code Flags and Buoyage System
- Log Book
- Weather Forecast Log
- Passage Planning Notes

## Shipping Forecast issued at .....

There are additional forecast sheets at the rear of this book

Visibility	
FOG	< 1 km (< 1100 yd)
POOR	1 to 3.9 km (1100 yd to 2 NM)
MODERATE	4 to 9 km (2 to 5 NM)
GOOD	>= 10 km (> 5 NM)

Movement of pressure centres	
Slowly	up to 15 knots
Steadily	15-25 knots
Rather quickly	25-35 knots
Rapidly	35-45 knots
Very rapidly	over 45 knots

Gale warning	
Imminent	Up to 6 hours
Soon	6 - 12 hours
Later	18 - 24 hrs

Pressure changes.	
Steady	Change less than 0.1 mbar in 3 hours
Rising/Falling Slowly	Change 0.1 to 1.5 mbar in past 3 hours
Rising/Falling	Change 1.6 to 3.5 mbar in past 3 hours
Rising/Falling Quickly	Change 3.6 to 6.0 mbar in past 3 hours
Rising/Falling Very Rapidly	Change more than 6.0 mbar in 3 hours

**Weather bulletins** for shipping are broadcast daily on BBC Radio 4 at the following times: 0048 and 0535 (long wave and FM), 1200 and 1755 (normally long wave only). The bulletins consist of a gale warning summary, general synopsis, sea-area forecasts and coastal station reports. In addition, gale warnings are broadcast at the first available programme break after receipt.

Sea Area	Wind	Weather	Visibility
VIKING			
NORTH UTSIRE			
SOUTH UTSIRE			
FORTIES			
CROMARTY			
FORTH			
TYNE			
DOGGER			
FISHER			
GERMAN BIGHT			
HUMBER			
THAMES			
DOVER WIGHT			
PORTLAND			
PLYMOUTH			
BISCAY			
TRAFALGAR			
FITZROY			
SOLE			
LUNDY			
FASTNET			
IRISH SEA			
SHANNON			
ROCKALL			
MALIN			
HEBRIDES			
BAILEY			
FAIR ISLE			
FAEROES			
SE ICELAND			

COASTAL STATION REPORTS	Wind	Weather	Visibility	Pressure	Change



# LIFE SAVING SIGNALS

## To be used by Ships, Aircraft or Persons in Distress

Illustrations of Life Saving Signals required by V/29 of SOLAS

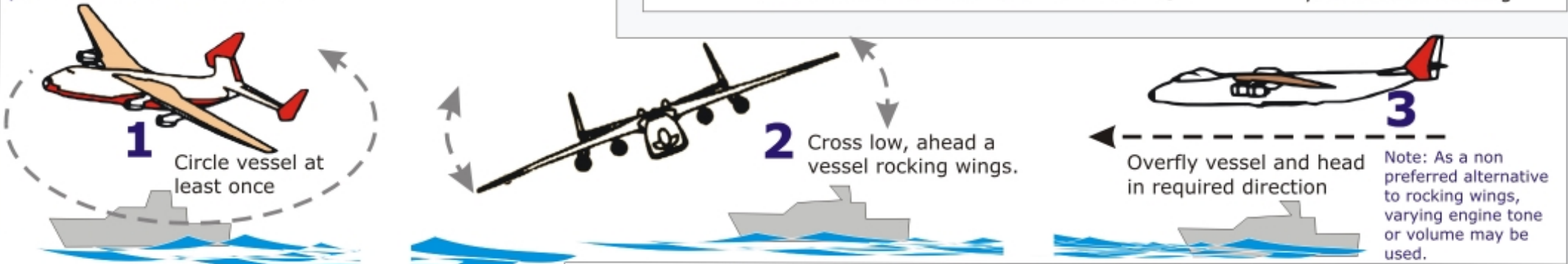
### Search & Rescue Unit Replies

You have been seen, assistance will be given as soon as possible.



### Air to Surface Direction Signals

Sequence of 3 manoeuvres meaning proceed to this direction.



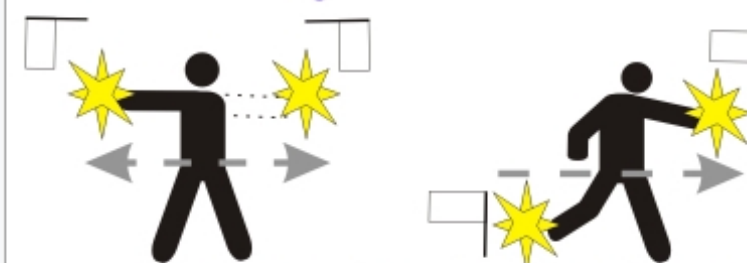
### Shore to Ship Signals

Safe to land here.




Vertical waving of both arms, white flag, light or flare.

Landing here is dangerous. Additional signals mean safer landing in direction indicated.



Horizontal waving of white flag, light or flare. Putting one flag, light or flare on ground and moving off with a second indicates direction of safer landing.

**or**  **K**  
Morse code signal by light or sound

**S:** ●●●●  
Morse code signals by light or sound


**or** **R:** ●—●●  
Land to the right of your current heading.


**L:** ●—●●●  
Land to the left of your current heading.


### Surface to Air Replies

Message Understood - I will comply

Change course to required direction.

**or**  **T**  
Morse code signal by light

**or**  **Code & answering pendant "Close Up"**

**or**  **International flag "N"**

- I am unable to comply.

Note: Use the signal most appropriate to prevailing conditions.

## Air to Surface Replies

Message understood



Drop a message

or



Rocking wings

or



Flashing landing or navigation lights on and off twice.

or



Morse code signal by light.

Message Not Understood - Repeat



Straight and level flight.

or



Circling

or



Morse code signal by light.

## Distress signals - FLARES

Hold flares at arm's length downwind do not look directly at the flare



orange smoke

**Orange Smoke** - for use by day, especially in bright sunlight



white pinpoint

**White Pinpoint** - collision warning flare



red parachute

**Red Parachute** - long range signal for use offshore fire rocket vertically, or if windy 15° downwind in low cloud fire at 45° NEVER fire if a helicopter is approaching NEVER fire into the wind



red hand flare





**Red Hand Flare** - use at night or dull conditions to pinpoint position, use inshore or in sight of other vessels to show exactly where you are



Buoyant Orange Smoke

**Floating orange smoke**, for use by day

Note: Use International Code of Signal by means of lights or flags or by laying out the symbol on the deck or ground with items which have a high contrast to the background

Message	International Code of Signals	ICAO Visual Signals
I require assistance	V  ●●●—	V
I require medical assistance	W  ●——	X
No or Negative	N  —●	N
Yes or affirmative	C  —●—●	Y
Proceeding in this direction		↑

## Calling Channels

**Channel 16 (156.800 MHz)** is the international distress, safety and calling radiotelephony channel. Where it is necessary to call a station on Channel 16, other than in cases of distress, urgency or safety, both stations should switch to an alternative channel as soon as possible. All calls on Channel 16 should be kept brief and should not exceed one minute, when not concerning distress, urgency or safety. For a call between ship stations an inter-ship channel should be used, such as Channels 6, 8, 72 or 77. For a call to a coast station the station's assigned channel should be used. Vessels equipped with Channel 70, where practicable should maintain a continuous listening watch on Channel 16 until 1 February 2005.

**Channel 70 (156.525 MHz) - Digital Selective - Calling the** Global Maritime Distress and Safety System (GMDSS) became fully operational on 01 February 1999 and Channel 70 is now the primary channel for Distress, Urgency and Safety alerting using Digital Selective Calling (DSC). It may also be used for initiating routine calls using DSC. It must not be used for voice communications.

Further information about the GMDSS is available from the Maritime and Coastguard Agency.

**Channel 13 (156.650 MHz)** This channel is used for bridge to bridge voice communications under GMDSS. It will normally be monitored by commercial vessels if a danger of collision exists. This channel is one of the few, under GMDSS that can be used without a preceding DSC alert on Channel 70.

**Channel 10 (156.500 MHz), Channel 67 (156.375 MHz), Channel 73 (156.675 MHz) and Channel 6 (156.300 MHz)** These channels have been set aside internationally for use in co-ordinated search and rescue operations. In the UK, their use is co-ordinated with HM Coastguard, as follows.

**Channel 10** In addition to its use in SAR operations, this channel is used during oil spill and other pollution incidents. From 1999 it is also used for the broadcast of Marine Safety Information in the UK only.

**Channel 67** This is also used primarily for SAR operations and for safety communications with HM Coastguard.

**Channel 73** This channel is used primarily for SAR operations and from 1999 the broadcast of Marine Safety Information in the UK.

**Channel 6** Under GMDSS this channel is used for communications between ships and aircraft for co-ordinating search and rescue operations.

### Other designated channel usage

**Inter-ship** channels are for communications between ship stations. Ideally, inter-ship communications should be restricted to Channels 6, 8, 72 and 77. Channels 10, 67 and 73 should be avoided within VHF range of coastal areas in Europe and Canada.

**Port Operations and Ship Movement** Certain channels have been set aside, by international agreement, for use in the Port Operations and Ship Movement services. These are assigned to a user, such as a port or oil terminal where the safe movement of ships is important. The channels assigned to particular users are published in the Admiralty List of Radio Signals. It is important not to use these channels for other purposes if they have been assigned locally or if they have not been set aside for inter-ship working.

**Public correspondence** These channels have been set aside, by international agreement, for making calls to the public telephone network. Calls made on these channels are often referred to as "link calls".

**Marina channels** These channels have been set aside by the United Kingdom administration, for matters relating to mooring, berthing and race control. There are three marina channels.

**Channel M (157.850MHz) and M2 (161.425MHz)** Channels M and M2 are UK channels and should only be used in UK territorial waters. Their on-board use is covered by a Ship Radio Licence. However, equipment that is only capable of operating on these frequencies is usually licensed under a Coastal Station Radio Licence and it is not necessary for the operator to hold an operator's certificate.

**Channel 80** Channel 80 is an international maritime channel. Its use must be under and in accordance with the terms of a valid Ship Radio Licence.

### VHF - Maritime Safety Information

will be broadcast by co-ordination centres either on VHF Channels 10, 23, 73, 84 or 86, and exceptionally channel 67, following an initial announcement on Channel 16. The initial announcement will indicate the working channel the mariner should return to.

**Routine A** Local Inshore Forecast - (within 12 miles of the coast); Strong Wind Warnings when appropriate - (force 6 and above for the coastal waters out to 5 miles offshore); Gale (Storm) Warnings; WZ Navigational Warnings including Negative Tide Surge Warnings; GUNFACTS/SUBFACTS - from selected stations only.

**Routine B** Area forecasts will be broadcast twice daily starting at the times shown in the right hand column below.

Co-ordination			Times GMT		
Centre	A every 4 hrs	B twice daily	Centre	A every 4 hrs	B twice daily
Swansea	0005	0805	Falmouth	0140	0940
Thames	0010	0810	Forth	0205	1005
Clyde	0020	0820	Liverpool	0210	1010
Yarmouth	0040	0840	Portland	0220	1020
Solent	0040	0840	Holyhead	0235	0635
Brixham	0050	0850	Belfast	0305	0705
Dover	0105	0905	Aberdeen	0320	0720
Shetland	0105	0905	Milford Haven	0335	0735
Stornoway	0110	0910	Humber	0340	0740

## SHIP'S

NAME.....CALLSIGN.....

### DISTRESS TRANSMITTING PROCEDURES

(For use only when in grave and imminent danger and **IMMEDIATE ASSISTANCE** is required)

1. Ensure transmitter is switched on and set to VHF Channel 16.
2. Then say:

MAYDAY MAYDAY MAYDAY

THIS IS..... (Ship's name or callsign 3 times)

MAYDAY followed by ship's name or callsign

POSITION.....

NATURE OF  
DISTRESS.....

AID REQUIRED.....

NUMBER OF PERSONS ON BOARD and ANY USEFUL  
INFORMATION.....

OVER

3. Listen for a reply and if none heard **repeat** above procedure.

**EXAMPLE:** "MAYDAY, MAYDAY, MAYDAY,  
*This is NONSUCH, NONSUCH, NONSUCH,  
MAYDAY, NONSUCH, Position 54° 25 North 016° 33 West,  
My boat is on fire and sinking, I require immediate assistance,  
4 persons on board, are taking a lifeboat, OVER.*"

### RECEPTION OF DISTRESS, URGENCY AND SAFETY MESSAGES

Any message prefixed by one of the following pro-words concerns **Safety**. If you receive a message beginning with one of them pay particular attention and if possible write it down. **Always** allow at least 3 minutes for a Coast Station to reply before responding.

**MAYDAY** Means that a ship, aircraft, other vehicle or person/s is in grave and imminent danger and requires immediate assistance.

#### MAYDAY

**RELAY** Means that the calling station is passing on a message from a ship, aircraft, other vehicle or person/s in grave and imminent danger and requires immediate assistance.

#### PAN-PAN

Means that the calling station has an urgent message concerning the safety of a ship, aircraft, other vehicle or person/s.

#### PAN-PAN MEDICO

Means that the calling station is in need of medical assistance or advice.

#### SECURITE

Means that the calling station has a message concerning the safety of navigation or giving important meteorological warnings.

The following pro-words will be transmitted if you disturb the transmissions during a distress situation

#### SEELONCE MAYDAY

Means that the controlling station, in a distress situation is telling you to begin and maintain radio silence. On receipt of this message you **must** cease transmissions.

#### SEELONCE DISTRESS

Means that a ship station (that may be involved in a distress

# Collision Regulations

Everyone using the waterways should know the International Regulations for Preventing Collisions at Sea. The following are not a comprehensive set of regulations but an aide memoire for some of them.

## Navigation Rules

Navigation rules are often called "Rules of the Road at Sea" and apply to all boats. These rules give clear indication about passing, approaching, giving way and overtaking other boats. You should always make your movements clear and deliberate so that other masters can see your intentions. Never assume the master of another boat will observe the rules; always be prepared to take action to avoid a collision.

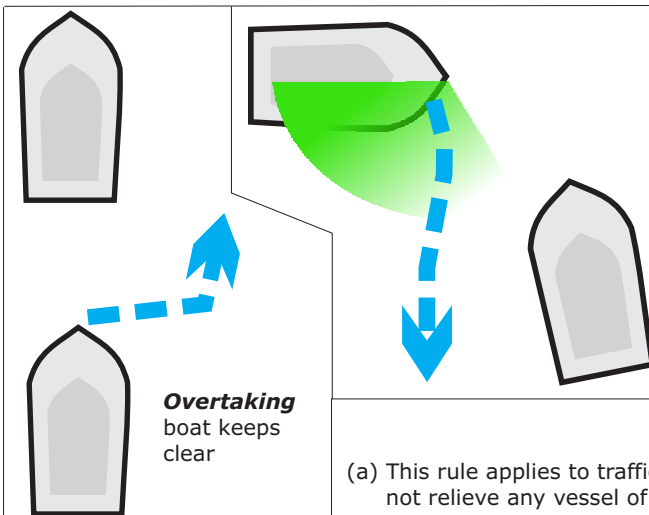
## Keeping a Lookout

A good lookout, through sight and sound, must be kept at all times. The master is responsible for keeping a lookout for dangers. Be aware of the boating environment, especially in bad weather, restricted visibility and darkness.

The rules are very specific about maintaining a proper lookout. We must keep eyes and ears open to observe or hear something which may endanger someone or affect their safety. You must look up for bridge clearances and power lines, down for floats, swimmers, logs and divers flags and side to side for traffic prior to turning your boat. A proper lookout can avoid surprises.

A good rule to follow is to assign one or more people to have no other assigned responsibilities except the task of lookout.

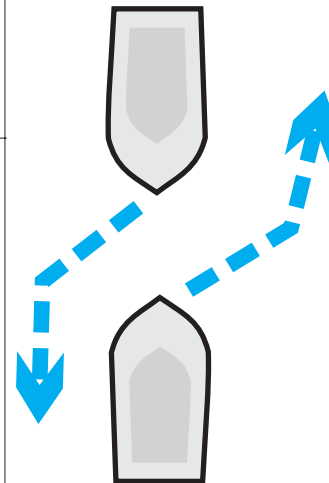
**Rivers and Channels** A vessel must always navigate on the starboard side (right) of a river or channel.



## Crossing

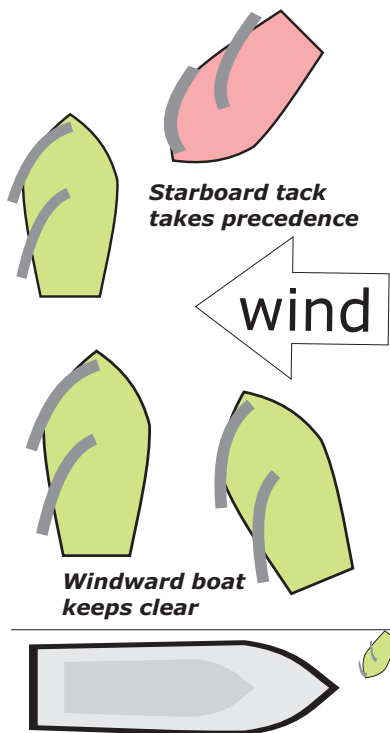
When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

**Head on collision** turn to starboard. make your intentions known to the other boat with a decisive change of course



## Traffic Separation Schemes

- This rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- A vessel using a traffic separation scheme shall:
  - Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane.
  - So far as is practicable keep clear of a traffic separation line or separation zone.
  - Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
  - Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic Zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.



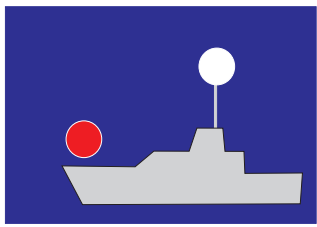
**Sailing Boats and Power-driven Boats** Power usually gives way to sail. However, this does not always apply. Larger vessels, such as ferries or container ships, have difficulty maneuvering due to their size. Masters of other boats, including sail boats, should always apply common sense and seamanship by giving larger vessels a wide berth.

## Sound Signals

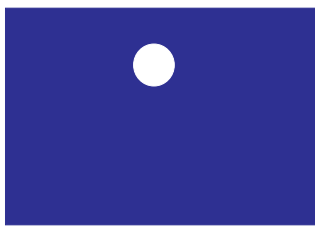
Most recreational boats do not use sound signals, however they are used by ships and larger vessels with restricted maneuverability. Boats over 12 metres should carry sound signals, either horn or bells. You should be aware of signals and what action you should take when you hear a signal. Sound signals may be accompanied by light signals.

All boats should use sound signals in restricted visibility to alert others of their position. Use common sense and slow your boat or stop, and be ready to take immediate action. Be extremely cautious when operating in restricted visibility.

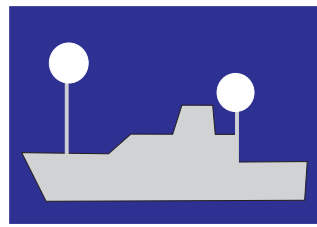
- 1 short blast means "I am altering course to starboard"
- 2 short blasts mean "I am altering course to port"
- 3 short blasts means "I am operating engines astern" (the boat may be reversing or stopping)
- 5 (or more) short blasts means "I am unsure of your intentions"



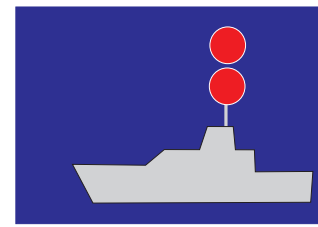
Powered vessel less than 50m in length



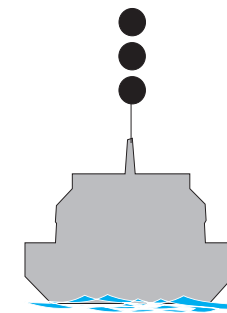
Vessel at anchor, or, power driven vessel less than 50m stern view



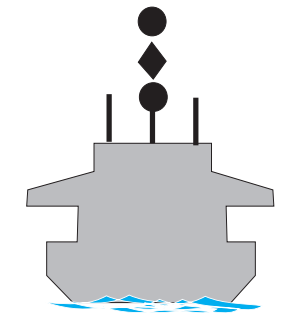
Powered vessel more than 50m in length at anchor



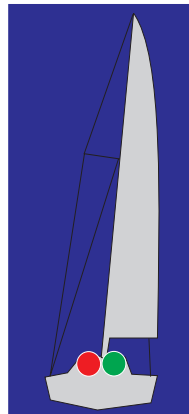
Vessel not under command not underway



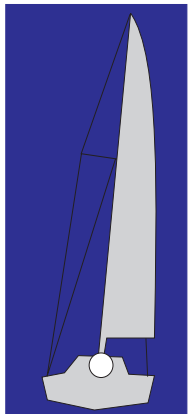
Vessel aground



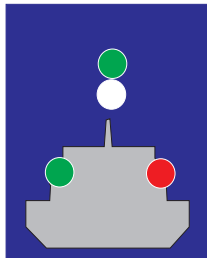
Vessel restricted in ability to maneuver



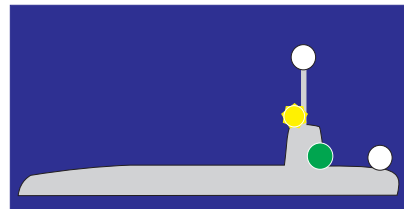
Sailing vessel less than 20m



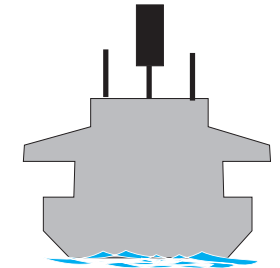
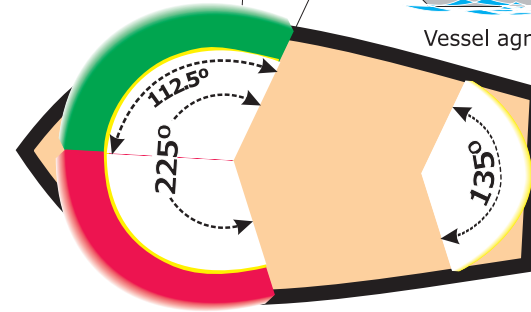
Sailing vessel stern view



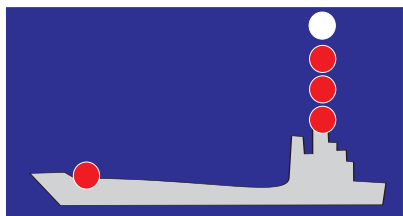
Vessel engaged in trawling bow view less than 50m



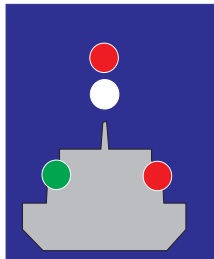
Submarine making way



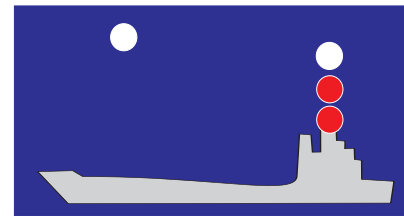
Vessel constrained by its draught



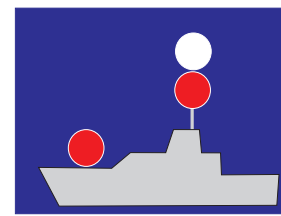
Vessel less than 50m, constrained by the draft



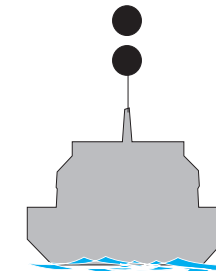
Vessel engaged in fishing



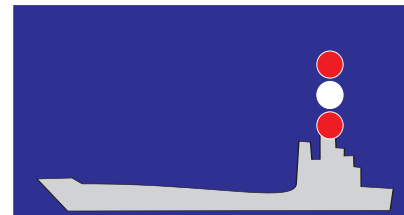
Vessel aground over 50m



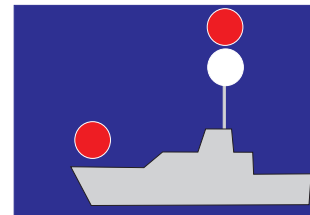
Pilot vessel



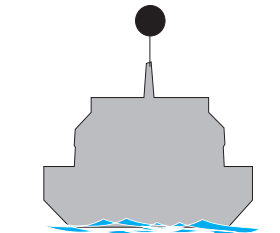
Vessel not under command



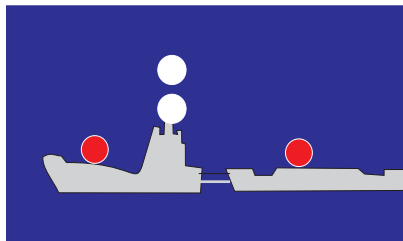
Vessel restricted in maneuverability



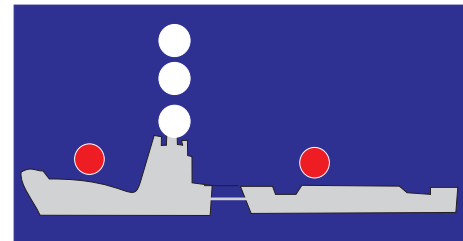
Vessel less than 50m, engaged in fishing underway and making way



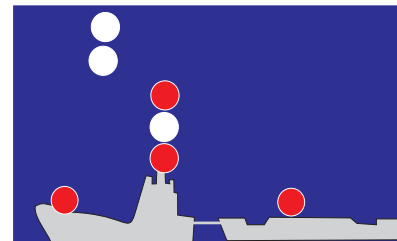
Vessel at anchor



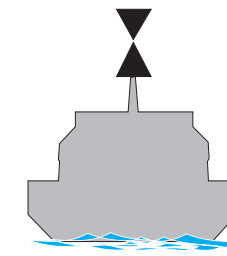
Towing, tow length less than 200m



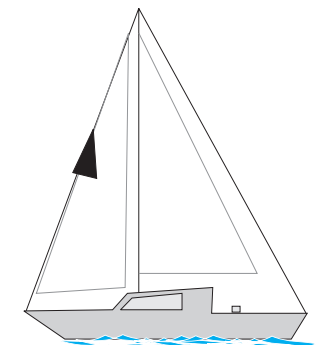
Towing, tow length more than 200m



Vessel restricted in maneuverability tow length less than 200m



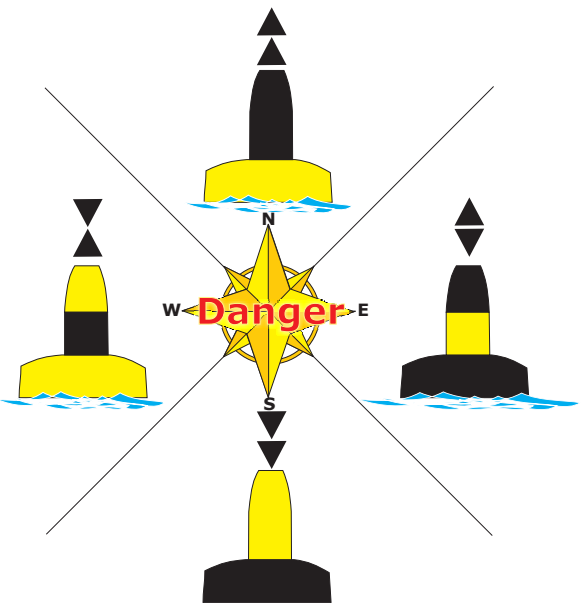
Vessel engaged in fishing



Sailing vessel under power

<b>A</b>  Diver down	<b>B</b>  Dangerous cargo	<b>C</b>  Yes	<b>D</b>  Keep clear	<b>E</b>  Altering course to starboard
<b>F</b>  Disabled	<b>G</b>  Want a pilot	<b>H</b>  Pilot on board	<b>I</b>  Altering course to port	<b>J</b>  On fire Keep clear
<b>K</b>  Desire to communicate	<b>L</b>  Stop immediately	<b>M</b>  I am stopped	<b>N</b>  No	<b>O</b>  Man overboard
<b>P</b>  About to sail	<b>Q</b>  Quarantine require Custom's clearance	<b>R</b>  Require medical assistance	<b>S</b>  Engines going astern	<b>T</b>  Keep clear
<b>U</b>  Standing into danger	<b>V</b>  Require assistance	<b>W</b>  Require medical assistance	<b>X</b>  Stop your intention	<b>Y</b>  Am dragging anchor
<b>Z</b>  Require a tug	<b>INTERNATIONAL CODE FLAGS</b>			

- A - Alpha
- B - Bravo
- C - Charlie
- D - Delta
- E - Echo
- F - Foxtrot
- G - Golf
- H - Hotel
- I - India
- J - Juliet
- K - Kilo
- L - Lima
- M - Mike
- N - November
- O - Oscar
- P - Papa
- Q - Quebec
- R - Romeo
- S - Sierra
- T - Tango
- U - Uniform
- V - Victor
- W - Whiskey
- X - X-ray
- Y - Yankee
- Z - Zulu



**The cardinal marker system** indicates where safe water lies, for example, the North cardinal marker is indicating that safe water is North of itself.

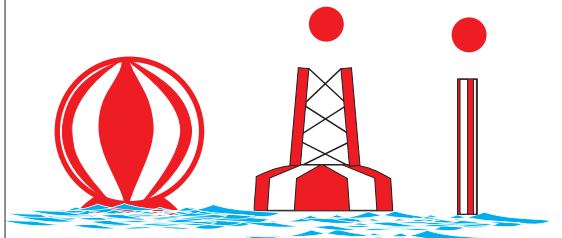
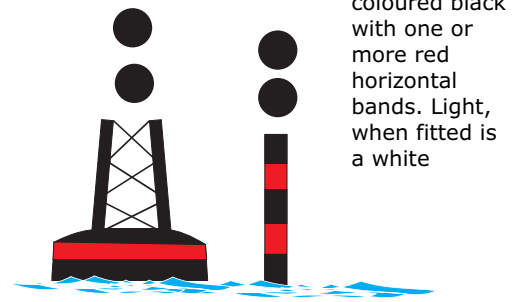
Note that the south cardinal marker has two arrows pointing down (south) and the north cardinal has two arrow pointing up (north). The arrows on the West cardinal buoy looks like a waist line (W waist, W West).

In every case the arrows also indicate where on the body of the buoy the black appears.

Lights, these markers also contain lights and the sequence of lighting is similar to the clock face, i.e., 3, 6, 9, and 12 or continuous. To ensure that there is no confusion occurs between, east, west and south marks a long flash immediately follows the 6 flashes of the south mark.

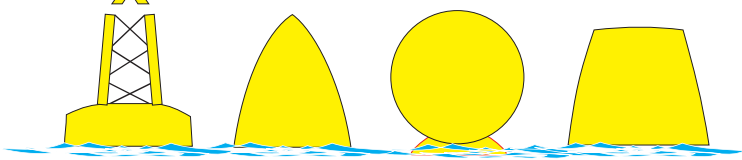
**Isolated Danger Marks**

These will be pillar or spar. This designates an isolated danger of limited extent which has navigable water all around, eg. isolated shoal, rock or reef. The topmark consist of two black spheres positioned vertically and clearly separated. Isolated danger marks are

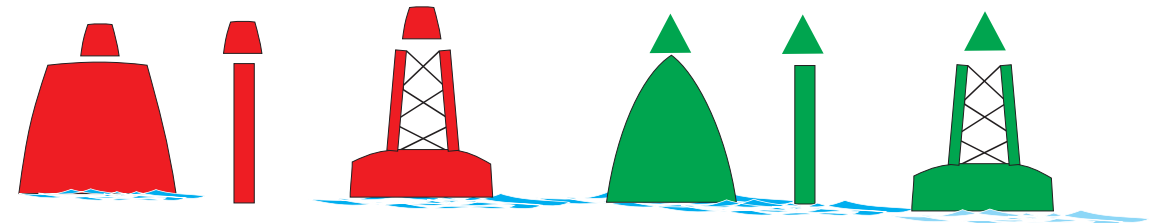


**Safe Water Marks**

They may be spherical, pillar or spar. They indicates that there is navigable water all around and under the mark, eg. mid channel or landfall mark. The topmark consist of a single red sphere. Safe water marks are coloured white with one or more red vertical bands. Light, when fitted is a white light, isophase, occulting, or signal long flash.



**Special area marks.** These will be can, conical or spar. It indicates a special area or feature such as: traffic separation schemes, spoil ground marks or cable or pipe line marks including outfall pipes. Topmark, if any, will be a yellow cross. Light, when fitted is a yellow light and may be any rhythm other than those used for the white lights of cardinal, isolated danger and safe water marks.



The lateral buoyage system is used worldwide to indicate the edges of a channel when entering harbour. Buoys or posts may be used. Topmarks are optional. When entering the harbour keep the red to port and the green to starboard. The reverse is true when leaving port. (Port - lights = red, any rhythm) Starboard - lights = green, any rhythm)











Date				Passage from to				Crew			
Time	Log reading	Distance		Compass °C	Position			Weather			Passage Notes
		Speed	Run		Latitude	Longitude	Location	Direction	Force	Pressure	
Tide Port				Weather forecast time of issue				Watches			
	Time	Height						1st hour	2nd hour	3rd hour	4th hour
HW								First 8pm to midnight			
LW								Middle Midnight to 4am			
								Morning 4am to 8am			
								Forenoon 8am to noon			
								Afternoon Noon to 4pm			
								First Dog 4pm to 6pm	1st hr		2nd hr
								Last Dog 6pm to 8pm			









Date				Passage from to				Crew				
Time	Log reading	Distance		Compass °C	Position			Weather			Passage Notes	
		Speed	Run		Latitude	Longitude	Location	Direction	Force	Pressure		
Tide Port				Weather forecast time of issue			Watches					
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							Middle	Midnight to 4am				
HW							Morning	4am to 8am				
							Forenoon	8am to noon				
LW							Afternoon	Noon to 4pm				
							First Dog	4pm to 6pm	1st hr	2nd hr		
							Last Dog	6pm to 8pm				

















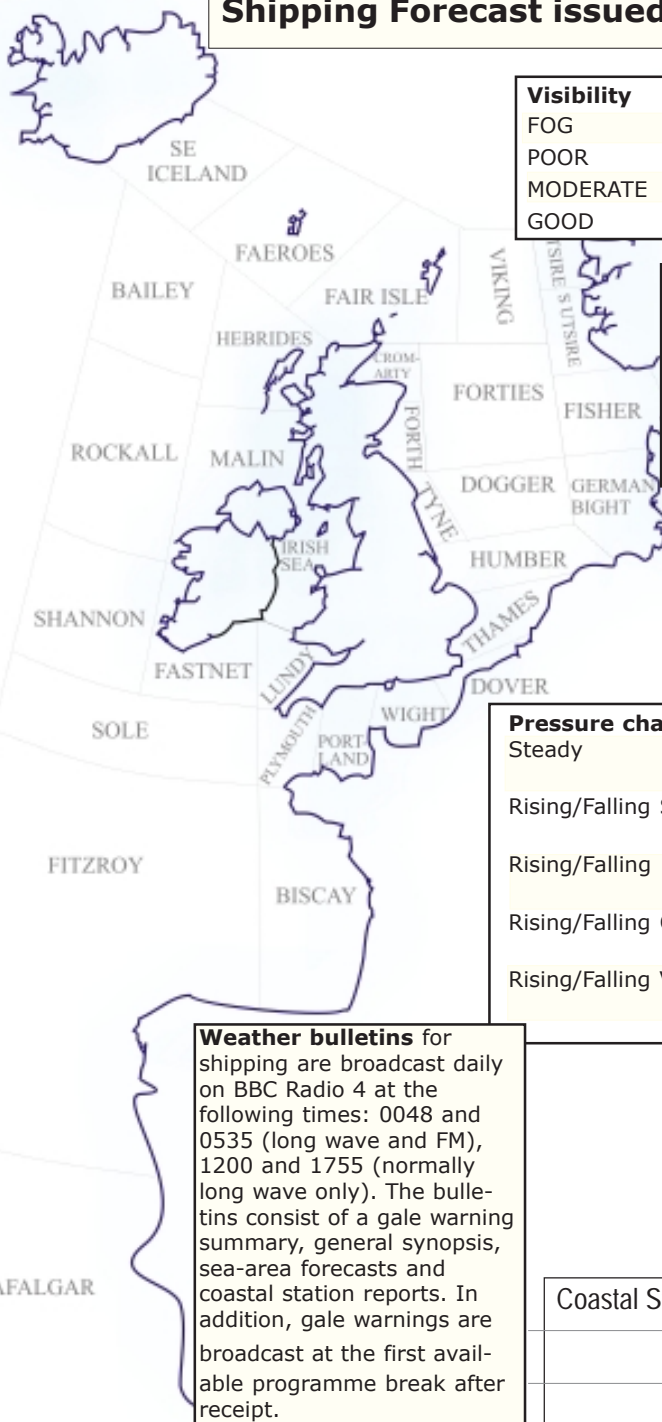








**Shipping Forecast issued at .....**



**Visibility**

FOG	< 1 km (< 1100 yd)
POOR	1 to 3.9 km (1100 yd to 2 NM)
MODERATE	4 to 9 km (2 to 5 NM)
GOOD	>= 10 km (> 5 NM)

**Movement of pressure centres**

Slowly	up to 15 knots
Steadily	15-25 knots
Rather quickly	25-35 knots
Rapidly	35-45 knots
Very rapidly	over 45 knots

**Gale warning**

Imminent	Up to 6 hours
Soon	6 - 12 hours
Later	18 - 24 hrs

**Pressure changes.**

Steady	Change less than 0.1 mbar in 3 hours
Rising/Falling Slowly	Change 0.1 to 1.5 mbar in past 3 hours
Rising/Falling	Change 1.6 to 3.5 mbar in past 3 hours
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SOUTH UTSIRE			
FORTIES			
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DOGGER			
FISHER			
GERMAN BIGHT			
HUMBER			
THAMES			
DOVER			
WIGHT			
PORTLAND			
PLYMOUTH			
BISCAY			
TRAFALGAR			
FITZROY			
SOLE			
LUNDY			
FASTNET			
IRISH SEA			
SHANNON			
ROCKALL			
MALIN			
HEBRIDES			
BAILEY			
FAIR ISLE			
FAEROES			
SE ICELAND			
Inshore Waters Forecast			

Coastal Station Reports	Wind	Weather	Visibility	Pressure	Change

**Shipping Forecast issued at .....**

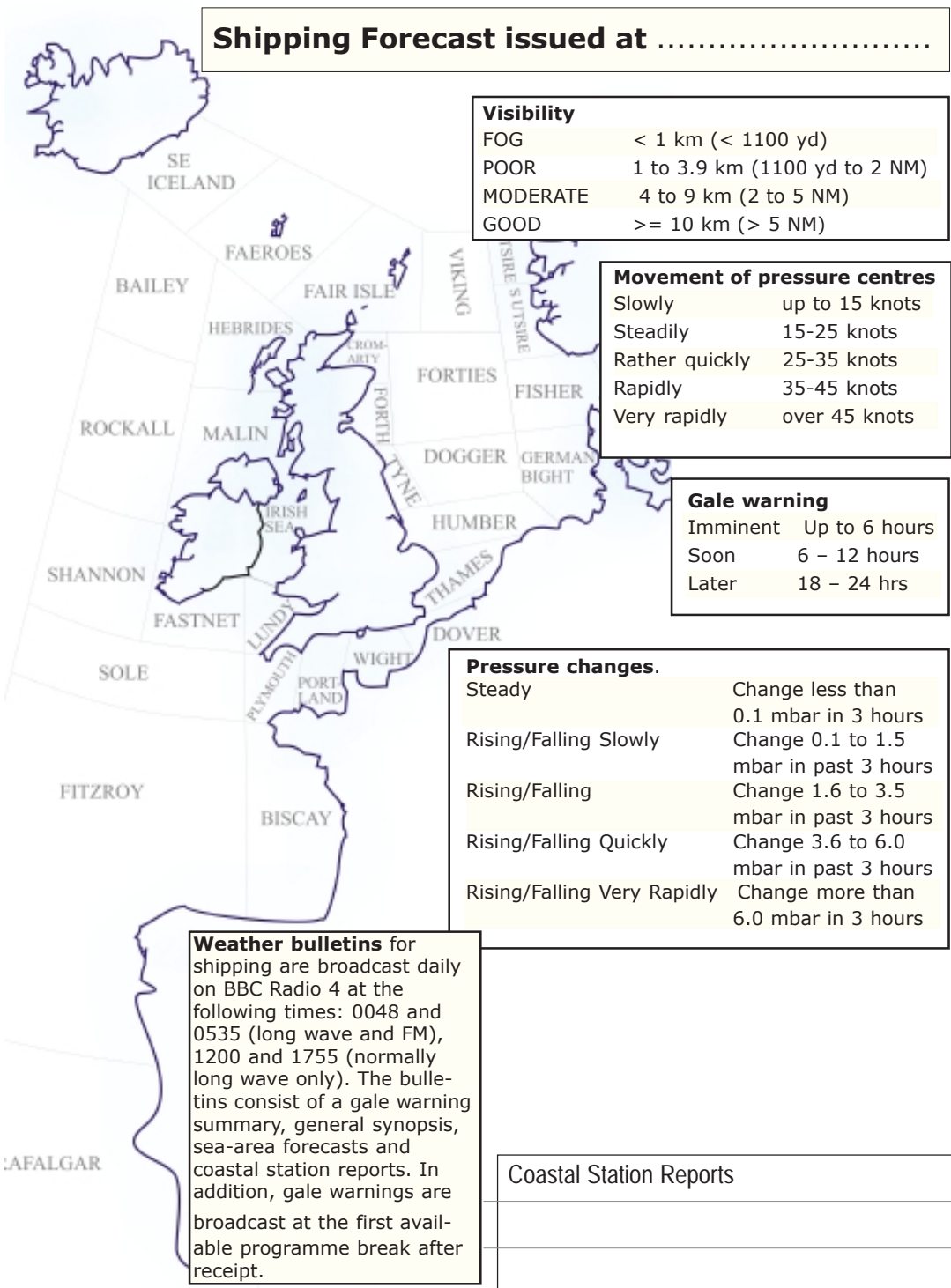
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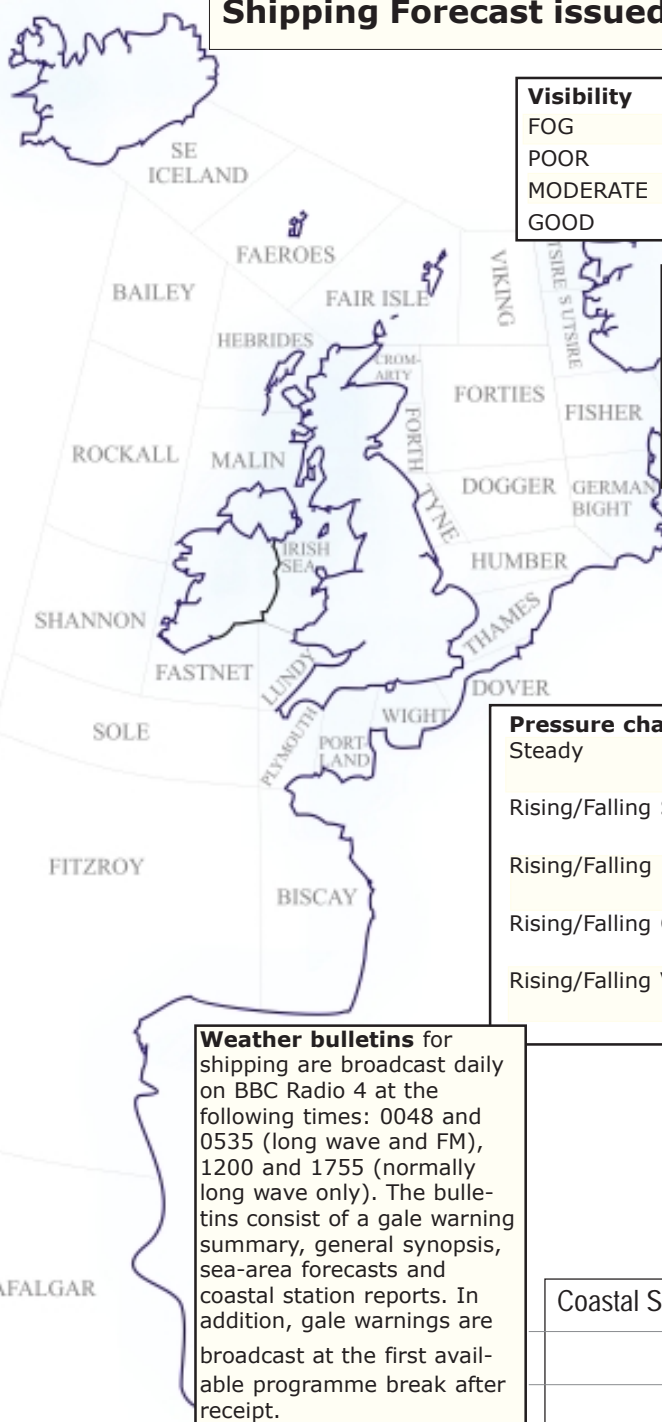
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Inshore Waters Forecast			

Coastal Station Reports	Wind	Weather	Visibility	Pressure	Change

**Shipping Forecast issued at .....**



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Inshore Waters Forecast			

Coastal Station Reports	Wind	Weather	Visibility	Pressure	Change

TRAFALGAR

**Shipping Forecast issued at .....**



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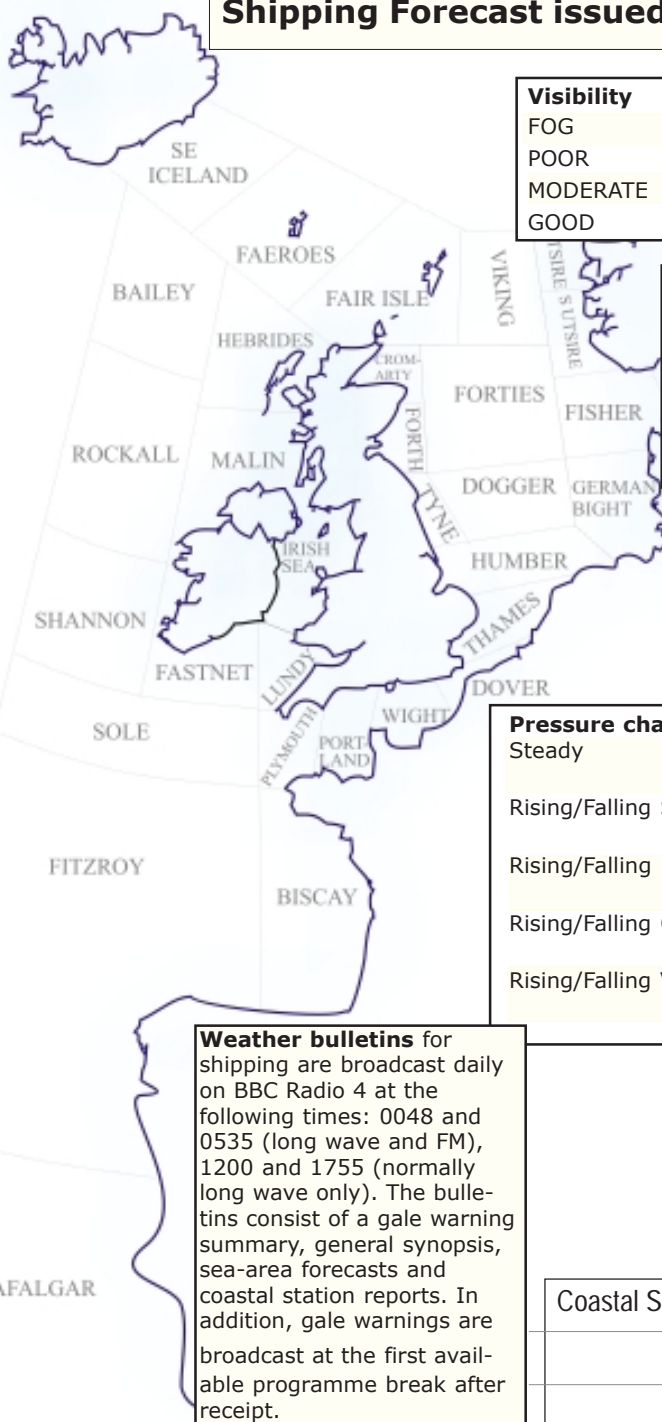
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Coastal Station Reports	Wind	Weather	Visibility	Pressure	Change

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Coastal Station Reports	Wind	Weather	Visibility	Pressure	Change

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Coastal Station Reports	Wind	Weather	Visibility	Pressure	Change

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Inshore Waters Forecast					
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# Passage planning notes

Checklist – you should particularly take into account the following points when planning a boating trip:

- Weather
- Tides
- Limitations of the vessel
- Crew
- Navigational dangers
- Contingency plan
- Information ashore

Solas V - Regulation 34 applies to all vessels. For small vessels and pleasure-craft the degree of voyage planning will depend upon the size of vessel, its crew and the length of the voyage. The MCA expects all mariners to make a careful assessment of any proposed voyage taking into account all dangers to navigation, weather forecasts, tidal predictions and other relevant factors including the competence of the crew.

