

*Vessel Photo*

# SHIP'S LOG

*of the Vessel:*

*Vessel Name*

*Home Port*

*Owner*

*Captain*

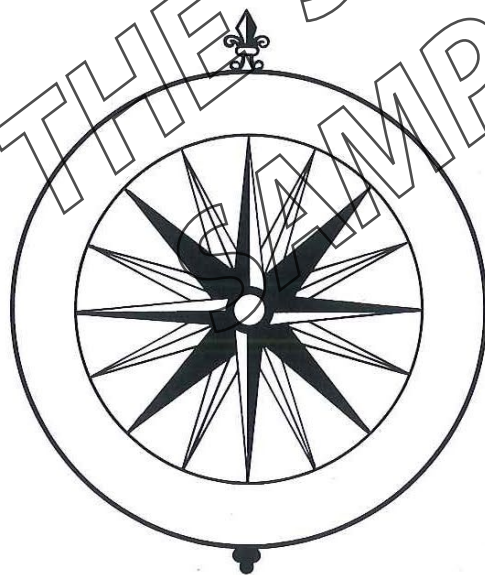
*This Ship's Log is a record of our Cruises*

*from* \_\_\_\_\_ *to* \_\_\_\_\_

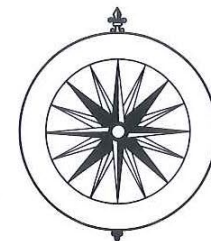
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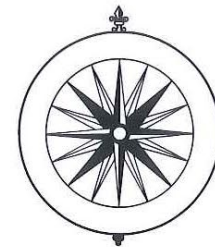


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THE SHIP'S LOG  
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# THE YACHT PROPER



Vessel: \_\_\_\_\_

Home Port: \_\_\_\_\_

Owner: \_\_\_\_\_

Year Built: \_\_\_\_\_

Designer: \_\_\_\_\_

Hull Number: \_\_\_\_\_

Type of Vessel: \_\_\_\_\_

Builder: \_\_\_\_\_

Registration Number: \_\_\_\_\_

Draft: \_\_\_\_\_ Length, Overall: \_\_\_\_\_ At Waterline: \_\_\_\_\_

Vertical Clearance: \_\_\_\_\_ Beam: \_\_\_\_\_ Hull Color: \_\_\_\_\_

Displacement: \_\_\_\_\_ Tonnage, Net: \_\_\_\_\_ Gross: \_\_\_\_\_

Tank Capacity, Fuel: \_\_\_\_\_ Water: \_\_\_\_\_

Sails, Total No.: \_\_\_\_\_ Types: \_\_\_\_\_

Radio: \_\_\_\_\_ Call Letters: \_\_\_\_\_

Serial Number: \_\_\_\_\_

Engine(s) Make: \_\_\_\_\_ Model: \_\_\_\_\_

Serial Number: \_\_\_\_\_

Transmission: \_\_\_\_\_ Model Number: \_\_\_\_\_

Propeller Size: \_\_\_\_\_ Reduction Ratio: \_\_\_\_\_

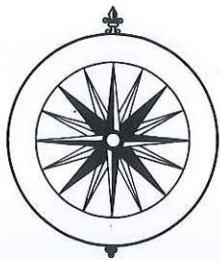
Pitch: \_\_\_\_\_ Diameter: \_\_\_\_\_

Zinc Size: \_\_\_\_\_ Number of Blades: \_\_\_\_\_

Material: \_\_\_\_\_

[illegible]





# CONTACTS AND SERIAL NUMBERS

Owner: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ day \_\_\_\_\_ evening

Captain: \_\_\_\_\_

Permanent Address: \_\_\_\_\_

Person to Contact: \_\_\_\_\_

address: \_\_\_\_\_

phone: \_\_\_\_\_

Insurance Policy Number: \_\_\_\_\_

Agency: \_\_\_\_\_

Address: \_\_\_\_\_

Broker: \_\_\_\_\_

Phone: \_\_\_\_\_

Boat Yard: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Manager: \_\_\_\_\_ phone: \_\_\_\_\_

Mechanic: \_\_\_\_\_ phone: \_\_\_\_\_

Electronics Technician: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Sailmaker: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

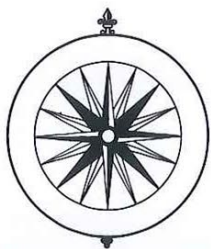
Nearest Coast Guard Station: \_\_\_\_\_

Phone: \_\_\_\_\_

## EQUIPMENT IDENTIFICATION AND SERIAL NUMBERS

Item	Serial Number	Date of Purchase	Estimated Value

For maximum effectiveness, leave a copy of this page at home.



# UNIFIED RULES of the ROAD CONDENSED

Adapted from the U.S. Coast Guard Rules, International/Inland, this list is not intended to be a substitute for the U.S.C.G. Rules. Please refer to your official copy of the rules for your particular situation.

Many boating areas are relatively open expanses of water without specific channels or lanes. Boats may approach from one or more directions often several at a time. Every skipper should know who has right of way.

## Rule of Good Seamanship

Do not fail to comply with the Rules. It may be necessary to depart from the Rules to avoid immediate danger. In other words, give way if maintaining your right of way would cause an accident.

## Maintain a Proper Lookout

Don't leave the helm unattended especially in a crowded seaway.

## Safe Speed

Every vessel shall proceed at a safe speed as governed by visibility, traffic density and maneuverability. Stay clear of lights you don't understand.

## Risk of Collision

A risk of collision exists if another vessel's compass bearing changes very little or not at all relative to you.

## Avoiding Collision

Take early, positive and obvious action. Slow down, stop and reverse if necessary.

## Meeting Situation

Two power driven vessels should pass port to port.

## Crossing Situation

Power driven vessel that has other power driven vessel on her starboard side must yield right of way. If in doubt between crossing and meeting, assume meeting.

## Overtaking Situation

The vessel overtaking must yield right of way. If in doubt between crossing and overtaking, assume overtaking.

## Sailboats

Sailboats under sail have right of way over power driven vessels except vessels not under command, restricted in maneuverability and commercial fishing vessels.

## Under Sail

- Starboard tack has right of way over port tack.
- Leeward boat has right of way over windward.
- Overtaking vessel must yield right of way.

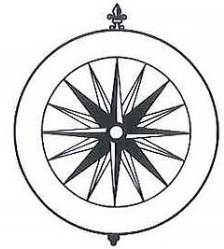
## Yielding Right of Way

To yield right of way, alter course preferably towards the stern of the stand on or right of way vessel or slow down. Stop or reverse as necessary. The stand-on vessel must maintain course and speed.



# RADIO PROCEDURES

Call Sign: \_\_\_\_\_



## GENERAL CALLING PROCEDURES

- Always monitor Channel 16 and use it for initial contact of another vessel.
  - Before calling or transmitting, make sure the channel is open and no other vessels are currently engaged in conversation.
  - Press microphone button and holding microphone approximately 2" from your mouth, speak slowly and clearly.
  - Say name of vessel or station being called three times. Then give your vessel's name and call sign. Say "Over" and release the microphone button.
  - Wait 2 minutes for other vessel's response before you repeat your message.
  - When the other vessel responds, you request that they switch to a working channel (see below).
  - Listen for other vessel to say "This is the vessel \_\_\_\_\_ switching to channel \_\_\_\_." Switch to that channel also.
- When ending your transmission say "This is the vessel \_\_\_\_\_ (call sign) \_\_\_\_\_ over and standing by (or "out" if you are switching to another channel).

### General Courtesy Rules

- Don't interrupt other transmissions.
- Keep VHF on low power.
- Limit calls on channel 16 to 30 seconds if possible.
- Do not use profane language.
- Never interrupt a distress call.
- When asking for a radio check, use a working channel.

## COMMON RADIO CHANNELS

Boat to Boat shore (Working Channels)	8-11, 67-71
Coast Guard:	16 or 22a (21,23)
Marine Operator (Ship to Shore Calls)	24-28, 84-87
Weather Broadcasts:	WX1, WX2, WX3, WX4
Port Operations:	12, 14, 65a or 66a
COMMERCIAL Navigation (Ships and Bridges):	13

## DISTRESS CALLS

Mayday calls receive absolute priority over other communications. Such calls must never be interrupted unless you are the nearest vessel able to render assistance. **Captain/Skipper — Brief your crew and guests on radio operations.**

MAYDAY CALL is used only in situations of grave or imminent danger where lives are at stake.

- "Mayday, mayday, mayday"
- "This is the vessel \_\_\_\_\_ Call sign \_\_\_\_\_"
- Give position, the nature of the distress and type of assistance desired.
- Vessel description and number of people on board.
- "Maintaining watch on Channel 16. This is the vessel \_\_\_\_\_ call sign \_\_\_\_\_. Over."
- Repeat at one minute intervals as necessary.

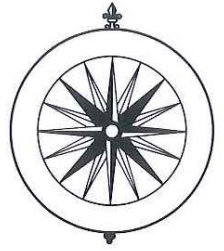
## PHONETIC ALPHABET

Letter	Word	Morse Code	Letter	Word	Morse Code
A	ALFA	..—	N	NOVEMBER	—.
B	BRAVO	—...	O	OSCAR	— — — —
C	CHARLIE	— . — .	P	PAPA	— . . .
D	DELTA	— . .	Q	QUEBEC	— . . —
E	ECHO	.	R	ROMEO	— . .
F	FOXTROT	..— .	S	SIERRA	...
G	GOLF	— . —	T	TANGO	—
H	HOTEL	...	U	UNIFORM	..—
I	INDIA	..	V	VICTOR	... —
J	JULIET	— . — —	W	WHISKEY	— — —
K	KILO	— . —	X	X-RAY	— . . —
L	LIMA	— . . .	Y	YANKEE	— . — .
M	MIKE	— —	Z	ZULU	— . . .



# SHIP SHAPE and BRISTOL FASHION

*The following rules are observed aboard this vessel  
to keep her in top condition.*



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