USING THE LOG BOOK

Specially devised for the modern yachtsman, this log book enables you to keep clear and accurate records of essential information together with descriptive narratives of all your cruises. Each page represents a single day, and the complete log is intended to cover one full season's sailing, so that you can build up a library of annual cruising mementoes over the years.

The layout of the log pages makes it easy to maintain a traditional (and essential) dead reckoning plot alongside a proper record of electronic fixes and waypoint navigation details. At the bottom of the page there is a section for reckoning daily and seasonal distance run and engine hours, together with space for a narrative description of the day's events.

The log book also contains a list of suggested abbreviations, the Beaufort Wind Scale, a compass deviation card, a waypoint list, a list of equipment serial numbers, a list of expiry dates, an engine maintenance log, a radio log and a season summary section. It should be apparent how these pages are kept, but shaded specimen entries are provided at the bottom of some of the tables. There is also a visitors' book and crew list enabling you to keep track of all the people you meet while cruising.

KEEPING THE LOG

The daily pages of the log are designed to record all the information needed by both skipper and navigator, while being both simple and foolproof to fill in. The layout allows you to choose between a 'fixed-time' and 'flexi-time' system of entering information; both methods are equally valid, but one will be more suitable for your type of sailing.

Samples of the two entry techniques are shown in the specimen pages overleaf. In the 'fixed-time' system each page presents a complete day with fixed hourly entry lines running from midnight the previous day (brought forward) to midnight on the present day. In the 'flexi-time' system the times are inserted as required, generally on obtaining a goodfix or passing a charted object or waypoint. If possible, each page should still represent one day, for reasons of simplicity and ease of reference. Otherwise the layout is identical for both systems.

No space is provided for either weather forecasts or tidal information. To be of any seamanlike use, weather forecasts should be recorded in full on pads of Metmaps so that you can make a thorough study of developing patterns over a period of days. Tidal information is contained in nautical almanacs and tide tables, and should be extracted and noted in the navigator's notebook when required. The log book is for recording events and measurements, not for working out navigation calculations, which belong properly in the navigator's notebook.

FIXED-TIME SPECIMEN

Courses and bearings 1

Note in most commonly used notation: ie
Courses in °C [Compass]
Bearings in °M [Magnetic]
(See remarks 2210, 2330 and all course alterations)

Time zone 2

Insert: BST, GMT etc

Estimated course and distance run 3

Note variations of estimated course and distance run from ordered course and log reading due to prevailing conditions. Note also variations in leeway according to point of sailing and sea conditions

Narrative 4

Plenty of scope for a full record of your cruises. Put general information here and keep Remarks column for navigation information.

Full page for each day 5

Simplifies and clarifies records

5 ▽

Date FRIDAY 19th JUNE 2009 From Denhaven

1▷ Time	Course Ordered (°C)	Log Reading	Estimated: Course Steered	Estimated: Dist Run	Estimated: Leeway	Wind	Sea	Weather	Visibility	Baro	Position	Source of fix	Next wp
2▷													
0001													
0100													
0200													
0300													
0400													
0500													
0600													
0700	↓	—	—	—	—	NW3	Calm	0/8	Gr	15	Denhaven Hr	VIS	—
0800	var	—	var	—	—	〃	〃	〃	〃	〃	〃 entrance	VIS	1
0900	250	2·7	250	2·7	3°	〃	slight	〃	〃	15½	Griddle Pier	VIS	4
1000	〃	6·5	〃	3·8	〃	NW4	mod	〃	〃	〃	54°11.2N:01°13.4E	RN	〃
1100	〃	10·4	〃	4·3	4°	〃	〃	〃	〃	〃	54°10.1N:01°10.5E	〃	〃
3▷ 1200	185	15·8	190	4·7	NIL	〃	〃	〃	〃	16	54°06.2N:01°09.4E	〃	29
1300	〃	20·6	〃	4·7	〃	〃	〃	〃	〃	〃	54°01.1N:01°08.7E	〃	〃
1400	〃	25·6	〃	4·9	〃	〃	〃	3/8H	〃	〃	53°55.0N:01°07.3E	〃	〃
1500	〃	29·7	185	4·1	5°	W5	〃	〃	〃	17	53°52.2N:01°05.2E	〃	〃
1600	160	34·7	165	4·8	NIL	〃	〃	〃	〃	〃	53°47.2N:01°09.3E	〃	41
1700	〃	40·9	163	6·5	〃	〃	m/R	〃	〃	〃	53°44.5N:01°11.2E	〃	〃
1800	〃	47·1	160	6·3	〃	W4	〃	2/8H	〃	〃	53°40.9N:01°13.3E	〃	〃
1900	〃	54·0	〃	7·1	〃	〃	〃	〃	〃	〃	53°38.2N:01°14.9E	〃	〃
2000	〃	60·5	165	6·9	〃	W5	〃	〃	〃	〃	53°35.0N:01°16.3E	〃	〃
2100	〃	67·0	〃	6·9	〃	〃	mod	〃	〃	17½	53°32.3N:01°19.1E	〃	〃
2200	〃	74·1	162	7·2	〃	〃	〃	〃	〃	〃	53°31.2N:01°19.5E	〃	〃
2300	〃	81·2	165	7·3	〃	W4/5	〃	〃	〃	〃	53°30.0N:01°21.2E	〃	〃
2359	〃	87·8	163	7·0	〃	〃	〃	〃	〃	〃	53°28.1N:01°24.0E	〃	〃

4▷ Narrative

Delightful start to our first long cruise to France. Peter was a little seasick at first but all three have steered and enjoyed it. Plenty of yachts crossing this morning but have seen none since the English coast dipped over the horizon. Sailing too fast to catch mackerel so settled for tuna salad lunch! PARVENU will meet us at L'Aberpeche - she has a beat along the coast from

Advantages of FIXED-TIME system

1. It encourages regular, routine entries
2. Hourly readings on the hour greatly simplify DR calculations and plotting
3. Regular hourly readings enable developing weather patterns to be easily assessed

Crew list 6

On previous page or in narrative if very early start

6 ▽

To L'Aberpêche At —

Remarks	Refuel	Engine hours

Summer Holiday Cruise

Skipper John Wilson
Mate Rosalie Wilson
Crew Drew Kennerley and Julie Wilson

07·40 start engine
07·50 slip under power. Co + sp to clear HR – WP1 Dep fix
08·05 WP1 a/c 240. Set full main + Gen. Sp 3kts. Set log 0 stop engine ◁7
08·30 Bench BN ⇦ 1'. L1.2 0855 Griddle Pier ⇨ ½' L2.5 a/c 250
0915 wind inc. furl gen ◁8
0925 TS now fair

1115 WP4 a/c 185. L 12.0. unfurl gen

1230 fix NN ◁9

1430 wind b. WS. Roll gen. 2 rolls mn

15·20 WP 29 a/c 160 L31.8
15·30 Hurd Lt V ⇦ 1' 15·50 spoke 'PARVENU' by VHF. she is bound also ◁10
to L'Aberpêche with ETA 0900 ◁11
tomorrow

18·05 50m contour L 47.4
19·30 entered shipping lanes
2025 50m contour L63·8 ◁12
2150 cleared shipping lanes
2240 Le Concourse DIP 175 D21·9
2245 Furl mn + Gen
2330 Raise L'Aperpêche Lt 165 D20·2

Fantoir. forecast gives High setting over channel, so let's hope for a good first week! Our weather records look good. No problems with boat, and she is sailing well. Spot-on landfall !!

Distance run today	87·8 nm
Engine hours today	0·5
Engine hours this season	68·9
Distance run this season	972·7 nm
Engine hours Total	142·4

Departure fix 7

Set log to zero when clear of harbour

Landmarks etc 8

Note on passing with time and log reading

Sail changes 9

Record details with time

Course alterations 10

Note with time and log reading

Too much information 11

Enter at end of next line with bracket

Depth contours etc 12

Record anything that might help the navigator, with time and log reading

Applications of FIXED-TIME system

This system is well suited to sailing vessels on passage, which need regular, accurate records for Dead Reckoning and weather forecasting. The hourly routine of filling in the log helps to keep watch keepers alert.

FLEXI-TIME SPECIMEN

Record intervals 1

Insert record every hour or so

Position 2

Record positions as lat/long or Range & Bearing from known point. Bearing is from point towards your position. Range is in nautical miles. Record all bearings in °M (see Fixed-Time Specimen)

Repeated entries 3

Blank spaces are less cluttered than " (ditto) marks but may mean entry has been forgotten! (See Fixed-Time Specimen)

Unsettled weather 4

Record details when in harbour in order to assess trends

Narrative 5

Little needed for a simple delivery trip

Date FRIDAY 12 JUNE 2009 From Denhaven

	Time BST	Course Ordered °C	Log Reading	Estimated: Course Steered	Estimated: Dist Run	Estimated: Leeway	Wind	Sea	Weather	Visibility	Baro	Position	Source of fix	Next wp
	0740	⚓	—	—	—	—	NW3	Calm	0/8	G	15	Denhaven Hr	Vis	1
1▷	0805	var	0	var	0	—						WP1	RN	4
	0830	240	1·2	240	1·2	nil					15½	BENCH Bn ⟵ 1'	Vis	
	0855		2·5					slight				½' ⟼ Griddle Pier	Vis	
2▷	1000	250	6·5	250			NW4	mod				54° 11·3N : 01° 13·7E	RN	
	1115		12·0								15	WP4	RN	7
2▷	1230	185	19·1	185							14	190° Cressnell Bn 3'	RR	
3▷	1400		25·6						1/8 H		13	55° 55·1N : 01° 07·4E	RN	
	1510		30·2				WS				11	WP7	RN	8
	16·30	230	35·1	230			S 5/6	M/R	5/8M	M	09	55° 50·0N : 01° 02·6E	RN	
	1740		39·4				S 6/7	mod	7/8 Low		04	WP8	RN	9
	1910	180	47·6	180				slight	8/8 Low		99	Bell Pt DIP 210	CB	
	2010		52·2				S W 7/8	—			95	WP9	Vis	10
	2030	⚓	54·3								93	Oxley Marina	Vis	—
4▷	2330						SW8	—			81			

Narrative

5▷ No Problems — Will try to get round to Pintle Creek by Sunday

Advantages of FLEXI-TIME System

1. More than one row can be used per entry, allowing more space for Remarks when busy
2. Entries may be made for the time of passing waypoints, charted features etc.

Reason for trip 6

Delivery trip, weekend cruise, summer cruise etc.

Change of intended destination 7

Use 'but' if final destination changes
Use 'and' if it is intended

6 ▽ 7 ▽

To Pintle Creek At Oxley Marina
But

Remarks	Refuel	Engine hours
	39 gals	118·9

◁8

Delivery to Pintle Creek (under power)

Skipper John Wilson
Mate Drew Kennerley

start engine. Slip co & sp to clear HR
a/c 240. Set log 0. Set 1500 rpm Sp 5 skts

a/c 250

a/c 285
FIX NN ◁9

a/c 230
weather + barometer indicate depression - not forecast. Suspect secondary, ◁10
and severe gales tonight. Will divert to Oxley Marina from WP8 ◁11
a/c 180
D9·5 ◁12
Enter Oxley creek
Enter marina + berth. Stop engine. Refuel.

Distance run today	54.3 nm
Engine hours today	13
Engine hours this season	45·4
Distance run this season	650 9 nm
Engine hours Total	118·9

◁13

Refuelling 8

Insert quantity and engine hours

Fixes 9

Record full details in Navigator's Notebook. This one uses radar ranges.

Double line entry 10

Note use of two lines for long entry

Weather warning 11

Note advance warning of unexpected weather change, obtained from weather records

Dipping light 12

Gives approximate fix (Position column)

Distance run 13

Take from log, since an accurate distance is not needed

Application of FLEXI-TIME system

This system is well suited to all vessels day sailing or coasting, when accurate weather records and DR plot are not needed. It is especially convenient for waypoint navigation.

ABBREVIATIONS AND SYMBOLS

The sensible use of abbreviations saves time, saves a huge amount of space, and also improves clarity. The examples below should cover most eventualities, and can be seen in use on the specimen pages. If you develop your own system beware of being too cryptic, so that you have to keep consulting the list. Most of the examples here become second nature after only a little practice. It also saves space to use the present tense in the Remarks column of the Log; for example '1750 Enter marina & berth'.

GENERAL	
⚓, Hr	in harbour (anchored, moored), harbour
Bn, By, Lt	beacon, buoy, lighthouse
WP, XTE	waypoint, cross-track error
Co, Sp, Kts	course, speed, knots
a/c, var	alter course, various
←, →	left-hand edge of land, right-hand edge of land
⟼, ⟻ ϕ	abeam to starboard, abeam to port, in transit
DIP	light dipping over horizon (eg Bell Pt DIP 210)
L42·7	log reading = 42.7 nautical miles
D13·4	depth = 13.4 metres
Tack Port 140	put about onto port tack; heading 140 °(C)
2 rolls ma	tuck 2 reefs into mainsail
Roll gen	roll up genoa
set no 2	change to No 2 jib
NN	navigator's notebook
DR	dead reckoning
TPL	transferred position line
WEATHER	
C, S, M, R	calm, slight, moderate, rough sea states
R, Sh, Sl, Sn	rain, showers, sleet, snow
s, m, h, c	slight, moderate, heavy, continuous (rain etc)
G	good visibility (over 5 nautical miles)
m	moderate visibility (2 to 5 miles)
P	poor visibility (half to 2 miles)
F	fog (less than half a mile)
3/8	fraction of cloud cover
H, M, L	high, medium, low cloud
SOURCE OF FIX	
RN	radio navigator (Decca, Loran)
SN	satellite navigator
DF	DF bearings
CB	compass bearings
RR	radar ranges
EP	Estimated Position
Vis	approximate visual fix by eye

Beaufort Wind Scale

Force	Knots	Waves (ft)	Likely Sea State in Open Water
0	0	0	Flat calm. Any swell is not caused by wind
1	1–3	0	Patches of ripple on surface
2	4–6	1	Ripples all over surface
3	7–10	2–3	Occasional white horses on wavecrests
4	11–16	4–5	Many white horses on wavecrests
5	17–21	6–8	Waves cresting, with spray blown from them
6	22–27	8–12	Streaks of spray and foaming crests
7	28–33	12–16	White foaming crests, whipped away in gusts
8	34–40	20–25	Rough and disturbed, with 'boiling' patches
9	41–47	25–30	Covered in white foam. Spray reduces visibility
10	48–55	30–40	Visibility badly affected by blown spray
11	56–63	45	Air full of spray, causing very poor visibility
12	64+	45+	Visibility almost zero in driving spray

Compass Deviation

Date Swung Method Used

Compass ← Magnetic	Compass → Magnetic		Dev

Compass ← Magnetic	Compass → Magnetic		Dev

Date		From	

Time	Course Ordered	Log Reading	Estimated			Wind	Sea	Weather	Visibility	Baro	Position	Source of fix	Next wp
			Course Steered	Dist Run	Leeway								

Narrative

To | At

Remarks	Refuel	Engine hours

Distance run today	
Engine hours today	
Engine hours this season	
Distance run this season	
Engine hours Total	

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Narrative

To | At

Remarks	Refuel	Engine hours

Distance run today	
Engine hours today	
Engine hours this season	
Distance run this season	
Engine hours Total	

Date		From	

Time	Course Ordered	Log Reading	Estimated			Wind	Sea	Weather	Visibility	Baro	Position	Source of fix	Next wp
			Course Steered	Dist Run	Leeway								

Narrative

To | At

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Engine hours today	
Engine hours this season	
Distance run this season	
Engine hours Total	

Date		From	

Time	Course Ordered	Log Reading	Estimated			Wind	Sea	Weather	Visibility	Baro	Position	Source of fix	Next wp
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Narrative

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Date		From	

Time	Course Ordered	Log Reading	Estimated			Wind	Sea	Weather	Visibility	Baro	Position	Source of fix	Next wp
			Course Steered	Dist Run	Leeway								

Narrative

To | At

Remarks	Refuel	Engine hours

Distance run today	
Engine hours today	
Engine hours this season	
Distance run this season	
Engine hours Total	

Engine Log

Date	Total hrs	Work Carried Out

Regular Maintenance Schedules

Radio Log

Callsign:	Account Code:

Date & Time	Addressee	Message	Duration

Waypoint List

No	Position	Identity
1		
2		
3		
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No	Position	Identity
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Dimensions

Length Overall (Loa)	
Length on Deck (LOD)	
Length Waterline (LWL)	
Beam	
Draft	
Air Draft	
Gross Tonnage (GRT)	
Net Tonnage (NRT)	
Thames Tonnage	
Displacement	

Expiry Dates

Item	Date

Ship's Equipment

Equipment	Description	Serial No

Visitors Book/Crew List

Name	Address	Telephone No

Name	Address	Telephone No

Season Summary

Distance Run	Days Under Way

Narrative

Engine Hours	
Start Season	
During Season	
Total to date	