COASTAL NAVIGATION PRO

OFFSHORE PASSAGE LOG

HOW TO USE A SHIP'S LOG:

On an Offshore Passage the ship's log is a bare minimum requirement for responsible seamanship

In the event of an accident, a well-kept and up to date log provides evidence that the vessel was being well run and a watch was being kept. The USCG considers this a legal document that can be used in a court of law. Keep your logs neat, concise, and use proper entry procedures. That includes log entry corrections, too. Use a single line to cross out an error and initial the correction near the entry. That way, the correction can still be read, and you can address any questions to the person who made the correction.

START DOCUMENTING YOUR PASSAGE AS SOON AS YOU ARE UNDERWAY.

After the lines leave the dock, add a new entry each hour, or at least at the beginning of each person's watch and again when things change. Once per hour might help your crew stay alert and note any issues before they have time to get worse.

WHAT DO I WRITE IN THE LOG?

Fill in the blank fields for each entry starting with the date/time then, weather conditions (wind direction, wind speed, sea state and barometric pressure. Next below pilotage, fill in the course steered and current position [lat/lon]. Below comments, you can note things, like sail changes and ships spotted, log all radio contacts. Also check and note water temperature and oil pressure when the engine is running.

WHEN DO I STOP?

Continue adding a new entry each hour or at beginning of each person's watch for the entire passage until you make landfall and drop the hook. Its easy to forget about making the entries are the final few hours draw your focus to land. Don't get lazy, its critical to keep the log accurate and complete through the entire passage.

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Yacht Name _____ Passage from _____ Destination _____

	Conditions				Pilotage		
Date/Time	Wind Direction	Wind Speed	Seas	Barometer	Course	Position	Comments

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