



# MANUAL PLOTTING

## EVALUATION CRITERIA

Pilot a Coast Guard small boat using Manual Plotting (Traditional Navigation) to arrive at a required destination/position.

For drill purposes:

- Only GPS and/or radar functions are available. ENAV chart plotter (electronic charts) may not be used.
- \*Currently corrected charts shall be onboard for scheduled training purposes.

A drill will automatically be deemed unsatisfactory if any of the following conditions are met:

- Jeopardizing safety of passengers and crew (ie. kill switch, jewelry, etc.)
- Unsafe operation or navigation of the boat
- Failure to wear and use serviceable crew safety and survival equipment
- Failure to use applicable operational risk management and updating as necessary

All steps with an (S) must be performed.

## PREPARATIONS

\*Charts corrected through latest Notice to Mariners. (S)

\*Chart preparation in accordance with Command Navigation Standards. (S) CG Sta has it

Verify alarms are set per Command Navigation Standards. (S) CG Sta has it

Brief crew on mission, specific job responsibilities, and forecast environmental condition. (S)

Coxswain verbally assign lookout. (S)

Make departure within 30 minutes (S)

## PAPER CHART NAVIGATION

Use best scale paper chart.

Operate vessel IAW Navigation Rules & Regulations (lights, sound signals, etc.). (S)

RADAR: (if available)

(1) Tune/Adjust RADAR for conditions.

(2) Proper use of radar to determine risk of collision IAW Navigation Rules & Regulations. (S).

(3) Proficiently use radar functions/ capabilities.

Provide ETA to destination. (S)

Coxswain demonstrates use of time/distance/ speed relationships.

Plot GPS or RADAR fixes per Command Navigation Standards zones & intervals. (S)

Come to bare steerageway/ stop if unable to fix position, maintain plot, or piloting situation unclear. (S)

Factor variation and deviation into courses when providing compass course guidance to helmsman. (S)

Maneuver using turn bearings and/or ranges.

Determine set and drift.(S)

Recommend course to maintain or regain track. (S)

DR's properly labeled and projected for at least two fix intervals. Utilize the six rules of DR. (S)

Pilot between fixes using radar, fathometer, terrestrial ranges, ATON and/or seaman's eye. (S)

Report navigation situation to crew (i.e. distance left/right of track, time to go to turn, nearest hazard to navigation, depth below keel, recommended course) at least once each leg.

Update remaining ETA, if necessary, prior to the start of the last leg. (S)

Arrive at destination position within 100 yards and +/- 5 min. of ETA. (S)



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## COMMENTS / NOTES

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