

# “Strickly for Fun” Watch Standing Manual

## 1. Purpose

The purpose of this manual is to provide you instructions on how to stand watch.

- The person standing watch is responsible for the safety of the vessel.
- If you have any questions (ANY!) do not be afraid to ask Scott or Teri.
- You may leave the pilothouse to use the head, check the engine, get a snack, etc.
- But you should try to have someone cover the helm while you step out.
- At night you should stay in pilothouse during watch as much as possible.
- Watches are usually three hours long, depending on the size of the crew.

When you stand your first night watch usually Scott will sleep in the pilothouse berth. This will make it very easy to ask any questions.

One of the key responsibilities is to listen to for other boat horns and watch the radar and navigation displays, therefore you cannot listen to loud music or watch a movie. However you can talk to other people, read a magazine etc.

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## **2. Watch Schedules**

The goal of the watch schedule is to make sure no one becomes too tired to be effective, and yet make sure all tasks are accomplished. This is especially true for the captain, in case they need to stand an extra long watch due to bad weather.

We usually do not have formal watches during the day.

Since visibility is so good from the fly bridge, whoever is on the fly bridge is on watch.

If there is no one on the fly bridge we have someone stand watch from the pilothouse.

The schedule watches are from 9:00pm to midnight, midnight to three and three to six.

Since someone has to interrupt their sleep to stand watch the midnight to 3 is the hardest.

Usually it works best to not switch around, but stay on one watch schedule.

We also maintain a watch if we are on a sea anchor, and sometimes if the seas are rough at anchor.

### 3. Watch Standing Tasks

Responsibilities of Standing Watch:

1. Watch for other ships with eyes or radar and turn away from them.
  2. Watch for big waves and turn into them.
  3. Make sure the autopilot is maintaining the correct course.
  4. Listen to the radio.
  5. Listen for ships horns, engine alarms, smoke alarms etc.
  6. Check the engine room every hour.
- Keep pilothouse dark, use only dim red lights.
  - At start of watch check.
    - Check location on GPS against chart, compare to chart plotter.
    - Review heading and where we need to go.
    - Depth of water, verses depth on chart and GPS plotter.
    - Review Radar for ships around.
    - Check around boat with eyes.
    - Check weather.
    - Take over the helm.
  - Be alert at all times. If falling asleep contact Scott or Teri.
  - If you need help -- just blow the horn and Scott or Teri will come quickly.
    - Examples: An engine alarm.
    - A radio call that requires the captain.
  - **To shift pull the red handle back as far as possible.**  
**Should practice this before first watch.**  
**Pull black handle to neutral, then reverse if needed, hard to steer.**
  - **To manually steer press standby on the autopilot.**  
**Should practice this before you take over your first watch.**
  - If the emergency is ship wide, YELL Examples: You see a big wave, smoke etc.

## 4. Watch Check List

1. Make sure you have and review - Watch Manual, emergency manual.
2. Keep a sharp lookout for traffic (other boats).
  - If the relative bearing of a target does not change we will collide.
  - Determine closest point of approach from RADAR for all targets.  
Move cursor to target and press button labeled Target,  
Then acquire,  
In two minutes the info will be available.
3. Watch out for large waves.
  - Turn into them. Take all big waves on the bow.
4. Verify yacht is on course; compare compass reading to required value.
5. Obey the rules of the road.
  - The ship on the right has the right-of-way.
  - The big ship always has the right-of-way, they may not see us.
  - When meeting head-on turn right to pass (pass port to port.)
  - Overtake by turning to right & passing on left (pass to port). 1 horn blast.
6. Monitor instruments. Make sure
  - Oil pressure > 40 psi
  - Water Temp < 200
  - Voltage is 12 - 15
7. Radar
  - Practice using radar in clear weather. Learn the closest point of approach.
  - Radar-use 3 mile range to see small targets.
  - Every 15 minutes briefly check 6 and 12 mile range.
8. Monitor radios – if any calls respond.
  - “*Calling ship name*” *this is Strickly for Fun, over.*
  - If they say switch frequency then change over, by turning knob to channel.
  - When done say *Strickly for Fun, out.*
  - Switch back to channel 16.
  - Log calls.
9. Be aware of tide coming in, going out (flooding/ebbing).
10. Do not let the vessel pound in the waves. Change course or speed.

## 5. Standing Orders

1. The time to taking action for the vessel's safety is while there is still time to do so, do not be afraid to wake Scott it makes him feel important!
2. In an emergency do not hesitate to slow down, stop, sound horn or radio & call Scott.
3. Do not leave the bridge unless it is certain that no close quarters situation can occur before your return. Can leave the pilothouse for 3 minutes in open waters, none in close.
4. Keep a sharp lookout for traffic (other boats).
  - Maintain a separation of at least  miles for slow traffic.
  - Maintain a separation of at least  miles for large or fast traffic.
  - Turn to avoid traffic by at least  miles.
  - If separation gets less than  miles call Scott or Teri.**
  - Do not come within 1/2 mile in front, side of any tug they make big wakes.
5. If long tow 3 vertical white lights, forward, a yellow over white at the stern pass behind by 2 miles.
6. **Monitor weather – contact Scott if:**
  - If visibility drops to less than  miles.
  - If wind increases to more than  knots.
  - If there is a thunderstorm approaching, or you see lightening.
  - If a thunderstorm shows up on the radar. (Big diffuse blob).
  - If barometer decreases more than  mil-bars during your watch.
7. Use hand steering, prior to getting within 150 yards to anything: other boats, buoys, shore, etc.
8. Use searchlight for fast moving large vessels or tugs with tow (point at them), when at 6 miles. Leave on for 1 minutes. At 3 miles again for 1 minute. Not into their pilothouse.
9. If you think a to close situation is developing, use the VHF radio, channel 16 to warn. Use the horn, searchlight etc.
10. Watch out for small/fishing boats. May not have proper lights.
  - If you find a fishing fleet, call Scott.
11. Use the radar, depthfinder and GPS to constantly to verify our position.
  - **If less than  ft of water call Scott**
  - **chart depth differs from depth finder by  ft call Scott.**
  - **If chart plotter location, GPS, Radar paper chart locations differ call Scott.**
12. Make hourly log entries and plot position on chart.
13. Make hourly check of engine room.
14. Do not take any action which might place you in danger, such as going near where you might fall overboard or fall into the engine.
15. **Monitor alarms – if any call Scott.**

## **6. Time specific tasks.**

- **Check the engine room every hour.**

During non-sleeping hours enter thru the master stateroom.

Open the door.

Get ear protection.

Place on head then enter engine room.

1. Check fuel level in day tank.
2. Check fuel filters for water, sediment, and fuel filter vacuum.
3. Check stabilizer temperature should be under 160.
4. Check forward bilge, not too much water, but will normally be \_”.
5. Check for broken belts in forward portion of the engine.
6. Look for fuel leaks on the top of the engine.
7. Look for any oil, coolant or water leaks under engine.
8. Unusual smells: smoke, burning rubber, diesel fuel etc.
9. Unusual noises: grinding, tapping, etc.
10. Anything looks unusual--unusual vibrations.
11. Check turbocharger temperature.
12. Check transmission temperature.
13. Check for main stuffing box/shaft for drip rate 1 drip every second.
14. Check shaft temperature at stuffing box.

- If someone is sleeping in the master stateroom.

Open the hatch in the saloon to the engine room.

Get hearing protection.

Carefully step on folding step, then step on edge of tool box.

Walk to front of engine room and start checks.

- Time specific tasks

Record sunrise/sunset heading, lat/long. This allows checking compass.

Record weather broadcasts. Herb 19:45 UTC, 1259/channel 12.

Record turning navigation and anchor lights on and off-legal requirement.

## **7. Night Operation**

To rig for night operations.

1. Engine room check.
2. Turn on Navigation lights.
3. Turn on compass lights.
4. Turn on/off spot-light.
5. Turn off cameras.
6. Turn off engine panel light carefully, do not turn engine off.
7. Radar press Power/Brill.
  - i. Hue to night
  - ii. Brightness to 3.
8. Chart plotter
  - i. Hue to night
  - ii. Brightness to 4.
9. Stabilizer lights press 3 times for dimmest.
10. Turn off all lights that are not in use.
11. Turn on red courtesy lights (not in Pilothouse)
12. Get Red LED highlight out for night watch stander.

**Should already be set, but if not check.**

13. Confirm radio is dim red.
  - i. Press M
  - ii. Rotate knob to dimmer
  - iii. Press fwd/rever keys to set dimmer on.
  - iv. Rotate knob for color
  - v. Press fwd/reverse keys to set color to 6 red.
14. Depth
  - i. Press Dim
  - ii. Set brightness to one.
15. GPS
  - i. Press Dim
  - ii. Set brightness to one.
16. Backup Radar.
  - i. Press Tone.
  - ii. Press up / down to set brightness to 1.
17. ICOM 502
  - i. Press and hold Hi/Lo
  - ii. Rotate Channel knob
18. ICOM 602
  - i. Function
  - ii. 3 DIM
  - iii. Knob
19. ICOM 802
  - i. F
  - ii. Dim

## **8. *Log maintenance***

The log is critical to the safety of our vessel, our crew and our level of comfort.

- By recording weather we can predict where to go to avoid bad weather.
- Recording engine parameters lets us detect and repair little problems before they become big ones, e.g. stop an oil leak before the engine is totaled.
- By tracking fuel consumption, we can adjust speed for safe fuel reserves.
- By tracking water consumption we determine when to run the water maker.
- By tracking holding tank levels we determine when to empty them.
- By tracking gray water tank levels we determine when to empty them.
- By tracking electrical usage we determine when to run the generator.
- Navigational information is tracked in case of GPS failure.
- Accurate navigational data is used to calculate drift if someone goes overboard.
- It **MUST** be kept current, with all entries being neat and legible.
- Whenever you go on and off watch please enter your start and end time.

### **Time:**

The Yacht will operate on Local Time - although one helm clock will be set to UTC. (Universal Coordinated Time - Greenwich Mean Time).

All log book entries, weather broadcast schedules etc will be in Local Time.

We remove an hour from local time at midnight (eastern crossing).

We add an hour to the local time at noon (westward crossing).

## **9. Steering, Throttle & Shifter**

### Compass

There is a magnetic compass in front of the wheel, and electronic compass.

Steering a course:

Find a spot on land to aim at, or a cloud if at sea.

Make small corrections. (Less than    wheel)

It is a big boat a 10 second delay before course changes.

Do not follow the compass, make a correction and wait to see effect.

Autopilot:

Turn big knob to set course.

Turning right increases the heading (turns boat right).

Turning knob left turns boat left.

To temporarily change course press stbby.

Watch the course on the moving map display.

Pay attention to the depth on the depth finder.

The boat needs (draws) 6 feet.

If there is a cross current steer to the upwind/up current side. Easier un-grounding.

### **Throttle**

Throttle is right most knob (RED ball).

Forward is more throttle, like the gas pedal in the car.

### **Shifter**

To shift first place throttle at lowest position.

Then move knob to neutral wait a second before moving.

### At night

Use stars as aim point and adjust every few minutes.

If limited to compass only adjust heading if off by 15 degrees.

### Lights:

3 white lights vertically aligned – the tug is towing a barge.

pass far behind, greater than 1 mile.

White and yellow stern lights.

White, Green, White or Green white, trawling.

If you see the vessels red light from their bow they have right of way.

## 10. Radar notes

To adjust our RADAR

Check for blind arcs:

Set radar to minimum range, slowly pivoting boat, see if wall disappears.

Adjust with object 3-6 miles out.

Set Brightness by pressing on off and then turning knob.

Set Range by pressing range.

Set Gain by pressing gain and turning knob till some clutter.

Set Sea / Anti-clutter Remove waves (radiate rays).

Set Rain / Anti clutter Remove rain (fuzz).

Set Interference Rejection (2 radars can cause spiral interference).

ARPA - target

Move cursor to object to track

Track, Acquire, Wait till line shows up and press target info

Distance a person can see an object using radar and visually.

Height is the combined height of the viewer's eyes and top of object looking for.

Height	Radio	Optical
20 ft	10 miles	9.3 miles
40	14	13
60	17	16
80	20	19
100	22	21
200	32	29
300	39	36
400	47	42
500	50	46

Advanced features

Variable Range Marker Identify distances via circles.

Extended Bearing Line Identify bearings (can be offset).

Parallel index Lines place on screen (can be offset).

Screen orientation

Head up for novice users.

North up Contacts are stationary.

You can see which way you are headed.

Matches chart.

Required on vessels greater than 300 tons.

You often change range, 25 miles is the farthest range of value, 1 the closest range.

To determine if the contact will get too close use trackball to position cursor on contact, and press the ATS button to see point of closest contact, if 3 less than miles change course to avoid.

## 11. VHF Radio Operation Instructions

Hold microphone 1 inch from your mouth and to the side

Always use your weak hand leaving the other hand for writing.

Always say "*destination station name*" this is "*Strickly for Fun*".

Calling Coast guard

Listen 1 minute

*"Coast Guard"(3) this is motor vessel Strickly for Fun location*

*"location" channel 16*

They will say switching "frequency".

Go to new frequency and call again.

When done say:

Coast Guard this is *Strickly for Fun* standing by 16 and switch back to channel 16.

Calling Other station

Listen 1 minute

*"Vessel Name"(3) this is Strickly for Fun location "location" channel 16*

Mayday

First send mayday by pressing Red distress button for 5 seconds.

Then send local verbal mayday remember to speak clearly and slowly.

Channel 16 or Listed Coast Guard station

*Mayday (x3) this is motor vessel Strickly for Fun (x3) location "location"  
"problem" "Souls on board" 47 foot White Nordavn abandoning ship  
listen on channel 16 this is Strickly for Fun, Over*

Rules

Do not interfere with traffic in progress.

Do not prolong contacts.

Do not use profanity.

Only use allowed channels.

If you hear Mayday you must stay on frequency, give aid until call canceled.

Security means navigation interest.

Radio Channels

9,16 VHF hailing

13 Commercial

Chat on 68, 69, 71, 72, 78, 6 inter-ship safety

## **12. Horn**

### **Anywhere**

Danger - 5 short (1 second each).

Backing up (going astern) - 3 short (1 second each)

Approaching narrow channel:

1 long (5 second) approaching obscured bend

Answering signal is 1 blast.

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### **Coastal & Inland signals**

Inland Rules Port side:

"I intend to pass you on your port side" - 2 short blasts (1 sec.)

"Agreement" - 2 short blasts (1 sec.)

Inland Rules Starboard:

"I intend to pass you on your starboard side" - 1 short blast (1 sec.)

"Agreement" - 1 short blast (1 sec.)

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### **International signals**

International Rules Port Side: (Either passing or overtaking)

I will pass on your port side - 2 long blasts (5 seconds each)/2 short (1 sec. each)

"Agreement" - 1 long (5 seconds)/1 short (1 sec)/1 long (5 sec)/1 short (1 sec)

International Rules Starboard Side: (Either passing or overtaking)

I will pass on your starboard side - 2 long blasts (5 seconds each)/1 short (1 sec)

"Agreement" - 1 long (5 seconds)/1 short(1 sec)/1 long (5 sec)/1 short (1 sec)

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### **Fog**

1 - 5 second blast every two minutes.

### 13. Coastal Buoys

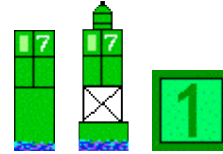
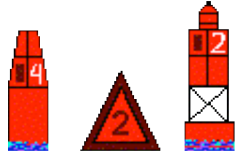
The US uses IALA Region B, Europe is exactly the opposite.

Red Right Returning even nuns.

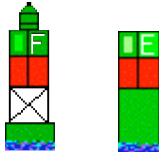
When approaching from seaward red marks are on the right hand side of the boat.

Red buoys are triangles.

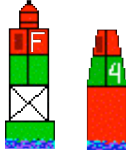
Red buoys are even.



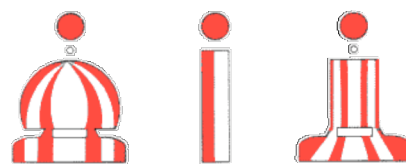
Preferred channel to starboard Green, Red, Green.



Preferred channel to port Red, Green, Red.



Warning red and black bands with two balls mark isolated danger.



Spherical buoys are safe-water marks. Red and white vertical stripes are safe-water marks.

If in inner-coastal waterway.

Usually has yellow on buoy.

If waterway approaches from the seaward from the south –

The red and green mean the opposite.

Ranges

Back light, mark is top.

Steer towards the bottom mark.

Europe is IALA region A.

Green and red are switched.

Cardinal marks

Buoys that are passed on the:

North two triangles pointing up.

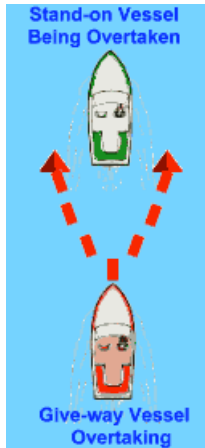
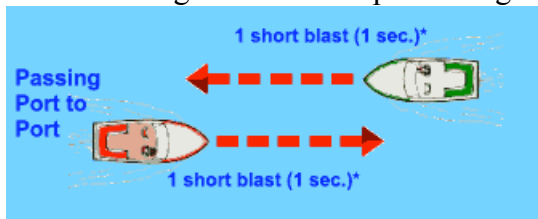
West triangles point toward each other looks like a W.

East triangles point away from each other looks like a little e.

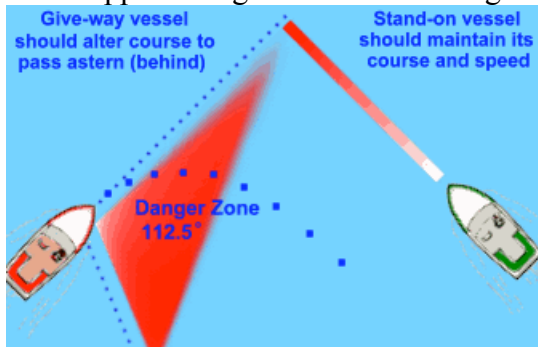
South triangles point down.

## 14. Rules of the road:

When running head-to-head pass on right (1 second on horn)



When approaching someone on the right they have right of way.



You yield to all other vessels.

Sail, commercial fishing, constrained by draft, restricted, not under command.

## 15. *Handling Weather*

Storms are a natural part of boating (that we try to avoid). It is an uncomfortable situation that must be properly managed. Running to shore is a mistake. Everyone should be well rested and fed before hand. If it is really bad we might sleep on the floor, and use the master stateroom head. **If there is a lightening storm do not touch any metal.**

### Seamanship:

Remember being thrown around injures people. Always hold on!

- If it is a Squall the first wave is the biggest take it square on the bow.
- Record other ships positions.
- Broadcast position, heading and speed "in the blind" every 15 minutes.
- Record water barometer, wind speed, direction every half hour.

### Handling

- If running off worry about surfing or being pooped.
- To run with waves
  1. Watch waves from rear.
  2. Line up the Stern to run straight down the waves.
  3. When bow goes down helms view shifts to bow.
  4. When running with waves leads to pooping / broaching turn around.
- If heading into sea
  1. Take on quarter angle (10-25 degree angle to the waves.
  2. Turn sinuous course if going into waves.
  3. As a breaking sea hits the bow increase the power to life the bow.
- Use putty to plug small leaks.
- As weather gets worse turn into waves.
- Decrease RPM.

### Turning

- Turning off wind easier then turning upwind.
- Turning occurs fastest if at speed.
- View waves for 2 minutes to find pattern.

## 16. Other Helm tasks

### Reduced Visibility:

Use Radar.

Stand watch / maybe from bow, look and listen for noise (engine, horn, bell etc).

Horn 1 long, 2-minute interval.

Horn; if not underway 2 long 2-minute intervals.

Shallow water is safer.

Leave at least one door open.

Turn Navigation lights on.

Securite Securite Securite this is MV "*Strickly for Fun*" "position" proceeding on a heading of xx at a speed of 6 knots. All vessels in the vicinity please identify themselves.

Identify if they see you on radar, and what there location and coarse and speed is.

### Tasks in a channel:

Note compass course.

Note range or leading mark.

Watch water flow at buoys to determine current direction and speed.

Be alert for cross-channel set.

Note buoy numbers as passed.

Know next course.

Know where to look for buoys on the next leg.

Watch depth.

Check compass deviation.

### Bridge:

One Long one Short

Even if > 1 in line call them. "*bridge*" this is motor yacht "*Strickly for Fun*" "*direction*" bound standing by for your next opening. I am the "*number*" boat "*direction*" bound requesting opening.

### Lock:

Best with two people on deck, one for each line. (Sometimes one on land).

Brief line handlers, wear PDF's.

Prepare gloves(2), poles (2), lines (2), knives(2).

Place all fenders on both sides.

Get out both boat hooks.

Place fender board.

Turn off radar.

Horn 2 long 2 short.

Hold the line after goes thru the cleat.

Center rudder.

## **17. Security**

### Risk areas:

- Indonesia, Thailand, Philippines.
- Sri Lanka, India.
- Brazil, Colombia, Venezuela.
- Red Sea.

### Underway and at anchor detection:

- Radar--check beforehand for blind zones, especially 180 degrees.
- Stand watch.
- Any fast approaching ships on an intercept course.
  - Hard to see if 90 degrees to swell.
  - Hard to see if they zig zag (looks like interference on radar).
  - Usually approach from behind.
  - Hide near buoys, markers, and shore.
- If they look suspicious at 5 miles turn off all lights. (Intercept course.)

### Suspicious:

- If someone needs help-do not do so blindly.
- If more people than appropriate for the boat.
- If boat has more motors than normal for area.
- If everyone is staring at your boat.
- Any weapons.
- Covered area that could house weapons.
- Anyone wearing a mask.

### Prevent Boarding:

- Let them know you see them. This usually works!
- Shine light.
- Warning on load speaker.
- Get everyone on deck.
- Fire flare over bow, or just fire flares.
- Make it look like you are armed.
- Radio local coast guard.
- Zigzag (hard to board).
- Ram (do not run right over, glancing impacts).
- Turn off the stabilizers.

### At anchor:

- Bright lights around boat.
- Dinghy intercepts inbound traffic.
- Dinghy is used for early warning, doesn't fight, anything that passes is dangerous.
- Use load speaker.
- Shut all portholes, windows and doors.
- Check area with night vision devices.
- If uncomfortable move.

If about to be boarded trigger EPIRB in Wet locker.

## **18. SSB (Single Side Band Radio) Operation**

Use communication phraseology from VHF. Instead of saying channel use frequency.  
The frequency is given as a four or five digit number.

### Notes

Illegal to use SSB when VHF will work.  
SSB only allowed in vessels with VHF radio.  
DSC (type of button pressed) mayday is repeated until received.  
SSB license does not need a test.  
Ham does not allow commercial use-but can order parts etc.  
Hams need to be licensed in other countries .  
or both country must have mutual recognition of each other licenses.

If signal fades say

"ID" "Name" please stand by while I find a vacant frequency.  
"ID" "Name" switch "frequency" "#" Mhz.

Mayday

Call on 2182 Khz or appropriate coast guard station frequency.

Frequencies - Vary by season, time of day, and frequency.

Use chart to determine best frequency to use.

Or listen to WWV on 2.5,5,10,15,20 mHz to find the best frequency band.

To enter a frequency

Press Freq/ch

Enter 218200

Press enter