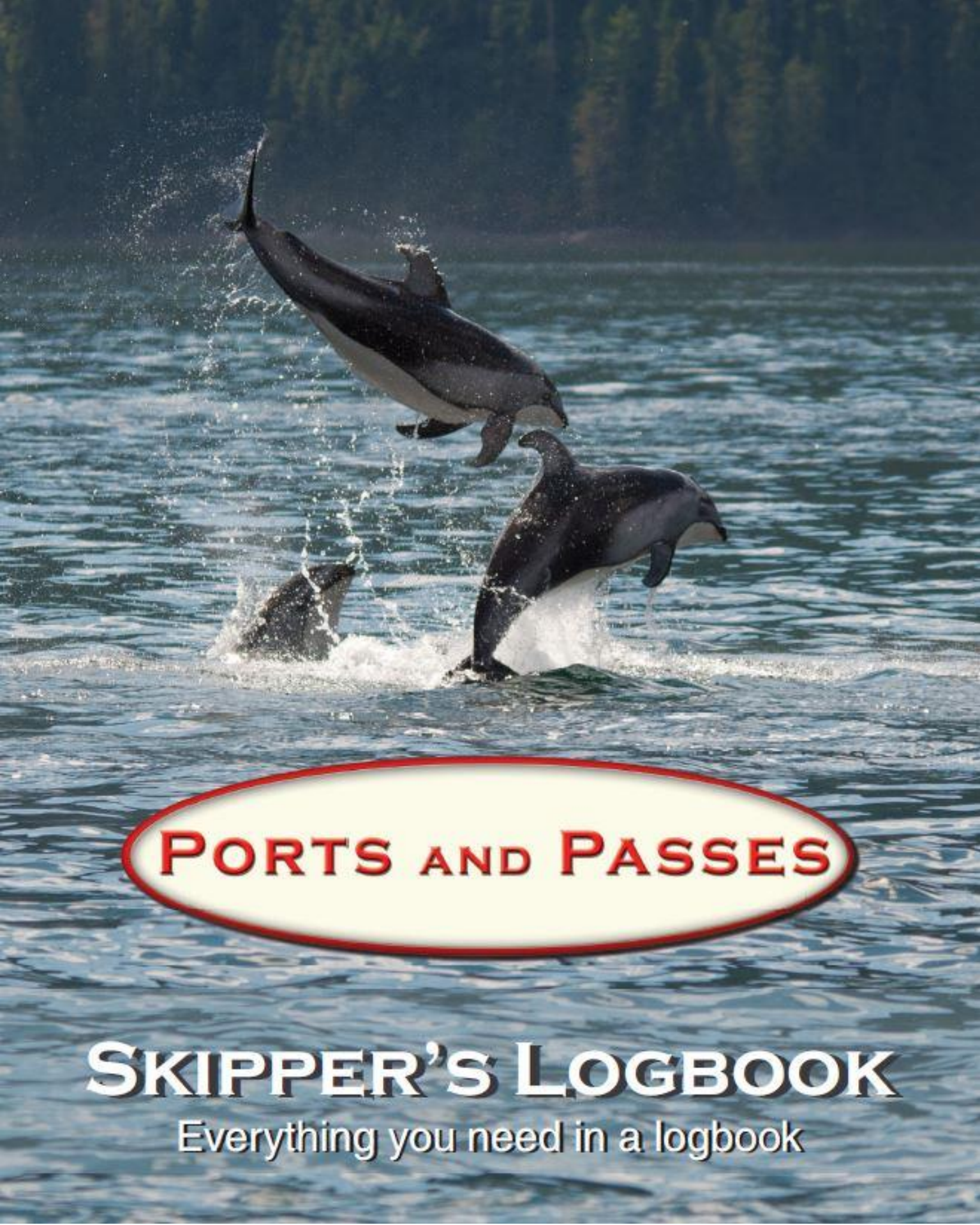

Ports and Passes

Skipper's Logbook

Everything you need in a logbook

CONTENTS

Photo courtesy of Frank Meadow Sutcliffe and the Sutcliffe Gallery

Henry Freeman

On the morning of February 9, 1861, a great storm struck the northeast coast of England. By mid-afternoon, the Whitby lifeboat had already launched four times and had saved the crews of five stricken vessels. The violent easterly winds were finally peaking when the collier Merchant ran ashore near the town. It was on this final rescue that tragedy struck; the lifeboat was overtuned alongside the Merchant and 13 crewmen drowned while the horrified town watched. Henry Freeman, on his first lifeboat call, was the only survivor that day because he was the only lifeboatman wearing the new cork lifejacket.

We dedicate this logbook to the brave men and women everywhere, who risk their lives to save others, and to remind us all to exercise safety on the water.

The full story of the Whitby lifeboat disaster of 1861 can be found at rnli.org/about-us/our-history/timeline.

Daily Record / Journal

DATE:	FROM (or at):	TO:

TIDES and CURRENTS (see page 111)					
Tide Station			Current Station		
	Time	Height		Time	Speed
HW			TTE		-
LW			TTF		+
HW			TTE		-
LW			TTF		+
HW			TTE		-

ENGINE HOURS		
Main	Port	Stbd
Start		
Finish		
Genset		
Start		
Finish		
	Fuel	Water
Start		
Finish		

Time	Position / Remarks	Barometer Pressure	Wind	Sea	Vis.	Distance Run
	Signature of Skipper					

4) If the Reference Station is a Current Station (con't)

4.7) ✱Add (or subtract) the time difference in column 3 to (or from) the time in column 1. Write your answer on the same row in column 5. Continue until all the rows are complete.

4.8) Multiply the maximum speed in column 2 by the % ref. rate in column 4. Write your answer on the same row in column 6. Continue until all the rows are complete.

4.9) Columns 5 and 6 are now the time of the turn and the current speed for the secondary station. Transfer this information to today's page in the Daily Record.

5) If the Reference Station is a Tide Station

5.1) Find the time of High Water at the Reference Tide Station and enter this time in column 1 of Worksheet 3. If the first tide of the day is a Low Water, begin on the first row. If the first tide is a high water, begin on the second row.

5.2) In the *Secondary Current Stations* table, find the time difference for "Turn to flood". Enter this difference in the TTF rows of column 3 on Worksheet 3.

5.3) Since the current station is based on a tide station, there is no maximum current speed listed at the reference station to be entered in column 2. Nor is it possible to calculate a % ref. rate to be entered in column 4.

5.4) ✱Add (or subtract) the time difference in column 3 to (or from) the time in column 1. Write your answer on the same row in column 5. Continue until all the rows are complete.

5.5) Column 5 is now the time of the turns of the current for the secondary station. Transfer this information to today's page in the Daily Record.

When a secondary current station is based on a reference tide station, it is not possible to know the maximum current speed on any particular flood or ebb. The best that can be done is to estimate an approximate "speed ratio" based on the range of the tide at the reference tide station. If it is a mean tide, the maximum current speed at the secondary current station will be moderate. If it is a large tide, the maximum current speed will be close to the maximum listed in the *Secondary Current Stations* table.

Secondary Tide Calculations (Height difference)

Reference Station:_____ Date: _____

Secondary Station:_____

Worksheet 1

	Reference Station		Corrections		Secondary Station	
	Time	Height ft / metres	Time difference hr min	Height difference ft / metres	Time	Height ft / metres
	Column 1	*Column 2*	*Column 3*	*Column 4*	*Column 5*	*Column 6*
LW			+ -	+ -	=	=
HW			+ -	+ -	=	=
LW			+ -	+ -	=	=
HW			+ -	+ -	=	=
LW			+ -	+ -	=	=