

1. If it will be dark or you will be alone on deck, put on your PFD and tether. Do not go on the foredeck at night or if no one else is watching. If you go on the foredeck or swim platform, alert a fellow crew member and ask them to keep their eyes on you. Have them stand nearby.
2. Maintain required course & speed. If we are on a collision course with another vessel and you cannot determine which vessel is the stand on vessel, assume that we are the give way vessel.
3. Do a 360° scan for vessels, floating debris & obstructions. Do this 360 scan every 15'
4. Monitor sails, rigging, engine, steering gear, deck equipment & navigation lights.
5. Periodic check of battery voltage. Once during each watch, assuming 3 hour watches.
6. Logbook entries: e.g. course over ground (COG), speed over ground (SOG), apparent wind speed & angle, TWD, latitude & longitude, battery, sail plan, engine use, velocity made good (vmg), barometric pressure. Each skipper, boat and set of conditions will have a preferred set of data based on the vessel, the conditions and any special issues that that might be present.
7. Make logbook entries of significant events, note time & describe event.
8. Make VHF contact with vessels when:
 - a. CPA is 1.0 miles or less
 - b. You have a short CPA near major port of entry and commercial vessels that might be making significant course changes intersecting your course
 - c. You want to maneuver in a way that is inconsistent with Colregs
9. Notify Claudia if:
 - a. Any alarms go off.
 - b. Vessel is seen but intentions are unclear.
 - c. Significant change in wind strength or direction, cloud cover or sea state.
 - d. Bilge or any other pump running continuously.
 - e. Any mechanical, electrical or rigging problems.
 - f. Unable to maintain course.

- g. Unable to maintain xx kts of boat speed.
 - h. You see large dark clouds or a cloud that in a roll form.
 - i. If you are in doubt about anything
10. At watch change:
- a. Coming on watch: read log entries since last watch, get verbal report from watch stander re: boat, weather and traffic, alert next watch stander to be 'on call'.
 - b. Going off watch (daytime) Do walk around on deck, remove debris as needed (e.g. flying fish), make log entries, brief watch stander coming on re: vessel, weather & traffic.
11. Quick Guide to Night Vision
- a. Wear sunglasses & sunhat during the day
 - b. Use red lights in flashlights, headlamps and cabin lights at night.
 - c. Dim screens on navigation instruments and turn off unnecessary electronics.
 - d. Allow 40' for lights to adjust to darkness.
 - e. Practice making conscious use of your peripheral vision, it is better at spotting forms in the dark.
 - f. Allow your eyes to focus by scanning the horizon slowly and stopping every 5-10 degrees along the way
 - g. While scanning keep your eyes forward & rotate your head
 - h. Keep your eyes moving regularly through your scanning pattern
 - i. Practice these techniques on shore so that you become comfortable with them.

Read more about night sailing at:

<https://www.cruisingworld.com/how/sailing-night-can-you-see-dark>

<https://www.yachtingworld.com/practical-cruising/night-sailing-the-essential-guide-for-offshore-cruisers-106195>

<https://asa.com/news/2016/07/08/7-tips-night-sailing/>

