Name:

1. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_0900\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_shoal water\_\_\_\_\_\_, \_\_\_290\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_Y C “B”\_\_\_\_\_\_\_\_, \_\_\_\_250\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_17\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_1100\_\_\_ yards. Time to turn is \_\_\_\_\_\_8.4 minutes\_\_\_\_\_\_. Next course is \_\_\_\_155\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_n/a\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_n/a\_\_\_\_\_\_\_\_knots.

2. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_0903\_ navigation holds you (on track/right of track /left of track by \_\_\_\_80\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_092 @ 3.5KTS to regain track). The nearest hazard to navigation is \_\_shoal water\_\_\_\_, \_\_\_335\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_Y C “A”\_\_\_\_\_\_\_, \_160\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_11\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_720\_\_\_ yards. Time to turn is \_\_\_\_\_5.5 mins\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_155\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_168\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_1.45\_\_\_\_\_\_\_\_\_\_knots.

3. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_0906\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_112 @ 3.2\_\_ to regain track). The nearest hazard to navigation is \_\_shoal water\_\_\_\_, \_610\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_GR “SC”\_\_\_\_\_\_, \_\_120\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_20\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_300\_\_\_ yards. Time to turn is \_\_\_\_\_\_2.5mins\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_155\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_168\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_1.45\_\_\_\_\_\_\_\_knots.

4. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_0909\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_shoal water\_\_\_\_\_, \_\_\_660\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_6 “7”\_\_\_\_\_\_\_, \_\_\_140\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_18\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_2440\_\_\_\_ yards. Time to turn is \_\_\_\_\_18min\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_090\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_n/a\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_n/a\_\_\_\_\_\_\_\_\_knots.

5. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_0912\_ navigation holds you (on track/right of track /left of track by \_\_\_200\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to 216 @ 4.4 kt\_\_ to regain track). The nearest hazard to navigation is \_\_shoal water\_\_\_\_\_\_\_, \_\_250\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_G “5”\_\_\_\_\_\_\_\_, \_\_\_\_360\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_10\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_2000\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_15min\_\_\_\_\_\_. Next course is \_\_\_\_\_\_090\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_097\_\_\_\_\_\_\_degrees True at \_\_\_\_\_2.25\_\_\_\_\_\_\_\_\_\_knots.

6. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_0915\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_185 @ 3.5kts\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_shoal water\_\_\_\_\_, 400\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_R4\_\_\_\_\_\_\_\_, \_\_\_520\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_11\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_1600\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_12 min\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_090\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_097\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_2.25\_\_\_\_\_\_\_knots.

7. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

8. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

9. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

10. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

11. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

12. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

13. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

14. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.

15. Based off a(n) (excellent/good/fair/poor) (visual/electronic/composite) fix at time \_\_\_\_\_\_ navigation holds you (on track/right of track /left of track by \_\_\_\_\_\_\_\_\_\_yds). Navigation recommends you (maintain course and speed/alter course and speed to \_\_\_\_\_\_\_\_\_ to regain track). The nearest hazard to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). The nearest aid to navigation is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_, \_\_\_\_\_\_\_\_\_ yards off the (starboard/port) (bow/beam/quarter). There is \_\_\_\_\_\_ feet beneath the keel; this (concurs / does not concur) with charted depth. Distance to turn is \_\_\_\_\_\_\_\_\_\_\_ yards. Time to turn is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Next course is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ degrees True.

Set and Drift is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_degrees True at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_knots.