

Appendix A

Weather Trainer Study Guides

Introduction and navigation

This section includes extended notes on the use of the course — tricks and tips that elaborate on related text in the Help Book. The most directly related section of Help is called Getting started.

Remember you can easily take notes of your travels (click Tools then Notes) and save your notes file with some name before quitting. This file of notes will then be readily available to you the next time you enter the program.

Some time in life, just click through each of the items and sub-items of the menu bar to see what is there. Navigation through the Library Page is like returning to the hub of a railway station, but sometimes if you know where you want to go, it is faster to go there directly using the menu bar.

Check Quick Help (F1 key) for a quick reminder on navigation and conventions.

Remember how the **Return** button works. Left click takes you back to the previous book you were in — not to the previous page you were on if you happened to have changed pages. Use right click on the Return button to see where it will take you. Likewise, the F4 key executes Return whereas ctrl+F4 tells how it is set.

Check out the Graphics Index in the tools menu. This is a convenient way to just look at the pictures, or to find a particular one. If you see a graphic at some point that you think you might

want to come back to, then note its number or name, or some keyword, and then you can later find it in the Graphics Index.

When running a demo, remember you can use the enter key to accelerate the step process, even when running in the continuous mode. If you want to bail out of it in a hurry or to quit it, most longer operations in the course recognize the escape key.

Using the Practice Questions

The Practice questions are the central part of the course. They can be used to guide you through the full subject matter of the course and help you keep a record of your progress. It was our original intention that the course as a whole would be focused on these questions. You would select a set to work on as discussed below and then when you find one you could not answer, you would wander around in the course material until you learned the answer and related information. Then return to the questions and carry on. When you get through all the questions, you should know the topic, and when you get through all the topics, you were ready to take the certification tests.

But there are various ways to use the course. Once presented with a question, you can either use the various resources to pursue the answer and then answer it, or go ahead and guess the answer and use the Explanation to tell you where to look up the answer.

You never “lose your place” in the questions if you go off to another book to pursue a reference. The **Return** button (or F4 key) brings you back to the very question you left, and the set-up criteria will not change until you change it. In fact, you do not lose your place ever, as long as you do not change the set-up configuration, you will continue on just where you left off, either minutes ago or weeks ago. If you want to guarantee a quick return to a specific question regardless of whether or not you change the set-up, then tag it which will add a copy of the question to your individual list of tagged questions.

For quick navigation to resources, be sure the toolpad is showing — open it from the menu bar under tools or click the Tools button in the navpad. With the toolpad, you have a quick way to get into the Glossary. The Glossary will answer most questions for you, since besides definitions it includes cross references and graphics.

Note that hotwords automatically linked to the Glossary are given in the Explanations, but usually not in the Hints. But you can’t see an Explanation without answering the question. Hence if you want to look up a word before answering the question, you must select Gloss and enter the word yourself.

It is also very valuable in the Practice Questions (and throughout the course) to make frequent use of the Notepad. You can take notes anytime and save them. You can have several files, organized as you like. Remember your notes are available during the certification, but other resources of the course are not.

You will also need the toolpad for quick access to the Abbreviations list. We use many standard abbreviations here and that is your way to learn them.

There are many ways to approach the actual selection of questions and order of presenta-

tion. You have the option, for example, of studying the full material at once, or approaching one subject at a time. Make this choice by selecting the topics on the set-up page.

We recommend that you go through the questions in the Introduction topic first, as they include further notes on navigation and conventions as well as illustrating several resources. Their main goal, however, is to let you know the general philosophy we are using in the approach to this broad subject of “marine weather.”

After the Introduction, here is one suggestion for a first approach to the main body of material. From the Set-up page of the Practice Questions Book, select:

Level = Basic
Order = Tutorial
Topics = All
Show only = New
Category = All.

Click the blue labels on each of these on the Set-up page to see how they work.

This choice of settings is taking all subjects at once. Then after some number of questions in this mode, you can see from the score page details which areas you should work in most. Note that when you make the tutorial choice with more than one topic active, the presentation will cycle through all topics, but within each topic it will present the questions in their “tutorial” order.

We want to stress that the Hints and Notes are meant to be read for each question. It is not cheating nor taking the easy route. In some cases there is important information in that section. Likewise, after answering a question, please read the Explanations, even on answers you got right the first time.

We suggest that after missing a question you read its explanation, and look at the answer

graphics. In the answer graphics there are generally more notes related to the subject. Cross references to more detailed information are also presented. By studying these materials, you will understand the answer and won't miss it or similar ones in the future.

If after doing this, you feel you now understand the point of the question, then you could go back with the **Previous question** button and answer it again. This will remove it from your missed question list. On the other hand, if you choose to just leave it for now, you can come back to it later since it will remain in your missed questions list. If you skip a question without answering it at all, it remains in your new questions list for that topic.

You can get back to a particular question several ways. When still in the same practice session — meaning you have not re-entered the Set-up page — then you can go back with the previous question button to scroll back through the list.

If you do leave the book and end up going back to the Set-up page, if you press start questions, you will just carry on where you left off, but without any previous questions to view. If you want to look at past questions, you can select from the Set-up page to look at only ones you have missed or only ones you got right, or both.

For best results, work through all questions, since in some cases there are only a few that give the full solutions in the Explanations and there are other examples where a subject or type of problem important to all marine weather is only raised in one question — and this type of question may show up on a certification test.

To prepare for certification, it may be more efficient to restrict yourself to Basic questions until that certification level is achieved. And be certain to read the Explanations of each before going on to the next.

One way to sort of “cheat” yourself into to the certification mode:

If you want to increase your number of right answers to qualify for certification in the fastest way, then after missing a question, memorize its answer and go back immediately with previous question and answer it properly. This way you can build up a total of 100 right in a fairly short time. On the other hand, by doing this, you lose an important aspect of the record keeping features of the course. The score page tells you which areas you need to work on, and if this is artificially changed by just making random questions right this valuable indicator will be lost.

You could do this if you just want to see what certification mode looks like, but if you do, you will be better off starting again with a new log in name when you get ready to really learn the stuff. It is probably fair to say that it will be difficult to achieve certification without working through the practice questions unless you know the material already. It is our goal, after all, that the certification does indeed show that you know the subject, either learned here or elsewhere.

Searching for particular subjects

To find material on some particular subject:

- (1) Quickest: Look up word or some related word in the Glossary. Select Gloss from the toolpad or Glossary from the menu bar. The Glossary includes cross references to related articles and resources.
- (2) In Ask-me Book, select related keywords and then related questions. The answers will have cross references. Voyage planning, for example, is discussed in [AM-1610](#) and [AM-1616](#).
- (3) From the menu bar under tools, select Contents and you see a list of all articles, resources, and the topics of the Practice Questions. You can click an article or resource to view it.

(4) From the menu bar under Tools, select Graphics and you have access to a full list of the graphics included in the course. Most graphics have in them notes and other cross references or some links to the glossary. This graphics viewer has a Find button which searches the caption titles to each graphic. They have also been named with keywords included to facilitate this search. Use the Next button to find more.

(5) Slower approach: go to Practice Questions and start reading and answering questions on the related topic. The Explanation section for each question includes cross references. This is the intended way to learn about a subject (see below under use of Practice Questions) but it is not so efficient for tracking down a specific answer.

(6) Or go to one of the Index Pages of a related book. For example, for world data on weather see the [World Atlas](#), for sources of weather information see the [Source Book](#).

(7) A final approach that might work with some inquires is to go to the [Help Book](#) and select All topics and see if what you want might be listed there.

Just Browsing

"Just browsing" means just that. Start at the Library Page and click away, following whatever threads you choose with hotwords and buttons, or interrupt the thread completely by choosing a new direction from the menu bar. A quick look at Quick Help (F1 key) will explain some of the navigation conventions.

It will be instructive to play with the menu bar to see how that navigation works. It is an alternative to going back to the Library Page.

Or, just look at the pictures by selecting Graphics from the Tools menu on the menu bar. There is a search key in that window that lets you

look for graphics related to specific subjects.

Check out the brief descriptions of the Resources accessible from the Index Page of the Resource Book, and also check out the extensive information in the Source Book and in the World Atlas.

If you enter the Practice Questions or Ask-me Book, you may want to log in to save what you have looked at, but it doesn't matter if you do or don't.

Remember you can easily take notes of your travels (click Tools then Notes) and save your notes file with some name before quitting. This file of notes will then be readily available to you the next time you enter the program. See discussion of the use of Notepad in [RES-11](#).

Certification

A detailed discussion of the certification process, its goals and value, are discussed in the Help Book under certification. Most of the explanation is there because that book is available for reference during certification tests themselves, but this one is not.

If you think of Weather Trainer as a computer game, certification is the way you beat the game. Once you have achieved an Advanced Certification, you can feel confident that you have a practical working knowledge of marine weather. There is no test put out by the coast guards, power squadrons, or boating associations of any nation that you could not pass with flying colors. If you have any doubt about this, get two certifications. When you get to this level, however, you will not have any doubts.

Furthermore, there is a practical nature to our advanced certification that insures that you have the working knowledge of modern weather resources and know where to find them. In other words, you can study the Practice Questions as you see fit, skipping or emphasizing what

you like. But in the advanced certification, we insure that you have indeed mastered such matters as computations, map reading, use of various sources, etc that you will need for successful practical application of your knowledge.

It will also be good practice in test taking — not that this is anything one might want for its own sake. Inevitably there will be cases when you click an answer by mistake. Hopefully this will not be one that makes a difference between 90 and 89 percent! But even so, it doesn't matter. There is no rush, which is a big advantage over taking similar tests from various "live" organizations. In the certification mode, it will be good practice to think over each answer carefully before making a choice. Read the Hints and Notes, and any text that appears in the graphics.

If you miss a question during an exam, keep records of what you missed. You cannot tag questions during an exam, but you can open a notepad file and take notes. Even copy the question and answers, if you like, and any questions you have about the question itself. This is easy to do during an exam. Then afterwards, go back to the Practice Questions in that topic along with related resources and articles to fill in the gap. Next time you won't miss similar questions.

You can read more about the certification process and its value in the [Help Book](#). Details on the qualifications are listed in mini help files on the Score Page (menu bar under File). You will be reminded of these when you attempt to start a certification before meeting them.

When preparing for certification, remember to study questions in all topics. The certification questions are restricted by level but they do cover all topics. More advanced topics, however, will have fewer basic type questions. There are only a few code questions, for example, in the basic level. The type of questions can al-

ways be checked by selecting various categories on the Set-up Page.

Remember also to include all types of questions in your study, not just the USCG ones. If you study and master all USCG type questions then you would certainly pass any USCG test on weather, but that alone would not necessarily cover the material for a certification here.

The process for recording your certificates is explained in the Certificate Log, which is accessible from the Certifications Page. Once you have a certificate, you can also view it from the Score Page.

Summary of certification procedure

Go to Certification Page

Do this from Library, menu bar (Library), or Cert Page button on the Set-up Page of the Practice Questions.

Press Start Basic

If you are told you have not met qualifications, then check Score Page to see what must be done and continue in Practice Questions as needed. If OK, proceed.

Enter your name

as you want it to appear on the Certificate. This can be a different name (or form of your name) than used on your log-in file, but each individual receiving a certificate must use their own log-in file. The name you first enter will remain on subsequent certifications issued to that log-in file.

Enter the serial number

The serial number is found on the box cover and on disk 1 of the original disk set.

Start questions

You will be given 25 questions covering all topics on the level selected. This is Part 1 of 4 parts. You can complete the 4 parts any time and do what you like with the course in be-

tween, but once a part is started it must be completed to be scored. If you quit or log out, the part in progress will not be scored.

Taking the test

You can miss up to 10 questions. If an 11th is missed it will no longer be possible to make 90%, and you will have to start over. You can check your score underway at any time from the certifications menu bar. Remember, if you are in Part 4, say, and near passing, but have gotten off to a bad start in that part, you can just bail out of that part, and start it over.

Take notes as needed during the test for future study.

Registering your certification

Once the certification is passed and you wish to register it, send us the four sets of numbers that appear on the certification along with the registration fee. Also include the name and date as they appear on the certificate. You can view your certificates and these numbers in the Certificate Log which is reached from the Certification Page.

For convenience, you can use the certification forms included in the manual or you can call us and do it over the phone. 1-800-955-8328.

After verifying the certification, we will send a diploma which states the certification and the standards behind it. These are the same certifications we have offered upon completion of our classroom course in marine weather over the past 15 years. These certificates are recognized by any agency or organization which recognizes such things at all. The value and use of these is discussed in the [Help Book](#) under certification.

Tips for instructors

The Weather Trainer can be used for both teaching and evaluation of the subject matter. With an overhead projector, instructors could use the

program itself to present graphics and data in lectures, or a school computer could be used for students to study on their own.

In nautical training schools, students could gain the background and understanding needed for licensing exams on their own, which would allow more time for direct student-teacher contact on other subjects.

Since individual students can assign a password to the their own log-in file, several students can use the same copy of the program without fear that records of their progress would be lost or altered.

Instructors could also write a syllabus that is stored as a notepad file, which all students could access very conveniently and follow during their study. Certain log-in files could also be established that are pre-qualified for certification, which would allow students to take practice certification tests.

It is also easy to keep track of what has been done with the program since full records of its use are stored on the Score Page. If the assignment, for example, is to open the program and answer 20 questions each day on a new topic, that could easily be confirmed with a simple look at their Score Page.

One easy way for instructors to use this course in evaluation is simply to require students to obtain a basic certification on their own log-in file. They could do this on classroom computers or purchase a personal copy of the program and do it at home. The course is structured in such a manner that either one of these certifications would be equivalent, assuming they did the work themselves.

Students could also be scored on the number of certifications achieved under the same log-in file with, for example, two basic certifications rating higher than just one — which in-

deed it would be. The certification structure is set up to help insure this. Memorizing the answers, for example, will not be a successful way to approach the certifications.

It is our intention that an advanced certification should represent a broad knowledge of marine weather and rank as a significant achievement. We will naturally appreciate any comments or suggestions from instructors or any other users of the program.

Prep for USCG exams

The main preparation for licensing exams we offer here is the overall content and organization of the material. The best preparation is a sound understanding of the principles. USCG weather questions on the lower levels rely much more heavily on issues of basic principles than on isolated facts. The more advanced exams, however, do ask more about specific terminology and facts. On the other hand, USCG exams are all famous for their unique style and choice of specific subject matter. Hence in preparation for nearly any exam they offer, it is best to be familiar with the types of questions they ask and the philosophy behind the answers.

To facilitate this study, we have categorized the Practice Questions according to whether or not they are in the latest version of the USCG exam question bank. To select out just this type of question, on the Set-up page select Only USCG questions. Then as you work through the list, you know you will be seeing the type of questions that appear on the weather parts of USCG exams.

They do not have specific exams on weather, but these questions are incorporated into various other topics. See discussion in the Help book.

Most important, however, we have annotated all of these questions to explain the role and value of the question... and in a few cases,

pointed out weaknesses or ideas in them that might be misleading. For the illustrations, we have tried to reproduce the actual graphics used on the exams, but often add to these our own which might clarify some points.

You can, as with all Practice Questions, select out level and order and the status of each question. See discussion under use of Practice Questions for suggested ways to organize your study.

Very roughly, the questions called here "Basic" would apply to the lower level exams (100 tons) and the ones called "advanced" apply to exams over 1600 tons. The region in between (200 tons and 500 tons) are a mix of the two, but will not include any questions on weather codes (to our knowledge). Check with a license training school for the latest word on question level and categories.

Again, though, to get the best overall training in marine weather, we suggest that you study all questions. If you proceed to achieve an advanced certification with this course, you should have no problem whatsoever with any level of weather questions on the exams.

Appendix B

Weather Trainer standards according to topic

Basic Standards	Advanced Standards
1. Introduction, philosophy, and goals of marine weather Why learn marine weather What can we learn What are reasonable goals What are the most important aspects of marine weather Fundamental science versus practical knowledge	Basic = Advanced in this topic
2. Units and Conversions pressure, temperature, distance, and speed speed-time-distance computations great circle and rhumbline concepts basic dead reckoning time and time zone conversions	more complex conversion problems special units
3. Air Masses and the Atmosphere Air mass definitions and abbreviations Regions of origin general structure of the atmosphere boundaries as fronts	stability subclasses of air masses front and High formation specific properties of the atmosphere the standard atmosphere
4. Pressure and Barometers pressure gradient and wind speed use of aneroid barometer, elevation and parallax corrections Isobars and their map depiction, Buys Ballot's law basics of barometer as forecaster properties of Highs and Lows, ridges and troughs	use and value of absolute pressures barometer calibrations diurnal variation specifics in barometer use in forecasting evaluation of weather maps using pressure geostrophic wind computations

Basic Standards	Advanced Standards
5. Behavior of Wind wind terminology (veer, backing, wind names) Wind flow around Highs and Lows effects of surface friction true wind from apparent wind, apparent wind instrumentation wind changes with altitude force of the wind, general picture of the winds aloft	apparent wind from true wind wind speed from isobar spacing true wind instrumentation more detailed knowledge of winds aloft
6. Clouds basic cloud types (genera) classification by heights and shapes distinction between stratoform and cumuloform (layered vs. heaped) basic rules on cloud meanings to marine weather	cloud species and features significance of various cloud forms evolution and sequencing of clouds causes and significance of various cloud shapes
7. Fronts general structure of fronts and frontal systems clouds, wind, rain, and pressure behavior at fronts fundamentals of frontal motion	frontal systems as waves evolution of frontal waves and occlusions more specific behavior of fronts pressure patterns with passing fronts fronts in the southern hemisphere fronts and satellite photos
8. Lows and hurricanes properties of Lows compared to Highs wind and weather in and around Lows cloud patterns hurricane zones and statistics	formation of Lows evolution of frontal systems and secondary Lows description and behavior of tropical cyclones forecasting tropical cyclones
9. Squalls and lightning description of squalls as convective cells general description of winds in a squall rain as a sign of development Rule No. 1 in forecasting description of lightning lightning protection basic lightning statistics	specific local winds near squalls cloud indicators of squall formation squall maneuvering effects of lightning strikes wx map depiction of thunderstorms

Basic Standard	Advanced Standard
10. Fog and humidity dew point and relative humidity sea fog versus radiation fog visibility and luminous range	other sources of fog (frontal fog, arctic smoke) lapse rate stability of the atmosphere
11. Wind and terrain concept of land's influence and local winds basics of sea and land breezes gap winds, katabatic winds general concepts of wind shadows and funnelling behavior of gusts, corner effect, wind shifts near shore lee trough (California trough) sources of local knowledge	details and application of the basic concepts prominent examples around the world
12. Specific winds general descriptions of global circulation trade winds, doldrums, roaring forties, prevailing westerlies polar easterlies, monsoons	details of the various global wind patterns prominent local winds around the world winds aloft
13. Sea state definitions of height, length, period, steepness, speed fetch limitations swells versus waves Beaufort scale significant wave height effect of current on wave steepness	statistics of wave distributions sea state forecasting extreme storm waves (rogue waves)
14. Shipboard forecasting fundamental significance of basic natural indicators: wind speed, wind direction, barometer, clouds, and sea state combining natural signs with official forecasts to obtain the best picture of the weather situation	combining the various signs in special circumstances more details on the natural signs signs of approaching tropical cyclones storm avoidance maneuvering
15. Fax maps and satellites understanding of basic fax maps services and products fundamentals of wx map reading basic description of satellite communications	use of SSB radios details of fax map reception detailed use of surface analysis and forecasts sea state maps, winds aloft (500 mb maps) use of onboard instrumentation to evaluate surface maps, use of satellite photos

Basic Standards	Advanced standards
16. Sources VHF radio High seas voice reports Coast Pilot and Sailing Directions Basic radiofax services	Mariner's weather Log, NAVTEX , worldwide sources of radiofax maps and text via INMARSAT weather routing services Morse code weather MAREPs SafetyNet
17. Codes and form Know they exist, who uses them, and why	use of WMO wx observations code FM 13-IX for form B-81 use of IAC surface analysis code FM 46.D use of NWS forecast code MAYFOR solve USCG coding problems
18. Ice at sea basics of icing where and when could ice be encountered basic sources of info on ice navigation basic sources of info on ice data	icing rates and conditions ice terminology weather in and near the ice basics of ice navigation sources of ice data
19. Sailing tactics relative positions when tacking in uniform conditions polar diagrams lifts and headers progress to weather optimum course downwind	optimum course in changing conditions ocean route planning new heading after jibe to same apparent wind angle evaluating ocean race course positions use of clouds to gage wind shifts
20. Southern Hemisphere weather distinctions between NH and SH wind flow general description of SH winds and weather	specific SH winds and weather speed of lows and fronts in Roaring Forties SH sources of wx info what is reversed and what isn't
21. Weather and the Nav Rules Rule 2 — responsibility and good seamanship Rule 3 — definition of restricted visibility, proper watch, safe speed, concept of collision risk Rule 19 — conduct in restricted visibility, basics	Rule 19 - conduct in restricted visibility — in all aspects concept of close quarters use of radar in general

Appendix C

Source Book Contents

Radio - Voice

VHF - Coastal and inland

- Notes on VHF usage
- VHF channel usage
- NOAA Weather radio
 - Discussion
 - Broadcast and Update Times
 - NOAA Weather Radio Net work
 - Weather Channel Frequencies
 - Canadian Weather Services

HF - coastal and high seas

- About HF Radio
 - USCG High Seas Radiotelephone
 - Commercial HF Radiotelephone
 - Public coast stations - Weather Broadcasts
 - Radio WWV and WWVH - Storm
- Information Broadcasts
 - Volunteer reports
 - see also Ham nets

MF - Coastal

- Medium Frequency Radiotelephone
- USCG MF Radiotelephone
- Public regional coast stations (marine operators)

LF - commercial AM

HAM radio

- Maritime Mobile
 - CW Morse
 - Schedule of maritime HAM nets
 - Table of the Code...
 - Voice Weather
 - Telex
 - Maritime mobile networks

Radio - Facsimile

Overview of fax services

Nuts and bolts of fax usage

Worldwide fax schedules

How to read a fax schedule

How to read weather maps

Radio - Telex

What is telex?

NAVTEX

- About the NAVTEX program
 - US Broadcasts
 - Canadian and Bermuda Broadcasts
 - Worldwide schedule by NAVAREA
 - Sample NAVTEX messages

HF NAVTEX

SITOR

- What is SITOR?

- SITOR modes
- Sending and Receiving SITOR Messages
- SITOR Shore Stations and Weather Transmissions
- SITOR Navigational Warnings

Radio - Morse code

Morse Code Weather

- Overview
- Weather broadcasts in Morse Code
- Automatic Encoding/Decoding Table of the Code

Printed publications

Books

- Weather
- Navigation
- Oceanography
- Sailing tactics
- Related topics
- Listed by author
- Listed by title

Pilots and Sailing Directions

- Overview
 - US Coast Pilots
 - DMA Sailing Directions
 - Canadian Sailing Directions
 - British Admiralty Pilots
 - Commercial Guides

Marine Weather Services Charts

- About these valuable resources
 - List of Charts
 - Sources of MSC charts

Climatic Atlases and Charts

- Overview
 - US Pilot Charts

- BA Pilot Charts
- Mariner's Handbook (BA)
- Navy Atlases (of weather data)
- Planning guides (fold out maps in back)

Magazines and Journals

WMO & IMO publications

- World Meteorological Organization (WMO)
- International Maritime Organization (IMO)

Satellite Services

Overview of satellite services

GMDSS

INMARSAT

SafetyNet

- Overview
- SafetyNet Transmission Schedules
- SafetyNet Message Codes

COMSAT services

Real time satellite photos

Computer modem

Overview of modem services

NAVINFONET (DMA)

- Overview
 - User Access
 - Data phone numbers
 - Sample output

USCG BBS

- What it is
 - How to use it
 - Sample output

Commercial services

Public and Private BBSS

Canadian Services

- Overview of the program
 - Schedule of Products
 - Data phone numbers
 - Address
 - Sample output

Shareware

Internet

Computer terminology

Land line telephone

Voice weather by telephone

- Overview
- NOAA Weather radio by phone
- USCG reports by phone
- PMO Offices
- FAA weather by phone

Maps and reports via fax machines

- Overview
- US commercial
- Canadian
- Australia and UK
- Great Lakes Region
- Ice maps

Addresses

of references cited in the course, along with phone, fax, and e-mail as available.

Radio Primer

Role of radio in marine weather

- About VHF and HF Radio
- Frequency ranges and names
- Channel assignments
- Digital Selective Calling
- Frequency and emission specs
 - Morse code
 - Selecting the best SSB

frequency

- VHF channel usage
- Phonetic Alphabet

USCG services

USCG voice weather reports

- About coastal reports
- About high seas reports
 - High seas broadcast schedules (HF)
 - Coastal broadcast schedules (VHF and MF)
 - See also Commercial HF broadcasts
 - Local service and addresses
 - Communication stations
 - Satellite broadcasts
 - General questions
 - NIS fax back service
 - High seas services
 - Watch keeping (freq & times)

• USCG BBS

- USCG BBS — computer bulletin board
- What it is
- How to use it
- Sample output

Other Starpath Products

Home Study Courses (text materials)

Celestial Navigation

Inland and Coastal Navigation

Marine Weather (note this is redundant if you own Weather Trainer)

Software

Radar Trainer

Weather Trainer

NavRules for WinHelp

Chart Trainer

Bowditch Plus!

StarPilot cel nav software for a TI-86.

Books

Emergency Navigation

Emergency Navigation Card

The Star Finder Book

Fundamentals of Kayak Navigation

Available at your local nautical bookseller
or by mail order from

Starpath School of Navigation

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1-800-955-8328 or (206) 783-1414

fax: (206) 783-9209

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David Burch is the Director of Starpath School of Navigation in Seattle, Washington, which has had more than 20,000 students since 1977. He has over 60,000 miles of navigation experience, mostly in vessels under 72 feet long in ocean races and yacht deliveries. He has received the Institute of Navigation's Superior Achievement Award for outstanding performance as a practicing navigator. He is the author of several books and software products.

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