

# 4 Day Radar Observer (Inland)

## COURSE DESCRIPTION

This course provides training in the basic theory and operational use of marine radar to maintain situational awareness; the methods used to determine a contacts range, bearing, CPA, time to CPA, course and speed; how to determine own ship's course and speed changes to avoid collision; maintaining a navigational plot, and the proper use of operational controls to obtain an optimal display and performance of the set. The course includes a discussion of the Rules of the Road appropriate to the use of radar.

## COURSE APPROVAL

This is a USCG approved course. The person successfully completing the course will satisfy the requirements of 46 CFR 10.209, 46 CFR 10.305 (c)(2), and 46 CFR 10.480 for endorsement as Radar Observer (Inland).

## COURSE SCHEDULE

	Day 1	Day 2	Day 3	Day 4
<b>Morning</b>	Introduction & Legal Aspects of Radar	Collision Avoidance; [Avoiding Action]	Radar Plotting and Navigation Practice	Review and Final Assessment [Theory]
	Radar and the Navigation Rules			Radar Plotting and Navigation Practice
	Fundamental Theory [Basic Radar Principles, Constants and Components]	Setting Up and Maintaining Displays		Radar Plotting and Navigation Practice
	<b>Lunch</b>	<b>Lunch</b>	<b>Lunch</b>	<b>Lunch</b>
<b>Afternoon</b>	Marine Radar Performance Specification	Fundamental Theory [Factors Affecting Radar Performance]	Radar Plotting and Navigation Practice	Final Assessment [Practical]
	Collision Avoidance [Risk of Collision]	The Use of Radar in Navigation;		Course Critique

## COURSE REQUIREMENTS

Mariners entering this course should have some bridge watching experience and a fundamental knowledge of navigation.

An examination is given on the last day of the course. It comprises a written section and a practical section. The written section covers radar fundamentals. The practical section is given in a simulator. It covers basic radar navigation position fixing and the analysis of radar contacts using radar to determine risk of collision and to decide what action should be taken.



*the best safety device on any ship is a well trained crew ...*  
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