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Make the U.S. Coast Guard your first mate The Small-Boat Seamanship Manual contains all the information found in the Coast Guard's official 1,200-page training manual, giving you access to the highest standards of seamanship practiced and perfected by professional mariners. In addition to in-depth coverage of boat handling and navigation, you'll find instructions for dealing with extreme situations, including search and rescue, towing, firefighting,

vessel flood management, righting capsized boats, and maneuvering in heavy surf. You'll also learn about Steering with a broken hydraulic line Close-quarters maneuvering Using the right lines and knots Capsize prevention, precautions, and survival techniques Change-of-course maneuvers to reduce icing and freezing spray Plugging and patching holes for flood control Predicting weather And much more This is the U.S. Coast Guard's primary training resource for boat handling and seamanship in conditions ranging from benign to extreme. Now this accumulated wisdom is yours with the Small-Boat Seamanship Manual. Your vessel may be equipped with the most advanced technology and the most powerful engines, but the failure to apply the basic principles of bridge resource management can still prevent you from getting where you are going. Satellite systems, ARPA, electronic charts, AIS, sophisticated communication equipment and integrated navigational systems—all these advanced technologies provide valuable capabilities. But accidents still happen, and they usually involve human error. This simple fact has made Bridge Resource Management (BRM) training a requirement for watchkeepers worldwide. Bridge Resource Management for Small Ships: The Watchkeeper's Manual for Limited-Tonnage Vessels is the first book to address the unique needs of operators of small ships (limited-tonnage vessels) including tugs, ferries, yachts, and other passenger-carrying vessels. Features: Case histories to illustrate important points A complete course in BRM, suited for studying on your own as well as a complement to your classwork Topics include: Introduction to BRM, Standard Operating Procedures, Passage Planning, Implementing the Passage Plan, Building a Passage Plan, Situational Awareness and Human Factors, including: Overreliance, Distraction, Stress, Fatigue, Complacency, and Transition; and Human Interactions, including Communications, Teams and Teamwork, Decision Making and Leadership, and Human Error This Manual is intended primarily for use by foundry personnel aboard repair ships and tenders. The recommended practices are based on procedures proved workable under Navy conditions and are supplemented by information from industrial sources. The Manual is divided into two general sections. The first section, chapters 1 through 13, contains information of a general nature, such as "How Metals Solidify," "Designing a Casting," "Sands for Molds and Cores," "Gates, Risers, and Chills," and "Description and Operation of Melting Furnaces." Subjects covered in these chapters are generally applicable to all of the metals that may be cast aboard ship. The second section, chapters 14 through 21, contains information on specific types of alloys, such as "Copper-Base Alloys," "Aluminum-Base Alloys," "Cast Iron," and "Steel." Specific melting practices, suggestions for sand mixes, molding practices, gating, and risering are covered in these chapters. This manual has been written with the "how-to-do-it" idea as the

principal aim. Discussions as to the "why" of certain procedures have been kept to a minimum. This manual contains information that should result in the production of consistently better castings by repair ship personnel. Rocco [Roccus], [Francesco] [fl. 1655]. Ingersoll, Joseph Reed (1786-1868), [translator and editor]. A Manual of Maritime Law, Consisting of a Treatise on Ships and Freight and a Treatise on Insurance. Translated from the Latin of Roccus with Notes by Joseph Reed Ingersoll. Philadelphia: Hopkins and Earle, 1809. Octavo. 2 p. l., [vii]-xvi, [17]-156, [8] pp. Reprinted 2007 by The Lawbook Exchange, Ltd. ISBN-13: 978-1-58477-831-8. ISBN-10: 1-58477-831-8. Cloth. \$65.\* Reprint of the first and only English translation of Roccus' treatises on maritime law which was first published in 1655. "This manual is very highly esteemed by commercial lawyers in all countries, for its compressed, methodical, and accurate learning, and is a book of high authority." Marvin 616. "[Roccus'] works are of more practical use to an English lawyer, than all the other maritime works [with one exception]... Lord Mansfield is under no inconsiderable obligation to them." Joseph Story, Literature of Maritime Law, in The Miscellaneous Writings of Joseph Story. 108-109 (W. Story editor). "Shipfitter's Manual" has been written primarily for the benefit of student shipfitters who at the very outset of their training period realize a dire need for some suitable guide in their study of the trade. Its purpose is to provide the groundwork upon which a student may build for him-self a complete and thorough knowledge of Shipfitting by practical application of its contents. The finest book, course of instruction or staif of instructors in shipfitting can do no more than merely provide the necessary foundation for learning; the true development of a Shipfitter rests entirely with the student through individual resourcefulness, courage and initiative in solving the various trade problems that may arise and the ability to co-ordinate

trade studies with practical trade experience. Many of the earliest books, particularly those dating back to the 1900s and before, are now extremely scarce and increasingly expensive. We are republishing these classic works in affordable, high quality, modern editions, using the original text and artwork. This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work was reproduced from the original artifact, and remains as true to the original work as possible. Therefore, you will see the original copyright references, library stamps (as most of these works have been housed in our most important libraries around the world), and other notations in the work. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. As a reproduction of a historical artifact, this work may contain missing or blurred pages, poor pictures, errant marks, etc. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant. "[...]were building the best wooden ships, superior in model and seaworthiness, the fastest sailers. They were leading in shipbuilding. Much of the British shipping trade was carried on in American-built vessels. The splendid American clipper ships were almost monopolizing the carrying trade between Great Britain and the United States. Most of the shipping of the world was yet in wooden bottoms. Iron ships were in service, but iron-shipbuilding was in its infancy. The Parliamentary inquiry of 1844 was followed up in 1847 with a move openly against the ancient code. Its principles as they then stood, [...]." This work has been selected by

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