Training Regions used in Radar Trainer 3

Below are links to the training regions used in RT3. The name is followed by the east-west width of the region in nautical miles. Click any one of these to load a pdf version that can be printed and used as a paper chartlet for for plotting practice. Several of the chartlets have insets marked. That means there are separate, larger-scale prints for the insets.

There are also radar plotting sheets which can be printed for work with collision avoidance as well as a parallel index cursor sheet and portable range scale diagrams.

1. Rich Passage, WA — 5.41 mi
2. Rich Passage Approach, WA — 10.0 mi
3. Sooke Inlet, BC — 1.34 mi
4. Sooke Inlet Approach, BC — 10.0 mi
5. Training Chart 2, UK — 15.52 mi

5a. Training Chart 2 Inset — 6.2 mi

6. Plymouth Sound, UK — 5.38 mi

7. Harmoaze, UK — 1.24 mi
8. Russel Channels, UK — 9.60 mi

8a. Russel Inset — 2.25 mi

9. Wrangell Narrows, AK — 3.50 mi
10. Open Ocean — 10.0 mi
11. Port Townsend — 5.1 mi

11a. Kilisut Harbor Inset — 2.1 mi

Important Caution!

Starpath Radar Trainer is intended to teach the use of Radar for collision avoidance and for chart navigation. It both of these applications we must make very clear cautionary statements and disclaimers that all users understand and take into account.

With regard to Chart Navigation
We have made every effort within reason to make landmasses on the simulated radar screen appear as close as possible to how they might appear on a real radar underway. But our best efforts — as well as those of any other software program we know of — cannot hope to match what is seen in the vast diversity of the real world. There are too many variables.

So please bear in mind that you can indeed learn the basic techniques of radar navigation from the simulator, but this experience alone will never replace that which you must gain from actual radar use underway... especially when it comes to identifying land masses from what you see on the radar. Our simulated images will always be over simplified, and cannot express the nuances which will appear in real radar due to the shapes, elevations, and reflectivity of the land. This point is discussed in some detail in the Tutorial along with specific ways to practice underway to sharpen your skills in this important area.

With regard to Training Regions Used
We use several specific regions from the US, Canada, and UK as guidelines for training with radar chart navigation. But even though we do identify these regions by name, we must stress very clearly that we are not offering here training with the radar navigation of these real regions of the world. We are simply using the approximate lay of the land from these regions as examples of generic land masses that might be seen on radar.

The real radar images from these regions may look quite different from what is seen in our simulated examples. Note especially that some of the areas have been deliberately modified to enhance certain features we wish to demonstrate in the Tutorial and some of these “regions” have other fictitious shapes and even fictitious islands included.

In summary, our goal is to teach the basics of radar navigation in general, not the radar navigation of any particular place.