



# **Navigating in Restricted Visibility**

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# Potential Problems

- Lack of orientation
- Unable to see familiar objects
- Unaware of other vessels and objects
- Tiredness and imagination do not help!

# Preparation

- Do we really need to go out into this?
- Make a plan to keep vessel **out of harms way**
- Add **safe** waypoints in GPS
- Make sure crew are suitably equipped and briefed

# Equipment Available

## Radar

If fitted, switch it on

## AIS

Very useful as gives speed and direction of ships

## Sounds

Get the foghorn out *and* the almanac to ensure you know the right signals

## VHF

Monitor CH16 & use Port control if available

## Echo Sounder

Keep monitoring depth

## GPS /Chart Plotter

Keep log of positions and timings to make retracing steps possible

## Compass

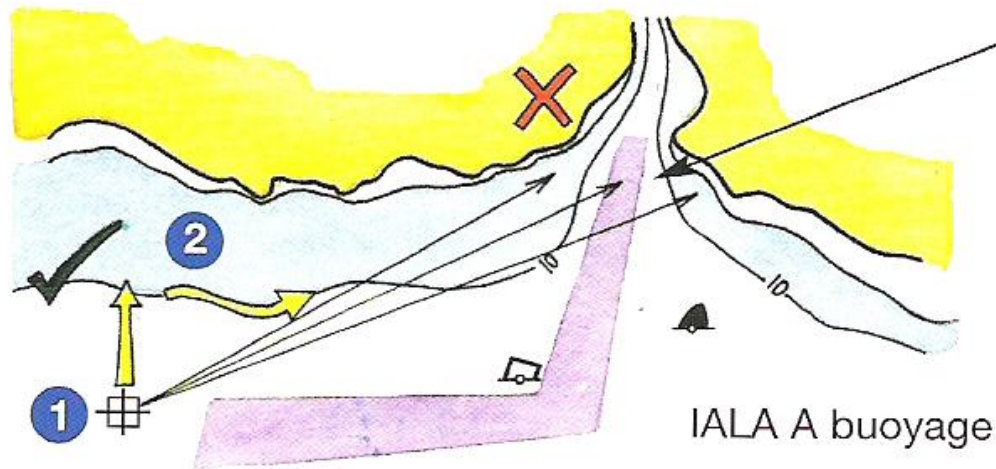
Consider autopilot use to free hands for monitoring duties

# Defensive Strategy

Large ships will not go into shallow water

## Navigation strategy

- 1 Get out of shipping lanes
- 2 Find and follow contour in.



Where possible, don't set a course directly for the entrance to a port.

Error might take you to the wrong side and you might put yourself directly in the path of commercial vessels.

# Sounds

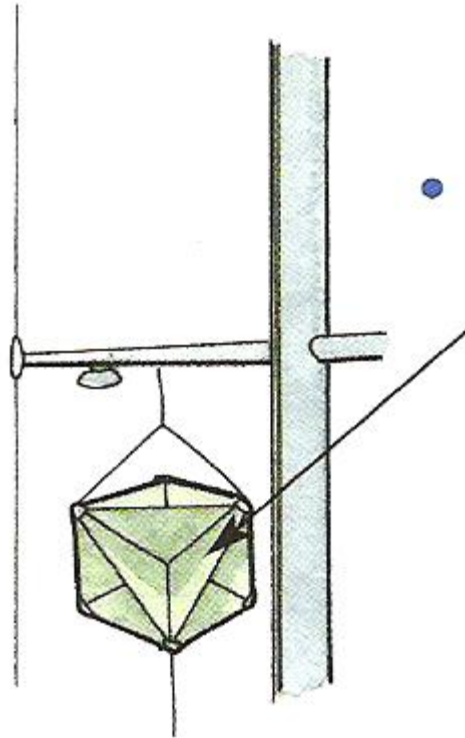
We recommend not setting out on passage in heavy fog, especially if you don't have radar, however, if you are caught out :



- Sound fog horn at intervals of 2 min (-) or (- · ·) Listen.

# Radar Reflector

It is a requirement that all boats fit a radar reflector



# Crew Safety



All crew on deck  
All crew in lifejackets  
Do not harness on



# VHF Radio

Listen on Port frequency to check for  
commercial traffic  
Seek advice from port control if unsure



# Rule 19

Rule 19 is the basis for navigation in reduced visibility

This rule requires that a vessel shall proceed at a safe speed adapted to the prevailing circumstances, initially to be judged by all factors listed in Rule 6

Rule 19 requires that there is no stand-on vessel

All participants are required to take appropriate avoiding action.

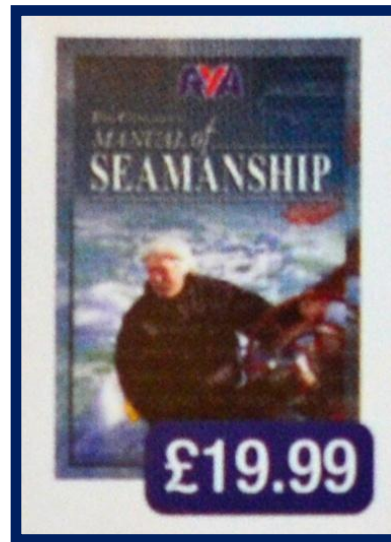
*Keeping a proper look-out requires the Skipper to use all available information about traffic and navigation and then evaluate this before taking action.*

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## Further Reading



We highly recommend Tom Cunliffe's  
**RYA Seamanship Handbook (G36)**

You can buy a copy of this book by visiting our on-line shop  
[www.penguinsailing.com](http://www.penguinsailing.com)

