



Rule 19: Conduct in Restricted Visibility

The rule that takes over the moment you lose sight of the other vessel. No stand-on, no give-way — just safe speed, ample-time action, and the two alterations you must avoid.

19 · a Application

- Vessels **not in sight** of one another
- Navigating **in or near** restricted visibility
- "Near" — applies **before** you enter the fog

19 · b Safe speed & engines

- Proceed at a **safe speed** for the conditions
- PDV — **engines ready** for immediate manoeuvre
- Account for stopping distance, traffic, radar limits

19 · c Section I still applies

- Comply with **Rules 4–10** with due regard
- Look-out, safe speed, risk of collision still bite
- Rules 11–18 (in-sight) **do not** apply

19 · d Detected by radar alone

- Decide if **close-quarters** or risk of collision exists
- If so, avoiding action **in ample time**
- Plot or ARPA — confirm CPA & TCPA first

19 · d(i) Avoid altering to port

- For a vessel **forward of the beam**
- Exception — when **overtaking** that vessel
- Default mindset: alter to **starboard**

19 · d(ii) Avoid altering toward

- Don't alter **toward** a vessel abeam or abaft
- i.e. don't close the bearing on someone passing
- Open the CPA via course or speed

19 · e Fog signal forward of beam

- Hearing one — or unavoidable close-quarters
- Reduce to **minimum steerage way**
- If needed, **take all way off** — extreme caution

TRAP No stand-on vessel

- **Both vessels** must take action
- "Hold course and speed" is Rule 17 — in-sight only
- No port/starboard-side give-way — that's Rule 15

TIP Linked rules

- **Rule 35** — fog signals (PDV: 1 prolonged / 2 min)
- **Rule 5** — look-out by sight, hearing & radar
- **Rule 7** — proper use of operational radar

ORAL Phrasing the examiner wants

- "**Reduce to safe speed**, engines on standby, extra look-out"
- "**Plot the target**, then alter to starboard in ample time"
- "VHF is **not** a substitute — action first, comms second"

FOUNDATION JUDGEMENT REQUIRED ACTION EXAM TRAP ORAL TIP

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