

## Rule 19

*Rule 19 is solely concerned with how we interact with other vessels in restricted visibility.*

(a) *This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.*

This is stating that it applies to all vessels in or near areas of restricted visibility. So we could be in good visibility, near a fogbank and not be able to see the other vessel. That means, rule 19 applies to us, and we should act accordingly to all rules below and those concerning restricted visibility, including sound signals.

(b) *Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.*

All vessels should consider the conditions and adjust speed accordingly. Any power vessels must have their engines on and ready to use in order to adjust course or speed.

(c) *Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.*

Section I includes look-out (5), safe speed (6), risk of collision (7), action to avoid collision (8), narrow channels (9) and traffic separation schemes (10). These rules still apply in restricted visibility. Section II rules - sailing vessel interaction, head in situations, crossing situations, give way and stand on vessels and vessel type responsibilities - do not apply.

(d) *A vessel which detects by radar alone the presence of another vessel shall determine if a closequarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:*

(i) *an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;*

(ii) *an alteration of course towards a vessel abeam or abaft the beam.*

This is noting that a vessel should try to avoid certain actions. For example, (i) states avoid an alteration of course to port. This action could be turn to starboard, but it could also be slow down, speed up or stop. There is no rule as to what the action should be.

(e) *Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.*

Unless we can confirm that a risk of collision does not exist, for example via radar, then we should slow to our slowest safe speed possible whilst maintaining steerage and control.