

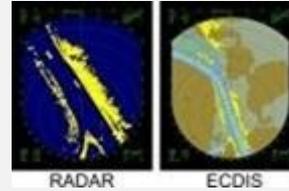


SAFETY ALERT: BAD VISIBILITY

BACKGROUND INFORMATION

There are certain risks when navigating with bad visibility. Distances and situations are more difficult to estimate, simply because not everything is visible. Bad visibility does not only occur because of fog, but also drizzle, snow or downpour will cause for bad visibility.

Since there is visual limitation, it is important to use radar and AIS in combination with an electronic map. Also good communications can help assessing a situation in order to prevent incidents from happening.



POSSIBLE DANGERS

- Visual limitations;
- Not being able to estimate correct distance to the shore, objects or fellow waterway users without using proper equipment;
- Not being able to estimate heights of clearance at bridges, locks, or other passageway. It is difficult to determine whether the passage is free;
- Not communicating with colleagues. Think of location, direction and maneuvers;
- Mooring (in the passageway) because of certain circumstances like black-out;
- Navigating at the wrong side (SB-BB) with less than 1000m of clear sight;
- Working with flawed equipment;
- Fatigue because of more intensive concentration;
- No windscreen wiper;
- Needless reporting because of little local knowledge or with long irrelevant information.

MEASURES

- Make sure that Tresco, Radar and VHF are operational;
- Prepare the route well (route planner in Tresco Periskal/Engineer);
- A second person has to be on board that has sufficient knowledge of navigation rules so that assistance can be provided when necessary;
- If possible, rotate more often in case of concentration loss;
- Provide clear and proactive communication. Ship-ship as well as ship-post. Report short and clearly barge name, location, direction/destination and manoeuvres. As for confirmation;
- Navigate defensively;
- If necessary, adjust speed and keep enough distance to other waterway users, objects and shores;
- Carefully choose the moment of when to overtake or when to let a ship pass. Only do this at clear places where there is sufficient space;
- Pay extra attention with manoeuvres, for example at ports and approaching objects like bridges, locks and jetty;
- If necessary, have a lookout. /it is advised to have a lookout when manoeuvring;
- Keep at least 1 vhf ready for ship-ship communication and turn on the right channel. Make sure to transition to the next or general channel when necessary;
- Make sure windscreen wipers are working and have good wiper blades. You can treat your windows with water repellent so that water will glide off and your keep a 360 degrees sight;
- Do not take any unnecessary risks.

References/Sources:

Binnenvaartpolitiereglement

Rijnvaartpolitiereglement

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