

Prevent maritime distress in the fog!

Dense fog has begun to rise! Is your ship OK?

For duty officers

Reduce the speed

Stop the ship without hesitation

Send sound fog signals

Allocate additional watchmen

Report to your master

Pay continuous attention to other ships until they have receded into the far distance

Make use of Radar and AIS

Take appropriate actions to avoid collision

Obtain weather information

Review the navigational plan

For navigating manager

Collect and deliver weather information

Instruct to stop navigation in the fog

Observe conditions to suspend navigation in the fog

■ Many collision cases occur in the dense fog season from May to Aug.

Many collision cases involving casualties occur along the Japanese coast nationwide in restricted visibility in the dense fog season from spring to summer. We analyzed the past 13 collision cases of total loss (period: 2004~2013, visibility: less than 1000m, ship size: more than 199 GT) in our 3rd Region and found the following particulars common to such cases.

In the dense fog season, please observe the following basic matters and traffic rules stipulated in laws & regulations for the safe navigation.

For the safe navigation in restricted visibility.

- 1. Obtain weather information in advance and make a navigational plan with time to spare.**
- 2. Pay careful attention to the situation around your ship at night.**
- 3. Keep a proper look-out according to the situation around your ship by using RADAR, AIS etc.
Allocate additional watchmen depending on the situation.**
- 4. Proceed at a safe speed depending on the situation.**
- 5. Take appropriate actions to avoid collision until other ships have receded into the far distance.**
- 6. Make sure that duty officers report to their master as the visibility gets restricted around the ship.**
- 7. Make use of fog information provided by Japan Coast Guard by means of VHF, MICS, etc.**

We analyzed the past 12 collision cases of total loss (period: 2004~2013, visibility: less than 1000m, ship size: more than 199 GT) **in our 3rd Region and found the following particulars common to such cases**

1. Either one of the two collided ships is less than 500 GT. (7 out of 7 cases)
2. The positional relationship of the both colliding ships is head-on situation.
(4 out of 7 cases)
3. They occur from midnight to 8 am. (5 out of 7 cases)
4. Duty officers do not report the ship master as they encounter restricted visibility.
(6 out of 14 ships)
5. Single officer alone does his duty work at the navigational bridge as the incident occurs.
(8 out of 14 ships)
6. The speed is not reduced while the ship navigates in restricted visibility.
(13 out of 14 ships)
7. Duty officers fail to pay continuous attention to the other ship in order to take appropriate actions to avoid collision until the other ship has receded into the far distance.
(8 out of 14 ships)
8. The sound signals are not used. (14 out of 14 ships)

The 3rd Regional JCG HQs calls attention to ship masters and crew to prevent maritime incidents through short courses and ship visits for prevention of incidents. Fog information is also available from JCG.

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