

Safety Bulletin #08 of 2018:

Night Passage Navigation

This Safety Bulletin is issued as a result of the loss of the pleasure vessel P6T2 following collision with a navigational buoy during a night time passage. The Incident Investigation report can be found online at <http://www.ports.je/jerseyharbours/Pages/ReportsDocuments.aspx>

Mariners are advised that before commencing a passage during the hours of darkness they should give full consideration to the following before departing the berth

1. Navigation lights checked, fully operational, and illuminated before leaving the berth;
2. Passage plan, making due allowance for night passage, drawn up and entered into electronic navigation system and chart plotter, where fitted;
3. All instrument illumination settings, including any chart plotters and radars, adjusted as appropriate for night time passage;
4. Monitor VHF Channel 14 prior to departure and whilst within VTS area, in order to be aware of any other shipping movements;
5. Prior to departure, ensure familiarisation with the light characteristics of all aids to navigation likely to be encountered on passage. If inexperienced, consider undertaking appropriate training in night passages with more experienced skippers;
6. Consideration of the possible need for additional lookouts during the hours of darkness;
7. Be familiar with the definition of a safe speed, which is defined as one in which proper and effective action can be taken to avoid collision and be stopped in a distance appropriate to the prevailing circumstances and conditions;
8. Be aware of potential effects of the presence of background light, such as shore lights or back scatter from the vessel's own lights on night vision when navigating at night.
9. Be aware that it can take up to 15 minutes for eyes to become fully adapted to dark conditions after being in a brightly lit environment (MGN 357 refers – see link below)
10. For those wearing aids to vision be aware that photochromatic lenses, even after being in the dark for an extended state and in their most translucent state, can reduce night vision significantly. They should not be worn for lookout duties at night. (MGN 357 refers – see link below)
11. Where appropriate, the use of "Traffic Reports" to ensure that details of the intended nighttime voyage through the VTS area are known to the Coastguard and to potentially assist with monitoring.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/442683/MGN_357.pdf;
