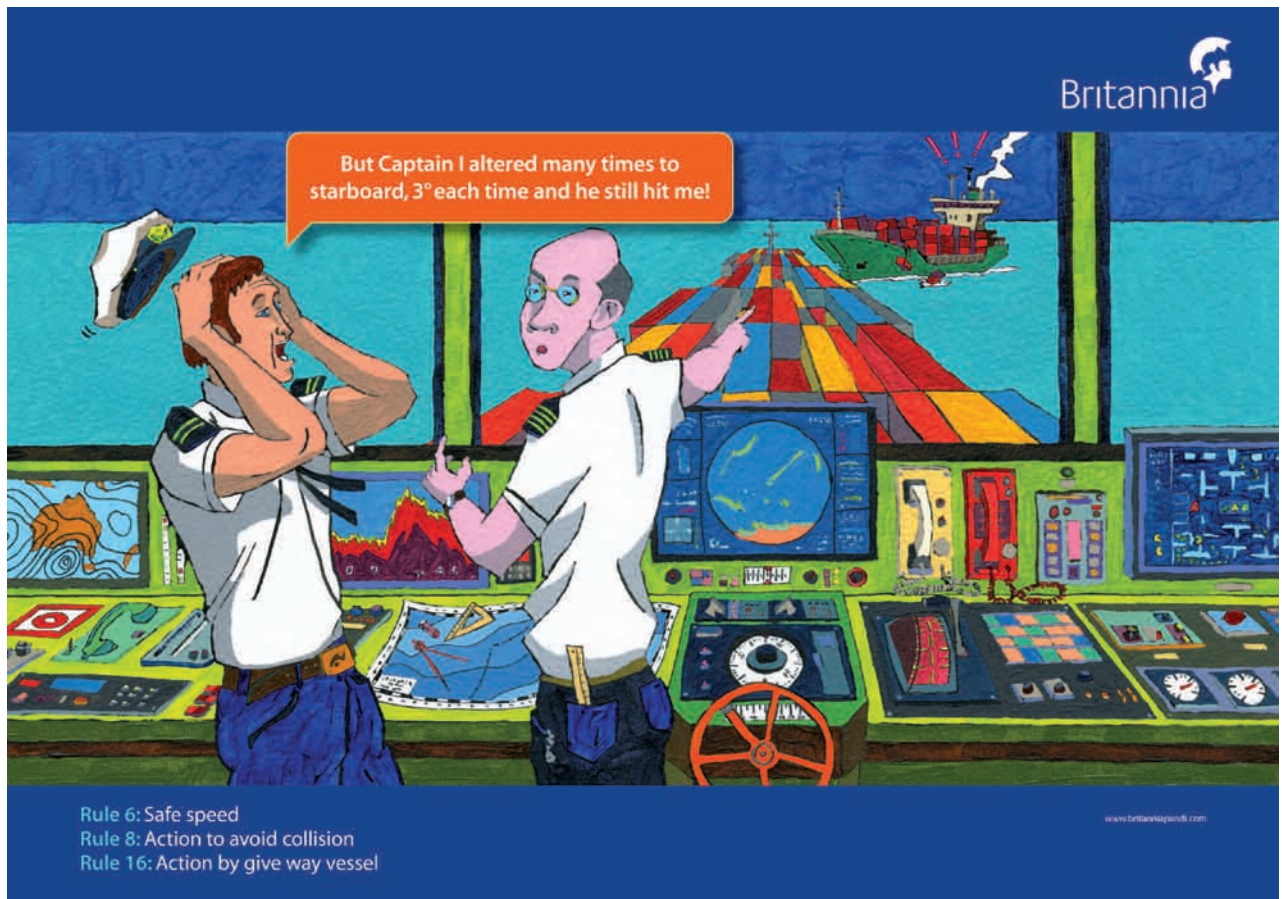


BULLETIN

Collision Regulation Posters

Continuing the series of posters to remind bridge watchkeeping officers of the requirements of COLREGs, a further poster is being sent out with the December 2013 edition of *Risk Watch*.



COLREGs rules: 6, 8 and 16

The poster illustrates an all too frequent cause of collision incidents, where instead of making a single bold alteration of course and/or speed that would be apparent to other ships, the tendency is to make many small alterations of course with little or no reduction in speed. The minimal alterations made in this scenario have not been apparent to the other ship. The poster depicts an irate master questioning the junior officer on why the ship is about to collide with another ship on the starboard bow. 'But Captain I altered course many times to starboard, 3° each time and he still hit me!'

The scene played out in the poster, emphasises the need for substantial action by either an alteration of course or speed in

order to make it obvious to the stand on ship that action has been taken. The use of engines, which appear to be rarely used for collision avoidance, can be very effective in very busy situations and allow more time for further assessment of the situation. Navigation officers must be made aware of the effect of slowing down the ship and be familiar with the responsiveness of the ship to be a useful procedure for collision avoidance.

Rule 6 focuses on safe speed whilst rule 8 addresses situations in any conditions of visibility and rule 16 for ships in sight of one another. All give clear and concise instructions to make early and substantial action to avoid collision.

**INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972
(as amended by Resolutions A464(XII), A626(15), A678(16), A736(18) and A.910(22))**

Section I – Conduct of vessels in any condition of visibility

Rule 6 Safe speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
 - (i) the state of visibility;
 - (ii) the traffic density including concentrations of fishing vessels or any other vessels;
 - (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
 - (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
 - (v) the state of wind, sea and current, and the proximity of navigational hazards;
 - (vi) the draught in relation to the available depth of water.
- (b) Additionally, by vessels with operational radar:
 - (i) the characteristics, efficiency and limitations of the radar equipment;
 - (ii) any constraints imposed by the radar range scale in use;
 - (iii) the effect on radar detection of the sea state, weather and other sources of interference;
 - (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
 - (v) the number, location and movement of vessels detected by radar;
 - (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

Rule 8 Action to avoid collision

- (a) Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.
- (c) If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f) (i) A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.
 - (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this Part.
 - (iii) A vessel the passage of which is not to be impeded remains fully obliged to comply with the Rules of this Part when the two vessels are approaching one another so as to involve risk of collision.

Section II – Conduct of vessels in sight of one another

Rule 16 Action by give-way vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.