

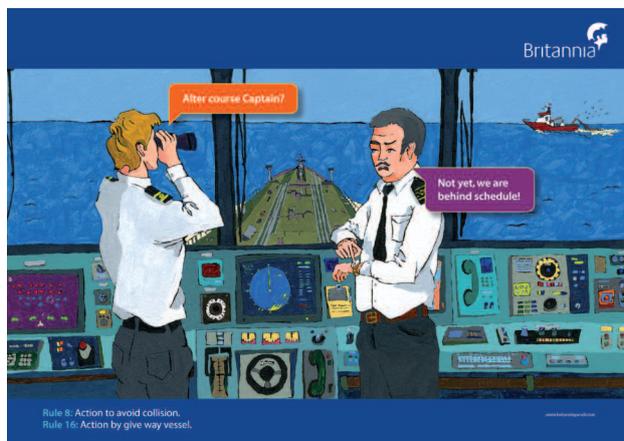
BULLETIN

Collision Regulation Posters

The International Regulations for Preventing Collisions at Sea (COLREGs) have been in existence for 41 years, and must be understood by all seafarers before they can pass an examination to become a bridge watchkeeping officer.

Unfortunately, the analysis of a number of collision claims handled by the Club shows that, the infringement of one or more of the COLREGs is the single most common cause of collisions. This is despite the advances in electronic assistance for mariners on the bridge. These claims demonstrate an apparent lack of understanding of the COLREGs by the officer of the watch (OOW) and certainly a failure to apply them properly.

The Club is now producing a series of posters, over a period of twelve months, to remind bridge watchkeeping officers of the requirements of COLREGs. Each poster will focus on common scenarios, played out daily in the busy and congested seaways of the world, highlighting the appropriate COLREGs.

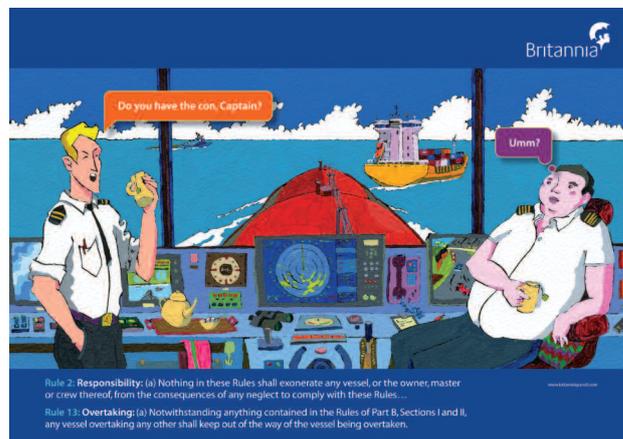


COLREGs rules: 1 (a & b), 2, 7, 8, 16 and 18 (Appendix 1).

The first poster depicts a scene where a power driven ship is making way and has a fishing boat on a steady bearing. The master of the ship is reluctant to alter course despite a close quarters situation developing with the fishing boat, as he is under pressure to maintain a tight schedule.

Safe navigation being paramount, the fact that the ship is late – say, due to an earlier break down or delay – does not allow the master to deviate from these rules and he is obliged to keep clear as directed by the COLREGs.

A substantial alteration of course to starboard that will be readily apparent to the fishing boat crew and made in good time will allow the ship to pass clear and resolve the situation, with minimum disruption to the ship's schedule.



COLREGs rules: 2, 13 and 17 (Appendix 1).

In the second poster, our ship appears to be getting into a complex situation by overtaking close down the port side of another ship, and also running into a close quarters situation with a crossing ship on the port bow. The OOW would like to relinquish his responsibility to the master by casually asking if he has the con.

Good bridge procedure should have made it clear who has the ship con. The appearance of the master on the bridge does not necessarily mean that he has taken control of the ship's navigation – he is possibly just after a cup of tea.

The OOW of the overtaking ship should be confirming that they are in fact passing clear of the ship being overtaken, and also observing – by radar plot and visual bearings – what type of ship is crossing and whether it is in a close quarters situation.

It is preferable, given adequate sea room, for the overtaking ship to pass down the starboard side of the overtaken ship allowing sufficient scope for an alteration of course to starboard for the crossing situation.

It is hoped the posters, provided with this bulletin, will be displayed on the bridge or in the ship's common room.

The Managers may be approached for additional copies, and the posters can also be downloaded from the Britannia website.

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

Rule 1 Application

(a) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

(b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorised elsewhere under these Rules.

(d) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules.

(e) Whenever the Government concerned shall have determined that a vessel of any special construction or purpose cannot comply with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel.

Rule 2 Responsibility

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Part B

Rules 7 and 8 are from section 1 – Conduct of vessels in any condition of visibility

Rule 7 Risk of collision

(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(d) In determining if risk of collision exists the following considerations shall be among those taken into account:

(i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;

(ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

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.

Rules 13, 16, 17 and 18 are from Section II – Conduct of vessels in sight of one another

Rule 13 Overtaking

(a) Notwithstanding anything contained in the Rules of Part B, Sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that vessel but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

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.

Rule 17 Action by stand-on vessel

(a) (i) Where one of two vessels is to keep out of the way the other shall keep her course and speed

(ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A power-driven vessel which takes action in a crossing situation in accordance with sub-paragraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

Rule 18 Responsibilities between vessels

Except where Rules 9,10 and 13 otherwise require:

A power-driven vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to manoeuvre;
- (iii) a vessel engaged in fishing;
- (iv) a sailing vessel.

(b) A sailing vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to manoeuvre;
- (iii) a vessel engaged in fishing.

(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to manoeuvre.

(d) (i) Any vessel other than a vessel not under command or a vessel restricted in her ability to manoeuvre shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draught, exhibiting the signals in Rule 28.

(ii) A vessel constrained by her draught shall navigate with particular caution having full regard to her special condition.

(e) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.

(f) (i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;

(ii) A WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.

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