
	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>20.0 COLLISION AVOIDANCE</p> <p>ON THE JOB TRAINING</p>	<p>OJT : 020 Page : 1 of 2 Date : 07-Nov-25 Rev : 10.1 Appr : DPA</p>
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VESSEL: _____

DATE: _____

Details of Training: Collision Avoidance

- The international regulations for preventing collision at sea are to be strictly complied with at all times.
- This fundamental feature of the COLREGS highlights the fact that Master and OOW have to comply with the Rules while ensuring that all precautions of the ordinary practice of seafarers are taken - there is no substitute for the application of common sense on the seas.
- Master and OOW shall also remember that COLREGS are not recommendations or suggestions but "LAW" and has to be strictly complied with. Master and OOW shall be familiar with all COLREGS and shall regularly go through all COLREGS from publications available on bridge.
- Ignorance of COLREGS is no defense and if you disobey these laws there will be consequences.
- Officers are to bear in mind that intelligent interpretation of COLREGS is expected of them.
- It must not be assumed that other vessels are being navigated in a responsible and efficient manner.
- Special emphasis is to be paid on Look out and safe speed regulations.
- Maintaining high speeds for commercial considerations should not be tolerated and there is no excuse or defense for proceeding at an unsafe speed.
- Master and Officers must bear in mind that there is no specific navigation in the close- quarter situation; therefore, close-quarter situation must be avoided.
- A safe CPA as per nautical manual chapter 5, section 10 is to be maintained with all other ships whether on collision course or not.
- In general, when own vessel is give way vessel in open sea with sufficient sea room, take early and substantial action to ensure safe passing of the other vessel.
- Full use is to be made of radar and ARPA in assessing if risk of collision exists.
- It should be clearly understood that if either of the ships are altering, the vectors calculated by the ARPA will not be accurate. The ARPA needs at least three minutes on a steady course to calculate the vectors.
- Do not rely solely on the ARPA when determining if a risk of collision exists. You are to use all available means for determining such, including the taking of visual bearings of approaching vessels.
- Targets shall also be acquired and tracked on ECDIS.
- Officers are to perform long range scanning using the radar, to detect at the earliest opportunity if a risk of collision exists or a close quarter situation is developing. ARPA when used for collision avoidance MUST have its speed set to speed through the water and NOT speed over the ground.
- The O.O.W. is to take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision, such risk may sometimes exist when an appreciable bearing change is evident particularly when approaching a large vessel or a tow or when approaching a ship at close range. He is to take early and positive action in accordance with the applicable Collision Regulations and then confirm that such action is having the desired effect.

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- In the close-quarter situation, never hesitate to use main engine for speed reduction and steering should be on manual mode.
- When taking action to avoid collision ensure that the action is bold enough to be readily apparent to the other vessel (observing visually or by radar). If altering course, then the course change should be at least 20 to 35 degrees
- The O.O.W. must not hesitate in taking avoiding action by turning the vessel away from the danger or by a substantial reduction in speed or by taking all way off.
- All watch keeping officers must be aware of the obligations placed on them when their vessel is the stand-on vessel. If at any time they are in doubt as to the actions or lack of action by the give way vessel, the Master is to be informed immediately and OOW shall use all available means to alert the other vessel and take necessary action as per COLREGS.
- ALDIS lamp shall always be kept in readiness and shall also be used to alert the vessel.
- Whenever encountering naval vessels or fishing vessels at sea give them a wide berth and be prepared for them to carry out sudden maneuvers and course changes. Call the Master anytime you are in doubt or you feel the vessel is in danger.

Above read and understood:

Master _____

CO: _____

2O: _____

3O: _____