	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>48.0 NAVIGATION – COLREGS – RISK OF COLLISION</p> <p>ON THE JOB TRAINING</p>	<p>OJT : 048 Page : 1 of 2 Date : 07-Nov-25 Rev : 10.1 Appr : DPA</p>
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VESSEL: _____

DATE: _____

Details of Training: Navigation – COLREGS – Risk of Collision

Rule 7 - Risk of Collision

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| <p>(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.</p> <p>(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.</p> <p>(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.</p> | <p>(d) In determining if risk of collision exists the following considerations shall be among those taken into account:</p> <p>(i) Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;</p> <p>(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.</p> |
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Rule 5 on look-out and Rule 7 are also closely linked. Under Rule 5 you must use all available means to collect information on the situation around you (look-out) and under Rule 7 you must use that information continuously to assess the risk of collision.

To assess the risk of collision you must continuously ask yourself:

- Is a collision possible because of the action (or inaction) of any vessel in the vicinity – including your own vessel?

If so, you need to take the appropriate action in accordance with Rule 8 (action to avoid collision).

- Listen as well as look! Maintain a good visual and listening watch at all times. As with keeping a look out, you must use all the information and equipment available to you like radar to determine risk of collision. If in doubt, assume that risk of collision exists and act accordingly.
- Use the compass to check the bearing of approaching vessels, and do this regularly. Compare it with the radar bearing. Observing the compass bearing of an approaching target is one means of determining whether risk of collision exists. An electronic bearing line (EBL) fixed to own ship is a convenient way of observing changes to the compass bearing of a target.
- A steady bearing indicates the risk of collision but a risk of collision may exist even with a bearing change, particularly at close range and with large vessels.
- Take time to assess every situation properly.

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- When using ARPA, use the RELATIVE VECTORS for determining risk of collision and TRUE VECTORS to ascertain the other vessel's actual movement.
- On an ARPA display, risk of collision with a tracked target exists if the relative vector of the target points at own ship's position on the screen.
- Also relative motion trails on radar provide a reliable indication of collision risk.
- CPA and TCPA alarms can be set to provide warning of collision risk or potential close-quarters situation with tracked targets.
- Make sure radar and ARPA are used to their full potential.
- ARPA only produces systematic observation of acquired targets. Make systematic observations of targets to assess risk of collision and build up situation awareness.
- Use radar range-scale properly—that is, use shorter ranges when dealing with targets closer to your vessel and long-range scanning to provide early warning.
- You must be aware of the limitations and use of the ARPA and interpret information displayed correctly.
- When using ARPA for collision avoidance purposes, ensure speed through water is used.
- Is the target passing ahead (bearing closing) or astern (bearing opening)? Or is it going to collide (steady bearing)? Remember the primary information you need to answer these questions is relative information.
- Don't trust ARPA to give you an accurate Closest Point of Approach (CPA). Take 0.5 nautical mile off each indication to be safe and, if the CPA is already 0.5 nautical mile, then assume a risk of collision exists.
- Don't rely on change of bearing as an indicator of clearance. As a target approaches, it's change of bearing could be significant.
- When using ARPA, NEVER rely on AIS information displayed as the other vessels AIS could be faulty. This AIS information may however be used as a reference in conjunction to CPA and TCPA info calculated by the ARPA.
- Don't relax your vigilance - Keep monitoring the situation until the target is passed and well clear (i.e. there is no further risk of collision).

REMEMBER!

- The COLREGS are not just advice to the mariner - they are THE LAW.
- If you disobey the law you will suffer the consequences including imprisonment
- Ignorance of the law is never a defense.