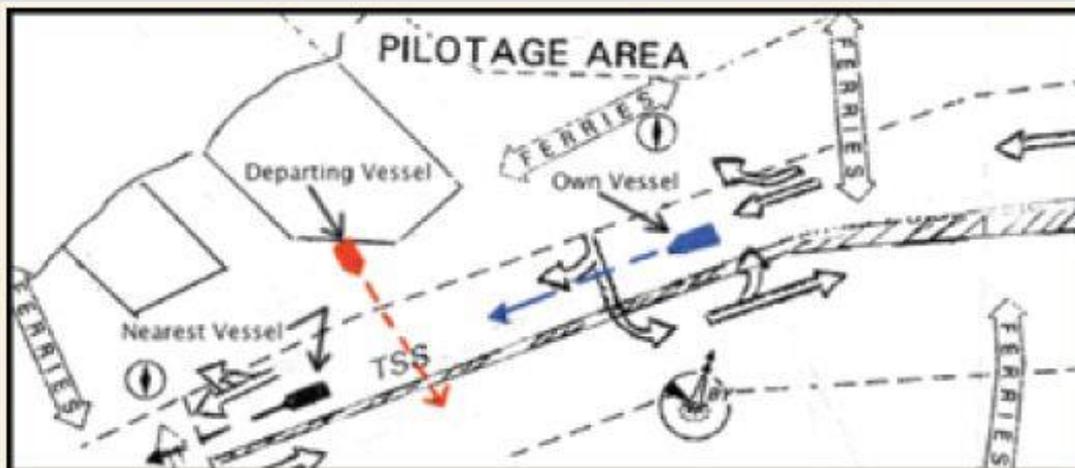


KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-165-2014
(An Incident Concerning "Giving Way" & Lessons Learn)

► **Description of the incident:**

During the evening 4-8 watch, a large, fully laden container ship was proceeding westbound through a normally busy traffic separation scheme (TSS) under the conn of the OOW, with the Master observing. At the time there was light traffic in the west lane with the nearest vessel ahead about 2.5 nautical miles and proceeding at a similar speed. There were no small or coastal vessels proceeding between the lane and the anchorages. Numerous small crafts were moving around in the anchorages, and there was a steady flow of vessels transiting the east bound lane.

At around this time the VTS called the vessel to advise that a large ship was underway from one of the anchorages and would cross the separation scheme to proceed eastwards; VTS advised to keep clear of this vessel. The target was picked up first on the radar and then visually (although this was difficult at first due to the background lights) and was observed to be approximately three points on the starboard bow at a distance of just over two nautical miles. A quick look at the target data showed the vessel would pass astern by one to two cables at its present speed.



It was at this point the OOW ordered an alteration of 10 degrees to port – which was immediately counteracted by the Master who ordered 20 degrees to starboard. After clearing the vessel, which passed eight cables ahead and had safely entered the eastbound lane the Master

asked the OOW why he initially wanted to go to port. His reply was 'to give the crossing vessel more distance to pass astern'. Unfortunately he had not taken in to account the fact that the other vessel was increasing speed and would probably not cross astern but ahead – as this was the case.

If the vessel continued to go to port in an attempt to put the crossing vessel past stern, vessel would have ended up in the eastbound lane going against the flow of traffic. The alteration to starboard immediately put the crossing vessel on the port bow; briefly exited the lane to the north, and as soon as the crossing vessel was clear, the vessel was able to re-enter the lane and continue her westward passage.

► Lessons learned:

- 1-The assumptions must not be made on scanty information.
- 2-Some officers seem to think that when a crossing vessel is going to pass close astern it is alright to go port to 'give them more room'. But this is contrary to Rule 15 where it quite clearly states that if two vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall avoid crossing ahead of the other vessel.
- 3-Although the main objective of the ColRegs is to avoid collision & such assumed actions may increase the

- distance & avoid collision; but we must also bear in mind that while there are set rules to follow & everyone would expect us to give way in such a manner; we should not take actions to confuse the others or in direct opposition to what regulations require in a common conception.
- 4- The situation makes additional emphasis on the need of mentoring / assisting the younger & less experienced officers in areas like this one that crossing vessels as well as numerous traffic movements are expected.

