

# Collision regulations: english channel

Sociology



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Important to take into consideration that it is not the high speed that solely becomes the use of a collision or accident. Rather it is the inaccuracy vessel operators have when estimating the speed difference between the vessels that create many problems. The significant factor to take into regard when contemplating risks and collisions attributed to the advent of an 80 know ferry in the English Channel should encompass:

Manageability of the vessel (lack of control)

Lookout at 80

Vessel speed and speed encounter

Detection by radar

Stand on / give-way vessels

Lights and visibility

The operator of the vessel has many more responsibilities than speed when preventing a collision. As the term itself implies, speed is a factor associated with timings. Controlling the speed involves the evaluation of the right timings of actions. When a vessel has to speed up to avoid a collision, it must do so immediately. Designing of the vessel's structure and capabilities to meet such situations is a prerequisite.

Speed is not the only factor responsible for a maritime collision and in cases of poor visibility and lighting speed is not even a factor. Collisions normally occur during overtaking and when the vessels meet head-on. Rule 13(b) of International Collision Regulations states:

" 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."

This provision is to be read with Rule 8(b) regulating the actions to avoid collisions, which says:

" 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".

There are conventional forms that must be adhered to about collision requirements. Conventional in the sense that these regulations are based on or in accordance with general agreement, use, or practice; customary. It is clear that to assess the time of alteration of the course must carefully and correctly be judged. Can an 80-knot ferry achieve this, when the ferry is very close to the overtaking vessel Since most of the ferries are now working on hydrofoils, they face many problems only during turning? Altering the course is a component of turning. This has to be carried out meticulously and prudently at the right time. When the speed of the vessel is pitched up, the variable incidence skid fin lifts the craft off the water. The control over the vessel is usually lost at this moment especially when it becomes obligatory to reduce the speed to avoid a collision. Kenneth E. Cook, CEO of Hydrofoils Inc, (1998) suggested balancing the downward air force against the upward hydrofoil force by controlling size, aspect ratio, curvature, etc., to have a balanced system at any speed with the hull out of water. (Kenneth E. Cook, 1998)