

in the waters under their control but, for open sea routes, the International Regulations for the Prevention of Collision at Sea must provide the guidance and they need to be amended to take account of the technological development now taking place in the fast vessel market.

## REFERENCE

<sup>1</sup> *The International Regulations for the Prevention of Collision at Sea*. International Maritime Organization 1972.

## KEY WORDS

1. Collision avoidance.
2. Fast ferries.

## ‘Conflicts in Inshore Waters’

A. T. C. Millns

I write in full support of Commander P. S. Booth, RN, and his excellent article on this subject.<sup>1</sup>

My own background is as a yachtsman since 1949 and as a professional, having obtained my Master's Certificate in 1963. I have sailed the Solent both professionally and privately, under oars, sail and power, in vessels from dinghies, whalers, cruisers, a 6-metre, a 100-ton ketch and passenger liners up to 780 ft in length, with a draft of 32 ft and a bridge height of eye of 95 ft. As a teenager I was originally taught how to sail by a seventy-year-old retired fisherman in Bosham. He made it very plain to me that he had no wish to get his feet wet, and yet taught me how to win races and cups in the local sailing club; that is, to be a safe sailor. The lecturers at the School of Navigation, University of Southampton had a similar aversion to wet feet and ensured that our boat and ship handling did not give rise to that catastrophe, whilst still being able to keep to a strict schedule. For years I departed from Southampton at 1600 hrs and arrived off the Cape Town breakwater to pick up the pilot at 0606 precisely. All shipping movements in the harbour were held for our arrival.

Segregation already exists in other transport spheres such as airports. We do not find light aircraft taking off alongside intercontinental jets, and even in motorway service areas, commercial vehicles are segregated from cars.

I cannot understand the comments from the yachting fraternity. It is like a mother telling her child to cross the road in front of an approaching lorry, because ‘he has got to stop for you, dear’. I am very concerned that a yachtmaster instructor should take the view expressed in the January 1995 *Journal*.<sup>2</sup> This is not a new problem and was covered in the Collision Regulations brought into force by an Order in Council on 1 January 1954 – Rule 30 – Reservation of Rules for Harbours and Inland Navigation: ‘Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake or inland water, including a reserved seaplane area.’ I wonder how the modern Solent yachtsmen would react to the Princess Flying Boats – yachtsmen at the time handled the matter very well. I am sorry that this Rule is no longer included in the present Regulations since it gave a depth of perspective to all seagoers. Bringing *Moyana*, a 100-ton ketch, to her mooring in the Hamble involved at times signalling to comparatively small yachts to give way. They used to enjoy the extra space left by our vacant mooring in which to tack. Summer has always

been a time of concern to me, navigating in Home Waters, when a small sailing cruiser stands on. The main concern of the professional is the large tanker approaching 5 to 8 miles away through the summer haze. I must confess that the small craft on the Côte d'Azur are better disciplined, even if they do want to pass close in order to ogle the passengers. Even in the middle of the South Atlantic, when sighting a tanker on the horizon, many of whom were inclined to pass close in order to break their monotony, I would ensure that my course gave them no excuse.

Whilst my background of yachts is greater than some, ship masters lower boats of the 26 ft-plus size in a seaway, having made a lee, cast off and return in due course to be recovered and to be rehoisted some 65 ft up the ship's side. It should be recognized that many of the ship's company of a passenger ship, including those in the hotel services, are fully 'Certificated Lifeboatmen' duly tested by government authority to ensure that they can take charge of a fully-loaded lifeboat with well over a hundred souls on board. I have instructed and prepared for examination many crew members from all departments including the hotel services and I have found them most proficient. Trinity House Pilots are very used to small craft, in boarding vessels in various weather conditions come rain or shine, summer and winter. Once a large vessel has lost steerage way, full power could well be required in adverse weather conditions to bring her back on course. I know from manoeuvring a large ship off the Nab to pick up the pilot in a SE gale how susceptible she is to wind below steerage way. Emergency double ring astern to avoid becoming another hotel at Seaview should not be restricted by a yacht heading for Bembridge.

I understand Fawley Marine Terminal has some 2300 ship movements each year and is capable of handling vessels ranging from 400000 dwt crude carriers to small barges. Some 22 million tonnes of crude oil and other products pass through each year, and the duty and VAT paid on these products forms a large part of the Government's income. On the gasoline content of these products over 70 percent of the pump price is collected for the taxman. The value of these products makes the VAT derived from yachting a small contribution, especially when it is recognized that this is only 40 percent of the total traffic in the port of Southampton.

Eighteen months ago, whilst tacking a Moody off Ryde, a small fishing dayboat took off without warning and cut across my bows, causing me to take a full turn in order to avoid collision. In a boat of this size, it was simply annoying but could well have been fatal with a large ship.

Do yachts really keep a proper lookout, with their large genoas, and spinnakers? On a ship we carried an officer and anchor party in the bows as well as our conventional lookout all the way between the Nab and the Docks.

We must never lose sight of Man's ability to be tolerant and, in fact, learn from it. In my view it is an aspect that teachers should instil in their pupils to give them a deeper understanding of good seamanship. Just as an advanced motorist is taught to read the road and the possible dangers ahead, a seafarer should be taught to recognize possible problems prior to a close quarters situation.

#### REFERENCES

- <sup>1</sup> Booth, P. S. (1994). Conflicts in inshore waters. *This Journal*, 47, 208.
- <sup>2</sup> Bartlett, T. (1995). 'Conflicts in inshore waters'. *This Journal*, 48, 154.

#### KEY WORDS

1. Port and harbour operations.
2. Small boat navigation.
3. Safety.
4. Collision avoidance.