



Prevention of Collision At Sea

Speed, Speed, Speed - What's Safe?



by VINCENT T. PICA, II - Flotilla Commander, 18-06 (ISR) - United States Coast Guard Auxiliary

Who hasn't been out on our bays and creeks and experienced another boat overtaking you at such a speed that you grumbled, "What is that moron thinking..!?" Without any ambiguity, Rule 6 - Safe Speed - is all about determining what is a safe speed, condition by condition...

What Does Rule 6 Say is a "Safe Speed"

"Every vessel shall (must!) at all time proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions." As mentioned in the October 3rd article on Sound Signals (Rule 35), Admiralty and maritime boards have consistently applied the rule that a safe stopping distance is operating at a speed that allows you to do so in half the distance that you can see ahead. So, perhaps that guy that blew by you at 40 knots when visibility is to the horizon is traveling at a safe speed then...? Unlikely... Read on.

Rule 6 goes on to define factors "that shall (must!) be among those taken into account"...

By ALL vessels...

6(a)(i) the state of visibility (OK, to the horizon covers him here...)

(ii) traffic density (well, maybe you were the only other boat in sight...)

(iii) maneuverability (hmm, can turn on a dime... maybe still OK...)

(iv) at night, background lighting (broad daylight... still OK...)

(v) sea and weather (beautiful day... still OK... hmm...!)

(vi) draft versus water BINGO! No way high speeds can be justified when any small deviation from the channel will ground you at any moment.

And we all know that even channels can silt over after a storm or heavy sea state...

Even though the courts have applied the above-mentioned rule of thumb of "safe speed equals safe stopping in half the range of visibility", this fails when the hazard is below the surface. Visibility on the night of April 14, 1912 was excellent when Sixth Officer James Paul Moody shouted "Iceberg Ahead...!"

With or without alcohol present, breaking Rule 6 can have life-time consequences. After losing 46 souls when the T/N Andrea Doria collided in the fog with the M/V Stockholm on July 25, 1956, the Andrea Doria's captain was heard to mutter, "When I was a boy, and all my life, I loved the sea; now I hate it..."

As you can tell, we're building up a solid body of work on the Rules which govern all of us when we are "upon the high seas and in all waters connected therewith navigable by seagoing vessels." Here is a listing of where we are as of today. If you would like a reprint (by email only), you can email SS-PRESS2000@aol.com (attention the Editor) or to me at VPica@AtlanticMaritimeAcademy.com.

Rule 2: Responsibility
SSP, September 19, 2007

Rule 5: Proper Lookout
SSP, July 18, 2007

Rule 7: Use All Means Available
SSP, July 25, 2007

Rule 8: Actions to Avoid Collision
SSP, July 25, 2007

Rule 9: Actions in a Narrow Channel
SSP, July 25, 2007

Rule 13: Overtaking, Meeting
SSP, May 30, 2007

Rule 14: Head-On, Meeting
SSP, June 6, 2007

Rule 15: Crossing, Meeting
SSP, July 11, 2007

Rule 18: Priority of Vessels
SSP, August 8, 2007

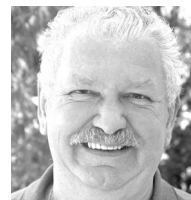
Rule 19: Restricted Visibility
SSP, September 26, 2007

Rule 35: Sound Signals, under Rule 19
SSP, October, 3, 2007

BTW, if you are interested in being part of USCG Forces, email me at USCGAUX2007@aol.com or go direct to MaryJo Cruickshank, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing..."

Moriches Inlet October 2007

Day	High	Low	High	Low	High
Mon 1		4:31 AM / 0.02 ft	11:06 AM / 3.57 ft	5:29 PM / 0.13 ft	11:46 PM / 2.86 ft
Tue 2		5:26 AM / 0.26 ft	12:07 PM / 3.38 ft	6:36 PM / 0.32 ft	
Wed 3	12:49 AM / 2.72 ft	6:33 AM / 0.47 ft	1:10 PM / 3.22 ft	7:49 PM / 0.41 ft	
Thu 4	1:52 AM / 2.66 ft	7:49 AM / 0.58 ft	2:13 PM / 3.11 ft	8:57 PM / 0.38 ft	
Fri 5	2:57 AM / 2.67 ft	8:59 AM / 0.55 ft	3:17 PM / 3.05 ft	9:54 PM / 0.30 ft	
Sat 6	3:59 AM / 2.77 ft	9:59 AM / 0.46 ft	4:17 PM / 3.06 ft	10:42 PM / 0.20 ft	
Sun 7	4:55 AM / 2.92 ft	10:51 AM / 0.36 ft	5:10 PM / 3.10 ft	11:25 PM / 0.13 ft	
Mon 8	5:43 AM / 3.09 ft	11:37 AM / 0.27 ft	5:56 PM / 3.14 ft		
Tue 9		12:05 AM / 0.07 ft	6:25 AM / 3.24 ft	12:22 PM / 0.19 ft	6:37 PM / 3.15 ft
Wed 10		12:42 AM / 0.06 ft	7:03 AM / 3.34 ft	1:03 PM / 0.14 ft	7:14 PM / 3.12 ft
Thu 11		1:18 AM / 0.08 ft	7:38 AM / 3.39 ft	1:44 PM / 0.12 ft	7:50 PM / 3.04 ft
Fri 12		1:53 AM / 0.13 ft	8:12 AM / 3.37 ft	2:23 PM / 0.14 ft	8:26 PM / 2.92 ft
Sat 13		2:27 AM / 0.22 ft	8:45 AM / 3.30 ft	3:01 PM / 0.20 ft	9:01 PM / 2.77 ft
Sun 14		2:59 AM / 0.33 ft	9:18 AM / 3.19 ft	3:37 PM / 0.30 ft	9:38 PM / 2.61 ft
Mon 15		3:29 AM / 0.46 ft	9:53 AM / 3.07 ft	4:14 PM / 0.42 ft	10:19 PM / 2.47 ft
Tue 16		4:00 AM / 0.58 ft	10:33 AM / 2.96 ft	4:54 PM / 0.54 ft	11:06 PM / 2.36 ft
Wed 17		4:34 AM / 0.69 ft	11:21 AM / 2.88 ft	5:43 PM / 0.65 ft	
Thu 18	12:00 AM / 2.30 ft	5:20 AM / 0.79 ft	12:16 PM / 2.84 ft	6:46 PM / 0.69 ft	
Fri 19	12:58 AM / 2.32 ft	6:32 AM / 0.85 ft	1:15 PM / 2.85 ft	7:56 PM / 0.62 ft	
Sat 20	1:57 AM / 2.42 ft	8:01 AM / 0.78 ft	2:15 PM / 2.91 ft	8:56 PM / 0.45 ft	
Sun 21	2:57 AM / 2.61 ft	9:11 AM / 0.59 ft	3:17 PM / 3.01 ft	9:47 PM / 0.23 ft	
Mon 22	3:56 AM / 2.89 ft	10:09 AM / 0.34 ft	4:17 PM / 3.15 ft	10:35 PM / -0.00 ft	
Tue 23	4:51 AM / 3.22 ft	11:03 AM / 0.07 ft	5:13 PM / 3.29 ft	11:21 PM / -0.20 ft	
Wed 24	5:42 AM / 3.55 ft	11:56 AM / -0.16 ft	6:05 PM / 3.40 ft		
Thu 25		12:08 AM / -0.34 ft	6:29 AM / 3.82 ft	12:49 PM / -0.33 ft	6:55 PM / 3.44 ft
Fri 26		12:56 AM / -0.41 ft	7:16 AM / 3.99 ft	1:41 PM / -0.43 ft	7:44 PM / 3.40 ft
Sat 27		1:44 AM / -0.41 ft	8:03 AM / 4.02 ft	2:33 PM / -0.44 ft	8:35 PM / 3.29 ft
Sun 28		2:33 AM / -0.33 ft	8:53 AM / 3.93 ft	3:25 PM / -0.36 ft	9:30 PM / 3.12 ft
Mon 29		3:23 AM / -0.18 ft	9:48 AM / 3.74 ft	4:17 PM / -0.20 ft	10:30 PM / 2.94 ft
Tue 30		4:14 AM / 0.03 ft	10:47 AM / 3.51 ft	5:13 PM / 0.01 ft	11:33 PM / 2.80 ft
Wed 31		5:11 AM / 0.26 ft	11:49 AM / 3.29 ft	6:16 PM / 0.19 ft	



The Street Corner Philosopher

Where does it come from?

by DON SORBIE

The other day I was in the supermarket with my favorite bargain hunter and we purchased some things on her neverending shopping list plus a few treats for the grandkids. When we got home, I eyeballed the apple juice that we had just acquired and noticed a very faint printed stamp on the side of the container. Without my glasses on it was almost undetectable. Even with my peepers in place it was, to say the least, very tricky to read because of its placement on the bottle and the color, which almost made it seem invisible to the naked eye. As I focused in on the print it stated, "Made in China." Now that knocked me for a loop. This stuff was on sale, so naturally it woke up my thinking machine and I questioned how could anyone grow these fruits then process them and give them a trip halfway around the world for a buck? It just didn't seem kosher to me. It's hard to believe that anyone, Chinese growers or not, are covering cost at that price. Naturally, you gotta wonder because recently Chinese exports got a bad reputation, what with them producing tainted pet food and then using toxic paint on children's toys. Now Mrs. Sorbie and I can't say we are exactly trusting souls when it comes to things we purchase for the family. Our kids are our future and our grandkids are our fortune, so we are cautious.

We took the product back to the store to replace it. We again began perusing the aisles searching for an American juice and relying on some old trusted names I remembered, hoping that the F.D.A was in our corner. We spent a lot of time inspecting labels and holding the bottles up to the light seeking out any hidden messages in some unsuspecting places. Surprisingly, with this inspection, what we found was that many of these juices are products of not only China, but also some other foreign nations. We had to conscientiously search for this information on the containers because it appears some companies are not really being upfront about the country of origin or they wouldn't have made it so difficult to discover. When it comes to the almighty dollar, some scallywag business deal in the big lie with unsuspecting consumers. I also wondered what was going on here. Can't America grow enough produce upon our own fruited plains or are some shim sham citizens looking to drive our orchard farmers out of business. As for me and the bride, we try to buy local when we can but depend on honest visible information from the product container. Not for nothing, but knowing where things come from is part of it, then we can make up our own minds.

Follow your rainbow - Don