



Why wait until the last mile to avoid a collision?

Act early. Act large. There have been several collisions in crossing situations where the give way vessel waited too long to make the course alteration.

Published 24 September 2019

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.

Mariners draw their own inferences from the terms “ample time”, or “substantial” where the measure could be very inconsistent from one individual to the other. The question for every officer of the watch should be to consider the possibility and practicability of altering course well in advance to avoid a collision or a close quarter situation. An alteration of course made at, say, 5 nm range is a lot safer than a substantially large alteration made at 1 nm. This gives the stand on vessel a clear signal of the intention of the give way vessel and avoids ambiguity.

You can find out more from our

Loss Prevention poster **Act early in a crossing situation**

Insight [Collisions – why do they occur?](#)

Case study

Insight [A collision that should have been avoided](#)

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.