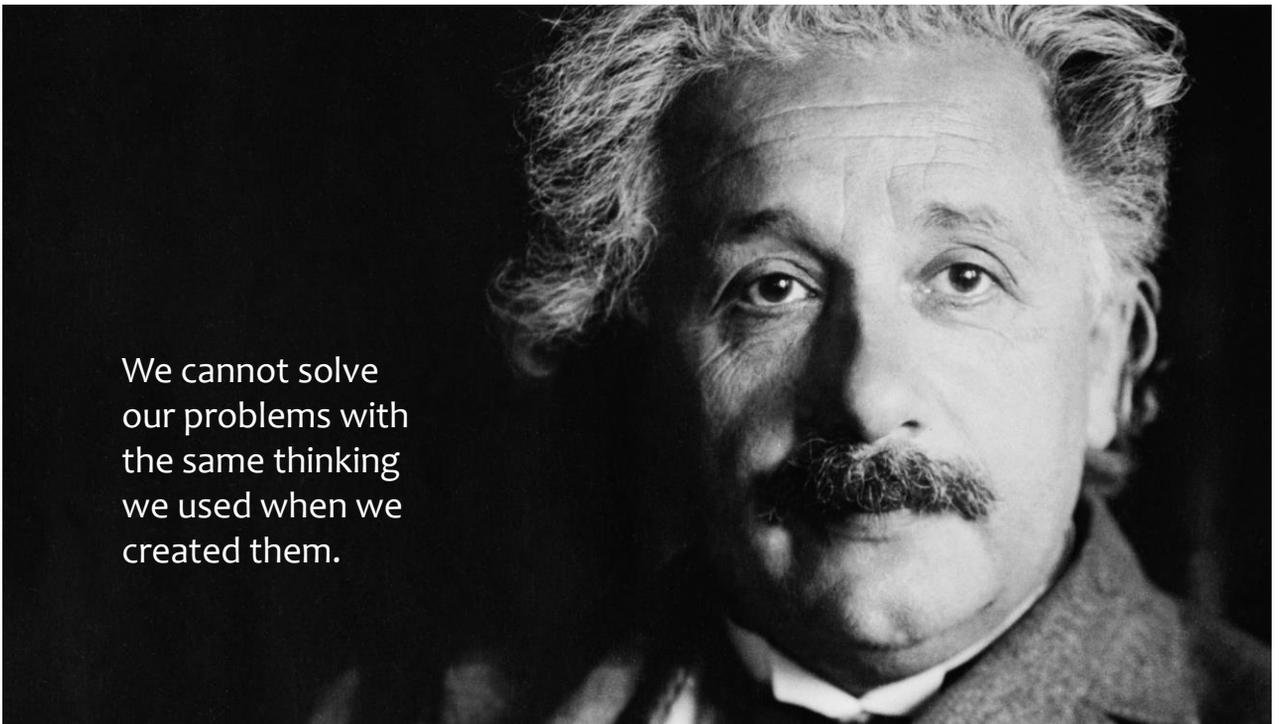


1



2

The questions are the same...

3

... but the answers have changed.

4

We are going to talk about:

1

- COLREGS and ordinary practice of seamen

2

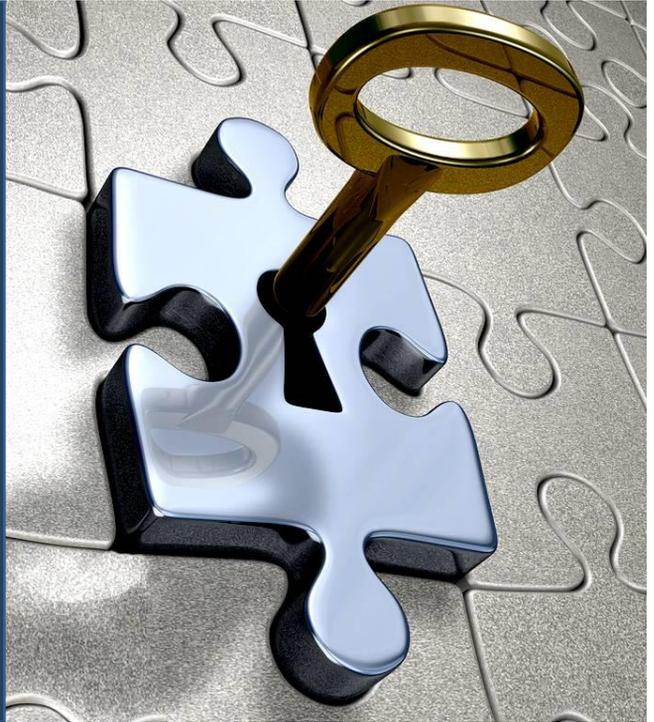
- Objective/subjective approach

3

- New challenges of collision avoidance



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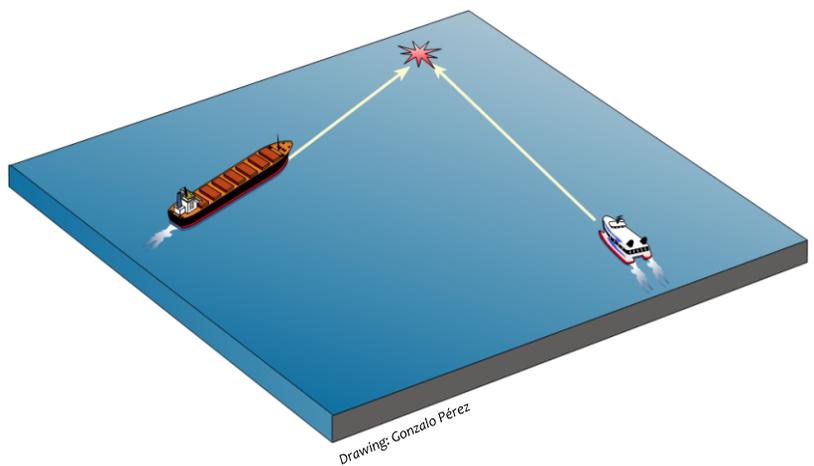
5

01

IN THIS CROSSING
SITUATION, THE HSC
IS REQUIRED TO MAINTAIN
COURSE AND SPEED,
WHICH DOES NOT MAKE
SENSE.



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Drawing: Gonzalo Pérez

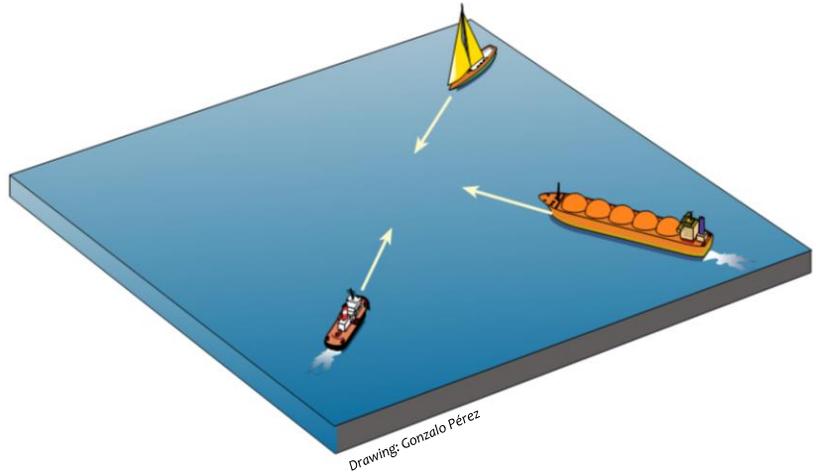
6

02

WHAT SHOULD BE THE PROPER BEHAVIOUR OF THE GAS CARRIER?



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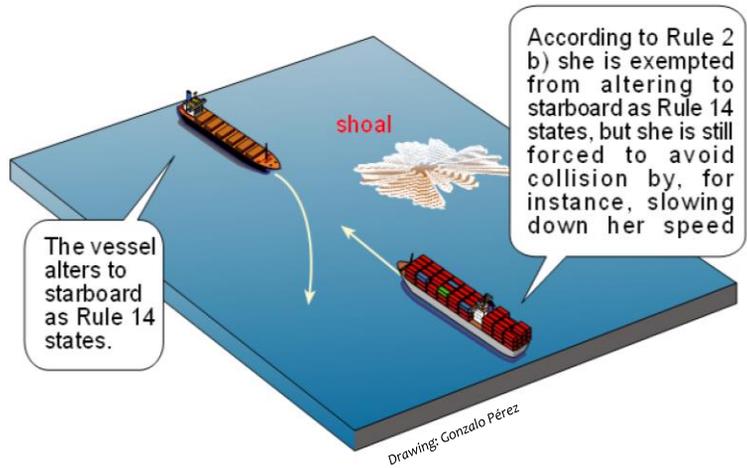


03

THE MOST IMPORTANT RULE OF COLREGS.



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06

AND IN THIS INTRICATE
SCENARIO MASS SHOWS
UP.



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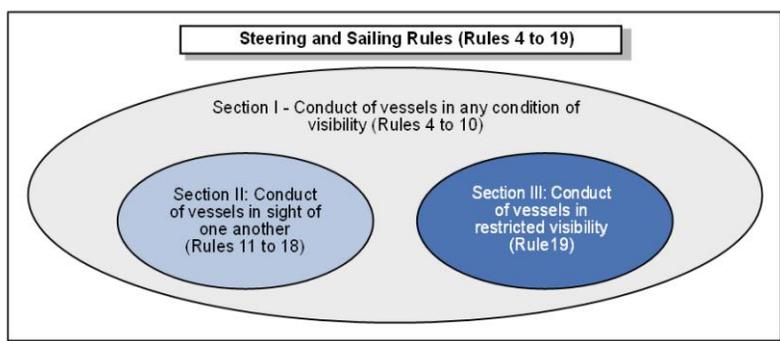


07

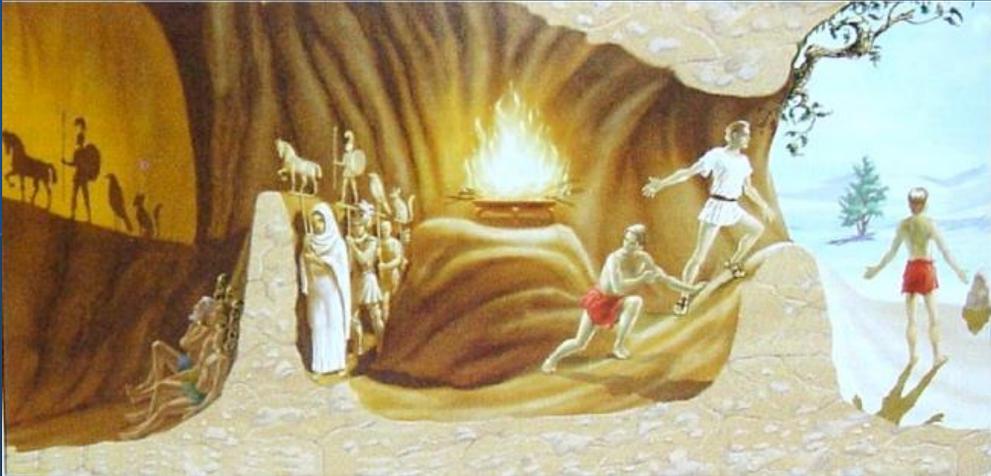
PART B AND HER THREE
SECTIONS.



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08 PLATO'S CAVE.



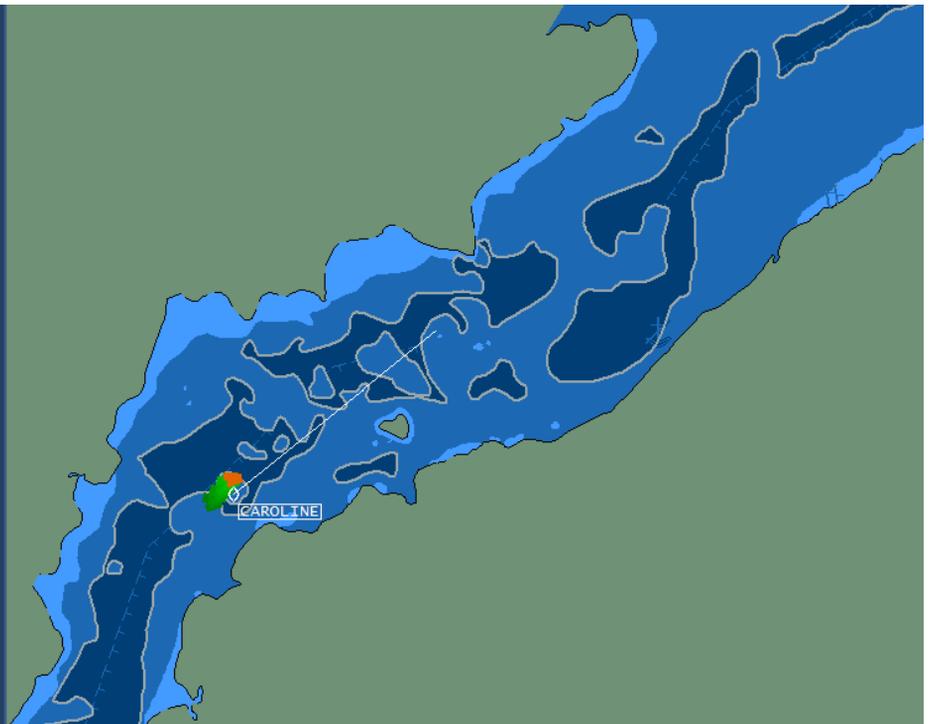
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09

INSIDE THE CAVE.



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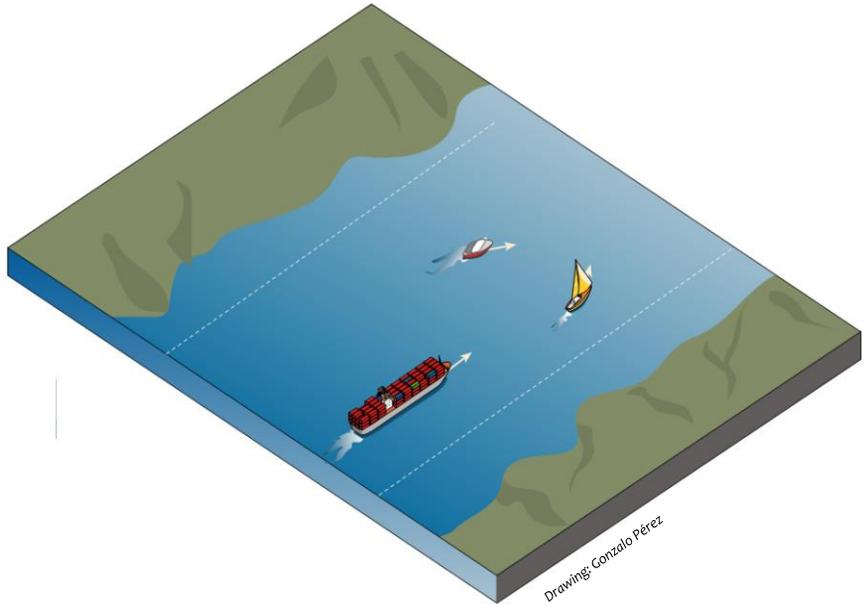


10

REALITY.



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15



11

PERCEPTION WITH
HUMAN SENSES IS QUITE
DIFFERENT FROM
DETECTION BY
RADIOELECTRIC MEANS.



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16

12

HOW CAN WE GUARANTEE THAT
THE REMOTE OPERATOR
ACHIEVES A PROPER
SITUATIONAL AWARENESS?



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THE VIENNA CONVENTION DETERMINES IN ITS ARTICLE 31 THAT THE TERMS ESTABLISHED
IN AN INTERNATIONAL CONVENTION MUST BE INTERPRETED IN ACCORDANCE TO THE
ORDINARY MEANING OF THE WORDS AND IN THE LIGHT OF ITS OBJECT AND PURPOSE.

13

SOME CONCEPTS
WE SHOULD
REVISIT.

MASTER / RESPONSIBLE OF NAVIGATION / ORDINARY PRACTICE OF SEAMEN / PROPER LOOK-OUT



14

THE TIME HAS GONE
BUT IN FACT IT HAS
JUST BEGUN.



Spanish Maritime Safety Agency



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Thanks for your attention

