

List updated 25-11-2011

Errata and corrections to 'A Mariner's guide to PREVENTING COLLISIONS'

First edition of April 2011

1: Inside front cover: Under the review remarks of Capt. Kiriti Guha 'Honk Kong' should read: 'Hong Kong'.

2: Page v, 3rd line from top.
Capt. Roger Symns should read: Capt. Roger Syms.

3: Page 227, diagram of cardinal buoys the top mark of the East cardinal marks is in error,

It is shown as



Should be



Chart of bouys, bottom right title read as 'Preferred Channel to Port' - should read as 'West Cardinal Mark'

Top mark shown on the right bottom buoy is in error - the correction is same as shown above.

4: Page 263,
Regulation 34-3 quoted from Chapter V of SOLAS has errors.

The full Regulation should read:
Regulation 34-1

Master's discretion

The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safety of life at sea and protection of the marine environment.

5: Pictures of collisions at the end of the book, 'Oil tanker after collision in Malacca Straits in May 2009 - spilled 2000 mt of crude oil', the date should read May 2010

Revised edition of August 2011

1: Inside front cover: Under the review remarks of Capt. Kiriti Guha 'Honk Kong' should read: 'Hong Kong'.

2: Page vi, 3rd line from top.
Capt. Roger Symns should read: Capt. Roger Syms

3: Page 30 Last line states refer to page 274, the refer to page number should read as page 279.

4: Page 231, diagram of cardinal buoys the top mark of the East cardinal marks is in error,

It diagram of cardinal buoys the top mark of the East cardinal marks is in error,

It is shown as



Should be



Chart of bouys, Top mark shown on the West cardinal Mark buoy is in error - as shown above.

5: Page 268, Regulation 34-1 quoted from Chapter V of SOLAS has errors in the first line.

The full Regulation should read:

Master's discretion

The owner, the charterer, the company operating the ship as defined in regulation IX/1, or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safety of life at sea and protection of the marine environment.

6: Pictures of collisions at the end of the book, 'Oil tanker after collision in Malacca Straits in May 2009 - spilled 2000 mt of crude oil', the date should read May 2010.