

Avoid Cruise Ship Collisions!

Communicate

1. Monitor VHF 16 and answer the radio. Change to channel 13, ship to ship, to communicate. State your vessel name and location so everyone knows where you are. Speak clearly. The radio is a very important tool.
2. Be clear in your movements and communications. Avoid ambiguity and be clear in your intentions. Communicate your intentions by radio and maneuvers.

Be Aware

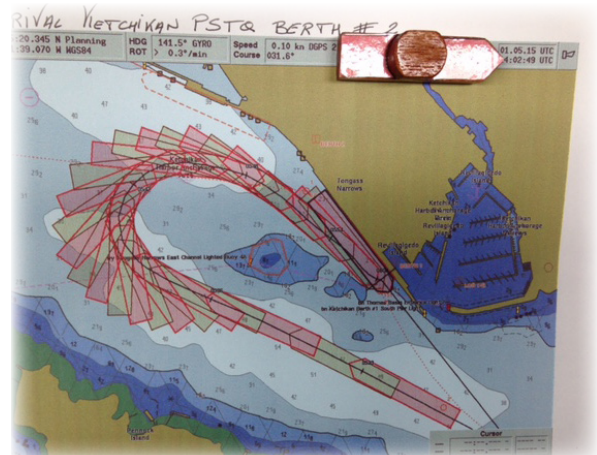
1. Where are you? A cruise ship covers 2 nm in 6 minutes at 20 kts! Make sure your crew knows your vessel's location. Scale radar in and out to ID potential traffic conflicts. Look behind you.
2. If you are too tired to drive, wake someone up!
3. Know established cruise ship tracklines. Tracklines and estimated schedules are available for various locales. See SEAFA Website <https://seafa.org/cruise-ship-track-lanes/> for Southeast Alaska trackline charts.
4. Know Rules of the Road and use common sense. Tugs, ferries and cruise ships are often constrained by under keel clearance and have limited maneuverability. Ease traffic situations by waiting 5 minutes, slowing down to let larger boats by, altering your course, taking their stern and communicating your intentions.
5. Constant bearing, decreasing distance means you are on a collision course!

Understand Large Vessel Maneuverability Restrictions

1. Stopping. Even at slow speeds (2-3 kts) and full astern, a cruise ship will still travel up to at least a ship length (1000'-2000') before stopping; at 10+ knots, it can take a half-mile.
2. Height of Eye. A cruise ship will look farther away than it is. Avoid crossing its bow- take their stern instead. "If you see them, you can't beat them". If you are 10 feet above the water and can see a cruise ship's waterline it means they are 3.7 nm away; at 20 kts they will cover 2 nm in 6 minutes, so they will be at your position in roughly 10 minutes.
3. Look out for the "sweep" path. As a large vessel turns, it will use more space than it appears.
4. Large ships are giant sails. At slow speeds (3-7 kts) a 1-3 degree set makes them wider.



The Titanic Compared to a Modern Cruise Ship



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