

HOW TO AVOID CLOSE ENCOUNTERS OF THE WORST KIND
Cruise ships, Tugs and Fishing Vessels
Handy tips for your new crewmembers so you can sleep soundly



The size of Titanic when compared to a modern Cruiser.

As Commercial Fishermen We Are Members of the Maritime Community and That Carries With It a Responsibility to Understand the Constraints of Others

COMMUNICATE

1. Monitor VHF 16 and answer the radio. Make sure your crew is comfortable using this important tool. Make sure VHF 16 is on and the volume is loud enough to hear over other noises. After hailing on VHF Ch 16 - Change to channel 13, ship to ship, to communicate with other vessels. Tell the ship's captain your vessel name and location so everyone can be sure they are communicating with the correct vessel. Speak clearly. The radio is a very important tool. Have your crew practice different scenarios.
2. Be clear in your movements and communications. Avoid ambiguity, know what traffic is around you and be clear in your intentions. Communicate your intentions by radio and maneuvers.

BE AWARE

1. Where are you? Make sure your crew knows where they are and where safe water is so they will feel comfortable deviating off the trackline you asked them to follow. Scale in and out on the radar so you can identify potential traffic conflicts. Look behind you. A cruise ship covers 2 nm in 6 minutes at 20 kt.
2. If you are too tired to drive, wake someone up!
3. Know established cruise ship tracklines. Tracklines and estimated schedules are available in various locals. See the USAG website www.aggillnet.org/.
4. Rules of the Road. Know the Rules of the Road and use common sense. Understand that even with the rules, tugs and barges, ferries and cruise ships are often constrained

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by under keel clearance and maneuvering limitations. You can often ease traffic situations by waiting five minutes, slowing down to let larger boats to get by, altering your course, taking their stern and communicating your intentions.

5. Constant bearing, decreasing distance means you are on a collision course!

Realize Maneuverability Restrictions

1. Understand the limitations of others. Ships and tugs are constrained by draft and so need more room to maneuver and take more time and space to turn and stop than fishing vessels.
2. Speed, time and distance. A cruise ship moving at 20 knots will cover 2 nm in 6 minutes -- less time than it takes you to make a cup of coffee.
3. Stop. A ship or tug and barge cannot stop on a dime nor can they turn as handily as your fishing vessel. Even at slow speeds (2-3kt) and full astern, a cruise ship will still travel up to at least a ship length (1000'-2000') before stopping. At 10 or more knots, a stop can be as much as a half mile.
3. Height of eye. A cruise ship will look farther away than it really is. Avoid crossing its bow and take their stern instead. If you see them, you can't beat them. For example, if you are 10' above the water and can see a cruise ship's waterline it means they are 3.7 nm away; at 20 kt they will cover 2 nm in 6 min so they will be at your position in roughly 10 minutes.

OTHER INFO

1. Learn more. Alaska Marine Safety Education Association AMSEA www.amsea.org , Alaska Vocational Technical Center AVTEC www.avtec.edu , and University of Alaska Marine Advisory Program UAS www.uas.edu..
2. Seafood industry supporters. **75% of Cruise ship passengers are from the US. Think of all the potential Alaska Seafood consumers on these ships!** Hopefully, their visit will influence them to eat more Alaska seafood back home and increase domestic demand. Alaska Seafood Marketing Institute (ASMI) has ongoing promotions on many ships.

If you have suggestions or comments about this flyer, please contact Jerry Dzugan at director@amsea.org and/or Cynthia Wallesz at usag.alaska@gmail.com

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