



# LARGE VESSEL AWARENESS

## DO



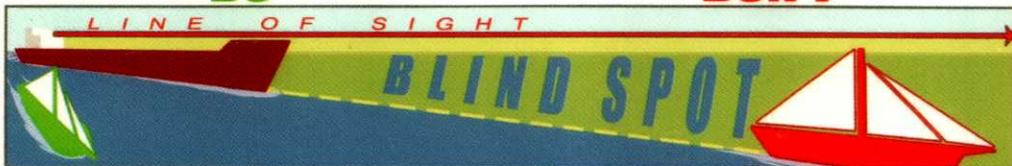
Stay a safe distance from tug boats and keep an eye out for barges in tow. Tug boats can create severe wake turbulence hundreds of yards behind the vessel.

## DON'T



Never pass closely behind a tugboat. Under no circumstances should you ever pass between a tug and its tow! The tow line may be submerged and hard to see.

## DO

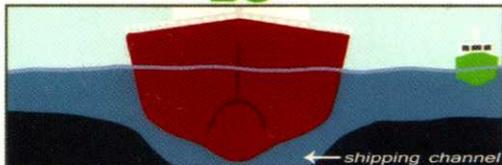


Stay as far to the side as depth allows when a ship approaches. Anchor at safe locations outside of the shipping channels and away from navigational aids.

## DON'T

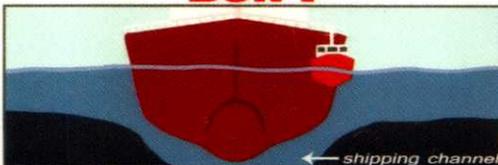
Never assume that a ship can see you! A vessel's blind spot can extend for hundreds of feet. Each year many boats are hit while operating in unsafe and illegal manners.

## DO



Always pay attention to where shipping lanes are, and take care not to loiter in them. Watch for vessel side lights. If you can see both sidelights (red and green) you're directly in the path of danger!

## DON'T



Never assume that a ship can steer to avoid you. Large ships are limited by their draft and may only have a few feet of wiggle room. Do not rely on trying to hear a vessel approaching at night.

## CAN YOU SEE THE SAIL BOAT?



Even though it might look like a large vessel has plenty of room from a lower perspective, from the bridge you may be hard to see or even completely invisible! Do not take the chance and stay a safe distance from large ships.

## SPEED CAN BE DECEIVING



A boater 1000 feet (3 football fields) ahead of a moving ship or tug has less than one minute to get out of the way! The sounding of 5 short blasts from a vessel is the "Danger Signal" indicating immediate need of corrective action to avoid collision.

All vessels must monitor VHF-FM Channel 16 when not using the VHF radio for other purposes. Users must switch to a "working channel" after initial contact. Channel 13 is used by commercial shipping to communicate their actions and confirm passage.