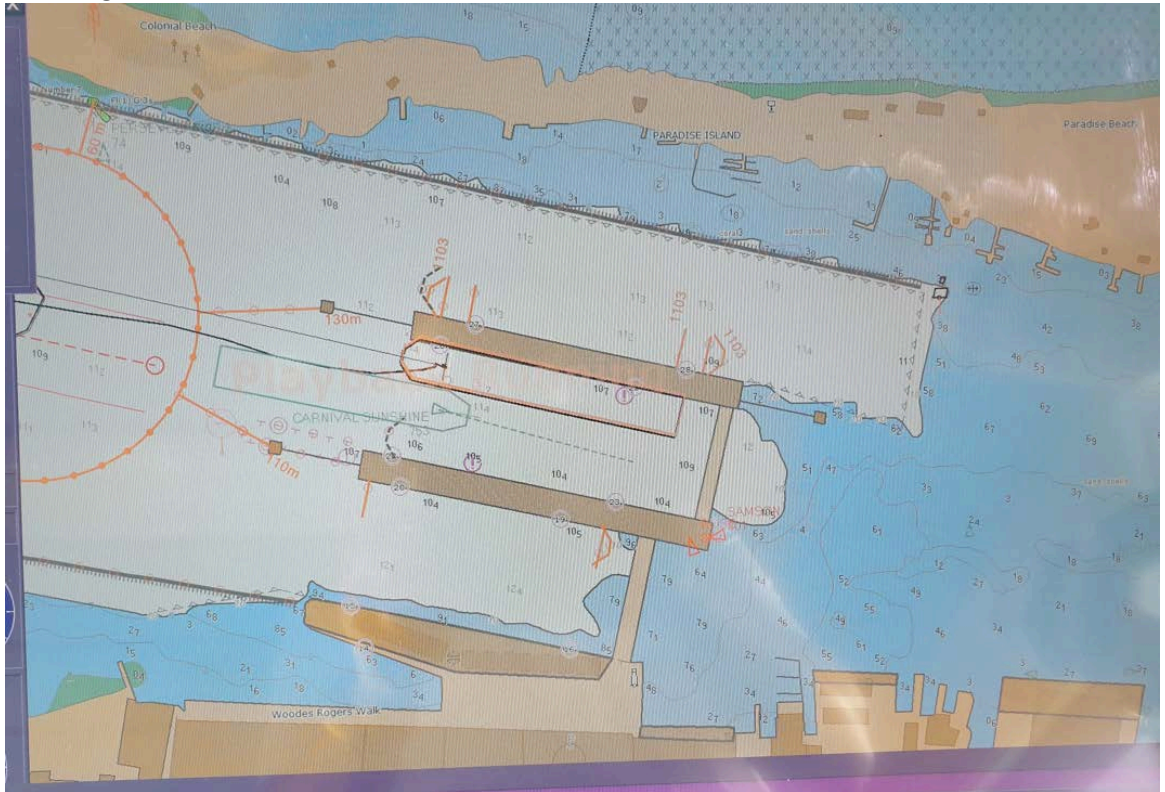


## Maneuvering Safety

### Background:

Within the recent days, there have been a number of maneuvering hazardous occurrences in the industry:

- RCL advise of two near miss allisions involving moored vessels and passing / maneuvering ships:
  - one passing with only 2-3 meters of clearance
  - one ship utilized its bow thrusters to assist in pushing the oncoming ship away, a good and quick thinking defensive tactic



- Carnival had one of their maneuvering to berth ships alliding with another of their ships already docked at berth:
  - For details, including a video, see: <https://edition.cnn.com/2019/12/20/business/carnival-cruise-collision-cozumel-mexico/index.html>

*This is an urgent reminder to maintain vigilance and situational awareness in regards to maneuvering ships and to consider proactive actions to avoid incidents*

*With weather and wind increasing during winter, continue to factor in the effect it will have for both your ship and others, and the potential power limitations involved*

### References:

- 1) VMS: [Fleet Ops > 4.0 Marine Operations > 4.1 Navigational Operations](#) > 4.1.2 Bridge Pre Arrival and Pre Departure Checks
- 2) VMS: [Fleet Ops > 4.0 Marine Operations > 4.1 Navigational Operations](#) > 4.1.4 Bridge (Team) Resource Management
- 3) VMS: [Fleet Ops > 4.0 Marine Operations > 4.1 Navigational Operations](#) > 4.1.16 Ship Handling

## ACTIONS REQUIRED

### Captains:

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- 1) Hold a meeting with your Bridge Team
- 2) Discuss the main VMS requirements (references above) with specific emphasis on:
  - a) wind and proximity limits for each approach
  - b) contingency plans in case of emergency
  - c) specific “point of no return” or abort point prior to committing the maneuver
  - d) interaction with pilots
- 3) Include above points in your pre-maneuvering briefs

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■ ■ Completed ■ ■

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