

## BRIDGE TEAM MANAGEMENT

### Action Items:

- Have on the bridge at all times a deck watch officer capable of effectively communicating in English with the Puget Sound Vessel Traffic Center and the pilot.
- Ensure bridge resource team properly trained in BTM in accordance with the 1995 Standards for Training, Certification, and Watchkeeping for Seafarers (STCW), if applicable.
- Ensure watch officers are properly rested per STCW and U.S. laws and regulations.

### A. INTRODUCTION

Bridge Team Management (BTM) prevents incidents, accidents, and oil spills by improving communication and situational awareness.

### B. BASIC COMPONENTS OF BRIDGE TEAM MANAGEMENT are:

- A watch size and structure appropriate to expected operating conditions (i.e., restricted waterways, traffic concentrations, and restricted visibility);
- A watch size and structure that effectively addresses the three primary bridge functions: navigation, collision avoidance, and communication;
- Clear roles and responsibilities for each bridge team member;
- Clear guidelines for internal and external communications;
- Procedures for navigating with a Pilot on board; and
- Comprehensive berth-to-berth voyage planning.

### C. EXPECTATIONS

While operating in Puget Sound and the Strait of Juan de Fuca, vessel owners, operators, and Masters are expected to ensure that bridge watchstanders:

- Are properly rested per STCW and U.S. laws and regulations, e.g.: officer in charge of the deck watch on a vessel when leaving or immediately after leaving port must have been off duty for at least 6 hours within the 12 hours immediately before the time of leaving; have not worked beyond the maximum hours in a 24 hour period. See STCW Section A-VIII, Title 46 U.S. Code Section 8104 and Title 46 Code of Federal Regulations Part 15 for details.
- Are properly trained in BTM in accordance with the 1995 Standards for Training, Certification, and Watchkeeping for Seafarers (STCW), if applicable;
- Practice effective BTM;
- Prepare a comprehensive voyage plan for transiting the Strait of Juan de Fuca and Puget Sound from entry into U.S. waters to their final berth or anchorage (and for the outbound transit);

- Have on the bridge at all times a deck watch officer capable of effectively communicating in English with the Puget Sound Vessel Traffic Center; and
- Follow the communication procedures below.

**D. COMMUNICATION PROCEDURES WHEN A PILOT IS EMBARKED**

- The Master should advise the Pilot, upon boarding, which members of the Bridge Team speak English, and discuss how communications between the Pilot and the Bridge Team will be handled.
- The Master should discuss the voyage plan with the Pilot, and inform bridge watch standers of the Pilot's intentions and special concerns.
- The Master or deck watch officer on duty should immediately advise the Pilot when, at any point in the transit,
  - The maneuverability of the vessel has been adversely affected,
  - When he or she has information necessary for the safety of the ship's transit, or
  - When he or she is uncertain of the Pilot's intentions regarding the ship's movements.