

- 5.6 The wheelhouse person on watch for the transit will brief the necessary crew (and the crew of all assist boats) on the planned transit. Crewmembers will be thoroughly briefed on their duties and responsibilities for the transit. Estimated time of transit will be calculated and the affected crew will be advised.
- 5.7 The wheelhouse person on watch for the transit will determine the necessity of assigning a crewmember with a radio to the barge. If a radio is necessary, a radio check with the vessel should be completed before the start of the operation.
- 5.8 The wheelhouse person on watch for the transit will determine the following before making an approach to the bridge:
  - 5.8.1 Air draft of vessel and tow
  - 5.8.2 Strength and direction of current/tide
  - 5.8.3 The beam of the vessel and tow will adequately transit the bridge spans
- 5.9 If applicable, the wheelhouse person on watch will establish timely communication with the bridge tender to ascertain the bridge lift or swing time and any other traffic affecting the transit.
- 5.10 If an opening of the bridge is required, the wheelhouse person on watch responsible for the transit will notify the Bridge Master in a timely manner to make such a request.
- 5.11 As required by Vessel Traffic Service, the wheelhouse person on watch will call and advise of the estimated bridge transit time and request movement of other traffic in the vicinity.
- 5.12 During the transit, radar(s) will be on and set to the proper range.
- 5.13 The wheelhouse person on watch responsible for the transit will adjust the speed of the vessel and tow to ensure a safe transit.
- 5.14 MTC considers the Highway 35 Victoria Bridge to be an area of special operational attention and requires that no tow will exceed more than one (1) barge in width. Consult with the Duty Port Captain for additional detail.
- 5.15 Kirby-designated narrow span bridges: (See Kirby Charter Handbook)
  - 5.15.1 Will not be transited in zero visibility
  - 5.15.2 Will not be transited solely on radar
  - 5.15.3 Are to be transited against the tidal current, if possible