

Title: BRIDGE TRANSIT PROCEDURE	Issue Date: July 2008	Last Revised:	Procedure Number: RCP-1.8
	Approved By: TERRAL RIVERSERVICE, INC.		Page: 1 of 3

1.0 GENERAL GUIDANCE/OVERVIEW:

The purpose of this document is to establish an operating procedure and guideline for bridge transits aboard all Terral RiverService, Inc., vessels. Following this procedure will result in uniform and consistent navigation practices that help to safeguard crewmembers, equipment and the environment.

2.0 RESPONSIBILITY:

- 2.1 The Safety Manager shall make a reasonable effort to implement this procedure and ensure that wheelhouse personnel are aware of the requirements outlined in this procedure.
- 2.2 The vessel Master shall make a reasonable effort to ensure that the watch officer is aware of and understands the requirements described in this procedure.
- 2.3 The Master standing the watch shall make a reasonable effort to follow the requirements described in this procedure.
- 2.4 The Master standing the watch must be validly licensed by the U.S. Coast Guard for the geographical area of operation and must maintain such license aboard the vessel while navigating.

3.0 PROCEDURES:

- 3.1 The Master standing the watch responsible for the transit will assess the prevailing circumstances and determine whether additional crew and/or an assist boat is required to safely transit a particular bridge. The officer will brief the necessary crew and the watch officer of any assist boat(s) on the planned transit. Crewmembers will be thoroughly briefed on their duties and responsibilities for the transit.

- 3.2 The Master standing the watch will determine the necessity of assigning a supplemental lookout. If a supplemental lookout is necessary, appropriate means of communication will be established and a communications check with the vessel operator will be conducted before the transit begins.**

- 3.3 The Master standing the watch will assess all prevailing circumstances before making an approach to the bridge, to include, but not limited to:**
 - 3.3.1 Visibility.**
 - 3.3.2 Vertical clearance of the bridge span and highest point of boat and tow.**
 - 3.3.3 Direction and strength of current.**
 - 3.3.4 The width of the boat/tow combination and any assist boat(s) to allow safe horizontal clearance of the bridge span(s).**
 - 3.3.5 Establish timely communication with the bridge tender of lift and swing bridges to ascertain the bridge lift or swing time and any other traffic affecting the transit.**
 - 3.3.6 If an opening of the bridge is required, request such opening of bridge tender in a timely manner that will allow a safe transit.**
 - 3.3.7 Determine the proper towboat/tow configurations for the transit.**
 - 3.3.8 Use all available means to ascertain wind conditions near bridges before committing to a transit, especially with empty barges or barges with a large sail area and make determinations on the effect of the tow's sail area well before reaching the bridge.**

- 3.4 If transit is in an area controlled by a Vessel Traffic System, the Master standing the watch will communicate with VTS as required.**

- 3.5 During a transit, radar will be operating and adjusted to the most advantageous range as a visual aid. (An exception is when radar scanners are lowered for bridge clearance.)**

3.6 The Master standing the watch will adjust the speed of the towboat/tow combination according to the prevailing circumstances to ensure a safe transit.

3.7 If the Master standing the watch believes a transit would require operating outside of the above parameters, said officer responsible shall contact the Safety Manager and discuss the proposed action.

4.0 GUIDELINES:

4.1 If in the judgment of the Master standing the watch the safe transit of a bridge is in doubt, the Master standing the watch is to stop and assess the prevailing circumstances. Shall the Master standing the watch decide to stop, the following options are available:

4.1.1 Await improved conditions before attempting the transit.

4.1.2 Request an assist boat as authorized by management if one is available. (Determination of the suitability of a particular vessel as an assist boat is the responsibility of said officer. The responsible officer must clearly communicate his objectives to the operator of the assist boat prior to beginning the transit.)

4.1.3 Consult with the Safety Manager for additional input.

4.2 Transit speed will be determined according to all prevailing circumstances at the time and must be based on the judgment of the Master standing the watch.

5.0 REVISION HISTORY:

Initial Issue
Procedure Reformatted

July 2008

6.0 REVIEW HISTORY:

Date/Initials	Date/Initials	Date/Initials	Date/Initials	Date/Initials
5/2011 - AA	3/2014 - JE	2/2017 - JE		