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Bridge Resource Management (BRM)



NOTICE TO Ship-owners, Operators, Vessel Masters, Agents and Pilots

All Mariners and users are reminded of the importance of well-planned Bridge Resource Management (BRM) techniques, efficient watch keeping arrangements and passage planning to enhance safety and reduce human and systemic errors in navigating ships. Mariners should be familiar with the STCW Convention 1978, as amended, Chapter VIII – Watch-keeping and the requirement to plan their voyage.

This Notice to Mariners is issued to highlight above points. Effective BRM should begin at the initial passage planning stage and include full consideration of the following:

- RAK Ports requires all vessels to prepare a berth-to-berth passage plan.
- The passage plan is to be discussed with the pilot and agreed. It is important that every member of the bridge team understands the part they play in ensuring the safe and effective execution of the agreed passage plan.
- The bridge team to fully participate in the use of BRM techniques and support safe navigation by closely following the agreed passage plan while in RAK Ports pilotage waters.

- The vessel's actual position should be continuously monitored against the agreed passage plan. Any deviation from the agreed passage plan should be noted and addressed immediately.
- The master and all bridge watch keepers must be fully trained and proficient in the use of all ship specific navigation equipment aboard the vessel.
- All verbal communication used by every member of the bridge team should always be in accordance with the IMO "Standard Marine Communication Phrases" as required by Table A-II/1 of the STCW code.
- Closed-loop communications should always be used to eliminate any doubt or ambiguity.
- The pilot, master and the bridge team to work together to ensure that errors are detected early and corrected before the ship is put into any danger.
- Masters are not relieved of responsibility for the conduct and safe navigation of a vessel when the vessel is under pilotage. Similarly the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty under the master's general direction.

RAK Ports pilots expect masters and watch keepers to participate fully in the navigation of their ship during pilotage. The master and the deck officers must continue to monitor the safe passage of the ship, critically appraise the pilot's advice and incorporate the pilot fully into the bridge team in a mutually supportive manner to ensure efficient and safe navigation. The bridge team should conduct a pre-passage briefing together with the pilot to ensure a shared view of the intended passage prior to its execution.

The owners / ship operators / agents are advised to bring the above to the notice of the ship Masters/deck officers for compliance.

Capt. Michael Magee
Harbour Master
RAK Ports