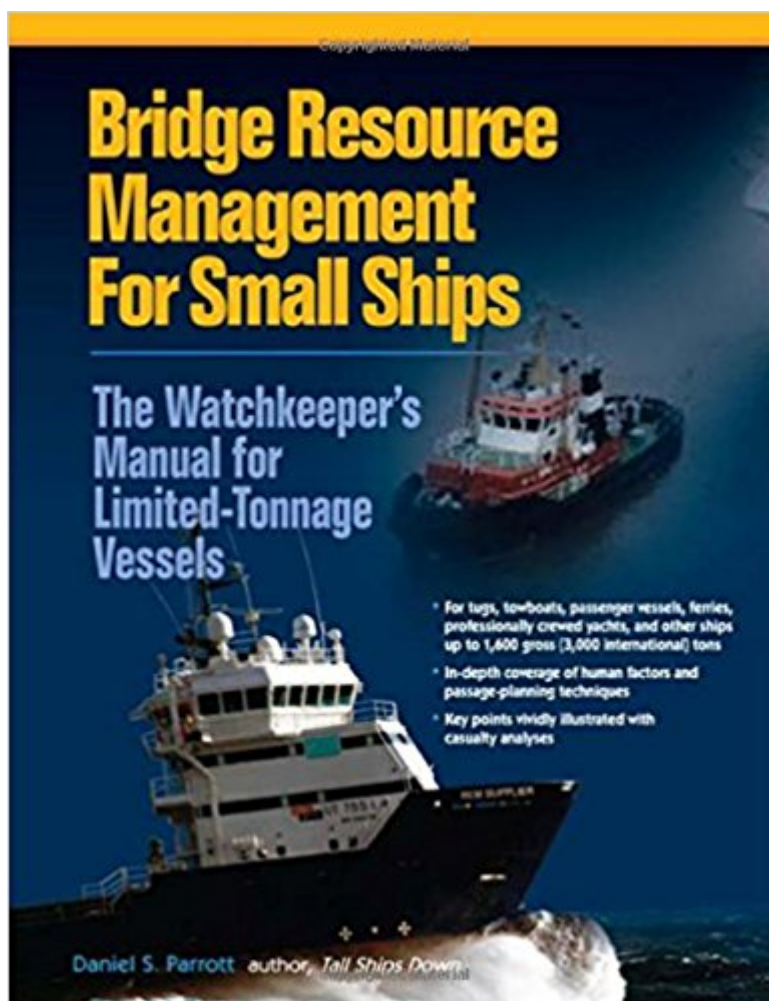


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Bridge Resource Management For Small Ships: The Watchkeeper's Manual For Limited-Tonnage Vessels



Synopsis

Your vessel may be equipped with the most advanced technology and the most powerful engines, but the failure to apply the basic principles of bridge resource management can still prevent you from getting where you are going. Satellite systems, ARPA, electronic charts, AIS, sophisticated communication equipment and integrated navigational systems—all these advanced technologies provide valuable capabilities. But accidents still happen, and they usually involve human error. This simple fact has made Bridge Resource Management (BRM) training a requirement for watchkeepers worldwide. *Bridge Resource Management for Small Ships: The Watchkeeper's Manual for Limited-Tonnage Vessels* is the first book to address the unique needs of operators of small ships (limited-tonnage vessels) including tugs, ferries, yachts, and other passenger-carrying vessels. Features: Case histories to illustrate important points A complete course in BRM, suited for studying on your own as well as a complement to your classwork Topics include: Introduction to BRM, Standard Operating Procedures, Passage Planning, Implementing the Passage Plan, Building a Passage Plan, Situational Awareness and Human Factors, including: Overreliance, Distraction, Stress, Fatigue, Complacency, and Transition; and Human Interactions, including Communications, Teams and Teamwork, Decision Making and Leadership, and Human Error

Book Information

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Customer Reviews

Daniel S. Parrott teaches navigation, seamanship, and Bridge Resource Management at Maine

Maritime Academy and sails aboard the academy's training ships State of Maine and schooner Bowdoin. Parrott holds a U.S. Coast Guard license for Master of Oceans, Motor, Steam, and Auxiliary Sail, 1600 tons; and a Second Mate unlimited license for Merchant Ships. He has accumulated more than 25 years of worldwide seagoing experience. Parrott is the author of *Tall Ships Down: The Last Voyages of the Pamir, Albatross, Marques, Pride of Baltimore, and Maria Asumpta*.

This is THE book for small ship BRM. So much more than the usual "Areas of Responsibility" and "Make sure to communicate your intentions" stuff that is taught in most BRM courses. On my last small ship, we had single person watchstanders and I asked all the mates and ABs to read this book and discuss each chapter with me as they finished. At first I was met with skepticism, but by the time they were done, even the old timer 2nd Mate was glad that he had read it. And more importantly, he incorporated some of the suggestions into his watchstanding, which meant I slept better at night when he was on watch.

If you have a 200 ton to 500 ton this is a welcome addition to the industry. Most books and manuals on Bridge Resource Management are written for ships. With only 225 ships registered in the USA, there is a real need to tailor Bridge Resource Management for the tens of thousands of smaller vessels that operate in the USA. The book is well written, an easy read, packed with useful information for small vessel deck officers. I use it in my school, Kennedy Point Maritime School. (www.kpmaritime.org). I like this book. Most deck officers - Captains with 100 ton licenses have never had a class in Bridge Resource Management. There are a number of important considerations presented in this book to aid Captains to stay out of trouble. Basically, don't cut corners. Do everything by the book.

As a tugboat captain on San Francisco Bay, who had never taken a Bridge Resource Management class, when I saw this book reviewed in one of the professional journals I thought it might be a good lens to review some of my routine practices through. I have been favorably impressed by this work. It is very well written, quite readable. Capt. Parrott injects just a touch of appropriate humor at places about a very serious subject. He gives very understandable descriptions of various maritime accidents to illustrate the various principles of BRM. More than providing answers, I feel its value is in the questions it raises. I have suggested to my employer that they provide it to all the captains in our company. I would recommend it to any small vessel professional or even any serious

recreational boater.

A book like this is long overdue. So many of the texts available today, even on the same subject, are geared towards ships or have a navy bent to them. This text deals with the specifics of smaller vessels that have a limited or solo bridge crew, as do so many of the tugs and small commercial vessels today. Includes examples of how to, where things went wrong in previous accidents, and what to look for. While this is geared towards the professional, the well rounded recreational mariner will find value in this as well. Kindle conversion was good.

This book is written for the small ships- principles of navigation are the same as in other BRM publications.- Good Navigation and Good Seamanship is the same regardless of size of vessel. The book removes the argument that the other pubs have that are written for larger manned bridges. I have seen some of the same incidents used as case studies here, repeated recently.

Provides essential knowledge to manage ship or boat resources in a concise readable style. This is a pleasure compared to the dry tomes published by US Coast Guard and other government agencies. The knowledge provided is appropriate for professional mariners and the recreational boater making extended voyages.

I would recommend this book to any mariner. Captain Parrot did an excellent job. The examples are very straight forward and easy to read, understand, and easy to apply to situations.

Well written, common sense, appropriate and level headed. I am re-reading because I thought it was that good. Top notch, dead on, spot on and any others I can't think of.

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