|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| PERMIT TO WORK - UNDERWATER OPERATIONS | | | | | | | | | | |
| Ship: | | | | | | | Date: | | | |
| Period of Validity of Permit\*:  \*shall not exceed the duration of the work shift (max. 12 hours) | | From: Time Date | | | | | To: Time Date | | | |
| **Officers Responsible For Ship Board Elements of Diving Operation, Location Of Work and Dive Master** | | | | | | | | | | |
| Deck Officer responsible : Staff Captain | | | | | Engineer Officer responsible : Chief Engineer | | | | | |
| Work description : | | | | | | | | | | |
| Diving location : | | | | | | | | | | |
| Dive Master : | | | | | | | | | | |
| CHECK LIST | | | | | | | | | | |
| Checks and Preparations to be Completed by the Officer Responsible | | | | | | | | | Deck Officer | Engineer Officer |
| The diver assisted work plan / procedure is safe | | | | | | | | |  |  |
| Precautions have been explained to all personnel involved. Specifically Deck & Engine watch notified : | | | | | | | | |  |  |
| - When work is to begin and when completion is expected | | | | | | | | |  |  |
| - No bunker barges or other vessels are to be alongside during the dive operations | | | | | | | | |  |  |
| - No Bunker transfer, ballast movement, storing, etc. during dive operation | | | | | | | | |  |  |
| - No Engine room machinery affecting the status of discharges and intakes is to be started or stopped | | | | | | | | |  |  |
| Terminal, Port Authority, Government approvals obtained as necessary | | | | | | | | |  |  |
| Agreement of Operating Office obtained | | | | | | | | |  |  |
| Code flag "A" hoisted | | | | | | | | |  |  |
| Echo sounder switched off, Anchor secured, locked out and tagged as “DO NOT TOUCH” | | | | | | | | |  |  |
| Weather forecast obtained and suitable for the work period | | | | | | | | |  |  |
| Sea condition checked and found acceptable for the work | | | | | | | | |  |  |
| Deck Officer assisting dive team has adequate personnel to handle diving boat, mooring lines etc | | | | | | | | |  |  |
| Walkie-talkie radios and communications between diving boat, Deck/Bridge and Engine Room tested | | | | | | | | |  |  |
| Emergency Response Plan discussed and agreed | | | | | | | | |  |  |
| Safety Meeting held and dive plan, job scope and technical aspects clarified | | | | | | | | |  |  |
| Divers additional safety requests or instructions agreed | | | | | | | | |  |  |
| Engine / Propeller status agreed | | | | | | | | |  |  |
| Work plan made | | | | | | | | |  |  |
| Diver properly advised about intakes and overboard discharges in use and shown locations of same on drawing | | | | | | | | |  |  |
| Main Engine turning gear: disengaged, locked-out, tagged-out | | | | | | | | |  |  |
| All personnel advised of "Tagged-out" or "Locked out" valves | | | | | | | | |  |  |
| Bilge pumps are lined up and valves have been test operated | | | | | | | | |  |  |
| All sea intakes & overboard discharge lines not in use, secured by double valve protection and locked/tagged-out | | | | | | | | |  |  |
| Cathodic protection system secured, rudders and thrusters immobilised | | | | | | | | |  |  |
| All applicable emergency tools, materials, equipment checked and ready for use | | | | | | | | |  |  |
| **Authorisation and Approval:** | | | | | | | | | | |
| Relevant Risk Assessment performed/reviewed: | | | | Risk Assessment updated: Y  N | | | | | | |
| Hazards, Risks and this PTW discussed in a Tool Box Talk (TBT) with all involved: | | | | | | | | | | |
| In the circumstances noted above it is considered safe to proceed with this work | | | | | | | | | | |
| Signed |  | | Name/Rank | | |  | | Deck Officer Responsible | | |
| Signed |  | | Name | | |  | | Engineer Officer Responsible | | |
| Signed |  | | Name | | |  | | Dive Master | | |
| Signed |  | | Name | | |  | | Captain / Staff Captain | | |