**WORKING ON DECK DURING ADVERSE WEATHER CONDITION**

Adverse weather conditions are defined as collective effects of wind, sea and swell which in masters’ opinion, will contribute towards unsafe working conditions.

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| **Ship’s Name:** |  | | | | | |
| This permit is valid: | Date |  | From |  | Hours |  |
|  | Date |  | To |  | Hours |  |
| Location of work |  | | | | | |
| Work to be done |  | | | | | |
| Team composition performing the work |  | | | | | |
| Stand by / Additional support |  | | | | | |

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| **Work planning** | **YES** | **NO** |
| Has a JHA been completed |  |  |
| Are the risk control measure discussed, are implemented and are fully understood by crew involved |  |  |
| Main Engine ready for immediate maneuver |  |  |
| Adjust vessel's course and speed to minimize weather effect on deck  Be aware that even in a regular wave pattern, 'rogue' waves can exist which can vary in direction and size from the regular wave pattern being experienced. |  |  |
| Stand by person been assigned capable of maintaining close contact with the crew working in heavy weather and able to respond in an emergency |  |  |
| Lifelines are rigged along the walkway on exposed weather deck providing support |  |  |
| Are work areas sufficiently illuminated in hours of darkness |  |  |
| Maintain visual contact and efficient radio communication throughout the operation |  |  |
| Bridge team maintains continuous monitoring of weather changes and communicates with the team |  |  |
| Walkie-Talkies are protected with water tight cover |  |  |
| Appropriate PPE are in use as protection against prevailing weather condition |  |  |
| Life Jacket with safety harness are worn by personnel working on deck |  |  |
| Lifebuoy with line and SI light are maintained in readiness |  |  |
| Is OOW aware of crew working on deck and understood to respond for man overboard |  |  |
| OOW is to monitor the weather forecast and inform Master immediately when the weather expected deteriorates. |  |  |

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| **Notes:**  1.No work shall be carried out by crew on deck during heavy weather unless it is absolutely necessary for the safety of the ship or crew.  2. The (MSD) must be notified while undertaking such work.  3. Permit will be rendered invalid if any “NO” is answered in the checklist.  4. A fresh permit is required if the duration exceeds eight hours. |

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| Master Signature: |  |  | Safety Officer Signature: |  |
| Standby Crew Signature: |  |  |  |  |

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| (MSD) Notified : |  |
| Date: |  |