**HEAVY WEATHER NAVIGATION CHECK LIST**

An entry will be made in the Deck Log book referring to the completion of all checks as per this list. Any non-conformance must be raised to the attention of the Master.

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| Vessel: |  |  | Date: |  |

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| **Checks – Preparing for and during Heavy weather** | | **Tick (√)** |
| 1. | Inform Master and department heads about expected bad weather and estimated time of start of bad weather |  |
| 2. | Inform Chief Engineer that reduction in speed may be required, depending on severity of weather encountered. Engine room to be ready for maneuvering. |  |
| 3. | Prepare to strengthen navigational watch. |  |
| 4. | Ensure weather reports are received from appropriate stations in the area and ocean region. |  |
| 5. | Appropriate meteorological instruments, weather fax charts (analysis / prognosis),weather reports, to be monitored and compared with the weather actually being experienced |  |
| 6. | Hourly log-entries of meteorological conditions prevailing and vessel’s behavior made. |  |
| 7. | Radio message, if necessary, to be transmitted as per SOLAS Ch. V, Regulation 31.1. |  |
| 8. | Frequency of weather reporting for selected / supplementary ships to be increased (every 3rd synoptic hour). |  |
| 9. | In hours of darkness if vessel’s behavior is causing OOW concern or if in doubt as to severity of the weather, Master to be immediately called. |  |
| 10. | After consultation with the Master, course and speed has been adjusted or avoiding action taken, as the case may be, to ease the stress of weather on the vessel |  |
| **Chief Engineer to confirm to bridge when engine room and stores all secured. Chief Officer to supervise following & confirm to bridge when completed.** | |  |
| 11. | All loose and movable objects in accommodation / deck stores / under-deck stores have been secured |  |
| 12. | All under / deck cargo have been checked / tightened / doubled up, as required. |  |
| 13. | Anchors have been checked right up into hawse pipes with no free movement and lashings tightened. Windlass gears engaged and cable stoppers correctly set. |  |
| 14. | Spurling pipe steel-covers have checked in position, cemented over and covered. |  |
| 15. | All closable vents on deck, focsle, poop and around accommodation house have been checked closed and tight. Special attention to bunker tank vents and sounding pipes. |  |
| 16. | All steel WT doors / booby hatches access and under-deck been closed / checked and tightened up. |  |
| 17. | The chain locker doors have been secured and checked. |  |
| 18. | All eductor valves / overboard discharge valves forward have been closed and checked |  |
| 19. | All mooring ropes on the mooring winches have been secured and covered. |  |
| 20. | All gangways have been secured, gangway motors covered with canvas or removed to safety when possible. |  |
| 21. | Lifeboats have been secured. Lifeboat equipment checked for lashings |  |
| 22. | Provision / stores cranes have been checked secured. |  |
| 23. | Special attention has been paid to securing paint, lubricant and chemical stores |  |
| 24. | All equipment, crockery, cutlery, tables, chairs, etc., has been checked secured in the messes / pantries / stores. |  |
| 25. | Cook has been advised and has secured galley and cold rooms for rough weather. |  |
| 26. | All personnel have been specifically instructed not to go out on deck without permission of the Master |  |
| 27. | Slack ballast tanks have been pressed-up / pumped out, to eliminate sloshing damage in tanks. Cargo tank used for taking heavy weather ballast on commencement of voyage or in ample time prior onset of heavy weather |  |
| 28. | After consultation with Master, draft, trim, GM has been adjusted for better handling of the vessel in heavy weather |  |
| 29. | Bunker davit securing arrangement checked. |  |
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| **Officer:** |  |  | **Master:** |  |
| **Signature:** |  |  | **Signature:** |  |