**OOW: Carry out the following in Heavy Weather and Tropical Storms**

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| **ACTION** | |
| **Procedures in heavy weather or tropical storms** | |
|  | Inform the Master regarding the weather conditions. |
|  | Inform the Chief Engineer and the E/R of the weather conditions. |
|  | Inform the crew members about the weather conditions and the need to avoid upper deck areas made dangerous by the weather. |
|  | Ensure that Bridge Watch Condition and E/R status are the appropriate. |
|  | Engage manual steering. |
|  | Adjust the ship’s speed and course, as necessary to avoid excessive rolling, propeller emergence, shipping water on deck or heavy slamming. |
| |  |  | | --- | --- | |  | Consider the following when deciding on an appropriate course and speed in adverse weather conditions: capsizing of ship, heavy rolling with the risk of damage, damage through slamming, longitudinal or torsional stresses, special effects of waves in shallow water or current and risk of collision or stranding. | | **CAUTION** | | |
|  | Confirm safety lines rigged for personnel access. |
|  | Monitor prevailing weather conditions and forecast and obtain any weather reports available. |
|  | Transmit weather reports to the appropriate authorities in accordance with SOLAS 1974 Chapter V, Regulation 31. |
|  | Minimize RADAR clutter. |
|  | Consider of ballasting the heavy weather ballast tank(s). |
|  | Confirm the slack ballast tanks are pressed up. Consider the effect to UKC. |
| |  |  | | --- | --- | |  | Any ballast transfer must be in compliance with ship’s specific Ballast Water Management Plan. Master`s approval is required. | | **WARNING** | | |
|  | Ensure that ship complies with the stability criteria specified in the Intact Stability Code. Take measures to assure the ship’s watertight integrity. |
|  | Contact weather routing services for alternate routes, if possible. |
|  | Confirm the following:   * All weather deck openings (doors / hatches) are closed and secured * Anchors are properly lashed and secured * Mooring winches are secured * Cargo tanks’ hatches, vents, sampling / ullaging points are closed and secured * Cargo is secured (as appropriate) * All loose or movable items on deck, bridge, engine room, galley, storerooms and accommodation space are secured * On deck - gangways, accommodation ladders, life rafts, lifeboats, cranes and derricks are properly secured * All ports and deadlights are closed. |
|  | Restrict uncontrolled access on deck. |
|  | Permit the access to main deck only when it is considered necessary for the safety of the ship, crew, or the safety of life at sea providing that:   * Master’s approval is gained – see also form P 008. * A Risk Assessment has been contacted * The seafarers must go on deck in pairs or teams, under the command of a competent person * The ship is handled with utmost precaution to provide suitable lee to the exposed personnel * Adequate communication between bridge and personnel on deck is always maintained * All seafarers required to go on deck during adverse weather are wearing a lifejacket, a safety harness (which can be attached to lifelines) and waterproof PPE, including full head protection * All safety precautions are taken to prevent injury or man overboard situations. |