

LAMPIRAN 7

Ship/Shore Safety Checklist

Ship's Name : MV. BARA ANUGERAH Voyage No. : BAG-1612 Date : 30th September 2016
 Port : Adang Bay Anchorage Terminal/Quay : Loading Unloading
 Arrival draught F : 3.30M M : 5.26M A : 7.26M Read Calculated Air draught :
 Calculated departure draught F : 10.44M M : 10.54M A : 10.64 M Air draught :
 Available depth of water in berth : 14.0M Minimum air draught* :

* The term air draught should be construed carefully : if the ship is in a river or an estuary, it usually refers to maximum mast height for passing under bridges, while on the berth it usually refers to the height available or required under the loader or un loaders.

No	Item	Ship	Terminal
1	Is the depth of water at the berth, and the air draught, adequate for the cargo operation to be completed?	<input type="checkbox"/>	<input type="checkbox"/>
2	Are mooring arrangements adequate for all local effects of tide, current, weather, traffic and craft alongside?	<input type="checkbox"/>	<input type="checkbox"/>
3	In emergency, is the ship able to leave the berth at any time?	<input type="checkbox"/>	<input type="checkbox"/>
4	Is there safe access between the ship and the wharf? <i>Tended by Ship/Terminal (cross out the appropriate)</i>	<input type="checkbox"/>	<input type="checkbox"/>
5	Is the agreed ship/terminal communications system operative? Communication method : <u>VHF</u> Language : <u>Bahasa Indonesia, English</u> Radio channels / phone numbers : <u>VHF Ch : 14 / 16</u>	<input type="checkbox"/>	<input type="checkbox"/>
6	Are the liaison contact persons during operations positively identified? Ship contact persons : <u>Chief Officer, Duty Officer</u> Shore contact person(s) : <u>Foreman</u> Location : <u>Adangbay Anchorage</u>	<input type="checkbox"/>	<input type="checkbox"/>
7	Are adequate crew on board, and adequate staff in the terminal, for emergency?	<input type="checkbox"/>	<input type="checkbox"/>
8	Have any bunkering operations been advised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
9	Have any intended repairs to wharf or ship while alongside been advised and agreed?	<input type="checkbox"/>	<input type="checkbox"/>
10	Has a procedure for reporting and recording damage from cargo operations been agreed?	<input type="checkbox"/>	<input type="checkbox"/>
11	Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services?	<input type="checkbox"/>	<input type="checkbox"/>

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12	Has the shipper provided the Master with the properties of the cargo in accordance with the requirements of Chapter VI of SOLAS ?	<input type="checkbox"/>	<input type="checkbox"/>
13	Is the atmosphere safe in holds and enclosed spaces to which access may be required, have fumigated cargoes been identified, and has the need for monitoring of atmosphere been agreed by ship and terminal ?	<input type="checkbox"/>	<input type="checkbox"/>
14	Have the cargo handling capacity any limits of travel for each loader/unloader been passed to the ship/terminal ? <i>Loader No. 01 Rate 250 tonnes/hr</i> <i>Loader No. 02 Rate 250 tonnes/hr</i> <i>Loader No. 03 Rate 250 tonnes/hr</i> <i>Loader No. 04 Rate 250 tonnes/hr</i>	<input type="checkbox"/>	<input type="checkbox"/>
15	Has cargo a loading/unloading plan been calculated for all stages of Loading /deballasting or unloading/ballasting ? <i>Copy lodged with ("Loading/Unloading Plan")</i>	<input type="checkbox"/>	<input type="checkbox"/>
16	Have the holds to be worked been clearly identified in the loading or unloading plan, showing the sequence of work, and the grade and tonnage of cargo to be transferred each time the hold is worked ?	<input type="checkbox"/>	<input type="checkbox"/>
17	Has the need for trimming of cargo in the holds been discussed, and the method and extent been agreed ?	<input type="checkbox"/>	<input type="checkbox"/>
18	Do both ship and terminal understand and accept that if the ballast programme becomes out of stop with cargo operation, it will be necessary to suspend cargo operation until the ballast operation has caught up ?	<input type="checkbox"/>	<input type="checkbox"/>
19	Have the intended procedures for removing cargo residues lodged in the holds while unloading, been explained to the ship and accepted ?	<input type="checkbox"/>	<input type="checkbox"/>
20	Have the procedures to adjust the final trim of the loading ship been decided and agreed ? <i>Tonnage held by the terminal conveyor system _____</i>	<input type="checkbox"/>	<input type="checkbox"/>
21	Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work ?	<input type="checkbox"/>	<input type="checkbox"/>

THE ABOVE HAS BEEN AGREED

Time : _____

Date : _____

For Ship : _____

For Terminal : _____

Rank : _____

Position/Title : _____

JSKS-SHQE

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