

29	The emergency signal and shutdown procedure to be used by the ship and shore have been explained and understood	✓	✓	A		
30	Material Safety Data Sheets (MSDS) for the cargo transfer have been exchanged where requested	✓	✓	P	R	H.S Content
31	The hazards associated with toxic substances in the cargo being handled have been identified and understood	✓	✓			Benzene Content
32	An international Shore Fire Connection has been provided	✓	✓			
33	The agreed tank venting system will be used	✓	✓	A	R	Method:
34	The requirements for closed operations have been agreed	✓	✓		R	
35	The operation of the P/V system has been verified	✓	✓			
36	Where a vapour return line is connected, operating parameters have been agreed	✓	✓	A	R	
37	Independent high level alarms, if fitted, are operational and have been tested	✓	✓	A	R	
38	Adequate electrical insulating means are in place in the onshore connection.	✓	✓	A	R	
39	Shore lines are fitted with a non-return valve, or procedures to avoid back filling have been discussed	✓	✓	P	R	
40	Smoking rooms have been identified and smoking requirements are being observed	✓	✓	A	R	Nominated Smoking Rooms: 1 OFFICER SMOKING ROOM 2 CREW SMOKING ROOM 3 4
41	Naked light regulations are being observed	✓	✓	A	R	
42	Ship/shore telephones, mobile phones and pager requirements are being observed	✓	✓	A	R	
43	Hand torches, flashlights, etc. of an approved type	✓	✓			
44	Portable VHF/AHF transceivers and AIS equipment are on the ship and power made or switched off	✓	✓			
45	Portable VHF/AHF transceivers are of an approved type	✓	✓			
46	The ship's main radio transmitter aerials are earthed and radars are switched off	✓	✓			
47	Electric cables to portable electrical equipment within the hazardous area are disconnected from power	✓	✓			
48	Window type air conditioning units are disconnected	✓	✓			
49	Positive pressure is being maintained inside the accommodation, and air conditioning intakes, which may permit the entry of cargo vapours, are closed.	✓	✓			
50	Measures have been taken to ensure sufficient mechanical ventilation in the pumproom	✓	✓		R	
51	There is provision for an emergency escape	✓	✓			
52	The maximum wind and swell criteria for operations have been agreed	✓	✓	A		Stop Cargo at <u>30 knots</u> Disconnect at <u>35 knots</u> Unberth at <u>35 knots</u>
53	Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate	✓	✓	A		
54	Where appropriate, procedures have been agreed for receiving nitrogen supplied from shore, either for inerting or purging ship's tanks, or for line clearing into the ship.	✓	✓	A	P	
NO	BULK LIQUID GENERAL	SHIP	SHORE	CODE	REMARK	
55	If the ship is fitted, or is required to be fitted, with an inert gas system (IGS) the following statements should be addressed:	✓	✓	P		
56	The IGS is fully operational and in good working order	✓	✓	R		
57	Gas seals or equivalent, are in good working order	✓	✓	R		
58	Liquid levels in pressure/vacuum breakers are correct	✓	✓	R		
59	The fixed and portable oxygen analysers have been calibrated and are working properly	✓	✓	R		
60	All the individual tank IG valves (if fitted) are correctly set and locked	✓	✓	R		