PT. Waruna Nusa Sentana / POK

SHIP / SHORE SAFETY CHECKLIST - REPETITIVE

Ves	sel Arrival Date 8	Time	e <u>:</u>					-		
Ber	th	Por	t :					_		
	• Tanggal						Т	Т		Т
0	UMUM Waktu						+			
	There is safe access between the ship and shore						\top			t
	The ship is securly moored									T
	The agreed ship/shore communication system is operative					1				1
	Emergency towing-off pennants are correctly rigged and positioned				14					t
	The ship's fire hoses and fire-fighting equipment are positioned and ready for immediate use	21								Ī
	The terminal's fire-fighting equipment is positioned and ready for immediate use	ER	GA,							
)	Scuppers and save-alls on board are effectively pluged and drip trays are in position and empty		OB.	cz						
	Temporarily removed scupper plugs will be constantly monitored			1.0	1					
2	Shore spill containment and sumps are correctly managed			1	2					
7	All external doors port and windows in the accomodation store and machinery spaces are closed. Engine room vent may be open		9.							
)	Fixed IGS pressure and oxygen content recorders are working	000			1					
)	All cargo tank atmospheres are at positive pressure with oxygen content of 8% or less by volume	10		6	1/1					
	The ship is ready to move under its own power		18 6	9						
2	There is an effective deck watch in attendance on board and adequate supervision of operations on the ship and in the terminal		VB:		V	1				
3	There are sufficient personnel on board and ashore to deal with an emergency						E		-	
4	The prosedures for cargo, bunker and ballast handling have been agreed			9				-		
3	Material Safety Data Sheets (MSDS) for the cargo transfer have been exchanged where requested	0	18	15		1	E			
9	The agreed tank venting system will be used	1	00	8	1/1	1/				1
)	The requirments for closed operations have been agreed	1	LO	2	/_					1
2	Where a vapor return line is connected, operating parameters have been agreed	000	3/18		1	7				
3	Independent high level alarms, if fittled, are operational and have been tested			5/2				ļ		
4	Adequate electrical insulating means are in place in the ship/shore connection									
5	Shore lines are fitted with a non-return valve, or procedures to avoid back filling have been discussed	FI	A				1			
ô	Smoking rooms have been identified and smoking requirements are being observed	-						1	ļ.,	
7	Naked light regulations are being observed		1	-	-	-	-	-		1
В	Ship/shore telephones mobile phones and pager requirements are being observed						-			
6	Measures have been taken to ensure sufficient mechanical ventilation in the pumproom						-	-	-	
2	Deck seals, or equivalent, are in good working order		1			-		+	-	-
3	Liquid level in pressure/vacum breakers are correct The fixed and portable oxygen analysers have been calibrated and are							1		
	working properly		+		-	-	+	+	+	1
5	All the individual tank IG valves (if fitted) are correctly set and locked The COW check-lists for use before, during and after COW, as contained in the approved COW manual, are available and being used		1				+			
_	Initial for SHIP									

NOTE: PLEASE FILE IN B03

Initials for SHORE

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		10.1			
25	The emergency signal and shutdown procedure to be used by the ship and shore have been explained and understood	V	Sen	A	
	Material Salety Data Sheets (MSDS) for the carno transfer Laye been exchanged where requested	V	/	Pi	2
	Fire hazards associated with toxic substances in the cargo- icing handled have been identified and understood	V	/		H-S Content Benzene Content
	An international Shore Fire Connection has been provided	1	/		Benzene Content
	The agreed tank venting system will be used	1	San	A	R Method
30	2 P	11/	1		3
31	The operation of the P/V system has been verified	1./	Maria State		·
32	Where a vapour return line is connected, operating parameters have been agreed	V	Sy	A	2
73	have been tasted.	1		A	2
54	ship/shore connection.		1	A F	₹
35	Shore lines are fitted with a non-return valve, or procedures to avoid back filling have been discussed ANGAN SD	UBU	/	PF	٦
	(ENGEMBA	PEL	GAN		Nominated Smoking Rooms:
36	Smoking rooms have been identified and smoking requirements are being observed.	V	TUR	A F	1 OFFICER SMOOPING ROOM 2 COLFW EMODEING ROOM
	2			2	4
37	The state of the s	100	Van	AZ F	3
38	Ship/shore telephones mobile phones and pager		2	A F	2
10	requirements are being observed. Hand torches that mights are of an approved type.	TO Y			
	LUBE Unit of the same AS equipment are on the			1	(10 (1) (10 (10 (10 (10 (10 (10 (10 (10 (10 (10
	A JULY DUNYCY and de or swittered off	V			
"	Portable VHF/UHF transceivers are of an approved type	1	1		
47	The ship is main radic transmitter aerials are earthed and	1-	100		
		1	7 0	K	
43	hazardous area are disconnected from power	14	100		
44	Window type air conditioning units are disconnected	1		2	
	Positive pressure is being maintained inside the	1	- for a		
45	accommodation, and air conditioning intakes, which may	V	THE SE		
	permit the entry of cargo vapours, are closed.	B /		/ /	
46	Measures have been taken to ensure sufficient mechanical	V		1	
47	Ventilation in the pumproom There is provision for an emergency escape	1700		11	
	and the state of t			18/	Ston Corne at 201
48	The maximum wind and swell criteria for operations have been agreed	1	Jan	A	Stop Cargo at : 30 knos Disconnect at : 35 knos Unberth at : 35 knos
49	Security protocols have been agreed between the Ship	1.1		20000	1
49	Security Officer and the Port Facility Security Officer, if appropriate	BE	Vide	А	
	Where appropriate procedures have been agreed for	Y	2 22 5	en 1 e 100	****
50	receiving nitrogen supplied from shore, either for inerting or	1	/	A P	
	purging ship stanks, or for line clearing into the ship.		V2,	^ F	
NO	Provide a series	1			7.
	BULK LIQUID GENERAL	SHIP		CODE	REMARK
e in	e ship is fitted, or is required to be fitted, with an inert gas ie IGS is fully operational and in good working order	system	(IGS) the	following	statements should be addressed:
	Seals or agrivational and in good working order	1/		Р	
	Rand levels in pressure/vacuum breakers are correct	/	******	R	
38	The fixed and portable oxygen analysers have been	./			The second of the second of
	calibrated and are working properly			R	
1:	All the individual tank IG valves (if fitted) are correctly set and	/	The read	R	
	locked		Markey .	R	1