

SHIP/ SHORE SAFETY CHECKLIST

Ship's Name : Port : PT. PLI; PT. BAM Bojonegara
 Berth : Jetty 1 Date & Time of Arrival :

PART A – BULK LIQUID GENERAL – PHYSICAL CHECKS

Bulk Liquid - General	Apply to	Code	Remark
1. There is safe access between the ship and shore.	S, T	R	
2. The ship is securely moored.	S, T	R	
3. The agreed ship/shore communication system is operative.	S, T	A, R	System Back up system
4. Emergency towing-off pennants are correctly rigged and positioned.	S, T	R	
5. The ship's fire hoses and fire- fighting equipment is positioned and ready for immediate use.	S	R	
6. The terminal's fire-fighting equipment is positioned and ready for immediate use.	T	R	
7. The ship's cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for the service intended.	S		
8. The terminal's cargo and bunker hoses/arms are in good condition, properly rigged and appropriate for the service intended.	T		
9. The cargo transfer system is sufficiently isolated and drained to allow safe removal of blank flanges prior to connection.	S, T		
10. Scuppers and 'save alls' on board are effectively plugged and drip trays are in position and empty.	S	R	
11. Temporarily removed scupper plugs will be constantly monitored.	S	R	
12. Shore spill containment and sumps are correctly managed.	T	R	
13. The ship's unused cargo and bunker connections are properly secured with blank flanges fully bolted.	S		
14. The terminal's unused cargo and bunker connections are properly secured with blank flanges fully bolted.	T		
15. All cargo, ballast and bunker tank lids are closed.	S		
16. Sea and overboard discharge valves, when not in use, are closed and visibly secured.	S		
17. All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine room vents may be open.	S	R	
18. The ship's emergency fire control plans are located externally.	S		Location

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PART 'B' – BULK LIQUID GENERAL – VERBAL VERIFICATION

Bulk Liquid - General	Apply to	Code	Remarks
19. The ship is ready to move under its own power.	S	P, R	
20. There is an effective deck watch in attendance on board and adequate supervision of operations on the ship and in the terminal.	S, T	R	
21. There are sufficient personnel on board and ashore to deal with an emergency.	S, T	R	
22. The procedures for cargo, bunker and ballast handling have been agreed	S, T	A, R	
23. The emergency signal and shutdown procedure to be used by the ship and shore have been explained and understood	S, T	A	
24. Material safety data sheets (MSDS) for the cargo transfer have been exchanged where requested.	S, T	P, R	
25. The hazards associated with toxic substances in the cargo being handled have been identified and understood.	S, T		
26. An International Shore Fire Connection has been provided.	S, T		
27. The agreed tank venting system will be used.	S, T	A, R	Method.....
28. The requirements for closed operations have been agreed.	S, T	R	
29. The operation of the P/V system has been verified.	S		
30. Independent high level alarms, if fitted, are operational and have been tested.	S	A, R	
31. Adequate electrical insulating means are in place in the ship/shore connection.	T	A, R	
32. Shore lines are fitted with a non- return valve or procedures to avoid	T	P, R	
33. Smoking rooms have been identified and smoking requirements are being observed.	S, T	A, R	Nominated smoking rooms:.....
34. Naked light regulations are being observed.	S, T	A, R	
35. Ship/shore telephones, mobile phones and pager requirements are being observed.	S, T	A, R	
36. Hand torches (flashlights) are of an approved type.	S, T		
37. Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off.	S		
38. Portable VHF/UHF transceivers are of an approved type.	S, T		
39. The ship's main radio transmitter aerials are earthed and radars are switched off.	S		
40. Electric cables to portable electrical equipment within the hazardous area are disconnected from power.	S, T		

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41. Window type air conditioning units are disconnected.	S		
42. Positive pressure is being maintained inside the accommodation, and air conditioning intakes, which may permit the entry of cargo vapours are closed	S		
43. Measures have been taken to ensure sufficient mechanical ventilation in the pump room.	S	R	
44. There is provision for an emergency escape.	S, T		
45. The maximum wind and swell criteria for operations has been agreed.	S, T	A	Stop cargo at: Disconnect at:..... Unberth at:.....
46. Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate.	S, T	A	

DECLARATION

We, the undersigned, have checked the above items in Parts A and B, in accordance with the instructions and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items coded 'R' in the Check List should be re-checked at intervals not exceeding 6 hours.

If to our knowledge the status of any item changes, we will immediately inform the other party.

For Ship	For Shore
Name	Name
Rank	Position
Signature	Signature
Date	Date
Time	Time

Record of repetitive checks:

Date:							
Time:							
Initials for Ship:							
Initials for Shore:							