

SEAGOING* – INLAND* TANKER / INLAND TANKER SAFETY CHECK-LIST

Name of Seagoing* / Inland* Tanker 1:.....

Date of Arrival: **Time of Arrival:**

Name of Inland Tanker 2:

Date of Arrival: **Time of Arrival:**

Location: **Port:**

* delete where not applicable

Part A - Bulk Liquid General - Physical Checks							
REGIONAL LEGISLATION	Bulk Liquid – General		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
	1	There is safe access between the (seagoing) tanker and inland tanker.				R	
L	L1	The fendering arrangements are assessed as being satisfactory. The fender pennants are in order.				R	
B 3	2	The tanker is securely moored, considering the conditions locally.				R	
B 11	3	The agreed inter-ship communication system is operative.				A R	VHF Channel: Communication system: Back up system:
L	4	Emergency towing-off pennants are correctly rigged and positioned, if required by terminal.				R	
B 14	5	The tanker's fire hoses and fire-fighting equipment are positioned and ready for immediate use.				R	
B 6.1	7	The tanker's cargo hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for the service intended.				R	
B 6.1	7.1	All reducers are approved and compatible with cargo lines and the type of cargo.					
B 6.2	7.2	All connection flanges are fitted with the appropriate gaskets.					
B 6.3	7.3	All flange bolts are properly tightened.					
B 6.4	7.4	The hoses have enough room for easy movement.					
B 14	7.5	All valves are checked and in the right position.					
B 5	7.6	Adequate lighting is ensured at the cargo transfer area and emergency escape route.					
	8	This line has been intentionally left blank.					

Part A - Bulk Liquid General - Physical Checks							
REGIONAL LEGISLATION	Bulk Liquid – General		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	9	The cargo transfer system is sufficiently isolated and drained to allow safe removal of blank flanges prior to connection.					
B 8	10	Scuppers and 'save alls' on board are effectively plugged and drip trays are in position and empty.				R	
L	11	Scupper plugs temporarily removed will be monitored constantly.				R	
	12	This line has been intentionally left blank.					
B 7	13	The tanker's unused cargo and bunker/vapour return connections are properly secured.					
	14	This line has been intentionally left blank.					
B 18	15	If required, all sighting, ullaging and sampling ports of the cargo, ballast or bunker tanks have been closed or protected by flame arrestors in good condition.					
B 9	16	Sea and overboard discharge valves, when not in use, are closed and visibly secured. The removable parts between ballast and overboard discharge lines and cargo lines are removed.					
B 14	17.1	All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine room vents may be open.				R	
	17.2	The LPG domestic installation is isolated at the main stop valve.					
L	18	The tanker's emergency fire control plans are available.					Locations:

If the tanker(s) is fitted, or is required to be fitted, with an inert gas system (IGS), the following points should be physically checked:

REGIONAL LEGISLATION	Inert Gas System		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	19	IGS pressure and oxygen content measuring equipment recorders are in good working order.				R	
L	20	All cargo tank atmospheres are at positive pressure with oxygen content of 8% or less by volume.				P R	
L	20L	All inerted tanks are marked or labelled with a warning sign.					

Part B - Bulk Liquid General - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquid – General		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	21	The tankers are ready to move under their own power. A dumb barge without own propulsion means should be able to move with the help of a designated tug at short notice.				P R	
B 10	22	There is an effective deck watch in attendance on board and adequate supervision of operations on both tankers.				R	
L	22L	On each tanker a competent person is appointed who is responsible for the planned cargo handling.					
L	23	There are sufficient personnel on board both tankers to deal with an emergency.				R	
B 15.1	24.1	The procedures for cargo, bunker and ballast handling have been agreed.				A R	

Part B - Bulk Liquid General - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquid – General		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
B 15.2	24.2	The outlet pressure of the cargo pump of the other tanker is regulated to take account of the admissible working pressure of the equipment on board the tanker.				A R	
B 13	25	The emergency signal and shutdown procedures to be used by both tankers have been explained and understood.				A	
B 2	26	Material Safety Data Sheets (MSDS), or equivalent, for the cargo transfer have been exchanged where requested.				P + R	
B1	26L	The tanker is approved to transport the product to be loaded.					
L	27	The hazards associated with toxic substances in the cargo being handled have been identified and understood.					H ₂ S content: Benzene content:
	28	An International Shore Fire Connection has been provided.					
L	29	The agreed tank venting system will be used.				A R	Method:
	30.1	The requirements for closed operations have been agreed.				R	
B 12.1	30.2	The tanker's vapour return connection, if required, is connected, by means of a vapour return line, to the vapour return connection of the other tanker.				R	
B 12.3	30.3	If protection against explosions is required, the vapour return line is equipped with a flame arrestor and/or detonation protection.				R	
B 12.2	31	The operation of the P/V system has been verified. The delivering tanker guarantees that the pumping rate does not exceed the maximum working pressure agreed.				R	Agreed max pumping rate: (m ³ /h) Agreed max pressure: (kPa)
L	32	Where a vapour return line is connected, operating parameters have been agreed.				A R	
B 16+17	33	Independent high level alarms and/or emergency stops, if fitted, are operational and have been tested.				A R	

Part B - Bulk Liquid General - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquid – General		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	34	Adequate electrical insulating means are in place in the tanker/tanker cargo and vapour return (if applicable) line connections. The insulating means is installed only on board (name tanker).				A R	
	35	This line has been intentionally left blank.					
B 14	36	Smoking requirements are being observed and have been agreed.				A R	
B 14	37	Naked light regulations are being observed and have been agreed.				A R	
L	38	Portable electronic (e.g. communication) device requirements are observed.				A R	
L	39	Hand torches (flashlights) are of an approved type.					
L	40	Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off.					
L	41	Portable VHF/UHF transceivers are of an approved type.					
B 14	42	The tankers' main radio transmitter aerials are earthed and radars are disconnected / switched off.					
B 14	43	Electric cables to portable electrical equipment within the hazardous area are disconnected from power.					
L	44	Window type air conditioning units are disconnected, if applicable.					
L	45	Positive pressure is maintained inside the accommodation and/or wheelhouse, if applicable.					
L	46	Measures have been taken to ensure sufficient mechanical ventilation in the pumproom, if applicable.				R	
B 4	47	There is provision for an emergency escape or for emergency boarding positioned ready for use.					

Part B - Bulk Liquid General - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquid – General		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	48	The weather conditions, maximum wind and swell criteria for operations have been agreed. Stop cargo operations at: Disconnect at: Unmoor at:				A	
L	49	Security protocols have been agreed between the tankers' Security Responsible Persons / Officers, if appropriate.				A	
L	49L	Security protocols have been agreed for the crew of one tanker to board the other tanker. The location of the security protocol for boarding tanker is:					
L	50	Where appropriate, procedures have been agreed for receiving nitrogen, either for inerting or purging tanker's tanks, or for line clearing.				A P	

Part B - Bulk Liquid General - Verbal Verification

If the tanker(s) is fitted, or is required to be fitted, with an inert gas system (IGS), the following statements should be addressed:

REGIONAL LEGISLATION	Inert Gas System		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	51	The IGS is fully operational and in good working order, if applicable.				P	
L	52	Deck seals, or equivalent, are in good working order, if applicable.				R	
L	53	Liquid levels in pressure/vacuum breakers are correct, if applicable.				R	
L	54	The fixed and portable oxygen analysers have been calibrated and are working properly.				R	
L	55	All the individual tank IGS valves (if fitted) are correctly set and locked.				R	
L	56	All personnel in charge of cargo operations are aware that, in the event of failure of the inert gas plant, discharge operations should cease, and the other tanker should be advised.					

If the tanker is fitted with a Crude Oil Washing (COW) system, and intends to crude oil wash, the following statements should be addressed:

REGIONAL LEGISLATION	Crude Oil Washing		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	57	N/A					
L	58	N/A					

Part B - Bulk Liquid General - Verbal Verification

If the tanker is planning to tank clean alongside, the following statements should be addressed:

REGIONAL LEGISLATION	Tank Cleaning		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	59	Tank cleaning operations are planned during the tanker's stay alongside the other tanker.	YES NO*	YES NO*	YES NO*		
L	60	If 'yes' the procedures and approvals for tank cleaning have been agreed.					
L	61	Permission has been granted for gas-freeing operations by the competent authority.	YES NO*	YES NO*	YES NO*		

*Delete Yes or No as appropriate

Part 'C' Bulk Chemicals - Verbal Verification

REGIONAL LEGISLATION	Bulk Liquid Chemicals		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	1	Material Safety Data Sheets, or equivalent, are available giving the necessary data for the safe handling of the cargo.					
L	2	A manufacturer's inhibition certificate, where applicable, has been provided.				P	
L	3	Sufficient protective clothing and equipment (including self-contained breathing apparatus) is ready for immediate use and is suitable for the product being handled, if applicable.					
L	4	Countermeasures in the event of accidental personal contact with the cargo have been agreed.					
L	5	The cargo handling rate is compatible with the automatic shutdown system, if in use.				A	

Part 'C' Bulk Chemicals - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquid Chemicals		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	6	Cargo system gauges and alarms are correctly set and in good order.					
L	7	Portable vapour detection instruments are readily available for the products being handled.					
L	8	Information on fire-fighting equipment and procedures has been exchanged.					
L	9	Transfer hoses and gaskets are of suitable material, resistant to the action of the products being handled.					
L	10	Cargo handling is being performed with the permanent installed pipeline system.				P	
	11	This line has been intentionally left blank.					
L	12	If required, the cargo deck water spray system is ready for immediate use.					

Part 'D' Bulk Liquefied Gases - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquefied Gases		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	1	Material Safety Data Sheets, or equivalent, are available giving the necessary data for the safe handling of the cargo.					
L	2	A manufacturer's inhibition certificate, where applicable, has been provided.				P	
L	3	The cargo deck water spray system is ready for immediate use.					
L	4	Sufficient protective clothing and equipment (including self-contained breathing apparatus) is ready for immediate use and is suitable for the products being handled, if applicable.					

Part 'D' Bulk Liquefied Gases - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquefied Gases		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	5	Hold and inter-barrier spaces are properly inerted or filled with dry air, as required.					
L	6	All remote control valves are in working order.					
L	7	The required cargo pumps and compressors are in order and the maximum working pressures have been agreed between the two tankers.				A	
L	8	Re-liquefaction or boil-off control equipment is in good order, if applicable.					
L	9	The gas detection equipment has been properly set for the cargo, is calibrated, has been tested and inspected and is in good order.					
L	10	Cargo system gauges and alarms are correctly set and in good order.					
L	11	Emergency shutdown systems have been tested and are working properly.					
L	12	Both tankers have informed each other of the closing rate of ESD valves, automatic valves or similar devices.				A	Tanker 1: Tanker 2:
L	13	Information has been exchanged between the tankers on the maximum/minimum temperatures/pressures of the cargo to be handled.				A	
L	14	Cargo tanks are protected against inadvertent overfilling at all times while any cargo operations are in progress.					
L	15	The compressor room is properly ventilated, the electrical motor room is properly pressurised and the alarm system is working, if applicable.					
L	16	Cargo tank relief valves are set correctly and actual relief valve settings are clearly and visibly displayed. (record settings below).					
L	17	The operating parameters (opening pressure) of the pressure valves (MARVS) of both tankers have been considered and agreed.					

Part 'D' Bulk Liquefied Gases - Verbal Verification							
REGIONAL LEGISLATION	Bulk Liquefied Gases		SEAGOING TANKER	INLAND TANKER 1	INLAND TANKER 2	Code	Remarks
L	18	The (port) authorities have been notified prior to cargo handling, if required.				P	
L	19	If required by the (port) authorities, an external co-ordinator has been appointed and is on board as co-ordinator responsible for the planned cargo handling between the two tankers.				P	Name of external co-ordinator: Company:

Remarks
Pressure Relief Valve Settings:

OPERATIONAL ARRANGEMENTS

Seagoing* / Inland* Tanker 1: **Inland Tanker 2:**

Date: **Time:** **Location:**

The following cargo or ballasting operations will be carried out at the above-mentioned location:

Product	Quantity (m ³)	Actual temperature (°C)	Starting time	Completion time	Stop by:		Seagoing* / Inland* Tanker 1					Inland Tanker 2							
					Seagoing* / inland* tanker 1	Inland tanker 2	Tank	Tank capacity	Manifold connection	Max load/unload rate	Max pressure	Loading* / unloading*	Tank	Tank capacity	Line	Max rate	Max pressure		

Responsible Officer Seagoing* / Inland* Tanker 1:
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Responsible officer Inland Tanker 2:
.....

* delete where not applicable

DECLARATION

We, the undersigned, have checked the above items in Parts A and B and, where appropriate, Part C or D, in accordance with the instructions and have satisfied ourselves that the entries we have made are correct.

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

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

For the Seagoing* / Inland* Tanker 1	For the Inland Tanker 2
Name:	Name:
Rank:	Rank:
Signature:	Signature:
Date:	Date:
Time:	Time:

Record of repetitive checks:

Date:								
Time:								
Initials for the Seagoing* / Inland* Tanker 1:								
Initials for the Inland Tanker 2:								

* delete where not applicable

