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ISGOTT Checks pre-arrival Ship/Shore Safety Checklist

Date and time: _____

Port and berth: Darwin - ILNG Bladin Pt PLJ-1

Tanker: _____

Terminal: Inpex Bladin Point Marine Terminal

Product to be transferred: LPG - Propane / Butane

Part 1A. Tanker: checks pre-arrival			
Item	**Check**	**Status**	**Remarks**
1	Pre-arrival information is exchanged (6.5, 21.2)	Yes	VIA eMAIL
2	International shore fire connection is available (5.5, 19.4.3.1)	Yes	AT MANIFOLD
3	Transfer hoses are of suitable construction (18.2)	Yes	Terminal confirms Vessel confirms
4	Terminal information booklet reviewed (15.2.2)	Yes	EMAIL INFORMATION EXCHANGE
5	Pre-berthing information is exchanged (21.3, 22.3)	Yes	EMAIL INFORMATION EXCHANGE
6	Pressure/vacuum valves and/or high velocity vents are operational (11.1.8)	Yes	
7	Fixed and portable oxygen analysers are operational (2.4)	Yes	Test date: _____

~~Part 1B. Tanker: checks pre-arrival if using an inert gas system~~			
Item	**Check**	**Status**	**Remarks**
8	~~Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11)~~	~~Yes~~	Not Applicable
9	~~Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11)~~	~~Yes~~	Not Applicable
10	~~Cargo tank atmospheres' oxygen content is less than 8% (11.1.3)~~	~~Yes~~	Not Applicable
11	~~Cargo tank atmospheres are at positive pressure (11.1.3)~~	~~Yes~~	Not Applicable

Part 2. Terminal: checks pre-arrival			
Item	**Check**	**Status**	**Remarks**
12	Pre-arrival information is exchanged (6.5, 21.2)	Yes	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	Yes	
14	Transfer equipment is of suitable construction (18.1, 18.2)	Yes	OCIMF compliant MLAs
15	Terminal information booklet transmitted to tanker (15.2.2)	Yes	Sent Via Shipping Agent
16	Pre-berthing information is exchanged (21.3, 22.3)	Yes	Sent 24 hrs prior arrival

ISGOTT Checks after mooring Ship/Shore Safety Checklist

Part 3. Tanker: checks after mooring			
Item	**Check**	**Status**	**Remarks**
17	Fendering is effective (22.4.1)	Yes	
18	Mooring arrangement is effective (22.2, 22.4.3)	Yes	In accordance with Optimoor
19	Access to and from the tanker is safe (16.4)	Yes	Effective ship's gangway watch.
20	Scuppers and savealls are plugged (23.7.4, 23.7.5)	Yes	Scuppers may be opened to release excess clean water with oil Catcher. To be monitored during draining. After draining report to shore/LM
21	Cargo system sea connections and overboard discharges are secured (23.7.3)	Yes	
22	Very high frequency and ultra high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2)	Yes	AIS / VHF KEPT AT LOW POWER MODE DURING LOADING
23	External openings in superstructures are controlled (23.1)	Yes	
24	Pumproom ventilation is effective (10.12.2)	Yes	Compressor and Motor room.
25	Medium frequency/high frequency radio antennae are isolated (4.11.4, 4.13.2.1)	Yes	Switched off.
26	Accommodation spaces are at positive pressure (23.2)	Yes	
27	Fire control plans are readily available (9.11.2.5)	Yes	

Part 4. Terminal: checks after mooring			
Item	**Check**	**Status**	**Remarks**
28	Fendering is effective (22.4.1)	Yes	Fenders and chains in good condition.
29	Tanker is moored according to the terminal mooring plan (22.2, 22.4.3)	Yes	In accordance with Optimoor.
30	Access to and from the terminal is safe (16.4)	Yes	Effective ship's gangway watch.
31	Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5)	Yes	

ISGOTT Checks pre-transfer Ship/Shore Safety Checklist

Date and time: _____

Port and berth: Darwin - ILNG Bladin Pt PLJ-1

Tanker: _____

Terminal: Bladin Point Marine Terminal

Product to be transferred: LPG - Propane / Butane

Part 5A. Tanker and terminal: pre-transfer conference				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
32	Tanker is ready to move at agreed notice period (9.11, 21.7.1.1, 22.5.4)	Yes	Yes	_____ min notice.
33	Effective tanker and terminal communications are established (21.1.1, 21.1.2)	Yes	Yes	Primary - VHF 87 // Back up - UHF "Loading LPG"
34	Transfer equipment is in safe condition (isolated, drained and de-pressurised) (18.4.1)	Yes	Yes	
35	Operation supervision and watchkeeping is adequate (7.9, 23.11)	Yes	Yes	Terminal: 2 x 12 hour shifts. Loading Master remains onboard. Carrier: CCR: _____ Deck: Min 3 (Due strong Tides)
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	Yes	Yes	
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	Yes	Yes	Nominated smoking rooms (2 max): Carrier - Terminal: Not permitted.
38	Naked light restrictions are established (4.10.1)	Yes	Yes	Ex marked lights and Torch to be used on deck
39	Control of electrical and electronic devices is agreed (4.11, 4.12)	Yes	Yes	Only intrinsically safe electronic devices and torches are allowed.
40	Means of emergency escape from both tanker and terminal are established (20.5)	Yes	Yes	Carrier: Offshore gangway and lifeboat.
41	Firefighting equipment is ready for use (5, 19.4, 23.8)	Yes	Yes	
42	Oil spill clean-up material is available (20.4)	Yes	Yes	
43	Manifolds are properly connected (23.6.1)	Yes	Yes	Terminal confirms Vessel confirms
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	Yes	Yes	LPG will be sampled onshore.
45	Procedures for cargo, bunkers and ballast handling operations are agreed (21.4, 21.5, 21.6)	Yes	Yes	As per cargo plans, no bunkers
46	Cargo transfer management controls are agreed (12.1)	Yes	Yes	
47	~~Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1)~~	~~Yes~~	~~Yes~~	See also parts 7B/7C as applicable Not applicable.

Part 5A. Tanker and terminal: pre-transfer conference (cont.)				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
48	~~Cargo tank gas freeing arrangements agreed (12.4~~)	~~Yes~~	~~Yes~~	See also part 7C Not applicable
49	~~Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)~~	~~Yes~~	~~Yes~~	See also part 7C Not applicable
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	Yes	Yes	Hourly checks.
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	Yes	Yes	Primary: Radio ESD Secondary: EMERGENCY STOP LOADING x 3 by VHF-87/ UHF "LOADING LPG". Activate carrier's General Alarm 7 Short and 1 long
52	Safety data sheets are available (1.4.4, 20.1, 21.4)	Yes	Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	Yes	Yes	Safety Data Sheet provided by Terrminal. H2S - Nil. Benzene - Nil
54	Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14)	Yes	Yes	Insulating flange in MLA's
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3)	Yes	Yes	Closed Operation, vapour return arms connected and are available if required.
56	Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7)	Yes	Yes	Only for Emergency
57	Measures to avoid back-filling are agreed (12.1.13.7)	Yes	Yes	Non-return valves.
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	Yes	Yes	Fully bolted and tensioned
59	Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1)	Yes	Yes	
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	Yes	Yes	Terminal N2 supply up to 500 kpag

Additional for chemical tankers **Checks pre-transfer**

~~Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer~~				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
61	~~Inhibition certificate received (if required) from manufacturer~~	~~Yes~~	~~Yes~~	Not Applicable
62	~~Appropriate personal protective equipment identified and available (4.8.1)~~	~~Yes~~	~~Yes~~	Not Applicable
63	~~Countermeasures against personal contact with cargo are agreed (1.4)~~	~~Yes~~	~~Yes~~	Not Applicable
64	~~Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)~~	~~Yes~~	~~Yes~~	Not Applicable
65	~~Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)~~	~~Yes~~	~~Yes~~	Not Applicable

~~Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer (cont.)~~				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
66	~~Adequate portable vapour detection instruments are in use (2.4)~~	~~Yes~~	~~Yes~~	Not Applicable
67	~~Information on firefighting media and procedures is exchanged (5, 19)~~	~~Yes~~	~~Yes~~	Not Applicable
68	~~Transfer hoses confirmed suitable for the product being handled (18.2)~~	~~Yes~~	~~Yes~~	Not Applicable
69	~~Confirm cargo handling is only by a permanent installed pipeline system~~	~~Yes~~	~~Yes~~	Not Applicable
70	~~Procedures are in place to receive nitrogen from the terminal for inerting or purging (12.1.14.8)~~	~~Yes~~	~~Yes~~	Not Applicable

Additional for gas tankers **Checks pre-transfer**

Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
71	~~Inhibition certificate received (if required) from manufacturer~~	~~Yes~~	~~Yes~~	Not applicable.
72	Water spray system is operational (5.3.1, 19.4.3)	Yes	Yes	
73	Appropriate personal protective equipment is identified and available (4.8.1)	Yes	Yes	
74	Remote control valves are operational	Yes	Yes	
75	Cargo pumps and compressors are operational	Yes	Yes	
76	Maximum working pressures are agreed between tanker and terminal (21.4, 21.5, 21.6)	Yes	Yes	Max liquid Arm Pressure 380 kpa
77	Reliquefaction or boil-off control equipment is operational	Yes	Yes	
78	Gas detection equipment is appropriately set for the cargo (2.4)	Yes	Yes	Alarm tested: _____
79	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	Yes	Yes	Alarm tested: _____
80	Emergency shutdown systems are tested and operational (18.5)	Yes	Yes	Alarm tested: _____
81	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	Yes	Yes	C3: _____ m3/hr / C4: _____ m3/hr SHORE: 15 ~20 sec. SHIP : _____ sec.
82	Maximum/minimum temperatures/pressures of the cargo to be transferred are agreed (21.4, 21.5, 21.6)	Yes	Yes	SHORE TANKS C3: - _____ °C / _____ kpa C4: - _____ °C / _____ kpa
83	Cargo tank relief valve settings are confirmed (12.11, 21.2, 21.4)	Yes	Yes	MARVS: ____ kPa

Part 6. Tanker and terminal: agreements pre-transfer				
Part 5 item	**Agreement**	**Details**	**Tanker initials**	**Terminal initials**
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: _____ mins Period of disablement (if permitted): Not Permitted		
33	Security protocols	Security level: Ship:1 Terminal:1 Local requirements: Continuous gangway watch. Visitor ID checks		
33	Effective tanker/terminal communications	Primary system: VHF 87 Backup system: UHF "Loading LPG"		
35	Operational supervision and watchkeeping	Tanker: CCR: _____ Deck: Min 3 (Due strong Tides) Terminal: Loading Master remains onboard.		
37 38	Dedicated smoking areas and naked lights restrictions	Tanker: CARRIER (MAX 2) 1) 2) Terminal: No Smoking in entire terminal		
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: 30 knots (sustained wind) Disconnect: 35 knots (sustained wind) Unberth: 40 knots (sustained wind)		
45 46	Limits for cargo, bunkers and ballast handling	Maximum transfer rates: C3: _____ m3/hr C4: _____ m3/hr Topping-off rates: C3 & C4: _____ m3/hr Maximum manifold pressure: 380 kpa Cargo temperature: MINIMUM: _____ °C Other limitations:		

Part 6. Tanker and terminal: agreements pre-transfer (cont.)				
Part 5 item	**Agreement**	**Details**	**Tanker initials**	**Terminal initials**
45 46	Pressure surge control C-3 C-4	Minimum number of cargo tanks open: Tank switching protocols: Minimum number of cargo tanks open: Tank switching protocols: Full load rate: C3: _____ m3/hr C4: _____ m3/hr Topping-off rate: C3 & C4: _____ m3/hr Closing time of automatic valves: SHORE: 15 ~20 sec. SHIP : _____ sec.		
46	Cargo transfer management procedures	Action notice periods: 60 MIN NOTICE PRIOR RAMP DOWN Transfer stop protocols: 2 MIN NOTICE FOR STOP ORDER		
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks: Hourly		
51	Emergency signals	Tanker: Fire: Continuous Ringing Others: 7 Short 1 Long Blast Terminal: Two Tone siren		
55	Tank venting system	Procedure: NO VENTING, VAPOUR RETURN LINE CONNECTED.		
55	Closed operations	Requirements: YES		
56	Vapour return line	Operational parameters: CONNECTED, READY FOR USE In emergency only. Maximum flow rate: AS REQUIRED		
60	Nitrogen supply from terminal	Procedures to receive: N2 PUSH FROM TERMINAL TO SHIPS TANK Maximum pressure: 500 kPa Flow rate: As required		

Part 6. Tanker and terminal: agreements pre-transfer (cont.)				
Part 5 item ref	**Agreement**	**Details**	**Tanker initials**	**Terminal initials**
83	For gas tanker only: cargo tank relief valve settings	Tank 1: _____ kPa Tank 2: _____ kPa Tank 3: _____ kPa Tank 4: _____ kPa ~~Tank 5:~~ N/A ~~Tank 6:~~ N/A ~~Tank 7:~~ N/A ~~Tank 8:~~ N/A ~~Tank 9:~~ N/A ~~Tank 10:~~ N/A		
XX	Exceptions and additions	Special issues that both parties should be aware of:		

Date and time: _____

Port and berth: Darwin - ILNG Bladin Pt PLJ-1

Tanker: _____

Terminal: Bladin Pt Marine Terminal

Product to be transferred: LPG - Propane / Butane

Part 7A. General tanker: checks pre-transfer			
Item	**Check**	**Status**	**Remarks**
84	Portable drip trays are correctly positioned and empty (23.7.5)	Yes	Permanent drip trays fitted at manifold.
85	~~Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)~~	~~Yes~~	N/A
86	~~Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)~~	~~Yes~~	N/A
87	Cargo tank high level alarms are operational (12.1.6.6.1)	Yes	Last tested: _____
88	All cargo, ballast and bunker tanks openings are secured (23.3)	Yes	Bolted, shut and secured

~~Part 7B. Tanker: checks pre-transfer if crude oil washing is planned~~			
Item	**Check**	**Status**	**Remarks**
89	~~The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2, 21.2.3)~~	~~Yes~~	Not Applicable
90	~~Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6)~~	~~Yes~~	Not Applicable

ISGOTT Checks after pre-transfer conference Ship/Shore Safety Checklist

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

~~Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing~~			
Item	**Check**	**Status**	**Remarks**
91	~~Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)~~	~~Yes~~	Not Applicable
92	~~Permission for gas freeing operations is confirmed (12.4.3)~~	~~Yes~~	Not Applicable
93	~~Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6)~~	~~Yes~~	Not Applicable
94	~~If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)~~	~~Yes~~	Not Applicable
95	~~Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)~~	~~Yes~~	Not Applicable

Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

	Tanker	Terminal
Part 1A. Tanker: checks pre-arrival	✔	
~~Part 1B. Tanker: checks pre-arrival if using an inert gas system~~		
Part 2. Terminal: checks pre-arrival		✔
Part 3. Tanker: checks after mooring	✔	
Part 4. Terminal: checks after mooring		✔
Part 5A. Tanker and terminal: pre-transfer conference	✔	✔
~~Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer~~		
Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer	✔	✔
Part 6. Tanker and terminal: agreements pre-transfer	✔	✔
Part 7A. General tanker: checks pre-transfer	✔	
~~Part 7B. Tanker: checks pre-transfer if crude oil washing is planned~~		
~~Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing~~		

In accordance with the guidance in chapter 25 of *ISGOTT*, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the *ISGOTT* SSSCL, which should occur at intervals of not more than __4__ hours for the tanker and not more than __8__ hours for the terminal.

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

Tanker	**Terminal**
Name	Name
Rank	Position Loading Master
Signature	Signature
Date	Date
Time	Time

ISGOTT Checks during transfer Ship/Shore Safety Checklist

Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer								
Item ref	**Check**	**Time**	**Time**	**Time**	**Time**	**Time**	**Time**	**Remarks**
Interval time:……4…… hrs								
8	~~Inert gas system pressure and oxygen recording operational~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	
9	~~Inert gas system and all associated equipment are operational~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	
11	Cargo tank atmospheres are at positive pressure	Yes	Yes	Yes	Yes	Yes	Yes	
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the tanker is safe	Yes	Yes	Yes	Yes	Yes	Yes	
20	Scuppers and savealls are plugged	Yes	Yes	Yes	Yes	Yes	Yes	Scuppers may be opened to release excess rainwater.
23	External openings in superstructures are controlled	Yes	Yes	Yes	Yes	Yes	Yes	
24	Pumproom ventilation is effective	Yes	Yes	Yes	Yes	Yes	Yes	
28	Tanker is ready to move at agreed notice period	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	

Part 8. Tanker: repetitive checks during and after transfer (cont.)								
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 42 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
85	~~Individual cargo tank inert gas valves settings are as agreed~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	
86	~~Inert gas delivery maintained at not more than 5% oxygen~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	
87	Cargo tank high level alarms are operational	Yes	Yes	Yes	Yes	Yes	Yes	
Initials								

Part 9. Terminal: repetitive checks during and after transfer								
Item ref	**Check**	**Time**	**Time**	**Time**	**Time**	**Time**	**Time**	**Remarks**
Interval time:……8…… hrs								
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the terminal is safe	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
32	Spill containment and sumps are secure	Yes	Yes	Yes	Yes	Yes	Yes	Scuppers may be opened to release excess clean water with oil Catcher. To be monitored during draining.
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 47 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
Initials								