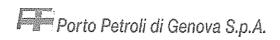
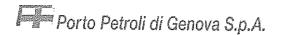


SAFETY AND POLLUTION PREVENTION SURVEY OPERATING PROCEDURE OF MULTEDO OIL TERMINAL



Sommario

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Fee	S	L1.



1. Safety and Pollution Prevention Survey description

The scope of the above noted Survey is to carry out all the necessary verifications needed to guarantee a significant reduction of possible emergency situations involving safety and environmental integrity of the Terminal.

This objective will be achieved by assuring that all the ship's equipment is in perfect working condition and that the ship's crew is operating in a proper way. This means respecting all international and local rules and regulations, by keeping in contact with the Shift Supervisor (RT) of Porto Petroli.

The "Safety and Pollution Prevention Survey" specifically offers the following:

- Ensuring the coordination of the planned activities provided between the ship and the shore;
- Assisting in the prevention of the possibility of accidental discharge of pollutants into the sea;
- Helping to avoid the possible discharge of harmful gas occurring from on load/offload operations;
- Controlling the overall competency of the ship's crew involved in the commercial operations;

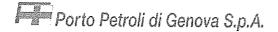
Promptly reporting situations that might compromise or reduce the safety of the commercial activity.

The above mentioned goals also depend on:

- Executing a careful monitoring of all the ship's activities;
- Maintaining a constant information flow with the the companies Shift Supervisor (RT).

To optimize the service it is essential that there is a strong collaboration with and the availability of the ship's crew, who must be informed of the purposes of the activities.

At the same time, it would be useful to have the collaboration with the shipping agents working in our terminal.



2. Visits of Inspection

"Safety and Pollution Prevention Survey" activities will be developed through a continuous presence on board of an inspector appointed by Porto Petroli Genova. He will verify the correct activities carried out on board.

The visit fees are the responsibility of the ship owner.

3. Frequency of the Safety and Pollution Prevention Survey Inspections

The inspection will be carried out on all tankers visiting the Multedo facilities.

4. Obligations related to the visit

All the visits will be carried out by qualified personnel complying with the criteria that will be explained in point 6.

Ship owners or their delegates must guarantee the onboard availability of all updated ship's certificates and technical data sheets.

With the scope of allowing the smooth execution of the commercial operations, the ship's ETA must be communicated with 72 notice. This is done by transmitting the preliminary information requested by the attached "ship's information"

All the malfunctions found during the inspection will be recorded on the "Safety Survey Check List".

At the end of the inspection the "Summary of deficiency record" will be given to the ship's captain. The form will list the discrepancies found during commercial operations.

The ship's evaluation documents will not be given to the ship's captain.

Porto Petroli di Genova S.p.A.

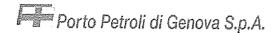
The inspection includes the control and verification of the entire commercial operation, from the arrival of the tanker in the port to it's departure.

Herewith below is the list of arguments subject to control:

- Ship's information
- · Ship's particulars
- Cargo details
- Cargo system
- Mooring equipment
- · Firefighting equipment
- Environmental protection
- Inert gas system
- Pollution prevention
- Safety management
- Crew management
- Ship' Security
- Crude oil washing
- Cargo handling record
- Chemical tank check list
- Summary of deficiency record

Every chapter of the "Safety Survey Check List" is dedicated to various arguments which the tanker and the crew must adhere to during the development of commercial operations.

In order to establish a clear and safe link between ship and shore, all the problems that may arise will be handled by the ISGOTT (International Safety Guide for Oil Tanker and Terminal) regulations, a safe and reliable reference for anyone who works in the maritime field.



For all the malfunctions discovered during the commercial activities, of which a solution has not being accepted as definitive by the inspector, the ship owner or his delegate must give confirmation of the definitive solution to the problem at least 5 days prior the next Multedo Terminal berthing request.

In the case of irregularities found during the inspection, which are considered very relevant by Porto Petroli, an immediate stop of all operations may be given until the ship owner of his delegate provide the complete resolution of the established anomalies.

All the copies of "Summary of Deficiency Records" will be sent to the Italian Maritime Authority, to the ship's owner, through the appointed shipping agent, and to the involved Terminal clients.

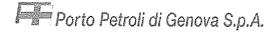
Once the arrival file has been completed on board, the Safety Survey Inspector from RINA will have the responsibility to verify what has been declared. This will be done prior to the ships arrival in the terminal, using the attached "Ship's Information" form.

In the case that discrepancies are found in what was declared in advance by the ship's master, commercial operations will not be initiated until the a solution is found. When it is not possible to do so within the time allowed my Port Regulations, the ship must leave the berth without performing the planned commercial operations

5. Developing the Visit

The safety inspection is inclusive of the control and verification of the commercial operation, from tanker arrival in the port the unmooring, more specifically:

- a) Ascertain the mooring conditions
- b) Before starting the operation the agreement between the ship and the terminal must be recorded: revealing the principal points of the work plan, the system of communication and an inspection of the general conditions and the equipment on board.
- c) During the operations there must be a constant monitoring of the activities and a dedicated check list must be filled out together with all relative forms.
- d) At the end of the operation, before tanker's departure, the inspector must complete the attached "Summary of Deficiency Record". One copy will be given to the ship's master, who will sign the document as a receipt.
- e) The tanker appraisal form and degree of crew preparation form are strictly confidential and will be only delivered to the person in charge at Porto Petroli.



6. Appointed Personnel and Their Qualifications

The personnel used for carrying out the inspection must have the following professional requirements:

- Professional title as a Master
- Navigational experience as a First Office, deck or engine, on board any gross tonnage tanker larger or equal to 3000 GRT
- Good knowledge of the English language, both written and spoken
- Knowledge of ISGOTT, SOLAS and MARPOL regulations
- Knowledge of the Marine Decree issued by the Genova Maritime Authority relating to tanker operations

7. Documentation Supporting the Inspections

All documentation to be used for the inspection is listed on attachment 6 of the present procedure and consisting of:

- Information sheet
- Check list
- Record sheet
- Summary of the deficiency sheets

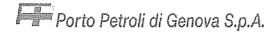
Information sheets are related to the ship, to the cargo and planned commercial operations.

Check list controls and verifications to be carried out.

Record sheet will report the chronology of performed operations

Summary of the deficiencies will report all malfunctions disclosed by the appointed inspector regarding the conditions of equipment and their performance during commercial operations, including the crew behaviour and its level of competency.

Description of documents supporting the inspection



Chapter 1) - Ship information-ship particulars

The item related to this information sheet consist of general identification of the ship's data.

This form, duly filled, must be presented at least five days prior the ship's arrival to the terminal.

Source:

ISGOTT

Chapter 2) - Cargo details

The item related to this information sheet consist of ship's cargo identification.

This form, duly filled, must be provided to our inspector before his Arrival on board.

Source:

ISGOTT

Chapter 3) - Cargo system

Items related to this information sheet are connected to the ship's operative system identification.

This form, duly filled, must be given to our inspector before his arrival on board.

Source:

ISGOTT

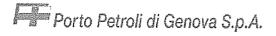
Chapter 4) - Mooring equipment

Items related to this information sheet concern the mooring operations and the equipment used.

Repetitive checks are planned during commercial operations in order to verify safe mooring when the tanker changes it's trim and/or changes in meteorological conditions.

Source:

ISGOTT



Chapter 5) - Firefighting Equipment

This check list is finalized to assess the ship's firefighting equipment in order to guarantee the safety during the tanks stay in port.

Source: SOLAS

Chapter 6) – Inert Gas System

The content of this check list aims to verify the functioning and the manning of the inert gas plant, with particular attention to critical perimeter and it's monitoring system.

Source:

ISGOTT

Chapter 7) - Pollution Prevention

This check list is related to the prevention of accidental release of pollutant in the surrounding waters during cargo, ballast and bunkering operations. The ship's master has the full responsibility to fill in this form.

Source:

ISGOTT

MARPOL

PREVENTION OF OIL SPILLAGES THROUGH CARGO PUMPROOM SEA VALVES

Chapter 8.1) - Safety Management

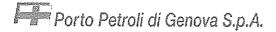
The aim of this check list is to verify and maintain the safety conditions during the cargo transfer operations.

The items that might be verified are listed on chapter 8 with the check time indicated.

For all the other items for which the crew is necessarily involved, in order to optimize the procedure, it will be related to the corresponding points of the safety check list, filled in upon the arrival of the tanker, by the ship's supervisor (RT), together with the Ship's Master.

Source:

ISGOTT



Chapter 8.2) - Crew Management

The information card, issued on the basis of the ship's crew list, contains all the professional qualifications of the entire crew and assigns responsabilities linked to cargo operations. The card is filled upon information supplied by the Ship's Master .

Chapter 9) - Ship Security

The contents of the check list is related to Security Managem, ent on board

Chapter 10) - Crude Oil Washing

The contents of the check list aim to verify the operational state and manning of the COW plant.

Verification of the plant are carried out before and during COW operations, using as reference the authorization and its attachments issued by the Maritime Authorities.

This check list is fill out under the complete responsabilities of the Ship's Master.

Source:

Crude Oil Washing System

Chapter 11) - Cargo Handling Record

This list will record all the phases of the commercial operations and information that have generated the trend.

Chapter 12) - Chemical Check List

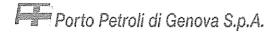
The aim of this check list is to verify the operational state and manning of chemical tankers.

Source:

IBC CODE

M Model - Summary of Deficiency Record

This form will summarize all the anomalies found during the inspection carried out on board.



Fees

Crude Oil tankers each ship Euro 2.000,00

Refined product tankers each ship Euro 2.000,00

Chemical tankers each ship Euro 850,00

Quotations for crude oil and refined product tankers allow for a stay of 48 hours. Chemical tankers are allowed for a stay of 24 hours.

Ships which commercial operations require a time extension will be charged extra costs on the "safety and pollution survey service" equal to Euro 500.00 every 12 hours or fraction.

Porto Petroli di Genova S.p.A.

Publication	Publisher	Edition	Date
Solas Consolidated Edition	IMO	5th	2009
International Code Fire Safety System (FSS Code)	IMO	2 nd	2007
ISPS Code	OMI	1st	2003
ISM Code	IMO	3 rd	2010
STCW including amendment 2 &3	IMO	//	2001
Mooring Equipment Guidelines	OCIMF	3rd	2008
Marpol 73/78 Consolidated Edition	IMO	//	2006
IGS	IMO	3rd	1990
COW System	IMO	4 th	2000
IBC Code	OMI	3 _{tq}	2007
IGC Code and 1993 supplement	IMO	2 nd	1993
Tanker Safety Guide (chemicals)	ICS	3 rd	2002
Tanker Safety Guide (liquefied gas)	ICS	2 nd	1995

Safety and Pollution Prevention Survey Check List

Ship's name	
IMO N°	
Flag	
Berth	
Date	
Agent	
Master	
Surveyor "A"	
Surveyor "B"	
Our reference	

rev	Issued by	Approved	Confirmed
00/1999	Oil & Bulk	Rina Industry SpA	Porto Petroli di Genova SpA
01/2003	Oil & Bulk	Rina Industry SpA	Porto Petroli di Genova SpA
02/2007	Oil & Bulk	Rina Industry SpA	Porto Petroli di Genova SpA
03/2013	Oil & Bulk	Rina SpA	Porto Petroli di Genova SpA

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SHIP'S SECURITY	12
CRUDE OIL WASHING	13
SHIP / SHORE SAFETY CHECK LIST	14
TIME LOG & CARGO HANDLING RECORD	16
- Times of starting / stopping Cargo Operations	16
- Times of Flushing Shore line	16
- Crude oil Washing Operations (Start / Completed)	16
- Equipment failures & reasons	16
- Checked repetitive items as per ISGOTT Ship/Shore check list	16
- Times of reporting to RTO (name) of any anomalies	16
- Discharging/loading rate, Change rate, I.G. press, Oxygen %, Manifold Press, etc	16
TIME LOG & CARGO HANDLING RECORD	17
2/2	17
CHEMICAL TANK' S CHECK LIST	18
CHEMICAL TANK' S PRODUCTS	19
MODULO M	20
Nature of Observations	20

SHIP'S INFORMATION

SHIP S INFORMATION									
VESSEL				BERTH					
COMING FROM			DESTINATION						
Grade " API				Grade " API					
CARGO				VESSEL DELIVERED					
BOW THRUSTER	Yes	No		STERN THRUSTER		Yes		No	
LOADING		Flash Po	int o	f Previous Cargo C°					
DISCHARGE				f Present Cargo C°					
DISCHITATOL		11031110		Tresent cargo c					
DH□	D	В		DS			SH		
СВ□Т	SE	BT		PL					
Is vessel fitted with an In	ert Gas Systen	n?		Yes		No			
Please explain the kind o	f I. G. S.								
If No please give detailed	l Explanations								
Vapour Recovery Line (V	.R.L.)			Yes			No		
Distance Between Mid-P	oint Manifold	and Extrar	ηρ Λ	ft of the Vessel:		m			
Height of the Manifold C					tion:	m			
Trengine or tire infarmora o			<u> </u>						
Ship's Stamp				Ship's Agent / Mast	ter				
TIME LOG (abstract)				 Date		Tir	ne		
All fast				Date		• • • • • • • • • • • • • • • • • • • •			
Hoses/Arms Connected									
Start loading / discharge									
Loading / Discharge completed									
Hoses/Arms disconnecte									
Average Rate (mt/h)									
					I				
Safety Surveyor "A"			S	afety Surveyor "B"					

	SHIP	S PARTICU	JLARS			
ITEM	DESCRIPTION			-		
1.1	Name of Ship					
1.2	Previous Name					
1.3	Flag					
1.4	Call Sign					
1.5	Classification:					
1.6	IMO N°:					
1.7	Port of register					
	Official N					
1.8	Ship Type					
1.8.1	The vessel is fitted with cargo lifting	g equipment's	<u> </u>		Yes	No
				F		
1.9	Class certificate valid until (attach					
1.10	I.O.P.P. valid until (attached copy	<u>′) </u>			T	
1.11	Condition Assessment Program				Rating	
1.11.1	Maximum Summer Deadweight (r	netric Tons)				
1.11.2	Maximum draft Summer DWT					
1.11.3	Freeboard at Summer DWT					
1.11.4	Maximum trim					
1.11.5	30 % Summer Deadweight (metri	cTons):			, ,	
1.11.6	Corresponding draft at 30 %	_		FWD		AFT
1.11.7	Height of Mid point manifold to Ke	eel	r			
1.11.8	G.R.T.		N.R.T.	_		
1.11.9	Length O. A (m)					
1.11.10	Extreme breadth					
1.11.11	Depth moulded					
1.12	Charterer					
1.13	Agent					
1.14	Cargo Surveyor					
Comment	s : Items: 1.11.1 – Act	tual Summer [)WT	1.11	2 - Summer	Draft
Safety Sur	veyor "A"	Safet	y Surveyor	"B"		

CARGO DETAILS

			CARGO	DETAILS	5				
	1.Grade		Port of Loading			API-	D/15°		
	2.Grade		Port of Loading			API-	D/15°		
2.1	3.Grade		Port of Loading			API-	D/15°		
	4.Grade		Port of Loading			API-	D/15°		
2.1.2	Which system (o		restricted) is use	ed for mea	suring the ca	argo			
2.1.3	Cargo average Lo								
2.1.4	Cargo quantities	Loaded / Dis	scharged						
2.2	Arrival Draft	FWD		MID			AFT		
2.2.1	Depart. Draft	FWD		MID			AFT		
2.2.2	Was a load/disc	h. Plan ready	for terminal?				Yes	N	lo
2.2.3	Load/Disch. arm	s N°	Of			Diar	n		
2.3	Max pressure al	lowed by sho	ore (bar)						
2.3.1	Max flow rate allowed by shore (mc) by Vessel (mc)								
2.4	Estimated time to load/disch. Cargo (hrs)								
2.5	.5 Will the vessel ballasting concurrently with cargo operations? Yes								lo
Comme	ents								
			CARGO H	IANDLIN	IG		<u> </u>		
ITEM			DESCRIPTION			10	Yes	No	NA
3.1	Is the Crew on d						_		
3.1.1	Has the cargo ar and terminal?	•				•	0		
3.1.2	Have, during the moments, shear	_	•		• •	_	,		
3.1.3	Does the ship dis		•	ts for the o	current cargo	oes?			
3.1.4	Is the manifold a	-	•	peration?					
3.1.5	Is the Terminal informed of the hazard associated with toxic substances for the cargo being handled? (H2S)								
3.1.6	Others:								
3.1.7									
3.1.8	Cargo quantity o	n arrival / D	eparture in cub	ic meter	(m3)				
3.1.9	Is the cargo quai	ntity on boar	d below or equa	l to 98 %?					
Safety S	ety Surveyor "A" Safety Surveyor "B"								

CARGO SYSTEM

C, 11.00 3131E1VI									
ITEM		DESCRIPTION		Yes	No	NA			
3.2.1	Is there sufficient techniques the sufficient techniques of Cargo & S	nt							
3.2.2	Is there a Class appro	ere a Class approved computer program for intact stability?							
3.2.3	Are drawing, Pipeline	diagrams, mimic diagra	ams, available in C.C.R.?						
3.2.4	Are cargo pumps fully								
3.2.5	Are pumps controls, a	alarms, trips functioning	g correctly?						
3.2.6	Are remote ullage ind operational?	lications of cargo and b	allast tank in CCR fully						
	Emergency Trips Test	ed (before starting disc	harge)						
	Are remote pumps co	ntrol fully operational	?						
	Are remote cargo val	ves control fully operat	ional?						
	Are remote cargo gau	iging fully operational?)						
3.2.7	Are P/V valves fully o	perational?							
3.2.7	Are flame screens ful								
	Are ventilation piping								
	Are High Level and Over fill alarm fully operational?								
	Are Cargo piping fully operational? (date of last test)								
	Are Cargo hoses fully								
3.2.8	Are cargo pumps gau								
3.2.9	Is there a monitoring	system of cargo pumps	stemperature?						
3.210	Are stripping pumps f	fully operational?							
3.2.11	Are stripping pumps of	controls, gauges and str	oke indicators all operation	al?					
3.2.12	Are eductors and asso	ociated instruments all	operational?						
3.2.13	Are cargo valves fully	operable from the des	igned control point?						
3.2.14	Is the system free of a Handling?	any leakage which coul	d affect the safe Cargo						
3.2.15		itted outboard of mani olds, and are they in go	fold valves with cocks / valvood working order?	es					
3.2.16	Are pumproom gases	detection alarms in a s	atisfactory condition?						
3.2.17	Are pumproom fans r	unning continuously?							
3.2.18	Is pump room bilge cl	ean and dry?							
3.2.19	Others:								
Commei	nte								
Comme	1163								
Safety Si	urveyor "A"		Safety Surveyor "B"						

MOORING EQUIPMENT

		MOOKII	NG EQUIPIV	IENI						
ITEM		DESCRIP	TION		Yes	No	NA			
4.1.1	Do winch and windlass condition?									
4.1.2	Are anchors/anchor ch	nains visible parts	in good condit	ion?						
4.1.3	Are the anchors secure	ed by anchor stop	oper and lashing	g?						
4.1.4	Are mooring ropes mo	unted on winch	drums?							
4.1.4.1	If Yes how many ropes	;?	and correctly	/ spooled?						
4.1.5	Are hauling – pulling ir	ndications marke	d on reels?							
4.1.6	Type of connection lin	k between wire a and are they cor	•	•						
4.1.7	Are Fairleads and rolle	rs free and well g	greased							
4.1.8	On split drum winches layer on each tension									
4.1.9	Are synthetic mooring									
4.1.10	Is safe working limit (S	.W.L.) clearly ma	rked on all equi	ipments?						
ITEM	Description of line	Туре	N°	Diameter mm		ndition ; F: fair; P: p	poor)			
4.3	Head lines									
4.4	Breast lines Fwd									
4.5	Spring lines Fwd									
4.6	Stern lines									
4.7	Breast lines Aft									
4.8	Spring lines Aft									
4.9	Emergency Towing off wires (Fire wires)									
Comments										

FIREFIGHTING EQUIPMENT

I INCLIGITING EQUI WENT									
ITEM	DESCRIPTION		Yes	No	NA				
5.1	Are fire mains, pumps, hoses and nozzles apparently in g								
5.1.1	Are Portable fire extinguishers in good order and in accorplan?	rdance with fire							
5.1.2	Are written Operating instructions on portable fire exting language understood by crew?								
5.1.3	Is main CO2 fire station in good condition?								
5.1.4	Is main Foam room in good order?								
5.1.5	Is emergency fire pump fully operational? Tested on	at							
5.1.6	Is the operating instruction posted in place?								
5.1.7	Are fireman equipment ready for immediate use and are widely separated position?	they stored in							
5.1.8	Are breathing apparatus sets ready for immediate use and fitted with fully charged bottles?								
	Is the vessel provided of recharging compressor for air bo	ottles?							
5.1.9	Or are there sufficient spare air bottles available on board? (if the vessel is not provided of recharging compressor)								
5.2	Are accommodations, Eng. Room, Pump rooms, Ventilati stops clearly marked?	on emergency							
5.2.1	Are vent trunk fire flaps and air dampers operational, cle are the spaces they serve indicated?	arly marked and							
5.3	Are fire alarms tested regularly?								
J.5	Last test								
5.4	Others								
Comme	nts								
Safety S	Surveyor "A" Safety Surv	eyor "B"							

ENVIRONMENTAL PROTECTION

ITEM		DESCRIPTION		Yes	No	NA
6.1	Are the records of bunkering of					
	Are portable analyzers operative?					
6.1.2	- O2 analyzer					
	- Combustible Gas Indica					
	- Combustible Gas Indica	ators (in inert atmosp	here)			
	- H2s analyzer (in air)					
	- H2S analyzer (in inerte	d atmosphere)				
	- Pump & Tubes for the	esting of toxic vapou	rs			
6.1.3	Have the Officers familiarization	on with portable Anal	yzer?			
6.1.4	Are all pumping arrangement valve (F'castle, Engine Room, S Notice against accidental oper	Steering gear room), រុ				
6.1.5	Are there suitable containmer machinery?	ts around hydraulic a	nd other deck			
6.1.6	Are the Engine Room, steering compartment and machinery free from obvious leaks?					
6.1.7	Are the performances of Auxiliary Engines and Boilers at the max. efficiency, in order to avoid atmosphere pollution?					
6.1.8	Other					
Comme	ints:					
Comme						
		INERT GAS SYS	TEM			
ITEM		DESCRIPTION		Yes	No	NA
6.2.1	Report type of "Deck water se	al" (dry, semi-dry, we	t)			
6.2.2	Is the IGS, Including instrumer	tation, alarms, fully o	perational?			
6.2.3	Are control panels and alarms	operative?				
6.2.4	Is the inert gas pressure suffic	ent to support the di	scharge?			
6.2.5	Are cargo tanks kept at a positive pressure?					
6.2.6	Are SOLAS secondary venting requirements being complied with?					
6.2.7	Does the I.G. Non-Return valve					
Comme	ents:					
Safety S	Surveyor "A"	Safety	Surveyor "B"			

POLLUTION PREVENTION

ITEM		DESCRIPTION	V	Yes	No	NA
7.1.1	Are main decks	free of rain / sea water?				
7.1.2	Are facilities av	ailable for disposal of drip o				
7.1.3	Are all unused of blanked and full	• .	luding stern and offshore lir	nes,		
7.1.4	Are pressure ga	auges in place and / or cocks	s securely closed?			
7.1.5	Are all overboa	rd discharge valves securely	y closed / sealed?			
7.1.6	Has been C.O.P	. emergency shutdown syst	em tested before arrival?			
7.1.7	Have cargo mai	nifolds been drained before	removing blanks?			
7.1.8	Will checks be a cargo/bunker o	maintained on ullage / inna pperations?	ge in all tanks during			
7.1.9	Are changes-ov during cargo or		ood by personnel in charge	,		
7.1.10	Are means read	dily available to deal with sn	nall oil spill?			
7.1.11	Will sufficient r	oom be left in last tanks for	draining shore arms?			
7.1.12	Are spill contain	ners and gratings fitted und	er cargo/bunker manifolds?)		
7.1.13	Are spill contain	ners drain chocks closed?				
7.1.14	Are pipelines or	n deck free from cargo/hyd	raulic oil leakage?			
7.1.15	Are all cargo/Butested before a		s in satisfactory condition ar	nd		
7.1.16	Does ship have operational?	a fire detection and Alarm	System fitted and fully			
7.1.17	Are oil levels ap	opropriate (Cargo / Bunker t	tanks)?			
7.1.18	Are all cargo ta	nk high level alarms in satis	factory condition?			
7.2	Is the vessel sui Annex V?	itably equipped to meet the	e requirements of Marpol			
7.3	must be reched	ked before starting deballa				
Master or de	elegate Officer confi	rms that all the above mentioned	requirements will be accomplished	ed during the	whole opei	ations.
Comment	s:					
Declared by Master				For Receip	ot Only	
Safety Surveyor "A"			Safety Surveyor "B"			

SAFETY MANAGEMENT

ITEM	DESCRIPTION	Yes	No	Na					
8.1.1	Has the emergency shutdown procedure been agreed and clearly marked?								
8.1.2	Are hand torches of an approved type?								
8.1.3	Are IMO symbols, pertaining the place where are located Life Saving appliance, prominently displayed?								
8.1.4	Are the ship's main radio transmitter aerials earthed /switched off and radars switched from power?								
8.1.5	Is there provision for an emergency escape? (Lifeboat Sea side)								
8.1.6	Is the vessel provided of EEBD (Emergency Escape Breathing Devices)?								
8.1.7	Are spare oxygen and acetylene cylinders stored apart in a dedicated storage and in a clearly marked, well ventilated position outside the accommodation and engine room?								
8.1.8	Are ship emergency fire control plans (Including load/discharge plan and crew list up to date) located externally?								
8.1.9	Is there any emergency plan in case of cargo leakage or flowing?								
8.1.10	Are all means of access properly rigged, including the provision of safety net, life buoy and line?								
8.1.11	Is vessel provided with a gangway?								
8.1.12	Are accommodation ladders, gangway, pilot ladders and pilot hoists (if fitted) in good condition? (SWL and maximum N° of person)								
8.1.13	Are the entry requirements properly displayed at the pumproom entrance	? 🗆							
8.1.14	Is pumproom regularly inspected in order to ensure that any concentration of hydrocarbon vapour is detected?								
8.1.15	Are flammable atmosphere into empty spaces/ballast tanks regularly monitored and recorded?								
8.2	Are all warnings & safety guide lines written in common working language	? 🗆							
8.2.1	Is the vessel provided with intrinsically safe portable radios for use on deck?								
8.2.2	Are the VHF and AIS on low power?								
8.2.3	Others:								
Commer	nts:								
Safety Su	Safety Surveyor "A" Safety Surveyor "B"								

CREW MANAGEMENT

		CREW MANAG	JEIVIEN I						
ITEM		DESCRIPTION		Yes	No	Na			
8.4	· ·	Is there any evidence of "Alcohol abuse "on vessel's crew, during all cargo/ballast operations?							
8.5	Are the Officers a working and rest	and Crew complying with ILO re hours?	equirements regarding						
8.6	Other:								
Comme	ents:								
		SHIP'S SEC	URITY						
ITEM		DESCRIPTION		Yes	No	Na			
9.1	Is the vessel ISP	S code certified?							
9.2	Are ship securit	y records related to port calls b	eing maintained?						
9.3	Are visitors pro	vided with a badge during the s	tay on board?						
9.4	Is an adequate access?	deck watch being maintained to	o prevent unauthorized						
9.5	Present Security	y Level?							
Comme	ents:								
Safety S	Safety Surveyor "A" Safety Surveyor "B"								

CRUDE OIL WASHING

ITEM	DESCRIPTION	Yes	No	Na
	BEFORE C.O.W. OPERATION			
10.1	Have fixed and portable oxygen analyzers been checked and are they working properly?			
10.2	Is oxygen content of tanks to be COW below 5 % by vol.?			
10.3	Have all cargo tanks positive inert gas pressure?			
10.4	Minimum trim required as per Vessel C.O.W. manual mt			
	DURING C.O.W.			
10.5	Is quality of inert gas being delivered with less of 5% oxygen content?			
10.6	Are all deck lines oil tight?			
10.7	Is level in holding tank for tank washings frequently checked to prevent overflow?			
Comme	nts:			
Safety S	urveyor "A" Safety Surveyor "B"			

SHIP / SHORE SAFETY CHECK LIST

Bulk Liquid – Physical Checks (ISGOTT – 5th Edit.)

Repetitive checks to be re-checked at intervals not exceeding 3 hours.

ITEM	DESCRIPTION	Yes	No	Na
1	Is the vessel provided with safe means of access?			
2	Is the ship securely moored during all cargo operations?			
3	Is the Officer(s) on cargo duty aware of the communication procedures agreed with shore? (VHF channel 10)			
4	Are emergency towing off wires (fire wires) correctly positioned?			
5	Are the ship's fire hoses and fire-fighting equipments positioned and ready for immediate use.			
10	Are main deck and poop deck scupper plugs in place and oil tight?			
10	Are all spill containers fitted, properly identified and empty?			
11	Temporally removed scupper plug will be constantly monitored			
17	Are all external doors, ports and window kept closed?			
19	Are O2 / pressure recorders operative?			
20	Is the O2 content on inert gas main line below 5%?			
21	Is the ship ready to move under its own power?			
22	Are Deck and Manifold area under a proper supervision during cargo/bunker operations?			
23	Are sufficient personnel on board to deal with an emergency?			
24	Has proper coordination with Authority been made before to start cargo/bunker operation?			
26	Has Material Safety Data Sheet (MSDS) for the cargo transfer been exchanged where required?			
29	The agreed tank venting system will be used. Method			
30	The requirements for closed operations have been agreed			
32	Where a vapour return line is connected, have operating parameters been agreed?			
33	Are independent high level alarms, if fitted, operational and have been tested?			
34	Are adequate electrical insulation means in place in the ship/shore connection?			
35	Shore lines are fitted with non return valve, or procedures to avoid back filling have been discussed?			
36	Are smoking regulations being observed?			
36	Are smoke rooms identified?			
37	Are naked light regulations being observed?			
38	Mobile phones and pager requirements are being observed?			
46	Measures have been taken to ensure sufficient pump room ventilation?			
52	Is the liquid level in the deck seal correct and clearly visible?			

Safety and	d Pollution Prevention Survey -Check List		
53	Is the liquid level in the P.V. breaker correct and clearly visible?		
54	The fixed and portable oxygen analysers have been calibrated and are working properly?		
55	All the individual tank IGS valves are correctly set and locked?		
58	Are the COW check lists for use before, during and after COW, as contained in the approved COW Manual, available and being used?		
Comm	ents:		
Safety	Surveyor "A" Safety Surveyor "B"		

15

TIME LOG & CARGO HANDLING RECORD

1/2

Following operations or information should be recorded at least every 3 hrs

- Times of starting / stopping Cargo Operations
- Times of Flushing Shore line
- Crude oil Washing Operations (Start / Completed)
- Equipment failures & reasons
- Checked repetitive items as per ISGOTT Ship/Shore check list
- Times of reporting to RTO (name) of any anomalies
- Discharging/loading rate, Change rate, I.G. press, Oxygen %, Manifold Press, etc

	1				1.	_	1.0	Man
Time		Operations		Rate		G. P.	I.G. O2%	Man. P.
	Safety Survey	or at PO.PE.GE						
	Vessel cleared	d by Port Authority						
	Safety Survey	or on board						
	Safety rounds	performed – Ok						
	Cargo quantit	ies passed to Auto sampler (C.R.					
Comments:								
Comments.								
Safety Surveyor "A"			Safety Su	ırveyor "B"				

TIME LOG & CARGO HANDLING RECORD

2/2

Time		Operations		Discharg e. Rate	I.G P.	I.G. O2%	Man. P.
Comments:							
Safety Surveyor "A"			Safety Su	ırveyor "B"			

CHEMICAL TANK'S CHECK LIST

ITEM	DESCRIPTION	Yes	No	Na		
11.1	Is information available giving the necessary data for the safe handling of the cargo and where applicable a manufacturer's inhibition certificate?					
11.2	Is there a sufficient and suitable protective equipment (including self-contained breathing apparatus) and protective clothing ready for immediate use?					
11.3	Have counter measures against accidental personal contact with the cargo been agreed?					
11.4	Are cargo system gauges and alarms correctly set and in good order?					
11.5	Are portable vapour detection instruments readily available for the products to be handled?					
11.6	Is "Warning Hazardous Chemical" sign posted?					
11.7	Are the required operation manuals available on board?					
11.8	Are cargo details specified on the ICOF / COF certificate (International certificate of fitness)?					
11.9	Where appropriate, have procedures been agreed for receiving nitrogen supplied from shore, either for inerting or purging ship's tanks or for line cleaning into the ship?					
11.10	Which Marpol category does the cargo belong to (X – Y – Z - OS)					
Comment	s:					
Safety Surveyor "A" Safety Surveyor "B"						

CHEMICAL TANK'S PRODUCTS

Г			ik 31 kobocis		T
CHARACTERISTICS	Product 1	Product 2	Product 3	Product 4	Product 5
Commercial Name					
UN Number					
Cargo Tank N°					
Flash Point (°C)					
Explosive (yes/no)					
Toxic (yes/no)					
Corrosive (yes/no)					
Reactive With Water (yes/no)					
Port of Loading					
O2 Content on Cargo Tanks (average)					
Comments:					
Safety Surveyor "A"			Safety Surveyor "B"		

MODULO M

SAFETY INSPECTIONS / SUMMARY OF OBSERVATIONS RECORD Copy to: Terminal / Ship

VESSEL IMO n°: DATE: PORT:									
Item	Do		Nati	us of Observations		Removed During inspection		A (*)	B (**)
	De	escription	Nature of Observations	ire of Observations		es es	No	(*)	(**)
* <i>(A)</i> - Pe	er le seguenti osser	vazioni si richiede una confern	ma scritta di avvenuta risoluzione da parte del	l' Armatore:					
			n/confirmation of problem / non conformity / de						
** (B) - Pei	r le seguenti osserv	razioni si deve ripetere una vis	sita Safety dopo aver comunque ricevuto la co ript of Owners' written declaration/confirmation	nferma dall' Armatore di avvenuta risolu	zione delle stesse				
ACTION 7		t a sajety inspection upon rece	ept of Owners written declaration/confirmation	roj problem / non conjormity / deject res	oivea.				
MASTER			Safety Surveyor "A"		Safety Surveyor "B"	,			
	•		54120, 541,0, 51		Salvy Salveyor B	•			