

**“INA BAKAR AND SRŠĆICA TERMINALS”**  
**PORT AND TERMINAL INFORMATION**

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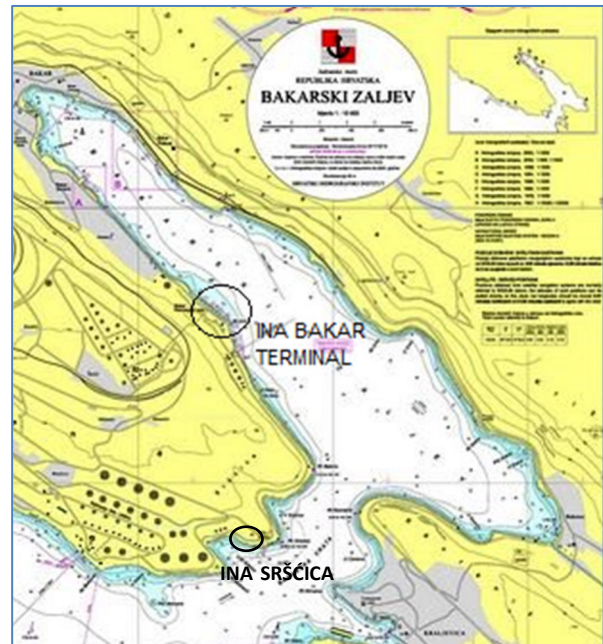
## 1) GENERAL INFORMATION

Oil product terminal Bakar and LPG terminal Sršćica are managed by Croatian oil company INA – Industrija nafte d.d. and are located within INA's Rijeka refinery.

Terminal Bakar is located on southern part of Bakar bay, approx. on half of its length.

Terminal Sršćica is situated in Mala Sršćica basin at the entrance of the Bakar bay, opposite to city of Kraljevica.

Both terminals use the same road entrance gate located near the terminal Bakar.



## 2) TERMINAL CONTACTS

Loading Masters:

- Marin Bilić (PFSO), [marin.bilic@ina.hr](mailto:marin.bilic@ina.hr)
- Robert Vukelić (PFSO), [robert.vukelic@ina.hr](mailto:robert.vukelic@ina.hr)
- Petra Petrinić (PFSO), [petra.petrinic@ina.hr](mailto:petra.petrinic@ina.hr)
- Dražen Jović (PFSO), [drazen.jovic@ina.hr](mailto:drazen.jovic@ina.hr)
- Jerolim Nižić (PFSO), [jerolim.nizic@ina.hr](mailto:jerolim.nizic@ina.hr)

Head of Terminals:

- Igor Uljan (head PFSO), [igor.uljan@ina.hr](mailto:igor.uljan@ina.hr)

Terminal Manager:

- Ozren Stefanović, [ozren.stefanovic@ina.hr](mailto:ozren.stefanovic@ina.hr)

Communication:

- Communication with terminal: VHF ch. 72
- Loading masters' office (0-24): +385 (0)51 203 565 / (0)51 203 396
- Terminal e-mail: [LogistikaBakar@ina.hr](mailto:LogistikaBakar@ina.hr)
- Internal emergency number: [+385 \(0\)51 203 200](tel:+385051203200) / 3 200 / 051 203 200
- Unique number for emergency calls: 112

Terminal representatives reserve the right to alter above mentioned data or further add provisions at any time, within their liability. More detailed port regulations are prescribed in INA's "Ordinance on handling dangerous goods in ports for special purposes - industrial ports Bakar and Sršćica".

### 3) TERMINAL DATA

Location	Terminal Bakar $\varphi = 45^{\circ} 17' 36''$ N, $\lambda = 014^{\circ} 33' 09''$ E Terminal Sršćica $\varphi = 45^{\circ} 16' 45''$ N, $\lambda = 014^{\circ} 33' 22''$ E
Charts and Nautical Publications	Chart No. 2719 and Pilot NP 47 (British Admiralty); Chart No 100-18 – Rijeka - Kvarnerić, Plan number 18 – Bakarski zaljev and Croatian Pilot - Eastern Coast of the Adriatic (Croatian Hydrographic Institute)
Sea Tide Amplitudes	Up to 0.6 m
Notice of the Time of Arrival (ETA)	24 hours before arrival; 72 hours if the vessel is eligible for expanded PSC inspection – master or agent by using CIMIS system
Pilotage	Compulsory for vessels over 500 GT (VHF Ch. 12) - Service provider is Croatia pilot Rijeka.
Towage	As per regulation. Service provider is JPS Rijeka.
Anchorage	Designated anchorages in Rijeka bay (tanker and gas tanker anchorage area) – no dues required
Floating booms	Vessel must be bounded by floating booms at Bakar Terminal (at berth 3, vessel stern must be bounded). Service provider is Dezinsekcija Ltd. Rijeka.
Mooring/unmooring service	Provided by Rijeka Plov and Luka privez-odvez. Mooring boat is used.
Light dues	Compulsory as per domestic regulation. Service provider is Plovput Ltd..
Ship Repair Works	The shipyards Viktor Lenac
Safety measures	Ship/Shore Safety Check List should be filled and signed prior cargo operation starts.
	Cargo operations must be suspended immediately in case of thunderstorms and strong lighting or moving of vessel stern.
	No diving under vessel or any unauthorized works (only if terminal approves).
	Ship/shore bonding cable is compulsory and must be connected before hose is connected (provided by Terminal)
Working Hours	24 hours per day all year round.
Transportation	Transportation to the terminal gate must be arranged by port agents with prior notice to terminal representative.
Classification Societies (Representatives in Rijeka)	American Bureau of Shipping, Bureau Veritas, Croatian Register of Shipping, Det Norske Veritas – Germanischer Lloyd, Lloyd's Register, RINA
Official Time	European mean time [UT + 1 and UT + 2 during summer]
Currency	Euro
Consulates (Rijeka)	Austria, Denmark, Finland, Hungary, Italy, Morocco, Norway, Romania, Serbia, Sweden
National Holidays	January 1 (New Year's Day), January 6 (Epiphany), Easter and Easter Monday, May 1 (Labour Day/May Day), May 30 (Statehood Day), Corpus Christi, June 22 (Day of Antifascist Struggle), August 5 (Victory and Homeland Thanksgiving Day), August 15 (Assumption of Mary), November 1 (All Saints Day), November 18 (Remembrance Day), December 25 and 26 (Christmas Day and St. Stephen's Day)

#### 4) BERTH INFORMATION

Terminal Bakar has three operational berths (berth no. 3, 5 & 7) for various oil products loading and discharging:



Terminal Sršćica has one operational berth only for LPG loading and discharging:



## 5) BERTHING REQUIREMENTS – BAKAR TERMINAL – Berths No. 5 and 7

### a) BERTHING ALONGSIDE (Port/Stbd side)

	Berth No. 5	Berth No. 7
Max. Loa	184 m	165 m
Max. Draft	9,0 m*	9,0 m**
Manoeuvring and mooring operation	Day and night	Day and night
Communication with shore	Ship's gangway only (Shore-ship VHF ch. 72)	Ship's gangway only (Shore-ship VHF ch. 72)
Emergency towing wire	Compulsory forward and aft – 1 m above water	Compulsory forward and aft – 1 m above water

\* Corresponding to approximately app. DISPL<sub>MAX</sub> = 40.000 tons

\*\* Corresponding to approximately app. DISPL<sub>MAX</sub> = 25.000 tons

### b) WEATHER CONDITION LIMITS (Loa =184 m)

	Berthing	Alongside	Cargo operation suspension
Wind speed (mean)	13,5 m/s (6 Bf)	20,5 m/s (8 Bf) –	17,0 m/s (7 Bf)
Sea current speed	0,40 kn	-	-
Wave high (significant)	0,60 m	-	-
Visibility	0,3 M	-	-

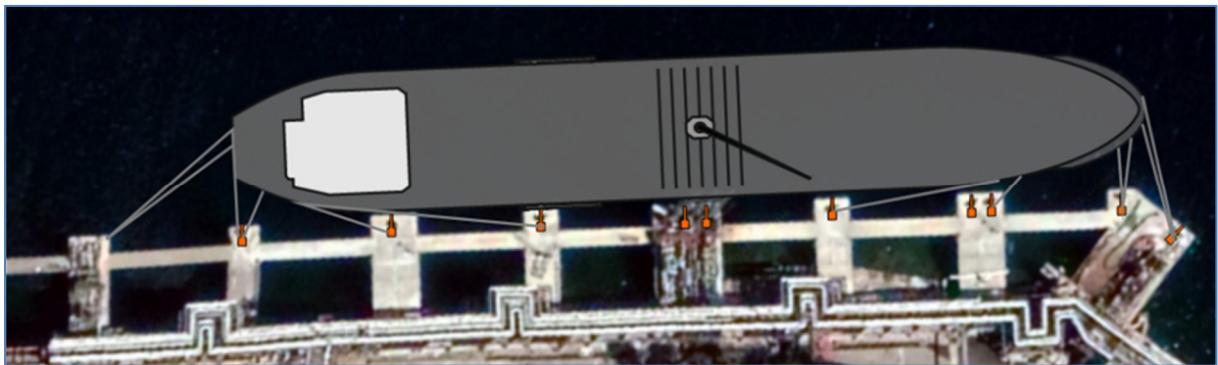
### c) TUG REQUIREMENTS (minimum)

Berthing	Tugs Tugs (min 350 kN bollard pull)
Loa < 110 m (with bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 140 (with bow thruster)	1
110 < Loa < 140 m (no bow thruster)	2
140 < Loa < 184	2
Unberthing	Tugs Tugs (min 350 kN bollard pull)
Loa < 110 m (with bow thruster)	-
Loa < 110 m (no bow thruster)	1
110 < Loa < 180 (with bow thruster)	1
110 < Loa < 180 m (no bow thruster)	2

d) MANOEUVRING PROCEDURES

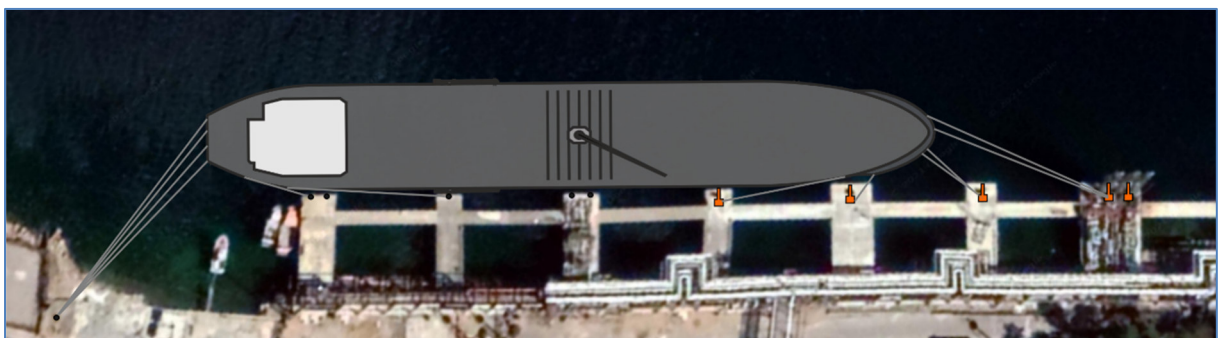


e) MOORING ARRANGEMENT – Loa = 184 m (Berth 5)



- 12 mooring lines (4 head/stern lines and 2 forward/aft spring lines)

f) MOORING ARRANGEMENT – Loa = 160 m (Berth 7)



- 12 mooring lines (4 head/stern lines and 2 forward/aft spring lines)

## 6) BERTHING REQUIREMENTS – BAKAR TERMINAL – Berth No. 3 – Mediterranean mooring

### a) BERTHING STERN TO SHORE

	<b>Berth 3 (min 350 kN bollard pull)</b>
Max. Loa	200 m
Max. Draft***	10,5 m
Manoeuvring and mooring operation	Day and night
Communication with shore	Service boat provided by terminal 24/7 (Shore-ship VHF ch. 72)
Stand-by tug	Alongside vessel port side, ready for immediate use (provided by terminal)

\*\*\* Corresponding to approximately DISPL<sub>MAX</sub> = 47.000 tons

### b) WEATHER CONDITION LIMITS

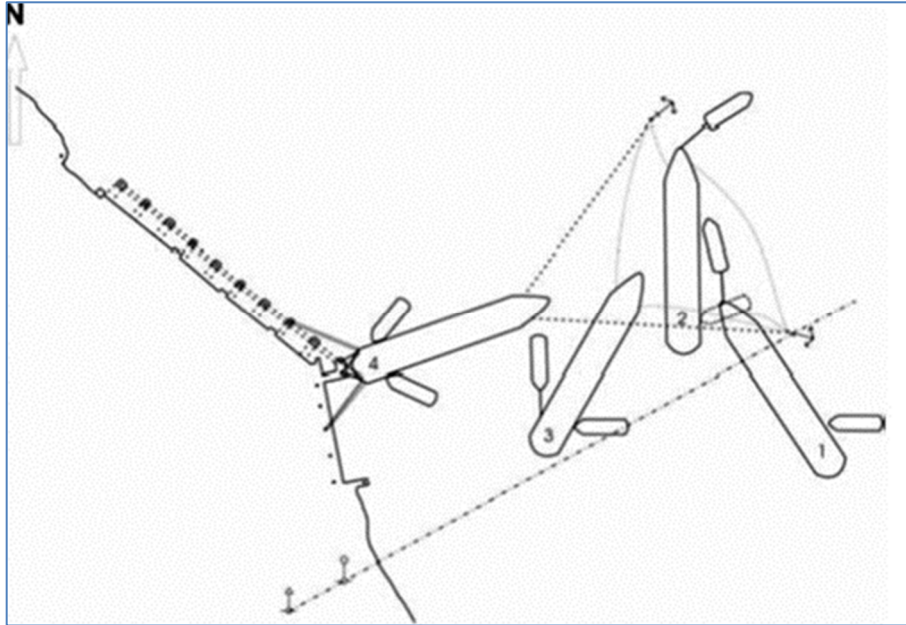
	<b>Berthing</b>	<b>At the berth</b>	<b>Cargo operation suspension</b>
Wind speed (mean)	10,5 m/s (5 Bf)	13,5 m/s (6 Bf)	13,5 m/s (6 Bf)
Sea current speed	0,40 kn	-	-
Wave high (significant)	0,60 m	-	-
Visibility	0,3 M	-	-

### c) TUG REQUIREMENTS (minimum)

	<b>Tugs</b>
Berthing	2
Unberthing – Wind speed < 5,5 m/s (3 Bf)	1
Unberthing – Wind speed > 5,5 m/s (3 Bf)	2

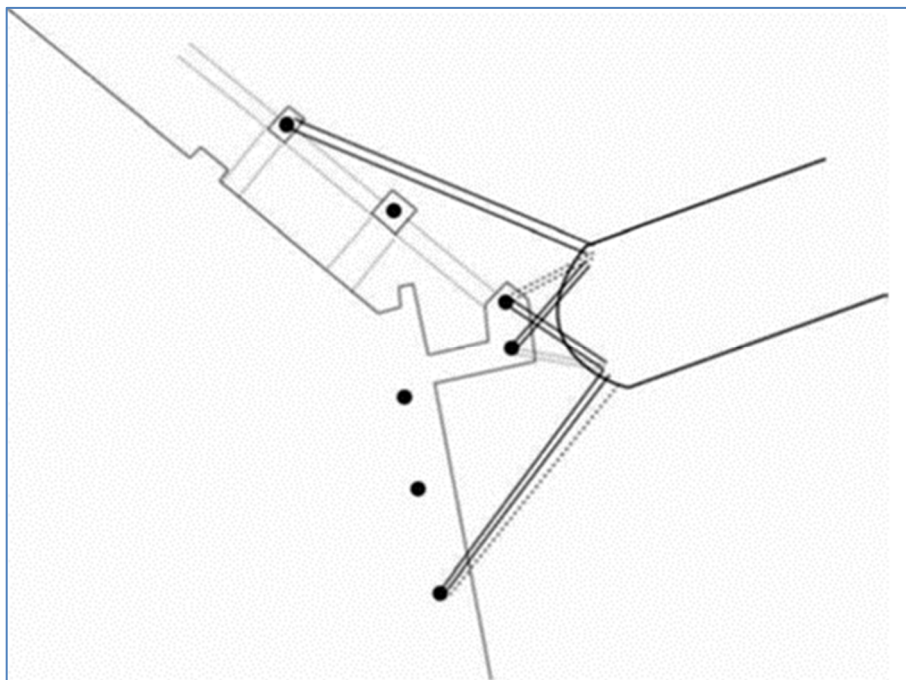


d) MANOEUVRING PROCEDURES



- Requirements - Fully operational anchors with cable length minimum 8-10 shackles with minimum angle between cables 60°.

e) MOORING ARRANGEMENT



- 10 mooring lines minimum (2+2 cross lines and 3+3 stern breast lines; additional ropes may be required in case of bad weather)

## 7) BERTHING REQUIREMENTS – SRŠĆICA TERMINAL

### a) BERTHING REQUIREMENTS

	Berthing alongside
Berthing position	Portside
Max. Loa	125 m
Max. Draft	9 m
UKC	1 m
Manoeuvring and mooring operation	Day and night
Communication with shore	Ship's gangway only (Shore-ship VHF ch. 72)

### b) WEATHER CONDITION LIMITS

	Berthing	Berthing – Wind from S	Alongside	Cargo operation suspension
Wind speed (mean)	10,5 m/s (5 Bf)	7,5 m/s (4 Bf)	13,5 m/s (6 Bf) Wind from S 17,0 m/s (7 Bf) Wind from N	10,5 m/s (5 Bf) Wind from S 13,5 m/s (6 Bf) Wind from N
Sea current speed	0,80 kn	0,80 kn	-	-
Wave high (significant)	0,70 m	0,60 m	-	-
Visibility	0,5 M	0,5 M	-	-

### c) TUG REQUIREMENTS (minimum)

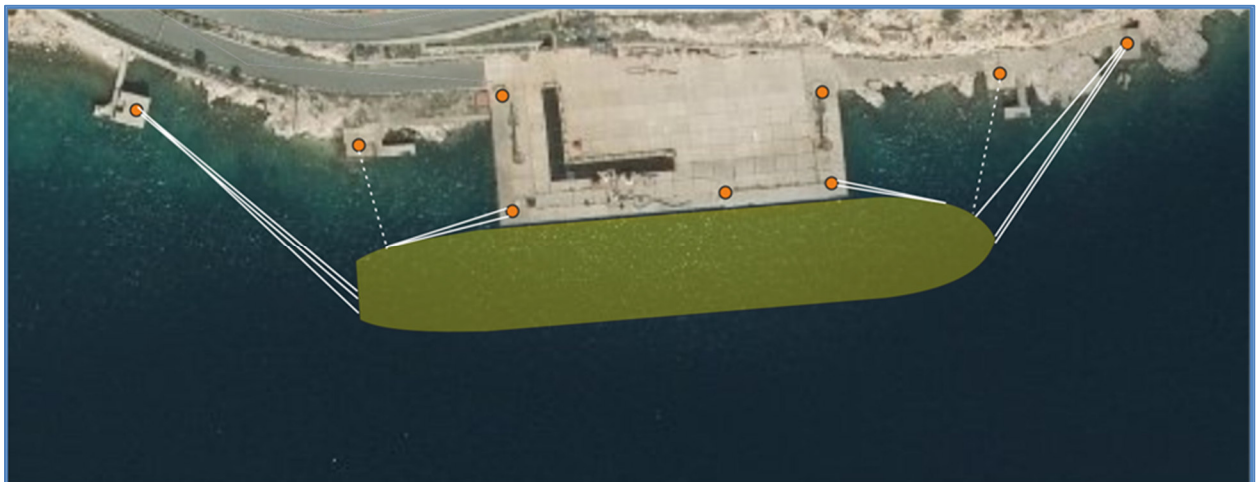
	Tugs (min 350 kN bollard pull)
Berthing	1
Berthing (no bow thruster) - Wind speed from N direction > 7,5 m/s (4 Bf)	2
Unberthing	1



d) MANOEUVRING PROCEDURES



e) MOORING ARRANGEMENT



- 10 mooring lines (3 head lines, 2 forward springs, 2 aft springs and 3 stern lines; additional ropes may be required in case of bad weather)

## **8) CARGO OPERATIONS**

### **a) BAKAR BERTHS NO. 5 AND 7 - BERTHING ALONGSIDE**

- Terminal uses flexible hoses 4", 6" and 8" diameter (ANSI class 150)
- Inerting of tanks as per international regulations
- Open hatch sampling – allowed at vessel's risk and all safety measures provided by the vessel

### **b) BAKAR BERTH NO. 3 – STERN TO SHORE – MEDITERRANEAN MOORING**

- Terminal uses flexible hoses 10" diameter (ANSI class 150)
- Inerting of tanks as per international regulations
- Open hatch sampling – allowed at vessel's risk and all safety measures provided by the vessel

### **c) SRŠĆICA BERTH - BERTHING ALONGSIDE**

- Terminal use flexible hoses 6" or loading arm 8" diameter for liquid phase (ANSI class 300) and 3" for vapor phase (ANSI class 300)

## 9) BUNKERING, GARBAGE DISPOSAL, FRESH WATER AND PROVISION SUPPLY

- Bunkering is available at Bakar terminal when vessel is alongside on berths no. 5 & 7 - Residual Marine Fuels (FRME 180) and Diesel Fuels are available. Contact e-mail address: [bunkering@ina.hr](mailto:bunkering@ina.hr) / [yachtBunkering@ina.hr](mailto:yachtBunkering@ina.hr). Request should be sent minimum 48 hours before arrival)
- Garbage disposal is compulsory and is available via garbage boat arranged and organized by nominated agent.
- Supply of fresh water is available at Bakar and Srčica and must be announced in advance by ship's agent 48 hours before vessel's arrival. Vessel must arrange water hoses with appropriate length.
- Oily waters (slop) discharge available only if prior organized and agreed with Terminal via agent.
- Handling of vessel's store and provision or bunkering is not permitted during cargo transfer operations unless approved by Terminal and Master. The cargo operations will be stopped and time to be recorded in time statements ("*...delay as per Vessel's request for store and provision supply.*")
- Provision and store supply at berth no. 3 must be arranged via service boat by ship's agent and approved by terminal.
- For crew members, operators, surveyors and other vessel representatives coming onboard vessel at berth, agent to send notice 24 h prior their arrival to terminal with personal details and vehicle driver and registration.
- Vessel to give terminal a notice for personnel boarding or disembarking. Roaming or retention on terminal is not allowed.

## ANNEX - SHIP/SHORE SAFETY CHECK LIST

Ship's Name: \_\_\_\_\_

Berth: \_\_\_\_\_

Port: \_\_\_\_\_

Date of Arrival: \_\_\_\_\_

Time of arrival: \_\_\_\_\_

### INSTRUCTION FOR COMPLETION

*The safety of operations requires that all questions should be answered affirmatively by clearly ticking ( ) the appropriate box. If an affirmative answer is not possible, the reason should be given, and agreement reached upon appropriate precautions to be taken between the ships and the terminal. Where any question is considered to be not applicable, then a note to that effect should be inserted in the remark's column.*

*A box in the column »ship« and »terminal« indicates that check should be carried out by the party concerned.*

*The presence of the letters A, P or R in the column »Code« indicates the following:*

*A – any procedures and agreements should be in writing in the remark's column of this check list or other mutually acceptable form. In either case, the signature of both parties should be required.*

*P – in the case of a negative answer the operation should not be carried out without the permission of the Port Authority.*

*R – indicates items to be rechecked at intervals not exceeding that agreed in the declaration.*

**PART »A« – BULK LIQUID GENERAL**

General		Ship	Terminal	Code	Remarks
1.	Is the ship securely moored?	<input type="checkbox"/>	<input type="checkbox"/>	R	Stop cargo at kts wind velocity  Disconnect at kts wind velocity  Unberth at kts wind velocity
2.	Are emergency towing wires correctly positioned?	<input type="checkbox"/>	<input type="checkbox"/>	R	
3.	Is there safe access between ships and shore?	<input type="checkbox"/>	<input type="checkbox"/>	R	
4.	Is the ship ready to move under its own power?	<input type="checkbox"/>	<input type="checkbox"/>	PR	
5.	Is there an effective deck watch in attendance on board and adequate supervision on the terminal and on the ship?	<input type="checkbox"/>	<input type="checkbox"/>	R	
6.	Is the agreed ship/shore communication system operative?	<input type="checkbox"/>	<input type="checkbox"/>	AR	VHF Ch 72
7.	Has the emergency signal to be used by the ship and shore been explained and understood?	<input type="checkbox"/>	<input type="checkbox"/>	A	
8.	Have the procedures for cargo, bunker and ballast handling been agreed?	<input type="checkbox"/>	<input type="checkbox"/>	AR	
9.	Have the hazards associated with toxic substances in the cargo being handled been identified and understood?	<input type="checkbox"/>	<input type="checkbox"/>		
10.	Has the emergency shutdown procedure been agreed?	<input type="checkbox"/>	<input type="checkbox"/>	A	
11.	Are fire hoses and fire fighting equipment on board and ashore positioned and ready for immediate use?	<input type="checkbox"/>	<input type="checkbox"/>	R	
12.	Are cargo and bunker hoses/arms in good condition, properly rigged and appropriate for the service intended?	<input type="checkbox"/>	<input type="checkbox"/>		
13.	Are scuppers effectively plugged and drips trays in position, both on board and ashore?	<input type="checkbox"/>	<input type="checkbox"/>	R	



14.	<i>Are unused cargo and bunker connections properly secured with blank flanges fully bolted?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>General</b>		<b>Ship</b>	<b>Terminal</b>	<b>Code</b>	<b>Remarks</b>
15.	<i>Are sea and overboard discharge valves, when not in use, closed and visibly secured?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
16.	<i>Are all cargo and bunker tank lids closed?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
17.	<i>Is the agreed tank venting system being used?</i>	<input type="checkbox"/>	<input type="checkbox"/>	AR	
18.	<i>Are hand torches of an approved type?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
19.	<i>Are portable VHF/UHF transceivers of an approved type?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
20.	<i>Are the ship's main radio transmitter aerials earthed and radar switched off?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
21.	<i>Are electric cables to portable electrical equipment disconnected from power?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
22.	<i>Are all external doors and ports in the accommodation closed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
23.	<i>Are window-type air conditioning units disconnected?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
24.	<i>Are air conditioning intakes which may permit the entry of cargo vapours closed?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
25.	<i>Are the requirements for use of galley and other cooking appliances being observed?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
26.	<i>Are smoking regulations being observed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
27.	<i>Are naked lights regulations being observed?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
28.	<i>Is there provision for emergency escape?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
29.	<i>Are sufficient personnel on board and ashore to deal with an emergency?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
30.	<i>Are adequate insulating means in place in the ship/shore connection?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
31.	<i>Have measures been taken to ensure sufficient pump room ventilation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
32.	<i>If the ship is capable of closed loading, have requirements for closed operations been agreed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
33.	<i>Has an adequate vapor return line been connected?</i>	<input type="checkbox"/>	<input type="checkbox"/>		

34.	<i>If a vapor return line is connected, have operating parameters been agreed?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>General</b>		<b>Ship</b>	<b>Terminal</b>	<b>Code</b>	<b>Remarks</b>
35.	<i>Are ship emergency fire control plans located externally?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
36.	<i>Is the Inert Gas System fully operational and in good working order?</i>	<input type="checkbox"/>	<input type="checkbox"/>	P	
37.	<i>Are deck seals in good working order?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
38.	<i>Are liquid levels in p/v breakers correct?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
39.	<i>Have the fixed and portable oxygen analysers been calibrated and are they working properly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
40.	<i>Are fixed IG pressure and oxygen recorders working?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
41.	<i>Are all cargo tank atmospheres 8% or less oxygen content by volume and with positive pressure?</i>	<input type="checkbox"/>	<input type="checkbox"/>	PR	
42.	<i>Are all the individual tank IG valves (if fitted) correctly set and locked?</i>	<input type="checkbox"/>	<input type="checkbox"/>	R	
43.	<i>Are all the persons in charge of cargo operations aware that in the case of failure of the Inert Gas Plant, discharge operations should cease and the terminal so advised?</i>	<input type="checkbox"/>	<input type="checkbox"/>	AR	

*If the ship is planning to tank clean alongside, the following questions should be answered:*

<b>Tank Cleaning</b>	<b>Ship</b>	<b>Shore</b>	<b>Remarks</b>
<i>Are tank cleaning operations planned during the ship's stay alongside the shore installation?</i>	Yes / No*		
<i>If so, have the Port Authority and terminal authority been informed?</i>	Yes / No*	Yes / No*	

\* Delete Yes or No as appropriate.

**PART »B« - BULK LIQUID CHEMICALS**

<b>Bulk Liquid Chemicals</b>		<b>Ship</b>	<b>Terminal</b>	<b>Code</b>	<b>Remarks</b>
1.	<i>Is information available giving the necessary data for the safe handling of the cargo, and where applicable, a manufacturer's inhibition certificate?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
2.	<i>Is sufficient and suitable protective equipment (including self-contained breathing apparatus) and protective clothing ready for immediate use</i>	<input type="checkbox"/>	<input type="checkbox"/>		
3.	<i>Have counter measures against accidental personal contact with the cargo been agreed?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
4.	<i>Is the cargo handling rate compatible with automatic shut down system, if in use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	A	
5.	<i>Are cargo system gauges and alarms correctly set and in good order?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
6.	<i>Are portable vapor detection instruments readily available for the products to be handled?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
7.	<i>Has information on fire-fighting media and procedures been exchanged?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
8.	<i>Are transfer hoses of suitable material, resistant to the action of the cargoes?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
9.	<i>Is cargo handling being performed with the permanent installed pipeline?</i>	<input type="checkbox"/>	<input type="checkbox"/>		

**PART »C« - BULK LIQUEFIED GASES**

<b>Bulk Liquefied Gases</b>		<b>Ship</b>	<b>Terminal</b>	<b>Code</b>	<b>Remarks</b>
1.	<i>Is information available giving the necessary data for the safe handling of the cargo including as applicable, a manufacturer's inhibition certificate?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
2.	<i>Is the water spray system ready for use?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
3.	<i>Is sufficient and suitable protective equipment (including self-contained breathing apparatus) and protective clothing ready for immediate use?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
4.	<i>Are hold and inter-barrier spaces properly inerted as required?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
5.	<i>Are all remote-control valves in working order?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
6.	<i>Are the required cargo pumps and compressors in good order, and have maximum working pressures been agreed between ship and shore?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
7.	<i>Is reliquefaction or boil off control equipment in good order?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
8.	<i>Is the gas detection equipment properly set for the cargo calibrated and in good order?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
9.	<i>Are cargo system gauges and alarms correctly set and in good order?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
10.	<i>Are emergency shut down system working properly?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
11.	<i>Does shore know the closing rate of ship's automatic valves; does ship have similar details of shore system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	A	Ship: ____ seconds Shore: 10 seconds
12.	<i>Has information been exchanged between ship and shore on the maximum/minimum temperatures/pressures of the cargo to be handled?</i>	<input type="checkbox"/>	<input type="checkbox"/>	A	
13.	<i>Are always cargo tanks protected against inadvertent overfilling while any cargo operations are in progress?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
14.	<i>Is the compressor room properly ventilated; the motor room properly pressurised and is the alarm system working?</i>	<input type="checkbox"/>	<input type="checkbox"/>		
15.	<i>Are cargo tank relief valves set correctly and actual relief valve settings clearly and visibly displayed?</i> Tank N° ..... Tank N° ..... Tank N° ..... Tank N° .....	<input type="checkbox"/>	<input type="checkbox"/>		

	Tank N° .....				
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**DECLARATION**

*We the undersigned have checked, where appropriate jointly, the items on this check list and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.*

*We have also decided to carry out repetitive checks necessary and agreed that those items marked with the letter »R« in the column »Code« should be re-checked an interval not exceeding 4 hours.*

<b>For ship</b>	<b>For terminal</b>
<i>Name</i>	<i>Name</i>
<i>Rank</i>	<i>Rank</i>
<i>Signature</i>	<i>Signature</i>
<i>Date</i>	
<i>Time</i>	