# Part 6. Tanker and terminal: agreements pre-transfer

32. Tanker manoeuvring readiness : Notice period (maximum) for full readiness to manoeuvre:
Period of disablement (if permitted):

33. Security protocols : Security level:
Local requirements:

33. Effective tanker/terminal communications : Primary system:
Backup system:

35. Operational supervision and watchkeeping : Tanker:
Terminal:

•37/38. Dedicated smoking areas and naked lights restrictions : Tanker:
Terminal:

45. Maximum wind, current and sea/swell criteria or other environmental factors : Stop cargo transfer:
Disconnect:
Unberth:

# Part 6. Tanker and terminal: agreements pre-transfer

45. Limits for cargo, bunkers and ballast handling : Maximum transfer rates:

46. Topping-off rates:

Maximum manifold pressure:

Cargo temperature:

Other limitations:

45. Pressure surge control : Minimum number of cargo tanks open:

46. Tank switching protocols:

Minimum number of cargo tanks open:

Tank switching protocols:

Full load rate:

Topping-off rate:

Closing time of automatic valves:

# Part 6. Tanker and terminal: agreements pre-transfer

46. Cargo transfer management procedures : Action notice periods:
Transfer stop protocols:

50. Routine for regular checks on cargo transferred are agreed : Routine transferred quantity checks:

51. Emergency signals : Tanker:
Terminal:

55. Tank venting system : Procedure:

55. Closed operations : Requirements:

56. Vapour return line : Operational parameters:
Maximum flow rate:

60. Nitrogen supply from terminal : Procedures to receive:
Maximum pressure:
Flow rate:

# Part 6. Tanker and terminal: agreements pre-transfer

83. For gas tanker only: cargo tank relief valve settings : Tank 1:
Tank 2:
Tank 3:
Tank 4: and further

XX. Exceptions and additions : Special issues that both parties should be aware of:

# Part 7A. General tanker: checks pre-transfer

## 84. Portable drip trays are correctly positioned and empty (23.7.5)

- A permanently fitted spill tank, with suitable means of draining, should be fitted under all tanker/terminal manifold connections. If no permanent spill tank is fitted, portable drip trays should be placed under each connection to catch any leaks. Avoid plastic and other non-metallic containers unless bonding is possible.

# Part 7A. General tanker: checks pre-transfer

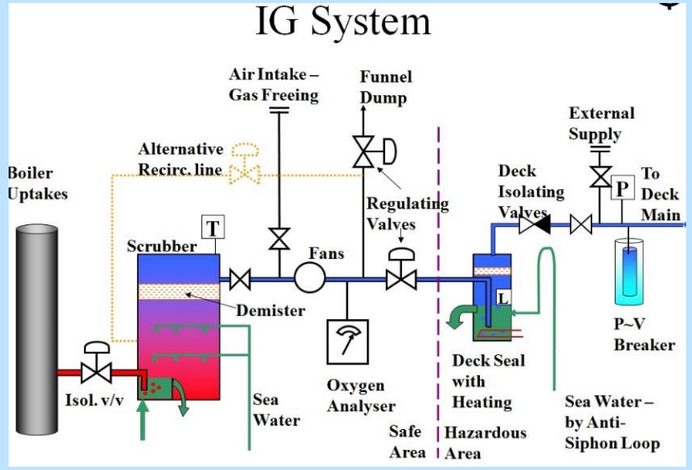
## 85. Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)

- Cargo discharge should not start IG system is operational and all other cargo tank openings, including vent valves, are securely closed. IG supply valves should be appropriately lined up on tanker.

# Part 7A. General tanker: checks pre-transfer

## 86. Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)

- SOLAS requires IG systems to deliver IG with an oxygen content in the IG main of not more than 5% by volume at any required rate of flow. SOLAS also requires that IG systems keep positive
- pressure in the cargo tanks and have an oxygen content of not more than 8% (except when it is necessary for the tank to be gas free).



# 87. Cargo tank high level alarms are operational (12.1.6.6.1)

- Most ships are fitted with a remote gauging system that uses floats, radar or another sensing method that can be read in the cargo control room. The reliance on closed gauging systems means it is important they are fully operational and an independent overfill alarm arrangement should provide backup. “High Level” alarm at 95% capacity and “High-high level' or `overfill' alarm at 98% capacity. The high-high level/overfill alarm should be independent, audible and visible in the cargo control room and on deck.

# Part 7A. General tanker: checks pre-transfer

## 87. Cargo tank high level alarms are operational (12.1.6.6.1)

# Part 7B. Tanker: checks pre-transfer if crude oil washing is planned

**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)

**90. Crude oil washing checklists for use befduring and after crude oil ore, washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6)**

# Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing

**91. Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)**

**92. Permission for gas freeing operations is confirmed (12.4.3)**

**93. Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6)**

**94. If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)**

**95. Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)**

# Declaration

- Declaration on agreement between Tanker and Terminal
- Frequency of the repetitive checks



**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 9 and 10 of the *ISGOTT* SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ 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 |
| Signature | Signature |
| Date | Date |