



VESSEL : **MPX 208**
LOCATION : **KIRBY CLEANING**
PRODUCT : **AROMATIC 150**

MOVEMENT : **LOAD**
DATE : **June 21, 2021**
VOYAGE NUMBER : **N/A**

Submission of Data : ☒ Supplied by Vessel's Officer. ☐ Compiled by Inspector from Vessel's Records shown.

Tank Cleaning procedure : Cold Water Wash, Strip, Blow Dry

Line System Cleaning procedure : COLD Water Wash, Strip, Blow Dry

Pipelines are constructed of : Steel

Three Last Cargoes Information : Last Cargo : EXXSOL D95
Second Last : ISOPAR H
Third Last : ISOPAR L

Description of Tank Coating : Steel

VISUAL INSPECTION RESULTS

The following are our findings for the designated Cargo Tanks (*use separate form for different findings*):

Designated Cargo Tanks		
Port	Centre	Starboard
	1	
	2	
	3	

☒ Hatches were found OPENED.

A Visual Inspection was performed. Results as follows:

Condition of Tanks Inspected : ☒ Clean ☐ Not Clean
Presence of Residual Material : ☒ No ☐ Yes
Existence of Foreign Odours : ☒ No ☐ Yes

ACCEPTANCE OF CARGO TANKS : ☒ ACCEPTED ☐ REJECTED

☐ Unable to perform Visual Inspection due to CLOSED / RESTRICTED SYSTEM.
The condition of cargo tanks remains the Vessel Owner's responsibility.

Tank Entry - Cargo Tanks Found To Be Clean Dry and Odor Free

Inspector Notes:

Please note per HM 50 Guidelines, vessel cargo tanks **WERE** deemed approved for loading of first foot of cargo. ☒

Please note per HM 50 Guidelines, vessel cargo tanks **WERE NOT** deemed approved for loading of first foot of cargo. ☐

Vessels are to be presented in a "ready-to-load" condition. Cargo Inspectors are responsible for inspecting cargo tanks for visual cleanliness and are required to either accept or reject the Vessel's cargo tanks. Inspections are not intended to and do not include advice on or determinations such as, (without limitation) compatibility of previous cargoes or tank coatings, suitability of cleaning methods, storage of adjacent cargoes, presence or absence of trace residues, or general fitness or suitability to contain or carry a specific cargo. This is entirely the responsibility of the Vessel's Owner and Crew.

There are limitations on the extent at which Inspectors can visually inspect all parts of the loading system. Cargo Inspectors cannot be held responsible for those areas beyond a visual inspection (i.e. lines, pumps, etc) and/or the effectiveness of advised tank cleaning methods. If heating coils are present, the Vessel is responsible for ensuring that they are tested and tight.

In instances where inspections have to be done subject to closed or restricted operations, the Cargo Inspector may be limited to performing inspection by soundings. The results of such inspections are less reliable than visual inspection. The conditions of the designated tanks that could not be visually inspected, remain the Vessel's responsibility.

Vessel's Officer

Jonathan Van Wagner
Camin Cargo Control

