**C/O: Check the following as applicable.**

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| **HAVE THE FOLLOWING BEEN UNDERTAKEN:** |
| Are the cargo holds clean and ready for the intended cargo to be loaded? |
| Are details known of the intended cargo to be discharged? |
| Are hold bilges thoroughly clean, bilge suctions free of debris and have bilge non-return valves been inspected and operationally verified? |
| Have hatches been inspected and is hatch operating equipment in good condition? |
| Have hatches covers been chalk and hose tested and are they watertight? |
| All holds inspected |
| Are the list indication lights, (if fitted) tested and proved operational? |
| Have all cranes, rigging and lifting equipment been duly prepared, inspected and any defects rectified? |
| Are cranes and wires sufficiently lubricated? |
| Are ventilation ports and fan spaces checked for possible loose rust or paint chips that might fall onto the cargo? |
| Are the fans for mechanical ventilation checked prior to any loading operation? |
| Are details of the intended cargo available and can the ship safely carry the cargo? |
| Is the intended cargo operation within the SWL of the lifting equipment? |
| Has a cargo loading and/or discharging plan been prepared? |
| Has trim, stress and stability been calculated and found within safe limits at all stages of cargo operations? |
| Has the cargo loading and/or discharging plan been discussed with the shore and a final plan agreed/discussed with the other Officers? |
| Is the designated ballast hold, ballast suction blanked? |
| Has a draft survey been carried out? |
| Has available water at the berth been checked? |
| Is the bill of lading available for presentation by receivers? |
| If ship’s lifting gear is to be used (with or without grabs), are relevant checks as per **CBO 017** done? |
| Is information, certification and declarations with respect to cargo properties received and understood? |
| Especially, if applicable, are precautions in place for cargoes that might:   * Liquefy? * Chemically react? |
| Is instrumentation, as required by cargo properties, for monitoring temperatures, Oxygen, gas emissions, pH of bilges, dew point, etc. readily available, incl. sampling points and verified for proper operation? |
| Are the Deck Officers involved in the operation aware of the emergency operation of hatch covers? |
| Is BWTS (if available) in good operational order? |
| Are procedures for dealing with emergency situations provided by the Terminal? These may be summarized in the terminal's information and regulation booklet to be discuss with the Master upon arrival. |
| Are all hatches tested for weather tightness by ultrasonic testing, in presence of loading surveyor? |
| Is it verified that all residues, rust particles, and cargo stains removed from hold bilges? |
| Are all hold openings made grain tight? |
| Are all hatches tested for weather tightness by ultrasonic testing in presence of loading surveyor? |
| Are all cargo lights in holds, where fitted, properly isolated before cargo is loaded? |
| Are available special requirements regarding medical treatment, following exposure to hazardous cargoes, including the identification ofthe correct medicament to be used? |
| If handling cargoes which may emit toxic or flammablegases, are cargo spaces provided with effective ventilation, with mesh guards in good condition and mechanical ventilators operational (as fitted)? |
| Are necessary precautions and separation standards implemented in all aspects of the transfer and stowage of reactive cargo(es)? |
| In case of handling self-reactive cargo, is an emergency procedure established and discussed with the involved personnel, in case the cargo starts to react?  (This to be also applied during the laden voyage). |