

OIL & GAS UK CARGO SUMMARY TICKET FOR OUTBOUND AND INBOUND TANKS

To – OPERATIONS DEPARTMENT/BUSINESS UNIT

COLLECT FROM (SUPPLIER ADDRESS)

DATE

TELEPHONE NUMBER

Daytime:
Out of Hours:

OFFSHORE LOCATION TO BE SHIPPED TO

SAILING DATE

VESSEL NAME

ITEM No	TANK No	TANK SIZE	TARE & PAYLOAD	MAX GROSS WEIGHT	IMDG CLASS	UN No	PRODUCT	LAST TEST DATE
1								
2								
3								
4								
5								
6								
7								
8								
9								

TANK CHECKLIST		Y/N/NA
1	Does the inspection plate show at least 30 days full remaining before statutory examination is due for tank vessel, frame, slings and lifting points?	
2	Where Dangerous Goods are being shipped, have they been pre-notified and the tank correctly labelled on all four sides (as per IMDG code)?	
3	Are all fill/discharge valves closed, including any kick rods?	
4	Are all dip and vent valves closed and blanking caps fitted and secured?	
5	Are all man lids securely fastened with no obvious leakage?	
6	Are all caps and couplings present and secure?	
7	Is the Tank, crash frame & roof lid free from damage and/or severe corrosion?	
8	Have you checked for and removed any Potential Dropped Objects, E.G. Tools, Debris on the tank or in the forklift pockets? (N.B. No items to be strapped to external surfaces)	
9	Have copies of all relevant certificates, dangerous goods notes, material safety data sheets and Instructions in Writing, despatched with tanks?	
10	Have you checked that there are no obvious signs of damage to pad eyes, shackles and slings and that the split pins are fitted correctly?	
11	Have the gross weights been checked to ensure that they are no greater than the SWL?	
12	Has the destination label been added?	
13	If Actual Weight is seven (7) tonnes or above, has Heavy Lift pennant been attached?	
14	Have you fulfilled the Operator's requirements if the cargo is classified as 'Hired and Portable Equipment'?	

Note: Any "NO" could result in the non-shipment of the tank.

SIGNATURE (PRINT NAME BELOW)

POSITION IN COMPANY

DATE

This document must accompany goods to the shipping port in order to ensure the correct identification of goods. Where there are multiple truckloads, one copy is to accompany each truck with the relevant items highlighted. For hazardous cargo, a copy of the dangerous goods declaration must be faxed / emailed along with this form.

Hazardous goods arriving without notification WILL NOT be shipped.

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