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|---|--|---|--|-------------------------|
|  |  | CLASSIFICATION<br><b>EXTERNAL USE</b>                   | <b>TERMINAL OF ILHA GUAÍBA (GIT) AND SEPETIBA BAY PORT COMPLEX</b> |                         |
|   |  | <b>ANNEX D – CHECK LIST FOR SAILING PORT REGULATION</b> | Nr. VALE<br><b>TIGCPBS</b>   | PÁGINA<br><b>1/1</b>    |
|   |  |   | Nr. (CONTRACTOR)   | REV.<br><b>12/03/21</b> |

## CHECK LIST FOR SAILING

To: **ILHA GUAÍBA AND SEPETIBA BAY PORT ADMINISTRATION**

Vessel \_\_\_\_\_ IMO Number \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Pier: \_\_\_\_\_

Subject: **NOTICE OF READINESS FOR NAVIGATION**

**PILOT FOR SAILING/SHIFTING SCHEDULED: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ : \_\_\_\_ h LT**

I, as Master of above-named vessel, declare that my ship is in full compliance with SOLAS Chapter V – Safety of Navigation - giving special attention to the Regulations 26, 27 and 34 and the key points:

The main engine and all the navigational equipment, including but not limited to auxiliary engines, rudders, steering equipment, auxiliary rudder and mooring gears were tested and are ready to start the unberthing maneuvering with safe conditions and with sufficient crewmembers onboard.

Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, are adequate and up to date.

Ensures sufficient sea room for the safe passage of the ship throughout the voyage and anticipates all known navigational hazards and adverse weather conditions.

I am also aware that:

- As from this moment supply of bunkers, delivery of provisions or similar activities are no longer authorized;
- All personnel not involved in the operation must leave vessel;
- Any problem that may delay the unberthing maneuver must be notified to the terminal;
- If any problem on vessel's equipment occurs as from this moment, terminal must be notified;
- If sailing maneuver is delayed on account of vessel, terminal will prepare Letter of Protest and is liable to charge related costs, including covering losses with vessels in the line-up (demurrage).

\_\_\_\_\_  
Master (Name and Signature)

Ship's stamp