APPENDIX 29 2023 POST-OIL TRANSFER REPORTS

Transport Canada
Marine Safety & Security

Transports Canada
Sécurité et sûreté Maritime

Post Oil Transfer Report

Facility

Name	Location
Rankin Inlet Itivia OHF (AEM)	Rankin Inlet, Nunavut
Operator	**Latitude & Longitude** / **Nautical Chart #**
Agnico Eagle Mines Limited	62-47.7N 092-05.7W

Transfer

Date Started (yyyy-mm-dd)	Maximum Transfer Rate
2023-07-24	276.00 m^3/h
Name of Vessel	**Shipping Company**
Kitikmeot W.	Coastal Shipping Limited

Number of trained OHF staff on site during transfer: 3

Transfer Hose

Diameter: 4.00 in Length: 1,903 ○ m ◉ ft No. of Sections: 5

Product 1	**Product 2**
Type: Diesel	Type:
Quantity: 5,056,000.00 litre	Quantity: litre
Product 3	**Product 4**
Type:	Type:
Quantity: litre	Quantity: litre

- ☑ Ship to Shore Checklist(s) Completed *
- ☑ Annual Hose Test Certificate Verified *
- ☑ Oil Pollution Emergency Plan On Site During Transfer
- ☑ Spill Response Equipment Checked and Available During Transfer

*Copies of each to be included with submission of this report to TCMSS

OHF Representative

Sara Savoie	Sara Savoie Digitally signed by Sara Savoie Date: 2023.10.13 06:55:16 -05'00'	30-Mar-2024
Name	Signature	Date

Send completed report along with supporting documentation to:

tc.erpnr-ierpn.tc@tc.gc.ca or Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

Canada

Ship/Shore Safety Checklist

ISGOTT Checks pre-arrival Ship/Shore Safety Checklist

Date and time: 23 July 2023 2200

Port and berth: AEM Rankin

Tanker: Kitikmeot W

Terminal: AEM Rankin

Product to be transferred: ULSK

Part 1A. Tanker: checks pre-arrival			
Item	**Check**	**Status**	**Remarks**
1	Pre-arrival information is exchanged (6.5, 21.2)	Yes / No	
2	International shore fire connection is available (5.5, 19.4.3.1)	Yes / No	
3	Transfer hoses are of suitable construction (18.2)	Yes / No	
4	Terminal information booklet reviewed (15.2.2)	Yes / No	
5	Pre-berthing information is exchanged (21.3, 22.3)	Yes / No	
6	Pressure/vacuum valves and/or high-velocity vents are operational (11.1.8)	Yes / No	
7	Fixed and portable oxygen analyzers are operational (2.4)	Yes / No	

Part 1B. Tanker: checks pre-arrival if using an inert gas system			
Item	**Check**	**Status**	**Remarks**
8	Inert gas system pressure and oxygen recorders are operational (11.1.5.2, 11.1.11)	Yes / No	
9	Inert gas system and associated equipment are operational (11.1.5.2, 11.1.11)	Yes / No	
10	Cargo tank atmospheres' oxygen content is less than 8% (11.1.3)	Yes / No	
11	Cargo tank atmospheres are at positive pressure (11.1.3)	Yes / No	

Part 2. Terminal: checks pre-arrival			
Item	**Check**	**Status**	**Remarks**
12	Pre-arrival information is exchanged (6.5, 21.2)	Yes / No	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	Yes / No	
14	Transfer equipment is of suitable construction (18.1, 18.2)	Yes / No	
15	Terminal information booklet transmitted to the tanker (15.2.2)	Yes / No	
16	Pre-berthing information is exchanged (21.3, 22.3)	Yes / No	

ISGOTT Checks after mooring Ship/Shore Safety Checklist

Part 3. Tanker: checks after mooring			
Item	Check (ISGOTT Reference)	Status (circle)	Remarks
17	Fendering is effective (22.4.1)	Yes / No	N/A
18	Mooring arrangement is effective (22.2, 22.4.3)	(Yes) / No	
19	Access to and from the tanker is safe (16.4)	(Yes) / No	
20	Scuppers and savealls are plugged (23.7.4, 23.7.5)	(Yes) / No	
21	Cargo system sea connections and overboard discharges are secured (23.7.3)	(Yes) / No	
22	Very high frequency and ultra-high frequency transceivers are set to low power mode (4.11.6, 4.13.2.2)	(Yes) / No	
23	External openings in superstructures are controlled (23.1)	(Yes) / No	
24	Pumproom ventilation is effective (10.12.2)	(Yes) / No	
25	Medium frequency/high-frequency radio antennae are isolated (4.11.4, 4.13.2.1)	(Yes) / No	
26	Accommodation spaces are at positive pressure (23.2)	(Yes) / No	
27	Fire control plans are readily available (9.11.2.5)	(Yes) / No	

Part 4. Terminal: checks after mooring			
Item	Check	Status	Remarks
28	Fendering is effective (22.4.1)	(Yes) / No	
29	Tanker is moored according to the terminal mooring plan (22.2, 22.4.3)	(Yes) / No	
30	Access to and from the terminal is safe (16.4)	(Yes) / No	
31	Spill containment and sumps are secure (18.4.2, 18.4.3, 23.7.4, 23.7.5)	(Yes) / No	

ISGOTT Checks pre-transfer Ship/Shore Safety Checklist

Date and time: 23 July 2023 2200

Port and berth: AEM Rankin

Tanker: Kitikmeot W

Terminal: AEM Rankin

Product and **Quantity** to be transferred verified with terminal representative:

Part 5A. Tanker and terminal: pre-transfer conference				
Item	**Check**	**Tanker status**	**Terminal status**	**Remarks**
32	Tanker is ready to move at the agreed notice period (9.11, 21.7.1.1, 22.5.4)	Yes	Yes	
33	Effective tanker and terminal communications are established (21.1.1, 21.1.2)	Yes	Yes	
34	Transfer equipment is in a safe condition (isolated, drained, and de-pressurized) (18.4.1)	Yes	Yes	
35	Operation supervision and watchkeeping is adequate (7.9, 23.11)	Yes	Yes	
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	Yes	Yes	
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	Yes	Yes	
38	Naked light restrictions are established (4.10.1)	Yes	Yes	
39	Control of electrical and electronic devices is agreed (4.11, 4.12)	Yes	Yes	
40	Means of emergency escape from both tanker and terminal are established (20.5)	Yes	Yes	
41	Firefighting equipment is ready for use (5, 19.4, 23.8)	Yes	Yes	
42	Oil spill clean-up material is available (20.4)	Yes	Yes	
43	Manifolds are properly connected (23.6.1)	Yes	Yes	
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	Yes	Yes	
45	Procedures for cargo, bunkers, and ballast handling operations are agreed (21.4, 21.5, 21.6)	Yes	Yes	

Part 5A. Tanker and terminal: pre-transfer conference (cont.)				
Item	Check	Tanker status	Terminal status	Remarks
46	Cargo transfer management controls are agreed (12.1)	Yes	Yes	
47	Cargo tank cleaning requirements, including crude oil washing, are agreed (12.3, 12.5, 21.4.1)	Yes	Yes	See also parts 7B/7C as applicable
48	Cargo tank gas freeing arrangements agreed (12.4)	Yes	Yes	See also part 7C
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)	Yes	Yes	See also part 7C
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	Yes	Yes	
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	Yes	Yes	"Stop!" x 3
52	Safety data sheets are available (1.4.4, 20.1, 21.4)	Yes	Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective (12.9.5, 17.4, 18.2.14)	Yes	Yes	
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5, 23.3.3)	Yes	Yes	PV
56	Vapour return line operational parameters are agreed (11.5, 18.3, 23.7.7)	Yes	Yes	N/A
57	Measures to avoid back-filling are agreed (12.1.13.7)	Yes	Yes	
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	Yes	Yes	
59	Portable very high frequency and ultra high frequency radios are intrinsically safe (4.12.4, 21.1.1)	Yes	Yes	
60	Procedures for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	Yes	Yes	N/A

Additional for chemical tankers – Checks pre-transfer

Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer				
Item	Check	Tanker status	Terminal status	Remarks
61	Inhibition certificate received (if required) from manufacturer	Yes	Yes	
62	Appropriate personal protective equipment identified and available (4.8.1)	Yes	Yes	
63	Countermeasures against personal contact with cargo are agreed (1.4)	Yes	Yes	
64	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	Yes	Yes	
65	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	Yes	Yes	
66	Adequate portable vapour detection instruments are in use (2.4)	Yes	Yes	
67	Information on firefighting media and procedures is exchanged (5, 19)	Yes	Yes	
68	Transfer hoses confirmed suitable for the product being handled (18.2)	Yes	Yes	
69	Confirm cargo handling is only by a permanent installed pipeline system	Yes	Yes	
70	Procedures are in place to receive nitrogen from the terminal for inerting or purging (12.1.14.8)	Yes	Yes	

Part 6. Tanker and terminal: agreements pre-transfer				
Part 5 item	Agreement	Details	Tanker initials	Terminal initials
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: 1hr Period of disablement (if permitted):	JF	AD
33	Security protocols	Security level: 1 Local requirements: 1	JF	AD
33	Effective tanker/terminal communications	Primary system: VHF 10 Backup system: Verbal	JF	AD
35	Operational supervision and watchkeeping	Tanker: OOW, 2 AB Terminal:	JF	AD
37 38	Dedicated smoking areas and naked lights restrictions	Tanker: Crew smoking room Terminal:	JF	AD
45	Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: Disconnect: 25 Unberth: 30 35 Kts	JF	AD
45 46	Limits for cargo, bunkers and ballast handling	Maximum transfer rates: Topping-off rates: Maximum manifold pressure: 8 bar Cargo temperature: Other limitations:	JF	AD
45 46	Pressure surge control	Minimum number of cargo tanks open: 1 Tank switching protocols: 5 min notice	JF	AD

Part 6. Tanker and terminal: agreements pre-transfer (cont.)				
Part 5 item	Agreement	Details	Tanker initials	Terminal initials
		Minimum number of cargo tanks open: 1 Tank switching protocols: 5min notice Full load rate: 8.5 bar Topping-off rate: Closing time of automatic valves:	JF	AD
46	Cargo transfer management procedures	Action notice periods: 5min Transfer stop protocols: 5min	JF	AD
50	Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks: 4hr	JF	AD
51	Emergency signals	Tanker: "Stop!" x3 Terminal: "Stop!" x3	JF	AD
55	Tank venting system	Procedure: PV	JF	AD
55	Closed operations	Requirements: Yes	JF	AD
56	Vapour return line	Operational parameters: N/A Maximum flow rate:	JF	AD
60	Nitrogen supply from terminal	Procedures to receive: Maximum pressure: Flow rate: N/A	JF	AD
XX	Exceptions and additions	Special issues that both parties should be aware of:	JF	AD

Date and time: 23 July 2023 2200

Port and berth: AEM Rankin

Tanker: Kitikmeot W

Terminal: AEM Rankin

Product to be transferred: ULSK

Part 7A. General tanker: checks pre-transfer			
Item	**Check**	**Status**	**Remarks**
84	Portable drip trays are correctly positioned and empty (23.7.5)	Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)	Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)	Yes	
87	Cargo tank high-level alarms are operational (12.1.6.6.1)	Yes	
88	All cargo, ballast and bunker tanks openings are secured (23.3)	Yes	
89	Has the workboat checklist (CS-SBO017) been completed.	Yes	
90	Is the transfer hose properly supported for strain relief using relief line.	Yes	☑ Relief Line ☑ Anchors
91	Is the hose marked at each fitting with buoys or submerged to minimize the risk of being struck by other vessel traffic.	Yes	☑ Bouyed ☐ Submerged
92	Has the transfer hose been pressure tested with air to the max. working pressure.	Yes	
93	Are tools required for emergency disconnection located at the manifold.	Yes	

ISGOTT Checks after pre-transfer conference Ship/Shore Safety Checklist

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

Part 7C. Tanker: checks before tank cleaning and/or gas freeing			
Item	**Check**	**Status**	**Remarks**
91	Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)	Yes	
92	Permission for gas freeing operations is confirmed (12.4.3)	Yes	
93	Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6)	Yes	
94	If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)	Yes	
95	Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)	Yes	

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 6. Tanker and terminal: agreements pre-transfer		
Part 7A. General tanker: checks pre-transfer		
Part 7C. Tanker: checks before 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 8 and 9 of the ISGOTT SSSCL, which should occur at intervals of not more than 4 hours for the tanker and not more than 4 hours for the terminal.

If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Tanker	Terminal
Name Kitikmeot W, C. Dyke	Name AEM Rankin, DSAMEL EDDIVE

Rank Master	Position
Signature	Signature
Date 23 July, ~~2200~~ 2023	Date 23 July, ~~2200~~ 2023
Time 2200	Time 2200

ISGOTT Checks during transfer Ship/Shore Safety Checklist

Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer								
Item ref	Check	Time	Time	Time	Time	Time	Time	Remarks
Interval time: 4 hrs		0100	0500	0900	1300	1700		
8	Inert gas system pressure and oxygen recording operational	Yes	Yes	Yes	Yes	Yes	Yes	
9	Inert gas system and all associated equipment are operational	Yes	Yes	Yes	Yes	Yes	Yes	
11	Cargo tank atmospheres are at positive pressure	Yes	Yes	Yes	Yes	Yes	Yes	
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the tanker is safe	Yes	Yes	Yes	Yes	Yes	Yes	
20	Scuppers and savealls are plugged	Yes	Yes	Yes	Yes	Yes	Yes	
23	External openings in superstructures are controlled	Yes	Yes	Yes	Yes	Yes	Yes	
24	Pumproom ventilation is effective	Yes	Yes	Yes	Yes	Yes	Yes	

28	Tanker is ready to move at agreed notice period	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
	Part 8. Tanker: repetitive checks during and after the transfer (cont.)							
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 42 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
85	Individual cargo tank inert gas valves settings are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	

86	Inert gas delivery maintained at not more than 5% oxygen	Yes	Yes	Yes	Yes	Yes	Yes	
87	Cargo tank high level alarms are operational	Yes	Yes	Yes	Yes	Yes	Yes	
Initials								

Part 9. Terminal: repetitive checks during and after transfer								
Item ref	Check	Time	Time	Time	Time	Time	Time	Remarks
Interval time: 4 hrs		0100	0500	0900	1300	1700		
18	Mooring arrangement is effective	Yes	Yes	Yes	Yes	Yes	Yes	
19	Access to and from the terminal is safe	Yes	Yes	Yes	Yes	Yes	Yes	
29	Fendering is effective	Yes	Yes	Yes	Yes	Yes	Yes	
32	Spill containment and sumps are secure	Yes	Yes	Yes	Yes	Yes	Yes	
33	Communications are effective	Yes	Yes	Yes	Yes	Yes	Yes	
35	Supervision and watchkeeping is adequate	Yes	Yes	Yes	Yes	Yes	Yes	
36	Sufficient personnel are available to deal with an emergency	Yes	Yes	Yes	Yes	Yes	Yes	
37	Smoking restrictions and designated smoking areas are complied with	Yes	Yes	Yes	Yes	Yes	Yes	
38	Naked light restrictions are complied with	Yes	Yes	Yes	Yes	Yes	Yes	

39	Control of electrical devices and equipment in hazardous zones is complied with	Yes	Yes	Yes	Yes	Yes	Yes	
40 41 47 51	Emergency response preparedness is satisfactory	Yes	Yes	Yes	Yes	Yes	Yes	
54	Electrical insulation of the tanker/terminal interface is effective	Yes	Yes	Yes	Yes	Yes	Yes	
55	Tank venting system and closed operation procedures are as agreed	Yes	Yes	Yes	Yes	Yes	Yes	
56	Is the hose marked at each fitting with buoys or submerged to minimize the risk of being struck by other vessel traffic.	Yes	Yes	Yes	Yes	Yes	Yes	☑ Relief Line ☑ Submerged
Initials								

Floating Hose Ship/Shore Cargo Checklist
(includes Arctic Waters requirements)

Vessel: Kotikmeet W
Port: AEM Rankin
Date: 23 Jul 2023

Letter Codes
A Any procedures and agreements should be in writing in the remarks column of this checklist or other mutually acceptable form.
P In the case of a negative answer, the operation should not be carried out without the agreement of Master and shore personnel.
R Items to be rechecked regularly, not exceeding the time specified in the declaration

General cargo considerations: (check ( ) under Ship/Shore if OK, otherwise provide comment)

Item	Ship	Shore	Code	Comments
Is the vessel securely moored and movement being monitored?	✓	✓	R	Stop Cargo at 25 knts wind velocity Disconnect at 30 knts wind velocity Unberth at 35 knts wind velocity
Will the transfer be suspended if vessel movement is excessive?	✓	✓	R	
Are the engines, steering gear and nav. equipment on standby?	✓	✓	P R	
Is there an effective deck watch maintained on the ship and adequate supervision on shore?	✓	✓	R	
Is all maintenance work on deck and on shore that may interfere with cargo operations suspended?	✓	✓		
Are all vehicles outside an agreed safe distance from the shore manifold area?	✓	✓		
Is the agreed ship/shore communication system operative?	✓	✓	A R	Method: VHF 10 / verbal
Has the emergency signals to be used by the ship and shore been explained and understood?	✓	✓	A	"Stop!" x 3
Have the procedures for cargo, bunkering and ballast been agreed upon?	✓	✓	A R	
Has the weather and ice forecast to the transfer period been checked and found suitable?	✓	✓	P	
Have the hazards associated with toxic substances within the cargo being handled been identified and understood?	✓	✓		
Has the emergency shutdown procedure been agreed?	✓	✓	A	
Are fire-hoses and fire fighting equipment on board and ashore positioned and ready for immediate use?	✓	✓	R	
Have hoses been inspected for chafing, cracks, damaged fittings and found suitable for cargo operations with a valid certificate?	✓	✓		
Are scuppers effectively plugged with a plan in place to drain off accumulated rainwater?	✓	✓	R	
Tools required for rapid hose disconnection are located at the cargo manifold?	✓	✓		
Are overboard discharge valves closed when not in use?	✓	✓		
Are all cargo and bunker tank lids closed?	✓	✓	R	
Is the agreed tank venting system being used?	✓	✓		P/V
Has the operation of P/V valves and the condition of flame screens been verified?	✓	✓	R	
Are flashlights in use of an approved type?	✓	✓		
Are portable VHF/UHF radios of an approved type?	✓	✓		
Are the ships MF/HF radios grounded, VHF radios set to low power and 10 cm radars shut off?	✓	✓		
Is any portable electrical equipment including window type A/C units disconnected?	✓	✓		
Has a pre-transfer PA announcement been made?	✓	✓		
Are Smoking regulations being observed?	✓	✓	R	
Are naked light rules being observed?	✓	✓	R	

Floating Hose Ship/Shore Cargo Checklist

Is the water around be vessel and transfer hose being monitored for signs of leaking?	✓	✓	R	
Are there sufficient trained personnel on board and ashore to deal with an emergency?	✓	✓	R	
Are adequate means of electrical insulation in place?	✓	✓		
Is the pumproom ventilation adequate?	✓	✓	R	
Is the work boat in use and are all required safety precautions being taken?	✓	✓	R	
Are ship emergency fire control plans located externally?	✓	✓		
Are appropriate signals being displayed?	✓	✓		
Are all craft alongside authorized and following warnings?	✓	✓	R	
Is the transfer hose properly supported for strain relief and is it being monitored for leaks and over pressurization?	✓	✓	R	
Is the hose marked (at each fitting, maximum 400ft intervals) and/or submerged to minimize the chance of being struck by other vessel traffic?	✓	✓		
Has the transfer hose been tested with air to the maximum working pressure?	✓	✓		

Operations:

Item	Value	Ship	Shore
Initial cargo transfer rate to be used (m^3/hr, bbls/hr, etc)		✓	✓
Maximum cargo transfer rate to be used (m^3/hr, bbls/hr, etc)	8.5 bar	✓	✓
Topping off rate to be used (m^3/hr, bbls/hr, etc)		✓	
Maximum hose pressure to be used (bar)	8.5 bar	✓	✓
Quantity of cargo to be transferred (m3, bbls of each grade)	5058 m^3	✓	✓
Hose strain relief system in use	☑ Relief line ☐ Anchors	✓	✓
Hose to be drained after transfer complete	☑ Ashore ☐ Back to vessel	✓	✓
Hose to be cleared by	☐ Gravity ☑ Comp. Air ☑ Pig	✓	✓

Declaration:

We the undersigned have checked, where appropriate jointly the items on this checklist and are satisfied that the entries made are to the best of our knowledge correct.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items with the letter **R** in the column **Code** should be rechecked at intervals not exceeding 4 hour(s).

Signatures:

For Vessel

Name: C. Dyke

Rank: Master

Signature:

For Shore

Name: DJAMEL EDDINE

Rank: Surveyor

Signature:

Transport Canada
Marine Safety & Security

Transports Canada
Sécurité et sûreté Maritime

Post Oil Transfer Report

Facility

Name	Location
Rankin Inlet Itivia OHF (AEM)	Rankin Inlet, Nunavut
Operator	**Latitude & Longitude** / **Nautical Chart #**
Agnico Eagle Mines Limited	62-47.7N 092-05.7W

Transfer

Date Started (yyyy-mm-dd)	Maximum Transfer Rate
2023-10-28	294.00 m^3/h
Name of Vessel	**Shipping Company**
Kivalliq W.	Coastal Shipping Limited

Number of trained OHF staff on site during transfer: 3

Transfer Hose

Diameter: 4.00 in Length: 3,600 ○ m ◉ ft No. of Sections: 8

Product 1	**Product 2**
Type: Diesel	Type:
Quantity: 14,940,967.00 litre	Quantity: litre
Product 3	**Product 4**
Type:	Type:
Quantity: litre	Quantity: litre

- ☑ Ship to Shore Checklist(s) Completed *
- ☑ Annual Hose Test Certificate Verified *
- ☑ Oil Pollution Emergency Plan On Site During Transfer
- ☑ Spill Response Equipment Checked and Available During Transfer

*Copies of each to be included with submission of this report to TCMSS

OHF Representative

Anne-Laurence Paquet	Anne-Laurence Paquet Digitally signed by Anne-Laurence Paquet Date: 2023.11.09 10:18:15 -06'00'	30-Mar-2024
Name	Signature	Date

Send completed report along with supporting documentation to:

tc.erpnr-ierpn.tc@tc.gc.ca or Marine Safety – Environmental Response
PO Box 8550, 344 Edmonton St
Winnipeg, MB, R3C 0P6

Canada

Cargo Transfer Checklist using floating hose

Vessel: KLAHELIQ W.
Port: 28-OCT-2023
Date: RANKIN INLET, NUM

Letter Codes

A Any procedures and agreements should be in writing in the *Comments* column of this checklist or other mutually acceptable form.
P In the case of a negative answer, the operation should not be carried out without the agreement of Master and shore personnel.
R Items to be rechecked regularly, not exceeding the time specified in the declaration

General cargo considerations: (check (☐) under Ship/Shore if acceptable, otherwise provide comment)

Item	Ship	Shore	Code	Comments
Is the work boat in use and are all required safety precautions being taken? Has **CS-SBO017** been completed?	✓	✓		
Is the vessel securely moored and movement being monitored?	✓	✓	R	Stop Cargo at 25 knots wind velocity Disconnect at 30 knots wind velocity Unberth/unmoor at 35 knots wind velocity
Has the weather and ice forecast for the transfer period been checked and found suitable?	✓	✓		
Are the engines, steering gear and nav. equipment on standby?	✓	✓	P R	
Security protocols (if applicable) in place?	✓	✓		
Are there sufficient trained personnel on board and ashore to deal with an emergency?	✓	✓	R	
Is there an effective deck watch maintained on the ship and adequate supervision on shore?	✓	✓	R	
Is all maintenance work on deck and on shore that may interfere with cargo operations suspended?	✓	✓		
General Preparation				
Are flashlights in use of an approved type?	✓	✓		
Are portable VHF/UHF radios of an approved type?	✓	✓		
Are the ships MF/HF radios grounded, VHF radios set to low power and 10 cm radars shut off?	✓	✓		
Medium frequency/high-frequency radio antennae are isolated?	✓	✓		
Is any portable electrical equipment including window type A/C units disconnected?	✓	✓		
Has a pre-transfer PA announcement been made?	✓	✓	R	
Are appropriate signals being displayed?	✓	✓		
Portable drip trays are correctly positioned, empty and bonded?	✓	✓		
Oil spill clean-up material is accessible and available	✓	✓		
Are Smoking regulations being observed?	✓	✓	R	
Are naked light rules being observed?	✓	✓	R	
Are accommodation spaces at positive pressure?	✓	✓		
Is the pumproom ventilation adequate?	✓	✓	R	
Perparation for Cargo				
Have the hazards associated with toxic substances within the cargo being handled been identified and understood? SDS available?	✓	✓		
Has the emergency signals to be used by the ship and shore been explained and understood, including emergency and non-emergency shutdown signals?	✓	✓	P	
Are fire-hoses and fire fighting equipment on board and ashore positioned and ready for immediate use? Are ship emergency fire control plan s located externally?	✓	✓	P	

Floating Hose Ship/Shore Cargo Checklist

Have cargo tank high-level and pressure alarms been tested and confirmed operational?	✓	✓	P	
Have the procedures for cargo, bunkering and ballast been agreed upon?	✓	✓	A R	
Is the agreed ship/shore communication system operational?	✓	✓	A R	Method: UHF 9
Have cargo hoses been inspected for chafing, cracks, damaged fittings and found suitable for cargo operations with a valid certificate?	✓	✓		
Measures to avoid back-filling are agreed?	✓	✓		
Are overboard discharge valves closed when not in use?	✓	✓		
Are all cargo and bunker tank lids closed?	✓	✓	R	
Is the agreed tank venting system being used?	✓	✓		
Tools required for rapid hose disconnection are located at the cargo manifold?	✓	✓		
Status of unused cargo and bunker connections is verified and satisfactory?	✓	✓		
Are adequate means of electrical insulation in place?	✓	✓		
Start Up of Cargo Operations				
Is the water around vessel and transfer hose being monitored for signs of leaking?	✓	✓	R	
Are small craft in the vicinity being monitored?	✓	✓	R	
Is the transfer hose monitored for leaks and over pressurization?	✓	✓	R	
Is the hose marked (at each fitting, maximum 400ft intervals) and/or submerged to minimize the chance of being struck by other vessel traffic?	✓	✓		
Has the transfer hose been tested with air to the maximum working pressure?	✓	✓		

Operations

Item	Value			Ship	Shore
Initial cargo transfer rate to be used? (m^3/hr, bbls/hr, etc.)	50 m^3/hr or 3.5 bar			✓	✓
Maximum cargo transfer rate to be used? (m^3/hr, bbls/hr, etc.)	300 m^3/hr or 9 bar			✓	✓
Topping off rate to be used? (m^3/hr, bbls/hr, etc.)	50 m^3/hr			✓	✓
Maximum hose pressure to be used? (bar)	9 bar			✓	✓
Quantity of cargo to be transferred? (m3, bbls of each grade)	15027			✓	✓
Inert gas system delivering inert gas with oxygen content less than 5% and recorder operational?	Yes			✓	✓
Cargo tank atmospheres are at positive pressure?	Yes			✓	✓
Sampling and gauging protocols are agreed?	Yes			✓	✓
Shore tanks verified open and ready to receive correct grade of cargo?	Yes			✓	✓
Hose strain relief system in use?	☑ Relief line		☑ Anchors	✓	✓
Hose to be drained after transfer complete?	☑ Ashore		☐ Back to vessel	✓	✓
Hose to be cleared by?	☐ Gravity	☑ Comp. Air	☑ Pig	✓	✓
Notice for completion?	Minutes 30		☑ Ship Stop ☐ Shore Stop	✓	✓

Floating Hose Ship/Shore Cargo Checklist

Tanker: repetitive checks during and after transfer								
	Check Interval: 1 hours	18-OCT-23 Time 0300	Time 0900	Time 1000	Time 1100	Time 1200	Time 1300	Remarks
1	Inert gas system pressure and oxygen recording operational	✓	✓	✓	✓	✓	✓	
2	Cargo tank atmospheres are at positive pressure	✓	✓	✓	✓	✓	✓	
3	Mooring arrangement is effective – monitor onboard & check lines and securing points on beach using workboat	✓	✓	✓	✓	✓	✓	
4	Scuppers and save-alls are plugged	✓	✓	✓	✓	✓	✓	
5	External openings in superstructures are controlled	✓	✓	✓	✓	✓	✓	
6	Pumproom ventilation is effective	✓	✓	✓	✓	✓	✓	
7	Communications are effective and tested with shore	✓	✓	✓	✓	✓	✓	
8	Control of electrical devices and equipment in hazardous zones is complied with	✓	✓	✓	✓	✓	✓	
9	Floating hose – anchors, markings, and connections using workboat	✓	✓	✓	✓	✓	✓	
10	Check over the side & along the hose for leaks/pollution	✓	✓	✓	✓	✓	✓	
11	Rounds completed on deck, in tunnel, pumproom, etc.	✓	✓	✓	✓	✓	✓	
12	Electrical insulation of the tanker/terminal interface is effective	✓	✓	✓	✓	✓	✓	
13	Tank venting system and closed operation procedures are as agreed	✓	✓	✓	✓	✓	✓	
14	Inert gas delivery maintained at not more than 5% oxygen	✓	✓	✓	✓	✓	✓	
15	Cargo tank high level and pressure alarms are operational	✓	✓	✓	✓	✓	✓	

Declaration:

We the undersigned have checked, where appropriate jointly the items on this checklist and are satisfied that the entries made are to the best of our knowledge correct.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items with the letter **R** in the column **Code** should be rechecked at intervals not exceeding 1 hour(s).

Signatures:

For Vessel

Name: David Holan

Rank: C/O

Signature: M.T. KIVALLIQ W
CHIEF OFFICER

For Shore

Name: A. DJAMEL

Rank: INTERTEK Surveyor

Signature: