

	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>19.0. DEPARTURE FROM PORT</p> <p>DRY CARGO MANUAL</p>	<p>Sect : 19.0 Page : 1 of 2 Date : 7-Aug-25 Rev : 10.1 Appr : DPA</p>
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DEPARTURE FROM PORT

This section must be read in conjunction with the relevant section of the Company's NAUTICAL Manual.

Your attention is drawn to the following sections:

1. PREDEPARTURE REPORT

It is good practice to have as many crew available - within the constraints of complying with the rest periods and maximum working hours required by STCW 95 Chapter VIII/1 - well before the proposed sailing time, to secure the vessel for sea, complete stowaway checks, and to complete all documentation. All post-cargo work and pre-departure checklists must be completed correctly, signed, and filed at once in the correct files.

2. INSPECTING EMPTY HOLDS FOR DAMAGE

In addition to the routine inspection of each hold on completion of discharge or loading by the Chief Officer and OOW's, whilst securing the vessel for the sea all personnel should be on the lookout for any damage caused to the vessel during her stay in the port, so damage claims may be lodged before departure. The Bosun and deck crew can be particularly good at finding this damage as they are normally more familiar with the state of fittings on and below deck than the officers.

3. HATCHCOVERS

Due to the nature of shipping, hatch covers are subject to continuous stress and damage. The state of a vessels' hatch covers needs constant monitoring and are particularly prone to damage from loading/discharge operations, particularly if grabs are used. Hatch covers must be regularly checked for damage and water tightness, preferably before any deck cargo is loaded if possible. Defects should be rectified as soon as possible