

CONTINGENCY PLAN



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“LPG/C. GAS ATTACK”

The following actions should be taken or considered in the event of any emergency arising during STS transfer operation :

1. Sound the emergency signal
2. Alert crew members on both ships
3. Initiate emergency procedures
4. Stop any cargo operations(activated ESD system)
5. Muster crew on muster station
6. Send mooring gangs to mooring stations
7. Purge cargo hoses
8. Disconnect cargo hoses
9. Confirm the ship of main engine is ready for use

CHAPTER 1: FIRE

Immediate actions:

1. Sound general alarm (fire alarm)
2. Arise the emergency signal (prolonged sound with whistle)
3. Stop cargo operation
4. Shut off dampers, skylights, fire doors, other openings
5. Cut off fans
6. Locate fire
1. Muster crew-start firefighting
2. Prepare life-boats
3. Mooring gang standby at mooring stations
4. Disconnect cargo hoses

CHAPTER 2: GAS LEAKAGE (C.C., CARGO HOSES, CARGO PIPES)

Immediate actions:

1. Sound general alarm (fire alarm)
2. Arise the emergency signal (prolonged sound with whistle)
3. Stop cargo operation
4. Shut off dampers, skylights, fire doors, other openings
5. Cut off fans
6. Locate leakage
7. Muster crew-start to isolate the leakage
8. Prepare firefighting equipment
9. Start deck spray system

CHAPTER 3: MOORING LINE FAILURE

Immediate actions:

1. Sound general alarm (fire alarm)
2. Arise the emergency signal (prolonged sound with whistle)
3. Mooring gang standby at mooring stations
- If any serious situation with mooring line :
 - a. Stop cargo operation
 - b. Disconnect cargo hoses

CHAPTER 4: COMMUNICATION FAILURE

Immediate actions:

1. Call master
2. Sound the emergency signal (prolonged sound with whistle)

CHAPTER 5: HOSE FAILURE

Immediate actions:

1. Sound general alarm (fire alarm)
2. Arise the emergency signal (prolonged sound with whistle)
3. Stop cargo operation
4. Shut off dampers, skylights, fire doors, other openings
5. Crew muster
6. Mooring gang standby at mooring stations
7. Prepare firefighting equipment
8. Disconnect cargo hoses

CHAPTER 6: FENDER BRUST

Immediate actions:

1. Call master
2. Sound general alarm
3. Inform moored vessel

CHAPTER 7: OPERATIONAL WEATHER LIMITS

Immediate actions:

1. Call master
2. Sound general alarm
3. Stop cargo operation
4. Crew muster
5. Cargo hoses disconnect
6. Mooring gangs to mooring stations
7. Mooring gangs to mooring stations

CHAPTER 8: EMERGENCY DEPARTURE PROCEDURE

Immediate actions:

1. Sound the emergency signal
2. Stop cargo operation
3. Disconnect cargo hoses
4. Mooring gangs to mooring stations
5. Mooring gangs to mooring stations

STATE OF READINESS FOR AN EMERGENCY

1. All time ships have their main engines ready for immediate use
2. Emergency shut-down pendant control boxes should be led from one ship to another
3. ESD system should be tested prior to cargo operation
4. Ships should be prepared to disconnect hoses at short time
5. Extra mooring lines should be provided at mooring stations as replacements in case of case off
6. Axes should be placed at mooring stations for quick release of mooring lines
7. Firefighting equipment should be ready for immediate use

EMERGENCY SIGNAL WILL BE GIVEN AS A PROLONGED SOUND BY THE SHIP'S WHISTLE.

DATE: 15.02.2016 STS AREA: ARU BAY

MASTER OF THE "LPG/C. GAS ATTAKA" CAPT. Eko Hari Sudharmanto

MASTER/CHIEF OFFICER OF THE "NAVIGATOR PLUTO"

LOADING AGREEMENT LETTER

PT. PERTAMINA (PERSERO)
 JL. YOS SUDARSO No. 32 - 34
 TANJUNG PRIOK
 JAKARTA 14320 - INDONESIA



LOADING AGREEMENT LETTER

VEESEL : LPG/C. GAS ATTAKA
 VOYAGE : 018 / L / ATK / II / 2016
 DATE : 15 FEBRUARY 2016
 LOADING SHIP : LPG/C. NAVIGATOR PLUTO
 PORT : ARU BAY , PANGKALAN SUSU

ITEM	GAS ATTAKA	NAVIGATOR PLUTO
QUANTITY TO LOAD	C3 : 750 MT / C4 : 750 MT	
DENSITY @ 15°C	C3 : 0,8084 C4 : 0,5703	
MOLECULAR WEIGHT	C3 : 44,10 C4 : 58,12	
LIQUID MANIFOLD CONNECTION	8" x 300	
VAPOUR MANIFOLD CONNECTION	NOT CONNECTED	
MAX MANIFOLD PRESSURE REQUIRED	7 Bar	
MAX/MIN TEMPERATURE MANIFOLD	± 45°C / 0°C	
LOADING PLAN	GRADE BY GRADE	
MAXIMUM LOADING RATE	250 MT/HR EACH GRADE	
INITIAL RATE	100 MT/HR	
TOPPING OFF RATE	100 MT/HR	
STOPPED BY	NAVIGATOR PLUTO	
NOTICE FOR STOP	1 HR, 30MNT, 5MNT	
TIME TO FULL STOP OF ESD	28 SECOND	
TANK ARRANGEMENT	CT 1 AND CT 2	
CARGO HEATER REQUIRED	DISCHARGING SHIP	
CARGO BOOSTER REQUIRED	NOT REQUIRED	
HOSE CLEARING BY		


GAS ATTAKA
 PT. PERTAMINA
 DIREKTORAT MARKETING
 Eko Setyanto
 CHIEF OFFICER

NAVIGATOR PLUTO

CHIEF OFFICER

LOADING MASTER