

Lampiran 10



**GOLD BRIDGE SHIPPING MANAGEMENT
HONGKONG LTD**

DISCHARGING CARGO OPERATION PLAN (15.5.2016)

D – 14

VESSEL : MT. INDRADI

PORT : HAIPONG

VOY. NO: 34/ 07

BERTH :

DATE : 15.05.2016

1. CARGO INFORMATION "Refer to attached MSDS"

CARGO GRADE		BENZENE	
STOWAGE TANKS		1C,2C,3C,4C,5C,6C,7C,8C	
QUANTITY	SHIP'S FIG.	3194.134 MT	
	NOMINATED FIG.	3194.084 MT	
LOADING PORT		Saigon, Vietnam	
DISCHARGING PORT		Haipong, Vietnam	
S. G. or DENSITY		0.8635°C	
HEAT REQUIRMENTS		No (During underway : °C) (Disch. : °C)	
HEAT LIMITATIONS		No (°C) (Max. °C/day)	
N2 REQUIRMENTS		No/yes (no) % O2 contents	
POLLUTION CATEGORY		Y	
IMO TYPE			
PREWASH REQUIRMENTS		NO	
VISCOSITY		0.74cS @ 20°C	
FLASH POINT	MELTING POINT	-11°C Close Cup	5.5°C
BOILING POINT		79.8 – 81.0°C	
EXTINGUISHING AGENTS		Dry Chemical, CO2, Foam	

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(2-2) TANKWISE QUANTITY TO BE DISCHARGED (refer to stowage plan)

Tank No :	1C	2C	3C	4C	4C	5C	6C	7C	8C
Quantity MT	272	290	288	421	420	310	309	440	444
Quantity M3	313	333	332	484	483	356	357	506	511
Sounding	5.80	5.69	5.68	5.76	5.76	5.87	5.87	5.85	5.86
Volume (%)	91	92	92	93	93	95	95	95	95
Transfer time expected									

4. TRANSFER PIPING ARRANGEMENTS (jumping, etc.)

- CARGO LINE : 4 " (Commom 6")
- VAPOR LINE : NO
- N2 PURGE LINE : NO

REMARKS :

Bow to Manifold	: 42.85 M	Manifold to Spill tank	: 0.21 M
Aft to Manifold	: 39.65 M	Upper deck to C. O. P.	
Keel to Manifold	: 9.89 M	L. W. L. to Upper deck	: 1.788 M
Spill tank to Manifold	: 8.60 M	Keel to L. W. L.	: 5.612 M
Summer Draft	: 5.612 M	Air Draft(Height)	:

5. WATCH ARRANGEMENTS

TIME	LOCATION	RANK AND NAME	REMARKS
	CCR.		
FROM ~TO : 0000 – 0600 1200 – 1800	CCR	Bayu Dwi Sasongko (C/O)	Safety Patrol Control Mooring Line
	MANIFOLD	Tedy Sapudi (A/B 2) / Juhar (A/B 3)	
	ON DECK	Puguh Bayu H(2/Off) / Sianipar Y(4/Off)	
FROM ~ TO : 0600 – 1200	CCR	Chief Officer (C/O)	Safety Patrol
	MANIFOLD	Juhar (A/B 3) / Nur Roso (A/B 1)	

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1800 – 2400	ON DECK	Sianipar Y(4/Off) / Kharisma H(3/Off)	Control Mooring Line
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6. **BALLAST PLAN - To attach ship's Ballast Plan**

PRE-MEETING FOR CARGO OPERATION

[aa] **KINDS OF CARGO & STOWAGE TANKS**

No	CARGO GRADE	NOMINATED QUANTITY	STOWAGE CARGO TANKS
1	BENZENE	3000 MT	1C, 2C,3C,4C,5C,6C,7C,8C
2			
3			

[bb] **CARGO S. G. or DENSITY & TEMPERATURE**

No	CARGO GRADE	S. G. or DENSITY	TEMPERATURE
1	BENZENE	0.8497	31.0
2			
3			

[cc] **FIRST AID MEASURES**

a) Inhalation	Refer to attached MSDS
b) Eye Contact	Refer to attached MSDS
c) Skin Contact	Refer to attached MSDS
d) Ingestion	Refer to attached MSDS

[dd] **FIRE FIGHTING MEASURES**



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a) Specific hazards	Refer to attached MSDS
b) Extinguishing Media	Refer to attached MSDS
c) Unsuitable extinguishing media	Refer to attached MSDS
d) Other Information	Refer to attached MSDS

[ee] ACCIDENTAL RELEASE MEASURES

a) Personal precautions	Refer to attached MSDS
b) Personal Protection	Refer to attached MSDS
c) Emergency Spill Procedures	Refer to attached MSDS
d) Cleanup methods (small spill)	Refer to attached MSDS
e) Clean up method (large spill)	Refer to attached MSDS

[ff] PRECAUTIONS AGAINST STATIC ELECTRICITY

- * Bonding wire must be connect before take ullaging , between UTI & Ship's Metal
- * Proper grounding of ship / shore earth cable

[gg] WEATHER / TIDAL INFORMATION



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current : South
Sea : SWELL
Weather : W-3; Cloudy

[hh] **OTHER INFO**

NIL

PROCEDURES – DISCHARGING OPERATION

(1) Preparation for discharging

- a) Oil Spill equipment ready for immediate use.
- b) Personal protective equipment with BA sets
- c) 2 Fire hose and 2 Portable extinguisher at manifold
- d) Turret guns ready and align to manifold
- e) All cargo / vapor return line valves line up as per Chief officer's instruction.
- f) Confirmed all valve open and/or close(manifold and pump side)
- g) Ensure all reducers at manifold for loading cargo and vapor return line correctly connected
- h) Ensure all accommodation doors are shut, except **STBD/PORT** side entrance door on boat deck
- i) Ensure all deck scuppers on upper deck and all drains of spill container are plugged.
- j) Ship/ Shore checklist to be completed and initialled as required.

(2) Tanks sampling / ullaging with cargo surveyor

(3) Ship and Shore safety inspection for the safe cargo operation by terminal

(4) Confirmation of cargo quantity with cargo surveyor

(5) Sampling prior loading at the ship's manifold

(6) Sample analysis prior to discharge

(7) To commence discharging after successful cargo analysis

(8) Sampling from ship's manifold, when disch. Commence

(9) To comply with shore instructions wrt pumping rates/pressure etc

(8) During cargo operation

- a) Regular check for cargo or oil leakage from the all cargo/hydraulic lines and gasket.
- b) Regular lookout all around of vessel for oil pollution
- c) Check and confirm pressure gauge fitted on off-shore manifold, in operational condition and being monitored regularly in order to avoid any pressure surge.
- d) Ensure vessel has intact stability at all times,
- e) Ensure Ship/Shore communication opened at all times
- f) To call Chief Officer whenever in doubt.
- g) Strictly comply with discharging sequence (attached)
- h) To compare visual draft with sequence draft – to ensure correct discharging according to plan



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i) To comply with ship/shore safety check list and also the recurring items checklist.

(9) Stripping

- a) 1 hr notice to all deck crew before completion of cargo operation
- b) 1 hr / 30 mins / 15 mins to terminal
- c) Reduce discharging rate if necessary
- d) Visual inspection of cargo tanks with surveyor

(10) Final gauging and calculation of cargo quantity

(11) Line blowing with Nitrogen from shore to ship's tanks

(To be carefully operated of valve due to ship's tanks full)

(12) To call Chief Officer whenever in doubt.

SAFETY PRECAUTIONS

- (1) Proper grounding of ship / shore earth cable
- (2) Mooring lines and accommodation ladder tended regularly
- (3) Safety Wires adjusted to correct height at all times
- (4) All crew understood Emergency spill procedures
- (5) Wilden pump tested and ready for use
- (6) Ensure Personal Protective Equipment are used as required

Acknowledged by :

BSN

ABC

2/OFF.

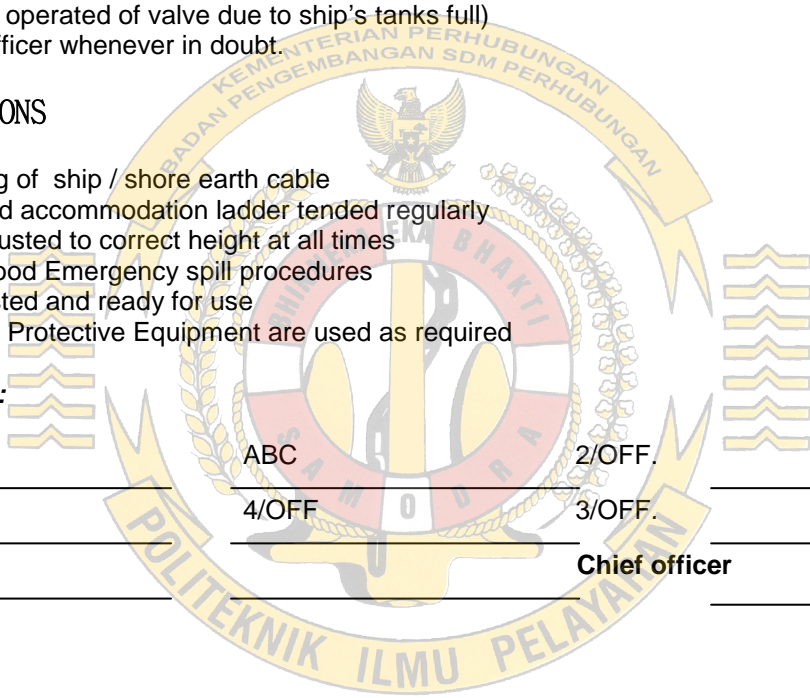
ABA

4/OFF

3/OFF.

ABB

Chief officer



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DISCHARGING AND DEBALLASTING PLAN

M.T

: INDRADI

Voy No.: 34/ 07

Port: Haipong, Vietnam

Arr

Date: 15.05.16

Cargo Grade		API / Den15°C	VCF	WCF	Load port ship Figs. BBL/MT*	Arrival Temp °F	GOV	Cargo nomination					
1	BENZENE	0.8840	0.98516	0.88254	3194.134	28.0	3673.770	3200					
2													
3													
Condition After-Hrs		Sequence 1		Sequence 2		Sequence 3		Sequence 4		Sequence 5		Sequence 6	
		Ullage	Volume	Ullage	Volume	Ullage	Volume	Ullage	Volume	Ullage	Volume	Ullage	Volume
COT1C	BENZN		313		0		0		0		0		
COT2C	BENZN		333		333		333		333		0		
COT3C	BENZN		332		332		332		332		0		
COT4C	BENZN		484		484		0		0		0		
COT5C	BENZN		483		483		0		0		0		
COT6C	BENZN		356		0		0		0		0		
COT7C	BENZN		357		0		0		0		0		
COT8C	BENZN		506		506		506		0		0		
COT9C	BENZN		511		511		511		0		0		
Total Crg o/b Bb/m3		3674		2648		1681		665		0			
Cargo Disch Bbl/m3				1026		967		1016		665			
Disch Rate Bbl/m3hr				225		225		225		225			
Lines Used													
WBT 1P			0		1		106		106		106		
WBT 1S			0		0		106		106		106		
WBT 2P			0		139		139		139		139		
WBT 2S			0		139		139		139		139		
WBT 3P			0		0		0		0		0		
WBT 3S	FW		78		78		78		78		78		
WBT 4P			0		0		0		153		153		
WBT 4S			0		0		0		153		153		
WBT 5P			77		77		79		79		215		
WBT 5S			0		0		0		0		149		
Total Ballast o/b m3		155		433		647		953		1317			
Ballast: gravity/pump*		Pump		Pump		Pump		Pump		Pump		Pump	
Amount Bllsted m3				278		214		306		364			
Ballast Rate m3 / hr				150		150		150		150			
Trim (Mtr)		0.76		1.18		1.65		4.44		2.76			
Draft Ford	Draft Aft	5.26	6.02	4.49	5.67	3.66	5.31	2.02	6.46	2.26	5.02		
Draft Mean (Mtr)		5.64		5.08		4.48		4.24		3.64			
Max	% SF	% BM	526	16300						494	23078		
GoM		1.22		1.31		1.43		1.72		2.33			
IG Pressure mmaq		N/A		N/A		N/A		N/A		N/A		N/A	

* Delete as appropriate

Prepared by C/O : Name & Signature

Approved by Master

Duty Officers Signature



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