

LAMPIRAN 8

Approved by: Managing Director
Prepared issued by: Designated Person

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LOADING CARGO OPERATION PLAN

VESSEL: GAS KALIMANTAN PORT: TESAN
 VES. NO: 811.028 BERTH: SE GAS NO 1
 DATE: 26-06-12

1. CARGO INFORMATION		CARGO GRADE
CARGO GRADE		VCM
STOWAGE TANK		GT NO. 1 AND GT NO. 2
QUANTITY	SHIP'S TKG	1800 MT
	INSTRUMENTED TKG	1801 MT
LOADING PORT		ULDAH
DISCHARGING PORT		AMVER
I.D. or DENSITY (kg/m ³)		780
DISCHARGING TEMPERATURE		
HEATING REQUIREMENTS		
During Unmanning		
During Discharge		
HEATING LIMITATIONS		
Max. Allow. Temp.		
Maximum allowed increase in temp. (°C)		
T.O.N. REQUIREMENTS (if any) (Kerosene, Oil, Oil Cores)		
ISO SHIP TYPE		UN 310
POLLUTION CATEGORY		AIR POLLUTION
WAGOBY		0.2% @ 0°C
MELTING POINT		-113 / 108 °C
FLASH POINT		-70° C
BOLING POINT		-44° C
CARGO MOBILITY		N/A
PRECAUTIONS/REQUIREMENTS		N/A
COXES COMPATIBILITY		N/A
TOXICITY (SPECIFY TOXIC BASIS AND TEST)		N/A
HAZARDOUS		SEE THE MSDS ATTACHED FOR 4 RISKS AND MEASURES
HAZOP / PROTECTIVE EQUIPMENT		GAS TIGHT SUIT COMPLETED
IS THE CARGO STATIC ACCUMULATORY (YES/NO)		NO
EXTINGUISHING AGENTS		DRY CHEMICAL SOLID OR WATER SPRAY TO EXTINGUISH GAS
MSDS CODE REQUIREMENTS		N/A
COG CONDITION OF CARRIAGE		YES

Note: Cargo information above is to be completed for each grade of cargo. Additional sheets to be attached if more cargo grades are carried at a time.

2. STOWAGE AND TANKWISE QUANTITY (Refer to attached Stowage Plan)

(2-2) TANKWISE QUANTITY TO BE LOADED

TANK Nos.	1	2
QUANTITY (MT)	858	850
(m ³)	1081	1080
ULLAGE (m)	7570	7570
VOLUME (m ³)	86.3	86.3
TRANSFER TIME EXPECTED - 8 HRS		

3. ORDER OF TIPPING OFF

To be completed

DATE ISSUED: 26/06/2012

To be filled in

※ **GRADE: VCM**

	CARGO TANK NO.1	CARGO TANK NO.2
	7570	7570

To be loaded above 98% of its capacity

4. **TRANSFER PIPING ARRANGEMENTS (jumping, etc.)**

- **CARGO LINE :** 6 " OF PIPING LINES AND 8 " OF MANIFOLD PIPING LINES
- **VAPOR LINE :** 5 " OF PIPING LINES AND 6 " OF MANIFOLD PIPING LINES
- **N₂ PURGE LINE :** N/A

Manifold arrangement diagramme showing transfer arrangement and pipelines to be used shall be displayed in the CCR and a copy to be attached to the cargo plan.

REMARKS :

Bow to Manifold	: 46.00 M	Manifold to Spill tank	:
Aft to Manifold	: 34.35 M	Upper deck to C. O. P.	:
Keel to Manifold	: 7.95 M	L. W. L. to Upper deck	: 2.00 M
Spill tank to Manifold	: N/A	Keel to L. W. L.	: 5.00 M
Summer Draft	: 5.30 M	Air Draft(Height)	: 27.0 M

5. **PROCEDURES - DISCHARGING OPERATION**

- (1) Preparation of loading
 - a) Oil Spill equipment ready for immediate use (standby on SOPEP room)
 - 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 **Port/STBD*** side entrance door on poop 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 inspection by with cargo surveyor.
- (3) Ship and Shore safety inspection for the safe cargo operation by terminal
- (4) Agreeemet of cargo nomination with loading master
- (5) To comply with shore instructions loading rates/pressure etc.

- (9) 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 pollution
 - c) Check and confirm pressure guage 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 loading sequence
 - h) To compare visual draft with sequence draft – to ensure correct loading according to plan
 - i) To comply with ship/shore safety check list and also the recurring items checklist.
- (9) Topping off
 - a) 1 hr notice to all deck crew before completion of cargo operation
 - b) 1 hr / 30 mins / 15 mins to terminal
 - c) Reduce loading rate if necessary
 - d) Inspection of cargo tanks with surveyor

	2ND STRIPPING CT NO.2	FIRST STRIPPING CT NO.1
	ROB VAPOUR : 3.5 BAR	ROB VAPOUR : 3.5 BAR
	16 MT	16 MT

For stripping of annex-II cargoes, the requirements of P&A manual must be complied with.

4. TRANSFER PIPING ARRANGEMENTS (jumping, etc.)

- **CARGO LINE :** 6 " OF PIPING LINES AND 8 " OF MANIFOLD PIPING LINES
- **VAPOR LINE :** 5 " OF PIPING LINES AND 6 " OF MANIFOLD PIPING LINES
- **N₂ PURGE LINE :** N/A

Manifold arrangement diagramme showing transfer arrangement and pipelines to be used shall be displayed in the CCR and a copy to be attached to the cargo plan.

REMARKS :

Bow to Manifold	: 46.00 M	Manifold to Spill tank	:
Aft to Manifold	: 34.35 M	Upper deck to C. O. P.	:
Keel to Manifold	: 7.95 M	L. W. L. to Upper deck	: 2.05 M
Spill tank to Manifold	: N/A	Keel to L. W. L.	: 4.95 M
Summer Draft	: 5.30 M	Air Draft(Height)	: 29.05 M

5. PROCEDURES - DISCHARGING OPERATION

(1) Preparation of discharging

- a) Spill equipment ready for immediate use (in sopep room)
- 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 **Port/STBD** side entrance door on poop 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) Sample analysis prior to discharge

(6) To commence discharging after successful cargo analysis

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

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(9) 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 pollution
- c) Check and confirm pressure guage 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
- h) To compare visual draft with sequence draft – to ensure correct discharging according to plan
- 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 discharge rate if necessary
- d) Inspection of cargo tanks with surveyor

