## LAMPIRAN 8

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#### **\*\* GRADE: VCM**

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

#### To be loaded above 98% of its capacity

### 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

• N<sub>2</sub> PURGE LINE : N/A

Manifold arragement 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.
Aft to Manifold : 34.35 M.
Keel to Manifold : 7.95 M.
Spill tank to Manifold : N/A.
Summer Draft : 5.30 M.

Manifold to Spill tank
Upper deck to C. O. P.

L. W. L. to Upper deck : 2.00 M Keel to L. W. L. : 5.00 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 aligh 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) Agreemet of cargo nomination with loading master
- (5)To comply with shore instriuctions 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) I 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

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## DECIMALING CARGO SPERATION PLAN

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	2ND STRIPPING CT NO.2	FIRST STIPPING 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 arragement diagramme showing transfer arrangement and pipelines to be used shall be displayed in the CCR and a copy to be a large of the cargo plan.

#### REMARKS:

Bow to Manifold
Aft to Manifold
Keel to Manifold
Spill tank to Manifold
Summer Draft

46.00 M
: 34.35 M
: 7.95 M
: N/A

Manifold to Spill tank : Upper deck to C. O. P. :

### 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 aligh 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 <a href="Port/STBD">Port/STBD\*</a> 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 instriuctions wrt pumping rates/pressure etc.
- (8)To comply with shore instriuctions wrt pumping 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 discharging sequence
- h) To compare visual draft with sequence draft to ensure correct discharging according to plan
- To comply with ship/shore safety check list and also the recurring items checklist.

#### (9)Stripping

- a) I 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

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