

# MT. JAYA OCEAN / SINGAPORE

VOY No: JO : 11 / 2016

## CHIEF OFFICER INSTRUCTION TO DUTY OFFICER

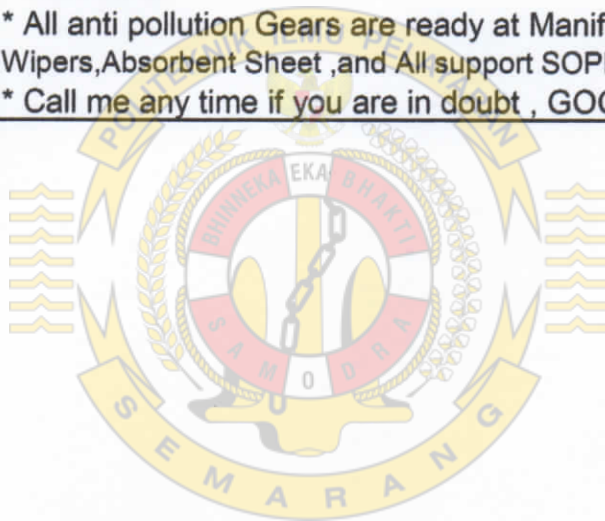
### DISCHARGE ACTIVITY

<b>DATE</b>	20-Jan-16	<b>PORT</b>	TAI CHUNG - TAIWAN
<b>ACTIVITY</b>	Discharging	<b>Total Quantity</b>	1400 MT
<b>LINES TO BE USED</b>	1 x 6" Connected to Manifold No.1	<b>Max disch Rate COP to be used</b>	200 KL/Hrs / No.1 ( S )
<b>MAX PRESS</b>	5 kg/cm <sup>2</sup>	<b>Max Cargo Temp</b>	161 DEG C
<b>Venting System</b>	Before commenced discharging ensure that: * Cargo venting system found good and open condition * Switch on exh. Fan pump room at least 15 minutes before entry		
<b>Precaution against static electricity</b>	* Slow starting at innitial disch rate, 50 m <sup>3</sup> / hrs for 15 minutes than gradually to 200 kl/hrs * * No one is allowed is to use handphone on deck.		
<b>Emergency stop procedure</b>	* Press down of handle cargo pump when emergency stop operated * Ship walkie -talkie on CH : 02		
<b>Cargo discharging sequences</b>	1. Discharging Tank No.2W EMPTY & 4W until Ullage 3.84 Meter 2. Than Continued Disch Tank no.2W EMPTY& 4W till ROB 3. Confirm 30 minutes before completed disch to loading Master		
<b>Fire System</b>	* To OOW please prepared the fire hose, portable extinguisher and antipollution equipment & closed the scupper plug on deck * All fire system keep in on deck standby at all time during activity * Fire and deck patrol carry out every one hour <b>* In case of fire don't hisitste to raise of fire alarm system</b>		
<b>Valve setting</b>	Initial Discharging * Open disch cut V/V No,1,2 Stbd side for , COP No.1 * Open Cut Valve No.1,2 & open suction valve for COT will be disch first * Open manifold valve in used port / stbd side * Open by pass valve deck before commenced discharge * Open all COP valve will be use at pumproom ( Suc V/V, Del V/V ) * Closed all un used valve, if everiting OK start the pump * after 15 minutes, upon conformation that the cargo is received well by shore.		

- \* Close gradually by pass on deck up to maximum discharge pressure.
- \* When the cargo pump operation, check regularly P/R & manifold

<b>Ballasting and Deballasting</b>	* BALLASTING WBT NO.1,2 Once start to disch COT NO.2 W FOR STRIPPING
<b>Safety Precaution</b>	<ul style="list-style-type: none"> <li>* Monitor the trim at all times, must be not trim by head</li> <li>* Minimize the listing ( Max 5 degree )</li> <li>* Low level alarm system to be kept on and monitored.</li> <li>* Tend to mooring lines as necessary to keep the ship alongside and <b>avoid over tension on the ropes.</b></li> <li>* Emergency towing wire to be kept 1 meter above the water level at all times.</li> <li>* <b>Place a sign board "Very Hot Bitumen" near cargo manifold</b></li> <li>* If has leaking stop discharging operation immediately, and call C/O or Master</li> <li>* All anti pollution Gears are ready at Manifold ,empty drums,Saw dust Wipers,Absorbent Sheet ,and All support SOPEP Equipment ready to used</li> <li>* Call me any time if you are in doubt , GOOD WATCH.</li> </ul>

**REMARK :**



Approved by

MASTER

Instructed by ;

Read and Understood ,

Read and Understood,

Agung Dwi Subeno  
Ch. Officer

Sondang . L  
2nd Officer

Purnomo S  
3rd Officer