





**CCR. 2.0 - LOADING & DISCHARGING PLAN**

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Made by : QHSE  
Approved by : MD  
Rev. No : 0



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**LOADING/ DISCHARGING OPERATIONS SEQUENCE**

Indicate/ Record instructions and sequence of operations to take place (such as valve status and line up, tank atmosphere status including IG pressure, pumps to be used, stripping and pump to be used, topping up process, ullaging method, ballast operations/ sequence) per stage. The details and instructions to be provided shall be separated per stage (i.e. instructions to be followed for stage 1, then for stage 2 and so on).

Stage No: Hours:	Instructions To Be Followed
1	<p><b>CARGO :</b> Vessel to load BITUMEN PEN 60/70 in Nominated tanks ( 1w's , 3w's,4w's, 6w's &amp; 7w's COT). Before commencing loading ensure vessel lined up as per below mentioned sequence  <b>MANIFOLD V/V 's ( OPEN), MANIFOLD CROSSOVER V/V 'S ( OPEN ), GOOSENECK V/V (SHUT) , MANIFOLD DRAIN V/V'(SHUT), LINEMASTER V/V ( SHUT), DROP V/V ( OPEN), BOTTOM CROSSOVER ( OPEN ) , TANK V/V'S (OPEN), BULKHEAD MASTER V/V'S ( SHUT) , ALL CARGO VALVES IN PUMPROOM (SHUT) .</b> Initial loading rate to be 150cub m per line . Once ensure cargo being recieved in cargo tank open two more tank valves and increase the rate gradually to maximum 1000 cub m per hour/per line. When loading at full rate ensure 4 cargo tank v/v's are open at all times. Mastriser to be used as means of venting. Maintain tank pressure around 400-500 mmwg . Hydraulic pump level to be monitored. Shipshore safety checklist to be complied with at all times . Loading opeartions checklists to be complies with . Hourly pumproom rounds to be taken . LSA / FFA / SOPEP equipments to be kept ready at all times .</p> <p><b>BALLAST :</b> No ballast to be take or discharged during this stage</p>
2	<p><b>CARGO :</b> Vessel to continue loading at maximum loading rate as above mentioned sequence plan. Hourly comparison of ship shore figures to be carried out. Hydraulic pump level to be monitored. Shipshore safety checklist to be complied with at all times . Loading opeartions checklists to be complies with . Hourly pumproom rounds to be taken . LSA / FFA / SOPEP equipments to be kept ready at all times .</p> <p><b>BALLAST :</b> Start NO 1 WBP when required and adhere to sequence mentioned above. Monitor stresses &amp; stability of the vessel at all times.</p>
3	<p><b>CARGO :</b> Vessel to continue loading at maximum loading rate as above mentioned sequence plan. Hourly comparison of ship shore figures to be carried out. Hydraulic pump level to be monitored. Shipshore safety checklist to be complied with at all times . Loading opeartions checklists to be complies with . Hourly pumproom rounds to be taken . LSA / FFA / SOPEP equipments to be kept ready at all times . Compare CCR guages with manual ullages of cargo tanks . Steel tapes to be used for comparison.</p> <p><b>BALLAST :</b> No ballast opeartion during this stage</p>
4	<p><b>CARGO :</b> Vessel to continue loading at maximum loading rate as above mentioned sequence plan. Hourly comparison of ship shore figures to be carried out. Hydraulic pump level to be monitored. Shipshore safety checklist to be complied with at all times . Loading opeartions checklists to be complies with . Hourly pumproom rounds to be taken . LSA / FFA / SOPEP equipments to be kept ready at all times .</p> <p><b>BALLAST :</b> No ballast opeartion during this stage</p>
5	<p><b>CARGO :</b> Vessel to continue loading at maximum loading rate as above mentioned sequence plan. Hourly comparison of ship shore figures to be carried out. Hydraulic pump level to be monitored.</p>

Cargo plan to be prepared prior every Load / Discharge operation and forwarded to Operations / QHSE for review. To be forwarded as hard copy on board in CCR 2.0 folder





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Stage No: Hours:	Instructions To Be Followed
<b>Critical Stages of Operation / Precautions against static generation / Line clearing</b>	
Stage no 1	Ensure lineup before starting loading.. During ullaging/ gauging equipment to earthed before using. All deck hands to use gas meters at all times.
Stage no 7	After completion of loading before disconnecting manifolds blow air to ensure no cargo splash takes place. Crew members carrying out operation to wear special suits and face shields for safety.
<b>Notice of Rate Change / Venting Requirements</b>	
<b>Emergency Stop Procedures / Emergency spill Procedures &amp; Spill containment</b>	
<b>Emergency Stop Procedures / Emergency spill Procedures &amp; Spill containment</b>	
<b>Hazards of Cargoes / Special precautions required</b>	
<b>UKC limitations / Bunkering / Others</b>	

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Pre-loading / Pre- discharging plan understood and reviewed by all Deck Officers

Cargo Watch-keeping Schedule: -

	Officer On Watch	Deck Watch
0000-0600 / 1200- 1800	2nd officer	OS- Jombay, AB- Jeffrey, AB- Wilman, OS- ALIS
0600-1200 / 1800 - 2400	3rd officer	Bosun- AD1, AB- Joe, OS- MARIL
		P/MAN- ON call

Prepared by Chief Officer:

Reviewed by Deck Officer's:

Approved by Master:

2nd Officer

3rd Officer