



## CCR. 2.0 - LOADING & DISCHARGING PLAN

Date : 10/08/2018  
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Made by : QHSE  
Approved by : MD  
Rev. No : 0

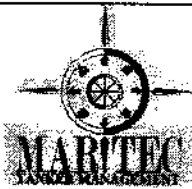
### LOADING/ DISCHARGING OPERATIONS SEQUENCE

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 discharge BITUMEN PEN 60/70 from Nominated tanks ( 2w's , 5w's COT). Before commencing discharging ensure vessel lined up as per below mentioned sequence MANIFOLD V/V 's ( OPEN), MANIFOLD CROSSOVER V/V 'S ( OPEN ), GOOSENECK V/V ( SHUT), MANIFOLD DRAIN V/V'(SHUT), LINEMASTER V/V ( open), DROP V/V ( shut), BOTTOM CROSSOVER ( OPEN ) , TANK V/V'S ( OPEN), BULKHEAD MASTER V/V'S ( open) ,PUMPROOM XOVER( OPEN ) , PUMP DISCH. V/V ( OPEN) . Initial discharging 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. 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 . Discharging 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 operation during this stage</p>
2	<p><b>CARGO</b> : Vessel to continue Discharging at maximum Discharging 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 . Discharging 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 Discharging at maximum Discharging 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 . Discharging 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> : USE 1 WBP when required and adhere to sequence mentioned above. Monitor stresses &amp; stability of the vessel at all times</p>
4	<p><b>CARGO</b> : Vessel to continue Discharging at maximum Discharging 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> :. USE 1 WBP when required and adhere to sequence mentioned above. Monitor stresses &amp; stability of the vessel at all times</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 discharging.. During ullaging/ gauging equipment to earthed before using. All deck hands to use gas meters at all times.
Stage no 7	After completion of discharging 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	<i>2nd officer</i>	<i>OS-Jimboy, AB-Jeff.</i>
		<i>AB- Wilmar, OS- Aca</i>
0600-1200 / 1800 - 2400	<i>2nd officer</i>	<i>BSN, ADI, AB-Joe,</i>
		<i>OS- Mark</i>
		<i>Pl/mon- ON edl.</i>

Prepared by Chief Officer:

*[Signature]*

Approved by Master:

*[Signature]*

Reviewed by Deck Officer's:

*[Signature]*

2nd Officer

*[Signature]*

3rd Officer