



CHAPTER 6 – CARGO OPERATIONS

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actual quantities will be verified on arrival at the discharge port.

If an Early Departure Procedure (EDP) is used, and differences in quantities are observed, cable a Note of Protest to the agent and suppliers, and advise Maritec at once. If more than one document is prepared on one or more of the above, it is important that these documents are consistent and do not contradict one another.

Signed cargo documents (Time Sheet, NOR, Dry Certificate, Letter(s) of Protest, etc.) should be mailed to Maritec Tanker Management Pvt Ltd office from the load port, or at the first opportunity.

Before loading checklist(Form CCR 2.10) a during loading checklist(CCR 2.11), and Final ullage report(CCR 2.1) must be completed for all loading operations.

6.7. Cargo discharging

6.7.1. Tank Inspection

Upon completion of discharging the cargo tanks shall be inspected to determine whether tanks have been properly drained after discharge.

These inspections shall be made by the Chief Mate or a Deck Officer designated by him who shall be accompanied by a responsible terminal representative and an independent surveyor.

Ullages shall be taken and properly recorded after loading, before discharge, or upon completion of discharge if cargo has only been partly discharged.

When ullage is taken by shore personnel, a Deck Officer shall accompany the individual taking the ullage, temperature and presence for water. The accuracy of the ullage readings will be the responsibility of the officer witnessing the readings. These requirements shall also be followed after cargo has been discharged and tanks are being inspected for dryness.

6.7.2. Discharging Sequence

The sequence of discharge will be agreed with the Installation Supervisor and will depend upon shore requirements, and ship capabilities, bearing in mind trim and stress throughout the discharge, pump availability etc.

6.7.3. Pressure Limits

When discharge pressure limitations are imposed, on no account should the discharge pressure exceed the maximum stated by the shore, otherwise bursting of the hoses may result. A protest should be issued whenever the shore restricts the discharge rate of the vessel.

6.7.4. Emergency Stops

All Deck Officers must be fully conversant with the procedures for stopping cargo pumps in an emergency. A record of Emergency Stops shall be maintained in Form CCR-9.7(Cargo Pump Emergency Stop Test Record)



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6.7.5. Cargo Discharge Documentation

Advise terminal as to your discharge sequence and rate based on cargo pumps actual capacity and minimum pressure at manifold of 100 psi. Also advise terminal if the vessel is able to discharge simultaneously, if carrying more than one grade. If the terminal insists on discharge sequence that is not according to your request and/or vessel capabilities, tender Note of Protest. Ship's ullages, temperatures and quantities should be inspected and confirmed by a terminal representative or a surveyor.

Use all cargo pumps at full discharge capacity unless restrictions by shore or distribution of cargo make this impractical.

If cargo requires heating, ensure that the proper temperature is maintained during discharge, and make the proper entry in all documents.

If discharge rate and/or pressure at manifold and/or number of pumps being used is restricted by the terminal, tender a Letter of Protest and make the appropriate notation on the Time Sheet. Also tender a Letter of Protest and enter on Time Sheet any shore stoppages and/or shore instructions for slow pumping.

Maintain a pumping log (Form CCR 2.40) with entries every hour, indicating pumps being used, RPM and pressure at manifold. Indicate in this log local reasons for under-performance due to shore instructions. Copies of this log should be mailed to Maritec Tanker Management Pvt Ltd office.

If practical and in accordance with Charter Party, Crude Oil Wash (COW) cargo tanks during discharge. Record such activities on the Time Sheet or on a separate statement, including the commencement and completion time for COW.

Upon completion of discharge for each grade, obtain Dry Certificate Form 2.4 (Clean Tank Certificate) for all tanks. Each Dry Certificate should be signed by the terminal representative or a surveyor, and contain the notation

"UNPUMPABLE RESIDUES, NOT REACHABLE BY VESSEL FIXED CARGO PUMPS WHICH ARE IN GOOD WORKING CONDITION"

If there is a dispute regarding ROB, dipping should be done in at least three locations within the tanks: one forward and two aft. Stripping pumps should be re-started to demonstrate that ROB is unpumpable, with protest noting time and expense for charterers or terminal account. Cargo hoses should not be disconnected until agreement on ROB has been reached, and declared to be unpumpable. The reasons for this unpumpable ROB, e.g., cold ambient temperatures, failure of pump suction, should be recorded.

If in doubt, vessels on voyage charter should use independent survey or to determine the quantities on arrival, and also ROB upon completion of discharge, for each grade.

If ship quantities at discharge port, when compared to ship quantities at load port, show a loss of more than 0.4%, an independent survey or should be used to confirm quantities.

On non-SBT tankers do not ballast cargo tanks before completing all discharge operations. If discharge and ballasting of cargo tanks are done simultaneously, obtain the terminal's permission or instructions and document the reason. If instructed by terminal to stop discharging for ballasting purposes, record this on the Time Sheet.

Whenever you are presented with a Letter of Protest, make the proper remark on the document before signing, or sign for receiving only and prepare a separate statement regarding the matter.

Have terminal representative or surveyor sign and legibly print his full name on each document (e.g., Dry Certificate, Time Sheet) for future reference in case of dispute.