

CHIEF OFFICER'S LOADING PORT REPORT

VOYAGE NO.: **001 Loading**

CARGO NO.: **MNE-01-2019-001**

PORT: **LNG Marine Loading Terminal**

DATE: **01-01-2019**

All times mentioned are in Local Time (GMT+1)

Berthing

EOSP was at 00:01 on 01.01.2019, vessel dropped anchor at anchorage. Anchor heaved up on 02.01.2019 at 04:12, vessel proceeded towards pilot boarding ground. POB was at 05:14 on 01.01.2019. Vessel berthed port side alongside to LNG Marine Terminal. First line ashore at 06:57, all fast at 08:06. Final mooring configuration: Forward: 2+3+2, aft 2+3+2.

Vessel was made fast alongside with cargo tanks in WARM condition after heel out in discharge port. Average pressure in ship's cargo tanks at opening CTM was 12.8 kPa.

Alongside preparations

Shore gangway was landed as soon as vessel was all fast and propulsion cut off. Visitors to vessel were given security screening and escorted to conference room.

Manifold water curtain started at 08:15.

Optical cable connected at 08:13.

Connection of vapour and loading arms started once the required personnel had boarded the vessel. Four Liquid Arms (1, 2, 3 & 4) and Vapour Arm were connected. All arms were pressure tested and purged satisfactorily. Safety round was carried out by duty officer and all reported in good order.

Ship/Shore interface meeting – opening

Pre-loading meeting was attended by Master, C/O, Supplier Representative, Loading Master and Cargo surveyors. It was agreed that after shore arms cool down vessel cargo tank cool down will commence using only one loading arm No. 3. Three hours notice prior completing CT cool down is required for Terminal. An hour before completing cargo tank cool down (CT temperature below -130 C, required time to achieve this temperature was estimated to be 10 hrs.) ship's line cool down will start and loading will start immediately when header cool down is completed. Loading rate to be 12,000 m³/h. During the meeting all parts of the operation as per agenda were discussed regarding safety, communications and cargo operations. Checklist completed to the satisfaction of all parties. Safety and security of the personnel was emphasized as a priority. It was confirmed that Gas Burning will be allowed to start whenever vessel is ready to do so (after full rate). Pre-loading meeting commenced at 08:48 and completed at 09:12.

Communication

Communication was tested before commencement of cargo operation. Primary means of communication with terminal was Terminal provided Marine VHF (Ch.77) and as a backup telephone hot line (No. 222) was set in case all communication fails. Communication between all parties was good throughout entire operation. Moorings and vapour arm angle were monitored regularly by visual means and adjusted as required.

Opening CTMS

CTMS was opened at 09:49 on 01.01.2019. Opening CTMS was attended by C/O, surveyors and loading master. Cargo quantity on board on opening CTMS was: **0.000 m3**.

ESD Tests

Optical system was in use for ESD. Warm ESD test carried out from 10:01 till 10:08 on 01.01.2019 from ship & from shore. ESD tests were conducted to the satisfaction of both sides. Ship's manifold ESD valves closing time was 27 seconds.

Cooling down Cargo Tanks

Before starting cargo tanks cool down one cargo arm (Arm C connected to ship's manifold No 3) was cooled down from 10:27 to 12:20.

Cooling down of Cargo Tanks was carried out from 12:25 to 22:11 on 01.01.2019 (9 hrs 46 min). Tank pressure during CT cool down was adjusted by free flow. HD#2 compressor was started at 21:44 on 01.01.2019 and HD#1 at 21:48 on 01.01.2019.

Cooling down Cargo Arms and Ship's Lines

Remaining shore arm and liquid header cool down was carried out at the final stage of cargo tanks cool down. All cool down operations were completed at 22:11 on 01.01.2019.

Cargo flow was not stopped.

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Requested terminal to increase cargo flow up to 1000 m³/h at 22:12 on 01.01.2019.

Loading

Vessel commenced loading at 22:15 on 01.01.2019 with full rate at 22:58 on 01.01.2019 (approx.12,000 m³/h).

HD Compressors were running in parallel in manual mode. On full rate HD No. 1 remained running on auto-cascade mode to maintain pressure 8.0 kPa till loading was completed and No. 2 HD was stopped at 00:08 on 02.01.2019.

During loading operation cargo tank pressure was controlled by one HD compressor, average cargo tank pressure was maintained at approx. 8-9 kPa. Loading operation went smoothly without remarks.

Gas burning (Engines & GCU) started at 00:07 on 02.01.2019.

Ramp down started from shore at 11:43 on 02.01.2019. Ramp down/loading was completed at 12:33. Cargo tank filling valves were closed at their respective levels, and No. 3 tank filling valve was left open as the last tank for line draining.

Final cargo tank levels were as follows:

Cargo Tank 1 = 28.44 m (24,897.00 m³)

Cargo Tank 2 = 28.21 m (48653.50 m³)

Cargo Tank 3 = 28.21 m (48653.50 m³)

Cargo Tank 4 = 28.21 m (48653.50 m³)

De-ballasting

De-ballasting commenced at 22:58 on 01.01.2019. Ballast pumps No 1 and No 2 were started at 01:17 on 02.01.2019. Educting (stripping) of ballast tanks was carried out after completion of bulk de-ballasting. Vessel was adjusted to even keel and upright for completion of loading and closing of CTMS.

Draining, purging and disconnection of loading arms

Upon completion of loading all double shut valves were closed and ESD valves remained open, then draining was started followed by purging.

Draining of liquid arms commenced at 13:20 and completed at 13:44 on 02.01.2019.

Purging of liquid arms commenced at 14:00 and completed at 14:26 on 02.01.2019.

Disconnection of liquid arms commenced at 14:02 and completed at 14:33 on 02.01.2019.

Purging of vapour arm commenced at 14:30 and completed at 14:34 on 02.01.2019.

Disconnection of vapour arm commenced at 14:34 and completed at 14:42 on 02.01.2019.

Closing CTMS

Closing CTMS was carried out at 13:49 on 02.01.2019., witnessed by Master, C/O, Cargo Surveyors & Loading Master.

Final volume of cargo on board: **170,442.00 m³**

Average liquid temperature: - **159.84 °C**

Closing Ship/Shore meeting

All documents for the cargo were completed by Master, C/O, Loading Master, Supplier representatives and Cargo Surveyors. Both sides appreciated smooth and safe operation during port stay.

Departure

ESD optical cable was disconnected at 14:56 on 05.10.2017 and all shore personnel disembarked. POB at 15:02 on 02.01.2019 and disembarked at 16:40 on 02.01.2019. Gangway was removed at 15:16 on. FAOP at 17:00 on 02.01.2019, vessel sailed towards discharge port, for discharging ETA 15.01.2019.

Additional remarks:

On-signers: X 1A/E; 2A/E; 3 x DFDE Engine technicians; 1 x HV technician

Off-signers: 1A/E; 2A/E

Garbage landed . 3.5 m³.

Engine spare parts received by service boat during port stay.

**Prepared
C/O LNGC**