

CHIEF OFFICER'S DISCHARGING PORT REPORT

VOYAGE NO.: **001 Discharging**

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

PORT: **LNG Marine Discharging Terminal**

DATE: **15-01-2019**

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

Arrival Condition

Draft = Fwd: 11.50m Aft: 11.50m

Cargo = 168918.571 m³

Ballast = 4125 Mt

Departure Condition

Draft = Fwd: 9.00m Aft: 9.30m

Cargo = 88.090 m³

Ballast = 53817 Mt

Arrival and Berthing

EOSP 08:12 / 19-September-18. NOR tendered 08:12 / 19-September-18.

POB 08:12 on 19-September-18 and vessel proceed towards the berth.

Four tugs assisted during approaching and berthing.

Vessel arrived at the berth and berthed Port side alongside at berth LNG Terminal.

First Line Ashore 10:15, All Fast 11:06.

Final mooring configuration forward 3+3+2 and aft 3+3+2

Berthing went smoothly with good cooperation from all involved.

Alongside preparations

The shore gangway was landed at 11:15, gangway landing position was fwd of port manifold. Visitors to vessel were given security screening and escorted to Conference Room.

Optical ESD cable was connected for Ship/Shore Communication and Electrical connected as back-up. ESD cabinet powered up and healthy signal received.

Manifold water curtain was started shortly after All Fast. Connection of cargo arms commenced once the required personnel had boarded the vessel.

Four (4) liquid arms (L1, L2, L3 and L4) and Vapour Arm (V) were connected, all with quick closing couplings. All arms were pressure tested and purged satisfactorily. Safety Inspection on deck carried out by OOW and Terminal Representative with no deficiencies found.

Ship/Shore Interface Meeting – Opening

Pre-Discharging Meeting held in ship's Office and attended by Captain, C/O, 1/O, C/E and one of junior officer, Terminal representatives and Surveyors.

During the Meeting all parts of the operation were discussed as per agenda: safety, communications and cargo operations. Ship . Shore Safety Checklist completed to the satisfaction of all parties.

Security and safety of the personnel was emphasized as priority.

The pre-loading meeting commenced at 11:45 until 12:3.

Communication

Before commencement of cargo operation communication was tested.

Optical cable was used for communication. The communication was tested and all was working satisfactory.

Communication between ship and terminal was maintained by VHF channel 5.

No Terminal representative stayed onboard during whole the discharge operation

As a back-up communication terminal provided portable telephone handset.

During bulk discharging hourly rate figures were reported to Terminal CCR on hourly basis. Communications between all parties was good throughout our port stay.

Vessel MLM monitor was not in use and Terminal laptop with MLM was not provided.

Tension monitoring readings checked hourly with Jetty CCR.

Opening CTMS

All gas burning stopped at Opening CTS measurement which was carried out at 13:47 by Chief Officer, witnessed by Master, Surveyors and Terminal representatives.

Quantity of cargo on board: **168918.571m³**

ESD Tests

Warm ESD (Optical) triggered first from the ship side. ESD test carried out from 14:05

All ESD valves closed for 28 sec.

Cold ESD was not required by Terminal at this time

Cold stroke test for ESD valves performed after completion cooling down of shore arms.

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Arm and ship's lines Cool Down

Ship's liquid header and crossover lines were cooled down prior to berthing, and as such were in fully cold condition and ready for discharge at start of arm cool down operation. Cooling down shore side arms commenced at 14:30.

Spray Pump No. 2 was used for cargo arms cool down.

Cooling down completed

Procedures and pressure requirements had been followed as requested by loading master.

Discharging

On completion of cooling down ship and terminal were ready to start discharge.

First pump started at 16:25 on recirculation and by 16:27 vessel commenced discharging liquid to shore.

Ramp Up carried out in 8 steps as per agreement between ship and terminal.

Full rate discharging was achieved at 17:25, with the rate of 12,000 m³/hr,

The vessel was instructed to make full cargo discharge (Heel Out) as part of Dry Dock preparation.

Ramp Down commenced at 07:40 next day.

First main cargo pump in each tanks has been stopped at the level of 0.6 m and the second pump kept running till the end.

Stopping of the cargo pumps in each tank was completed at 08:40 (finish bulk discharge).

After the cargo pumps were stopped, quantity of cargo o/b was 250 m³. Vessel made line up and at 08:40 operation; liquid header was drained back to cargo tanks.

As per Charterer request in voyage instructions, vessel stopped the stripping pumps when level in cargo tanks (corrected level) reached 35 mm.

Stripping operation was completed at 10:30.

Final cargo quantity at the end of stripping was 75.042 m³.

During the whole discharge operation, pressure in cargo tanks was between 10-12 kPaG, with use of free flow from terminal tanks.

Ballasting

Ballasting was started by gravity at 16:09 first day.

Two ballast pumps (No 1 and No 3) were used for ballasting from 23:38.

Vessel trimmed as per cargo plan up to 3.5 m by the stern for final cargo discharge. Ballasting was suspended at 13:44 second day with adjusting vessel for the sailing condition. No problems encountered with ballast system and ballasting operations.

Draining, purging and disconnection of cargo arms

Upon completion of discharging ship's manifold ESD remain open and double Shut Valves were shut and vessel prepared for line draining. Liquid header was drained back to cargo tanks during stripping period. The ship's side of shore arms was purged through spray header and the nozzles to all cargo tanks. Draining of arms commenced at 11:20 and was completed at 11:55 on 20-September-18. Purging of arm (including vapour arm) commenced at 11:55 and was completed at 12:46. Disconnection of loading arms commenced at 11:32 and completed at 12:56. Vapour arm was disconnected at 13:00 on second day. ESD cable was removed, and water curtain was stopped.

Closing CTMS

Closing CTMS was carried out at 11:59 on 20-September-18 by Chief Officer, witnessed by Master, Surveyors and Terminal representatives.

Final COB: **88.090 m³**

Quantity of cargo discharged: **168830.481 m³**

Closing Ship/Shore Meeting

Closing meeting was held in ship's Conference Room after Closing CTMS. All paperwork for the cargo was completed by Master, Chief Officer, I/O, Terminal representatives, Loading Master and Surveyors.

All parties expressed their entire satisfaction to very smooth, safe and effective discharge operation. There were no any negative points or observations neither from terminal nor from the vessel. Loading Master thanked ship's staff for very safe and successful operations and the same was appreciated by Master and Chief Officer towards terminal personnel.

All paperwork was finalised and meeting was completed at 13:10 on second day.

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Departure

All shore personnel departed the vessel ,
Shore gangway removed 14:15
The pilot was on board at 14:30 from sea side.
Commence unmooring at 15:06, last line 15:30.
Pilots disembarked 16:30.
FAOP at 16:30

Additional remarks:

On-signers: 2 X A/B; 2 x GCU technicians; 1 x HV technician
Off-signers: 2 x A/B;
Garbage landed = 3.5 m³.
Engine spare parts received by service boat during port stay.

Prepared

C/O LNGC