

Loading/Unloading Plan for Bulk Carriers

SHEN YU 79						DATE:28/4/2023				<div>Load<input type="checkbox"/> unload<input checked="" type="checkbox"/></div>				Voyage No.:2302					
Cargo: From Port:	COAL		STOWAGE FACTOR 42 CUM FT/MT		Ballast pumping rate: 800 M³/H	Dock water density: 1.020				draught limited				Max air draught in berth					
Air Port:			No. of loaders: 2			Load / Discharge rate: 1600T/Hrs				Min draught available(LW):				Max sailing arrival draught:					
PARADIP, INDIA														7.69/1.020					
Total: 72000MT														H1	FORE				
FINAL DRAFT: F/6.31m M/7.04m A/7.69m														TPC=65.72					
Pour No.	Cargo Hold No.	Tonnes	Ballast operations			Time	Comments			Calculated values				Observed value					
							Arrival condition			draught		maximum		Air draught	Draught mid	trim	fwd	aft	mid
1A	2	5000								13.66	14.08	-56.8%	-38.3%	10.53	13.96	0.42			
1B	4	5000								10.48	14.24	-39.7%	44.4%	13.71	12.45	3.76			
2A	3	3100								9.82	13.10	-43.7%	55.1%	14.37	11.54	3.28			
2B	7	2500								9.04	12.36	31.7%	45.5%	15.15	10.78	3.32			
3A	1	800								8.43	9.89	54.3%	-44.7%	15.76	9.20	1.46			
3B	5	4150								6.06	8.26	88.5%	53.4%	18.13	7.22	2.20			
4A	4	5000								6.31	7.69	80.4%	48.0%	17.88	7.04	1.38			
4B	6	5000																	
5A	2	6300																	
5B	6	6150																	
	7	1000																	
Total	44000					0.0Hrs	Sea going Condition:			6.31	7.69	80.4%	48.0%	17.88	7.04	1.38			

Ships Instruction: 1) PLS FOLLOW THE ABOVE MENTIONED SEQUENCE ; 2) KEEP THE SHIP UPRIGHT THROUGHOUT UNLOADING OPERATION Don't Throw the garbage into sea

弯矩和剪力方法以每一次港口货物操作阶段的最大允许值以百分数的形式填写, 最后一次要以海上航行时的最大允许值填写。Bending moments (BM) & Shear Forces (SF) are to be expressed as a % of maximum permitted in-port values for intermediate stages, and of maximum permitted at-sea values for the final stage.

卸货前必须保证船梁的弯矩, 剪力以及每一舱的载重量在允许的范围内。压载水操作时, 可卸货前必须停装和停梁的弯矩, 每一步在允许的范围内。为了保持实际载重量在允许范围内, 压载水操作时, 可卸货前必须停装和停梁的弯矩, 每一步在允许的范围内。为了保持实际载重量在允许范围内, 压载水操作时, 可卸货前必须停装和停梁的弯矩, 每一步在允许的范围内。

moments and tonnage per hold where applicable. Loading/unloading operations may have to be paused to allow for ballasting/deballasting in order to keep actual values within limits.

船艏签字 Signed Ship : 420

沒有大額的批准函上可註計劃不得變更
ON DEVIATION FROM THE ABOVE PLAN WITHOUT PRIOR APPROVAL OF C/O

註：所有系統機時及費用請以 1A、1B、2A、2B 以此類推。Ports to be numbered 1A, 1B, 2A, 2B, etc. when using 2 loaders
註：每部系統機時應寫明 Abbreviations: P= Pump In Gir-Gravitate In F=Fall, PO=Pump Out, GO=Gravitate Out MT=Empty
註：每部系統機時應將所有的表格內容填妥並完成，計劃外的工作應按特性完成 All entries within the box must be completed as far as possible. The entries outside the box are optional.

註：載重報告和其他物質文件一起送交。
Note: Weight report and other material documents should be submitted together with final slow plan, despatch report and other cargo document

准备人 Prepared by: ZHU HONGPU

大副 Chief Mate

审核人 Verified by JIN YUJING

船长 Master