# DRY 13 – ɹrgo Loading / Unloading / Ball: Plan

| Loading / Unloading Plan (DRY 13) | Rev:1 | Date | 25.03.2023 | Vessel | M.V SIROCCO | | Voyage No. | |
|---|---|---|---|---|---|---|---|---|
| Load / ~~Unload~~ Port | CONVENT, USA | Cargo(es) and Assumed Stowage Factors | 1. COAL | 42 CUFT/MT | DW density | 0.997 | Max. Draught Available (HW) | 15.24 |
| To / ~~From~~ Port | HUASCO, CHILE | | 2. | | Last Cargoes RAPESEED | | Min. Draught available (LW) | |
| No of loaders / ~~dischargers~~ | 1 | | 3. | | ALUMINA | | Max. Sailing / Arrival draught | 13.93 |
| Load / discharge rate | 2800hr | | 4. | | SOYABEAN | | Max. Air-draught loader - ship | |

*Stow diagram to be made ship specific - enter tonnes and grade within each hold.*

| | 7. 11600 MT 97% | 6. 10500 MT 88% | 5. 10500 MT 88% | 4. 9000 MT 84% | 3. 10700 MT 89% | 2. 11114MT 90% | 1 9600 MT 92% | |
|---|---|---|---|---|---|---|---|---|

Totals - 73014 MT Grade _____ Tonnes _____ , Grade _____ Tonnes _____ , Grade _____ Tonnes _____

| Stage / Pour No.^ | Ships Crane No. | Cargo Hold # | Cargo Tonnes | Time required | Comments – spreading , trimming etc. | Ballast ( pumping rate 2200 mt/h) PI / O = pump in / out, GI / O = gravity in / out, F = Full, MT = Empty Tank # | Pump (s) | Ballast MT | Ballast time hrs. | Calculated values Draught Fwd | Draught Mid | Draught Aft | Draught Trim | Maximum SF * | Maximum BM * | GM corr. | Air Drft. | Observed Values Draught Fwd | Draught Aft | Draught Mid |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ARRIVAL | CH no 4 – 79% | | 2600 | 1.5 | 5.45 | 7.20 | 8.95 | 3.50 | 72 | 68 | 5.41 | 16.3 | — | — | — |
| 1 | | 3 | 5000 | 1.8 | | CH no 4 – 49% | 2 | 4000 | 1.8 | 6.48 | 7.59 | 8.70 | 2.22 | 73 | 70 | 5.28 | 15.4 | 5·25 | 7·12 | 6·00 |
| 2 | | 5 | 5500 | 2.0 | | CH no 4 – 18% | 2 | 4500 | 2.0 | 5.93 | 7.65 | 9.38 | 3.45 | 63 | 66 | 5.76 | 15.8 | 5·32 | 6·90 | 6·20 |
| 3 | | 1 | 4400 | 1.6 | | CH no 4 – NIL, WBT 2 P/S - 80% | 2 | 3200 | 1.6 | 7.84 | 7.86 | 7.89 | 0.05 | 57 | 73 | 6.84 | 14.2 | 5·48 | 6·82 | 5·90 //08:40 |
| 4 | | 7 | 5700 | 2.0 | | WBT 2, 5/6, 7 – 50% | 2 | 4500 | 2.0 | 6.09 | 8.01 | 9.93 | 3.85 | 74 | 82 | 7.42 | 15.6 | 5·50 | 6·80 | 8·42 // 11:45 |
| 5 | | 2 | 5000 | 1.8 | | WBT 1, 2, 3/4 – NIL | 2 | 3900 | 1.8 | 6.98 | 8.21 | 9.43 | 2.45 | 64 | 93 | 5.07 | 14.9 | 5·25 | 7·12 | 6·00 |
| 6 | | 4 | 5000 | 1.8 | | WBT 5/6, 7 - 20 | 2 | 3200 | 1.8 | 7.64 | 8.44 | 9.24 | 1.60 | 58 | 78 | 4.67 | 14.3 | | | |
| 7 | | 6 | 5000 | 1.8 | | WBT 5/6, 7 – NIL; FPT, APT - 25 | 2 | 3000 | 1.8 | 7.20 | 8.90 | 10.60 | 3.40 | 49 | 56 | 5.09 | 14.6 | 7·60 | 10·76 | 9·18 |
| 8 | | 5 | 5000 | 1.8 | | FPT, APT - NIL STRIPPING | 1 | 600 | 1.8 | 7.10 | 9.20 | 10.30 | 4.20 | 56 | 51 | 4.77 | 14.6 | 9·20 | 10·30 | 8·7 |
| 9 | | 1 | 5200 | 1.9 | | STRIPPING | | | 1.9 | 9.85 | 9.96 | 10.08 | 0.23 | 58 | 48 | 4.50 | 12.2 | 9·87 | 10·10 | 9·98 |
| 10 | | 7 | 5900 | 2.1 | | STRIPPING | | | 2.1 | 8.93 | 10.77 | 12.60 | 3.67 | 65 | 62 | 3.92 | 12.8 | 8·92 | 12·61 | 10·77 |
| 11 | | 3 | 5700 | 2.1 | | STRIPPING | | | 2.1 | 10.65 | 11.61 | 12.57 | 1.92 | 27 | 25 | 3.46 | 11.3 | 10·63 | 12·55 | 11·59 |
| 12 | | 6 | 4000 | 1.5 | | STRIPPING | | | 1.5 | 10.55 | 12.16 | 13..80 | 3.25 | 33 | 37 | 3.32 | 11.2 | 10·54 | 12·18 | 11·36 |
| 13 | | 4 | 4000 | 1.5 | | STRIPPING | | | 1.5 | 11.33 | 12.75 | 14.17 | 2.85 | 49 | 61 | 3.17 | 10.5 | 11·31 | 12·75 | 12·75 |
| 14 | | 2 | 4614 | 1.7 | | STRIPPING | | | 1.7 | 1325 | 13.45 | 13.65 | 0.40 | 33 | 42 | 3.02 | 8.8 | | | |
| | | | | | | | | | | | | | | | | | | | | |

# DRY 13 – Cargo Loading / Unloading / Ballast Plan

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **INTERMEDIATE DRAFT CHECK** | | | | | | | | | | | | | | | | | |
| 15 | | 6 | 1500 | 0.8 | | | | | | | 13.21 | 13.66 | 14.11 | 0.90 | 38 | 59 | 2.90 | 8.8 | | | | |
| 16 | | 2 | 1500 | 0.8 | | | | | | | 13.85 | 13.90 | 13.97 | 0.12 | 37 | 54 | 2.80 | 8.2 | | | | |
| | | | | | DEPARTURE | | | | | | 13.85 | 13.90 | 13.97 | 0.12 | 37 | 54 | 2.80 | 8.2 | | | | |
| | | Total | 73014 | | | | | | | | | | | | | | | | | | | |

* SF + BM are to be expressed as % of max. permitted in-port values for intermediate stages and as % of max. permitted sea values for the final stage.

Every step in loading plan must be within allowable limits for hull girder shear forces, bending moments and tonnage per hold, where applicable.
Loading may need to pause to allow for ballast / de-ballast operations to maintain values within limits.

No deviation from the above plan allowed without prior approval of the Chief Officer.
^ Pours to be numbered 1A, 1B, 2A, 2B, etc. when using multiple loaders / dischargers. Last two pours for trimming – after intermediate Draft Survey.

Signed Terminal [redacted]

Signed Ship

Prepared by Ch. Officer: [redacted] Read & Understood by: 2nd Officer [redacted] 3rd Office[redacted] Bosun _____ Hd. Tunnelman _____