LOADING / UNLOADING PLAN
(Rencana Pemuatan/Pembongkaran)

Ship's Name (Nama Kapal)	Load ./ Disch. Port (Pelabuhan Muat/Bongkar)	Max. Draft Available (Hw) (Maksimal draft yang tersedia)	Max Air Draft In Berth (Draft udara maksimal dipelabuhan)	Assumed SF Of Cargo (Diasumsikan SF kargo)	Ballast Pumping Rate (Tingkat memompa ballast)
Use Of Loaders (Penggunaan loader)	Max Sailing Draft (Sarat Malsimal)	Min. Draft Available (Lw) (Sarat Minimal yg tersedia)	Dock Water Density (Berat Jenis air dermaga)	Last Cargo (Barang terakhir)	Load. / Disch. Rate (Tingkat bongkar/muat)

	7	6	5	4	3	2	1
Tons							
Grade							

Grade :____ ___Tons, Grade :____ ___Tons, Grade :____ ___Tons, Grade :____ ___Tons

Pour No.	Cargo		Ballast Operations	Time Req'd (Hrs)	Comments	Calculated Valves				Calculated Valves			Observed Valves		
	Hold No.	Tons				Draft		Max	Min	Air Draft	Draft Min	Trim	Draft		
						F	A	*BM	*SF				F	A	Mid
Total															

* No deviations from above plan without prior approval of chief mate.

(Tidak ada penyimpangan dari rencana di atas tanpa persetujuan terlebih dahulu dari chief mate)

Signed on behalf of stevedores / Terminal : _____

(Ditandatangani atas nama stevedores)

Signed chief mate_____

Example Loading/Unloading Plan

The loading or unloading plan should be prepared in a form such as shown below.
A different form may be used provided it contains the essential information enclosed in the heavy line box.

LOADING OR UNLOADING PLAN Version No. 1	Date 96-03-24	Vessel BARBICAN				Voyage No. 044
Load/Unload Port BOCA GRANDE	Cargo(es) IRON ORE	Assumed stowage factor of cargo(es) FINES 16 cu ft/t LUMP 18 cu ft/t	Ballast pumping rate 4000 t/hr	Dock water density 1.025	Max draught available (HW) 17.88 m	Max air draught in berth N/A
To/from Port JAPAN F.O.	Last cargo IRON ORE & COAL	No. of loaders/ dischargers 1	Load/ discharge rate 4500 t/hr		Min draught available (LW) 9.42 m	Max sailing/ arrival draught 17.88 m

Tonnes	11	10	9	8	7	6	5	4	3	2	1
Grade			FINES	LUMP	LUMP	LUMP	LUMP	FINES	LUMP	LUMP	FINES
Totals:	Grade: FINES = 44706 Tonnes		Grade: LUMP = 98294 Tonnes						Total: 143000 Tonnes		

Pour No.	Cargo: Hold No.	Cargo: Tonnes	Ballast operations	Time required (hours)	Comments	Calculated values: Draught Fwd	Draught Aft	Maximum BM*	Maximum SF*	Calculated values: Air draught	Draught mid	Trim	Observed Values: Draught Fwd	Draught Aft	Draught Mid
1	4	10000	GO 123 UWT's	2.22	FINES	9.99	10.77	73	49		10.38	0.78			
2	1	7000	GO Upper Fore Peak PO 2 hold	1.56	FINES changeover 2 Hold	10.14	10.48	66	53		10.31	0.34			
3	9	8000	GO 5 UWT's PO Aft peak	1.78	FINES	9.42	12.15	63	59		10.79	2.73			
4	4	6900	PO 1DB's	1.53	FINES	10.12	12.50	80	63		11.31	2.38			
5	9	6756	PO 5 DB's	1.50	FINES	9.56	13.74	80	45		11.65	4.18			
6	1	6050	PO Lower FP GO 2 UWT's	1.36	FINES	9.61	13.57	75	49		11.59	3.96			
					Change grade to LUMP										
7	7	10000	GO 6 Hold to 50%	2.22	LUMP	9.94	14.38	-58	55		11.66	5.43			
8	5	10000	PO 6 Hold	2.22	LUMP	9.63	13.67	-67	49		11.63	4.00			
9	7	7382	Educt 6 Hold	1.64	LUMP change over 6 Hold	9.57	15.24	-64	47		12.41	5.67			
10	3	10000	PO 2 & 3 DB's	2.22	LUMP	10.41	14.65	-49	38		12.53	4.24			
11	8	10000	GO 4 UWT's	2.22	LUMP	9.58	16.66	-50	43		13.12	7.08			
12	5	6382	PO 4 DB's	1.42	LUMP	10.78	16.24	58	37		13.26	5.96			
13	8	6000	Educt as required	1.33	LUMP	9.90	17.98	53	38		13.89	7.98			
14	2	8000	Educt as required	1.78	LUMP	12.51	16.68	-65	46		14.60	4.17			
15	6	9000	Educt as required	2.00	LUMP	13.14	17.80	42	-21		15.47	4.66			
16	2	6000	Educt as required	1.33	LUMP	15.06	16.98	33	-14		16.02	1.92			
17	6	7382	Educt ballast lines	1.64	LUMP	15.39	17.88	48	-80		16.74	2.29			
18	3	5382	Shut down ballast	1.20	LUMP	16.95	17.54	44	-27		17.02	0.59			
					Trim check										
19	8	1000		0.22	LUMP	16.94	17.72	49	-30		17.33	0.79			
20	2	1766		0.39	LUMP	17.51	17.51	46	-27		17.51	0.00			
			DRAUGHT SURVEY		SEAGOING CONDITION	17.51	17.51	62	-36		17.51	0.00			
	TOTAL	149000													

Signed Terminal H Goldstein

Signed Ship A. Smith

NO DEVIATION FROM ABOVE PLAN WITHOUT PRIOR APPROVAL OF CHIEF MATE
Pours to be numbered 1A, 1B, 2A, 2B, etc when using two loaders
Abbreviations: M = Pump In GI = Gravities In F = Fell PO = Pump Out GO = Gravities Out MT = Empty
All entries within the box must be completed as far as possible. The entries outside the box are optional.

*Bending moments (BM) & shear forces (SF) are to be expressed as a percentage of maximum permitted in-port values for intermediate stages, and of maximum permitted sea values for the final stage. Every step in the loading/unloading plan must remain within the allowable limits for hull girder shear forces, bending 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.

Example ~~Loading~~/Unloading Plan

The loading or unloading plan should be prepared in a form such as shown below.
A different form may be used provided it contains the essential information enclosed in the heavy line box.

~~LOADING~~ UNLOADING PLAN Version No. 1	Date 96-05-15	Vessel BARBICAN				Voyage No. 044
Load/Unload Port CHIBA	Cargo(es) IRON ORE	Assumed stowage factor of cargo(es) FINES 16 cu ft/t LUMP 19 cu ft/t	Ballast pumping rate 6000 t/hr	Dock water density 1.025	Max draught available (HW) 17.35m	Max air draught in berth 60m
Sail from Port BOCA GRANDE	Last cargo IRON ORE & COAL	No. of loaders/ dischargers 2	Loading/ discharge rate 1250 t/hr per grab		Min draught available (LW) 7.59m	Max sailing/ arrival draught 17m

	11	10	9	8	7	6	5	4	3	2	1
Tonnes			14756	16910	17382	16382	16382	16900	15382	15470	13050
Grade			FINES	LUMP	LUMP	LUMP	LUMP	FINES	LUMP	LUMP	FINES

Totals: Grade: FINES = 44706 Tonnes Grade: LUMP = 97908 Tonnes Grade: ——— Tonnes Total: 142614 Tonnes

Pour No.	Cargo: Hold No.	Cargo: Tonnes	Ballast operations	Time required (hours)	Comments	Calculated values: Draught Fwd	Calculated values: Draught Aft	Calculated values: Maximum BM*	Calculated values: Maximum SF*	Calculated values: Air draught	Calculated values: Draught mid	Calculated values: Trim	Observed Values: Draught Fwd	Observed Values: Draught Aft	Observed Values: Draught Mid
1A	2	15670	7 GI 1&2 DB's PI 2 UWT's	13.2	LUMP 2 & 6 Holds MT	13.92	16.29	-72	48			2.47			
1B	6	16382	}												
2A	5	10000	7 GI 4 DB's PI 4 UWT's	8.0	LUMP	13.66	14.56	71	56			1.10			
2B	8	10000	}												
3A	3	9000	7 GI 3 DB's	7.2	LUMP	12.19	13.68	77	78			1.69			
3B	7	9000	}												
4A	5	6382	7 GI 5 DB's	5.5	LUMP 5 & 8 Holds MT	12.67	15.22	68	38			2.55			
4B	8	6910	} PI 6 Hold to 0.5m ullage												
5A	3	6382	}	6.7	LUMP 3 & 7 Holds MT	11.05	13.96	-91	59			2.89			
5B	7	8382	}												
			Draught survey and change grade to FINES												
6A	1	6000	7 PI 1&5 4WT's	4.8	FINES	9.75	14.01	83	42			4.26			
6B	9	6000	}												
7A	4	8756	7	7.0	FINES	9.38	10.64	80	52			1.26			
7B	9	8756	}												
8A	1	7050	7 GI & PI Cover Forepeak	6.5	FINES	7.89	11.30	84	-82			3.71			
8B	4	9166	} PI Upper Forepeak & 3 4WT's												
Instructions	① Please empty No 6 Hold and leave as clean as possible. This will then be used for ballast reducing stage 6.														
	② Grab and bull dozer blades must not be allowed to strike the ship's structure. Please instruct drivers to take special care.														
	③ Please note deep wells and eductor pipes in the after corners of each hold. Care required in these areas.														
	④ All damage to be reported. Holds to be surveyed on cargo completion.														
					SEAGOING CONDITION	7.59	11.30	84	-82			3.31			
	TOTAL	142614													

NO DEVIATION FROM ABOVE PLAN WITHOUT PRIOR APPROVAL OF CHIEF MATE
Pours to be numbered 1A, 1B, 2A, 2B, etc when using two loaders
Abbreviations: PI - Pump In GI - Grain In F - Full PO - Pump Out GO - Grain Out MT - Empty
All entries within the box must be completed as far as possible. The entries outside the box are optional.

Signed Terminal ———

Signed Ship A. Smith

*Bending moments (BM) & shear forces (SF) are to be expressed as a percentage of maximum permitted in-port values for intermediate stages, and of maximum permitted at-sea values for the final stage. Every step in the loading/unloading plan must remain within the allowable limits for hull girder shear forces, bending 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.