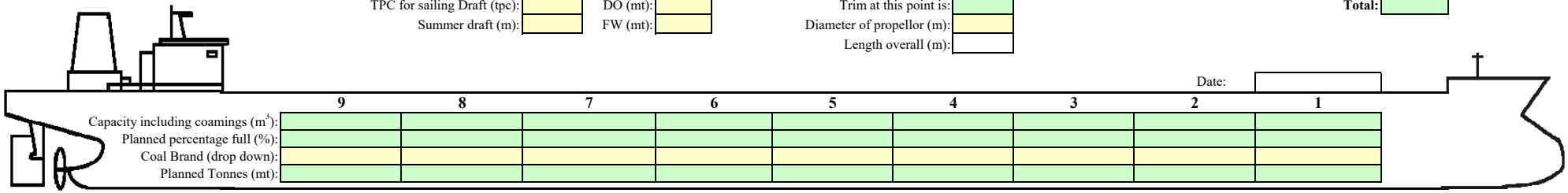
V8.1 **HELP**

LOADING PLAN FOR MV

NCIG Voyage ID:

Ballast to pump out (m^3):		Is cargo hold entry required during loading?	
Deballast pump rate (tph):		If yes, confirm hatch to be entered:	
NCIG average GLR (tph):	6,500	Does vessel have deck gear?:	
Dock water density:	1.023	Arrival figures	Deballast stop point after pour:
TPC for sailing Draft (tpc):		FO (mt):	Trim at this point is:
Summer draft (m):		DO (mt):	Diameter of propellor (m):
		FW (mt):	Length overall (m):

Coal Brand	Stowage Factor (m3/t)	Parcel ID	Vessel Tonnes	Brand Max	Brand Min
			Total:		



Date:

	9	8	7	6	5	4	3	2	1
Capacity including coamings (m^3):									
Planned percentage full (%):									
Coal Brand (drop down):									
Planned Tonnes (mt):									

<< Trim hatches must be no more than 97% full >>

Pour No	Cargo		Actual Cargo (Belt) Tonnes	Load Time (Hrs)	Coal brand *Each grade needs to be completed in full before the next	Ballast Operations *Please use standard abbreviations as per list		De-ballast Time (Hrs)	Comments/Variations	Calculated Values				Calculated Values			Observed Values		
										Draft		Maximum					Draft		
	Hold No	Tonnes				Details / MT	Hold / Tank No		Arrival condition:	Fwd	Aft	BM (*)	SF (*)	Air Draft	Draft Mid	Trim	Fwd	Aft	Mid
1																			
2																			
3																			
4																			
5																			
6																			
7																			
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20																			
Total:						Total Deballast Time including Stripping =			Sailing condition:										

NO DEVIATION FROM ABOVE PLAN WITHOUT PRIOR APPROVAL OF CHIEF MATE
Abbreviations: PI=Pump In GI=Gravitate In F=Full PO=Pump Out GO=Gravitate Out MT=Empty
All entries must be completed as far as possible TPC=Tonnes Per centimetre
Last two pours are assumed as trimming pours with Draft Survey before them.

(*) Bending moments (BM) & shear forces (SF) are to be expressed as %age of maximum permitted in-port values for intermediate stages, and of maximum permitted at-sea values for final stage. Every step in the loading plan must remain within the allowable limits for hull girder shear forces, bending moments and tonnage per hold, where applicable. Loading operations may have to be paused to allow for ballasting/deballasting in order to keep actual values within limits

Sign Up

Vessel:

Terminal:

CELL COLOUR REFERENCE

NCIG to complete - locked
Automatic calculation - locked
Vessel to complete - unlocked