		Hay Point Load Sequence 1 ( Trim 2.5m or less and propeller 100% immersion )											The Master is responsible at all times for the safe loading of the ship, details of which should be confirmed to the terminal in											
L	Plan Version		Ves	sel		Fu	Fuel D.O. (t)		<b>Mooring Lines on winches</b>			25		the form o 1.	f a loadin		-	r less 2 loading sequences must be submitted,						
0	Plan Date		Loadin	g Port		Fu	iel F.O. (t)	No. Of Loaders						2.										
D	IMO No.		Car	go		Metric Tonnes			Loading Rate (t/hr)					Please submit your loading sequ			_			ter than 7 days prior to arrival.				
	Voyage ID		Last	Last Port		Max	Max. Air Dr (m)		St		Stowage Factor (ft3/m)		<u> </u>		rade	Hold	Met	ric Tonnag	Discharge Po	ort	Receiver			
G					Cargo				ock Water Density (t/m3)															
	Total	Total Ballast Onboard (Tonnes)									rox Deballast Hours													
	ax. Arrival F			Max. Arrival Aft. Dr			Max. Arrival Mid Dr				Max. Arrival Trim Dr													
	ax. Sailing F				Max. Sailing Aft. Dr		Max. Sailing Mid Dr				iling Trim Di													
Average Ship		hiploader Load Rates (Tph)		Shiploader	1 5000 tp	h Shij	Shiploader 2		000 tph	Shipl	loader 3	6000 tph		Total Metric		c Tonnage	age							
AFT		Select Hold No																	To overid on	<u>NOTICE</u>				
		Discharge Port																	To avoid any delays, the vessel should promptly notify the terminal of any					
		Metric Tonnes																FWD	deballasting issues. The terminal will					
		Grade									++								provide assistance whenever possible to help prevent delays. Agreed					
		% Used of Hold		%	%		%			%		6	%		%		%							
				-					%				,-						reasonable delays will not inncu penalties.					
CARG		CARGO	-										CALCULAT		ED DRAFTS (m)		MAXIMUM		Arrival Information		rmation			
Pou		Comments Grade	Metric Tonnes	(PI = Pump In; GI = Gravitate In; F = Full; PO = Pump Out; GO =		omments & \	ts & Variations F		or Aft. D	Mid Di	r Trim		ir Draft Max Arrival)	SF (%)	BM (%)	Propeller In	mersion							
		Grade	Tonnes	Gravitate Out; MT = Empty)						rrival Cond	I Condition				(1011				Arrival Disp	Arrival Displacement				
																			Departure Dis	Departure Displacement				
																			Loading Fo	Loading Foreman Contact Informatio				
																		-	+61 07 49 435 217					
																	haypointprodu	haypointproductionsupervisorandlh@						
																		Ber	Berth Radio Informat					
																			Berth 1	Berth	2 Berth 3			
																			Ch 9	Ch 10	) Ch 11			
																			v	Vessel Information				
																		Vessel En	nail					
																	Vessel Cont	Vessel Contact #						
																		Masters N	Masters Name					
																	C/Officer N	ame						
																			G	eneral Info	nformation			
																			-Stowage factor for	-Stowage factor for all grades loaded at Hay Point is				
																		calculated by the te	rminal,no resp	ge factor is less than 40 as onsibility for overloads/				
																			-Trimming cargo m	the terminal a ust calculated a	a result of tight hatches. It 2.5% of total cargo to be			
																			loaded. -Water density at H	ay Point is 1.02	22 - 1.025.			
																			Acceptable D	Acceptable Deballast Times Based on DV				
																			0-60K		<14hr			
																			60-100K		14-18hr			
									Depart	ture Cond	itions								100-125	(	18-22hr			
		Total Tonnage	-		Tota	l Pumping Tim	· · · · ·								l				125-150	(	22-24hr			
		rotar ronnage			Tota		-							<b>a</b> h					150K+	150K+ 24-28hr erminal for approval. The revised sequence must be signed off by				
Sig	ned by Te	rminal			by Ship				both t	the terminal and	ne vessel befo	e any change	es can proceed	I <b>.</b>				erminal for approval. The Permitted At Sea values for :		ice must be signed off by				

	Hay Point	Load Seque	nce <mark>2 (Ve</mark> s	ssels <250m L	OA ONLY to co	mplete- Ves	sel arrival t	o be with	n a trim 3.5m	or less and pro	peller in	nmersion)						ship, details of which should			
LF	Plan Version		Ves	isel			Fuel D.O. (t)		Mo	ooring Lines on wir	nchs		the f	form of a loa 1.	ading sequence. For vess With a trim of <u>2.5m</u>			m or less 2 loading sequence t 100% immersion	s must be s	ubmitted,	
0	Plan Date		Loadin	ig Port			Fuel F.O. (t)			No. Of Loaders				2.		vith immersion of 90% or grea	ter.				
D	IMO No.		Car	go		N	Metric Tonnes			Loading Rate (t/hr	·)		Plea	ise submit y	our loading sequence wit	hin 7-10 da	ys but no lat	ater than 7 days prior to arrival.			
ī	Voyage ID		Last				Max. Air Dr (m)		Stowage Factor (ft3/		/m)			Grade	Hold	Metric To	onnage	Discharge Port	Re	ceiver	
	,-,-	Last Bulk Car					Cargo Density (%)		_												
G		Ballast Onboa	-							Dock Water Density (t/m3)											
	IOLAI	Dallast Unboal	ra (Tonnes)				Ballast Rate (tph) App			oprox Deballast Hours											
Max. Arrival Fwd Dr Max. Arrival Aft. Dr							Arrival Mid	Dr		Max. Arrival Trim	Dr										
м	ax. Sailing F	wd Dr		Max. Sailing Aft. Dr			Max. Sailing Mid Dr			Max. Sailing Trim Dr											
Average Shiploader Load Rates (Tph)			tes (Tnh)	Shiploader 1 5000 tph			iploader 2		6000 tph Shiploader 3			6000 tph		Total Metric Tonnage							
Arerage Ship															<b>_</b>			NC	TICE		
AFT		Select Hold No Discharge Port Metric Tonnes																NOTICE To avoid any delays, the vessel should		essel should	
																			promptly notify the terminal of any		
				nes								-				FV	WD	deballasting issues. The terminal will		erminal will	
		Grade																provide assistance whenever possible to help prevent delays. Agreed			
		% Used of Hold		%	9	, b	%	%		%	%		%		%			reasonable delays	ays. Agi	ippour	
																		penalties.			
		CARGO										CALCU		D DRAFT	S (m)	MAX	імим	Arrival Information			
Ροι	Pour Hold No. Comments Metric		Metric	Ballast Operations (PI = Pump In; GI = Gravitate In; F = Full; PO = Pump			Pumping		Comments &	Variations	Fwd Dr	Dr Aft. Dr Mid Di		Trim	Air Draft	<b>SE</b> (0(4)	BM (%)	Propeller Immersio	n		
No. Hold No. Grade Tonnes		Tonnes		iravitate Out; MT = En		<sup>O =</sup> Time (ł	ו)	Comments a	variations	FWOD	AIL Dr	Mid Dr	r irim	(18m Max Arrival)	SF (%)	DIVI (70)					
							Vesse	<b>Arrival Condition</b>							Arrival Displaceme	nt					
																		Departure Displacem	ent		
																		Loading Foreman Contact Informat			
														+61 07 49 435 217							
														haypointproductionsupervisorandlh@bhp.com							
																		Berth Radio Information			
																		Berth 1 Berth 2		Berth 3	
																			h 10	Ch 11	
																		nformatio	on		
																		Vessel Email			
																		Vessel Contact #			
																		Masters Name			
																		C/Officer Name			
																		General	nformati	on	
																		-Stowage factor for all grade approximately 40 cu ft/mt. If	towage facto	or is less than 40 as	
																		calculated by the terminal,no Spillage is taken by the term	nal as a resu	ilt of tight hatches.	
																		-Trimming cargo must calcul loaded.		ů	
																		-Water density at Hay Point i	s 1.022 - 1.0	025.	
																		Acceptable Deballast Times Based		Based on DWT	
																		0-60K		<14hr	
																		60-100K		14-18hr	
							Den	arture Conditions								100-125K		18-22hr			
		otal Tonnage			Та	tal Pumping Ti	me						ļ		L	125-150K		22-24hr			
		otar ronnage				tarr unipility fi	e					 	4-4-4		laukasiasian of the state	dt		150K+		24-28hr	
Sig	gned by Te	rminal			Signe	d by Ship	Any arterations to the loading plan will both the terminal and the vessel before Bending Moments & Shear Forces are to b							roceed.				ninal for approval. The revised s nitted At Sea values for final stage	equence mus	t be signed off by	