Hay Point Load Sequence 1 (Trim 2.5m or less and propeller 100% immersion)

LOADING

Plan Version		Vessel		Fuel D.O. (t)		Mooring Lines on winches	
Plan Date		Loading Port		Fuel F.O. (t)		No. Of Loaders	
IMO No.		Cargo		Metric Tonnes		Loading Rate (t/hr)	
Voyage ID		Last Port		Max. Air Dr (m)		Stowage Factor (ft3/m)	
Last Bulk Cargo				Cargo Density (%)		Dock Water Density (t/m3)	
Total Ballast Onboard (Tonnes)				Ballast Rate (tph)		Approx Deballast Hours	

Max. Arrival Fwd Dr		Max. Arrival Aft. Dr		Max. Arrival Mid Dr		Max. Arrival Trim Dr	
Max. Sailing Fwd Dr		Max. Sailing Aft. Dr		Max. Sailing Mid Dr		Max. Sailing Trim Dr	
Average Shiploader Load Rates (Tph)		Shiploader 1	5000 tph	Shiploader 2	6000 tph	Shiploader 3	6000 tph

The Master is responsible at all times for the safe loading of the ship, details of which should be confirmed to the terminal in the form of a loading sequence. For vessels with an LOA of 250m or less 2 loading sequences must be submitted,

1. With a trim of **2.5m** or less and propeller at 100% immersion.
2. With a trim of **3.5m** or less and propeller with immersion of 90% or greater.

Please submit your loading sequence within 7-10 days but no later than 7 days prior to arrival.

Grade	Hold	Metric Tonnage	Discharge Port	Receiver
Total Metric Tonnage				

AFT										FWD
Select Hold No	9	8	7	6	5	4	3	2	1	
Discharge Port										
Metric Tonnes										
Grade										
% Used of Hold	%	%	%	%	%	%	%	%	%	

NOTICE

To avoid any delays, the vessel should promptly notify the terminal of any deballasting issues. The terminal will provide assistance whenever possible to help prevent delays. Agreed reasonable delays will not inncur penalties.

CARGO							CALCULATED DRAFTS (m)					MAXIMUM	
Pour No.	Hold No.	Comments Grade	Metric Tonnes	Ballast Operations (PI = Pump In; GI = Gravitate In; F = Full; PO = Pump Out; GO = Gravitate Out; MT = Empty)	Pumping Time (h)	Comments & Variations	Fwd Dr	Aft. Dr	Mid Dr	Trim	Air Draft (18m Max Arrival)	SF (%)	BM (%)
						Vessel Arrival Condition							
						Departure Conditions							
		Total Tonnage				Total Pumping Time							

Arrival Information	
Propeller Immersion	
Arrival Displacement	
Departure Displacement	

Loading Foreman Contact Information
+61 07 49 435 217
haypointproductionsupervisorandlh@bhp.com

Berth Radio Information		
Berth 1	Berth 2	Berth 3
Ch 9	Ch 10	Ch 11

Vessel Information	
Vessel Email	
Vessel Contact #	
Masters Name	
C/Officer Name	

General Information

-Stowage factor for all grades loaded at Hay Point is approximately 40 cu ft/mt. If stowage factor is less than 40 as calculated by the terminal,no responsibility for overloads/ Spillage is taken by the terminal as a result of tight hatches.
-Trimming cargo must calculated at 2.5% of total cargo to be loaded.
-Water density at Hay Point is 1.022 - 1.025.

Acceptable Deballast Times Based on DWT	
0-60K	<14hr
60-100K	14-18hr
100-125K	18-22hr
125-150K	22-24hr
150K+	24-28hr

Signed by Terminal		Signed by Ship	

Any alterations to the loading plan will necessitate the preparation and submission of a revised loading sequence to the terminal for approval. The revised sequence must be signed off by both the terminal and the vessel before any changes can proceed.
Bending Moments & Shear Forces are to be expressed as % of Maximum Permitted In for intermediate stages, and of Maximum - Permitted At Sea values for final stage.

Hay Point Load Sequence 2 (Vessels <250m LOA ONLY to complete- Vessel arrival to be with a trim 3.5m or less and propeller immersion)

LOADING

Plan Version		Vessel		Fuel D.O. (t)		Mooring Lines on winchs	
Plan Date		Loading Port		Fuel F.O. (t)		No. Of Loaders	
IMO No.		Cargo		Metric Tonnes		Loading Rate (t/hr)	
Voyage ID		Last Port		Max. Air Dr (m)		Stowage Factor (ft3/m)	
Last Bulk Cargo				Cargo Density (%)		Dock Water Density (t/m3)	
Total Ballast Onboard (Tonnes)				Ballast Rate (tph)		Approx Deballast Hours	

Max. Arrival Fwd Dr		Max. Arrival Aft. Dr		Max. Arrival Mid Dr		Max. Arrival Trim Dr	
Max. Sailing Fwd Dr		Max. Sailing Aft. Dr		Max. Sailing Mid Dr		Max. Sailing Trim Dr	
Average Shiploader Load Rates (Tph)		Shiploader 1	5000 tph	Shiploader 2	6000 tph	Shiploader 3	6000 tph

The Master is responsible at all times for the safe loading of the ship, details of which should be confirmed to the terminal in the form of a loading sequence. For vessels with an LOA of 250m or less 2 loading sequences must be submitted,

1. With a trim of 2.5m or less and propeller at 100% immersion.
2. With a trim of 3.5m or less and propeller with immersion of 90% or greater.

Please submit your loading sequence within 7-10 days but no later than 7 days prior to arrival.

Grade	Hold	Metric Tonnage	Discharge Port	Receiver
Total Metric Tonnage				

AFT

Select Hold No	9	8	7	6	5	4	3	2	1
Discharge Port									
Metric Tonnes									
Grade									
% Used of Hold	%	%	%	%	%	%	%	%	%

FWD

NOTICE

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CARGO							CALCULATED DRAFTS (m)					MAXIMUM	
Pour No.	Hold No.	Comments Grade	Metric Tonnes	Ballast Operations (PI = Pump In; GI = Gravitate In; F = Full; PO = Pump Out; GO = Gravitate Out; MT = Empty)	Pumping Time (h)	Comments & Variations	Fwd Dr	Aft. Dr	Mid Dr	Trim	Air Draft (18m Max Arrival)	SF (%)	BM (%)
						Vessel Arrival Condition							
						Departure Conditions							
Total Tonnage				Total Pumping Time									

Arrival Information	
Propeller Immersion	
Arrival Displacement	
Departure Displacement	

Loading Foreman Contact Information
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Vessel Information	
Vessel Email	
Vessel Contact #	
Masters Name	
C/Officer Name	

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100-125K	18-22hr
125-150K	22-24hr
150K+	24-28hr

Signed by Terminal		Signed by Ship	

Any alterations to the loading plan will necessitate the preparation and submission of a revised loading sequence to the terminal for approval. The revised sequence must be signed off by both the terminal and the vessel before any changes can proceed.
Bending Moments & Shear Forces are to be expressed as % of Maximum Permitted In for intermediate stages, and of Maximum - Permitted At Sea values for final stage.