Unloading bulk carriers with cement
Practical issues

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Cement Distribution Consultants
Efficient ship unloading only partially depends on good equipment.

It is mostly organisation!
Preparing for the unloading already starts at the export terminal

- Clean hold survey
- How many holds are loaded
- Samples of cement taken
- Notice of ETA
During voyage:

- Discharge sequence to be send by ships master to terminal
- Discharge planning to be made
- Berthing plan to be made
- Several notices of ETA to be provided (3 days, 1 day, 6 hours)
Before arrival of the ship:

- Unloader put at the position of first hold to be unloaded
- All conveying equipment ready and a test run made
- Discharge planning ready and sequence of terminal loading determined. All operators and cleanup crew informed on planned time frame
- Cleanup equipment ready and tested
On arrival of the ship

- Ensure that ship is berthed as planned
- Customs formalities
- Draft marks
- Check on water damage
- Take cement samples
- Agreement with master on discharge planning and co-operation of ships crew
- Notice of readiness to unload
Unloading:

- Free digging
- Cleanup
- Weather delays
- Equipment breakdowns
- Ship related delays
- Foreign objects

KEEP A LOGBOOK!
MANAGE THE OPERATION
CLEANUP 1
CLEANUP 2
Ship is empty:

- When?
- Formal notice that ship is empty
- Draft marks
  (actual quantity unloaded)
After unloading:

- Demurrage / Despatch calculations
- Evaluation
- Maintenance of shipunloader and conveying equipment
- Prepare for next ship