



# Unloading bulk carriers with cement Practical issues



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**CEMENT**  
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The illustration shows a bulk carrier ship docked at a port. A conveyor system is shown extending from the ship's deck to a large, multi-story warehouse building with a gabled roof. The building has a grid-like pattern on its facade. The ship is positioned on the left, and the warehouse is on the right. The scene is rendered in a blue-tinted, technical drawing style.

# Efficient ship unloading only partially depends on good equipment



**It is mostly organisation!**

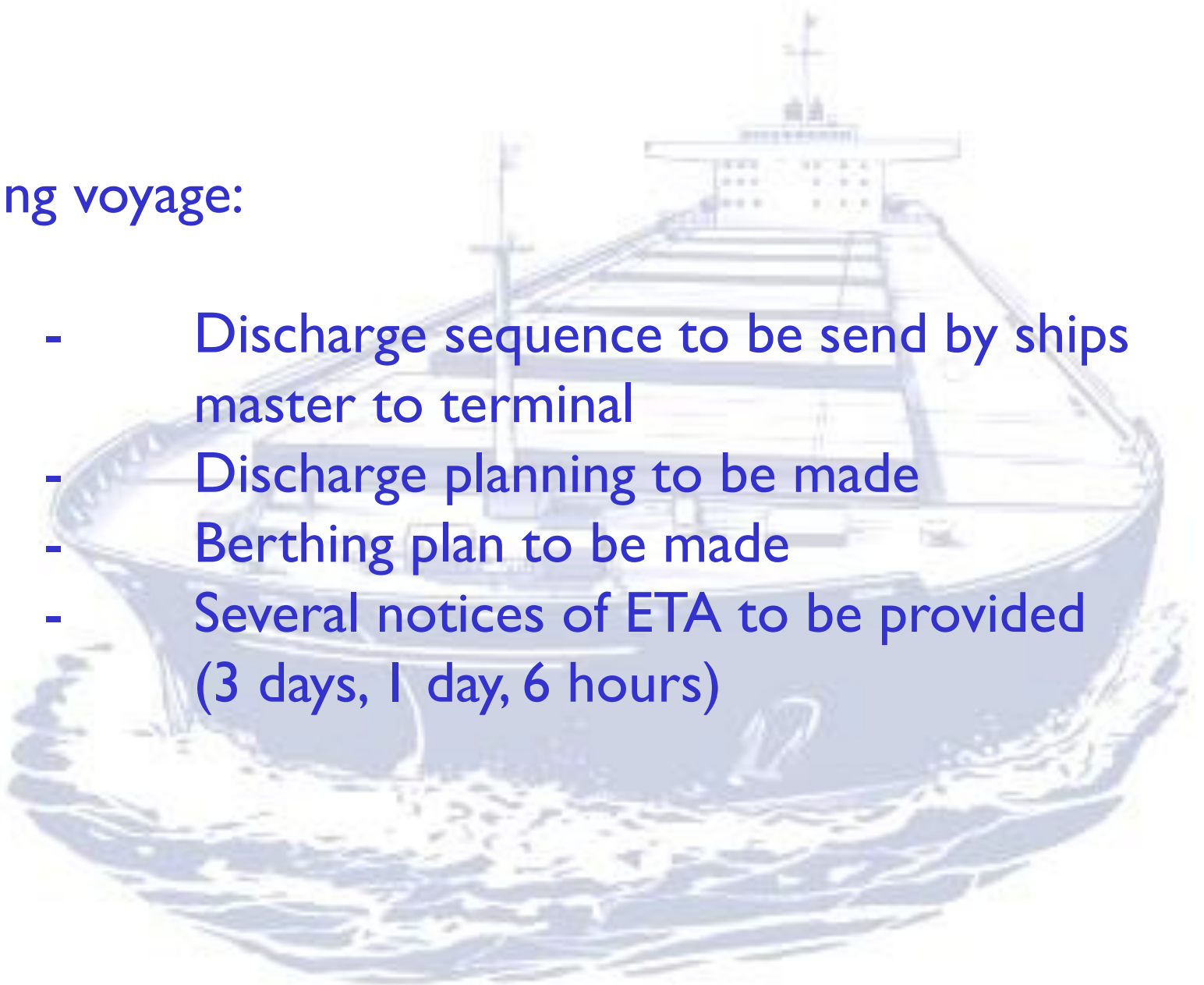


Preparing for the unloading already starts at the export terminal

- 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)



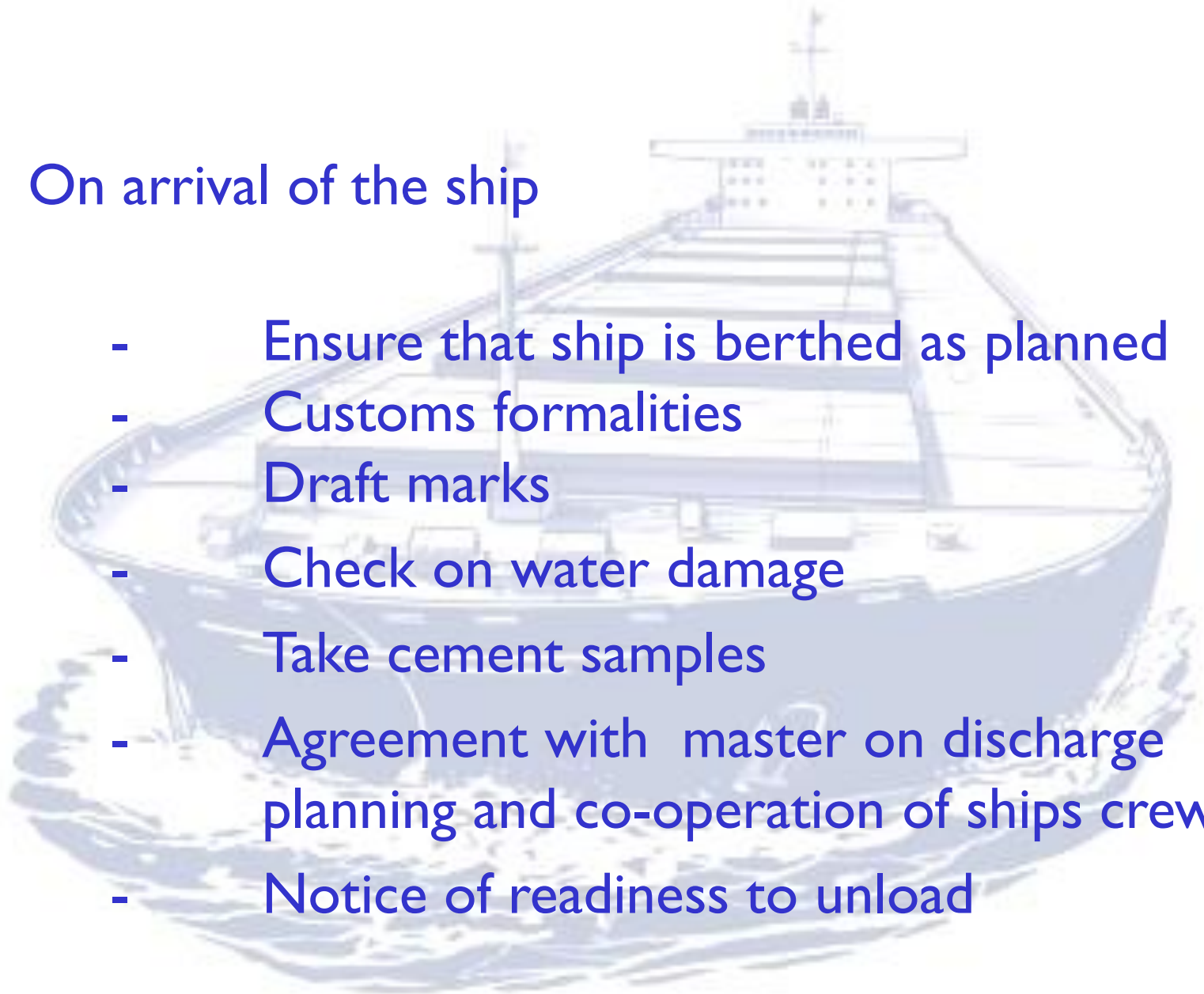


## Before arrival of the ship:

- 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 I

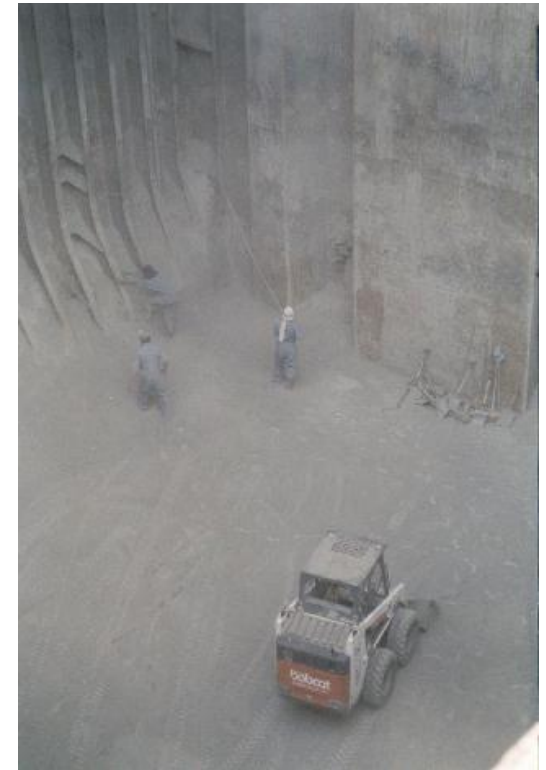




# CLEANUP 2



# CLEANUP 3





Ship is empty:

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



After unloading:

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