



TÜRK LOYDU

TECHNICAL CIRCULAR

Circular No: S-P 24/13

Revision: 1

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Adoption Date: 14.05.2013

Related Requirement: TL- R S1A

Subject: Retrospective Application for Additional Requirements for Loading Conditions, Loading Manuals and Loading Instruments for Bulk Carriers, Ore Carriers and Combination Carriers

Entry into Force Date:

1 Application*

Bulk Carriers, Ore Carriers and Combination Carriers (see **TL- R Z11**) of 150 m length and above, which are contracted for construction before 1st July 1998 are to be provided with an approved loading instrument of a type to the satisfaction of the Society not later than their entry into service or 1st January 1999, whichever occurs later.

In addition, Bulk Carriers of 150 m length and above where one or more cargo holds are bounded by the side shell only, which were contracted for construction before 1st July 1998, are to be provided, with an approved loading manual with typical loading sequences where the vessel is loaded from commencement of cargo loading to reaching full deadweight capacity for homogeneous conditions, relevant part load conditions and alternate conditions where applicable. Typical unloading sequences for these conditions shall also be included. Annex 1 contains, as guidance only, an example of a Loading Sequence Summary Form. Annex 2 contains guidance for loading and unloading sequences for existing bulk carriers.

2 Definitions

2.1 Loading Manual

Loading Manual is a document which describes:

a) the loading conditions on which the design of the ship has been based, including permissible limits of still water bending moments and shear forces;

* 1. The latest date for implementation for requirements in 2.1(f) is 1st July 1999.

2. The latest date for implementation for requirements in 2.2(b) is 1st July 1999.

3. The latest date for implementation for requirements in 4(d) is 1st July 1999.

4. **TL- R S1A** are to be uniformly implemented from 1 July 2001.

5. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to **TL- PR 29**.

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- b) the results of the calculations of still water bending moments, shear forces and where applicable, limitations due to torsional loads;
- c) for bulk carriers, envelope results and permissible limits of still water bending moments and shear forces in the hold flooded condition according to **TL- R S17** as applicable;
- d) the cargo hold(s) or combination of cargo holds that might be empty at full draught. If no cargo hold is allowed to be empty at full draught, this is to be clearly stated in the loading manual;
- e) maximum allowable and minimum required mass of cargo and double bottom contents of each hold as a function of the draught at mid-hold position;
- f) maximum allowable and minimum required mass of cargo and double bottom contents of any two adjacent holds as a function of the mean draught in way of these holds. This mean draught may be calculated by averaging the draught of the two mid-hold positions;
- g) maximum allowable tank top loading together with specification of the nature of the cargo for cargoes other than bulk cargoes;
- h) maximum allowable load on deck and hatch covers. If the vessel is not approved to carry load on deck or hatch covers, this is to be clearly stated in the loading manual;
- i) the maximum rate of ballast change together with the advice that a load plan is to be agreed with the terminal on the basis of the achievable rates of change of ballast.

2.2 Loading Instrument

A loading instrument is an approved digital system as defined in S1. In addition to the requirements in S1, it shall ascertain as applicable that:

- a) the mass of cargo and double bottom contents in way of each hold as a function of the draught at mid-hold position;
- b) the mass of cargo and double bottom contents of any two adjacent holds as a function of the mean draught in way of these holds;
- c) the still water bending moment and shear forces in the hold flooded conditions according to S17;

are within permissible values.

3 Conditions of Approval of Loading Manuals

In addition to the requirements given in **TL- R S1.2.2**, the following conditions, subdivided into departure and arrival conditions as appropriate, are to be included in the Loading Manual:

- a) alternate light and heavy cargo loading conditions at maximum draught, where applicable;
- b) homogeneous light and heavy cargo loading conditions at maximum draught;

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- c) ballast conditions. For vessels having ballast holds adjacent to topside wing, hopper and double bottom tanks, it shall be strengthwise acceptable that the ballast holds are filled when the topside wing, hopper and double bottom tanks are empty;
- d) short voyage conditions where the vessel is to be loaded to maximum draught but with limited amount of bunkers;
- e) multiple port loading / unloading conditions;
- f) deck cargo conditions, where applicable;
- g) typical loading sequences where the vessel is loaded from commencement of cargo loading to reaching full deadweight capacity, for homogeneous conditions, relevant part load conditions and alternate conditions where applicable. Typical unloading sequences for these conditions shall also be included. The typical loading / unloading sequences shall also be developed to not exceed applicable strength limitations. The typical loading sequences shall also be developed paying due attention to loading rate and the deballasting capability. Annex 1 contains, as guidance only, an example of a Loading Sequence Summary Form;
- h) typical sequences for change of ballast at sea, where applicable.

4 Condition of Approval of Loading Instruments

The loading instrument is subject to approval. In addition to the requirements given in **TL- R S1.2.3**, the approval is to include as applicable:

- a) acceptance of hull girder bending moment limits for all read-out points;
- b) acceptance of hull girder shear force limits for all read-out points;
- c) acceptance of limits for mass of cargo and double bottom contents of each hold as a function of draught;
- d) acceptance of limits for mass of cargo and double bottom contents in any two adjacent holds as a function of draught.

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ANNEX 1 GUIDANCE ON TYPICAL LOADING SEQUENCE SUMMARY FORM

Form No: PL 72-03/04.03.2016

Side view showing deck, girders, and supports. Top view showing the bridge deck layout with numbered points (1-10) and dimensions.

No.	Code for Commissioning of infrastructure			
1	2	3	4	5

Notes: During construction, the bridge shall be loaded in accordance with the loading sequence indicated in the table. The loading sequence shall be as per the table. The loading sequence shall be as per the table.

No.	Description of loading sequence	Initial state of loading sequence		Final state of loading sequence	
		Start	End	Start	End
1	Initial state				
2	Final state				

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ANNEX 2 EXISTING BULK CARRIERS GUIDANCE FOR LOADING / UNLOADING SEQUENCES

1. **TL- R S1A1** requires that bulk carriers of 150 m length and above, where one or more cargo holds are bounded by the side shell only, which were contracted for construction before 1st July 1998, are to be provided, with an approved loading manual with typical loading sequences where the ship is loaded from commencement of cargo loading to reaching full deadweight capacity, for homogeneous conditions, relevant part loaded conditions and alternate conditions where applicable. Typical unloading sequences shall be included.
 2. This requirement will necessitate shipowners and operators to prepare and submit for approval typical loading and unloading sequences.
 3. The minimum acceptable number of typical sequences is:
 - one homogeneous full load condition,
 - one part load condition where relevant, such as block loading or two port unloading,
 - one full load alternate hold condition, if the ship is approved for alternate hold loading.
 4. The shipowner / operator should select actual loading / unloading sequences, where possible, which may be port specific or typical.
 5. The sequence may be prepared using the onboard loading instrument. The selected loading conditions should be built up step by step from commencement of cargo loading to reaching full deadweight capacity. Each time the loading equipment changes position to a new hold defines a step. Each step is to be documented and submitted to **TL**. The printout from the loading instrument is generally acceptable. This allows the actual bending moments and shear forces to be verified and prevent the permissible values being exceeded. In addition, the local strength of each hold may need to be considered during the loading.
 6. For each loading condition a summary of all steps is to be included. This summary is to highlight the essential information for each step such as:
 - How much cargo is filled in each hold during the different steps,
 - How much ballast is discharged from each ballast tank during the different steps,
 - The maximum still water bending moment and shear at the end of each step,
 - The ship's trim and draught at the end of each step.
- Blank summary sheets are attached for reference for typical 5, 7 and 9 hold bulk carriers.
7. The approved typical loading / unloading sequences, may be included in the approved loading manual or take the form of an addendum prepared for purposes of complying with requirements of **TL**. A copy of the approved typical loading / unloading sequences is to be placed onboard the ship.