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COURSE BROCHURE

Dry Bulk Cargo Handling and Draft Survey Training Course

jupiterprime.uk

info@jupiterprime.uk

Registered in the United Kingdom and Saudi Arabia

Dry Bulk Cargo Handling and Draft Survey Training Course

Dry Bulk Cargo Handling and Draft Survey is a 1-week training course for cargo superintendents, ship officers and stevedoring supervisors who load and discharge grain, ore, coal and fertiliser ships, and it ends with a dry bulk loading and draft survey plan. Disputes over delivered tonnage and cargoes that shift or liquefy remain costly for owners, charterers and terminals alike. Jupiter Prime Training runs this course for bulk shipping and terminal teams.

Why Dry Bulk Cargo Handling and Draft Survey Matters Now

Three groups shape dry bulk work today. Charterers and receivers challenge shore scale figures with draft survey results, so a sloppy survey turns into a cargo claim. Port inspectors examine moisture certificates and trimming closely after ship losses linked to cargo liquefaction. Terminals push faster loading rates that can overstress hull girders when the pour sequence is wrong. Ships and terminals that handle bulk well load to the right draft and settle quantities without dispute, while poor practice brings detentions and short-landing claims.

Who Gains Most from Dry Bulk Cargo Handling and Draft Survey

- Cargo superintendents responsible for loading plans, pre-load surveys and outturn reconciliation
- Chief and cargo officers responsible for ballast sequencing, draft readings and hold condition
- Stevedoring supervisors responsible for grab, conveyor and ship loader operation alongside
- Marine surveyors responsible for draft surveys, hold inspections and moisture sampling witness
- Terminal planners responsible for berth sequencing and loading rate agreements with ships

Owners, charterers and terminals that send a superintendent, a ship officer and a stevedoring supervisor together gain most.

Dry Bulk Cargo Handling and Draft Survey Capabilities

The capabilities below join hull strength, cargo properties and survey arithmetic into one loading and discharge sequence.

- Calculate cargo quantity by draft survey — receivers and charterers
- Assess cargo properties such as moisture limit, angle of repose and stowage factor — master and terminal acceptance
- Design pour sequences that keep shear force and bending moment within limits — ship structural safety
- Specify hold cleanliness and preparation standards for the next cargo grade — shipper inspection
- Apply trimming and securing methods for bulk and breakbulk parcels — stevedore crews
- Communicate loading rate and deballasting agreements between ship and shore — terminal planners

Key Dry Bulk Cargo Handling and Draft Survey Terms

- Draft survey — A calculation of cargo weight from a ship's displacement before and after loading.
- Stowage factor — The volume one tonne of a cargo occupies in a hold, used to plan hold filling.
- Transportable moisture limit — The highest moisture content at which a cargo that may liquefy can be carried safely.
- Angle of repose — The steepest slope a dry granular cargo forms when poured, guiding trimming needs.
- Pour sequence — The ordered list of hold loadings and ballast changes that keeps hull stresses within limits.
- Hold cleanliness standard — An agreed grade of hold condition required before loading.

Dry Bulk Cargo Handling and Draft Survey Day by Day

Day 1: Bulk Trades, Cargo Groups and Ship Types

- Major and Minor Bulk Trades — Ship Size and Port Draft Choice
- Cargo Groups That May Liquefy — Acceptance Criteria
- Bulk Carrier Hold and Hatch Arrangements — Grab and Loader Access
- Shipper Cargo Declarations and Moisture Certificates — Pre-Loading Checks
- Breakbulk and Project Parcels on Bulk Ships — Mixed Cargo Decisions

Day 2: Hold Preparation and Loading Plans

- Hold Cleanliness Grades and Washing — Next Cargo Readiness
- Hatch Cover Weathertightness Testing — Wet Damage Prevention
- Stowage Factor and Hold Filling Calculation — Cargo Intake Estimate
- Pour Sequence and Ballast Exchange — Shear Force and Bending Moment Limits
- Ship-Shore Safety Checklist and Loading Rate Agreement — Terminal Coordination

Day 3: Draft Survey Method

- Draft Mark Reading and Mean of Means — Initial Displacement
- Trim, List and Hog-Sag Corrections — Accurate Displacement
- Dock Water Density Measurement — Displacement Adjustment
- Ballast, Fuel and Stores Deductibles — Net Cargo Weight
- Shore Scale Versus Survey Discrepancies — Claim Prevention

Day 4: Handling, Trimming, Securing and Discharge

- Grab, Conveyor and Ship Loader Operation — Damage and Dust Control
- Trimming Methods by Angle of Repose — Cargo Shift Prevention
- Securing and Dunnage for Steel and Project Parcels — Breakbulk Stability
- Discharge Sequencing and Hold Bottom Cleaning — Outturn and Residue Control
- Stability Checks During Cargo Work — Intact Stability Margins

Day 5: Practising the Dry Bulk Loading and Draft Survey Plan

- Cargo Acceptance File — Applying Day 1 Declarations to a Case Shipment
- Hold and Pour Plan — Applying Day 2 Sequence Methods
- Initial and Final Survey Worksheet — Applying Day 3 Corrections
- Handling and Stability Check — Applying Day 4 Trimming and Securing Rules
- Dry Bulk Loading and Draft Survey Plan — Roles, Hold Points and Sign-Off

Applying Dry Bulk Cargo Handling and Draft Survey After the Course

- Re-run the last three draft surveys with a correction checklist and compare them with shore scale figures.
- Review the current pour sequence template against shear force and bending moment limits for the next fixture.

Dry Bulk Cargo Handling and Draft Survey Questions FAQ

What is dry bulk cargo handling and draft survey and why does it matter now?

Dry bulk cargo handling and draft survey covers how bulk cargoes are accepted, loaded, trimmed and measured by a ship's displacement. It matters now because quantity disputes and liquefaction risks raise the cost of errors.

Which roles gain most from dry bulk cargo handling and draft survey training?

Cargo superintendents, chief and cargo officers and stevedoring supervisors gain most, with marine surveyors and terminal planners.

How does dry bulk cargo handling and draft survey differ from container lashing training?

Dry bulk cargo handling and draft survey deals with loose cargoes, hold preparation, pour sequences and weight measurement. Container lashing training covers fixed units on container ships.

What do you bring back from dry bulk cargo handling and draft survey training?

You bring back a loading and survey plan covering acceptance, pour sequence and survey worksheet for a real shipment.

Dry Bulk Cargo Handling and Draft Survey: The Way Forward

The dry bulk loading and draft survey plan first informs whether the next cargo is accepted and in what pour sequence it is loaded. Superintendents, ship officers and stevedores use it. After the first voyage, revisit survey corrections and loading rates against outturn figures and stress readings before the next fixture.