	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p>28.0 CEMENT CLINKER</p> <p>DRY CARGO MANUAL</p>	<p>Sect : 28.0 Page : 1 of 3 Date : 07-Aug-25 Rev : 10.0 Appr : DPA</p>
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CEMENT CLINKER PRECAUTIONS


1. CEMENT CLINKER PRECAUTIONS

Following precautions are to be complied with prior loading, during passage and after discharge of cement clinker cargo.

In addition to these guidelines , the Master shall use his professional judgement and experience while loading this cargo and clarify with company in case of any doubt.

1.1. Before Loading

- All accommodation doors, mast houses/store rooms should be closed. Equipment and machinery, manholes, vents, masts, lights, lifeboats, life rafts, sounding pipes, gangway motors, navigation lights, radar scanners, Isa/ffa etc should be protected from cargo dust. Application of slip coat or covering with tarpaulins on all exposed areas is advised
- Consider covering ship side (loading side) with tarpaulin especially draft and load line marks
- Hatch cover rams when open (cylinders) to be well protected
- Wire drums and electrical boxes on deck should be covered and closed off
- Pilot ladders should be covered
- Air conditioning should be on re-circulation. AC suction to be covered with filters
- Deck scuppers should be blocked
- Bilge wells to be covered properly to prevent ingress of the cargo
- Non-return valves in the drain and bilge system must be checked and confirmed as operational. Claims have arisen where the non-return valves have allowed water to flow into the holds via the bilge line system
- Good cleaning equipment must be available, including enough chemicals
- Carry out ample greasing of deck equipment, cranes, grabs , wires of gangway + davits + provision cranes so that cement will not penetrate in moving surfaces
- Kindly ensure well covering solenoid valves, hydraulic controls, chrome plating and other sensitive items on deck. Thick oil can be applied on chromium plating so that same can be wiped out later. Wet anticorrosive tapes can be wrapped on sensitive items so that same will be not get affected by cement curing on it
- Holds should be absolutely dry before loading
- CEO to control the bunker heating to avoid any moisture being build up
- Fire-main hydrants should have caps fitted to prevent leakage of water

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- Dust mask / goggles must be worn when going out on deck
- Leaking grabs (if used) must be fixed or changed out
- Try to keep the ballast tanks empty below the holds where the cargo is being loaded. Cold water ballast should be avoided if possible in tanks adjacent to holds being loaded

1.2. After Loading:

- All deck areas must be swept cleaned by compressed air after the completion of loading to prevent loose cement from hardening if exposed to seawater or rainwater during the vessel's journey
- Hatch coaming trackways, non-return valves, drainage channels and drain holes should be cleaned and free of cement. Blocked drain holes and channel bars will become clogged with hard cement in heavy weather or rain
- Ramnek tape is to be applied on all hatch covers as a precautionary measure to avoid ingress of sea / rain water

1.3. During Passage

- Condensation during the voyage should be avoided

1.4. After Discharge

- The vessel should encourage the attending stevedores to knock down and discharge as much residual cement as possible
- Hatch covers channels and compression bars should be cleaned thoroughly before closing hatch covers.
- All areas on deck must be swept, cleaned by compressed air and or washed after the completion of discharge to prevent loose cement from hardening if exposed to seawater or rainwater during the vessel's journey.
- Blow through the hold CO2 lines with dry air
- Air coolers of cranes should be cleaned
- Filter intakes of machinery which was operating during loading/discharging should be cleaned
- During hold cleaning only portable pumps are to be used to clear wash water. Do not use bilge pumping system unless full flushing is possible
- Check bilge valves after cleaning to ensure non return valves are not stuck open and no water is returning to the bilge