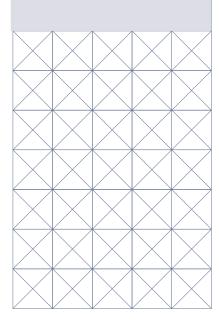
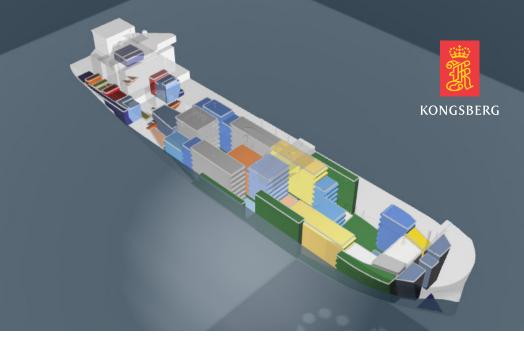


## BENEFITS

- K-Modular system
- Simultaneous online and planning modes
- Applied simplicity in system operation
- Type approved by classification societies
- 3D model display view
- Wide range of optional function modules





## Type approved loading computer system

K-Load is the continuation of Consultas loading computer and the result of 50 years experience. Since then more than 2000 installations have been performed on a wide range of vessels.

K-Load is a modular software system consisting of a wide range of function modules that can be assembled with great flexibility. This modular approach ensures that system solutions can be tailored to the requirements of each particular vessel type.

## **Features**

KONGSBERG proudly presents K-Load, a loading computer system, in which all calculations are based on a three-dimensional (3D) geometric model of the hull and its inner structure.

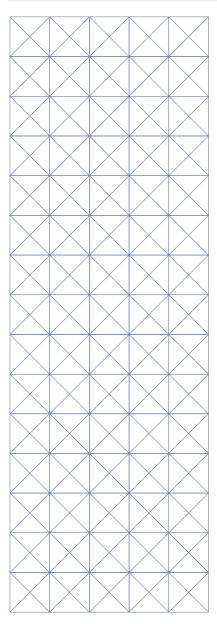
Our main objective has been to develop an easy-to-use loading computer system whilst still featuring advanced functionality.

Users familiar with previous versions of loading computer systems will recognize the user interface. Experienced users will therefore be able to operate the new version without undergoing training programs.

K-Load's intuitive user-interface also makes it easy for new users to quickly familiarize themselves with the various functions.

The K-Load 3D model display view shows the floating position of the vessel. When configured to be transparent, the model gives a clear and lucid overview of the dead weight items. Tanks and compartments are displayed with the grade colour of their contents and the exact filling levels are shown. The position of the camera can be easily changed using the mouse and scroll wheel.

K-Load - Cond: "Final de	File • Tools • Reports •	Help 🕶				_	-					Load line m	nark: "Summer" (mid	max: 13.200m)	SW LWt: 1.0100t/m3	Online connection status: Disconnected
Conditions:	<< Hide deta	ls														
	Cargo 22579.3															
Online	<ul> <li>Water Balast</li> <li>7468.9</li> </ul>			Trin			List		Drz	afts at marks	R	4 (sea) SF (sea	0			
	Fuel Oi 1632.1	PI	ANNING ONLINE	-= 🔿	$\triangle$	- A							·			
	Gas Oi 353.9	e C	ondition condition status status	11-	1-1	12/ 1	1			10.38m		11 11				
Planning	Lub Ol 64.5		status	on [-[				° 10.84n			10.00m					
	Potable Water 323.1			1-1	11.	1-1	PA									
	Tech FW 248.1		OK Falled	~ V 0.00m	√√ <sup>∞</sup>	. 🛇	0.010 5			10.39m						
Tools:	Misc 102.8	t 📃 📕		0.300			0.01 5	Displ	: 47117.2	t Draft Mid	: 10.38m	44.8% 47.9%				
	Cool Water 34.5															
Options	Stores 280.0		Course Linuid								Course of	Coloradore a	v: Model overview			Course 1
	Deadweight 33087.2	select vier	w: Cargo Liquid					tted weight To be loaded [ton] fton] Port of load				iew. Model overview			Expand	
Draft survey	PLANNING CONDITION	• Voyage #	Grade # Grade name 🔺 S	itd. vol. @15C O [m3]	is. volume [m3]	Weight Air [ton]	Weight Vac. V [ton]	Vanted weight 1 [ton]	To be load [to	on] Port of load	Port of discharg	e				
Draft survey		202105	015 015 - Crude Sunflower Oil	1.133	1.135	1.047	1.048	0.0	-	1.0 LISBON	DURBAN					
	Applied Trim and List corrections to	202105	016 016 - Butyl Triglycol Ether	406.146	405.985	402.938	403.384	0.0	-402	2.9 ROTTERDAM	1 DURBAN					
Direct damage	Obs.Ullage/Level:	202105	017 017 - Butyl Glycol Ether	1569.556	1570.796	1418.274	1420.001	0.0	-1418	8.3 ROTTERDAM	1 DURBAN					
stabilty	Trimvake: 0.00 m	202105	018 018 - Toluene	1703.668	1702.038	1487.132	1489.004	0.0	-1483	7.1 ROTTERDAM	1 DURBAN					
	List value: 0.0 deg	202105	019 019 - GS 270	510.175	510.492	400.130	400.692	0.0	-400	0.1 ROTTERDAM	1 DURBAN					
	Displacement and Deadweight:	202105	020 020 - Hexane	451.000	452.652	305.057	305.555	0.0	-305	5.1 ROTTERDAM	1 DURBAN					
		202105	021 021 - Mixed Xylene	1096.352	1103.585	952.291	953.505	0.0	-952	2.3 ROTTERDAM	1 DURBAN					
	DISPL: 47117.2 ton DEADW.: 33067.2 to LCG: 93.091 m TCG: 0.000 m VCG: 10.162 n	202105	022 022 - Reformate	5313.153	5313.275	4399.293	4405.137	0.0	-4399	9.3 ROTTERDAM	1 DURBAN					
	* CG refers to Displacement	202105	023 023 - Aviation Gasoline (Leaded)	1685.332	1683.312	1198.777	1200.629	0.0	-1198	8.8 ROTTERDAM	1 DURBAN					
	Hydrostatic Results:	> 202105	044 MT Voralux 106 Pol	0.094	0.094	0.081	0.081	0.0	-	0.1 Rotterdam	Durban					
	LCB: 93.065 m TCB: -0.001 m VCB: 5.518 n	• No Name	Cargo		Corr. ulage					emp. avg FS. m						
	LCF: 85.947 m KMT: 14.403 m KML: 263.949 n	- No Healths		[m]		[m3]	[m3]		[t/m3]		.m] [%	1				
	TPC: \$3.2 ton/cm MTC: 678.6 ton*m/cm	1 CT 1P	202105-020 020 - Hexane	• 4.520			451.000		.67393		62					
	Floating Position:	2 CT 1C	202105-009 009 - Exxal 9 Akhol	· 4.184		1193.110	1192.841		.83752		548					
	Draft AP 10.880 m	3 CT 15	202105-019 019 - GS 270	- 2.986		510.492	510.175		.78381		64					
	Draft MidShip 10.392 m	4 CT 2P	202105-005 005 - EHC 50	- 1.471		971.918	962.102		.84300		158					
	Draft FP 9.904 m Trim 0.98m A	5 CT 2C	202105-033 Mixed Xylene	18.787			0.515		.86375	15.6	0					
	Heel 0.01° S	6 CT 25	202105-010 010 - Jayflex DINP	- 5.452	5.452		720.291		.97441		192					
	Propeller Imm. 103.4 %	7 CT 3P	202105-013 013 - Soyabean Oil Refined	* 18.590			1.201		.92370	14.7	0					
	Blind Zone 200.8 m	8 CT 3C	202105-013 013 - Soyabean Oil Refined	* 18.768			0.368		.92389	14.4	0					
	Intact Stability:	9 CT 35	202105-022 022 - Reformate	<ul> <li>2.188</li> </ul>		2752.630	2754.557		.82858		505					
	Max GZ 3.403 m	10 CT 4P	202105-017 017 - Butyl Glycol Ether	- 7.364	7.364		440.728		.90321		156					
	GZ Area θe -30 0.577 m*rad	11 CT 4C	202105-017 017 - Butyl Glycol Ether	- 8.861		1129.870	1128.828		.90278		078					
	GZ Area 8e -40 1.087 m*rad	12 CT 45	202105-016 016 - Butyl Triglycol Ether	- 8.283		405.985	406.146		.99249		171					
	GZ Area 30-40 0.510 m*rad Max GZ angle 46.69	13 CT 5P	202105-022 022 - Reformate	* 2.355		2560.644	2558.596		.82734		473					
	Downflood angle 60.09	> 14 CT 5C	202105-012 012 - Petrosol D40	* 18.750			0.109		.77081	14.2	0					
	KG Fluid: 10.890 m GM Fluid 3.513 m	15 CT 55 16 CT 6P	202105-015 015 - Crude Sunflower Ol 202105-003 003 - EHC 120	<ul> <li>18.650</li> <li>2.474</li> </ul>		1.135 2538.538	1.133 2494.367		.92203	17.5 38.8	499					
	FS Corr 0.729 m	16 CT 6P 17 CT 6C	202105-003 003 - EHC 120 202105-011 011 - Petrelab 550-Q	- 2.4/4			2494.367		.84661 .86433	13.8	499					
	WEATHER CRITERIA	17 CT 6C 18 CT 6S	202105-011 011 - Petreas 550-Q 202105-003 003 - EHC 120	- 2.72		2505.266	2457.416		.80433		535					
	4REA 8/A 6.220	18 CT 65 19 CT 7P	202105-003 003 - EHC 120 202105-021 021 - Mixed Xviene	3.907		567.423	2457.416 562.656		.89519		147					
	* 8e = Condition equilibrium angle	20 CT 7C	202105-021 021 - Pixed Aylerie 202105-023 023 - Aviation Gasolne (Lead			1683.312	1685.332		.71215		850					
	Hull Girder Strength:	20 CT 7C 21 CT 7S	202105-023 023 - Aviabon Gasoline (Lead 202105-005 005 - EHC 50	- 3.506		581.946	573.275		.83891		145					
		22 CT 8P	202105-005 005 - EHC 50	1.655		1267.673	1253.475		.84206		201	1				
	Abs.Max SF: 1655 MT @ Fr.# 44.0 (35%) Abs.Max BM: 48398 MT*m @ Fr.# 64.1 (34%)	23 CT 8C	202105-018 018 - Tokene	7.551		1702.038	1703.668		.87374		391					
_	Abs.Nax BM: 48398 MT*rr @ Fr.# 64.1 (34%)	24 CT 85	202105-018 018 - Tobelle 202105-001 001 - Core 2500	- 7.458		817.428	817.428		.89000		308					
	ReLMax SF: 1145 MT @ Fr.# 19.5 (48%)	25 CT 9P	202105-021 021 - Mixed Xylene	- 3.624		536.162	533.696		.86460		157					
Online:	Rel Max BM: 20540 MT*m @ Fr. # 30.0 (45%)	26 CT 9C	and a set of	- 18.760			0.847		.87279	21.0	0					
FAILED		27 CT 95	202105-044 MT Voralux 106 Pol	18.690			0.094		.86417	21.4	0					
		28 CT 10P	200101 200101	* 15.989			1.492		.00000	15.1	0					
		29 CT 10C		- 18.750			0.329		.92350	31.2	0					
		30 CT 105	202105-011 011 - Petrelab 550-Q	- 15.993			1.488		.86162	17.7	0					
		31 CT 11C		2.363		2369.590	2320.776		.84385		274					
NOTIFICATION		32 CT 12C		18.73			0.839		.85202	31.4	0					
CINTER		33 CT 13C		* 10.163		1029.675	1029.675	936.605 0			758					
		35 67 150		10.100	10.100		10101010	556.005 0		9110				-		



## TECHNICAL SPECIFICATIONS

- Calculation of dead weight and displacement
- Calculation and monitoring of floating position
- Calculation and monitoring of intact stability
- Calculation and monitoring of longitudinal and local strength
- · Calculation of damage stability
- Extensive cargo calculations for oil and gas
- Extensive reporting functionality
- Calculation of crane stability
- Online interface to K-Chief
- Online interfaces to 3rd party tank level gauging systems and other ship systems
- Planning whilst running the online condition continuously in the background
- All calculations carried out on the basis of a 3D geometric model of the hull
   and its inner structure
- Office solutions providing the possibility to easily switch between the various ships, exchanging loading conditions on individual ships and accurately reproducing the onboard loading conditions

The K-Load application runs on modern computers under Windows 10 or higher.

Sales, installation, commissioning and service support is provided by KONGSBERG's worldwide network.

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