

TOMINI ZONDA - DESCRIPTION

NAME: TOMINI ZONDA (Ex Nordcolorado)
TYPE: BULK CARRIER
IMO NO.: 9763708
BUILT: 2016 ZHEJIANG OUHUA SHIPBUILDING CO., LTD
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS
CLASS: NK

TECHNICAL MANAGER: TOMINI TRANSPORTS LLC, DUBAI
COMMERCIAL MANAGER: ALPINA CHARTERING, DENMARK

DWAT / DRAFT / DISPLACEMENT:

SUMMER SALT WATER: 37,976.00 MT / 10.518 M / 47,422.00 MT
TROPICAL: 39,085.70 MT / 10.737 M / 48,531.70 MT
WINTER: 36,868.70 MT / 10.299 M / 46,314.70 MT
FRESH WATER: 37,976.00 MT / 10.752 M / 47,422.20 MT
TROPICAL FRESH WATER: 39,061.20 MT / 10.971 M / 48,507.20 MT
LIGHT SHIP: 9,446.00 MT

TPC AT SUMMER DRAFT: 50.60 MT/CM

GROSS TONNAGE: 23,974.00
NETT TONNAGE: 12,913.00
SUEZ GROSS / NETT: 26,296.29 / 23,842.12
PANAMA TONNAGE: 19,962.00

LOA: 189.99 M / 623.33 FT
BEAM: 28.30 M / 92.85 FT

CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5
HATCH DIMENSIONS: NO. 1: 13.60 M X 15.00 M
NO. 2-4: 21.60 M X 18.00 M

GRAIN CAPACITY: NO. 1: 6,960.10 CBM / 245,793.612 CBFT
NO. 2: 10,403.00 CBM / 367,378.478 CBFT
NO. 3: 10,403.00 CBM / 367,378.478 CBFT
NO. 4: 10,403.00 CBM / 367,378.478 CBFT
NO. 5: 9,395.20 CBM / 331,788.357 CBFT
TOTAL: 47,564.30 CBM / 1,679,717.403 CBFT

BALE CAPACITY: NO. 1: 6,712.30 CBM / 237,042.637 CBFT
NO. 2: 10,093.40 CBM / 356,445.057 CBFT
NO. 3: 10,058.10 CBM / 355,198.449 CBFT
NO. 4: 10,076.20 CBM / 355,830.582 CBFT
NO. 5: 9,320.40 CBM / 329,146.819 CBFT
TOTAL: 46,260.40 CBM / 1,633,663.544 CBFT

CO2 FITTED: YES, IN ALL HOLDS

VENTILATION IN HOLDS: YES, MECHANICAL/ELECTRICAL

DANGEROUS CARGOES: YES

A60: YES

STRENGTHENED FOR HEAVY CARGOES:

YES, STRENGTHENED FOR HEAVY CARGOES

HOLDS NO 2, 4 MAY BE EMPTY

TANK TOP: HOLDS 1-5: 22 MTS/M2

UPPER DECK: STATE DECK: 4 MTS/M2(FR37-FR209), 2.8 MTS/M2(FR209-FR221)

HATCH COVERS: 2.2 MTS/M2 (MCGREGOR HYDRAULIC FOLDING TYPE)

CRANES: 4 REVOLVING CRANES (MCGREGOR ELECTROHYDRAULIC)

30.5 MT SWL AT 28 M RADIUS

GRABS: N/A – VESSEL IS NOT GRABS FITTED

SPEED / CONSUMPTION: LADEN: ABT 12.0 KN / ABT 16.20 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

ABT 13.0 KN / ABT 19.60 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

ABT 14.0 KN / ABT 24.7 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

BALLAST: (LIGHT BALLAST, WITHOUT FLOODING OF HOLD 3):

ABT 12 KN / ABT 15.10 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

ABT 13 KN / ABT 18.70 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

ABT 14.0 KN / ABT 24.00 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

IDLE: ABT 3.0 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

WORKING: ABT 5.3 MT/DAY VLSFO + 0.1 MT/DAY LSMGO

VLSFO GRADE: ISO 8217:2010 CATEGORY ISO-F-RMG 380

LSMGO GRADE: ISO 8217:2010 CATEGORY ISO-F-DMA/DMB

MARINE FUELS ALWAYS TO BE SUPPLIED IN ACCORDANCE WITH THE ISO 8217:2010 SPECIFICATIONS AND MARPOL ANNEX VI

THE VESSEL IS CAPABLE OF MAINTAINING AN AVERAGE SPEED AND AN AVERAGE DAILY CONSUMPTION AS ABOVE, EXCLUDED BUNKERS CONSUMED FOR BALLASTING/DEBALLASTING AND EXCHANGE OF BALLAST, FLOODING HOLD 3, HOLD CLEANING, BILGE PUMPING, BOILER, ALWAYS IN GOOD WEATHER CONDITIONS, MEANING UPTO AND INCLUDING BEAUFORT SCALE 4, DOUGLAS SEA STATE 3, NO ADVERSE CURRENT/NEGATING EFFECT OF FAVORABLE CURRENT, PROVIDED NO FOULING DUE THE VESSELS STAYING FOR 20 DAYS OR MORE IN A PORT(S)/ANCHORAGE(S).

THE SPEED/CONSUMPTION WARRANTY IS ONLY APPLICABLE FOR SEA PASSAGES LONGER THAN 48 HRS CONSECUTIVE SAILING AND 24 HRS AFTER COMMENCING SEA PASSAGE TO 24 HRS PRIOR END OF SEA PASSAGE. THE SPEED/CONSUMPTION WARRANTY DOES NOT INCLUDE NAVIGATION IN CANALS, TRANSITTING HRA (HIGH RISK AREAS) AND TSS (TRAFFIC SEPARATION SCHEMES), NARROW/RESTRICTED/TIDAL/ICE AFFECTED WATERS, SAILING WITH PILOT ONBOARD, IN POOR VISIBILITY, WHEN THE SPEED IS REDUCED DUE TO CHARTERERS'

INSTRUCTIONS OR FOR REASONS OF SAFETY OR WHEN ENTERING/EXITING SECA/ECA. IN CASE OF A JUSTIFIED SPEED CLAIM (UNDER PERFORMANCE), THERE SHALL BE AN ALLOWANCE FOR FUEL UNDER-CONSUMPTION AND IN CASE OF A JUSTIFIED CONSUMPTION CLAIM THERE SHALL BE A COMPENSATION FOR TIME SAVED IN CASE OF OVER PERFORMANCE.

THE VESSEL MAY BURN MDO WHEN MANOEUVRING, IN NARROW WATERS, CANALS, RESTRICTED AREAS, RIVERS, WHEN ENTERING/LEAVING PORTS.

AS PER RECOMMENDATIONS OF BMP4 VESSELS FIRE AND BALLAST PUMPS WILL BE KEPT ON STANDBY AND ACCORDINGLY VESSEL WILL BE RUNNING ADDITIONAL AUXILLIARY ENGINE/S AND THUS ALLOWED TO CONSUME BUNKERS AS DESCRIBED FOR BALLASTING/DEBALLASTING WHENEVER TRANSITTING ANY HRA AREAS

ALL SPEED/CONSUMPTION FIGURES ARE "ABOUT" AND GIVEN IN GOOD FAITH, "ABOUT" MEANS +/- 0.5 KNOTS FOR SPEED AND +/- 5% FOR CONSUMPTION.

ALL DETAILS "ABOUT" GIVEN IN GOOD FAITH BUT WITHOUT GUARANTEE.