

M/V BONAS

Year built March 2010
 Where built Oshima Ship Building Co. Ltd, Japan
 Flag Norwegian
 Callsign LADL8
 IMO / Official number 9401972
 Home port Bergen
 Vessels class NK, Strengthen for heavy cargo loading where nos. 2&4 holds empty. Double hull construction applied in all holds.
 Type Semi open hatch/box
 International GRT/NRT 29 841/15 810 mt
 Suez GRT/NRT 29 412/27 273,36 mt
 Panama GRT/NRT 29 841/24 766 mt
 Design draft -
 Summer draft (sw) 51 687,00 on 12,109 mtr
 Summer draft (sw) timber -
 Tropical draft (sw) 53 073,00 on 12,361 mtr
 Freshwater draft 51 687,00 on 12,384 mtr
 Tropical draft (fw) 53 041,00 on 12,636 mtr
 Winter draft (fw) -
 Winter draft (fw) timber -
 Dept moulded 17,15 m (56,3 ft)
 TPC 54,94 summer
 LOA/Beam 188,5 /32,26 mtr

HOLD CAPACITY	Cubic capacity CBFT/CBM Grain	Cubic capacity CBFT/CBM Bale
Hold no. 1.	10,814 m3	10,692 m3
Hold no. 2.	12,526 m3	12,439 m3
Hold no. 3.	12,527 m3	12,447 m3
Hold no. 4.	12,528 m3	12,448 m3
Hold no. 5.	12,184 m3	12,098 m3
Total	60,579 m3	60,124 m3

Number of hold/hatches 5/5

Hatch size /Hold size LxW	Hatch size	Hold(length)/Tank top size(width fwd/aft)
No. 1.	7,47/9,96 x 19,80/25,80 mtr	15,20 x 25,80 x 29,40
No. 2.	19,92 x 25,80 mtr	25,80 x 25,80 x 30,00
No. 3.	19,92 x 25,80 mtr	25,80 x 25,80 x 30,00
No. 4.	19,92 x 25,80 mtr	25,80 x 25,80 x 30,00
No. 5.	19,92 x 25,80 mtr	25,80 x 24,20 x 30,00

Type of hatch covers Folding type/ Nakata Mac Corp
 Distance from waterline to top of hatchcoaming No 1 hatch 18,38 mtr /empty ballast 13,04 mtr/full ballast. Midship 17,13 mtr/empty ballast 12,78 mtr/full ballast. No 5 hatch 15,85 mtr/empty ballast 12,5 mtr/full ballast.
 Distance keel to highest point of vessel 44,11 mtr.
 Distance keel to top of hatchcoaming laden No 1 hatch 7,34 mtr, midships 7,35 mtr and last hatch 7,36 mtr.
 Height of hatchcoaming
 Air draft No 1:18,39 mtr, Nop 2: 17,9 mtr, No 3: 17,4 mtr, No 4: 16,89 mtr, no 5: 16,38 mtr.
 Distance from bow to fore of 1st hold opening 18,6 mtr.
 Free deck space
 Ballast capacity 21.080 cub mtr.
 Tanktop strength No 1-22/No 2-15.7/No 3-27/No 4-15.7/No 5-22.3
 Deck strength
 Hatch cover strength 2,50 mt/m2
 Ventilation Natural ventilation
 Logs/lumber/stanchions n/a
 Container capacity n/a
 Cargo gear 30 ton x 26 MR. Mitsubishi Heavy Ind. Co. Ltd
 Max outreach 10 mtr
 Grabs. Type/capacity 4 nos , 12/6 m3,radio controlled

Speed and consumption

Speed laden	abt. 13,50 kn at abt. 31 mt IFO 380 + 0,10 mt 20 mt MDO
Speed ballast	abt. 13,80 kn at abt.30 mt IFO 380 + 0,10 mt MDO.
Eco speed laden	abt. 11,10 kn at abt. 21,00 mt IFO 380 cst + 0,20 mt MDO WOG
Eco speed ballast	abt. 11,90 kn at abt. 20,80 mt IFO 380 cst + 0,10 mt MDO WOG.
In port	Working 5,6 mt IFO + 0,20 mt MDO Idle 2,80mt IFO + 0,20 mt MDO
Bunker capacity	2,170 (2013,7 m3) mt IFO - (296,6 m3) mt MDO
Main engine	Mitsubishi 6UEC 50LSII 8045 KW/ 121 RPM
Auxiliary Engines	Yanmar 6N18AL-DV 440kW X 3 sets.
ITF	Yes
CO2 fitted	Yes
Australien hold ladders	Yes
P&I Club	Gard
H&M (leading)	Codan Marine Services, Bergen as agent of Codan Forsikring AS, Denmark
Nationality of officers and crew	Indian
Communication	
Telephone	870765065273
Telefax	
E-mail	master@bonas.amosconnect.com

All details on about basis.

Speed and consumption are: in good weather condition and up to Beaufort force 4 and Douglas sea state 3. Calculation of vessels performance on both laden and ballast passages has to be based upon an average speed/consumption during weather days up to Beaufort 4 and Douglas sea state 3.

" Owners warrant the vessel is capable of maintaining and shall maintain from beginning sea passage to end of sea passage, excluding any voyage upto 36 hours duration, up to and including Beaufort Scale 4 and Douglass Sea State 3, with combined wave and swell heights NTE 1,25 m, without adverse currents, being on even keel and excluding periods during which reductions of speed for safety, congestion or reduced visibility etc.

Laden or ballast speed and consumption for period of weather in excess of Beaufort 4 and Douglas sea state 3 is to be expressly excluded from calculations.

Vessel has liberty to consume MDO when maneuvering, in/out of ports, starting auxiliary engine, navigation in shallow/restricted /congestion/poor visibility, canal, straits and rivers.

When planning to enter SECA, charterers to arrange well ahead of time to supply appropriate and sufficient IFO and MDO to enter and exit SECA with 4 days margin (for changeover and un pumpables). Before fixing for SECA charterers to ensure sufficient separate empty IFO tanks are available.

Any savings in consumption must be off-set against any reduction in speed, any savings in time must be off-set against any excess consumption, any savings in IFO must be off-set against increased MDO and vice versa, and any overall saving on individual passage(s) must be set off against any overall loss on other individual passage(s) cost and time to which (including any deviation time required to meet SECA requirements and/or National regulations in operation in port to which vessel is bound) including ballast exchange to be for Charteters account.

Under no circumstances will any claim be deducted from hire unless and until it has been agreed by both parties.

No comingling of different fuel suppliers in tank allowed.