Loading terms-Calcined Alumina – Al_2O_3

vimetco alum

Loading terms for bulk calcined alumina

The Buyer shall furnish or arrange to furnish the river vessel necessary to deliver Alumina in accordance with the Agreement at the Seller's loading terminal in Tulcea.
The river vessels have to be fully suitable to load Alumina, with covered, clean hold/holds and tight hatch covers, fully suitable for draft survey measurements with tables and other documents for quantity determination in good order.
For incoming vessels the only restriction is max. 7.01 meters draft on Sulina channel, at loading berth draft abt 7 meters. Recommended vessel is Volgodon/Volgobalt type, with technical holes on hatch covers, in order to prevent environmental issues; loading will be performed using those holes only.
The Seller shall provide at the loading port one (1) safe berth such that Buyer's vessel can safely load and lie always afloat. Seller guarantee a min. draft at berth of 5 meters fresh water at the loading facility.
Seller shall guarantee a loading rate of 1200 MT PWWD SSHEX EIU
For each delivery/shipment, the Buyer shall communicate to the Seller, at least 15 days ahead of the agreed laydays of the scheduled shipment, the intended vessel's full particulars as well as her expected time of arrival (hereinafter called ETA at Tulcea port). The Seller in turn shall communicate to Buyer, the vessel's acceptance to load the specified quantity or reasonable refuse within 24 hrs SSHEX. If the vessel is not acceptable to the Seller, the Buyer has to arrange a suitable substitute vessel and nominate the same to the Seller for acceptance. In order to prevent environmental issues al loading, vessels must have technical holes on hatch covers.
Buyer shall intimate the Seller details of their agents appointed for the vessel at the load port. The Buyer shall arrange for the Master or agent of the nominated vessel, to notify the Seller, minimum three notices of the vessel's ETA at the load port. The first of such notices will be given five (5) days prior to the ETA of the vessel, the second to be given forty eight (48) hours prior to the ETA and the third to be given twenty four (24) hours prior to the ETA of the vessel at the load port.
The Buyer must ensure that the vessel's hold remain clean and free of foreign material to avoid any contamination to Alumina. However, Seller has right to check the hold cleanliness of the vessel by its surveyor, after berthing of the vessel. If the vessel's holds are found unclean after surveyor's inspection, Seller will have right to reject NOR at the risk and cost of the Buyer. After performing vessel hold cleaning, Buyer/agent/vessel will have to tender a fresh NOR for acceptance of Seller after the hatches/holds are found to be clean by surveyor.
Notice of readiness (NOR) may be tendered during office hours only. The office hours in Tulcea are Monday-Friday 08:00hrs – 17:00hrs, Saturday 08:00hrs – 12:00hrs and laytime starts counting 12hours after NOR is accepted - unless loading commence earlier when half actual time used to count. Any time to shift vessel from road to berth port, control authorities and initial and final draft survey shall not count as laytime.

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Loading terms-Calcined Alumina – Al_2O_3

The Alumina shall be shipped by the Seller in a vessel that is suitable to enter, berth and leave at the port of loading in Tulcea.
Laytime counting shall end upon completion of loading. The master of the vessel or his agent and the Seller or his agent shall sign on the completion of loading a Statement of Facts (SOF) which shall be the basis of calculating lay time between the Buyer and the Seller.

Laytime shall exclude time lost due to vessel's inability to receive alumina, such as delay in opening and closing technical holes from hatch covers, extra time taken by the vessel for ballasting / de ballasting during loading etc. Time lost due to bad or inclement weather conditions and power failure beyond the control of Seller shall also be excluded from laytime.

Demurrage rate: as per relevant charter party but not more than 3,000.00 USD per day pro rata
Dispatch will be always half demurrage.

Buyer and Seller shall endeavour for settle Laytime calculation for each vessel within 15 days from vessel's departure. Demurrage/dispatch, in any, will be paid in 10 days from acceptance of laytime.
The Seller has the right to recommend ship agent in Tulcea provided the agency and disbursement fees are in accordance with the official port tariff at Tulcea port.
Buyer has the obligation to provide to the Seller full description of performing vessel before the agreed laydays. Seller confirms/passes the reasonable refuse on vessel acceptance to Buyer within 24hrs SSHEX from the vessel nomination.

The vessel description: single decker, bulk carrier (geared or gearless), self-trimming, with engine/bridge aft and without centreline bulkhead or beam, having clear unobstructed holds, no cargo battens, no obstructions on deck which would affect loading operations, steel floored throughout all holds.

Above terms shall not be interpreted or considered as a commitment, agreement, contract or firm order.
Any commercial transaction will base on a contract or firm order signed by the duly authorized persons.

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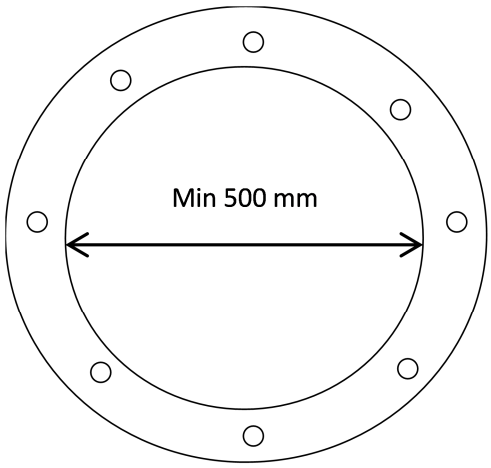
Annex 1 - Loading terms for bulk calcined alumina

Description of loading holes for loading Calcined alumina in bulk (Tulcea, Romania)

No.of holes: minimum 4 holes per hatch, equally distributed on hatch covers surface allowing self trimming of material in vessel's holds

Dimensions: as per below drawing (inside diameter min. 500 mm)



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