

## TOMINI DESTINY - DESCRIPTION

NAME: TOMINI DESTINY  
 TYPE: BULK CARRIER  
 IMO NO.: 9718155  
 BUILT: JANUARY 2017 AT CHINA SHIPPING INDUSTRY (JIANGSU) CO LTD  
 PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS  
 CLASS: LLOYD'S REGISTER 100 A1

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

### DWAT / DRAFT / DISPLACEMENT:

SUMMER SALT WATER: 63,590.70 MT / 13.300 M / 75,226.00 MT  
 TROPICAL: 65,322.00 MT / 13.577 M / 76,958.00 MT  
 WINTER: 61,861.00 MT / 13.023 M / 73,497.00 MT  
 FRESH WATER: 63,590.70 MT / 13.602 M / 75,226.00 MT  
 LIGHT SHIP: 11,636.60 MT

TPC AT SUMMER DRAFT: 62.38 MT/CM

GROSS TONNAGE: 37,415.00  
 NETT TONNAGE: 21,573.00  
 SUEZ GROSS / NETT: 37,662.66 / 33,687.88  
 PANAMA TONNAGE: 30,213.00

LOA: 199.90 M / 655.84 FT  
 BEAM: 32.26 M / 105.84 FT

### CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5  
 DIMENSIONS: NO. 1: 19.68 M X 18.26 M  
 NO. 2-5: 22.96 M X 18.26 M  
 GRAIN CAPACITY: NO. 1: 13,921.70 CBM / 491,640.196 CBFT  
 NO. 2: 17,660.70 CBM / 623,681.735 CBFT  
 NO. 3: 15,301.60 CBM / 540,370.904 CBFT  
 NO. 4: 15,815.10 CBM / 558,504.986 CBFT  
 NO. 5: 15,943.30 CBM / 563,032.326 CBFT  
 TOTAL: 78,642.40 CBM / 2,777,230.145 CBFT

BALE CAPACITY: NO. 1: 13,200.00 CBM / 466,153.600 CBFT  
 NO. 2: 16,650.00 CBM / 587,989.200 CBFT  
 NO. 3: 14,080.00 CBM / 497,230.510 CBFT  
 NO. 4: 15,000.00 CBM / 529,720.000 CBFT  
 NO. 5: 14,750.00 CBM / 520,891.330 CBFT  
 TOTAL: 73,680.00 CBM / 2,601,984.640 CBFT

CO2 FITTED: YES, IN ALL HOLDS

VENTILATION IN HOLDS: YES, NATURAL (4 VENTS EACH HOLD)

STRENGTHEN FOR HEAVY CARGOES:

YES, STRENGTHENED FOR HEAVY CARGOES

HOLDS NO 2, 4 MAY BE EMPTY

HOLD NO 3 MAY BE BALLAST

TANK TOP: HOLDS 2, 4: 20 MTS/M2

HOLDS 1, 3, 5: 25 MTS/M2

UPPER DECK: STATE DECK: 3.5 MTS/M2

HATCH COVERS: 1.4 MTS/M2

DANGEROUS CARGOES: YES

CRANES: 4 REVOLVING CRANES

30 MT SWL AT 28 M RADIUS

GRABS: 4 WIRELESS RADIO REMOTE CONTROLLED 12 CBM GRABS

SPEED / CONSUMPTION: LADEN: ABT 12.0 KN / ABT 20.52 MT/DAY IFO + 0.1 MT/DAY MDO  
ABT 13.0 KN / ABT 24.48 MT/DAY IFO + 0.1 MT/DAY MDO  
ABT 13.5 KN / ABT 28.93 MT/DAY IFO + 0.1 MT/DAY MDO  
BALLAST: (LIGHT BALLAST, WITHOUT FLOODING OF HOLD 3):  
ABT 12.5 KN / ABT 18.81 MT/DAY IFO + 0.1 MT/DAY MDO  
ABT 13.0 KN / ABT 21.14 MT/DAY IFO + 0.1 MT/DAY MDO  
ABT 14.0 KN / ABT 26.90 MT/DAY IFO + 0.1 MT/DAY MDO  
IDLE: ABT 2.3 MT/DAY IFO + 0.1 MT/DAY MDO  
WORKING: ABT 5.3 MT/DAY IFO + 0.1 MT/DAY MDO  
BOILER: ABT 1.0 MT/DAY (IN PORT/ANCHORAGE)

THE VESSEL IS USING ABT 2.0 MT/DAY FOR BALLASTING/DEBALLASTING

IFO GRADE: RMG 380 AS PER ISO 8217:2010 WITH CCAI MAXIMUM 870 (IGNITION REALITY) – NOT ALLOWED TO CONTAIN AUTOMOTIVE LUBOIL OR OTHER WASTE CHEMICALS

MDO GRADE: ISO 8217:2010 DMA OR DMB

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 EXCLUDING CANALS 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.