

TOMINI SINCERITY - DESCRIPTION

NAME: TOMINI SINCERITY (EX ORIENTAL EXPLORER)
TYPE: BULK CARRIER
IMO NO.: 9632806
BUILT: 2012 AT YANGZHOU GUOYU SHIPBUILDING CO.
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS
CLASS: DNV-GL

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

DWAT / DRAFT / DISPLACEMENT:

SUMMER SALT WATER: 56,495,10 MT / 12.800 M / 67,681.1 MT
TROPICAL: 58,068,40 MT / 13.067 M / 69,254.4 MT
WINTER: 54,924.40 MT / 12.533 M / 66,110.4 MT
LIGHT SHIP: 11,186.01 MT / 2.590 M

TPC AT SUMMER DRAFT: 58.8 MT/CM

GROSS TONNAGE: 33,032
NETT TONNAGE: 19,231
SUEZ GROSS/NETT: 33,919.94/31,310.47
PANAMA TONNAGE: 27,380

LOA: 189.99 M / 623.33 FT
BEAM: 32.26 M / 105.84 FT
LENGHT B.P.: 185.64 M / 50906 FT
MOULDED DEPTH: 18.00 M / 59.06 FT

CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5
DIMENSIONS:
NO. 1: 18.26 M X 18.86 M
NO. 2-5: 18.26 M X 21.32 M
GRAIN CAPACITY:
NO. 1: 13,009.86 CBM / 453,438.870 CBFT
NO. 2: 15,333.25 CBM / 541,488.614 CBFT
NO. 3: 14,553.08 CBM / 513,937.170 CBFT
NO. 4: 15,333.27 CBM / 541,489.319 CBFT
NO. 5: 13,404.64 CBM / 473,380.394 CBFT
TOTAL: 71,634.10 CBM / 2,529,734.367 CBFT

CO2 FITTED: YES, IN ALL HOLDS
VENTILATION IN HOLDS: YES, NATURAL (4 VENTS EACH HOLD)

STRENGTHENED FOR HEAVY CARGOES:

YES, STRENGTHENED FOR HEAVY CARGOES
HOLDS NO 2, 4 MAY BE EMPTY
HOLD NO 3 MAY BE BALLAST
TANK TOP: HOLD 1, 3, 5: 25 MTS/M2
HOLD 2, 4: 20 MT/M2
STATE DECK: 1 MT/M2

DANGEROUS CARGOES:

HOLDS 1, 2 – CLASS 1.1 TO 9
HOLDS 3, 4, 5 – CLASS 1.4 TO 9

CRANES:

4 REVOLVING CRANES
36 MT SWL AT 28 M RADIUS

GRABS:

4 X 12 CBM GRABS

SPEED / CONSUMPTION:

LADEN: ABT 12.0 KN / ABT 25.00 MT/DAY IFO + ABT 0.1 MT/DAY MDO
BALLAST: (LIGHT BALLAST, WITHOUT FLOODING OF HOLD 3):
ABT 12.5 KN / ABT 23.00 MT/DAY IFO + ABT 0.1 MT/DAY MDO
IDLE: ABT 3.2 MT/DAY IFO + ABT 0.2 MT/DAY MDO
WORKING: ABT 4.5 MT/DAY IFO + ABT 0.2 MT/DAY MDO
BOILER: ABT 1.0 MT/DAY (IN PORT/ANCHORAGE)

THE VESSEL CONSUMES ABT 6.0 MTS 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/LSMGO 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

AUXILIARY 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.