

TOMINI INTEGRITY - DESCRIPTION

NAME: TOMINI INTEGRITY (EX BULK ARIES)
TYPE: BULK CARRIER
IMO NO.: 9512630
BUILT: 2016 AT ONOMICHI DOCKYARD
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS
CLASS: DNV-GL

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

DWAT / DRAFT / TPC:
SUMMER SALT WATER: 60,222 MT / 13.025 M / 60.22 MT
TROPICAL: 61,853 MT / 13.296 M / 60.38 MT
WINTER: 58,591 MT / 12.754 M / 60.05 MT
FRESH WATER: 60,222 MT / 13.321 M / 60.40 MT
LIGHT SHIP: 11,091 MT / 2.340 M / 53.59 MT

GROSS TONNAGE: 34,808
NETT TONNAGE: 19,834
SUEZ GROSS / NETT: 34,986.80 / 31,688.74
PANAMA TONNAGE: 34,808.00 / 28,826.00

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

CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5
DIMENSIONS: NO. 1-5: 18.50 M X 21.00 M
GRAIN CAPACITY: NO. 1: 15,098.30 CBM
NO. 2: 15,518.20 CBM
NO. 3: 15,518.20 CBM
NO. 4: 15,498.30 CBM
NO. 5: 14,922.50 CBM
TOTAL: 76,555.50 CBM

BALE CAPACITY: NO. 1: 14,486.50 CBM
NO. 2: 14,945.70 CBM
NO. 3: 14,932.00 CBM
NO. 4: 14,917.70 CBM
NO. 5: 14,395.30 CBM
TOTAL: 73,677.20 CBM

CO2 FITTED: YES, IN ALL HOLDS

VENTILATION IN HOLDS: YES, NATURAL

STRENGTHENED 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: 15 MTS/M2
 HOLDS 1, 3, 5: 22 MTS/M2

DANGEROUS CARGOES:

YES

CRANES:

4 REVOLVING CRANES
30 MT SWL AT 26 M RADIUS

GRABS:

4 WIRELESS RADIO REMOTE CONTROLLED 12 CBM GRABS

SPEED / CONSUMPTION:

LADEN: ABT 12.2 KN / ABT 19.70 MT/DAY IFO + 2.3 MT/DAY FOR A/E
 ABT 13.8 KN / ABT 28.20 MT/DAY IFO + 2.3 MT/DAY FOR A/E
BALLAST: (LIGHT BALLAST, WITHOUT FLOODING OF HOLD 3):
 ABT 13.1 KN / ABT 19.70 MT/DAY IFO + 2.3 MT/DAY FOR A/E
 ABT 14.5 KN / ABT 28.20 MT/DAY IFO + 2.3 MT/DAY FOR A/E
IDLE: ABT 2.3 MT/DAY IFO + 0.2 MT/DAY MDO
WORKING: ABT 7.3 MT/DAY IFO + 0.2 MT/DAY MDO
BOILER: ABT 1.2 MT/DAY (IN PORT/ANCHORAGE)

THE VESSEL IS BURNING ABT 2.0 MT/DAY FOR BALLASTING/DEBALLASTING
THE VESSEL IS BURNING 0.2 MT/DAY MDO AT PORT/SEA

IFO GRADE: RMG 380 AS PER ISO 8217:2010

MDO GRADE: ISO 8217:2010 DMA OR 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.