

## TOMINI OROSHI - DESCRIPTION

NAME: TOMINI OROSHI (EX INTERLINK UTILITY)  
TYPE: BULK CARRIER (OPEN HATCH TYPE, FULLY BOX HOLD 2,3,4)  
IMO NO.: 9714795  
BUILT: 2016, HUATAI HEAVY INDUSTRY CO. LTD.  
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS  
CLASS: ABS

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

DWAT / DRAFT:  
SUMMER SALT WATER: 38,706.30 MT / 10.500 M  
TROPICAL: 39,899.20 MT / 10.719 M  
WINTER: 37,538.10 MT / 10.281 M  
FRESH WATER: 38,720.80 MT / 10.727 M  
TROPICAL FRESH WATER: 39,876.80 MT / 10.946 M  
LIGHT SHIP: 10,146.20 MT

TPC AT SCANTLING DRAFT: 53.90 MT/CM

GROSS TONNAGE: 25,546.00  
NETT TONNAGE: 13,033.00

LOA: 179.95 M / 590.39 FT  
BEAM: 32.00 M / 105 FT

### CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5  
HATCH DIMENSIONS: NO. 1: 9.60M/6.40M(L) x 20.80M/16.20M(W) – WIDE HATCH  
NO. 2-5: 20.00M(L) x 27.00M(W) – OPEN HATCH

GRAIN CAPACITY: NO. 1: 7,719.79 CBM / 272,621.81 CBFT  
NO. 2: 11,238.94 CBM / 396,899.42 CBFT  
NO. 3: 10,954.51 CBM / 386,854.87 CBFT  
NO. 4: 11,248.04 CBM / 397,220.78 CBFT  
NO. 5: 9,735.68 CBM / 343,812.29 CBFT  
TOTAL: 50,896.97 CBM / 1,797,409.53 CBFT

TANK TOP DIMENSIONS: NO. 1 28.4M(L) X 19.5M(W AFT) AND 4.23M(W FWD) - HOPPER & TOP WING TANKS.  
NO. 2 28.0M(L) X 27.0M(W) - FULLY BOX SHAPED,  
NO. 3 28.0M(L) X 27.0M(W) - FULLY BOX SHAPED,  
NO. 4 28.0M(L) X 27.0M(W) - FULLY BOX SHAPED,  
NO. 5 28.0M(L) X 4.5M(W AFT) AND 25.0M(W FWD) - HOPPER TANKS ONLY.

CO2 FITTED: YES, IN ALL HOLDS

VENTILATION IN HOLDS: YES, MECHANICAL/ELECTRICAL (EXPLOSION PROOF EXHAUST FANS AT 6 AIR CHANGES PER HOUR)

DANGEROUS CARGOES: YES, AS PER CERTIFICATES

A60: YES

STEEL: STEEL COIL LOADING: 2 X 25MT COILS BASIS 2.0M DIAMETER, 2.5M LENGTH, 5 DUNNAGES. SIZE/DUNNAGE AS PER LOADING MANUAL & ALWAYS IN ACCORDANCE WITH CLASS REQUIREMENTS.

STRENGTHENED FOR HEAVY CARGOES:  
 YES, STRENGTHENED FOR HEAVY CARGOES  
 HOLDS NO 2, 4 MAY BE EMPTY

TANK TOP: HOLDS 1-5: 25 MTS/M2 (UNIFORM LOADING)  
 UPPER DECK: STATE DECK: 2.5 MTS/M2  
 HATCH COVERS: 3 MTS/M2 (HYDRAULIC FOLDING TYPE)

CRANES: 4 ELECTRO - HYDROLIC CRANES  
 30 MT SWL  
 ABT 4M-26 M RADIUS  
 MAX OUTREACH 10M FROM SHIPS RAIL

GRABS: N/A – VESSEL IS NOT GRABS FITTED

SPEED / CONSUMPTION(OUTSIDE ECA):  
 LADEN: ABT 14.0 KN / ABT 21.00 MT/DAY VLSFO  
 BALLAST: ABT 14.0 KN / ABT 19.0 MT/DAY VLSFO  
 + 1 ELECTRIC GENERATOR, ABOUT 2.5MT/DAY VLSFO (380CST) @SEA LOAD OF 460 K.W.

ECO SPEED / CONSUMPTION(OUTSIDE ECA):  
 LADEN: ABT 12 KN / ABT 13.00 MT/DAY VLSFO  
 BALLAST: ABT 12.0 KN / ABT 11.00 MT/DAY VLSFO

+ 1 ELECTRIC GENERATOR, ABOUT 2.5MT/DAY VLSFO (380CST) @SEA LOAD OF 460 K.W.  
 AND 0.8mt VLSFO (380cst) FOR BOILER.

(BALLAST = LIGHT BALLAST WITHOUT FLOODING OF HOLD 3)

IDLE: ABT 3.5 MT/DAY VLSFO  
 WORKING: ABT 5.0 MT/DAY VLSFO

VLSFO GRADE: ISO 8217:2010 CATEGORY ISO-F-RMG 380  
 LSMGO GRADE: ISO 8217:2010 CATEGORY ISO-F-DMA/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 (TRAFIC SEPARATION SCHEMES), NARROW/RESTRICTED/TIDAL/ICE AFFECTED WATERS/COLD 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 LSMGO WHEN MANOEUVRING, IN NARROW WATERS, CANALS, RESTRICTED AREAS, RIVERS, WHEN ENTERING/LEAVING PORTS. AS PER RECOMMENDATIONS OF BMP5 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. THE VESSEL MAY, BUT NOT LIMITED TO THE FOLLOWING, CONSUME LSMGO IN MAIN ENGINE FOR WARMING UP OF THE SYSTEM AND START/STOP, FLUSHING THE SYSTEM AND/OR HOLD CLEANING AND/OR BALLASTING AND/OR DE-BALLASTING AND/OR BALLAST WATER EXCHANGE, AND/OR GENERATOR CHANGEOVER, AND /OR WHEN GENERATORS OPERATING UNDER LIGHT LOAD AND/OR DURING LOAD/DISCHARGING TO BARGES/LIGHTERS.

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.