

## TOMINI ENTITY - DESCRIPTION

NAME: TOMINI ENTITY  
TYPE: BULK CARRIER  
IMO NO.: 9831775  
BUILT: 2020 AT COSCO SHIPPING HEAVY INDUSTRY CO., LTD, YANGZHOU  
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS  
CLASS: DNV-GL

TECHNICAL MANAGER: TOMINI TRANSPORTS LLC, DUBAI  
COMMERCIAL MANAGER: TOMINI CHARTERING (FZE), AJMAN

### DWAT / DRAFT / DISPLACEMENT:

SUMMER SALT WATER: 63,510.70 MT / 13.300 M / 75,226.00 MT  
TROPICAL: 65,242.00 MT / 13.577 M / 76,958.00 MT  
WINTER: 61,781.00 MT / 13.023 M / 73,497.00 MT  
FRESH WATER: 63,510.70 MT / 13.601 M / 75,226.00 MT  
LIGHT SHIP: 11,636.60 MT

TPC AT SUMMER DRAFT: 62.38 MT/CM

GROSS TONNAGE: 36,415.00  
NETT TONNAGE: 21,581.00  
SUEZ GROSS / NETT: 37,662.66 / 33,687.88  
PANAMA TONNAGE: 30,213.00

NEW PANAMA LOCKS FITTED: YES

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)

EXTRA FITTINGS: PRE-SWIRL DEVICE, A60

**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: 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 18.47 MT/DAY IFO + 0.1 MT/DAY MDO  
                                  ABT 13.0 KN / ABT 23.36 MT/DAY IFO + 0.1 MT/DAY MDO  
                                  ABT 13.5 KN / ABT 26.04 MT/DAY IFO + 0.1 MT/DAY MDO  
BALLAST: (LIGHT BALLAST, WITHOUT FLOODING OF HOLD 3):  
                                  ABT 12.5 KN / ABT 16.93 MT/DAY IFO + 0.1 MT/DAY MDO  
                                  ABT 13.0 KN / ABT 19.03 MT/DAY IFO + 0.1 MT/DAY MDO  
                                  ABT 14.0 KN / ABT 24.21 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

VLSFO GRADE: ISO 8217:2017 CATEGORY ISO-F-RMG 380

LSMGO GRADE: ISO 8217:2017 CATEGORY ISO-F-DMA

MARINE FUELS ALWAYS TO BE SUPPLIED IN ACCORDANCE WITH THE ISO 8217:2017 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, 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.