

TOMINI HARMONY - DESCRIPTION

NAME: TOMINI HARMONY
TYPE: BULK CARRIER
IMO NO.: 9718131
BUILT: NOVEMBER 2015 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: TOMINI CHARTERING (FZE), AJMAN

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: 36,415.00
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)

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

CRANES: 4 REVOLVING CRANES

30 MT SWL AT 28 M RADIUS

GRABS: 4 WIRELESS RADIO REMOTE CONTROLLED 12 CBM GRABS

SPEED / CONSUMPTION:

LADEN:

FULL: ABT 13.50 KN / ABT 26.04 MT/DAY IFO + 0.1 MT/DAY MGO

ECO ABT 13.00 KN / ABT 23.36 MT/DAY IFO + 0.1 MT/DAY MGO

SUPER ECO ABT 12.00 KN / ABT 18.47 MT/DAY IFO + 0.1 MT/DAY MGO

BALLAST: (LIGHT BALLAST, WITHOUT FLOODING OF HOLDS, IF POSSIBLE):

FULL: ABT 14.00 KN / ABT 24.21 MT/DAY IFO + 0.1 MT/DAY MGO

ECO: ABT 13.00 KN / ABT 19.03 MT/DAY IFO + 0.1 MT/DAY MGO

SUPER ECO ABT 12.50 KN / ABT 16.93 MT/DAY IFO + 0.1 MT/DAY MGO

IDLE: ABT 2.2 MT/DAY IFO + 0.1 MT/DAY MGO

WORKING: ABT 4.8 MT/DAY IFO + 0.1 MT/DAY MGO

BOILER: ABT 0.10 MT/DAY (IN PORT/ANCHORAGE)

THE VESSEL CONSUMES ABT 2.0 MT/DAY FOR BALLASTING/DEBALLASTING

VESSEL WILL USE A BOILER FOR ACCOMMODATION HEATING WHEN ATMOSPHERIC AIR TEMPERATURE IS BELOW ABOUT 13 DEG. C AIR TEMPERATURE AND SEA WATER TEMPERATURE IS BELOW ABOUT 18 DEG. C.

THE BOILER FUEL OIL CONSUMPTION IN THE ABOVE CONDITION WILL BE ABOUT 0.90 MT/24HRS.

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 HOLDS(IF POSSIBLE), ANY BOILER CONSUMPTION, HOLD CLEANING, BILGE PUMPING, ALWAYS IN GOOD WEATHER DAYS, MEANING UPTO AND INCLUDING; BEAUFORT SCALE 4,

SIGNIFICANT WAVE HEIGHT 1.25M, NO ADVERSE CURRENT/SWELL, IN OPEN, CALM AND DEEP-SEA CONDITION. VESSEL'S SPEED NOT TO BE ADJUSTED BY TAKING INTO ACCOUNT POSITIVE CURRENT/SWELL.

THE SPEED/CONSUMPTION WARRANTY IS ONLY APPLICABLE AS STATED HEREIN AND TERMS OF THE C/P AND 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 APPLY DURING NAVIGATION IN CANALS, RIVERS, TRANSITTING HRA (HIGH RISK AREAS) AND TSS (TRAFFIC SEPARATION SCHEMES), NARROW/RESTRICTED/TIDAL/ICE AFFECTED WATERS, COASTAL WATERS, COLD WATERS, SAILING WITH PILOT ONBOARD, IN POOR VISIBILITY, FISHING TRAFFIC, WHEN THE SPEED IS REDUCED OR CONSUMPTION INCREASED DUE TO CHARTERERS' INSTRUCTIONS OR FOR REASONS OF SAFETY TO THE SHIP OR WHEN ENTERING/EXITING SECA/ECA OR COMPLYING WITH CII OR OTHER REGULATORY REQUIREMENTS.

THE VESSEL MAY BURN MGO 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 AUXILIARY ENGINE/S AND THUS ALLOWED TO CONSUME BUNKERS AS DESCRIBED FOR BALLASTING/DEBALLASTING WHENEVER TRANSITTING ANY HRA AREAS AND/OR FOR SLOW STEAMING, VESSEL WILL EVERY THIRD DAY INCREASE THE MAIN ENGINE RPM TO ABOVE 75% LOAD FOR AT LEAST ONE HOUR, ALWAYS AT CHARTERERS TIME, RISK AND EXPENSE. DURING THIS TIME, BOILER (ECONOMIZER) SOOT BLOW AND TURBOCHARGER GRIT WASHING TO BE CARRIED OUT. WHEN SLOW STEAMING, CHARTERERS TO BEAR THE COSTS OF EXTRA CONSUMPTION ON AUX ENGINES AS WELL AS ANY BOILER CONSUMPTION.

“ABOUT” MEANS +/- 0.5 KNOTS FOR SPEED AND +/- 5% FOR CONSUMPTION. GOOD WEATHER DAY MEANS 24 HOURS FROM NOON TO NOON. ALL DETAILS ARE “ABOUT” AND GIVEN IN GOOD FAITH AND WITHOUT GUARANTEE.