

## TOMINI MISTRAL - DESCRIPTION

NAME: TOMINI MISTRAL (EX INTERLINK AUDACITY)  
TYPE: BULK CARRIER (OPEN HATCH TYPE, FULLY BOX HOLD 2,3,4)  
IMO NO.: 9754094  
BUILT: 2016, ZHEJIANG ZHENGZHOU SHIPBUILDING(ZHOUSHAN) CO. LTD.  
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS  
CLASS: ABS

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

DWAT / DRAFT:  
SUMMER SALT WATER: 39,099.60 MT / 10.618 M  
TROPICAL: 40,242.50 MT / 10.839 M  
WINTER: 37,860.00 MT / 10.397 M  
FRESH WATER: 39,100.80 MT / 10.855 M  
TROPICAL FRESH WATER: 40,216.60 MT / 11.076 M  
LIGHT SHIP: 9,878.60 MT

TPC AT SCANTLING DRAFT: 51.70 MT/CM

GROSS TONNAGE: 24,940.00  
NETT TONNAGE: 12,966.00

LOA: 179.90 M / 590.22 FT  
BEAM: 30.04 M / 98.56 FT

### CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5  
HATCH DIMENSIONS: NO. 1: 16.00M(L) x 19.86M(W) – OPEN/WIDE HATCH  
NO. 2-5: 19.20M(L) x 25.26M(W) – OPEN HATCH

GRAIN CAPACITY: NO. 1: 8,571.19 CBM / 302,688.72 CBFT  
NO. 2: 10,104.87 CBM / 356,850.12 CBFT  
NO. 3: 10,104.87 CBM / 356,850.12 CBFT  
NO. 4: 10,104.87 CBM / 356,850.12 CBFT  
NO. 5: 9,423.07 CBM / 332,772.58 CBFT  
TOTAL: 48,308.87 CBM / 1,706,011.64 CBFT

HOLD DIMENSIONS: NO. 1 26.80M(L) X 12.14M (B FWD) / 25.26M(B AFT) – BREADTH TAPERED(HOPPERS)  
NO. 2 27.20M(L) X 25.26M(B) - BOX SHAPED (STIFFENERS UPPER PART OF FRAME)  
NO. 3 27.20M(L) X 25.26M(B) - BOX SHAPED (STIFFENERS UPPER PART OF FRAME)  
NO. 4 27.20M(L) X 25.26M(B) - BOX SHAPED (STIFFENERS UPPER PART OF FRAME)  
NO. 5 26.40M(L) X 8.58M(B AFT) AND 25.26M(B FWD) - BREADTH TAPERED(HOPPERS)

CO2 FITTED: YES, IN ALL HOLDS

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

A60: YES

STEEL: STEEL COIL LOADING:  
(I – 56MT) 2 x 28MT COILS BASIS 2.0M LENGTH, 5 DUNNAGES.  
(II 45MT) 3 x 15MT COILS BASIS 1.5M 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 2 AND 4: 15 MTS/M2 (UNIFORM LOADING)  
HOLDS 1,3 AND 5: 20 MTS/M2 (UNIFORM LOADING)  
(MAX LOCAL LOAD ON INNER BOTTOM 25MTS/M2)

UPPER DECK: STATE DECK: 3.0 MTS/M2  
HATCH COVERS: 2.5 MTS/M2 (HYDRAULIC FOLDING TYPE)

CRANES: 4 ELECTRO – HYDRAULIC WIRE LUFFING JIB CRANES  
30.5 MT SWL  
ABT 4.5M-24 M RADIUS  
MAX OUTREACH 10.5M FROM SHIPS RAIL (9M WITH MAXIMUM LOAD)

GRABS: N/A – VESSEL IS NOT GRABS FITTED

SPEED / CONSUMPTION(OUTSIDE ECA):

LADEN: ABT 13.5 KN / ABT 20.00 MT/DAY VLSFO  
BALLAST: ABT 13.5 KN / ABT 17.0 MT/DAY VLSFO  
+ 1 ELECTRIC GENERATOR, ABOUT 2.4MT/DAY VLSFO (380CST) @SEA LOAD OF 460 K.W.

ECO SPEED / CONSUMPTION(OUTSIDE ECA):

LADEN: ABT 12 KN / ABT 12.60 MT/DAY VLSFO  
BALLAST: ABT 12.0 KN / ABT 11.00 MT/DAY VLSFO  
+ 1 ELECTRIC GENERATOR, ABOUT 2.4MT/DAY VLSFO (380CST) @SEA LOAD OF 460 K.W.  
(BALLAST = LIGHT BALLAST, WITHOUT FLOODING OF HOLDS, IF POSSIBLE)

IDLE: ABT 2.2 MT/DAY VLSFO  
WORKING: ABT 4.2 MT/DAY VLSFO

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 (TRAFIC 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 AUXILLIARY 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.