

TOMINI SAKURA - DESCRIPTION

NAME: TOMINI SAKURA
TYPE: BULK CARRIER (FULLY BOX HOLD 2,3,4)
IMO NO.: 1060538
BUILT: 2025, OSHIMA SHIPBUILDING CO., LTD. NAGSAKI, JAPAN
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS
CLASS: NK

COMMERCIAL MANAGER: TOMINI CHARTERING (FZE). AJMAN

DWAT / DRAFT:
SUMMER SALT WATER: 42,401MT / 10.73 M
TROPICAL: 43,593 MT / 10.96 M
WINTER: 37,666.00 MT / 10.281 M
FRESH WATER: 42,399 MT / 10.97 M
TROPICAL FRESH WATER: 43,564 MT / 11.93 M

TPC AT SCANTLING DRAFT: 53.37 MT/CM

GROSS TONNAGE: 25,584
NETT TONNAGE: 13,196

LOA: 179.98 M / 590.48 FT
BEAM: 32.26 M / 106 FT

CARGO HOLDS / CAPACITY

HOLDS/HATCHES: 5 / 5
HATCH DIMENSIONS: NO. 1: 15.80M(L) x 15.00M(W)
NO. 2-5: 18.96M(L) x 21.51M(W)

GRAIN CAPACITY: NO. 1: 8,449.00 CBM / 298,376.44 CBFT
NO. 2: 10,737.00 CBM / 379,177.16 CBFT
NO. 3: 10,719.00 CBM / 378,541.49 CBFT
NO. 4: 10,719.00 CBM / 378,541.49 CBFT
NO. 5: 10,044.00 CBM / 353,703.86 CBFT
TOTAL: 50,668.00 CBM / 1,789,340.42 CBFT

BALE CAPACITY: NO. 1: 8,226 CBM / 290,501.19 CBFT
NO. 2: 10,431 CBM / 368,370.77 CBFT
NO. 3: 10,422 CBM / 368,052.93 CBFT
NO. 4: 10,422 CBM / 368,052.93 CBFT
NO. 5: 9,869 CBM / 348,523.74 CBFT
TOTAL: 49,370 CBM / 1,743,501.55 CBFT

TANK TOP DIMENSIONS: NO. 1 27.57M(L) X 27.06M(W AFT) AND 5.78M(W FWD) - HOPPER & TOP WING TANKS.

NO. 2 27.57M(L) X 27.06M(W) - FULLY BOX SHAPED,
NO. 3 27.57M(L) X 27.06M(W) - FULLY BOX SHAPED,
NO. 4 27.57M(L) X 27.06M(W) - FULLY BOX SHAPED,
NO. 5 27.65M(L) X 9.72M(W AFT) AND 27.06M(W FWD) - HOPPER TANKS ONLY.

CO2 FITTED: YES, IN ALL HOLDS

VENTILATION IN HOLDS: NATURAL VENTILATION SYSTEM ONLY. (NO MECHANICAL VENTILATION SYSTEM TO BE PROVIDED FOR CARGO HOLDS)

A60: YES

TANKTOP STRENGTH: HOLDS 1: 20.8 MTS/M2 (UNIFORM LOADING)
HOLDS 2: 14.6 MTS/M2 (UNIFORM LOADING)
HOLDS 3: 21.7 MTS/M2 (UNIFORM LOADING)
HOLDS 4: 14.6 MTS/M2 (UNIFORM LOADING)
HOLDS 5: 20.2 MTS/M2 (UNIFORM LOADING)

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 13.90 KN / ABT 21.00 MT/DAY VLSFO + 0.1 LSMGO
BALLAST: ABT 14.10 KN / ABT 21.00 MT/DAY VLSFO + 0.1 LSMGO

ECO SPEED / CONSUMPTION(OUTSIDE ECA):

LADEN: ABT 12.00 KN / ABT 16.00 MT/DAY VLSFO + 0.1 LSMGO
BALLAST: ABT 12.00 KN / ABT 14.50 MT/DAY VLSFO + 0.1 LSMGO

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

IDLE: ABT 3.5 MT/DAY VLSFO + 0.1 LSMGO
WORKING: ABT 5.0 MT/DAY VLSFO + 0.1 LSMGO

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 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.