

## TOMINI K11 - DESCRIPTION

NAME: TOMINI K11 (EX MP THE BRUSCHI)

TYPE: BULK CARRIER (ECO GEARLESS NEWCASTLEMAX)

IMO NO.: 9860972

BUILT: 2020, JIANGSU YANGZIJANG SHIPBUILDING GROUP LTD.

PORT OF REGISTRY: MONROVIA, LIBERIA

CLASS: ABS

TECHNICAL MANAGER: TOMINI TRANSPORTS LLC, DUBAI

COMMERCIAL MANAGER: TOMINI CHARTERING FZE, AJMAN FREE ZONE

DWAT / DRAFT:

SUMMER SALT WATER: ABT 208,214.4 MT / 18.4 M

TPC AT SUMMER DRAFT: ABT 141.6 MT/CM

GROSS TONNAGE: 107,720

NETT TONNAGE: 67,642

LOA: 299.95 M

LBP: 294.36 M

BEAM: 50 M

HOLDS/HATCHES: 9 / 9

GRAIN CAPACITY: 223,663.9 M3

HATCH SIZE : N.1/H15.68\*19.6M, N.2-8/H 15.68\*23.2M, N.9/H 15.68\*21.4M

MAIN ENGINE : MAN B&W 6G70ME C9.5 TIER II

SCRUBBER : YES

BWTS : YES

NEO PANAMA FITTED : YES



# TOMINI CHARTERING (FZE)

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## SPEED / CONSUMPTION:

### LADEN:

ABT 11.0 KN / ABT 27.90 MT/DAY LSIFO/HSIFO + 0.2 MT/DAY MGO

ABT 12.0 KN / ABT 33.50 MT/DAY LSIFO/HSIFO + 0.2 MT/DAY MGO

ABT 13.0 KN / ABT 41.60 MT/DAY LSIFO/HSIFO + 0.2 MT/DAY MGO

### BALLAST (WITHOUT FLOODING HOLD 6):

ABT 12.0 KN / ABT 24.30 MT/DAY LSIFO/HSIFO + 0.2 MT/DAY MGO

ABT 13.0 KN / ABT 30.80 MT/DAY LSIFO/HSIFO + 0.2 MT/DAY MGO

ABT 14.0 KN / ABT 38.5 MT/DAY LSIFO/HSIFO + 0.2 MT/DAY MGO

### PORT CONSUMPTION:

THE BELOW QUANTITIES TO BE INTENDED AS "HSFO" IN PORTS WHERE IS IT IS ALLOWED TO USE EGCS EXCEPT FOR BOILER CONSUMPTION THAT IS ALWAYS LSMGO OR LSMGO WHERE IS NOT ALLOWED TO USE THE EGCS EXCEPT FOR BOILER CONSUMPTION WHICH IS ALWAYS LSMGO.

ABT 3.2 MT/DAY ENGINE READY WITHOUT EGCS OPERATION

ABT 3.8 MT/DAY ENGINE READY WITH EGCS OPERATION

THE VESSEL IS CONSUMING ADDITIONAL FUEL FOR BALLASTING/DEBALLASTING OF 7.5MT/DAY WITH 2 PUMPS AND BWTS IN OPERATION WITH EGCS.

BALLASTING/DEBALLASTING: 8 MT/DAY WITH 2 PUMPS and BWTS IN OPERATION AND WITH EGCS

BOILER OPERATION: 1 MT/DAY CONSUMING LSMGO; ONLY IN PORT.

THE CHARTERERS SHALL SUPPLY BUNKER OF A QUALITY SUITABLE FOR BURNING IN THE VESSELS MAIN ENGINE, AUXILIARY ENGINES AND BOILERS WITH MAXIMUM VISCOSITY OF 380CST AND WHICH CONFORMS TO SPECIFICATIONS OF ISO STANDARD 8217:2017 OR ANY SUBSEQUENT AMENDMENTS AND TO SYPPLY MARINE GASOIL(DMA) OIL WHICH CONFORMS TO SPECIFICATIONS OF ISO STANDARD 8217:2017 OR ANY SUBSEQUENT AMENDMENTS.

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VESSEL CONSUMES IFO AND/OR MDO/MGO WHILE CHANGING BALLAST WATER AT SEA, BALLASTING/DEBALLASTING, CLEANING VESSELS HOLDS, WHEN NAVIGATING/MANOEUVRING IN CONFINED WATERS, RIVERS, CHANNELS IN/OUT PORTS, WHILST WITHIN SECA/ECA ARE AND ANY AREA WHERE IT IS COMPULSORY TO BURN MDO / MGO.

ALL FUEL SUPPLIED MUST BE FREE OF INHERENT VICE, IN COMPLIANCE WITH NATIONAL AND INTERNATIONAL REGULATIONS FOR AREAS TRADED TO AND COMPATIBLE FOR BLENDING. BUNKERS PURCHASED / SUPPLIED IN DIFFERENT LOTS MUST BE SEGERGRATED.

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, 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, IN OPEN, CALM AND DEEP-SEA CONDITION, PROVIDED CLEAN BOTTOM.

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, RIVERS, CANALS, TRANSITTING HRA (HIGH RISK AREAS) AND TSS (TRAFFIC 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

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OF OVER PERFORMANCE.

THE VESSEL MAY BURN MGO WHEN MANOEUVRING, IN NARROW WATERS, CANALS, RESTRICTED AREAS, RIVERS, WHEN ENTERING/LEAVING PORTS.

AS PER RECOMMENDATIONS OF BMP4 AND 5 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.

