

Tomini K2 - DESCRIPTION

NAME: TOMINI K2 (EX THALASSINI ASTRID)
TYPE: BULK CARRIER(ECO GEARLESS CAPESIZE)
IMO NO.: 9617519
BUILT: 2014, TIANJIN XINGANG SHIPBUILDING
PORT OF REGISTRY: MAJURO, MARSHALL ISLANDS(WILL BE CHANGED TO THIS FLAG/PORT OF REGISTRY)
CLASS: TBA(IACS IN OWNERS OPTION)

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

DWAT / DRAFT:
SUMMER SALT WATER: ABT 179,816 MT / 18.4 M

TPC AT SUMMER DRAFT: ABT 124 MT/CM

GROSS TONNAGE: 93,801
NETT TONNAGE: 61,729

LOA: 292,00 M
LBP: 286.5 M
BEAM: 45 M

HOLDS/HATCHES: 9 / 9 - SIDE ROLLING (TWO PANELS)

GRAIN CAPACITY: 201,646 M3

HATCH SIZE : HOLD 1 13.5 M X 16.5 M (L X B) 2-9 16.2 M X 20.5 M (L X B)

MAIN ENGINE : MAN B&W 7S70ME-C 8.2 TIER II
SCRUBBER : NO
BWTS : TECHCROSS ELECTRO-CLEEN ECS-B TYPE

SPEED / CONSUMPTION: LADEN: ABT 11.0 KN / ABT 26.10 MT/DAY LSIFO + 0.2 MT/DAY MGO
ABT 12.0 KN / ABT 31.50 MT/DAY LSIFO + 0.2 MT/DAY MGO
ABT 13.0 KN / ABT 38.70 MT/DAY LSIFO + 0.2 MT/DAY MGO
BALLAST (WITHOUT FLOODING HOLD 6):
ABT 11.0 KN / ABT 22.50 MT/DAY LSIFO + 0.2 MT/DAY MGO
ABT 13.0 KN / ABT 31.50 MT/DAY LSIFO + 0.2 MT/DAY MGO
ABT 13.5 KN / ABT 34.20 MT/DAY LSIFO + 0.2 MT/DAY MGO

PORT CONSUMPTION: ABT 5.0 MT/DAY LSIFO

THE VESSEL IS CONSUMING ADDITIONAL FUEL FOR BALLASTING/DEBALLASTING

LSIFO GRADE: RMG 380 AS PER ISO 8217:2017

MGO GRADE: ISO 8217:2017 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, 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 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

FOR SLOW STEAMING BELOW 35% OF MCR, VESSEL WILL EVERY THIRD DAY INCREASE THE MAIN ENGINE RPM TO ABOVE 75% LOAD FOR ONE HOUR, AT CHARTERERS EXPENSE, AND THIS PERIOD NOT TO BE CONSIDERED FOR SPEED/PERFORMANCE.

DURING THIS TIME, BOILER (ECONOMIZER) SOOT BLOW AND TURBOCHARGER GRIT WASHING TO BE CARRIED OUT. WHEN SLOW STEAMING BELOW 35% OF MCR, CHARTERERS TO BEAR THE COSTS OF EXTRA CONSUMPTION ON AUX ENGINES AS WELL AS ANY BOILER CONSUMPTION.

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.