

All details and figures including speed and consumption are given strictly on 'about' basis.

Name:	Zina
Keel Laying	7 th September 2011
Built:	17 May 2012
Yard:	21 st Century Shipbuilding Co., Ltd, Tongeyong, South Korea, Hull CSN1013
Managers (ISM):	Transship Bulk, 8, Marazlievskaya Street, Odessa, 65014 Ukraine IMO: 5632951
Head Owners:	MB Zina Shipping Limited, Level 5, The Mall Complex, The Mall Floriana, FRN 1470 Malta IMO: 5632982 SCAC: MBZH Canada Carrier Code: 9929
IMO / Official number:	9486465
Flag:	Malta
Port Of Registry:	Valletta
Call sign / MMSI:	9HA2910 / 256713000
Inmarsat C 1:	425671310
Inmarsat C 2:	425671311
Fleet Broadband:	+870 773161182 – telephone +870 783169459 – fax
Mobile Phone:	+380 67 5170411
E-mail:	zina@skyfile.com
Type:	Geared, single deck, self-trimming, 5 ho/ha bulk carrier
ABS Class:	A1, Bulk Carrier, BC-A [Holds no.2 and 4 may be empty], AMS, ACCU, TCM, GRAB (30), AB-CM, CSR, GP, POT, RRDA, ESP, UWILD, CPS, CRC, RW
ABS ID Number:	12207799
H & M / Value:	Norwegian Club via AON / US\$ 20.0 MIO.
P&I Club:	Skuld
Master and Crew Nationality:	Ukrainian
International GT/NT :	23,322 / 11,202
Suez Canal GT/NT:	23,870 / 21,160
Panama Canal GT/NT/SIN :	78,296.563 / 19,426.79 / 6007805
LOA / LBP/ Breadth Moulded/ Depth:	181.0 m / 172.00 m / 30.0 m / 14.8 m
Draft in ballast (light/heavy), fore - aft :	4.4m – 6.7m / 7.5m – 8.5m

Light Weight: 8,916.10 mts	Draft	DWAT	TPC
Summer SW	9.9265 m	33,861.5 mt	48.6
Winter SW	9.7205 m	32,862.8 mt	48.4
Tropical SW	10.1325 m	34,863.1 mt	48.7
Fresh	10.1465 m	33,861.5 mt	48.7
Tropical Fresh	10.3525 m	34,863.1 mt	48.8

Draft, m	Sea Water DWT, mt	Fresh Water DWT, mt	TPC
6.0	15,664	15,065	44,2
7.0	20,120	19,412	45,0
7.5	22,386	21,623	45,7
8.0	24,685	23,865	46,3
8.5	27,021	26,144	47,1
9.0	29,395	28,460	47,8
9.5	31,797	30,804	48,3

Fresh Water Allowance:	220 mm
Number of holds/hatches:	5 / 5

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Hold	Length, m	Width (max), m	Height (excluding coaming), m	Tank top (LxW), m	
1	26.40	30.0	13.05	24,0	19.505(A)/4.80(F)
2	27.20	30.0	13.05	22.475(A) 2.325 (F)	22.4 (A) 20.975 (F)
3	27.20	30.0	13.05	24,8	22.4
4	27.20	30.0	13.05	24,8	22.4
5	27.20	30.0	13.05	26.325(A) 0.875 (F)	6.4(A)/22.4(F) 22.4(F)

Hold	Grain		Bale		Max Weight at Summer draft
1	7,770.3 cubm	274,400 cubf	7,381.8 cubm	260,681 cubf	9,600 mts
2	10,154.6 cubm	358,600 cubf	9,646.9 cubm	340,671 cubf	10,155 mts
3	10,162.4 cubm	358,875 cubf	9,654.2 cubm	340,928 cubf	12,300 mts
4	10,162.4 cubm	358,875 cubf	9,654.2 cubm	340,928 cubf	10,162 mts
5	9,308.5 cubm	328,720 cubf	8,843.0 cubm	312,282 cubf	11,300 mts
Total	47,558.1 cubm	1,679,470 cubf	45,180.2 cubm	1,595,490 cubf	

Holds are fitted with Australian type ladders.	
Holds are fitted with CO2 and smoke detection system.	
Max two tiers of max 20.0 mt uw rolled steel coils on 4 rows of wooden dunnages LxBxH 1500 x 100 x 50 mm per one hot rolled coil (diam. 1.5 m, length 1.5 m) row are allowed.	Total 20 mt uw HRC capacity: 1419 units, abt 28380 mts
Ventilation in holds:	Mechanical, Explosion Proof
Number of airchanges per hour	6.0
Hatch covers type:	Folding type (fore / aft)
Size of hatch No 1	16.80 m x 15.00 m
Hatches No 2 – 5	20.80 m x 21.00 m
Distance from waterline to the top of hatch coaming in light ballast + 98 pct stores (always subject to actual qty of ballast and stores):	In area of Hold No.1 - 12.10 m In area of Hold No.5 – 10.50 m
Distance from waterline to the top of closed hatch cover in light ballast + 98 pct stores (always subject to actual qty of ballast and stores):	In area of Hold No.1 - 12.90 m In area of Hold No.5 – 11.30 m
Distance from keel to top of hatch coaming:	16.70 m
Distance from keel to top of closed hatch cover:	17.50 m
Height of the hatch coaming:	1.95 m
Distance from ship's rail to inside of hatch coaming (no.1 / nos.2-4):	7.50 / 4.50 m
Distance from keel to the top of the mast:	44.9 m
Distance from Bow to forward end of hatch No. 1:	20.40 m
Distance from forward end hatch No.1 to after end of hatch No.5:	125.60 m
Distance from aft end hatch No. 5 to Stern:	35.00 m
Distance between hatches:	6.40 m
Distance between cranes:	27.20 m
Tank top strength (uniform load):	25 mts/sqm
Hatchcover strength (uniform load):	3.00 mts/sqm
Upper Deck strength (outside line of hatch covers opening, uniform load):	3.50 mts/sqm
No deck cargo or cargo on hatch covers is allowed.	

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Two cement holes per hatch.
Vessel is fitted for carriage of grain.
Vessel is fitted with A60 Steel Bulkhead.
Vessel is strengthened for carriage of heavy cargoes. Holds 2,4 may be left empty.
Tanktop is steel and suitable for grab discharge.
Bulkhead corrugations are vertical.

Max ballast capacity :	Tanks – 10956,1 cubm / Hold No.3 - 10162,4 cubm
Ballast water unumpables:	150 mts
Vessel deballasting rate excluding stripping : Stripping may need about half an hour for each ballast tank.	D1 method - upto 1,000 mts per hour D2 method – upto 650 mts per hour
Fresh water capacity:	400 mts
Fresh water daily consumption:	7 mts
Constant (excluding fresh water and lubricants):	275 mts

Vessel has 4 cranes of 30 mts max SWL on hook. Max gross weight of load in the grabs mode shall not be more than 80% of max SWL – Manufacturers' requirement.	
Outreach beyond ship's rail:	About 11 meters
Make and type :	Manabe Zoki Co., Ltd, Japan - MDW – 3026S - 115

Full bunker max capacities (IFO HS / MGO LS) :	950 mt / 190 mt
Bunkers unumpables (IFO / MGO):	35 mt / 5 mt
Vessel can be bunkered up to max 85 % of IFO tanks capacity and 80-85 % of mgo tanks capacity.	
Vessel shall always have bunker safe reserve which includes MGO for 2 days of steaming. Safe reserve is to be based on main engine consumption in addition to normal auxiliary consumption.	
Specification of fuel (IFO/MGO):	IFO 380 RMG TO ISO 8217:2012: value of ppm of Aluminium (Al) and Silicon (Si) shall be less than 50ppm MGO DMA TO ISO 8217:2012, VISCOSITY MIN 3.0 AT 40 DEG C, SULPHUR MAX 0.1.
Bunker Specifications: Bunkers supplied must meet ISO 8217:2012 International standard and any subsequent revision thereof also must comply with Annex VI of MARPOL 73/78 and/or any relevant European Union directive and national legislation of other States (including but not limited to Hong Kong, China, Turkey, USA, California, EU). BIMCO's bunker fuel sulphur content clause for time charters' to apply. Value of ppm of Aluminium (Al) and Silicon (Si) of IFO 380 RMG supplied shall be less than 50ppm.	
Service speed laden / ballast basis Beaufort Wind Force 4, Douglas Sea 3, not against adverse currents and negative effect of swell, all about:	13.5 / 14.0 knots
Slow steaming speed laden / ballast basis Beaufort Wind Force 4, Douglas Sea 3, not against adverse currents and negative effect of swell, all about:	12.0 / 12.5 knots
Daily consumption at sea at service speed basis Beaufort force 4, Douglas sea state 3, not against adverse currents and negative effect of swell, all about:	IFO 26.0 mts + MGO 0.1 mts
Daily consumption at sea at slow steaming mode basis Beaufort force 4, Douglas sea state 3, not against adverse currents and negative effect of swell, all about:	IFO 21.0 mts + MGO 0.1 mts
When vessel is in ballast condition and only for ballast exchange and/or cargo hold cleaning	

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purposes, vessel to operate two generators and daily consumption to be increased accordingly.	
Vessel entitles to use MGO for M.E. while maneuvering/navigating in shallow, busy waters, canals, rivers, in/out of ports, shifting between berths and during M.E. starting / stopping and operating under a load of about 35% or less.	
In port when idle, all about:	In port when working, all about:
2.8 MT FO (380 cst) + 0.2 MT MGO	4.0 - 5.0 MT FO(380 cst) + 0.3 MT MGO
Important Note:	
In the event vessel under charterers instructions is required to trade/call areas (i.e. EU, ECA, SECA, Hong Kong, China, California, Turkey, etc. List of areas/countries may be amended from time to time) where local regulations require specific grade/quality of bunkers (i.e. MGO sulphur content less than 0.5% or less than 0.1% etc), charterers shall arrange to supply vessel with required bunkers in order to comply with such regulations. In such cases actual consumption of each grade may differ from the one stated in description (where vessel is required to burn low sulphur MGO and not IFO+MGO as stated in vessel's description). If vessel is required to burn MGO instead of IFO, MGO supplied shall have minimum viscosity at 40deg C 3.0 CSt.	
Main engine:	Hyundai – Man B&W 6S42MC7
Output / RPM at MCR:	8690 bhp / 136 rpm
Propeller Diam x Pitch	5300 mm x 3700.2 mm

Dry-dock last/next:	28 March 2017 / 28 March 2020
Last / Next Special Survey:	29 March 2017 / 16 May 2022
Certificates:	Expiry Date:
Certificate of Malta Registry	14 May 2018
Ship Station Licence	14 May 2018
Minimum Safe Manning Certificate	14 May 2022
Certificate of Class	16 May 2022
Safety Construction	16 May 2022
Safety Equipment	16 May 2022
Safety Radio	16 May 2022
International Load Line	16 May 2022
IOPP	16 May 2022
IAPP	16 May 2022
ISPP	16 May 2022
IMDG Certificate	16 May 2022
IMSBC Code Certificate A,C	16 May 2022
IMSBC Code Certificate B	16 May 2022
Transship Bulk DOC	03 September 2022
SM Certificate	14 November 2022
ISS Certificate	14 November 2022
MLC Certificate	12 June 2018
ITF Blue Certificate	20 May 2018

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