

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

Name:	Tiziana
Keel Laying:	17 th October 2015
Built:	22 nd March 2016
Yard / Hull No.:	Tsuneishi Group (Zhoushan) Shipbuilding Inc., Retiao Village, Xiushan Island, Daishan County, Zhoushan City, Zhejiang Province, the People's Republic of China. Hull SS183
Managers (ISM):	Transship Bulk, 8, Marazlievskaya Street, Odessa, 65014 Ukraine IMO: 5632951
Head Owners:	MB Tiziana Shipping Limited, Level 5, The Mall Complex, The Mall Floriana, FRN 1470 Malta IMO: 5837011 SCAC: MBZL Canada Carrier Code: 910D
IMO / Official number:	9744764
Flag:	Malta
Port Of Registry:	Valletta
Call sign / MMSI:	9HA3965 / 256 624 000
Inmarsat C:	425662410
Fleet Broadband:	+870 773925311 – telephone +870 783831322 – fax
Mobile Phone:	+380 67 472 09 27
E-mail:	tiziana@skyfile.com
Description of type:	Geared, single deck, 5 ho/ha, box shaped bulk carrier
Class: ABS	A1, ESP, AMS, ACCU, CPS, UWILD, CRC(I), TCM, GRAB(25), BWT
ABS ID Number:	1626567435
H & M / Value:	Norwegian Hull Club via AON / US\$ 26.0 MIO.
P&I Club:	Skuld
Master and Crew Nationality:	Ukrainian
International GT/NT :	22,457 / 11,139
Suez Canal GT/NT:	22,958.95 / 20,938.46
Panama Canal NT:	18,713
LOA / LBP/ Breadth Moulded/ Depth:	177.0 m / 173.91 m / 30.0 m / 14.5 m
Draft in ballast, fore - aft :	3.80 m – 6.08 m

Light Weight: 8,209.0 mts	Draft	DWAT	TPC
Summer SW	9.929 m	35,443.0 mt	49.09
Winter SW	9.723 m	34,433.0 mt	49.00
Tropical SW	10.135 m	36,456.0 mt	49.18
Fresh	10.151 m	35,443.0 mt	49.18
Tropical Fresh	10.357 m	36,432.0 mt	49.25

Draft, m	Sea Water DWT, mt	Fresh Water DWT, mt	TPC
6.0	16,828.0 mt	16,217.0 mt	44.83
7.0	21,380.0 mt	20,658.3 mt	46.35
7.5	23,719.0 mt	22,940.3 mt	47.17
8.0	26,092.0 mt	25,255.4 mt	47.75
8.5	28,489.0 mt	27,593.9 mt	48.14
9.0	30,906.0 mt	29,952.0 mt	48.56
9.5	33,341.0 mt	32,327.6 mt	48.88

Fresh Water Allowance:	222 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	27.20	26.1	12.72	11.10 (F) 16.10 (A)	10.20(F) / 11.00(A) 11.00(F) / 26.10(A)
2	27.20	26.1	12.72	27.20	26.1
3	27.20	26.1	12.72	27.20	26.1
4	27.20	26.1	12.72	27.20	26.1
5	28.20	26.1	12.72	1.00 (F) 26.20 (A)	26.10 (F) / (A) 26.10 (F) / 8.40 (A)

Hold	Grain	Bale	Max Weight			
			All Holds	Alt Load		
1	7,553.9 cubm	266,766 cubf	7,333.0 cubm	258,965 cubf	7,521	10,109
2	9,640.7 cubm	340,461 cubf	9,329.3 cubm	329,464 cubf	9,638	-
3	9,670.4 cubm	341,510 cubf	9,337.0 cubm	329,736 cubf	9,648	12,826
4	9,670.4 cubm	341,510 cubf	9,337.0 cubm	329,736 cubf	9,648	-
5	9,091.0 cubm	321,049 cubf	8,863.0 cubm	312,997 cubf	9,045	11,982
Total	45,626.4 cubm	1,611,296 cubf	44199.3 cubm	1,560.898 cubf		

Holds are fitted with Australian type ladders.	
Holds are fitted with CO2 and smoke detection system.	
Max two tiers of 25.0 mt rolled steel coils on three rows of wooden dunnages LxBxH 1500 x 150 x 70 mm per one hot rolled coil (diam. 1.8 m, length 1.5 m) row are allowed.	
Ventilation in holds:	Mechanical, Reversible, Explosion Proof
Number of airchanges per hour	6.0
Hatch covers type:	End folding type
Size of hatch No 1	16.15 m x 15.40 m
Hatches No 2 – 5	19.55 m x 20.00 m
Distance from waterline to the top of hatch coaming in ballast + 96 pct. stores (always subject to actual qty of ballast and stores):	In area of Hold No.1 - 12.40 m In area of Hold No.5 – 10.95 m
Distance from waterline to the top of closed hatch cover in ballast + 96 pct. stores (always subject to actual qty of ballast and stores):	In area of Hold No.1 - 13.23 m In area of Hold No.5 – 11.88 m
Distance from keel to top of hatch coaming:	16.52 m
Distance from keel to top of closed hatch cover (no.1 / nos.2-5):	17.35 m / 17.45 m
Height of the hatch coaming:	1.50 m
Distance from ship's rail to inside of hatch coaming (no.1 / nos.2-4):	6.40 m / 5.00 m
Distance from keel to the top of the mast:	42.35 m
Distance from Bow to forward end of hatch No. 1:	16.60 m
Distance from forward end hatch No.1 to after end of hatch No.5:	128.35 m
Distance from aft end hatch No. 5 to Stern:	31.40 m
Distance between hatches:	8.50 m
Distance between cranes:	28.00 m
Tank top strength (uniform load):	20 mts/sqm
Hatchcover strength (uniform load):	Hold No.1: 2.7 mts/sqm Holds No.2-5: 3.0 mts/sqm
Upper Deck strength (except between cross deck, uniform load):	3.62 mts/sqm
No deck cargo or cargo on hatch covers is allowed.	
Two cement holes per hatch.	
Vessel is fitted for carriage of grain.	
Vessel is fitted with A60 steel bulkhead between hold no.5 and engine room.	
Vessel is strengthened for carriage of heavy cargoes. Holds 2,4 may be left empty.	
Tanktop is steel and suitable for grab discharge.	

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Bulkhead corrugations are vertical.

Max ballast capacity (No ballast hold available):	15,402.2 cubm / No ballast hold.
Ballast water un pumpables:	Upto 150 mts
Vessel deballasting rate excluding stripping : Stripping may need about half an hour for each ballast tank.	Upto 800 - 1,000 cubm per hour
Fresh water capacity:	300 mts
Fresh water daily consumption:	7 mts
Constant (excluding fresh water and lubricants):	250 mts

Vessel has 4 cranes of 30 mts max SWL on hook. Max gross weight of load in the grabs mode - 24 mts.	
Outreach beyond ship's rail:	About 9.0 meters
Make and type :	Mitsubishi heavy Industries Japan – 30 MT x 24 M (R)
Vessel has 4 radio controlled single rope grabs. Tare (self-weight) is 9,000 kg. Equipped with 4 pcs of spill plates. Capacity with / without spill plates - 12.0 m3 / 6.0 m3. Cargo density allowed - 1.25 t/m3 with plates / 2.50 t/m3 without plates.	
Grabs make and type:	Smag-Peiner Grabs Limited, Japan – EGF 1.25 – size 12000

Full bunker capacities (IFO HS / MGO LS):	1,000 mt / 200 mt
Bunkers un pumpables (IFO / MGO):	45 mt / 5 mt
Vessel can be bunkered up to max 80-85 % of IFO tanks capacity and 80 % of mgo tanks capacity.	
Specification of fuel (IFO/MGO):	IFO 380 RMG: VALUE OF PPM OF ALUMINIUM (AL) AND SILICON (SI) SHALL BE LESS THAN 50PPM; MGO DMA TO ISO 8217:2012, VISCOSITY MIN 3.0 CST 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.	
Service speed laden / ballast basis Beaufort Wind Force 4, Douglas Sea 3, not against adverse currents and negative effect of swell, all about:	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:	12.5 knots
Daily consumption at sea at service speed laden / ballast basis Beaufort force 4, Douglas sea state 3, not against adverse currents and negative effect of swell, all about:	IFO 21.5 mts + MGO 0.1 mts / IFO 20.5 mts + MGO 0.1 mts
Daily consumption at sea at slow steaming mode laden / ballast basis Beaufort force 4, Douglas sea state 3, not against adverse currents and negative effect of swell, all about:	IFO 16.0 mts + MGO 0.1 mts / IFO 15.0 mts + MGO 0.1 mts
When vessel is in ballast condition and only for ballast exchange and/or cargo hold cleaning 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	

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under a load of about 35% or less.	
In port when idle, all about: 2.0 MT FO (380 cst) + 0.2 MT MGO	In port when working, all about: 3.0 - 4.0 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 @ 40deg C. 3.0 CSt.	
Main engine:	MITSUI-MAN B&W 6S50ME-B8.3
Output / RPM at MCR:	9092 bhp / 108 rpm
Propeller Diam x Pitch	6000 mm x 4.378 mm

Dry-dock last/next:	N/A / 21 March 2019
Last / Next Special Survey:	N/A / 21 March 2021
Certificates:	Expiry Date:
Certificate of Malta Registry	17.03.2018
Ship Station Licence	17.03.2018
Minimum Safe Manning Certificate	16.02.2021
Certificate of Class	21.03.2021
Safety Construction	21.03.2021
Safety Equipment	21.03.2021
Safety Radio	21.03.2021
International Load Line	21.03.2021
IOPP	21.03.2021
IAPP	21.03.2021
ISPP	21.03.2021
IMDG Certificate	21.03.2021
IMSBC Code Certificate A,B,C	21.03.2021
IMSBC Code Certificate B	21.03.2021
Transship Bulk DOC	03.09.2022
SM Certificate	10.07.2021
ISS Certificate	10.07.2021
MLC Certificate	10.07.2021
ITF Blue Certificate	20.03.2018

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