

# MV CARMENCITA

**OWNER:** UGLAND SHIPPING AS  
FLAG: NORWEGIAN (NIS REGISTER)  
PORT OF REGISTRY: GRIMSTAD  
CALL SIGN: LAEV7

**OPERATOR:** UGLAND BULK TRANSPORT A/S  
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**BUILT BY:** TSUNEISHI SHIPYARD, CEBU, THE PHILIPPINES

**YEAR BUILT:** 2009



## Description

Multipurpose bulk carrier. Single screw, diesel driven steel ship. Divided by 7 watertight bulkheads into 5 cargo holds, engine room and peak tanks. Topside ballast tanks and hoppersided double bottom tanks are fitted continuously in way of cargo holds to give usual bulk carrier cross section configuration. Ship is fitted for carrying logs and packaged lumber.

## Class

Det Norske Veritas (DNV). Bulk Carrier, strengthened for heavy cargoes, No. 2 & 4 holds may be empty.

## Principal Dimensions

(Principal dimensions also apply to MV SENORITA, built in 2008. Dimensions may differ slightly.)

(m = meters; Mt = metric tonnes)

Length overall	189.99 m
Length between perpendiculars	185.60 m
Breadth moulded	32.26 m
Depth moulded	18.00 m
Draught on Summer marks	12.828 m
Deadweight at Summer marks	58,773Mt
T.P.C.:	57.44Mt
Distance from waterline to top of hatchcoaming in light ballast condition:	14.34 m midship
Distance from waterline to top of hatchcoaming in heavy ballast condition:	11.14 m midship
Distance from waterline to top of mast in heavy ballast condition:	40.579 m

Gross tonnage:	International 32,379	Suez Canal 33,340	Panama Canal 32,379
Net tonnage:	International 19,353	Suez Canal 30,694	Panama Canal 26,849

### Freeboard particulars (provisional)

	<b>Draft:</b>	<b>Deadweight:</b>
Winter	12.561 m	57.237 Mt
Summer	12.828 m	58.773 Mt
Tropical	13.095 m	60.310 Mt
Fresh Water Summer	13.122 m	58.770 Mt
Fresh Water Tropical	13.389 m	60.271 Mt

Hold / Hatches:	5/5
Grain / Bale:	72,360.3 m <sup>3</sup> / 70,557.8 m <sup>3</sup>

## Speed and Consumption

With vessel loaded to Design Draught, and using fuel oil with maximum viscosity of 380 c.st with low calorific value of 9.800 kcal/kg, and with 15% sea margin, the following speeds and main engine fuel consumption are expected.

With 14.0 knots	32,5 Mt IFO loaded - NDAS
With 14.0 knots	31,5 Mt IFO ballast - NDAS / always subject reconfirmation

Estimated consumption of auxiliary engines is:

Idle	:	1,7 Mt IFO + 1,7 Mt MDO	
Working 24 hrs:		1,7 Mt IFO + 3,8 Mt MDO	/ always subject reconfirmation

## Main Engine

One 6 cylinder Mitsui-MAN B&W 6S50 MC single action two stroke with turbocharger NA 48  
Max. Cont. Output 8,400 kW at 113 RPM  
Norm. „ „ 7,140 kW at 107 RPM

## Auxiliaries

Three Daihatsu 6DC-17 6 cyl. diesel engines each developing 530 kW at 900 RPM and each coupled directly to Taiyo Electric generators each of 600 KVA – 450V 60 HZ

## Cargo Hatches

Five sets Mac Gregor-Kayaba hydraulic operated folding type, double skin (box) construction

## Cargo Gear

Four IHI electro hydraulic deck cranes  
Capacity: 30 mt - Slewing radius 26 m  
Equipped for grab use  
Grabs: Four Orts type EHS-B having capacity of 12 m<sup>2</sup> for general bulk cargo  
Hold Ladders: Australian Waterside Workers Federation requirements  
Hold ventilation: All holds fitted with natural ventilator

## Fire Fighting Equipment

Engine Room: Fixed water based local fire fighting system (HYPER-LP) and high expansion foam fire extinguishing system.  
Accommodation: Portable extinguishers and sea water  
Cargo Hold: Sea water  
Main Deck: Sea water  
Galley: CO<sub>2</sub> fire extinguishing system

## Hold and Hatch Particulars and Cargo Capacities

HOLD	CLEAR LENGTH	HOLD CAPACITY		HATCH SIZE	TANK TOP STRENGTH
		Grain m <sup>3</sup> incl. hatch coaming	Bale m <sup>3</sup> incl. hatch coaming		
1.	27.4 m	12,361.2	11,900.5	17.6 x 17.0 m	25.3 mt/m <sup>2</sup>
2.	28.1 m	15,976.4	15,625.2	21.6 x 18.6 m	17.0 mt/m <sup>2</sup>
3.	28.1 m	14,510.6	14,163.7	21.6 x 18.6 m	25.3 mt/m <sup>2</sup>
4.	28.1 m	15,971.0	15,608.8	21.6 x 18.6 m	17.0 mt/m <sup>2</sup>
5.	28.9 m	13,541.1	13,259.6	20.8 x 18.5 m	25.30 mt/m <sup>2</sup>
<b>Total</b>	-	<b>72,360.3</b>	<b>70,557.8</b>	-	-

## Capacities of Tanks

WATER BALLAST TANKS						S.G. = 1.025		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M <sup>3</sup> )		WEIGHT (Mt)	CENTRE OF GRAVITY (M)		MAX. INERTIA (M <sup>4</sup> )	
		100% Full	100%Full		LCG	VCG		
FORE PEAK TANK		219 - F.E	2,208.6	2,264	- 86.33	8.04	4,474	
NO. 1 BTM. W.B.TK.	P&S	185 - 219	895.9	918	- 67.81	1.72	6,844	
NO. 1 T.S.&BTM. W.B.TK.	P&S	185 - 219	1,294.4	1,327	- 67.16	6.38	6,844	
NO. 2 BTM. W.B.TK.	P&S	143 - 185	711.7	729	- 37.97	1.75	1,482	
NO. 2 T.S. & BTM. W.B.TK.	P&S	143 - 185	1,301.9	1,334	- 38.03	8.54	1,482	
NO. 3 BTM. W.B.TK.	P&S	108 - 143	596.2	611	- 7.16	1.76	1,242	
NO. 3 T.S. & BTM. W.B.TK.	P&S	108 - 143	1,083.3	1,110	- 7.16	8.49	1,242	
NO. 4 BTM. W.B.TK.	P&S	66 - 108	710.4	728	23.56	1.76	1,471	
NO. 4 T.S. & BTM. W.B.TK.	P&S	66 - 108	1,294.9	1,327	23.60	8.51	1,471	
NO. 5 BTM. W.B.TK.	P&S	30 - 66	758.6	778	54.62	2.24	3,558	
NO. 5 T.S. & BTM. W.B.TK.	P&S	30 - 66	1,245.6	1,277	54.55	7.90	3,558	
AFT. PEAK TK.		A.E - 9	1,157.6	1,187	90.14	13.46	6,113	
SUB. TOTAL			15,806.4	16,201		-		
NO. 3 CARGO HOLD (W.B.)		108 - 143	14,637.2	15,003	- 7.14	10.30	81,135	
<b>TOTAL</b>			<b>30,443.6</b>	<b>31,204</b>		-		

FUEL OIL TANKS						S.G. = 0.935		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M <sup>3</sup> )		WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX INERTIA (M <sup>4</sup> )	
		100% Full	96% Full		⊗ MG	KG		
NO. 1 FUEL OIL TK.	C	143-185	894.4	858.6	803	-37.89	0.85	11,459
NO. 2 FUEL OIL TK.	C	108-143	746.4	716.5	670	-7.11	0.85	9,543
NO. 3 FUEL OIL TK.	C	66-108	893.5	857.8	802	23.65	0.85	11,464
H.F.O. SETT. TK.	S	27-29	* 25.4	24.4	23	70.85	13.12	1
H.F.O. SERV. TK.	S	25-27	* 26.6	25.5	24	72.45	13.25	1
<b>TOTAL</b>			<b>2,586.3</b>	<b>2,482.8</b>	<b>2,322</b>		-	

DIESEL OIL TANKS						S.G. = 0.900		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M <sup>3</sup> )		WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX INERTIA (M <sup>4</sup> )	
		100% Full	96% Full		⊗ MG	KG		
DIESEL OIL TK.	P	23-31	188.8	181.2	163	71.52	14.18	30
DIESEL OIL SERV. TK.	S	20-24	* 23.8	22.8	21	75.65	15.99	9
<b>TOTAL</b>			<b>212.6</b>	<b>204.0</b>	<b>184</b>		-	

Note: 1. (-) Signs in MG indicate forward midship  
2. (\*) Signs in capacity mean full of overflow position  
3. Weight of F.O. and D.O. are corresponding to 96% full capacity

DEADWEIGHT SCALE			
DRAFT	DEADWEIGHT	TPC	MTC
M	MT	MT	MT-M
	1025 1020 1015 1010 1005		
13	60000		800
12.828			L.W.L.
12	55000		
11.317			
11	50000	57	780
10	45000		760
9	40000	56	740
8	35000		720
7	30000	55	700
6	25000		680
5	20000	54	660
4	15000		640
3	10000	53	620
2	5000		600
		52	580
		51	560
		50	540
			520



