

M/V TAMARITA/FERMITA/ ROSITA/FAVORITA

OWNER: UGLAND SHIPPING AS
FLAG: NORWEGIAN (NIS REGISTER)
PORT OF REGISTRY: GRIMSTAD
CALL SIGNS: LADV6 / LACV6 / LACB6 / LAGM6

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

YEAR BUILT: 2001 TAMARITA/FERMITA, 2004 ROSITA,
2005 FAVORITA



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 apply to Tamarita. The Fermita / Rosita / Favorita dimensions may differ slightly)

(m = metres; Mt = metric tonnes)

Length overall	189.99 m
Length between perpendiculars	182.00 m
Breadth moulded	32.26 m
Depth moulded	17.00 m
Draught on Summer marks	12.024 m
Deadweight at Summer marks	52,292 Mt
T.P.C.:	55.49
Distance from waterline to top of hatchcoaming in light ballast condition:	14.2 m
Distance from waterline to top of hatchcoaming in heavy ballast condition:	11.7 m
Distance from waterline to top of mast in ballast condition:	44.0 m

Gross tonnage:	International 30,053	Suez Canal 30,930	Panama Canal -
Net tonnage:	International 18,207	Suez Canal 28,212	Panama Canal 24,944

Freeboard particulars (provisional)

	Freeboard:	Draft:	Deadweight:
Winter	5.273 m	11.774 m	50,906 Mt
Summer	5.023 m	12.024 m	52,292 Mt
Tropical	4.773 m	12.274 m	53,682 Mt
Fresh Water Summer	4.750 m	12.297 m	52,291 Mt
Fresh Water Tropical	4.500 m	12.547 m	53,651 Mt

Holds / Hatches:	5/5
Grain / Bale:	67,756m ³ / 65,601 m ³

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	13.5 knots	26.0 Mt loaded
With	13.5 knots	22.0 Mt ballast
With	12.5 knots	23.0 Mt loaded
With	12.5 knots	20.0 Mt ballast

These engines are capable of using HFO with maximum viscosity 380 c.st. Estimated consumption of auxiliary engines is 1.8 Mt HFO/day at sea and 4.5 Mt MDO/day in port whilst using ship cranes for working cargo.

Main Engine

One 6 cylinder Mitsui-MAN B&W 6S50 MC single action two stroke with turbocharger NA 48
Max. Cont. Output 7,800 kW at 116 RPM
Norm. „ „ 6,618 kW at 110 RPM

Propeller

One right handed solid, keyless type made by Nakashima, 4-blade. 6,000 Ø x 4,176 pitch
Material: KAIBC3

Auxiliaries

Three Daihatsu 3DK-20 3 cyl. diesel engines each developing 480 kW at 900 RPM and each coupled directly to Taiyo Electric generators each of 550 KVA – 450V 60 HZ

Fresh Water Generator

One Sasakura fresh water generator with capacity of 20 mt/d

Steering Gear

One Mitsubishi electro-hydraulic steering gear type SFC-80

Fire Fighting Equipment

Engine Room: Fixed CO₂ foam applicators, portable extinguishers and sea water
Accommodation: Portable extinguishers and sea water
Cargo Hold: Sea water
Main Deck: Sea water
Galley: CO₂ fire extinguishing system

Deck Machinery

Two windlasses hydraulic type
235 kN x 9 m/min
Two mooring winches hydraulic type
127 kN x 15 m/min

Cargo Hatches

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

Cargo Gear

Four Mitsubishi 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 m² for general bulk cargo
Hold Ladders: Australian Waterside Workers Federation requirements complied with
Hold ventilation: All holds fitted with natural ventilator

Store Crane

One Sekigahara fixed type electric davit hoist crane fitted for loading stores and spare parts, Cap. 2 mt x 7.7 m/min.

Complement

Accommodation is arranged for the following maximum complement:

Officer	10 persons
Petty Officer	3 persons
Crew	16 persons
<u>Total</u>	<u>29 persons</u>

Hold and Hatch Particulars and Cargo Capacities

HOLD	CLEAR LENGTH	HOLD CAPACITY		HATCH SIZE	TANK TOP STRENGTH
		Grain m ³ incl. hatch coaming	Bale m ³ incl. hatch coaming		
1.	27.0 m	12,663.8	12,418.6	20.40 x 18.4 m	22.0 mt/m ²
2.	28.4 m	14,635.8	14,204.8	21.25 x 18.4 m	17.0 mt/m ²
3.	28.0 m	13,471.1	13,043.9	21.25 x 18.4 m	25.0 mt/m ²
4.	28.8 m	14,532.1	13,940.5	21.25 x 18.4 m	17.0 mt/m ²
5.	27.0 m	12,453.5	11,992.7	21.25 x 18.4 m	22.0 mt/m ²
Total	-	67,756.3	65,600.5	-	-

Upper deck uniform load: 3.46 mt/m²
 Cargo hatch cover uniform load: 3.00 mt/m²
 Logs/Lumber: Deck is fitted with sockets for log stanchions

Capacities of Tanks

WATER BALLAST TANKS						S.G. = 1.025	
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M ³)	WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX. INERTIA (M ⁴)	
				⊗ G	KG		
FORE PEAK TANK	208 - F.E.	1,590.5	1,630	- 87.28	7.84	2,610	
NO. 1 BTM.W.B.TK.	P&S 174 - 208	809.8	830	- 67.93	1.61	6,002	
NO. 1 T.S.&BTM.W.B.TK.	P&S 174 - 208	1,187.6	1,217	- 67.44	6.44	6,002	
NO. 2 BTM.W.B.TK.	P&S 137 - 174	1,101.7	1,129	- 38.75	1.47	10,787	
NO. 2 T.S. & BTM.W.B.TK.	P&S 137 - 174	1,663.7	1,705	- 38.77	6.30	10,787	
NO. 3 BTM.W.B.TK.	P&S 101 - 137	698.7	716	- 8.02	1.81	1,583	
NO. 3 T.S. & BTM.W.B.TK.	P&S 101 - 137	1,218.9	1,249	- 8.33	7.74	1,583	
NO. 4 BTM.W.B.TK.	P&S 66 - 101	667.0	684	21.82	1.83	1,491	
NO. 4 T.S. & BTM.W.B.TK.	P&S 66 - 103	1,232.5	1,263	21.59	8.17	1,491	
NO. 5 BTM.W.B.TK.	P&S 31 - 66	798.4	818	51.85	3.22	2,423	
NO. 5 T.S. & BTM.W.B.TK.	P&S 31 - 66	1,317.5	1,350	51.66	8.15	2,423	
AFT. PEAK TK.	A.E.- 9	576.2	591	88.36	11.69	5,180	
SUB. TOTAL		15,407.1	15,789		-		
NO. 3 CARGO HOLD (W.B.)	103 - 137	13,522.9	13,861	- 9.16	9.78	80,952	
TOTAL		28,930.0	29,650				

FRESH WATER TANKS						S.G. = 1.000	
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M ³)	WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX. INERTIA (M ⁴)	
				⊗ G	KG		
FRESH WATER TANK	P A.E.-9	204.7	205	88.57	15.79	244	
DRINK WATER TANK	S A.E.-9	204.7	205	88.57	15.79	244	
TOTAL		409.4	410				

FUEL OIL TANKS						S.G. = 0.935		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M ³)		WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX INERTIA (M ⁴)	
		100% Full	96% Full		⊗ MG	KG		
NO. 1 FUEL OIL TK.	C 101-137	765.2	734.6	687	-8.03	0.85	8,757	
NO. 2 FUEL OIL TK.	C 66-101	749.9	719.9	673	22.05	0.85	8,605	
NO. 3 FUEL OIL TK.	C 31-66	315.4	302.8	283	48.52	0.85	1,223	
NO. 4 FUEL OIL TK.	P 24-32	284.3	272.9	255	68.86	12.84	97	
	S 24-32	224.6	215.6	202	68.83	12.73	63	
H.F.O. SETT. TK.	S 28-31	* 23.5	22.6	21	67.85	12.43	1	
H.F.O. SERV. TK.	S 25-28	* 24.0	23.1	22	70.25	12.51	1	
TOTAL		2,386.9	2,291.5	2,143				

DIESEL OIL TANKS						S.G. = 0.900		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M ³)		WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX INERTIA (M ⁴)	
		100% Full	96% Full		⊗ MG	KG		
NO. 1 DIESEL OIL TK.	S 17-24	163.5	157.0	141	74.84	13.96	62	
NO. 2 DIESEL OIL TK.	S 27-31	20.4	19.6	18	68.04	1.11	27	
TOTAL		183.9	176.6	159				

LUB. OIL TANK						S.G. = 0.900		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M ³)		WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX INERTIA (M ⁴)	
		100% Full	96% Full		⊗ MG	KG		
M/E L.O. SUMP. TK.	C 17-27	15.2	14.6	13	74.33	1.10	6	

OTHER TANKS						S.G. = 0.900		
COMPARTMENT	LOCATION (FR. NO.)	CAPACITY (M ³)		WEIGHT (MT)	CENTRE OF GRAVITY (M)		MAX INERTIA (M ⁴)	
		100% Full	96% Full		⊗ MG	KG		
WASTE OIL TK.	P 18-28	25.3			72.20	1.24	15	
BILGE TK.	9-16	26.4			80.62	1.06	22	
COOL. W. TK.	5-9	8.3			84.79	3.09	1	

- 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

