

MV UNISPACE



SHIP PARTICULARS

MAIN PARTICULARS

Type: _____ Multipurpose Tweendecker
Yard: _____ Damen Shipyard Hoogezand, Netherlands
Built: _____ 2003
Flag: _____ Antigua & Barbuda
Port of registry: _____ St. John's
IMO No: _____ 9267285
Call sign: _____ V2GK6
Class: _____ LR+100 A1, +LMC, UMC, IHM-EU+, BWMP(S), SCM
P&I: _____ The London P&I Club

CONTACT

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GENERAL DIMENSIONS

DWT summer sw: 10,621.24 mts
 Draft summer: 7.347 m
 TPC: 23.27
 GT/NT: 7,752/3,856
 Panama (NT): 6,900
 Suez (GT/NT): 8,016.82/7,143.48
 LOA: 145.63 m
 LPP: 138.82 m
 Beam: 18.25 m
 Depth moulded: 10.30 m
 Air height from base line: 36.40 m
 Bottom of keel draft: 7.361 m

CRANES

Cranes (portside): Liebherr el. hydraulic,
 2x 60 mts (combinable)
 Outreach, capacity: 28.40 m–30 mts /
 26 m–40 mts /
 16 m–60 mts
 Max SWL (combined): 120 mts

Lifting capacity is subject vessel's stability and depends on cargo/ballast on board.

TWENDECK

Twendeck: 17 pontoons
 Height under twendeck: 5.25 m
 Height above twendeck: 5.14 m
 2 movable Bulkheads: 17 positions

DECK STRENGTH

Hatch cover: 1.75 mts / m²
 Twendeck: 3.50 mts / m²
 Tanktop: 18.00 mts / m²

HOLD PARTICULARS

Holds/hatches: 2/2
 Grain capacity: 517,962.273 cbft/14,667.06 cbm (without td)
 489,753.981 cbft/13,868.29 cbm (td in hold)
 Hold No 1: 38.955 m x 13.15 m x 11.05 m
 191,019.128 cbft/5,409.06 cbm (without td)
 182,706.057 cbft/5,173.66 cbm (td in hold)
 Hold No 2: 65.415 m x 13.15 m x 11.05 m
 326,943.145 cbft/9,258.0 cbm (without td)
 307,047.924 cbft/8,694.63 cbm (td in hold)
 Hatch cover: pontoon, hold 1: 6 pcs; hold 2: 10 pcs
 Hold ventilation: hold 1: 15 air changes per hour,
 hold 2: 12 air changes per hour

CONTAINER

Container intake: 661 TEU of which 368 TEU on deck
 295 FEU + 44 TEU
 of which 163 FEU + 38 TEU on deck
 Intake basis 14 mts: abt 457 TEU 40% VCG
 Reefer plugs: 60 pcs (on deck)
 Stack loads: hold: TEU 100 mts / FEU 120 mts
 deck: TEU 28 mts / FEU 52 mts

Intake is always subject to vessel's stability deadweight, trim, permissible weight, permissible loading gear, break loads, containers lashing plan, range of visibility, Panama/Suez regulations, Osha rules/regulations.

MACHINERY

Main engine: MAK 9M 32C 4320 kW / 4-stroke
 Auxiliary engines: 3 x Scania of each 275 kW
 Shaft generator: Stamford 550 kW
 Bow thruster: 400 kW
 Propeller: 4 blades pitch propeller
 Speed/consumption: abt 12 kn on abt 16 mts/day
 Port consumption: abt. 1 mts, x 1 A/E (idle)
 abt. 2.5 mts, x 2 A/E (working), (no reefers)
 Fuel grades: VLSFO < 0.5% / ISO 8217:2018
 MGO < 0.1% / ISO 8217:2018

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Speed and consumption figures are "about" and calculated basis max Beaufort 3/DSS 2, no adverse current, even keel and max seawater temperature of 26°C.

No consumption of MGO at sea, provided shaft generator connected, except if hold ventilation is used, reefers connected and in case of emergency and/or when manoeuvring in/out of ports, narrow, shallow or other constraint waters.

TANK CAPACITIES

VLSFO: abt 478.38 cbm (basis 90%)
 MGO: abt 117.82 cbm (basis 90%)
 Fresh water: abt 75.5 cbm
 Ballast water: abt 4,887 cbm

All details are given "about" and in good faith.

