



PARTICULARS

IMO No: **9266891**

TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**

FLAG: **PANAMA**

CLASS: **RINA**

BUILT: **2003**

BUILDER: **KYOKUYO SHIPYARD, JAPAN**

GRT/NRT: **4997/1808**

D W T: **7435 M.T.**

LOA x B x D: **110 x 18.4 x 8.3 (M)**

MAX DRAFT: **6.86 (M)**

MAIN ENGINE: **HANSHIN DIESEL LH46LA**

AUX. ENG: **3 x YANMAR 6N165L-SN 485KW 660PS**

AUX. GENERATORS: **3 x 450KW 450V 60HZ AC**

CEMENT HOLDS FULL CAPACITY: **4 SEPERATE – 6544 CUB.M.**

BALLAST TANK: **2500 CUB.M. EPOXY COATED**

RADIO TELECOM: **GMDSS A1+A2+A3 + SATCOM**

BOW THRUSTER: **465KW TAIYO ELECTRIC**

SPEED/CARGO/CONSUMPTIONS*

AT SEA

BALLAST: **11.0 KNOTS/HR – 9.0 IFO 180 PLUS 1.3 M.T. MDO/DAY**

FULL LOAD: **11 KNOTS/HR – 9.0 IFO 180 PLUS 1.3 M.T. MDO/DAY**

12.5 KNOTS/HR – 11 IFO 180 PLUS 1.3 M.T. MDO/DAY

AT PORT

ANCHORAGE: **1.0 MT/DAY MGO 0.1%**

LOADING: **1.8 MT/DAY MGO 0.1%**

DISCHARGING

PNEUMATIC: **6.5 MT/DAY IFO 180 OR MGO 0.1% FOR M/E PLUS 3.0 MT/DAY
MGO 0.1% FOR DIESEL GENERATOR**

MECHANICAL: **N/A**

LOADING RATE/SYSTEM

MECHANICAL: **UP TO 800 MT/HR VIA A CENTRAL HOPPER**

PNEUMATIC: **UP TO 350 MT/HR VIA A 12 INCH PIPE (STARBOARD)**

BY TRUCK UP TO 8 TRUCKS SIMULTANEOUSLY (PORT/STARBOARD)

DISCHARGING RATE/SYSTEM

PNEUMATIC: **UP TO 350 MT/HR AT HORIZONTAL DISTANCE OF 100m -
VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF
SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE**

CONFIGURATION

MECHANICAL: **N/A**

**All figures are about and based on good weather conditions - wind force 3
Beaufort.*

***Vessel has a bow and stern thruster*



PARTICULARS

IMO No: 8906482

TYPE OF VESSEL: CEMENT CARRIER

FLAG: CYPRUS

CLASS: RINA

BUILT: 1992

BUILDER: MADENCY SHIP INDUSTRIES EREGLI TURKEY

GRT/NRT: 3.907/1.451 M.T.

D W T: 5.744 M.T.

LOA x B x D: 92.8 x 84.5 x 17.00 (M)

MAX DRAFT: 6.689 (M)

MAIN ENGINE: MAK 8M 453C

AUX. ENG: SCANIA DSI 1449 x 3 - 270kw (362 hp)

AUX. GENERATORS: SCANIA DSI 1449 - 337.5 kw/hr

SHAFT GENERATOR: 105 KVA

EMERGENCY GENERATOR: 112 KVA

CEMENT HOLDS FULL CAPACITY: 5248.85 m3

BALAST TANK: 2093.4 m3

RADIO TELECOM: GMDSS AREA A1+A2+A3

BOW THRUSTER: 295 kw (395 hp)

STERN THRUSTER: 220 kw (295 hp)

SPEED/CARGO/CONSUMPTIONS*

AT SEA

BALLAST: 10.5 KNOTS/HR 8.0 M.T. IFO 180 - 9.5 KNOTS/HR 7.0 M.T.

IFO 180 PLUS 0.8 MT MGO/DAY

FULL LOAD: 10.5 KNOTS/HR 8.5 M.T. IFO 180 - 9.5 KNOTS/HR 7.5 M.T.

IFO 180 PLUS 0.8 M.T. MGO/DAY

AT PORT

ANCHORAGE: 0.8 M.T./DAY MGO 0.1%

LOADING: 1.7 M.T./DAY MGO 0.1%

DISCHARGING

PNEUMATIC: 5.0 M.T. MDO/DAY

MECHANICAL: 4.0 M.T. MDO/DAY

LOADING RATE/SYSTEM

MECHANICAL: UP TO 350 M.T./HR

PNEUMATIC: UP TO 250 M.T./HR (possibility of loading by 8 trucks simultaneously)

DISCHARGING RATE/SYSTEM

PNEUMATIC: 170 M.T./HR VIA 12" PIPE AT HORIZONTAL DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE CONFIGURATION (PORT OR STRB SIDE)

MECHANICAL**: 170 M.T./HR (POSSIBILITY DISCHARGING DIRECT TO TRUCKS PORT OR STRD SIDE 9-10 MINUTES PER TRUCK)

**All figures are about and based on good weather conditions - wind force 3 Beaufort.*

***Vessel has the capability of discharging on trucks from port and strd side*



PARTICULARS

IMO No: **8009545**

TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**

FLAG: **MALTA**

CLASS: **RINA**

BUILT: **1981**

BUILDER: **SHIKOKU DOCKYARD CO LTD, JAPAN**

GRT/NRT: **8.180/2.813**

D W T: **13.049 M.T.**

LOA x B x D: **138 x 21 x 11,5 (M)**

MAX DRAFT: **8,115 (M) SSW**

MAIN ENGINE: **UBE-MAK x 2 - 6 MU 453 AK (2.942KW TOTAL)**

DIRECT REVERSING DIESEL ENGINE

AUX. ENG: **3 x MITSUBISHI S6 N - MPTA**

AUX. GENERATORS: **3 x 220 KW EACH**

CEMENT HOLDS FULL CAPACITY: **4 SEPARATE HOLDS - 11269 CUB.M.**

(VSL CAN LOAD 2 DIFFERENT KINDS OF CEMENT)

BALLAST TANK: **EPOXY COATED**

RADIO TELECOM: **GMDSS SYSTEM (BY JRC TOKYO) A1, A2, A3**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **10.0 KNOTS/9.2 M.T. IFO (30 CST) PLUS 1.5 M.T. MDO/DAY**

10.5 KNOTS/10.5 M.T. IFO (30 CST) PLUS 1.5 M.T. MDO/DAY

FULL LOAD: **9.5 KNOTS/9.2 M.T. IFO (30 CST) PLUS 1.5 M.T. MDO/DAY**

10.0 KNOTS/11.0 M.T. IFO (30 CST) PLUS 1.5 M.T. MDO/DAY

AT PORT

ANCHORAGE: **0.8 M.T. MDO/DAY PLUS 0.30 MT BOILER (WINTER)**

LOADING: **1.6 M.T. MDO/DAY PLUS 0.30 M.T BOILER (WINTER)**

DISCHARGING

PNEUMATIC: **6.0 M.T. MDO/DAY WITH 3 CARGO COMPRESSORS WORKING PLUS 0.3 M.T FOR BOILER IN WINTER**

7.3 M.T. MDO/DAY WITH 4 CARGO COMPRESSORS WORKING PLUS 0.3 M.T FOR BOILER IN WINTER

MECHANICAL: **2.0 M.T. MDO/DAY PLUS 0.3 M.T. (FOR BOILER)**

LOADING RATE/SYSTEM

MECHANICAL: **ABOUT 600 M.T./HR**

PNEUMATIC: **VIA TRUCKS**

DISCHARGING RATE/SYSTEM

PNEUMATIC: **ABOUT 2 x 230 M.T./HR THROUGH TWO LINES**

ABOUT 1 x 320 M.T./HR THROUGH ONE LINE

DISCHARGING RATES AT HORIZONTAL DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE CONFIGURATION (DEPENDS ON HORIZONTAL/VERTICAL DISTANCES TO SHORE SILO)

MECHANICAL: **ABOUT 8 - 9 MINUTES PER 25M.T SILO TRUCK**

**All figures are about and based on good weather conditions - wind force 3 Beaufort.*



PARTICULARS

IMO No: **9331830**

TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**

FLAG: **PANAMA**

CLASS: **RINA**

BUILT: **2006**

BUILDER: **SELAH SHIPYARD ISTANBUL TURKEY**

GRT/NRT: **9.299/3.244**

D W T: **13.020 M.T.**

LOA x B x D: **133,93 x 20,6 x 10,50 (M)**

MAX DRAFT: **8,269 (M) SSW**

MAIN ENGINE: **WARTSILA W8L38B 5.800KW CONTROLLABLE PITCH PROPELLER**

AUX. ENG: **3 x WARTSILA 760W6L20**

AUX. GENERATORS: **3 x 760 KW EACH**

BOW THRUSTER: **450kw**

SHAFT GENERATOR: **ONE x 1.300 KW**

CEMENT HOLDS FULL CAPACITY: **4 SEPARATE HOLDS - 10.800 CUB.M.**

BALLAST TANK: EPOXY COATED - 5.183 CUB .M.

FUEL TANK: **722 CUB. M. HEAVY FUEL IFO 380 / 135 CUB. M. GOIL**

RADIO TELECOM: **GMDSS (BY SAILOR) A1, A2, A3 + INMARSAT FLEET 77**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **13,0 KNOTS/21 M.T. IFO (380 CST) (3 BEAUFORT MAX)**

BALLAST (ECO SPEED): **10,5 KNOTS/14 M.T. IFO 380 CST**

FULL LOAD: **12,5 KNOTS/21 M.T. IFO (380 CST) (3 BEAUFORT MAX)**

FULL LOAD (ECO SPEED): **10 KNOTS/14 M.T. IFO 380 CST**

AT PORT

ANCHORAGE: **1.5 M.T. MGO/DAY**

LOADING: **2,2 M.T. IFO 380 CST/DAY (PORT PERMITTED)**

DISCHARGING

PNEUMATIC: **UP TO 8,0 MT/DAY IFO 380 CST (PORT PERMITTED)**

MECHANICAL: **UP TO 3,0 MT/DAY IFO 380 CST (PORT PERMITTED)**

LOADING RATE/SYSTEM

MECHANICAL: **UP TO 600 M.T./HR**

PNEUMATIC: **UP TO 300 M.T./HR VIA A 16" PIPE LINE**

***VESSEL HAS THE ABILITY TO BE LOADED BY TRUCKS/UP TO 10 TRUCKS SIMULTANEOUSLY**

DISCHARGING RATE/SYSTEM

PNEUMATIC: **UP TO 400 M.T./HR VIA 14" PIPE AT HORIZONTAL DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE CONFIGURATION**

MECHANICAL: **UP TO 300 M.T./HR TO SHORE BELT**

TRUCKS: **8-9 MINUTES PER 25MT SILO TRUCK**

(VESSEL CAN BE CONNECTED TO 2 TRUCKS SIMULTANEOUSLY)

***All figures are about and based on good weather conditions - wind force 3 Beaufort.**



PARTICULARS

IMO No: **8816352**
TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**
FLAG: **CYPRUS**
CLASS: **RINA**
BUILT: **1988**
BUILDER: **KANDA SHIPBUILDING CO LTD - JAPAN**
GRT/NRT: **2453/750**
D W T: **3.399 M.T.**
LOA x B x D: **86 x 14,50 x 6,50 (M)**
MAIN DRAFT: **5,313 (M) SSW**
MAIN ENGINE: **NIIGATA 6M34AFT - 1618 KW**
AUX. GENERATORS: **YANMAR 6LAAL-UTN (2 UNITS)**
BOW THRUSTER: **240kw**
CEMENT HOLDS FULL CAPACITY: **3 SEPARATE HOLDS - 2.792 CUB.M.**
BALLAST TANK: **EPOXY COATED - 999,1 CUB .M.**
RADIO TELECOM: **GMDSS A1, A2, A3 + SATCOM**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **10 KNOTS/4,6 M.T. IFO 180 PLUS 0,6 M/T MGO 0,1%
(3 BEAUFORT MAX)**
FULL LOAD: **10 KNOTS/4,8 M.T. IFO 180 PLUS 0,6 M/T MGO 0,1%
(3 BEAUFORT MAX)**

AT PORT

ANCHORAGE: **0,6 M.T. MGO/DAY**
LOADING: **1,2 M.T. MGO/DAY**

DISCHARGING

PNEUMATIC: **6,6 MT/DAY MGO 0,1%**
MECHANICAL: **2,0 MT/DAY MGO 0,1%**

LOADING RATE/SYSTEM

MECHANICAL: **UP TO 1000 M.T./HR**
PNEUMATIC: **UP TO 6 TRUCKS SIMULTANEOUSLY**

DISCHARGING RATE/SYSTEM

PNEUMATIC: **UP TO 300 M.T./HR DEPENDS ON HORIZONTAL DISTANCE OF
100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY
OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE
CONFIGURATION**
MECHANICAL: **UP TO 350 M.T./HR TO SHORE BELT**
TRUCKS: **8-10 MINUTES PER 25MT SILO TRUCK**

**All figures are about and based on good weather conditions - wind force 3 Beaufort.*



PARTICULARS

IMO No: **8910512**

TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**

FLAG: **HELLENIC**

CLASS: **INSB – TRADING WITHIN GREEK TERRITORY**

BUILT: **1989**

BUILDER: **KAMBARA MARINE DEVELOPMENT & SHIPBUILDING CO LTD – FUKUYAMA – JAPAN**

GRT/NRT: **2.221 / 1.120**

D W T: **3.347 M.T.**

LOA x B x D: **85,42 X 13,60 X 6,60 (M)**

MAIN DRAFT: **5,518 m (M) SSW**

MAIN ENGINE: **DIESEL HANSIN 6EL32 1 x 1.471 KW**

AUX. GENERATORS: **YANMAR 1 x 350 KVA, MITSUI DEUTZ 1 x 80 KVA,**

CUMMINS 1 x 220 KVA, SHAFT GENERATOR 1 x 350 KVA

CEMENT HOLDS FULL CAPACITY: **3 HOLDS 2.706,44 m³ TOTAL**

BALLAST TANK: **EPOXY COATED**

RADIO TELECOM: **GMDSS A1+A2+SATCOM**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **10 KNOTS/HR – 5.4 MT/DAY IFO 180 PLUS 0,6 M/T MGO 0,1% (3 BEAUFORT MAX)**

FULL LOAD: **9.5 KNOTS/HR – 5.4 MT/DAY IFO 180 AT PORT PLUS 0,6 M/T MGO 0,1% (3 BEAUFORT MAX)**

AT PORT

ANCHORAGE: **0,55 MT/DAY MGO**

LOADING: **0,8 MT/DAY MGO**

DISCHARGING

PNEUMATIC: **5.8 MT/DAY IFO 180 PLUS 1.0 MT MGO/DAY**

MECHANICAL: **1.8 MT/DAY MGO**

LOADING RATE/SYSTEM

MECHANICAL: **UP TO 400 MT/HR VIA CENTRAL HOPPER**

PNEUMATIC: **UP TO 250 MT/HR VIA 12" PIPELINE. VESSEL CAN LOAD BY TRUCKS PORT & STBD – 6 TRUCKS SIMUTANEOUSLY**

DISCHARGING RATE/SYSTEM

PNEUMATIC: **UP TO 250 MT/HR VIA 12" PIPE DEPENDS ON HORIZONTAL DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE CONFIGURATION**

MECHANICAL: **UP TO 300 M.T./HR TO SHORE BELT**

TRUCKS: **VESSEL HAS THE ABILITY TO DISCHARGE DIRECTLY INTO SILO TRUCK (BY BULK BOOM). 8 MINUTES 25 MT SILO TRUCK.**

**All figures are about and based on good weather conditions - wind force 3 Beaufort.*



PARTICULARS

IMO No: **8223309**

TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**

FLAG: **MALTA**

CLASS: **RINA**

BUILT: **1983**

BUILDER: **HIGAKI SHIPBUILDING CO. LTD**

GRT/NRT: **3.108/1.262**

D W T: **5.700 M.T.**

LOA x B x D: **97.5 x 15.5 x 7.65 (M)**

MAX DRAFT: **6.46 (M)**

MAIN ENGINE: **HANSHIN 6 EL 40 3.300 PS/240 RPM**

DIRECT REVERSING DIESEL ENGINE

AUX. ENG: **TYPE 3 x YAMMAR S165 L-DT 420 PS/1.200 RPM**

AUX. GENERATORS: **3 x 280 KW 450 V, 60 HZ, AC**

CEMENT HOLDS FULL CAPACITY: 3 SEPARATE CEMENT HOLDS 4.620

CUB.M.(VSL CAN LOAD 2 DIFFERENT KINDS OF CEMENT)

BALLAST TANK: **EPOXY COATED**

RADIO TELECOM: **GMDSS SYSTEM (BY JRC TOKYO) A1, A2, A3**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **11.0 KNOTS/HR - 6.6 IFO 180 PLUS 1 M.T. MDO/DAY**

FULL LOAD: **10.5 KNOTS/HR - 6.6 IFO 180 PLUS 1 M.T. MDO/DAY**

AT PORT

ANCHORAGE: **0.8 M.T. MDO/DAY PLUS 0.3 M.T. BOILER (WINTER)**

LOADING: **1.6 M.T. MDO/DAY PLUS 0.3 M.T BOILER (WINTER)**

DISCHARGING

PNEUMATIC: **8.0 M.T. MDO/DAY**

MECHANICAL: **2.0 M.T. MDO/DAY**

LOADING RATE/SYSTEM

MECHANICAL: **ABOUT 600 M.T./HR**

PNEUMATIC: **BY TRUCKS**

DISCHARGING RATE/SYSTEM

PNEUMATIC: **UP TO 400 M.T./HR VIA 14" PIPE DEPENDS ON HORIZONTAL DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE CONFIGURATION**

MECHANICAL: **600 MT/HR INTO SHORE BELT**

DISCHARGING

ABILITY IN LOADING TRUCKS (8-9 MINUTES PER 25MT SILO TRUCK)

**All figures are about and based on good weather conditions - wind force 3 Beaufort.*

***Vessel has bow and stern thruster*



PARTICULARS

IMO No: 7903249

TYPE OF VESSEL: CEMENT CARRIER (SELF - DISCHARGING)

FLAG: CYPRUS

CLASS: RINA

BUILT: 1979

BUILDER: KOYO DOCKYARD CO. LTD (NIPPON)

GRT/NRT: 3.271/1.101

D W T: 5.016 M.T.

LOA x B x D: 86.50 x 15.70 x 8.00 (M)

MAX DRAFT: 6.65 (M)

MAIN ENGINE: HANSHIN 6 LU 50 A OIL 4 SA 6 CL. 500x800 BHP 4.000
(2.942 KW) THE HANSIN DIESEL WORKS LTD

AUX. ENG: 2 x YANMAR 6 MAL - DT - (TURBO DIESEL - 600 HP)

1 x YANMAR 6 KFL - T - (TURBO DIESEL - 150 HP)

AUX. GENERATORS: 1 x 120 KW 450 V, 60 HZ, AC/2 x 370 KW 450 V, 60 HZ, AC

CEMENT HOLDS FULL CAPACITY: 4 SEPARATE CEMENT HOLD

(8 SECTIONS) - 4.048 CUB. M. / VSL CAN LOAD DIFFERENT CEMENT TYPES

BALLAST TANK: EPOXY COATED

RADIO TELECOM: GMDSS SYSTEM (BY JRC TOKYO) A1, A2, A3

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: 11.0 KNOTS/HR - M.E 8.0 M.T./DAY

IFO 180AUX ENG 1.2 M.T./DAY MDO

FULL LOAD: 10.5 KNOTS/HR - M.E 8.2 M.T./DAY

IFO 180 PLUS 1.2 M.T./DAY MDO

AT PORT

ANCHORAGE: AUX ENG - BOILER: 0.9 M.T./DAY - 0.5 M.T. IFO 180

LOADING: 2.0 M.T./DAY MDO AUX ENGINE - BOILER 0.5 M.T. IFO 180

DISCHARGING

PNEUMATIC: 6.4 M.T./DAY IFO 180 FOR MAIN ENGINE

PLUS 2.6 M.T./DAY MDO AUX ENG

MECHANICAL: 2.5 M.T. MDO/DAY MDO PLUS 0.5 M.T./DAY IFO 180 (BOILER)

LOADING RATE/SYSTEM

MECHANICAL: UP TO 800 M.T./HR

PNEUMATIC: UP TO 350 M.T./HR VIA A 16" PILE LINE

*VESSEL HAS THE ABILITY TO BE LOADED BY TRUCKS

DISCHARGING RATE/SYSTEM

PNEUMATIC: UP TO 400 M.T./HR VIA 14" PIPE DEPENDS ON HORIZONTAL
DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO
THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE
PIPELINE CONFIGURATION

MECHANICAL: UP TO 600 M.T./HR INTO SHORE BELT

DISCHARGING

ABILITY TO LOAD SILO TRUCKS (7-8 MINUTES PER 25 MT SILO TRUCK)

*All figures are about and based on good weather conditions - wind
force 3 Beaufort.



PARTICULARS

IMO No: **9054731**
TYPE OF VESSEL: **CEMENT CARRIER (SELF - DISCHARGING)**
FLAG: **MALTA**
CLASS: **RINA**
BUILT: **1992**
BUILDER: **MIURA SHIPBUILDING CO. LTD OITAI JAPAN**
GRT/NRT: **1.564 (ETC 69)/479 KOX 994**
D W T: **2.218 M.T. ON 4.95 M**
LOA x B x D: **78 x 12.5 x 5.65 (M)**
MAX DRAFT: **4.95 (M)**
MAIN ENGINE: **HANSHIN 2.000 HP (1.470 KW)**
AUX. ENG: **YAMMAR 2 SETS 330 HP**
AUX. GENERATORS: **2 SETS 200 KW**
CEMENT HOLDS FULL CAPACITY: **1.806 CUB. MTRS**
BALLAST TANK: **EPOXY COATED**
RADIO TELECOM: **FULL GMDSS SYSTEM**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **11.0 KNOTS/HR - 5.9 M.T./DAY IFO 120 PLUS 0.5 M.T. DO/DAY**
FULL LOAD: **10.5 KNOTS/HR - 6.0 M.T./DAY IFO 120 PLUS 0.5 M.T. DO/DAY**

AT PORT

ANCHORAGE: **0.48 M.T./DAY DO**
LOADING: **0.63 M.T./DAY DO**

DISCHARGING

PNEUMATIC: **6.9 M.T./DAY IFO 120 PLUS 1.6 M.T. DO/DAY**
MECHANICAL: **1.5 M.T./DAY DO**

LOADING RATE/SYSTEM

MECHANICAL: **400 M.T./HR (ABT)/BY GRAVITY CENTRAL HOPPER**
PNEUMATIC: **250 M.T./HR VIA A 16" PIPE LINE**
***VESSEL HAS THE ABILITY TO BE LOADED BY TRUCKS**

DISCHARGING RATE/SYSTEM

PNEUMATIC: **250 M.T./HR DEPENDS ON HORIZONTAL DISTANCE OF 100m - VERTICAL DISTANCE OF 20m AND IT IS SUBJECT TO THE CAPACITY OF SHORE DUST COLLECTORS/FILTERS AND SHORE PIPELINE CONFIGURATION**

DISCHARGING

MECHANICAL: **VESSEL HAS THE ABILITY TO DISCHARGE DIRECTLY INTO SILO - TRUCKS (BY BULK BOOM) AT ABOUT 10-12 MINUTES PER 25M/T SILO TRUCK AT DISTANCE 4.4 M FROM HER SIDE**

**All figures are about and based on good weather conditions - wind force 3 Beaufort.*



PARTICULARS

IMO No: **9034896**

TYPE OF VESSEL: **SELF PROPELLED BULK CARRIER**

FLAG: **GREEK**

CLASS: **RINA**

BUILT: **1991**

BUILDER: **NAUS SHIPYARD PHILIPPOU PIRAEUS**

GRT/NRT: **1714/255**

D W T: **3168**

LOA x B x D: **83.56 x 18.61 x 5.45 (M)**

MAIN ENGINE: **2 x MAN D 2842 LE - 571HP - 418KW - V12 CYL**

AUX. ENG: **2 x MAN D 2866 TE - 240 HP - 176 KW - 6 CYL**

AUX. GENERATORS: **2 x 196 KVA - 400V - 50 HZ**

CARGO HOLD: **HOPPER CAPACITY 2133.50 CUBIC METERS**

BALLAST TANK: **EPOXY COATED**

RADIO TELECOM: **GMDSS A1**

SPEED/CONSUMPTIONS*

AT SEA

BALLAST: **6.8 KNOTS/HR - 2 x M/E 1.9 M.T MGO/DAY**

FULL LOAD: **6.1 KNOTS/HR - 2 x M/E 2.0 M.T MGO/DAY**

AT PORT

ANCHORAGE: **AUX ENG. 0.22 M.T MGO/DAY**

LOADING

MECHANICAL: **0.56 M.T MGO/DAY**

DISCHARGING

MECHANICAL: **0.68 M.T. MGO/DAY**

LOADING RATE/SYSTEM

MECHANICAL: **UP TO 1300 M.T./HR**

DISCHARGING RATE/SYSTEM

MECHANICAL: **UP TO 1300 M.T./HR**

VESSEL IS CAPABLE TO LOAD/DISCHARGE WITH SHORE POWER

**All figures are about and based on good weather conditions - wind force 2 Beaufort.*