

| Cement 8000 Class | | | | |
|-----------------------------|---|---------------|-----------------|------------------|
| Ship Basic Information | | | | |
| Builders | Shandong Huanghai Shipbuilding | | | |
| Delivery | Jun 2009, Aug 2009 | | | |
| Type | Pneumatic Cement Carrier | | | |
| Manager | Intership Navigation Co.Ltd. | | | |
| Flag | Cyprus | | | |
| Port of registry | Limassol | | | |
| Classification | DNV-GL 100 A5 Cement Carrier BWM (D1) DBC | | | |
| Vessel Specific Information | | | | |
| | IMO No. | Year of Built | Summer Dwt (mt) | Lightweight (mt) |
| UBC CORK | 9448279 | 2009 | 8,388 | 3,439 |
| UBC CARTAGENA | 9448281 | 2009 | 8,103 | 3,439 |
| Dimension and Main Data | | | | |
| Length o.a. | 117 m | | | |
| Length b.p. | 110 m | | | |
| Breadth max. | 19.70 m | | | |
| Depth to maindeck | 9.70 m | | | |
| Dwt summer | 8,383 mt | | | |
| Draft summer | 6.80 m | | | |
| Design draft | 6.40 m | | | |
| CEMENT HOLE FITTED' | Yes (cement hole drop point 4x each hold 306 mm) | | | |
| GT | 5,652 | | | |
| NT | 2,687 | | | |
| Crew Complement | 19 | | | |
| Tank Capacity | | | | |
| HFO | 758.2 cbm at 100% | | | |
| MGO | 90.7 cbm at 100% | | | |
| Fresh water | 89.4 cbm at 100% | | | |
| Waterballast | 3,066 cbm at 100% | | | |
| Number of holds | 3 holds (UBC CORK hold n.2 splitted in aft and frw) | | | |
| Cement handling equipment | | | | |
| Cement plan maker | MacGregor - Nordstroms | | | |

| | | |
|--|---|------------------|
| Conveying material | Ordinary Portland Cement, 0.85 – 1.35 mt/m ³ | |
| Material temperature | max 90 deg Celsius | |
| Pneumatic discharge vertical and 5 bends 90 deg | Capacity 300 mt/h max per line through two lines (600 mt/h), 12 inches diameter pipes, 200m horizontal, 40m | 1625 kw |
| Mechanical discharge | NOT FITTED | |
| Pneumatic loading | Capacity 300 mt/h max per line through two lines (600mt/h) | 78kw |
| Mechanical loading | Capacity 600 mt/h through centerline loading inlet (and 180 m ³ /min transport air) | 225kw |
| Cargo hold capacity | total about 7,600m ³ | |
| Dust collection | 6 filters of 60 m ² filter area each, for 7,200m ³ /h of air | |
| Gear | | |
| Hose handling crane | SWL 10mt x 16 m at 6 m outreach | |
| Capacity (cbm) | | |
| Hold 1 | 2105.2 | |
| Hold 2 | 2779.6 | |
| Hold 3 | 2768.8 | |
| Total | 7653.6 | |
| Machinery | | Main engine |
| Type | 2x Daihatsu 8DKM-28L | |
| Power | 2,500 kw each | |
| Grade fuel used | IFO 180 (RME 180) | |
| | | Auxiliary engine |
| Type | Scania DI13-074M, power output 426 KW @ 1800 RPM | |
| Number | 2 | |
| Power | 390 kw/ 1,800 rpm | |
| Grade fuel used | MGO (DMA) | |
| Generator | 390 KW, 440V, 60 HZ | |
| Shaft generator | 2 x 2,264 kw (in port, for cement plant) fixed pitch | |
| Fuel consumption at a speed of design draft (max BF 2) | | |
| Ship at sea: | 12 kn – 15.5 mt/day IFO in Ballast / 18 mt/day in laden + 13 kn – 17 mt/day IFO in ballast / 20 mt/day in laden | |
| | MGO about 1.2 mt | |
| Ship in port: | about 1 mt MGO | |
| Ship in port, mech loading | about 2mt MGO | |
| Ship in port, pneumatic disch | about 9mt IFO | |
| Ship in port, mech discharge | about 2,5mt MGO | |
| Navigational and communication equipment | | |
| 2 radars (x+s Band) | | |
| ECDIS | | |
| Fleet broadband 500 | | |
| telex | | |
| DGPS, GPS | | |
| Wireless station | | |
| All details to be considered as about, given in good faith but without any guarantee | | |