



# NACC



NovaAlgoma Cement Carriers Limited

## THE COMPANY

**NovaAlgoma Cement Carriers (NACC)** is a 50/50 joint venture company between Algoma Central Corporation and Nova Marine Holding SA of Luxembourg dedicated to building a global fleet of cement carriers to support infrastructure projects world-wide.

NACC looks to serve the growing global demand for modern and efficient cement carriers. This growth is fuelled by demands for infrastructure in developing regions, by infrastructure renewal in mature markets and by the need to renew an aging fleet.

We look forward to working with our clients to provide modern and efficient solutions with a dependable, long term approach to business.

## OUR FLEET

NACC currently owns five cement carriers including cement carrier conversion commissioning in early 2016, and one newbuild cement carrier under construction to be delivered in Q3 2016. We are looking forward to expand our fleet globally. Please see our fleet list below:

NovaAlgoma Fleet	Built/ conversion	IMO No	flag	Deadweight	Loa	Breadth	Holds number	Main Engine	Handling System
<b>MV NACC VIVARA</b>	2013/2014	9629847	Philippines flag / R.I.NA class	7,450 metric tons / Draft 6.70 m	119.95 m	16.8 m	2	DAIHATSU / 2500KW at 750 rpm	Van Aalst Marine & Offshore BV / Netherlands
<b>MV NACC PROCIDA</b>	2013/2014	9634062	Philippines flag / R.I.NA class	7,450 metric tons / Draft 6.70 m	119.95 m	16.8 m	2	DAIHATSU / 2500KW at 750 rpm	Van Aalst Marine & Offshore BV / Netherlands
<b>MV NACC VEGA</b>	2010/2014	9486336	Malta flag R.I.NA class	7,450 metric tons / Draft 6.70 m	119.95 m	16.8 m	2	DAIHATSU / 2500KW at 750 rpm	Van Aalst Marine & Offshore BV / Netherlands
<b>MV NACC STAR</b>	2009/2016	9486324	Malta flag R.I.NA class	7,000 metric tons / Draft 7.10 m	109.90 m	16.8 m	2	DAIHATSU / 2500KW at 750 rpm	Van Aalst Marine & Offshore BV / Netherlands
<b>MV NACC CAPRI</b>	2016	9795244	Malta flag / R.I.NA class	7,000 metric tons / Draft 7.10 m	109.90 m	16.8 m	2	DAIHATSU / 2500KW at 750 rpm	Van Aalst Marine & Offshore BV / Netherlands

## THE PARTNERS



**Algoma Central Corporation** operates the largest Canadian flag fleet of dry and liquid bulk carriers on the Great Lakes – St. Lawrence Waterway, including 18 self-unloading dry-bulk carriers, seven gearless dry bulk carriers and seven product tankers. Algoma also has interests in ocean going self-unloaders operating in international markets. Algoma owns a diversified ship repair and steel fabricating facility active in the Great Lakes and St. Lawrence regions of Canada.

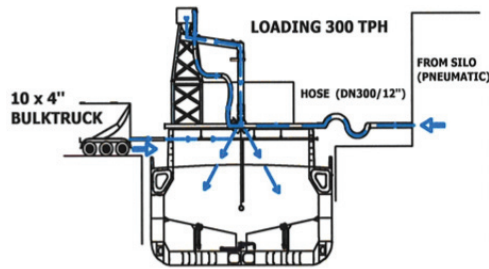


## Nova Marine Carriers

Nova's wholly owned subsidiary, **Nova Marine Carriers SA**, headquartered in Lugano, Switzerland, operates a varied fleet of modern bulk carriers, cement-pneumatic and belt self unloading vessels ranging from 5,000 dwt up to 57,000 dwt. With over fifty ships under control, Nova specializes in bulk traffic in the Mediterranean, Atlantic and Persian Gulf and in Italian cabotage.

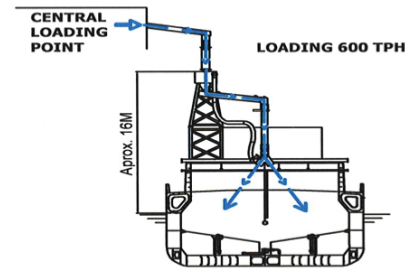
# FLEXIBLE LOADING AND UNLOADING OPTIONS

## Pneumatic Loading operations (via trucks and from shore facilities)



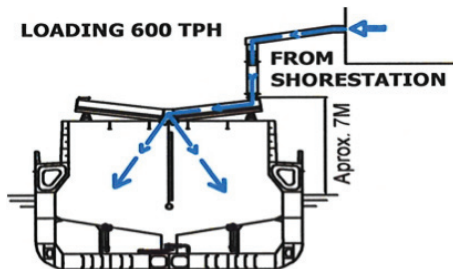
This sketch shows loading operations via trucks. The ship is fitted with 10 connections per side (10 at port and 10 at starboard side) and it can receive the cement from 10 trucks simultaneously. Loading rate: up-to 300 ton per hour. It shows also pneumatic loading operations from shore facilities.

## Mechanical Loading by Gravity via Central Loading Hopper



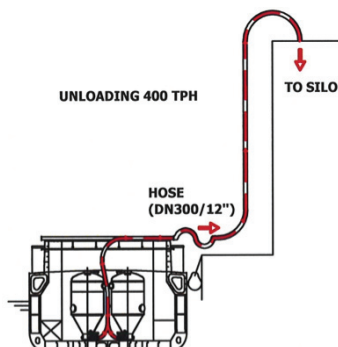
This sketch shows loading operations via Central Loading Hopper. The cement is "delivered" to the cargo holds from shore facility by gravity, i.e. it is delivered by the higher Silo's arm to Vessel's Hopper located on deck. From there the cargo will "fall" via air slides located on deck into the programmed/ requested cargo hold. Loading rate: up-to 600 ton per hour.

## Mechanical Loading by Gravity via lower points



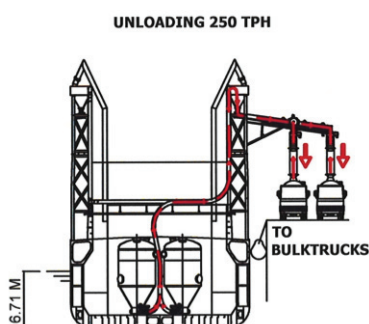
This sketch shows loading operations by gravity via vessel's lower loading points located on main deck. Loading rate: up to 350 tons per hour.

## Pneumatic Unloading operations to shore facilities



This sketch shows the typical pneumatic unloading operations. The discharge of the cement from the holds is done by means of one pneumatic "discharge unit" which extracts the cargo from holds. This discharge unit consists into 2 re-loader tanks fitted with an integrated filter system. The cement is sucked out of the hold into the re-loader tanks first. The vacuum required for the suction process is provided by diesel driven vacuum pumps. From re-loader tanks the cement is delivered to shore facilities/Silos via piping system and rubber connections. Unloading rate: up-to 400 tons per hour.

## Pneumatic Unloading operations to bulktrucks



This sketch shows the unloading operations directly to bulk trucks. The air-compressors pump the cement from re-loader tanks directly to the truck station hopper. From there the cement is dropped into the slides which deliver the product to the bellow to fill the truck. Two trucks can be positioned together but one by one loaded. Unloading rate (subject to trucks availability): up-to 250 tons per hour.





[commercial@novaalgomacc.com](mailto:commercial@novaalgomacc.com)

[www.novaalgomacc.com](http://www.novaalgomacc.com)

