

Service success for ore transshipping selfunloader

MacGREGOR Selfunloaders include bulk cargo handling installations that are either continuous or non-continuous and with or without cargo hold capacity, to suit a wide range of tasks

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SELFUNLOADERS

THE LARGEST VESSEL EVER to be equipped with a MacGREGOR selfunloading and deck conveyor system is the 135,000 dwt floating transfer terminal *Boca Grande II*, which has now been in operation for over 12 months. The MacGREGOR Self-unloaders system was ordered in 2006 as a replacement for the worn-out existing one, and now operates in the Venezuelan delta of the Orinoco River transshipping iron ore at a rate of 6,000 t/hr from shuttle bulk carriers to ocean going vessels.

Boca Grande II is owned by Caracas-based company Cargoport Logistics and is a conventional bulk carrier that was converted to a floating terminal and equipped with MacGREGOR self-unloading gravity and deck conveyor system at Chengxi shipyard in China.

IN OPERATION, the transfer terminal receives iron ore from two selfunloading Panamax shuttle vessels. The floating terminal is equipped with both a gravity and a deck conveyor system. The deck conveyor system consists of four MacGREGOR grab cranes and four deck hoppers and a longitudinal deck conveyor that runs from aft to forward on the starboard side and discharges to a deck cross conveyor. "This gives the operator the ability to receive iron ore from conventional bulkers as well as from the dedicated self-unloaders, providing the operator a greater level of flexibility," said Jonas Johansson, sales manager, MacGREGOR Selfunloaders.

BELOW DECK, *Boca Grande II* is equipped with a MacGREGOR gravity system and has a total of six hold conveyors that run to the middle of the vessel and feed two cross conveyors linked to an inclined conveyor. The inclined conveyor elevates the material from the tanktop level to the same deck cross conveyor that was fed by the longitudinal deck conveyor.

The deck cross conveyor transfers material either directly from the shuttle vessels or from the floating terminal's own cargo holds or both to the port side travelling tripper conveyor. The tripper conveyor discharges to a travelling gantry with an integrated C-conveyor – the first installation of its kind – which elevates material to a slew- and hoistable telescopic boom conveyor for loading ocean going vessels or for loading its own holds. The gantry has a travelling length of 145m and this makes it possible to accommodate up to Capsize vessels without needing to shift them during loading.



Coal handling conversion

THE FIRST SELFUNLOADER of its kind to operate in India was the 75,200 dwt bulk carrier *Gem of Ennore*. It runs along Indian's east coast, loading thermal coal and transporting it to the coal terminal in the port of Ennore.

Gem of Ennore is owned by West Asia Maritime Ltd, India, and was converted to a selfunloader with a MacGREGOR deck conveyor system at Chengxi Shipyard, China in 2001. It is equipped with seven deck cranes for loading/unloading the coal into and out of the holds, seven deck hoppers and a deck conveyor system including a boom conveyor for transporting cargo to the shoreside receiving facilities. The system has a rated discharge capacity of 4,000 t/hr.