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## TRILLIUM CLASS LAKER TECHNICAL SPECIFICATIONS

Main Engine	IMO Tier II Engine – MAN B&W 6S50ME-B9
Type of Engine	Electronically-controlled low-speed diesel engine
Propulsion	Single, controllable pitch propeller
Total Power	8,750 KW
Gross Tonnage	24,430 GT
Net Tonnage	8,101 NT
Length OA	225.50 m
Depth Moulded	14.75 m
Breadth Moulded	23.76 m
Seaway Draft	8.077 m

### WHY TRILLIUM?

Inspired by the three petals of its namesake flower, the Trillium Class represents the three tenets of CSL's sustainability philosophy and the three areas in which the new vessels excel: fuel efficiency, operational performance and environmental sustainability.

Canada Steamship Lines is a division of The CSL Group, the world's largest owner and operator of self-unloading vessels, and a global leader in marine dry bulk cargo handling and delivery services.

TRILLIUM  CLASS

# CLEANER. GREENER.

CSL's award-winning Trillium Class self-unloading Laker sets new standards in operational and energy efficiency, reliability, safety and environmental protection.

# SAFER. SMARTER.



  
CSLSHIPS.COM

**TRILLIUM LAKER** The Next Generation of CSL Self-Unloaders.



# NEW CLASS. OPTIMAL PERFORMANCE.



## TRILLIUM LAKER TRILLIUM CLASS

Named the "Best Bulk Ship of the Year" by the International Bulk Journal, CSL's first of four Trillium Class Lakers, the MV *Baie St. Paul*, is the most advanced self-unloading ship to operate in the Great Lakes-St. Lawrence Seaway. Equipped to meet the evolving business needs and high environmental standards of customers, the Trillium Class vessels feature the most advanced technology available in cargo shipping and handling today.

### CLEANER.

- IMO Tier II main engines offer greater fuel efficiency, improved environmental performance and significant reductions in emissions such as NOx and particulate matter.
- Fuel monitoring systems provide optimum operating ranges and emissions control.
- Electronically controlled main engine and generators provide better fuel efficiency and reductions in NOx.

**Simply the Most Efficient  
Mode of Transporting  
Bulk Cargo**



Fuel Economy Comparisons Kilometer per 1 tonne of cargo on 1 litre of fuel		
RAIL	TRUCK	TRILLIUM CLASS
226	49	558

### GREENER.

- Variable Frequency Drives on thrusters, pumps and fans increase operational and fuel efficiency.
- Power take-off from the main engine improves efficiency and reduces fuel oil consumption.
- Water lubricated stern tube bearings and fixed pitch thruster eliminate oil in underwater equipment.
- Self-feeding gates and enclosed boom reduce dust and noise.
- Space for scrubbers is included in the Trillium design to accommodate future retrofits.
- TBT-free anti-fouling hull coatings, LED lighting and integrated bilge treatment system help reduce environmental footprint.
- Innovative dry cargo residue system collects and treats wash water with capability to discharge ashore.

### SAFER.

- Bow and stern thrusters enhance manoeuvrability, reduce strain on crews and save time.
- Eight mooring winches inclusive of a single mooring station midship and additional capstan improve crew safety when docking.
- Close circuit television exceeding ISPS requirements facilitates cargo unloading and monitors security in critical areas.
- Ergonomic bridge and engine room configuration maximizes crew alertness.
- One meter high cargo hatch coamings help prevent incidents and protect crews.
- Pulleys protection grids provide a safer environment for crews when operating machinery.
- Enhanced deck lighting improves overall safety.

### SMARTER.

- Custom hull design increases cargo lift.
- Joystick control offers outstanding manoeuvrability.
- Remotely controlled self-unloading system increases efficiency.
- Latest generation vessel performance monitoring instrumentation provides real-time information for achieving optimal propulsion efficiencies.
- Centralized ship access arrangement exceeding ISPS requirements improves overall operational efficiency.

### CSL'S SELF-UNLOADING ADVANTAGE

Like all CSL self-unloaders, the Trillium Class ships offer exceptional value, speed, versatility and efficiency. Their rapid discharging rate and reduced infrastructure and labour requirements make this bulk cargo handling option an effective and competitive solution that helps keep costs down and minimize environmental impacts.