



Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC California	2008	9402055	Antigua & Barbuda	BBC Celina	2010	9468102	Liberia
BBC Tennessee	2008	9435026	Antigua & Barbuda	Rike	2010	9468097	Antigua & Barbuda
BBC Idaho	2010	9468114	Liberia	BBC Virginia	2011	9501277	Antigua & Barbuda
BBC Oregon	2010	9501265	Antigua & Barbuda				

MAIN DATA

Vessel type	Multipurpose Heavyliifter
Classification	GL + 100 A5 MPV E3 G IW BWM-F + MC E3 AUT strengthened for heavy cargoes, equipped for the carriage of containers, equipped for the carriage of dangerous goods
GT/NT	9,620 / 4,260
Deadweight (summer)	12,780 mt
Max. draft (summer)	8.00 m
Length o.a.	138.50 m
Breadth moulded	21.00 m
Depth to main deck	11.00 m
Height above keel	40.09 m
Speed	15.0 knots
Fuel consumption	27.0 mt RMG 380 fuel per day at sea 2.5 mt MGO DMA per day in port without gear 3.0 mt MGO DMA per day in port with gear

HOLDS/HATCHES/CRANES

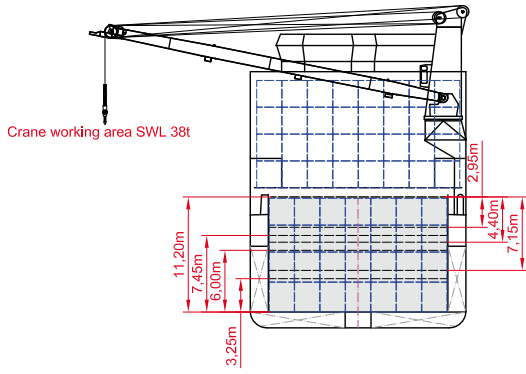
Cargo hold capacity	15,952 cbm / 563,340 cbft
Floor space under deck	2,810 sqm / 30,247 sqft
Floor space on deck	1,480 sqm / 15,931 sqft
Cranes	2 NMF cranes situated portside 180 mt capacity each/ 360 mt capacity combined
Container intake	665 TEU nominal 528 TEU at 14 mt homogeneously loaded 50 reefer plugs on deck
Deck strengths per sqm	16.00 mt on tanktop in holds 1, 2 and 3 2.50 mt on tweendeck in hold 1 and hold 2 (upper position) 4.00 mt on tweendeck in hold 2 (middle and lower position) and hold 3 1.75 mt on hatchcovers

>>> see reverse side for further info/details

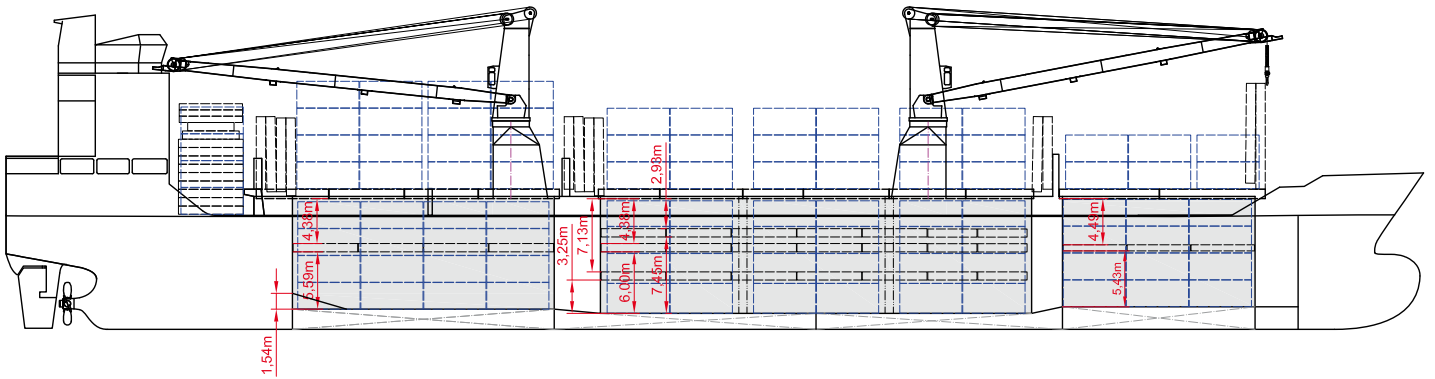
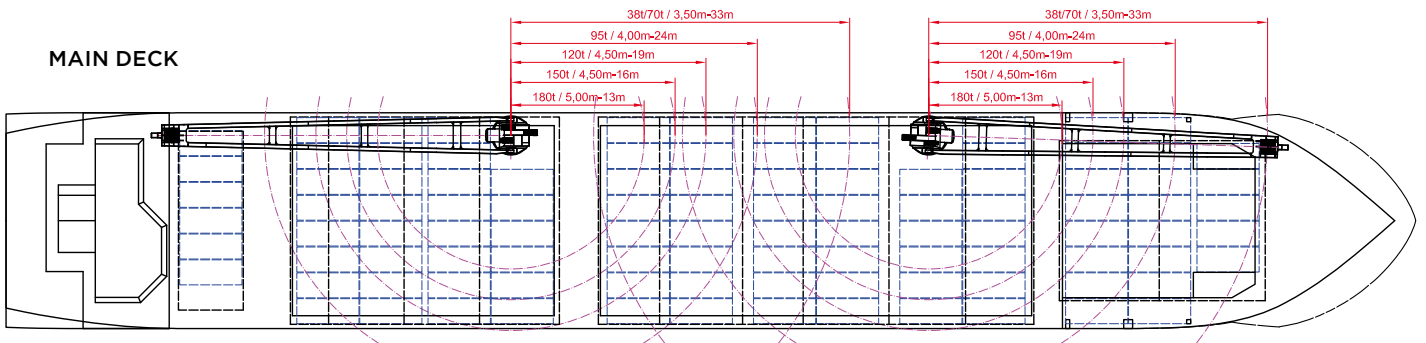
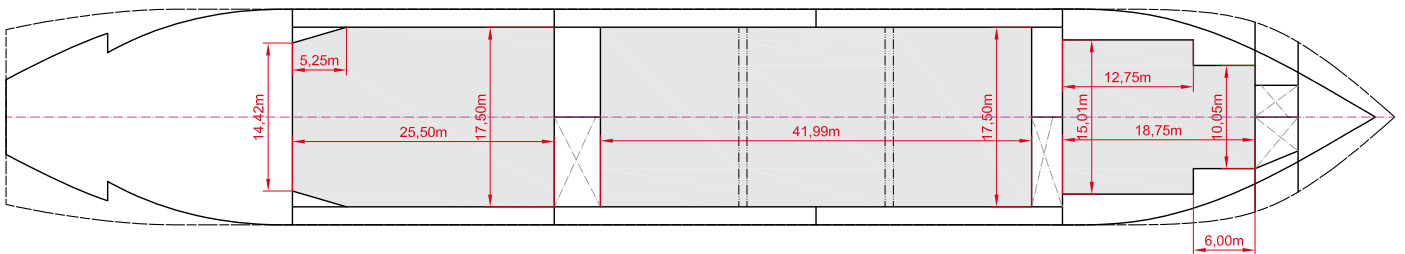
SPECIAL EQUIPMENT/FEATURES

Fitted for trading Great Lakes and Australia.
Fitted for carriage of dangerous goods of all IMO classes.

Speed and consumption figures are calculated basis maximum Beaufort 2, no swell and no adverse currents. Consumption data assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to ISO 8217-2005. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo/ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are „about“ and are given without guarantee. They must not be used as basis for charterparties or contracts without BBC's explicit written authority.



BBC California	BBC Celina
BBC Tennessee	Rike
BBC Idaho	BBC Virginia
BBC Oregon	

SIDE VIEW

MAIN DECK

TWEENDECK

HOLDS & DOUBLE BOTTOM
