



Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Europe	2003	9266308	Antigua & Barbuda	BBC Scandinavia	2007	9362633	Antigua & Barbuda
BBC Germany	2003	9297096	Antigua & Barbuda	BBC Greenland	2007	9427079	Antigua & Barbuda
BBC Asia	2003	9266310	Antigua & Barbuda	BBC Switzerland	2008	9433315	Germany
BBC Houston	2005	9331593	USA	BBC Austria	2009	9433327	Antigua & Barbuda
BBC Africa	2005	9362621	Antigua & Barbuda				

MAIN DATA

Vessel type	Multipurpose Heavy-lifter
Classification	GL + 100 A5 E G + MC E AUT strengthened for heavy cargoes, equipped for the carriage of containers, equipped for the carriage of dangerous goods
GT/NT	7,014 / 3,375
Deadweight (summer)	7,500 mt
Max. draft (summer)	7.60 m
Length o.a.	119.80 m
Breadth moulded	20.20 m
Depth to main deck	9.70 m
Height above keel	38.15 m
Speed	16.5 knots
Fuel consumption	25.0 mt RMG 380 fuel per day at sea 1.5 mt MGO DMA per day in port without gear 2.6 mt MGO DMA per day in port with gear

HOLDS/HATCHES/CRANES

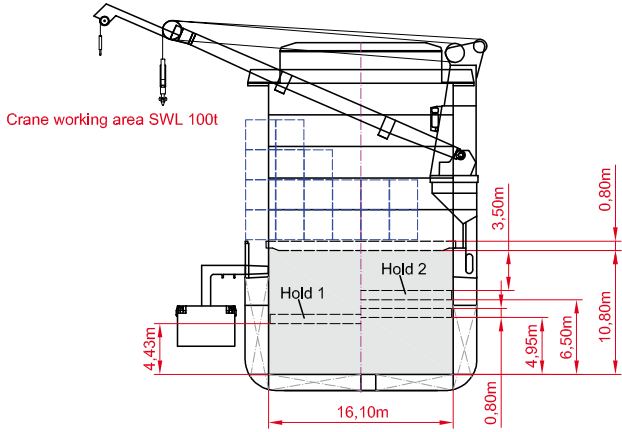
Cargo hold capacity	11,021 cbm / 389,040 cbft
Floor space under deck	1,986 sqm / 21,377 sqft
Floor space on deck	1,083 sqm / 11,657 sqft
Cranes	2 NMF cranes situated portside 250 mt capacity each / 500 mt capacity combined
Container intake	599 TEU nominal 377 TEU at 14 mt homogeneously loaded 60 reefer plugs on deck
Deck strengths per sqm	16.00 mt on tanktop 2.50 mt on tweendeck in hold 1 3.00 mt on tweendeck in hold 2 2.50 mt on hatchcovers

>>> see reverse side for further info/details

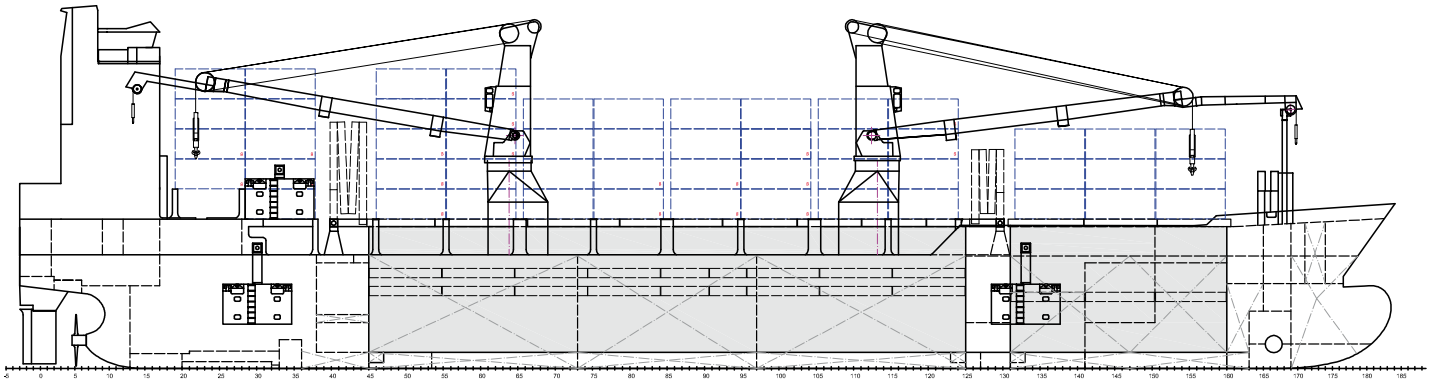
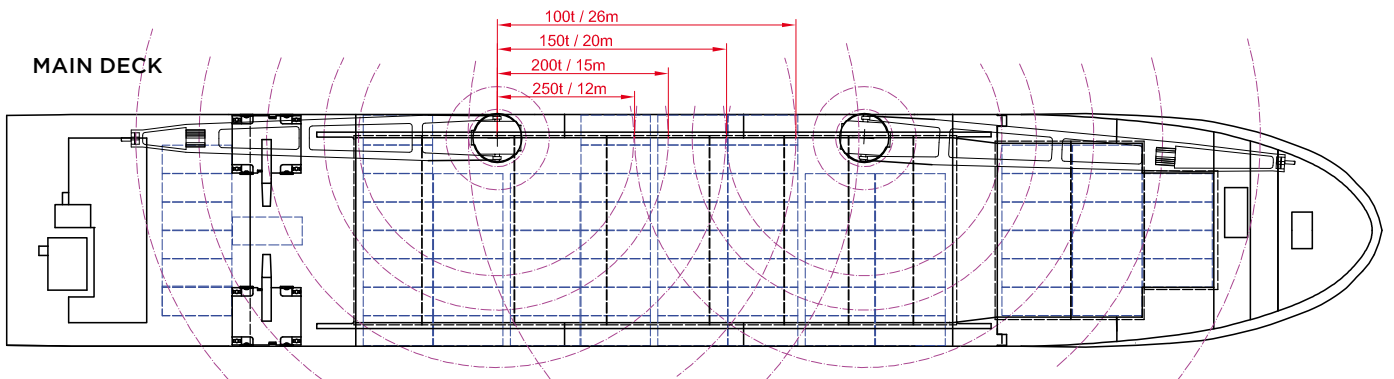
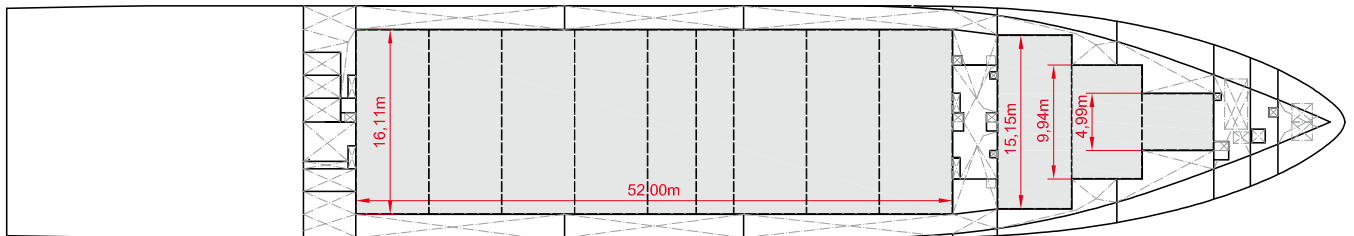
SPECIAL EQUIPMENT/FEATURES

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 Europe	BBC Scandinavia
BBC Germany	BBC Greenland
BBC Asia	BBC Switzerland
BBC Houston	BBC Austria
BBC Africa	

SIDE VIEW

MAIN DECK

TWEENDECK

HOLDS & DOUBLE BOTTOM
