7,787 DWT / 2 x 120 mt

**Vessel name** | **Built** | **IMO no.** | **Flag** | **Vessel name** | **Built** | **IMO no.** | **Flag**
--- | --- | --- | --- | --- | --- | --- | ---
BBC Kwiatkowski | 09/2008 | 9436953 | Antigua & Barbuda | BBC Gdansk | 01/2009 | 9436965 | Antigua & Barbuda
BBC Polonia | 05/2010 | 9415325 | Antigua & Barbuda

**Ship’s Basics**

**Type** | Project Carrier Vessel Tweendecker
--- | ---
**Builder** | Gdansk “Remontowa” S.A., Poland
**Classification** | GL + 100 A5 E3 G MC E3 AUT, BWM SOLAS-III-2-Reg. 19, equipped for carriage of containers, strengthened for heavy cargoes

**Dimensions & Main Data**

| Metric | Value |
--- | --- |
**Tonnage GT/NT** | 6.155 / 2,759 |
**Deadweight (summer)** | 7,787 mt |
**Length o.a.** | 122.45 m |
**Length p.p.** | 115.63 m |
**Beam** | 18.20 m |
**Max. draft (summer)** | 7.15 m |
**Max. speed** | 15.2 knots |
**Service speed** | 14.2 knots |
**Consumption at sea** | 15.3 mt fuel per day (with crane operations) 1.75 mt fuel per day (without crane operations) |
**Fuel on ME** | RME 180 / MGO DMA / MDO DMB |
**Fuel on AE** | MGO DMA |
**Tank capacities** | RME 180 abt. 498 cbm MGO DMA / MDO DMB abt. 57 cbm Ballast abt. 3,360 cbm Freshwater abt. 62 cbm |

**Propulsion**

**Main Engine** | MaK 9M32C, 4320 kW
**Aux.-Engines** | MAN, 2 x 600 kW
**Propeller** | Controllable pitch propeller

**Hold and Hatch**

| Metric | Value |
--- | --- |
**Hold and Hatch** | 2 Holds / 2 Hatches Pontoon type for hatch 1 Folding type for hatch 2 |
**Cargo hold capacity** | 9,856 cbm (348,061 cbft) |
**Floor space under deck** | 1,854 sqm (19,956 sqft) |
**Floor space on deck** | 1,003 sqm (10,796 sqft) |
**Deck strengths per sqm** | 10.00 – 18.00 mt on tanktop 2.50 mt on tweendeck 2.80 mt on deck Tweendeck Hold 1: no tweendeck Hold 2: 2 heights Bulkheads 2 bh / 3 positions

**Cargo Gear**

| Metric | Value |
--- | --- |
**Type** | 2 x 120 mt NMF |
**Combainable** | 240 mt |
**Situated** | Portside |

**Container Capacity**

| Metric | Value |
--- | --- |
**Capacity** | 20’ or 40’ + 20’ |
**Hold** | 164 / 81 / 30 |
**Deck** | 368 / 151 / 12 |
**Total** | 532 / 232 / 42 |
**TEU at 14 mt** | 262 |
**Reeferplugs** | 32 on deck |
**Stackload** | 20’ / 40’ |
**Hold** | 24 mt / 34 mt |
**Deck** | 40 mt / 50 mt |

**Special Equipment / Features**

| Feature | Description |
--- | --- |
**IMO classes** | Fitted for carriage of dangerous goods of all IMO classes |
**Other** | Fitted for trading Great Lakes and Australia Bow thruster; Shaft generator |
Max. speed is calculated basis 85% MCR, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. 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 owner's explicit written authority.