### Vessel name | Built | IMO no. | Flag
--- | --- | --- | ---
BBC Amber | 08/2011 | 9563706 | Antigua & Barbuda
BBC Amethyst | 01/2012 | 9504724 | Antigua & Barbuda
BBC Aquamarine | 03/2012 | 9504736 | Antigua & Barbuda
BBC Citrine | 08/2012 | 9504748 | Antigua & Barbuda
BBC Coral | 05/2012 | 9563720 | Antigua & Barbuda
BBC Emerald | 06/2013 | 9504750 | Antigua & Barbuda
BBC Sapphire | 11/2012 | 9504798 | Antigua & Barbuda
BBC Pearl | 09/2012 | 9504786 | Antigua & Barbuda
BBC Ruby | 01/2015 | 9563744 | Antigua & Barbuda
BBC Moonstone | 01/2013 | 9563732 | Antigua & Barbuda

### Ship’s Basics

**Type**: Premium Project Carrier Vessel

**Builder**: Jiangxi Jiangzhou Union Shipbuilding, China

**Classification**: GL + 100 A5 E3 BWM IW DG DBC, SOLAS II-2

Reg. 19 + MC AUT E3, equipped for carriage of container, equipped for transport of heavy cargo

### Dimensions & Main Data

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tonnage GT / NT</td>
<td>12,838 / 5,968</td>
</tr>
<tr>
<td>Deadweight (summer)</td>
<td>14,400 mt</td>
</tr>
<tr>
<td>Length o.a.</td>
<td>153.44 m</td>
</tr>
<tr>
<td>Length p.p.</td>
<td>146.35 m</td>
</tr>
<tr>
<td>Beam</td>
<td>23.20 m</td>
</tr>
<tr>
<td>Max. speed</td>
<td>18.0 knots</td>
</tr>
<tr>
<td>Service speed</td>
<td>17.4 knots</td>
</tr>
<tr>
<td>Consumption at sea</td>
<td>27.5 mt fuel per day + 2.5 mt AE</td>
</tr>
<tr>
<td>Eco speed</td>
<td>14.0 knots</td>
</tr>
<tr>
<td>Consumption eco speed</td>
<td>19.0 mt fuel per day + 2.5 mt AE</td>
</tr>
<tr>
<td>Consumption in port</td>
<td>4.0 mt fuel per day (with crane operations) 2.0 mt fuel per day (without crane operations)</td>
</tr>
</tbody>
</table>

**Fuel on ME**

- RMG 380 / RME 180 / MGO DMA / MDO DMB

**Fuel on AE**

- MGO DMA

**Tank capacities**

- RLG 380 / RME 180 abt. 1204.7 cbm
- MGO DMA / MDO DMB abt. 266.8 cbm
- Ballast abt. 6331.5 cbm
- Freshwater abt. 89 cbm

### Propulsion

**Main Engine**: MAN 6 S46 MC-C, 8,280 kW

**Aux.-Engines**: Zhenjiang, 2 x 792 kW

- Zhenjiang, 1 x 1056 kW

**Propeller**: Fixed 5 blades propeller

### Hold and Hatch

- **Hold and Hatch**: 2 Holds / 2 Hatches
- **Hatch cover type**: Pontoon type
- **Cargo hold capacity**: 19,680 cbm (694,993 cbft)
- **Floor space under deck**: 2,986 sqm (32,141 sqft)
- **Floor space on deck**: 1,891 sqm (20,354 sqft)
- **Deck strengths per sqm**: 5.00 mt on deck

**Hold No. 1**: 2.50 mt on tweendeck

**Hold No. 2** (lower position): 5.00 mt

**Hold No. 2** (upper position): 1.50 mt

**Hold No. 2 (lower position)**

- **Tweendeck**: Hold 1: 1 height
- **Tweendeck**: Hold 2: 1 height
- **Bulkhead**: n/a

### Cargo Gear

**Type**: 2 x 400 mt NMF + 1 x 80 mt NMF

**Combinable**: 800 mt

**Situated**: 2 x 400 mt portside; 1 x 80 mt starboard

### Container Capacity

**Capacity**: 20’ or 40’ + 20’

- **Hold**: 372 / 166 + 40
- **Deck**: 586 / 262 + 62
- **Total**: 958 / 428 + 102

**TEU at 14 mt**: 683

**Reeferplugs**: 28

**Stackload**: 20’ / 40’

- **Hold**: 120 / 140
- **Deck**: 60 / 100

### Special Equipment / Features

**IMO classes**: Fitted for carriage of dangerous goods of all IMO classes

**Other**: Fitted for trading Australia

Bow thruster; Stability Pontoons
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 afloat. 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.