

37,135 DWT / 4 x 30 mt

Vessel name Built IMO no.

BBC Jupiter 01/2014 9577630 Antigua & Barbuda

Ship's Basics

Туре Bulk Carrier Vessel / Wide Hatch Type

Singledecker

Builder Huatai Heavy Industry (Nantong)

Classification LR - 100A1 E, Bulk Carrier, CSR BC-A, holds 2 & 4

> may be empty, ESP GRAB[20], LI, Ship Right (CM), Ice Class 1C FS, IWS, BWMP (S+F), ACS (B), PSPC +

LMC, UMS, SCM

Dimensions & Main Data

Tonnage GT/NT 24,168 / 12,166 Deadweight (summer) 37,135 mt Length o.a. 189.99 m 183.00 m Length p.p. Beam 28.50 m Max. draft (summer) 10.4 m Max. speed 15.4 knots Service speed 14.0 knots

Consumption at sea 24.0 mt fuel per day + 2.3 mt AE

Eco speed 12.0 knots

Consumption eco speed 21.5 mt fuel per day + 2.3 mt AE

Consumption in port 3.3 mt fuel per day

6.1 mt fuel per day (with cranes)

Fuel on ME RMG 380 / RME 180 / MGO DMA / MDO DMB

Fuel on AE MGO DMA

Tank capacities HFO - 100%: 1,790.00 cbm

MDO - 100%: 186.70 cbm

Propulsion

Main Engine Wärtsila 6RTA48TD two stroke, 7368 kW

Aux.-Engines 3 x 650 kW

Propeller Fixed pitch propeller

Hold and Hatch

Hold and Hatch 5 Holds / 5 Hatches Hatch cover type Folding type Cargo Hold capacity 48,957 cbm

Deck strengths Tanktop: 20 mt / sqm

Cargo Gear

Туре 4 x 30 mt

Capacity 30 mt / working radius 4-28 m

Max Outreach 13,75 m Hoisting speed 18 m / min Situated mid-ship

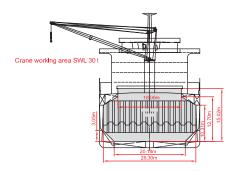
Fitted for grab operation Specials

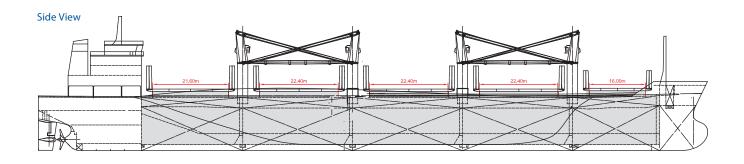
Special Equipment / Features

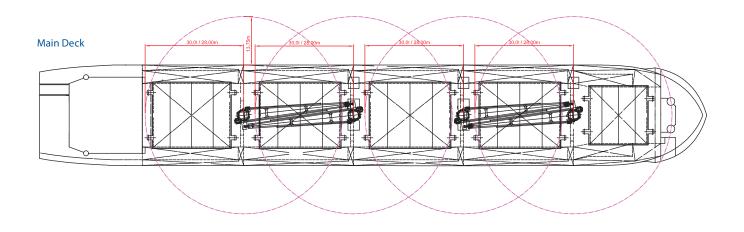
Other Wide Hatch Type / Fitted for trading Australia, A 60

Bulkhead

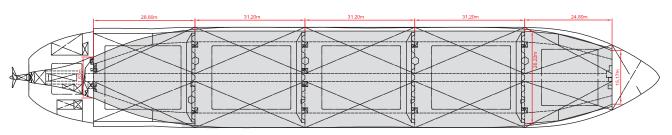
REV 07/21 100







Holds & Double Bottom



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. 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. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, Consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition, consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated basis 75% MCR, laden condition. Consumption at sea is calculated