

BACO-LINER

**the shipping system which
opens up...**



...the benefits of more effective transport

The BACO-LINER (BARGE-Container-Carrier) offers you an unlimited range of transport possibilities and is independent of port situations through its barges and special on board gantry crane.

Each ship has 3 sets of barges, 1 being positioned in the loading port, 1 on board and 1 in the discharging port.

The barges are suitable for inland waterways and river estuaries. The loading and discharge of the barges from the carrier is achieved within hours. Other floating items of a suitable size can be accommodated within the carrier's floating dock.

Each floating dock is 144 m in length, 9,50 m in width and 9,50 m in height.

Additionally 652 containers (TEU's) are accommodated 4 tiers high on the deck.

An outstanding control system guarantees careful and continual supervision of up to 78 reefer containers.

The „Loadmaster“ computer on board ensures the correct positioning of containers, which can be loaded, discharged or re-stowed by operating the carrier's 40 ton gantry-crane.

BACO-Liner is an independent and economical shipping system which is a proven operational success.





Building Yard:

Thyssen Nordseewerke GmbH
Emden

BACO 1 = in service since July 1979

BACO 2 = in service since Feb. 1980

BACO 3 = in service since June 1984

Germ. Lloyd 100 A 4

„Barge-Carrier“ + MC aut. 16/24

Load capacity:

approx. 21.800 DWAT, of which 9.600 t
is in 12 barges each 800 tons.

652 TEU's (20') incl. plugs for 78 reefer
containers (20')

Load capacity of gantry-crane on
board 40 tons.

Details of carrier (Mother ship):

Length overall 205

extreme breadth 28.5 m

draft fully laden 6.65 m

speed 15 knots

engine 7.880 kW = 10.700 hp

Details of barges:

Length 24 m

breadth 9.50 m

draft fully laden approx. 4.10 m

Each barge 40.870/38.600 cbft
grain/bale

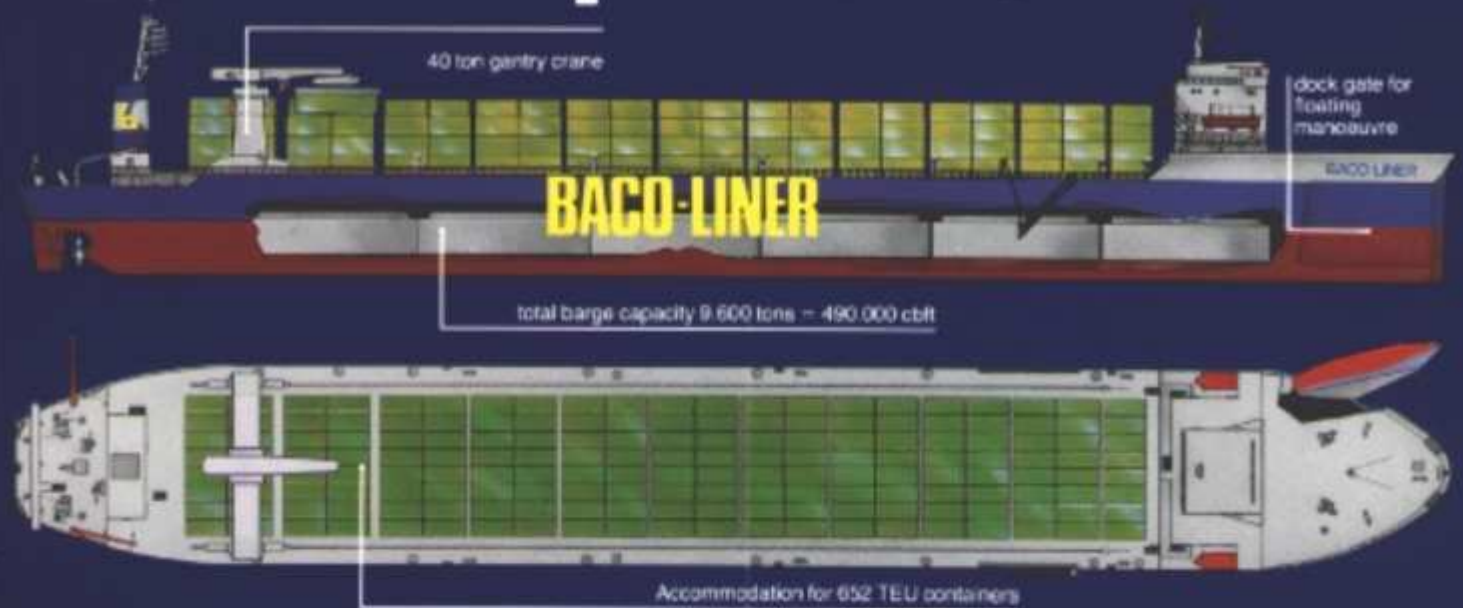
hatch dimensions 21 x 8 m

steel hatch covers

7-fold ventilation

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No port delay



This type of vessel was specially designed for West African ports. BACO-Liner operations are unaffected by port congestion and no waiting time is involved in the smooth efficiency of this unique transport system.

Whilst the barges are completing the last leg of their journey the BACO-Liner has already begun a new voyage.

The ready availability of BACO's barges and containers means that transport and packing problems are reduced, and damage and pilferage risks are minimised.

Vessels currently in service operate between Europe and West Africa.



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