7,843 DWT / 2 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC London	07/2011	9513658	Antigua & Barbuda	BBC Luanda	04/2011	9513646	Antigua & Barbuda
BBC Lisbon	01/2011	9513634	Antigua & Barbuda	BBC Lima	10/2010	9513622	Germany

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Dongfang Shipbuilding, China
Classification	GL + 100 A5 E3 MC E3 AUT Strengthened for heavy Cargo, equipped for carriage of containers and dangerous goods, SOLAS II-2, Reg 19

Dimensions & Main Data

Tonnage GT/NT	7,138 / 2,266
Deadweight (summer)	7,843 mt
Length o.a.	130.19 m
Length p.p.	122.00 m
Beam	16.50 m
Max. draft (summer)	7.00 m
Max. speed	13.0 knots
Service speed	11.5 knots
Consumption at sea	10.8 mt fuel per day
Consumption in port	2.4 mt fuel per day (with crane operation) 1.6 mt fuel per day (without crane operation)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 467 cbm MGO DMA / MDO DMB abt. 63 cbm Ballast abt. 5,038 cbm Freshwater abt. 60 cbm

Propulsion

Main Engine	MaK 9M25C, 2,990 kW
Aux.-Engines	Scania, 2 x 377 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Folding type
Cargo hold capacity	12,180 cbm (430,167 cbft)
Floor space under deck	2,179 sqm (23,463 sqft)
Floor space on deck	1,133 sqm (12,197 sqft)
Deck strengths per sqm	15.00 mt on tanktop 3.00 mt on tweendeck 1.75 mt on deck
Tweendeck	2 heights
Bulkheads	2 bh / 5 positions

Cargo Gear

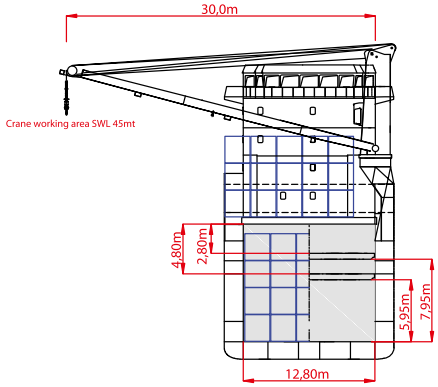
Type	2 x 80 mt NMF
Combinable	160.00 mt
Situated	Portside

Container Capacity

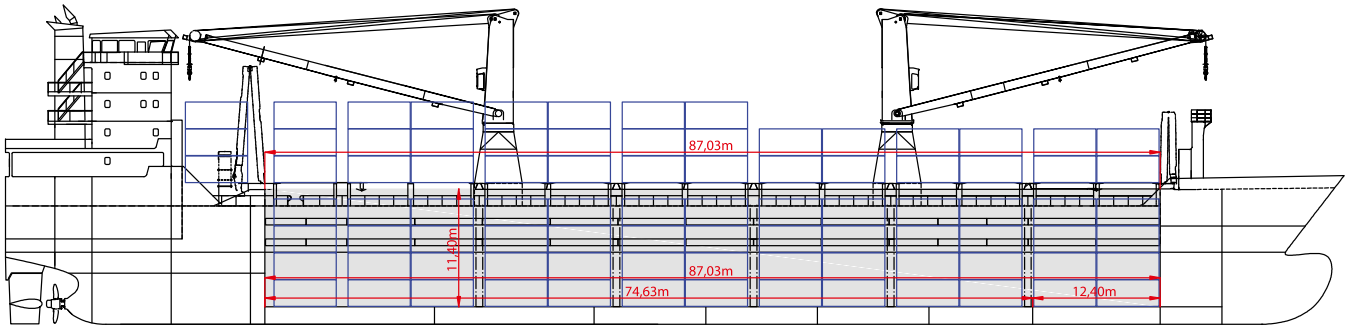
Capacity	20´ or 40´ + 20´
Hold	244
Deck	267
Total	511
TEU at 14 mt	320
Reeferplugs	30 on deck
Stackload	20' / 40'
Hold	67 mt / 67 mt
Deck	40 mt / 55 mt

Special Equipment / Features

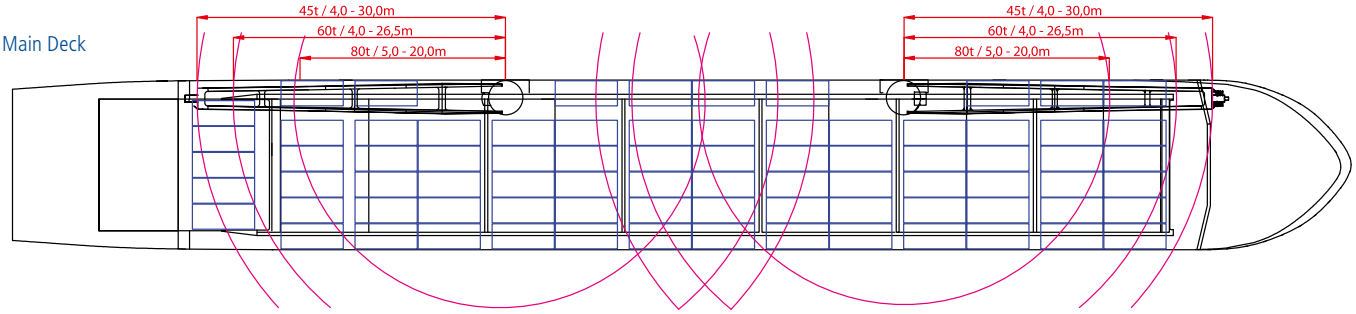
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia Fully grain fitted and fitted for grab discharge, Bow thruster; Shaft generator



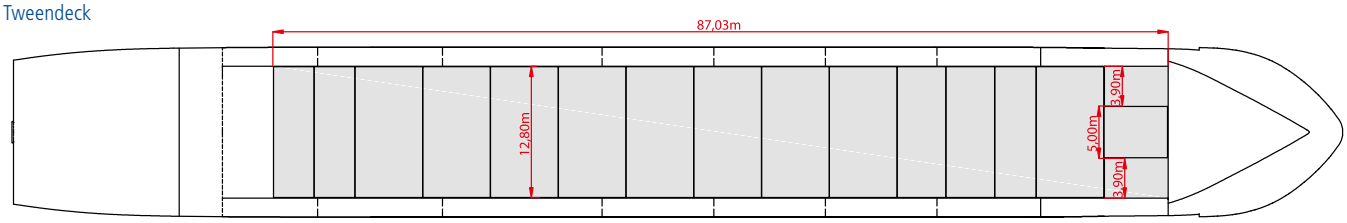
Side View



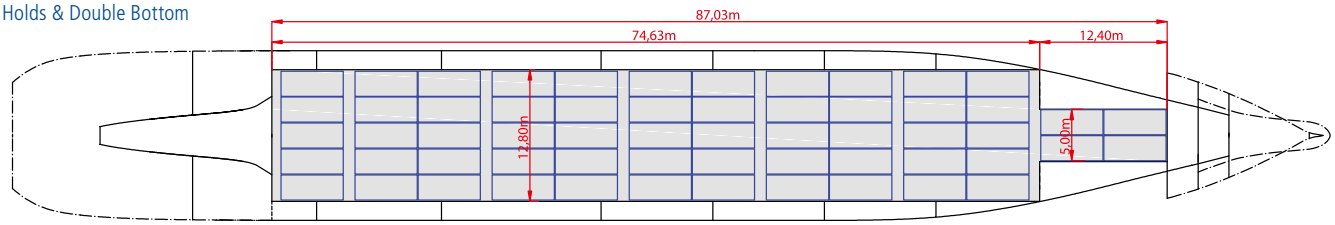
Main Deck



Tweendeck



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. Eco speed is the minimum continiuous 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.