



## 9,600 DWT / 2 x 350 mt



## BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Everest	03/2011	9508407	Germany
BBC Kibo	09/2011	9508421	Antigua & Barbuda
BBC Olympus	04/2012	9508457	Antigua & Barbuda
BBC Vesuvius	11/2012	9508471	Antigua & Barbuda

Vessel name	Built	IMO no.	Flag
BBC Fuji	06/2011	9508419	Germany
BBC Mont Blanc	12/2011	9508433	Antigua & Barbuda
BBC Rushmore	07/2012	9508469	Antigua & Barbuda
BBC Xingang	05/2013	9508483	Antigua & Barbuda

### Ship's Basics

<b>Type</b>	Premium Project Carrier Vessel Tweendecker
<b>Builder</b>	Tianjin Xingang Shipyard / China
<b>Classification</b>	GL + 100 A5 E BWM G + MC E AUT 24/25 E equipped for carriage of containers, strengthened for heavy cargoes, SOLAS II Reg. 19

### Dimensions & Main Data

<b>Tonnage GT/NT</b>	8,255 / 3,966
<b>Deadweight (summer)</b>	9,600 mt
<b>Length o.a.</b>	125.80 m
<b>Length p.p.</b>	119.66 m
<b>Beam</b>	22.00 m
<b>Max. draft (summer)</b>	7.60 m
<b>Max. speed</b>	16.7 knots
<b>Service speed</b>	15.2 knots
<b>Consumption at sea</b>	22.0 mt fuel per day
<b>Consumption in port</b>	2.6 mt fuel per day (with crane operations) 1.5 mt fuel per day (without crane operations)
<b>Fuel on ME</b>	RMG 380 / RME 180 / MGO DMA / MDO DMB
<b>Fuel on AE</b>	MGO DMA
<b>Tank capacities</b>	RMG 380 / RME 180 abt. 775 cbm MGO DMA / MDO DMB abt. 105 cbm Ballast abt. 3,950 cbm Freshwater abt. 140 cbm

### Propulsion

<b>Main Engine</b>	MaK 7M43C, 6,300 kW
<b>Aux.-Engines</b>	MAN, 3 x 400 kW
<b>Propeller</b>	Controllable pitch propeller

### Hold and Hatch

<b>Hold and Hatch</b>	2 Holds / 2 Hatches
<b>Hatch cover type</b>	No. 1 pontoon type, No. 2 folding type
<b>Cargo hold capacity</b>	No 1: 2,296 cbm (81,082 cbft) No 2: 10,823 cbm (382,211 cbft) Total: 13,119 cbm (463,293 cbft)
<b>Deck strengths per sqm</b>	16.00 mt on tanktop Hold No. 1: 2.50 mt on tweendeck Hold No. 2: 3.00 mt on tweendeck Hold No. 1: 2.50 mt on deck Hold No. 2: 3.50 mt on deck Hold 1: 1 height; Hold 2: 2 heights 2 bh / 2 positions
<b>Tweendeck Bulkheads</b>	

### Cargo Gear

<b>Type</b>	2 x 350 mt NMF
<b>Combinable</b>	700 mt
<b>Situated</b>	Portside

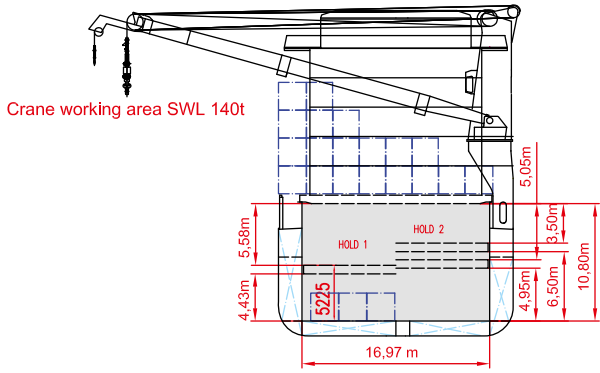
### Container Capacity

<b>Capacity</b>	20' or 40' + 20'
<b>Hold</b>	262 / 112 / 36
<b>Deck</b>	398 / 166 / 66
<b>Total</b>	660 / 278 / 104
<b>TEU at 14 mt</b>	377
<b>Reeferplugs</b>	60 at diff. pos. / increase of sockets possible
<b>Stackload</b>	20' / 40'
<b>Hold</b>	100 mt / 120 mt
<b>Deck</b>	60 mt / 80 mt – outer row 50 mt / 70 mt - inner row; equipped for wide bodies (2.6 m) and high cubes (9'6")

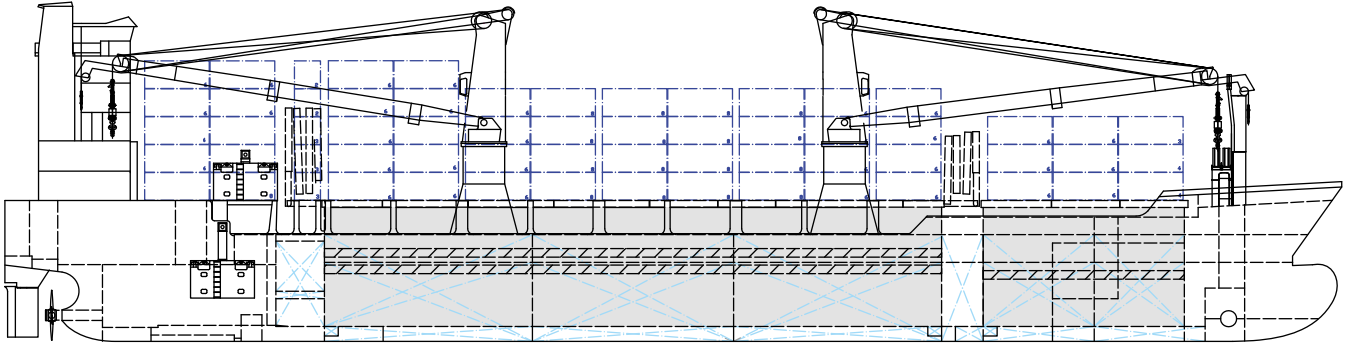
### Special Equipment / Features

<b>IMO classes</b>	Fitted for carriage of dangerous goods of all IMO classes
<b>Other</b>	Environmental passport; Freshwater Generator abt. 7 mt per day, Bow thruster; Shaft generator

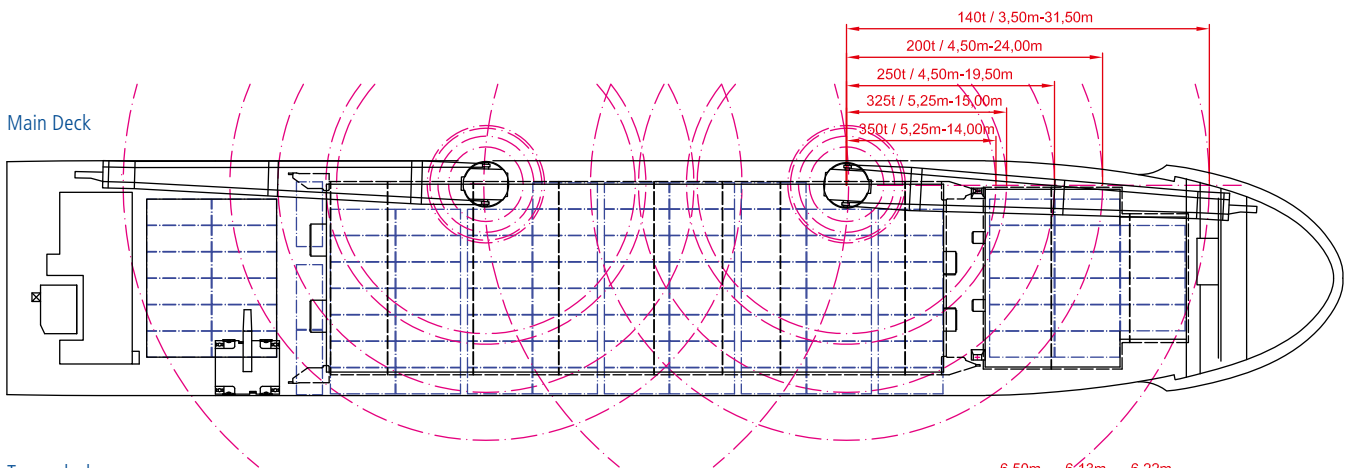
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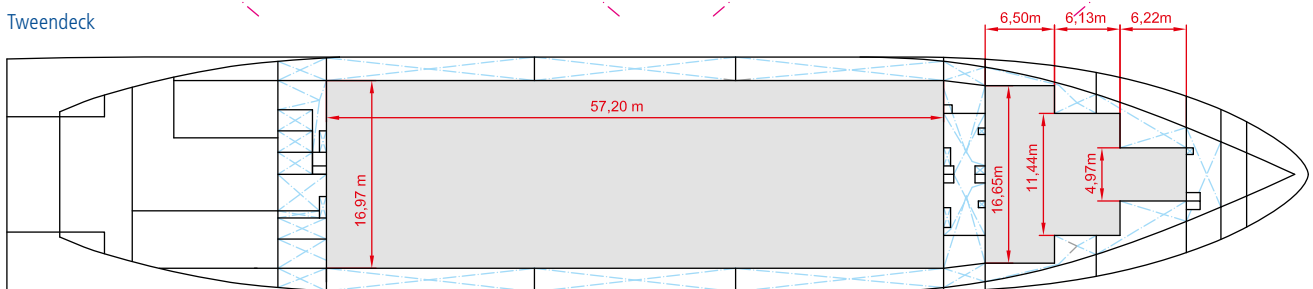
Side View



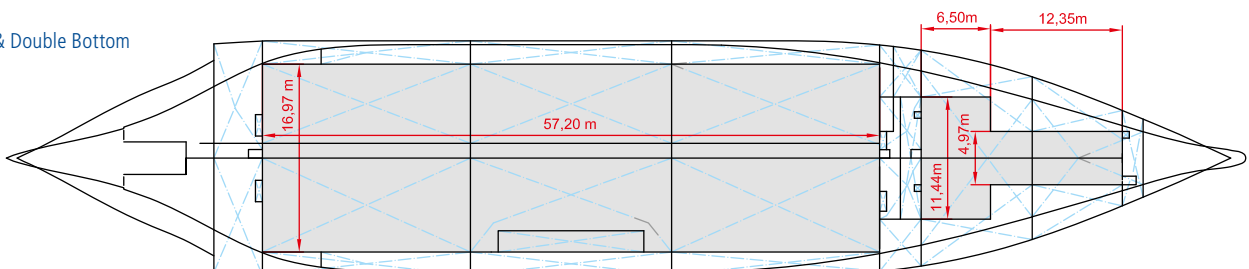
Main Deck



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 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.