



9,677 DWT / 2 x 60 mt



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Norfolk	03/2012	9559884	Antigua & Barbuda

Vessel name	Built	IMO no.	Flag
BBC Nyhavn	06/2012	9559896	Antigua & Barbuda

Ship's Basics

Type	Project Carrier Vessel Tweendecker
Builder	Jiangsu Yangzi Changbo Shipbuilding Co.,Ltd., China
Classification	General cargo ship -heavycargo (147KN/M2) nonhomload (196KN/M2) -equipped for carriage of containers AUT-UMS (SS), ICE CLASS IA

Dimensions & Main Data

Tonnage GT/NT	6,351 / 3,617
Deadweight (summer)	9,677 mt
Length o.a.	132.20 m
Length p.p.	124.56 m
Beam	15.87 m
Max. draft (summer)	7.78 m
Max. speed	13.5 knots
Consumption at sea	15.0 mt fuel per day
Consumption in port	2.3 mt fuel per day (with crane operation) 1.3 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. 540 cbm MGO DMA / MDO DMB abt. 59 cbm Ballast abt. 3,540 cbm Freshwater abt. 73 cbm

Propulsion

Main Engine	Rolls-Royce B 32:40 L 8 P BERGEN, 4,000 kW
Aux.-Engines	Scania, 2 x 324 KW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Hold / 2 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	12,821 cbm (452,867 cbft)
Floor space under deck	2,373 sqm (25,542 sqft)
Floor space on deck	1,250 sqm (13,455 sqft)
Deck strengths per sqm	15.00 mt on tanktop 3.50 mt on tweendeck 1.75 mt on deck
Tweendeck	1 height
Bulkheads	2 bh / 8 positions

Cargo Gear

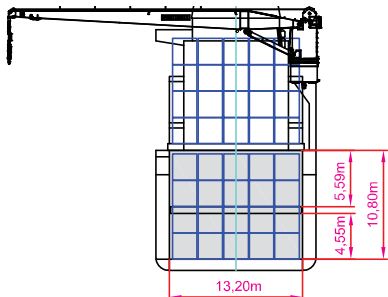
Type	2 x 60 mt Liebherr
Combinable	120 mt
Situated	Portside

Container Capacity

Capacity	20' or 40' + 20'
Hold	264
Deck	206
Total	470
TEU at 14 mt	317
Reeferplugs	20 on deck
Stackload	20' / 40'
Hold	90 mt / 100 mt
Deck	25 mt / 40 mt

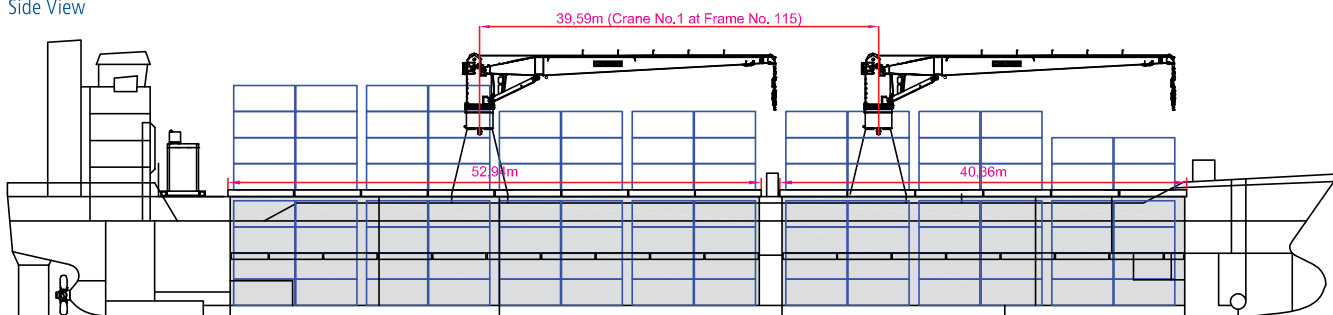
Special Equipment / Features

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

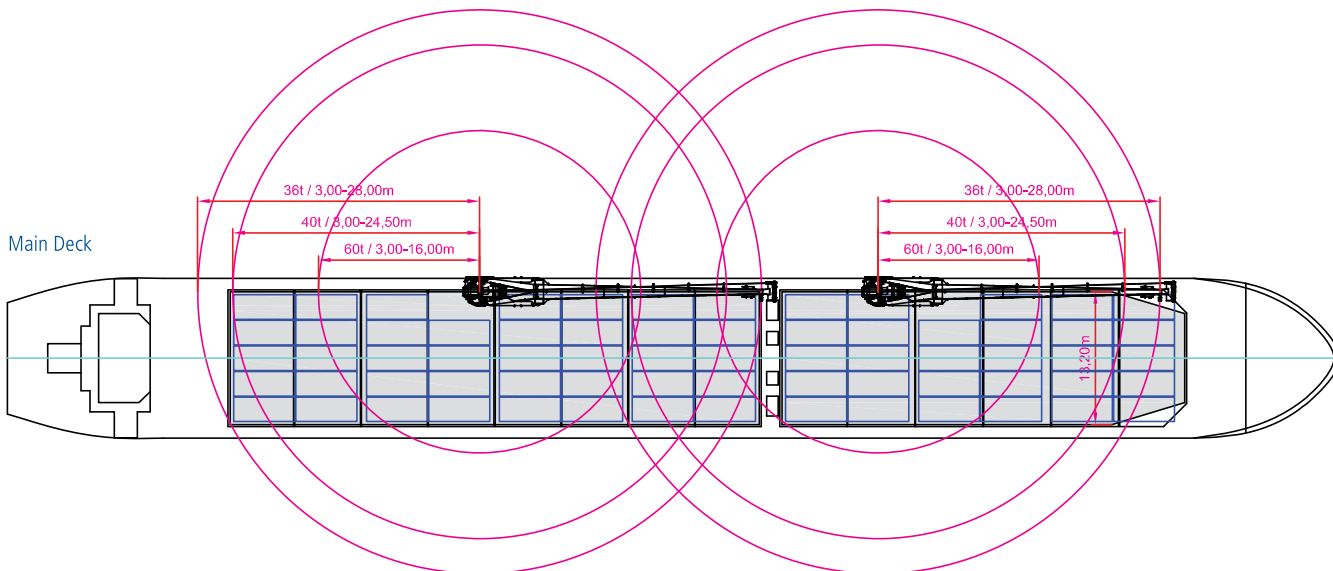


Hold No. 1 & 2

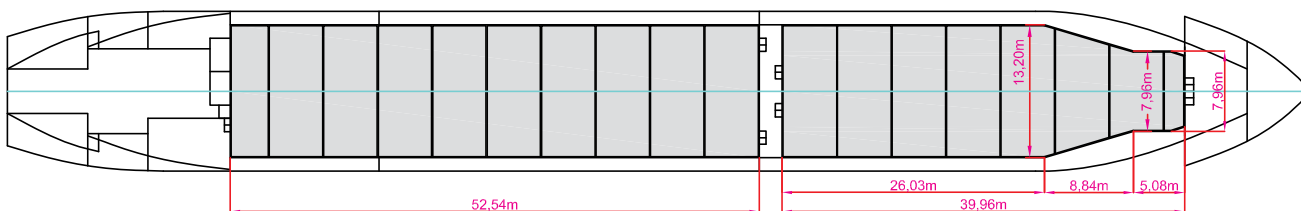
Side View



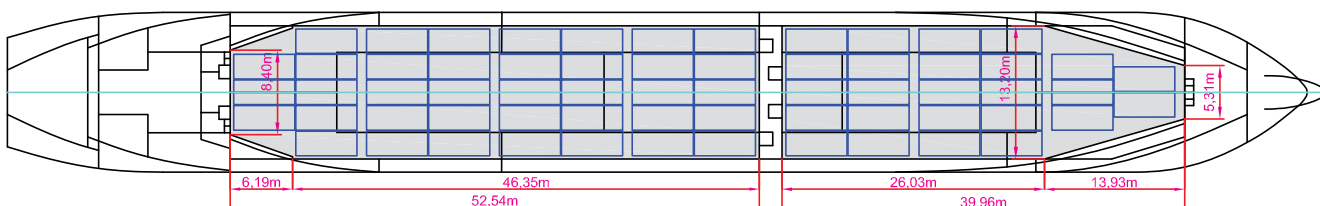
Main Deck



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.