



12,500 DWT / 2 x 250 mt



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
BBC St. Petersburg	03/2020	9736200	Antigua & Barbuda

Ship's Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Taizhou Sanfu Shipbuilding, China
Classification	DNV + 1A, Multi-purpose dry cargo ship, BIS, BWM(T), Clean Container, DBC, DG(B,P), EO, Grab(3-20t), Ice(1A), Strengthened (IB)

Dimensions & Main Data

Tonnage GT/NT	11,503 / 4,474
Deadweight (summer)	12,500 mt
Length o.a.	147.00 m
Length p.p.	140.00 m
Beam	22.80 m
Max. draft (summer)	8.18 m
Max. speed	15.0 knots
Service speed	14.1 knots
Consumption at sea	16.0 mt fuel per day
Eco speed	12.7 knots
Consumption eco speed	13.8 mt fuel per day
Consumption in port	1.4 mt fuel per day (without crane operations) 2.5 mt fuel per day (with crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 735 cbm MGO DMA / MDO DMB abt. 185 cbm Ballast abt. 5,825 cbm Freshwater abt. 160 cbm

Propulsion

Main Engine	MAN B&W 5G45ME-C9.5 Tier II, 4,800 kW
Aux.-Engines	MAN, 3 x 590 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type + 2 pontoons for hold No. 2
Cargo hold capacity	17,600 cbm (624,537 cbft)
Floor space under deck	2,940 sqm (31,646 sqft)
Floor space on deck	1,796 sqm (19,332 sqft)
Deck strengths per sqm	On tanktop: 20.0 mt uniform load 25.00 mt in special areas Hold No. 1: 4.0 mt on tweendeck Hold No. 2: 4.00 mt on tweendeck 4.00 mt on folding hatchcovers 5.00 mt on top of engine room dome 8.00 mt on pontoon hatchcovers Hold 1: 1 height Hold 2: 2 heights 2 bh / 3 positions
Tweendeck	
Bulkheads	

Cargo Gear

Type	2 x 250 mt Liebherr cranes
Combinable	500 mt
Situated	Portside

Container Capacity

Capacity	20' or 40' + 20'
Hold	320 / 141 / 30
Deck	522 / 244 / 0
Total	842 / 385 / 30
TEU at 14 mt	543
Reeferplugs	50 on deck
Stackload	20' / 40'
Hold	90 mt / 120 mt
Hatchcover	50 mt / 65 mt
Tweendeck	40 mt / 60 mt
Specials	Equipped for wide bodies (2.60 m), high cubes (9'6") and 45' containers

Special Equipment / Features

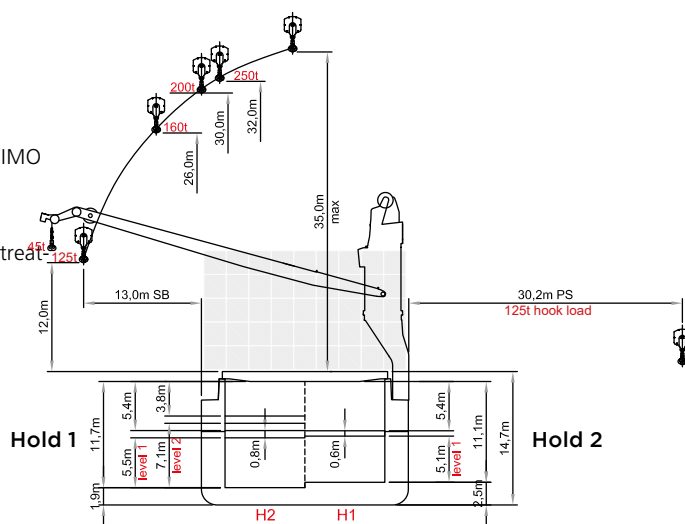
IMO classes

Other

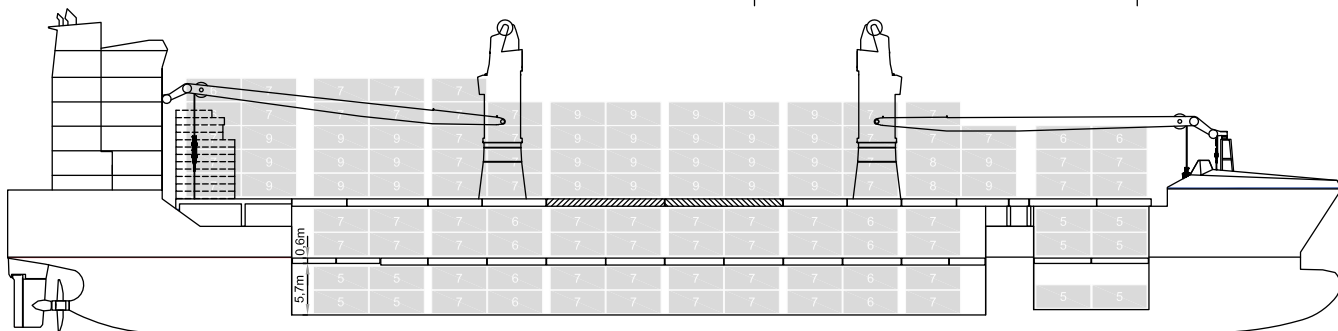
Fitted for carriage of dangerous goods of all IMO classes

Fitted for trading Great Lakes and Australia;

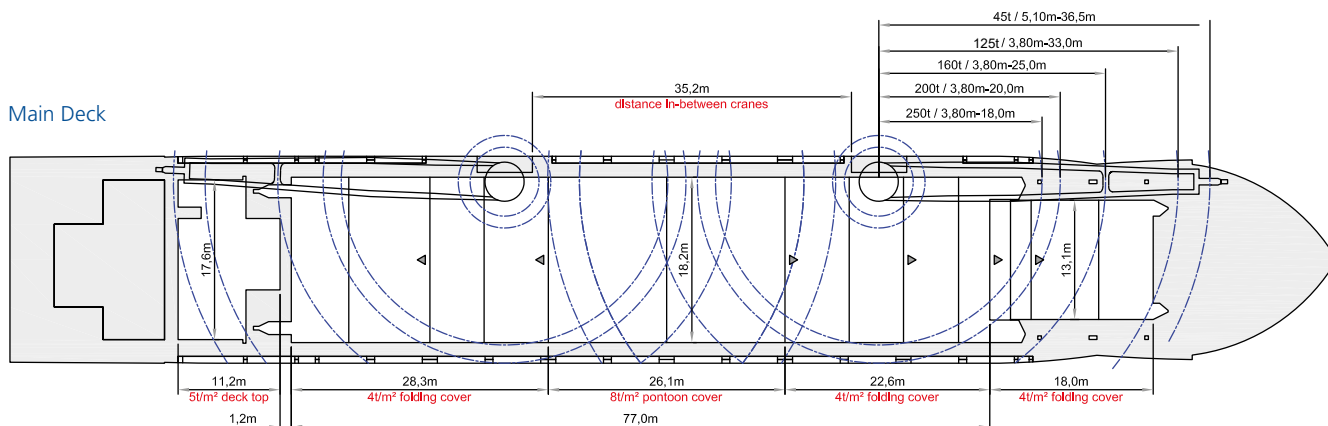
Bow thruster; Shaft generator; Ballast water treatment system, 5ppm oily water separator



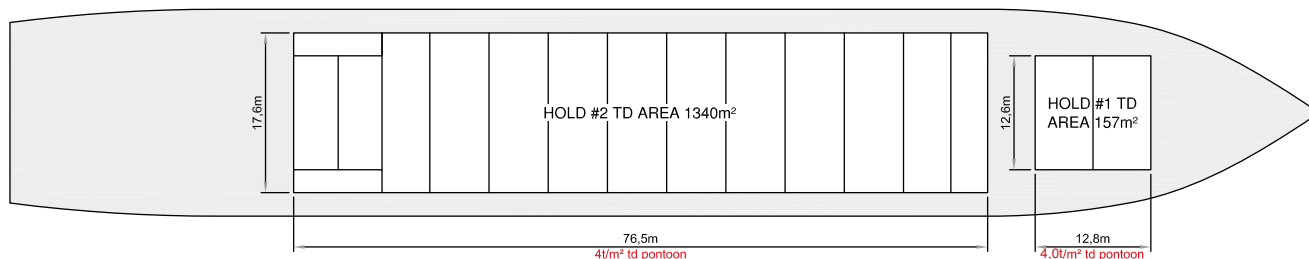
Side View



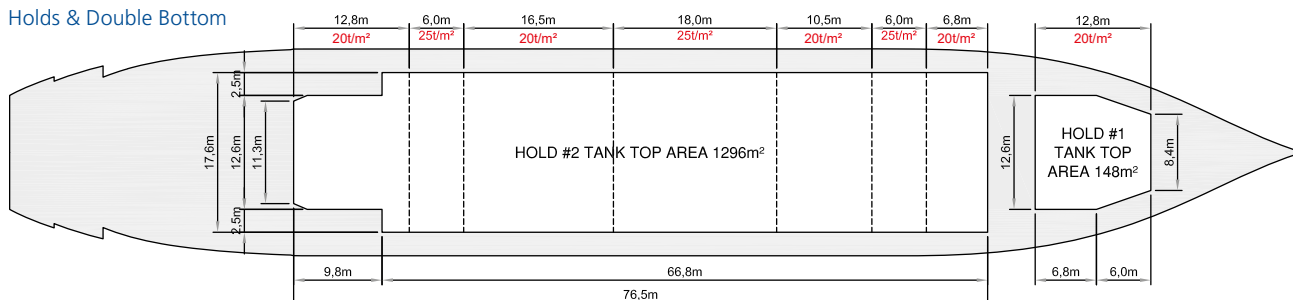
Main Deck



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. EEXI and CII related adjustments of speed and consumption are not considered. 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.