

# 24,964 DWT / 2 x 100 mt

Vessel name	Built	IMO no.	Flag
BBC Denmark	2012	9605891	Antigua & Barbuda
BBC Finland	2012	9593684	Antigua & Barbuda
BBC Norway	2012	9593658	Antigua & Barbuda

# BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Elisabeth	2013	9593660	Antigua & Barbuda
BBC Iceland	2013	9605906	Antigua & Barbuda

#### Ship's Basics

Type Multi-Purpose / Container Vessel

Tweendecker

Builder Dalian Ship Building Industry Co Ltd., China

Classification Lloyds Register

(BBC Finland, BBC Norway, BBC Elisabeth)

Bureau Veritas

(BBC Denmark, BBC Iceland) highest class of BV+LR

#### Hold and Hatch

Hold and Hatch 4 Holds / 4 Hatches
Hatch cover type Folding type
Cargo hold capacity 30,239 cbm

Floor space under deck 4,189 sqm (45,090 sqft)
Floor space on deck 2,438 sqm (26,242 sqft)
Deck strengths per sqm 23.00 mt on tanktop
4.00 mt on tweendeck
2.50 mt on hatchcover

#### **Dimensions & Main Data**

 Tonnage GT/NT
 18,189 / 8,440

 Deadweight (summer)
 24,964 mt

 Length o.a.
 161.33 m

 Length p.p.
 152.00 m

 Beam
 27.39 m

 Max. draft (summer)
 9.81 m

 Service speed
 13.0 knots

Consumption at sea Laden with service speed:

abt. 25.0 mt / per day RMG 380 Laden with Eco Speed (12.0 knots): abt. 20.0 mt / per day RMG 380

Consumption in port Abt. 4.5 mt / day in port when idle

Abt. 5.5 mt / day in port when cranes working

Fuel on ME RMG 380 / RME 180 / MGO DMA / MDO

DMB

Fuel on AE MGO DMA

Tank capacities RMG 380 / RME 180 abt. 1.491,10 cbm

MGO DMA / MDO DMB abt. 106,70 cbm

Ballast abt. 9356,6 cbm Freshwater abt. 242,5 cbm

## Cargo Gear

Type 2 x 100 mt + 1 x 60 mt TTS

Combinable 200 mt Situated Portside

#### **Container Capacity**

 Capacity
 1.497 TEU (overall)

 20' or 40' + 20'

 Hold
 675 / 152 / 120

 Deck
 822 / 418 / 237

 Total
 1497 / 570 / 357

 TEU at 14 mt
 1.247 TEU

 Reeferplugs
 86 on deck

## Special Equipment / Features

IMO classes Fitted for carriage of dangerous goods of

all IMO classes

Other Fitted with all modern nautical aids

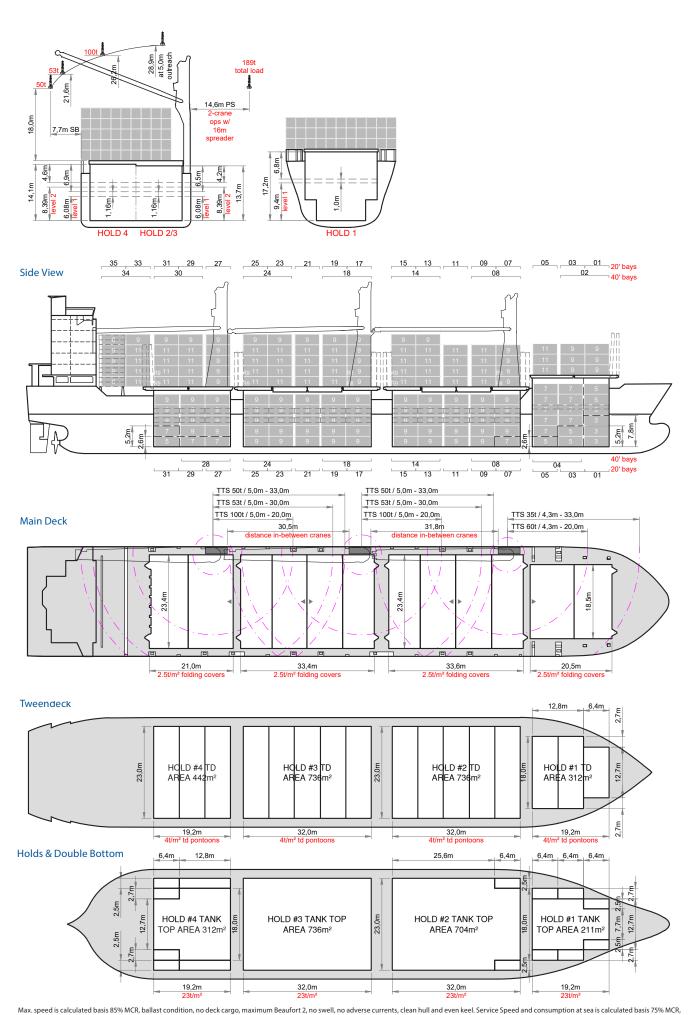
(i.e. satnav, 2 radars, log, gps, autopilot, weather fax, navtex etc.), fully GMDSS fitted

#### **Propulsion**

Main Engine MAN B&W 65 50MC-C8 (TIER II)

Aux.-Engines 3x Daihatsu 5DK-20E / 620 KW

Propeller Fixed pitch propeller



Max. Speed is Calculated basis as winct, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service speed and consumption at seal is calculated basis 7.5% McK, 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 pluga 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.