



## 12,696 DWT / 2 x 150 mt



**BRIESE SCHIFFFAHRT**

Vessel name	Built	IMO no.	Flag
BBC Alaska	09/2010	9453793	Liberia

### Ship's Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Taizhou Sanfu Ship Engineering Co., Ltd.
Classification	DNV 100 A5 E3 MPP dry cargo ship BWM Equipped for carriage of containers DG G IW Strengthened for heavy cargo

### Dimensions & Main Data

GT/NT	9627 / 4261
Deadweight (summer)	12,696 mt
Length o.a.	138.50 m
Length p.p.	130.00 m
Beam	21.00 m
Max. draft (summer)	8.00 m
Max. speed	15.0 knots
Service speed	14.3 knots
Consumption at sea	20.0 mts fuel per day
Eco speed	13.0 knots
Consumption eco speed	17.0 mts per day
Consumption in port	2.5 mts MGO per day (with crane operations) 1.7 mts MGO per day (idle)
Fuel on ME	RMG 380 / RME 180 / MGO DMA
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 549.1 cbm MGO DMA abt. 559.5 cbm Ballast abt. 4,930 cbm Freshwater abt. 1480 cbm

### Propulsion

Main Engine	MAK 6M43 C, 5400 kW
Aux.-Engines	LIAG/MAN, 3 x 532 kW
Propeller	Controllable pitch propeller

### Cargo Gear

Type	2 x 150 mt NMF cranes
Combinable	300 mt
Situated	Portside

### Hatch and Hold

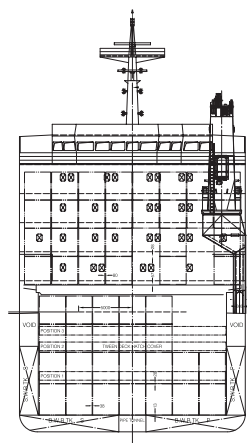
Hatch and Hold	3 Holds / 3 Hatches
Cargo Hold capacity	15,952 cbm (563,340 cbft)
Hatch cover type	Folding type
Hold / Hatch dimensions	Hold/Hatch 1: 18.75 x 15.00 / 10.00 m Hold/Hatch 2: 42.00 x 17.50 m Hold/Hatch 3: 25.50 x 17.50 m
Deck strengths per sqm	16.00 mt on tanktop 1.75 mt on hatchcovers 2.50 mt on TD Hold 1 + Hold 2 upper position 4.00 mt on TD Hold 2 (middle + lower position) + Hold 3
Tweendeck	Hold 1 + 3: 1 height Hold 2: 3 heights
Bulkheads	Tweendecks can be used as bulkheads in 3 positions

### Container Capacity

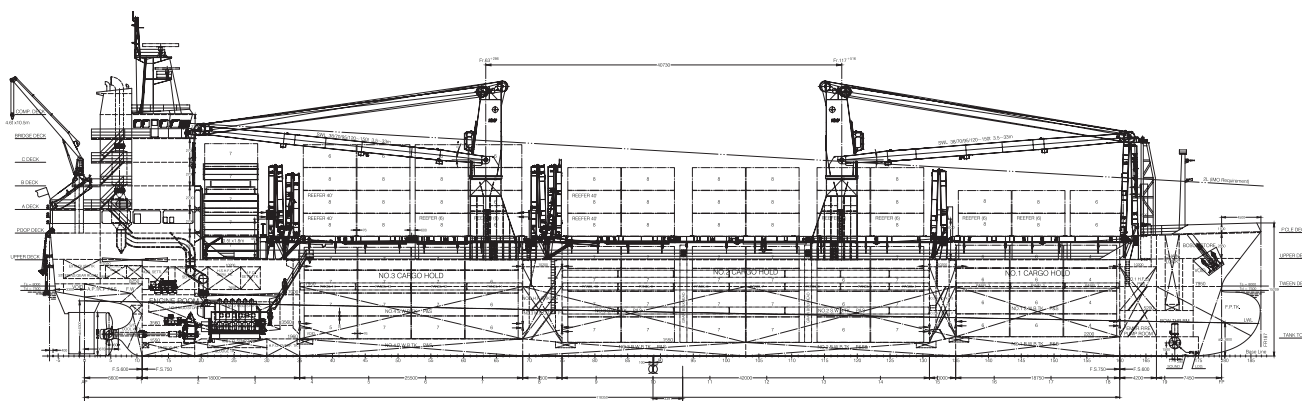
Capacity	20' or 40'
Hold	334 TEU or 158 TEU
Deck	331 TEU or 136 TEU
Total	665 TEU or 294 TEU
TEU at 14 mt	528
Reeferplugs	50
Stackload	20' / 40'
Hold	90 mt / 120 mt
Deck	50 mt / 65 mt - hatchcover 35 mt in front of accommodation

### Special Equipment / Features

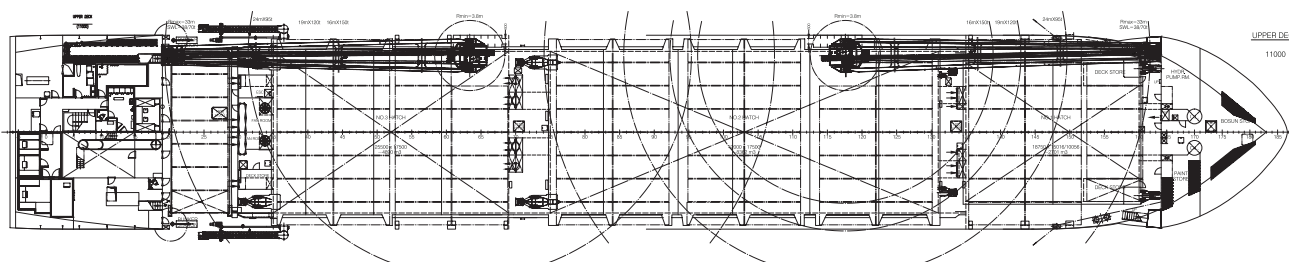
IMO classes	Fitted for Carriage of Dangerous Goods of all IMO classes
Other	Fitted for Carriage of Solid Bulk Cargoes and grains, Strengthened for heavy cargo Bow thruster, Australia / Great Lakes fitted



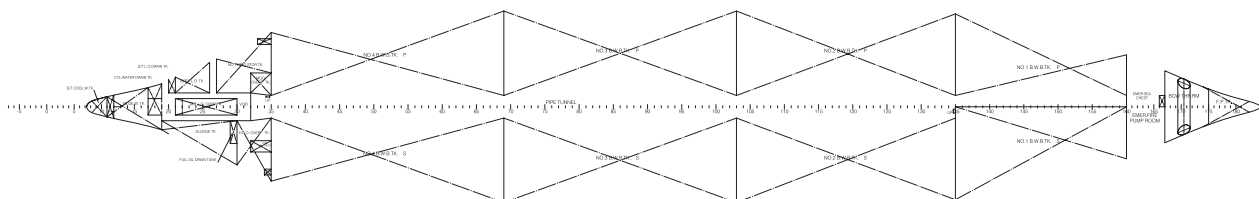
Side View



Main Deck



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.