



11,150 DWT / 2 x 60 mt



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Macau	05/2008	9351373	Antigua & Barbuda

Ship's Basics

Type	Project Carrier Vessel Tweendecker
Builder	Ys Heavy Industries Co. Ltd.
Classification	DNV

Dimensions & Main Data

Tonnage GT/NT	8,472 / 4,223
Deadweight (summer)	11,150 DWT
Length o.a.	129.50 m
Length p.p.	120.60 m
Beam	19.00 m
Max. draft (summer)	8.72 m
Max. speed	14.5 knots
Consumption at sea	21.0 mts fuel per day
Consumption in port	1.5 mt fuel per day (without crane operation) 4.0 mt fuel per day (with crane operation)
Fuel on ME	IFO 380 - RMG 380, ISO 8217:2012 MDO - DMB, ISO 8217:2012
Fuel on AE	MDO - DMB, ISO 8217:2012
Tank capacities	HFO - 100% abt 900.0 cbm MDO - 100% abt 150 cmb

Propulsion

Main Engine	MAK 6 M 43 C - 6000 kW
Aux.-Engines	3 x STX 6NSD-G 441 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Hold / 2 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	grain 14,238 cbm (502,810 cbft) bale 13,565.3 cmb
Floor space under deck	1,123 sqm (12,088 sqft)
Floor space on deck	1,136 sqm (12,227 sqft)
Deck strengths per sqm	18.00 mt on tanktop 2.50 mt on weather deck 2.00 mt on hatch cover
Tweendeck	2 heights
Bulkheads	n/a

Cargo Gear

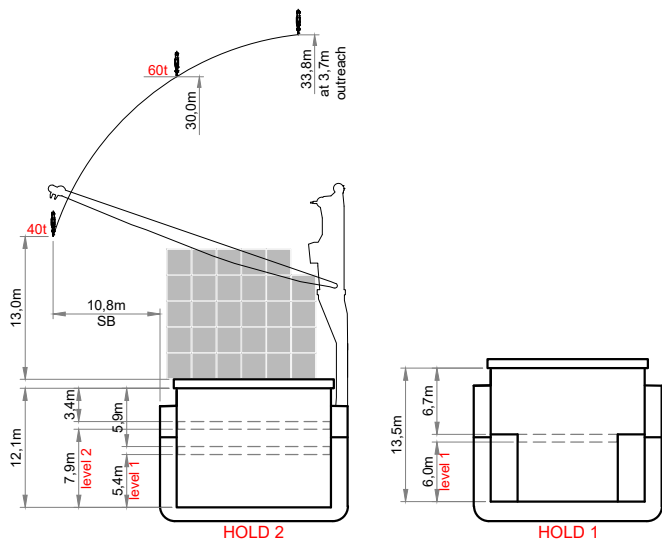
Type	2 x 60 mt
Combinable	120 mt
Situated	Portside

Container Capacity

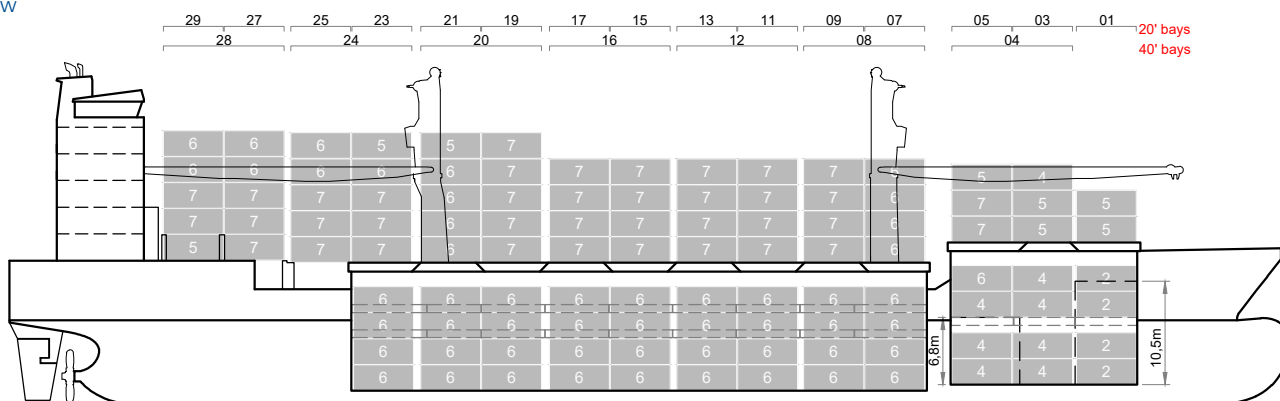
Capacity	
Hold	272 TEU
Deck	400 TEU
Total	672 TEU
TEU at 14 mt	367 TEU
Reeferplugs	30
Stackload	20' / 40'
Hold	60 mt / 120 mt
Deck	51 mt / 65 mt

Special Equipment / Features

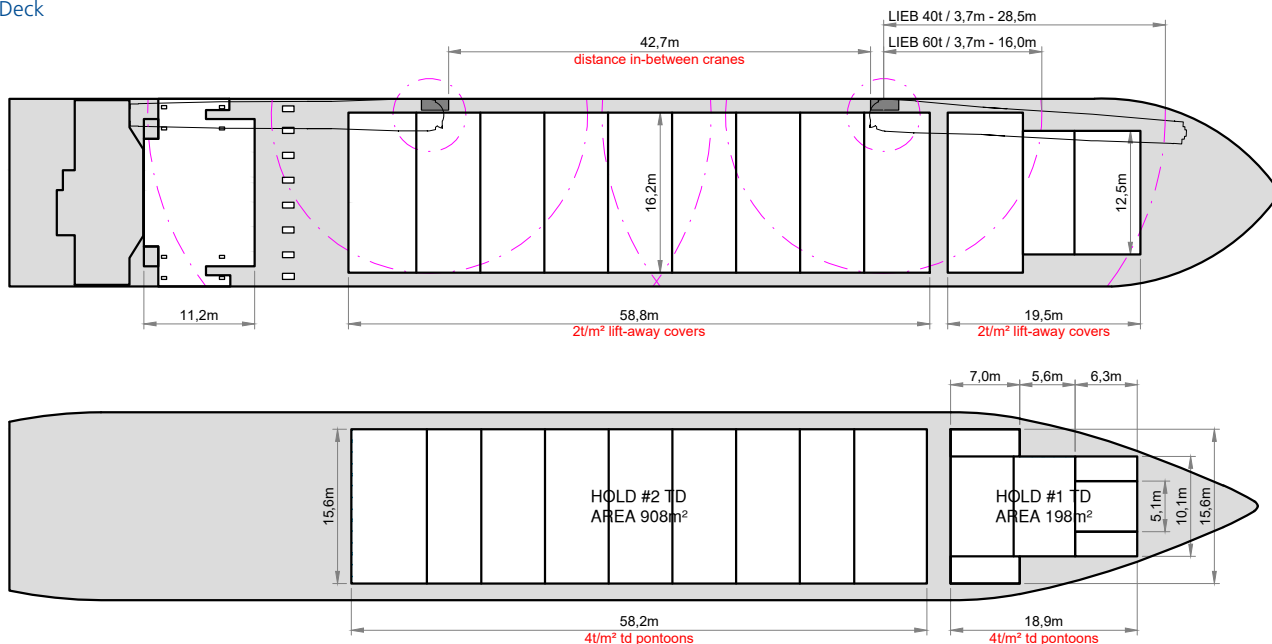
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Equipped for carriage of containers, grain fitted, Great Lakes and Australia fitted



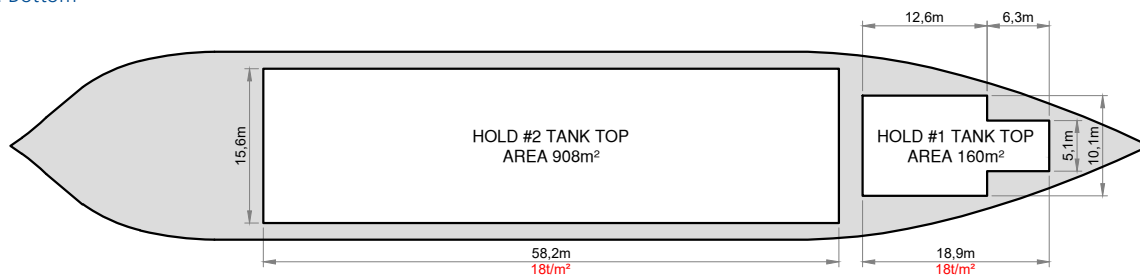
Side View



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.