



37,135 DWT / 4 x 30 mt



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Jupiter	01/2014	9577630	Antigua & Barbuda

Ship's Basics

Type	Bulk Carrier Vessel / Wide Hatch Type Singledecker
Builder	Huatai Heavy Industry (Nantong)
Classification	LR - 100A1 E, Bulk Carrier, CSR BC-A, holds 2 & 4 may be empty, ESP GRAB[20], LI, Ship Right (CM), Ice Class 1C FS, IWS, BWMP (S+F), ACS (B), PSPC + LMC, UMS, SCM

Dimensions & Main Data

Tonnage GT/NT	24,168 / 12,166
Deadweight (summer)	37,135 mt
Length o.a.	189.99 m
Length p.p.	183.00 m
Beam	28.50 m
Max. draft (summer)	10.4 m
Max. speed	15.4 knots
Service speed	14.0 knots
Consumption at sea	24.0 mt fuel per day + 2.3 mt AE
Eco speed	12.0 knots
Consumption eco speed	21.5 mt fuel per day + 2.3 mt AE
Consumption in port	3.3 mt fuel per day 6.1 mt fuel per day (with cranes)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO - 100%: 1,790.00 cbm MDO - 100%: 186.70 cbm

Propulsion

Main Engine	Wärtsila 6RTA48TD two stroke, 7368 kW
Aux.-Engines	3 x 650 kW
Propeller	Fixed pitch propeller

Hold and Hatch

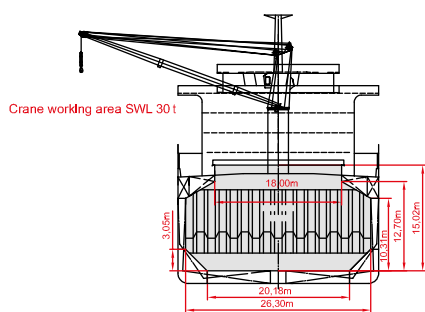
Hold and Hatch	5 Holds / 5 Hatches
Hatch cover type	Folding type
Cargo Hold capacity	48,957 cbm
Deck strengths	Tanktop: 20 mt / sqm

Cargo Gear

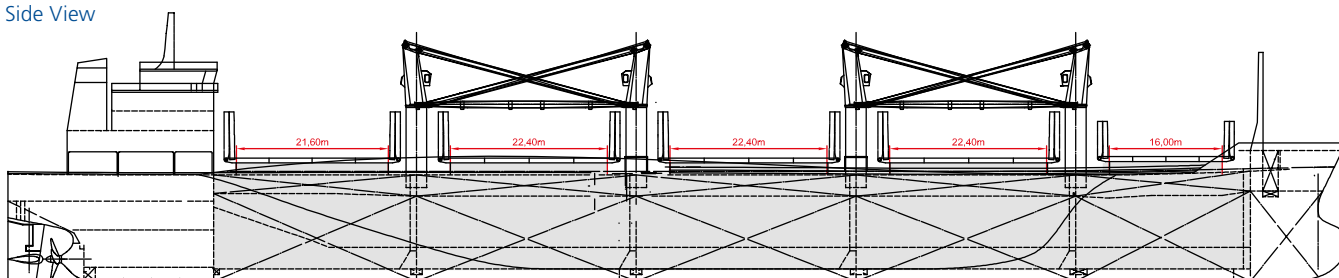
Type	4 x 30 mt
Capacity	30 mt / working radius 4-28 m
Max Outreach	13,75 m
Hoisting speed	18 m / min
Situated	mid-ship
Specials	Fitted for grab operation

Special Equipment / Features

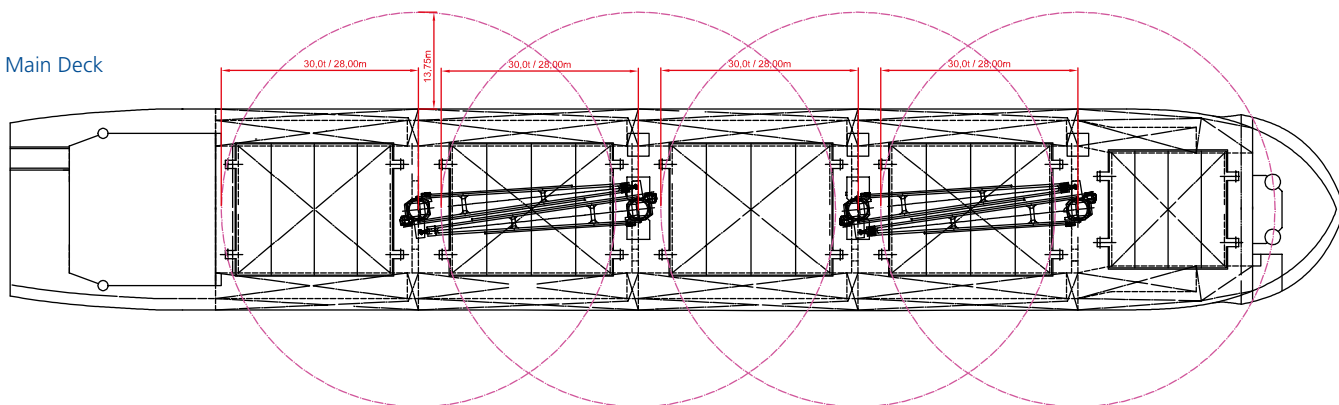
Other	Wide Hatch Type / Fitted for trading Australia, A 60 Bulkhead
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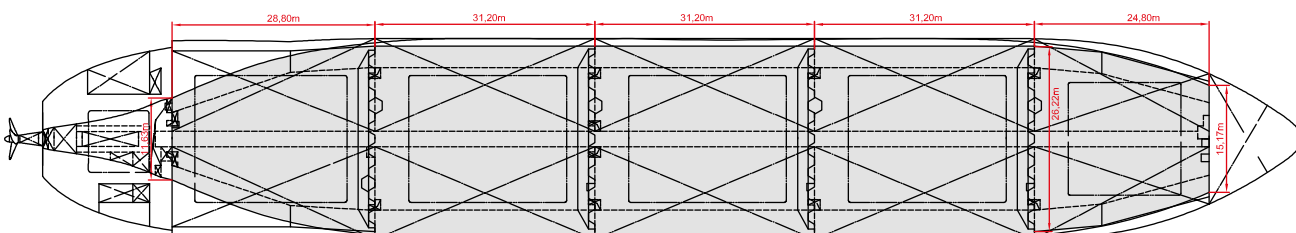
Side View



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.