



40,200 DWT / 4 x 30,5 mt



**BRIESE SCHIFFFAHRT**

Vessel name	Built	IMO no.	Flag
BBC Uranus	05/2022	9947768	Liberia
BBC Mars	07/2022	9947770	Liberia

Vessel name	Built	IMO no.	Flag
BBC Saturn	06/2022	9932127	Liberia

### Ship's Basics

Type	Bulk Carrier Vessel
Builder	Jiangmen Nanyang
Classification	BV - I HULL / MACH - Bulk Carrier CSR CPS (WBT) BC-A (holds no 2,4 may be empty) ESP GRAB [25] Unrestricted navigation VeriSTAR-Hull AUT-UMS, MON-SHAFT, Green Passport, BWT, IW, LI-HG-S2

### Dimensions & Main Data

Tonnage GT/NT	25,163 / 13,493
Deadweight (summer)	40,200 mt
Length o.a.	179.9 m
Length p.p.	176.85 m
Beam	30 m
Max. draft (summer)	10.8 m
Max. speed	14.0 knots
Service speed	13.8 knots
Consumption at sea	16.9 mts fuel per day + 2,2 mts for aux engines
Eco speed	11.0 mts fuel per day + 2,2 mts for aux engines
Consumption at port	3 mts fuel per day
Consumption at port (with crane operation)	6 mts fuel per day
Fuel on ME	RMG 380 / RME 180 / MDO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO - 100%: 1,234.5 cbm MDO - 100%: 378 cbm

### Propulsion

Main Engine	MAN Diesel Turbo 5S50 ME-C9.7, MCR - 8900 kW x 117 rpm
Aux.-Engines	3 x 6 cycle Yanmar 615 kWx900 rpm
Propeller	Fixed pitch propeller

### Hold and Hatch

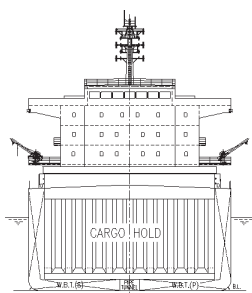
Hold and Hatch	5 Holds / 5 Hatches - 2-4 are fully boxshaped
Cargo Hold capacity	No. 1: 8,572.8 cbm (302,745.58 cbft) No. 2: 10,623.90 cbm (375,179.49 cbft) No. 3: 10,623.90 cbm (375,179.49 cbft) No. 4: 10,623.90 cbm (375,179.49 cbft) No. 5: 9,872.50 cbm (348,644.05 bcft)
Hatch cover type	folding type, hatch covers fitted with cement feeding holes
Hold dimensions	No. 1: 26.4 x 11.75 / 25.26 x 15.7 m No. 2-4: 27.2 x 25.26 x 15.7 m No. 5: 26.4 x 25.26 / 8.05 x 15.7 m
Deck strengths per sqm	20 mts / sqm - No 1,3,5 15 mts / sqm - No 2,4

### Cargo Gear

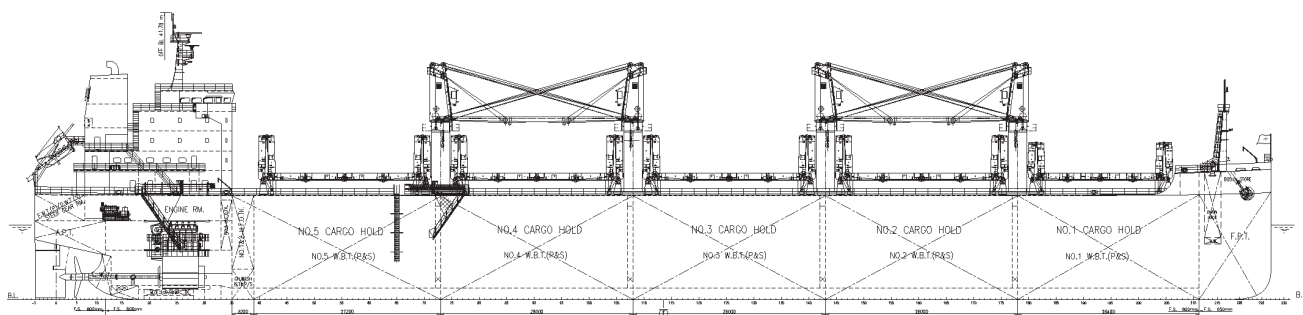
Type	4 x 30,5 mt at 26 m outreach
Hoisting speed	30.5 mts x 18.5 m/min
Slewing angle	360 degrees
Hoisting height	max. 37 m
Situated	midship

### Special Equipment / Features

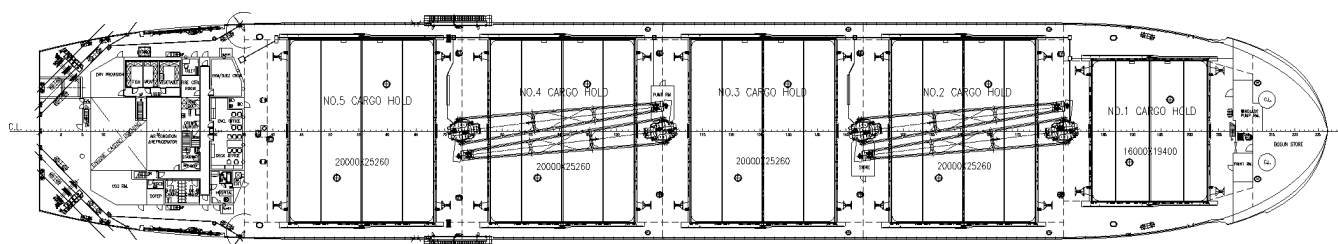
IMO classes	Fitted for carriage of dangerous goods of all IMO classes as per DOC for the carriage of DG
Other	Cranes are designed for grab discharge holds are CO2 fitted Open Top Bulk Carrier



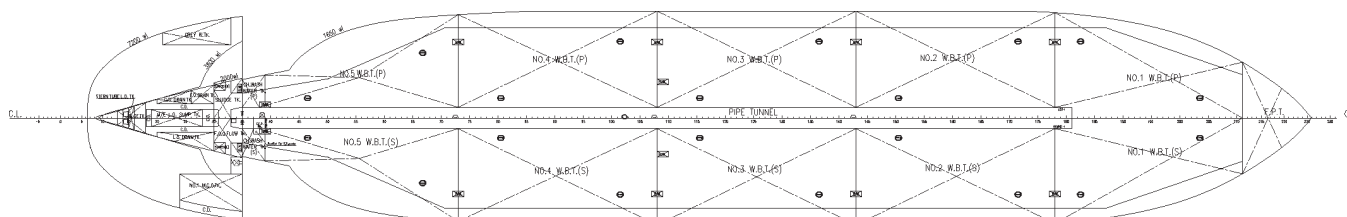
Side View



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.