



39,500 DWT / 4 x 30 mt



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Mercury	2023	9965588	Liberia	BBC Venus	2023	9965590	Liberia

### Ship's Basics

Type	Bulk Carrier
Builder	Saiki Shipyard, Japan
Classification	Class NK, NS * (BCM, BC-XII, GRAB, PSPC-WBT, NC) (PS-DA&FA)(IWS)(IHM)(NOxIII(SCR)) MNS* Descriptive Note: (Strengthened for heavy cargo loading where holds nos. 2 & 4 may be empty / Double probeller hull construction applied to all cargo holds) (NoxIII(2021)(M/E : SCR), (G/E(Nos. 1,2,3) : SCR))

### Dimensions & Main Data

Tonnage GT/NT	24,748 / 12,430 tbc
Deadweight (summer)	39,869 mt
Deadweight (design)	abt. 35,700 mt
Length o.a.	179.9 m
Length p.p.	174.0 m
Beam (moulded)	32.0 m
Max. draft (summer)	10.2 m
Draft, design	9.50 m
Service speed	13.5 knots
Consumption at sea	abt. 17.7 mt/per day RMG 380 + 1.8 mt AE
Eco speed	11.7 knots
Consumption eco speed	about 10.8 mt/per day RMG 380 + 1.8 mt AE
Consumption in port	2.5 mt/day RMG 380 (w/o gear) 0.1 mt/day MGO (w/o gear) 4.5 mt/day RMG 380 with gear working 0.1 mt/day MGO with gear working
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	same as ME
Tank capacities	RMG 380 / RME 180 abt. 977 cbm MGO DMA / MDO DMB abt. 290 cbm Ballast abt. 16,000 cbm Freshwater abt. 264 cbm

### Propulsion

Main Engine	MAN B&W 6G45ME-C9.7-HPSCR (5280kW)
Aux.-Engines	Yanmar, 3 x 560 kW
Propeller	Fixed pitch propeller

### Hold and Hatch

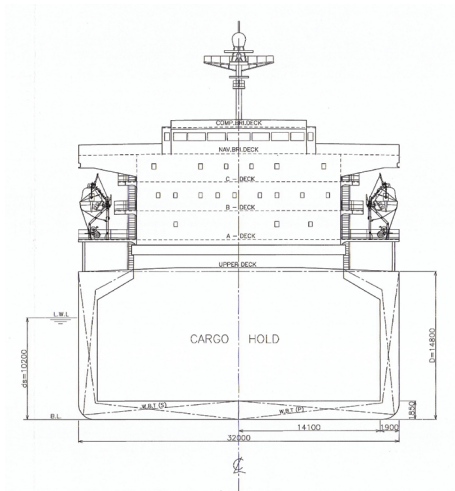
Hold and Hatch	5 Holds / 5 Hatches
Hatch cover type	Folding type
Cargo Hold capacity	49,500 cbm Grain space 48,500 cbm Bale space
Deck strengths	Tanktop: 25 mt / sqm Tanktop strengthened for 2 tiers steel coils à 15 mt Weather Deck: 3.5 mt/sqm

### Cargo Gear

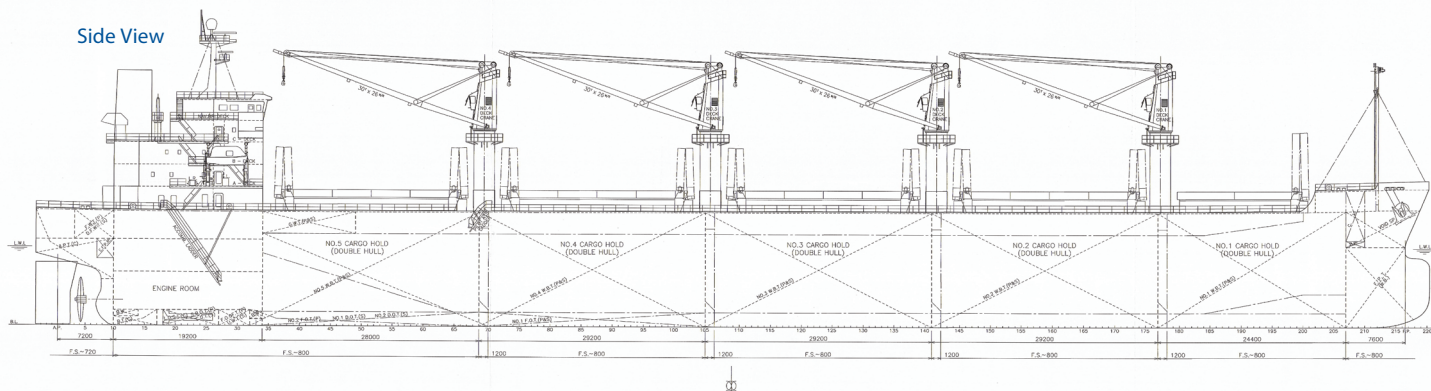
Type	4 x 30 mt
Capacity	30 mt / Outreach 4.5-26 m
Hoisting speed	18.5 m / min @ 30 mt
Slewing angle	abt. 0.6 rpm
Location	Between hatches in centreline of the ship

### Special Equipment / Features

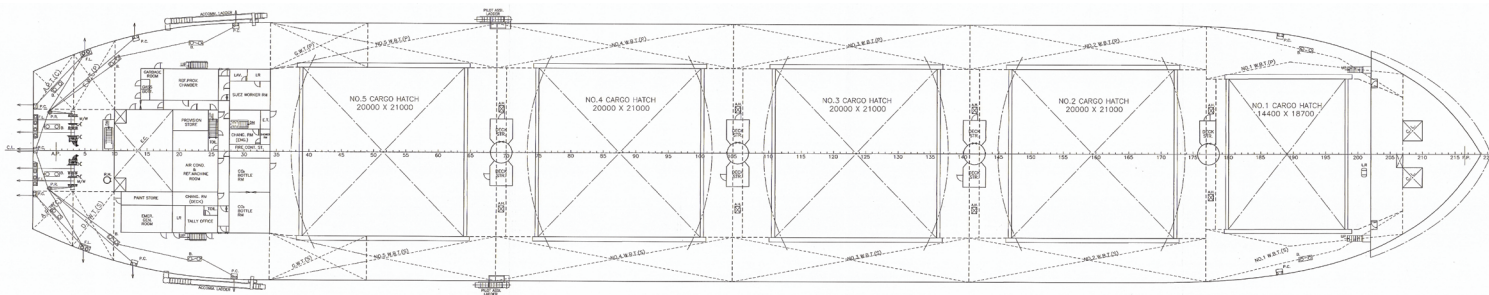
TIER III compliant, ie. vessel is consuming urea in NECA



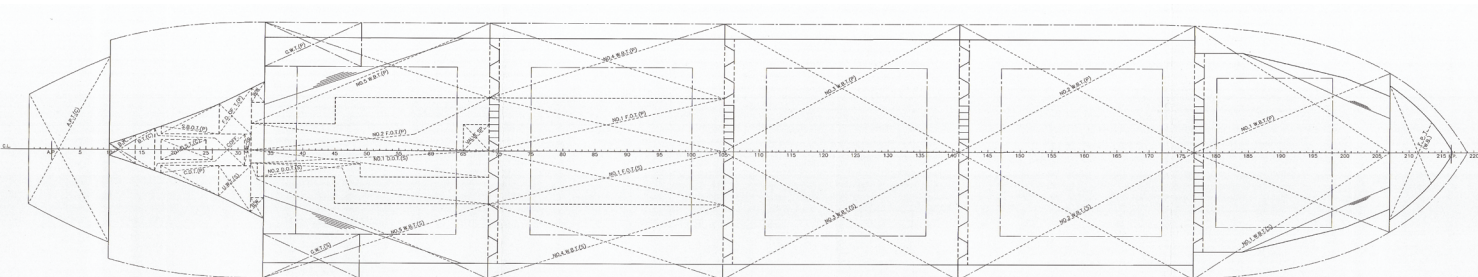
Side View



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.