



9,821 DWT / 2 x 40 mt



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Skysails	01/2008	9399129	Antigua & Barbuda

Ship's Basics

Type	Multi Purpose Vessel Tweendecker
Builder	Volharding Shipyards, Harlingen, Netherlands
Classification	DNV GL 100 A5 ERS DBC DG + MC AUT

Dimensions & Main Data

Tonnage GT/NT	6,312 / 3,613
Deadweight (summer)	9,821 mt
Length o.a.	132.15 m
Length p.p.	124.56 m
Beam	15.87 m
Max. draft (summer)	7.73 m
Max. speed	15.3 knots
Service speed	14.4 knots
Consumption at sea	13.7 mt fuel per day
Consumption in port	2.5 mt fuel per day (with crane operations) 1.3 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 622 cbm MGO DMA / MDO DMB abt. 59 cbm Ballast abt. 3,540 cbm Freshwater abt. 73 cbm

Propulsion

Main Engine	MAK 8M32C, 3,840 kW
Aux.-Engines	MAN, 3 x 500 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	12,822 cbm (451,898 cbft)
Floor space under deck	2,320 sqm (24,972 sqft)
Floor space on deck	1,248 sqm (13,433 sqft)
Deck strengths per sqm	15.00 mt, locally 20.00 mt on tanktop 3.50 mt on tweendeck 1.75 mt on deck
Tweendeck	1 height
Bulkheads	2 bh / 8 positions

Cargo Gear

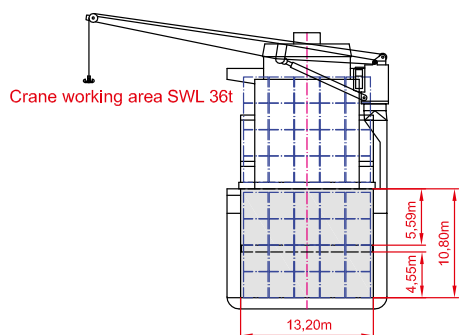
Type	2 x 40 mt
Combinable	80 mt
Situated	Portside

Container Capacity

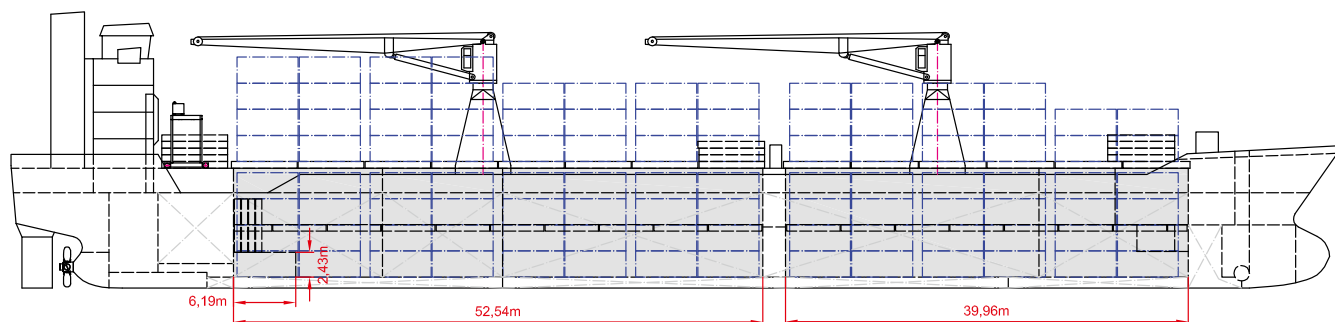
Capacity	20' or 40' + 20'
Hold	264 / 128 / 8
Deck	210 / 100 / 10
Total	474 / 228 / 18
TEU at 14 mt	330
Reeferplugs	20 on deck
Stackload	20' / 40'
Hold	90 mt / 100 mt
Deck	25 mt / 40 mt

Special Equipment / Features

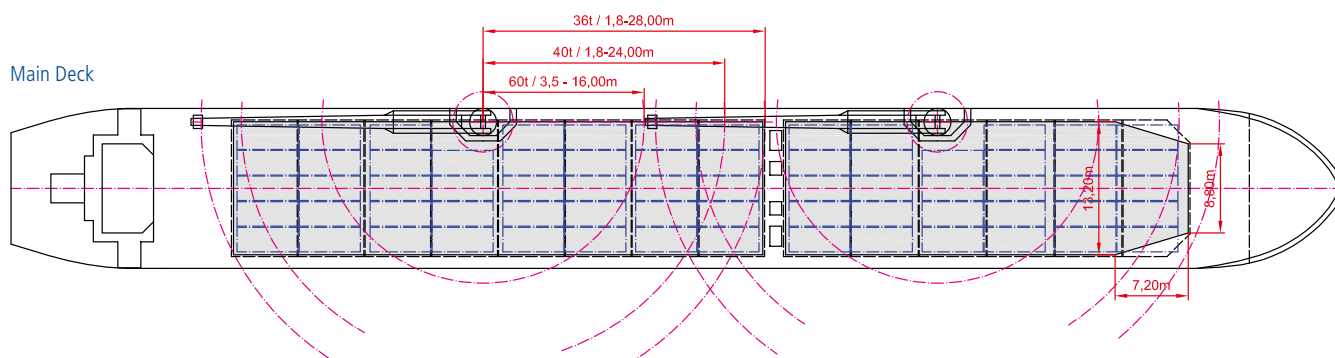
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Live fuel monitoring, Holds CO 2 fitted Bow thruster; Shaft generator



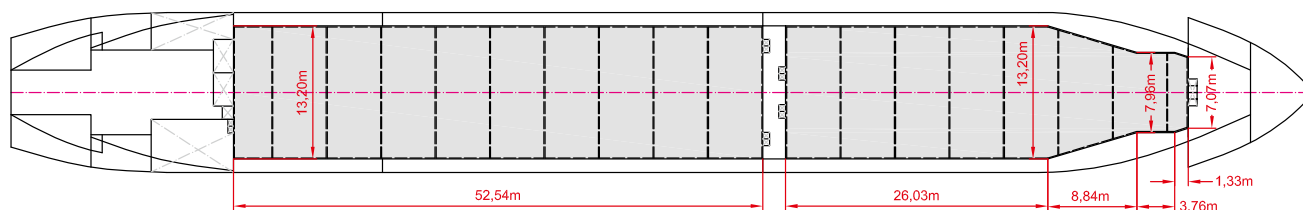
Side View



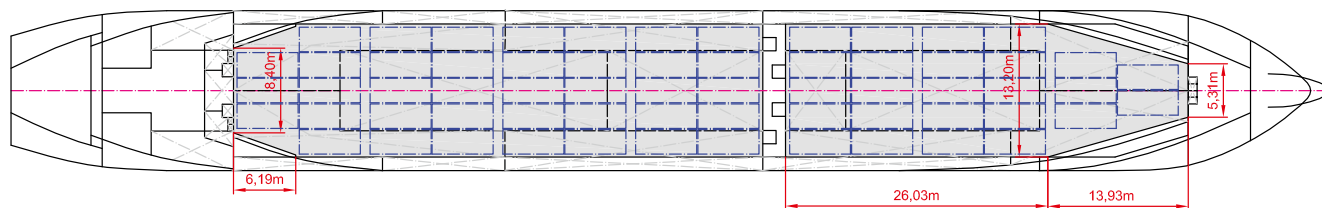
Main Deck



Tweendeck



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. 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.