12,780 DWT / 2 x 150 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Delaware	10/2007	9357212	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Multipurpose Heavylifter
Builder	Taizhou Sanfu Shipyard / China
Classification	GL + 100 A5 MPV E3 G IW BWM-F + MC E3 AUT strengthened for heavy cargoes, equipped for t he carriage of containers, equipped for the carriage of dangerous goods

Dimensions & Main Data

Tonnage GT/NT	9,620 / 4,260
Deadweight (summer)	12,780 mt
Length o.a.	138.50 m
Length p.p.	130.71 m
Beam	21.00 m
Max. draft (summer)	8.00 m
Max. speed	15.5 knots
Service speed	14.1 knots
Consumption at sea	19.2 mt
Consumption in port	2.5 mt fuel per day (without crane operations) 3.0 mt fuel per day (with 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. 956 cbm MGO DMA / MDO DMB abt. 150 cbm Ballast abt. 4,945 cbm Freshwater abt. 131,0 cbm

Propulsion

Main Engine	MAK 6 M 43 C, 5,400 kW
Aux.-Engines	MAN, 3 x 510 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	3 Holds / 3 Hatches
Hatch cover type	Folding type
Cargo hold capacity	15,952 cbm (563,340 cbft)
Floor space under deck	2,810 sqm (30,247 sqft)
Floor space on deck	1,480 sqm (15,931 sqft)
Deck strengths per sqm	16.00 mt on tanktop 2.50 mt on td in hold 1 and hold 2 (upper position) 4.00 mt on td in hold 2 (middle and lower position) and hold 3 1.75 mt on hatchcovers
Tweendeck	Hold 1+3: 1 height Hold 2: 3 heights
Bulkheads	3 bh / 3 positions

Cargo Gear

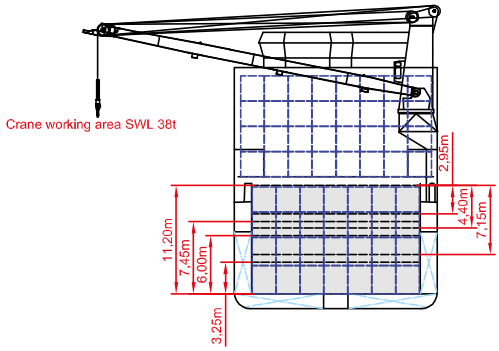
Type	2 x 150 mt Liebherr cranes
Combinable	300 mt
Situated	Portside

Container Capacity

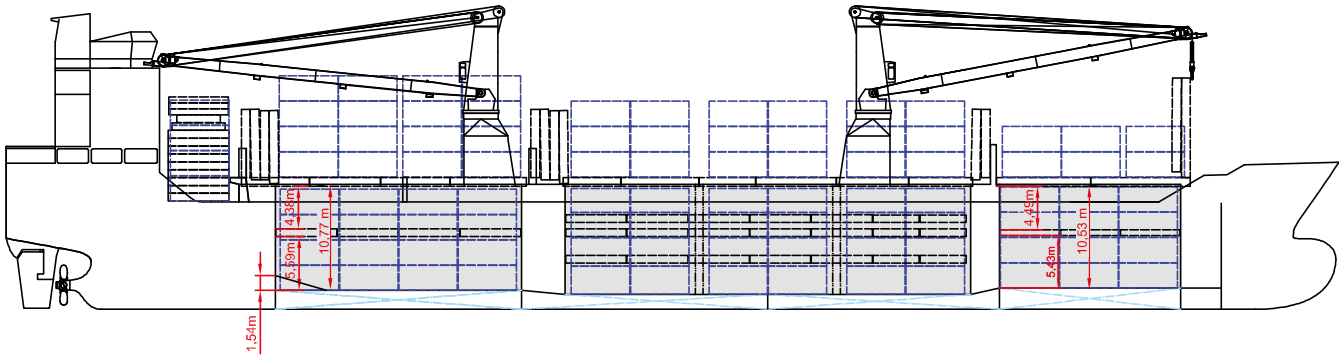
Capacity	20´ or 40´ + 20´
Hold	334 / 158 / 22
Deck	331 / 136 / 59
Total	665 / 294 / 81
TEU at 14 mt	528
Reeferplugs	68 on deck
Stackload	20' / 40'
Hold	96 mt / 120 mt
Hatchcover	50 mt / 65 mt
Tweendeck	n / a
Specials	equipped for wide bodies (2.60 m) high cubes (9'6'') and 45´ containers

Special Equipment / Features

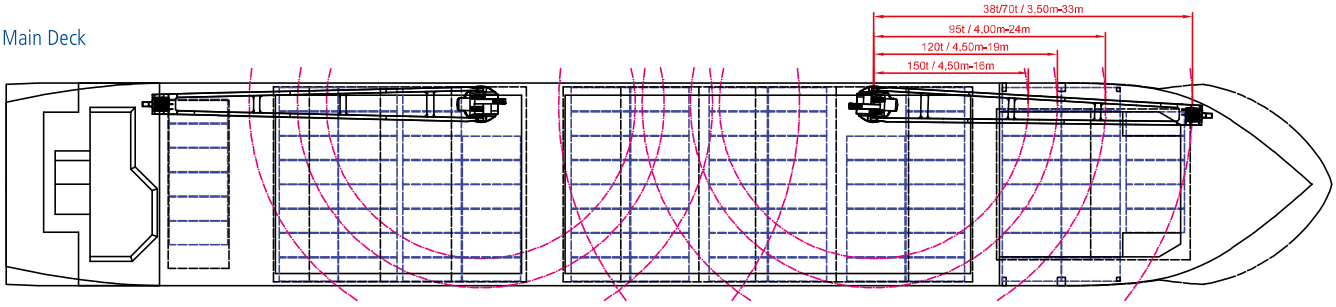
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia, Bow Thruster, Shaft generator



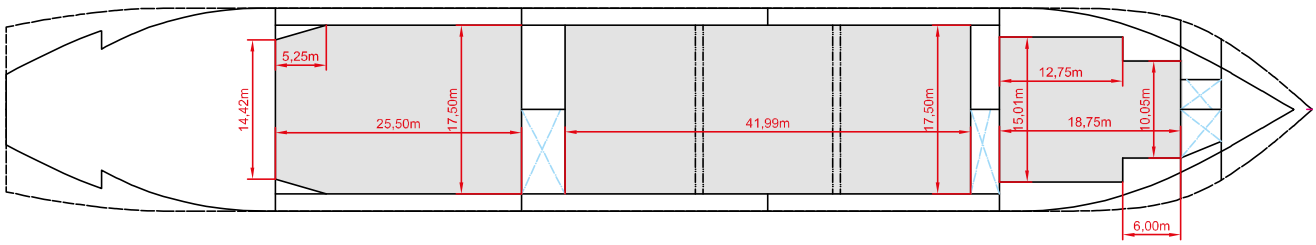
Side View



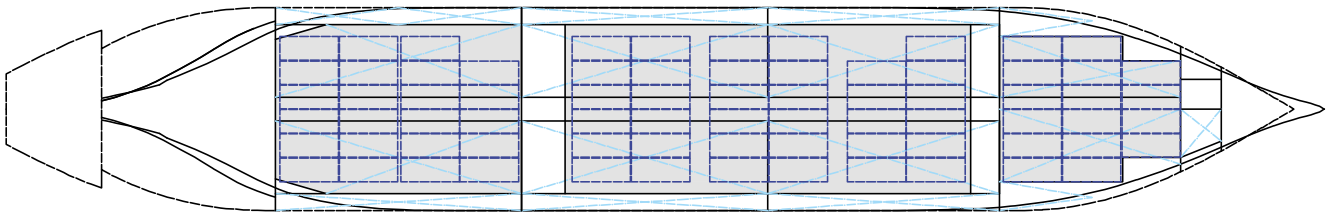
Main Deck



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 continiuous 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.