



**37,300 DWT / 4 x 30 mt**



**BRIESE SCHIFFFAHRT**

Vessel name	Built	IMO no.	Flag
BBC Neptune	08/2010	9537264	Liberia

### Ship's Basics

<b>Type</b>	Bulk Carrier Singledecker
<b>Builder</b>	Tianjin Xingang Shipyard, China
<b>Classification</b>	Lloyd's Register 100 A1, LMC, UMS, SCM, Bulk Carrier, BC-A, CSR; Grab (20), (hold No. 2,4 may be empty), ESP, Strengthened for heavy cargoes, ShipRight "SDA" "FDA" "CM", Ice Class 1C, IWS, LI, BWMP (S+F)

### Dimensions & Main Data

<b>Tonnage GT/NT</b>	24,109 / 12,806
<b>Deadweight (summer)</b>	37,300 mt
<b>Length o.a.</b>	189.99 m
<b>Length p.p.</b>	183.00 m
<b>Beam</b>	28.50 m
<b>Max. draft (summer)</b>	10.40 m
<b>Max. speed</b>	15.4 knots
<b>Service speed</b>	14.0 knots
<b>Consumption at sea</b>	24.0 mt fuel per day + 2.5 mt AE
<b>Eco speed</b>	12.0 knots
<b>Consumption eco speed</b>	21.5 mt fuel per day + 2.5 mt AE
<b>Consumption in port</b>	3.5 mt fuel per day (without crane operations) 5.0 mt fuel per day (with 2 cranes) 6.5 mt fuel per day (with 4 cranes)
<b>Fuel on ME</b>	RMG 380 / RME 180 / MGO DMA / MDO DMB
<b>Fuel on AE</b>	MGO DMA
<b>Tank capacities</b>	RMG 380 / RME 180 abt. 1,700 cbm MGO DMA / MDO DMB abt. 150 cbm Ballast abt. 12,000 cbm (incl. No. 3 hold) 22,500 cbm Freshwater abt. 250 cbm

### Propulsion

<b>Main Engine</b>	Wärtsilä 6RTA48TB; 7,368 kW
<b>Aux.-Engines</b>	Anqing, 3 x 600 kW
<b>Propeller</b>	Fixed pitch propeller

### Hold and Hatch

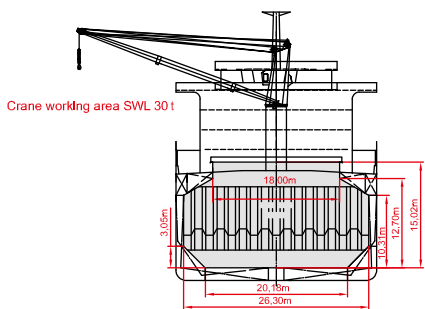
<b>Hold and Hatch</b>	5 Holds / 5 Hatches
<b>Hatch cover type</b>	Folding type
<b>Cargo Hold capacity</b>	48,955 cbm (1728,826 cbft)
<b>Deck strengths per sqm</b>	abt. 20.00 mt on tanktop
<b>Tweendeck</b>	n / a
<b>Bulkheads</b>	n / a

### Cargo Gear

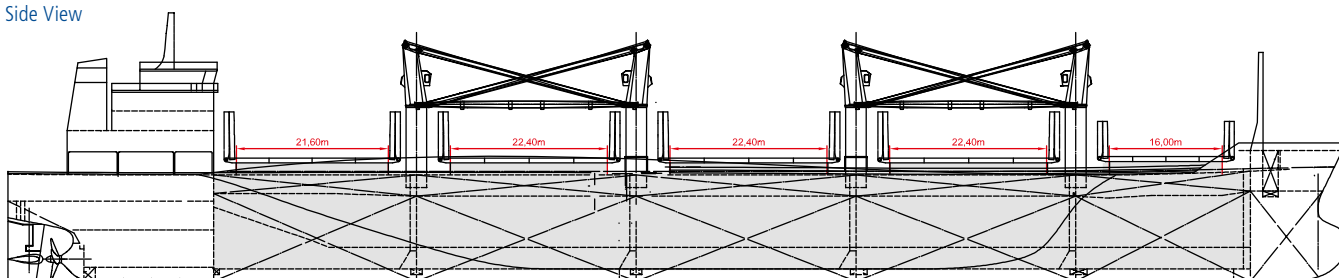
<b>Type</b>	4 x 30 mt
<b>Capacity</b>	30 mt / 28.00 m radius
<b>Hoisting speed</b>	30 mt x 18.00 m/min
<b>Slewing angle</b>	360°
<b>Hoisting height</b>	35.00 mt at min. radius
<b>Situated</b>	Between hatches in centreline of the ship
<b>Specials</b>	Could also be equipped with graps

### Special Equipment / Features

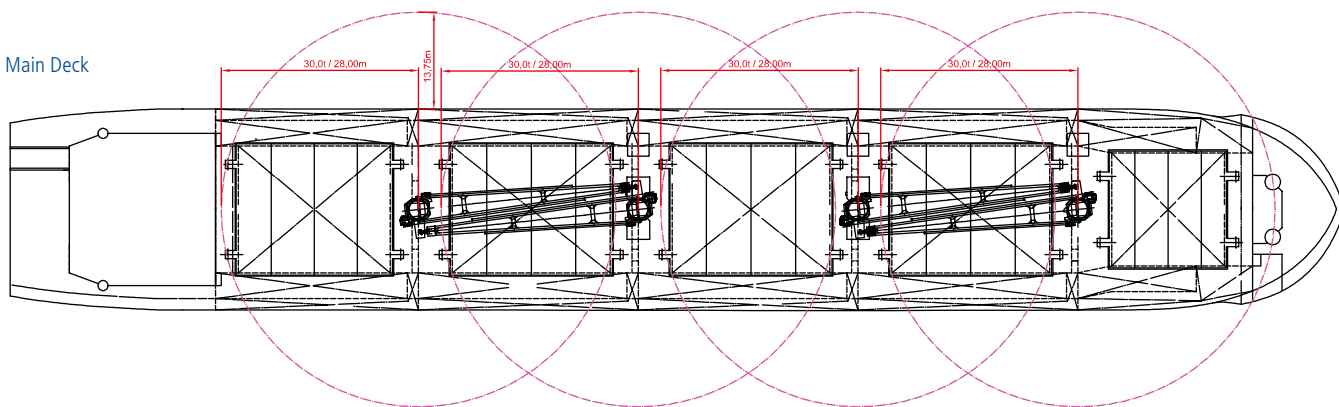
<b>IMO classes</b>	Fitted for carriage of dangerous goods of all IMO classes
<b>Other</b>	Fitted for trading Australia



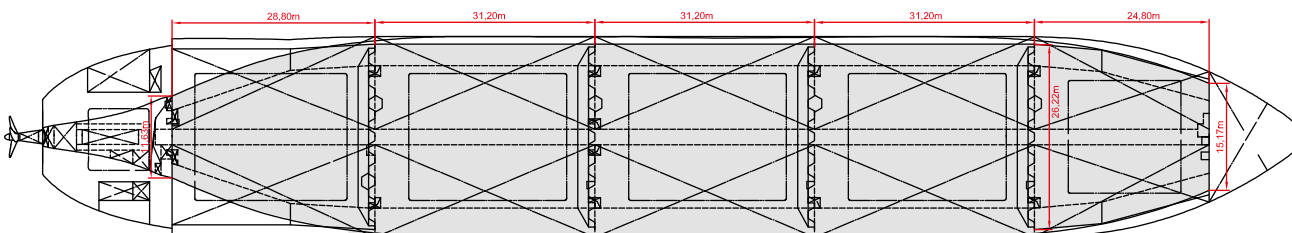
Side View



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. 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.