



12,780 DWT / 2 x 150 mt



BRIESE SCHIFFFAHRT

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

## Ship's Basics

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

## Dimensions & Main Data

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

## Propulsion

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

## Hold and Hatch

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

## Cargo Gear

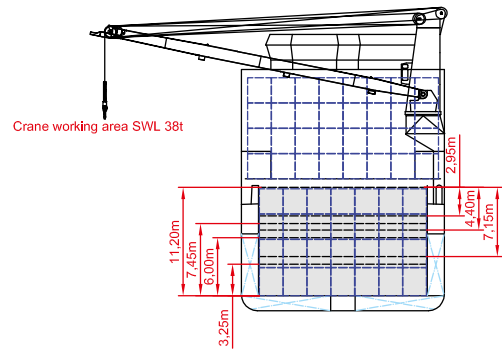
|                   |                            |
|-------------------|----------------------------|
| <b>Type</b>       | 2 x 150 mt Liebherr cranes |
| <b>Combinable</b> | 300 mt                     |
| <b>Situated</b>   | Portside                   |

## Container Capacity

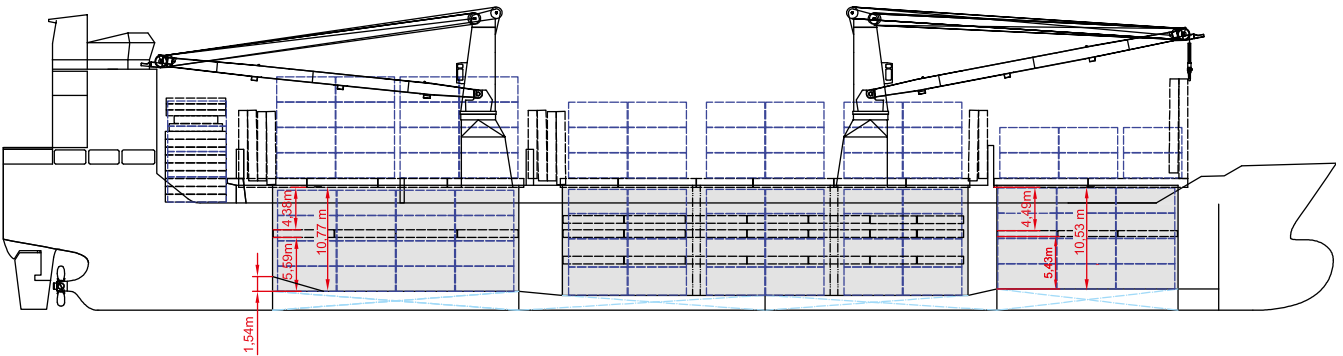
|                     |   |
|---------------------|---|
| <b>Capacity</b>     | 20' or 40' + 20'  |
| <b>Hold</b>         | 334 / 158 / 22  |
| <b>Deck</b>         | 331 / 136 / 59  |
| <b>Total</b>        | 665 / 294 / 81  |
| <b>TEU at 14 mt</b> | 528   |
| <b>Reeferplugs</b>  | 68 on deck  |
| <b>Stackload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

## Special Equipment / Features

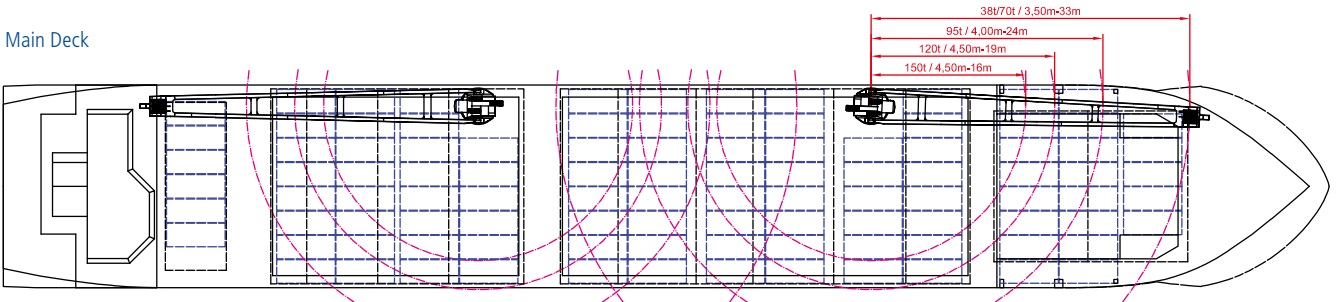
|             |  |
|-------------|--|
| IMO classes | Fitted for carriage of dangerous goods of all IMO classes                      |
| Other       | Fitted for trading Great Lakes and Australia,<br>Bow Thruster, Shaft generator |



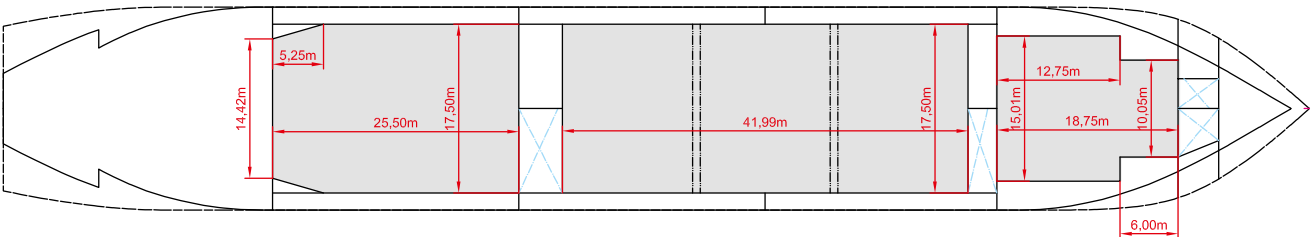
Side View



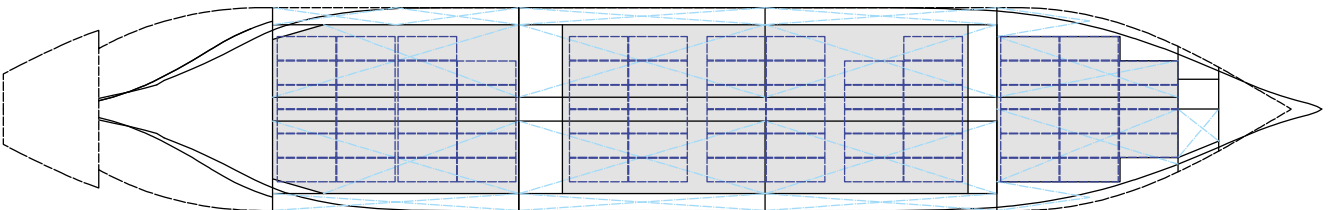
Main Deck



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.