



9,677 DWT / 2 x 60 mt



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Norfolk	03/2012	9559872	Antigua & Barbuda

Vessel name	Built	IMO no.	Flag
BBC Nyhavn	06/2012	9559896	Antigua & Barbuda

## Ship's Basics

<b>Type</b>	Project Carrier Vessel Tweendecker
<b>Builder</b>	Jiangsu Yangzi Changbo Shipbuilding Co.,Ltd., China
<b>Classification</b>	General cargo ship -heavycargo (147KN/M2) nonhomload (196KN/M2) -equipped for carriage of containers AUT-UMS (SS), ICE CLASS IA

## Dimensions & Main Data

<b>Tonnage GT/NT</b>	6,351 / 3,617
<b>Deadweight (summer)</b>	9,677 mt
<b>Length o.a.</b>	132.20 m
<b>Length p.p.</b>	124.56 m
<b>Beam</b>	15.87 m
<b>Max. draft (summer)</b>	7.78 m
<b>Max. speed</b>	15.1 knots
<b>Service speed</b>	14.3 knots
<b>Consumption at sea</b>	15.0 mt fuel per day
<b>Consumption in port</b>	1.6 mt fuel per day (with crane operation) 0.9 mt fuel per day (without crane operation)
<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. 540 cbm MGO DMA / MDO DMB abt. 59 cbm Ballast abt. 3,540 cbm Freshwater abt. 73 cbm

## Propulsion

<b>Main Engine</b>	Rolls-Royce B 32:40 L 8 P BERGEN, 4,000 kW
<b>Aux.-Engines</b>	Scania, 2 x 324 KW
<b>Propeller</b>	Controllable pitch propeller

## Hold and Hatch

<b>Hold and Hatch</b>	2 Hold / 2 Hatch
<b>Hatch cover type</b>	Pontoon type
<b>Cargo hold capacity</b>	12,821 cbm (452,867 cbft)
<b>Floor space under deck</b>	2,373 sqm (25,542 sqft)
<b>Floor space on deck</b>	1,250 sqm (13,455 sqft)
<b>Deck strengths per sqm</b>	15.00 mt on tanktop 3.50 mt on tweendeck 1.75 mt on deck
<b>Tweendeck</b>	1 height
<b>Bulkheads</b>	2 bh / 8 positions

## Cargo Gear

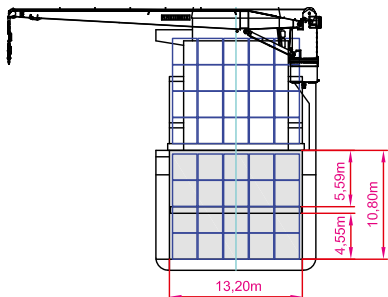
<b>Type</b>	2 x 60 mt Liebherr
<b>Combinable</b>	120 mt
<b>Situated</b>	Portside

## Container Capacity

<b>Capacity</b>	20' or 40' + 20'
<b>Hold</b>	264
<b>Deck</b>	206
<b>Total</b>	470
<b>TEU at 14 mt</b>	317
<b>Reeferplugs</b>	20 on deck
<b>Stackload</b>	20' / 40'
<b>Hold</b>	90 mt / 100 mt
<b>Deck</b>	25 mt / 40 mt

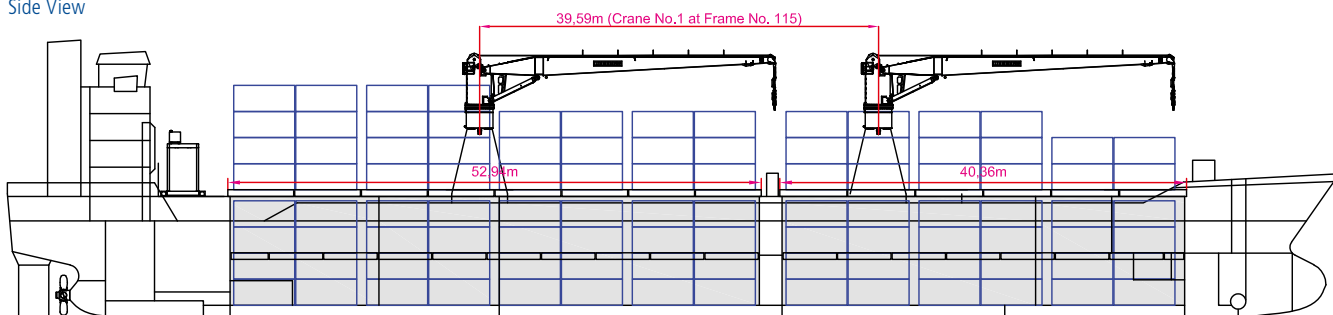
## Special Equipment / Features

<b>IMO classes</b>	Fitted for carriage of dangerous goods of all IMO classes
<b>Other</b>	Fitted for trading Australia Fully grain fitted and fitted for grab discharge, Bow thruster; Shaft generator Strengthened for heavy cargo

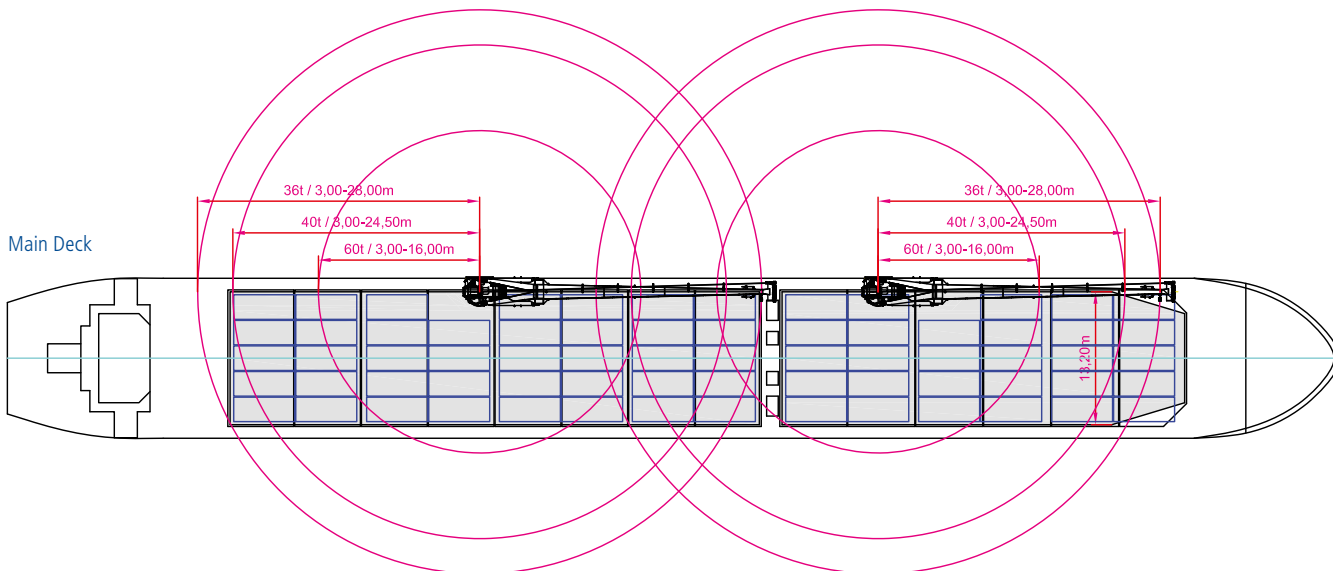


Hold No. 1 & 2

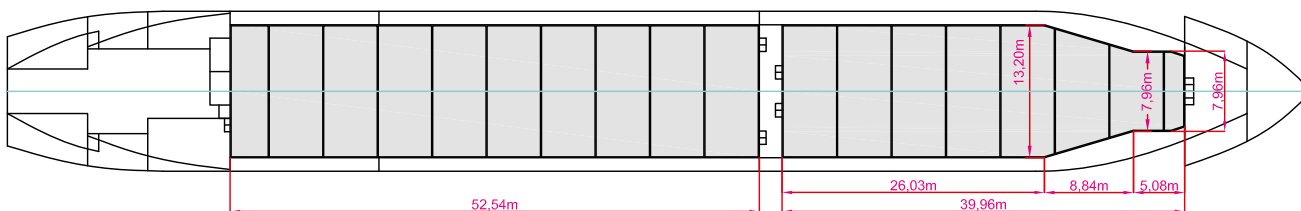
Side View



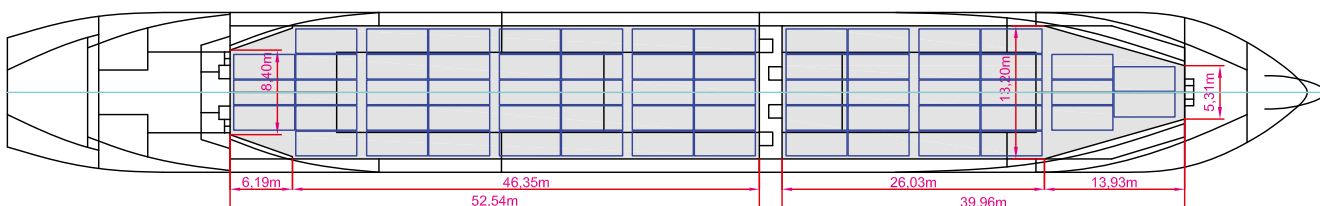
Main Deck



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.