



7,843 DWT / 2 x 80 mt



**BRIESE SCHIFFAHRT**

Vessel name	Built	IMO no.	Flag
BBC London	07/2011	9513658	Antigua & Barbuda
BBC Lisbon	01/2011	9513634	Antigua & Barbuda

Vessel name	Built	IMO no.	Flag
BBC Lima	10/2010	9513622	Germany

## Ship's Basics

<b>Type</b>	Project Carrier Vessel Tweendecker
<b>Builder</b>	Dongfang Shipbuilding, China
<b>Classification</b>	GL + 100 A5 E3 MC E3 AUT Strengthened for heavy Cargo, equipped for carriage of containers and dangerous goods, SOLAS II-2, Reg 19

## Dimensions & Main Data

<b>Tonnage GT/NT</b>	7,138 / 2,266
<b>Deadweight (summer)</b>	7,843 mt
<b>Length o.a.</b>	130.19 m
<b>Length p.p.</b>	122.00 m
<b>Beam</b>	16.50 m
<b>Max. draft (summer)</b>	7.00 m
<b>Max. speed</b>	13.0 knots
<b>Service speed</b>	11.5 knots
<b>Consumption at sea</b>	10.8 mt fuel per day
<b>Consumption in port</b>	2.4 mt fuel per day (with crane operation) 1.6 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. 467 cbm MGO DMA / MDO DMB abt. 63 cbm Ballast abt. 5,038 cbm Freshwater abt. 60 cbm

## Propulsion

<b>Main Engine</b>	MaK 9M25C, 2,990 kW
<b>Aux.-Engines</b>	Scania, 2 x 377 kW
<b>Propeller</b>	Controllable pitch propeller

## Hold and Hatch

<b>Hold and Hatch</b>	1 Hold / 1 Hatch
<b>Hatch cover type</b>	Folding type
<b>Cargo hold capacity</b>	12,180 cbm (430,167 cbft)
<b>Floor space under deck</b>	2,179 sqm (23,463 sqft)
<b>Floor space on deck</b>	1,133 sqm (12,197 sqft)
<b>Deck strengths per sqm</b>	15.00 mt on tanktop 3.00 mt on tweendeck 1.75 mt on deck
<b>Tweendeck Bulkheads</b>	2 heights 2 bh / 5 positions

## Cargo Gear

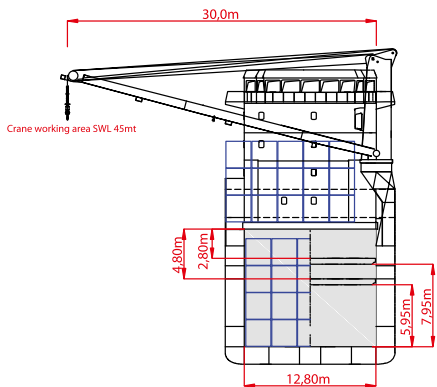
<b>Type</b>	2 x 80 mt NMF
<b>Combinable</b>	160.00 mt
<b>Situated</b>	Portside

## Container Capacity

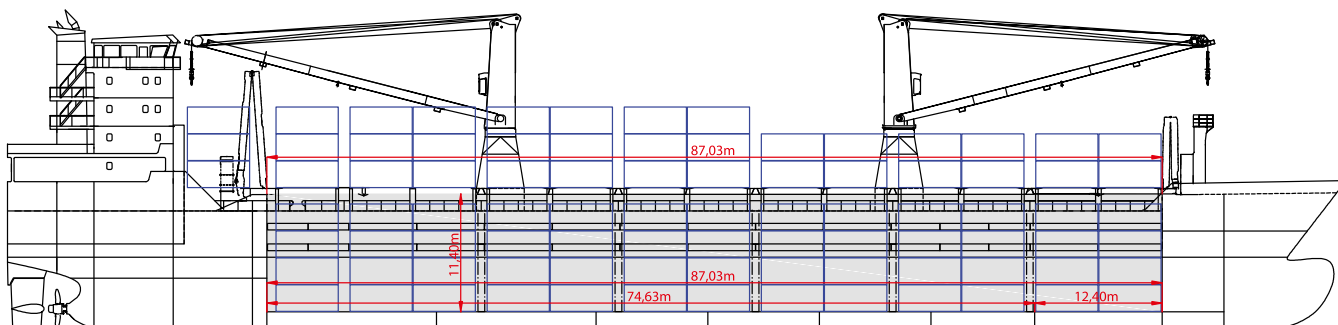
<b>Capacity</b>	20' or 40' + 20'
<b>Hold</b>	244
<b>Deck</b>	267
<b>Total</b>	511
<b>TEU at 14 mt</b>	320
<b>Reeferplugs</b>	30 on deck
<b>Stackload</b>	20' / 40'
<b>Hold</b>	67 mt / 67 mt
<b>Deck</b>	40 mt / 55 mt

## Special Equipment / Features

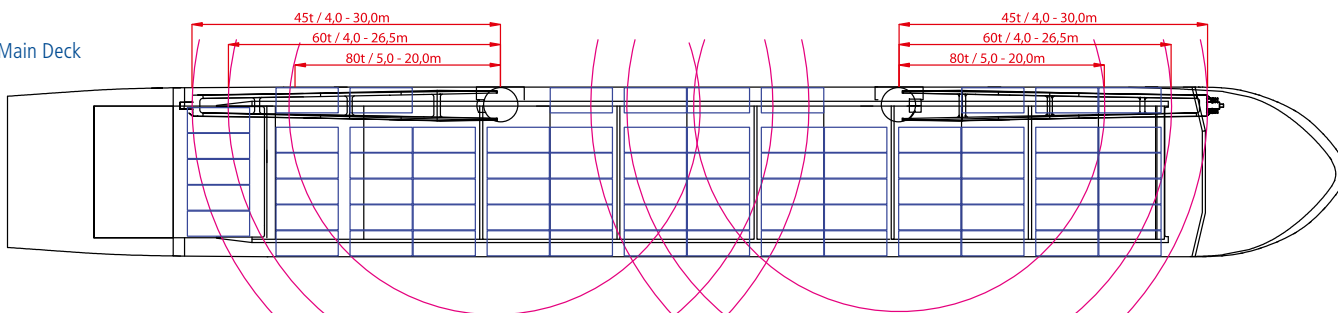
<b>IMO classes</b>	Fitted for carriage of dangerous goods of all IMO classes
<b>Other</b>	Fitted for trading Great Lakes and Australia Fully grain fitted and fitted for grab discharge, Bow thruster; Shaft generator



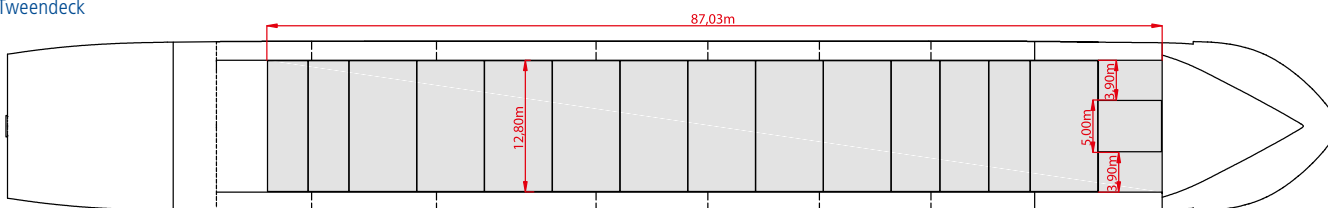
Side View



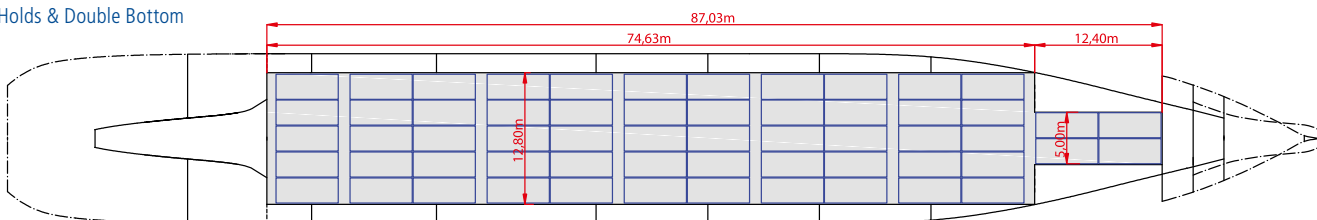
Main Deck



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.