



24,964 DWT / 2 x 100 mt



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Denmark	2012	9605891	Antigua & Barbuda	BBC Elisabeth	2013	9593660	Antigua & Barbuda
BBC Finland	2012	9593684	Antigua & Barbuda	BBC Iceland	2013	9605906	Antigua & Barbuda
BBC Norway	2012	9593658	Antigua & Barbuda				

Ship's Basics

Type	Premium Project Cargo Vessel Tweendecker
Builder	Dalian Ship Building Industry Co Ltd., China
Classification	Lloyds Register (BBC Finland, BBC Norway, BBC Elisabeth) Bureau Veritas (BBC Denmark, BBC Iceland)

Dimensions & Main Data

Tonnage GT/NT	18,189 / 8,440
Deadweight (summer)	24,964 mt
Length o.a.	161.33 m
Length p.p.	152.00 m
Beam	27.39 m
Max. draft (summer)	9.81 m
Service speed	13.0 knots
Consumption at sea	Laden with service speed: abt. 25.0 mt / per day RMG 380 Laden with Eco Speed (12.0 knots): abt. 20.0 mt / per day RMG 380
Consumption in port	Abt. 4.5 mt / day in port when idle Abt. 5.5 mt / day in port when cranes working
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 1.491,10 cbm MGO DMA / MDO DMB abt. 106,70 cbm Ballast abt. 9356,6 cbm Freshwater abt. 242,5 cbm

Propulsion

Main Engine	MAN B&W 65 50MC-C8 (TIER II)
Aux.-Engines	3x Daihatsu 5DK-20E / 620 KW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	4 Holds / 4 Hatches
Hatch cover type	Folding type
Cargo hold capacity	30,239 cbm
Floor space under deck	4,189 sqm (45,090 sqft)
Floor space on deck	2,438 sqm (26,242 sqft)
Deck strengths per sqm	23.00 mt on tanktop 4.00 mt on tweendeck 2.50 mt on hatchcover

Cargo Gear

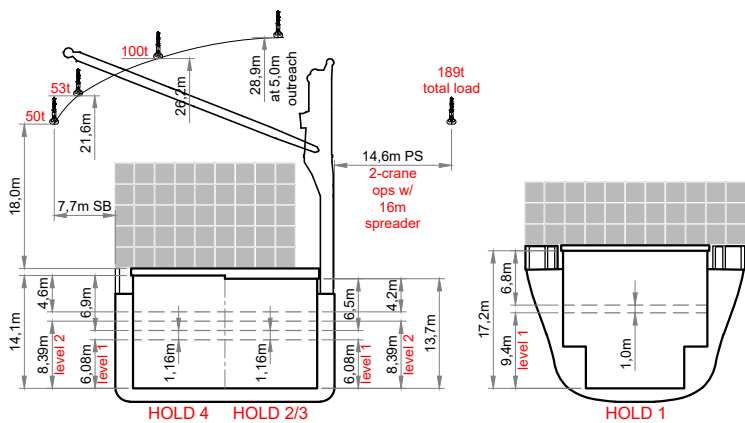
Type	2 x 100 mt + 1 x 60 mt TTS
Combinable	200 mt
Situated	Portside

Container Capacity

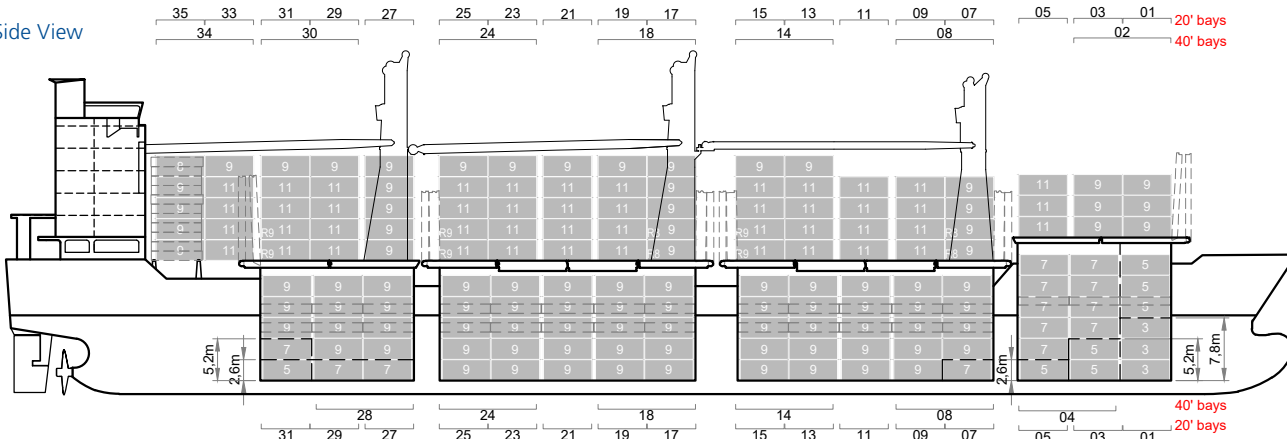
Capacity	1.497 TEU (overall) 20' or 40' + 20'
Hold	675 / 152 / 120
Deck	822 / 418 / 237
Total	1497 / 570 / 357
TEU at 14 mt	1.247 TEU
Reeferplugs	86 on deck

Special Equipment / Features

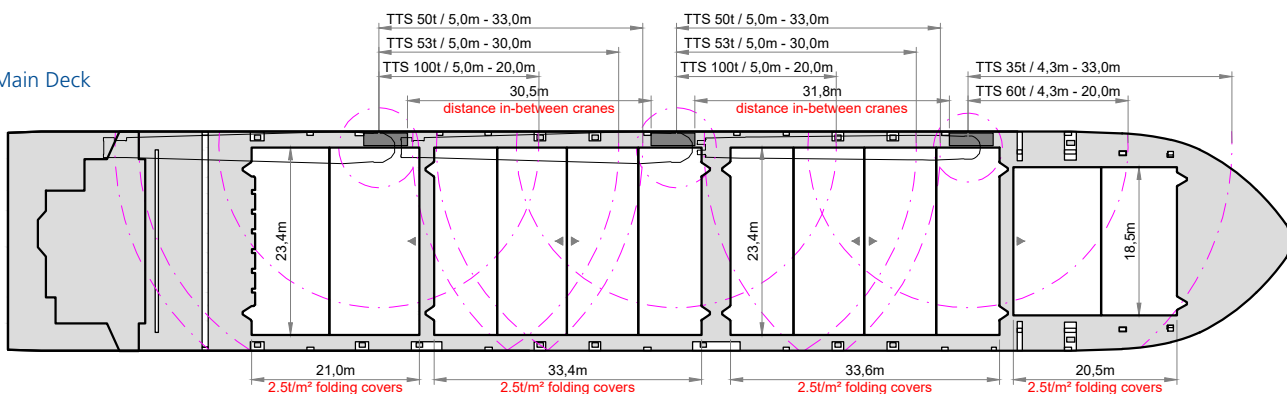
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted with all modern nautical aids (i.e. satnav, 2 radars, log, gps, autopilot, weather fax, navtex etc.), fully GMDSS fitted



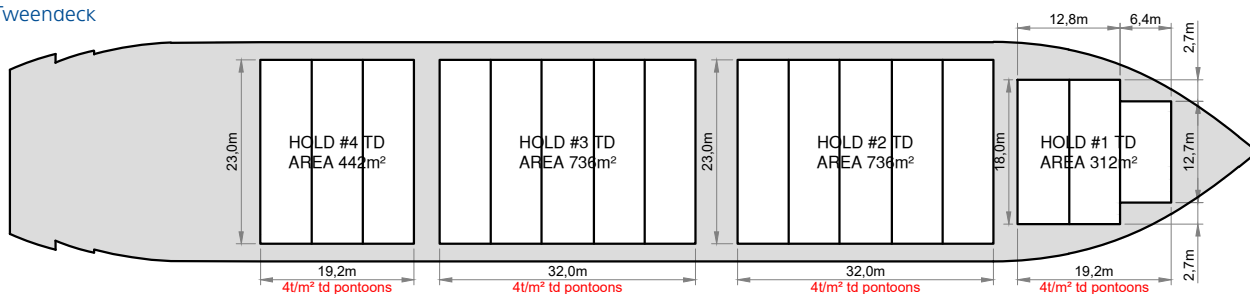
Side View



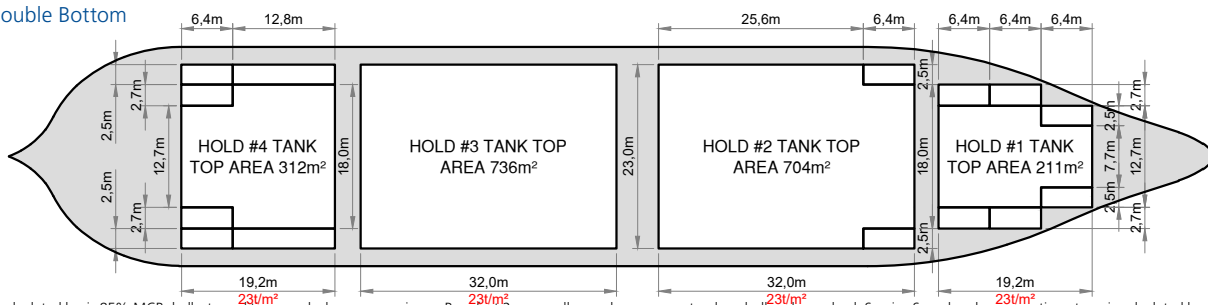
Main Deck



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. EEXI and CII related adjustments of speed and consumption are not considered. 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.