



13,000 DWT / 2 x 250 mt



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Leer	2024	9885283	Antigua & Barbuda
BBC Houston	2024	9885295	Antigua & Barbuda
BBC Santiago	2024	9964429	Antigua & Barbuda
BBC Bremen	2024	9964431	Antigua & Barbuda
BBC Genoa	2025	9885300	Antigua & Barbuda

Vessel name	Built	IMO no.	Flag
BBC Dubai	2025	9885312	Antigua & Barbuda
BBC Tokyo	2025	9971434	Antigua & Barbuda
BBC Sao Paulo	2025	9934266	Antigua & Barbuda
BBC Esbjerg	2025	9971446	Antigua & Barbuda
BBC Shanghai	2026	9934278	Antigua & Barbuda

Ship's Basics

Type	General Cargo Vessel – Heavy load Carrier
Builder	Taizhou Sanfu Shipbuilding, China
Classification	BV +Hull, +MACH, General Cargo Ship, Unrestricted Navigation, Equipped for carriage of containers, Equipped for carriage of dangerous goods, BWT, Grab loading, In water survey, Heavy Cargo (20/25 t/m ² inner bottom), "Open-top", AUT-UMS, Clean Ship LR 100A1, Strengthened for Heavy Cargoes, ShipRight ACS(B), Container Cargoes in all Holds and on Upper Deck and on all Hatch Covers, Hatch Covers omitted in Hold (No. 2), *IWS, LI, ECO, LMC, UMS, BWTS

Hold and Hatch

Number of	1 very large hold and 1 small hold
Hatch cover type	Hold no. 1: folding type Hold no. 2: 3 folding pairs aft 3 folding pairs fwd 2 pontoon covers
Cargo hold capacity	25,145 cbm
Floor space under deck	abt. 4,850 sqm (2 tween decks) Abt. 3,360 sqm (1 tween deck)
Floor space on deck	abt. 2,830 sqm
Deck strengths per sqm	weather deck: 4.0 t/sqm tween deck: 4.0 t/sqm tank top: 8.0 t/sqm (uniform) 20.0 t/sqm (block load any location) 25.0 t/sqm (block load in 3 defined areas)

Dimensions & Main Data

Tonnage GT/NT	15,629 mt tbc / 7,409 mt tbc
Deadweight (summer)	abt. 13,000 mt
Length o.a.	149.95 m
Length p.p.	143.05 m
Bean (moulded)	23.20 m
Beam (max)	23.45 m
Max. draft (summer)	8.50 m
Max. speed	16.2 knots
Service speed	15.5 knots
Consumption at sea	abt. 19.0 mt fuel per day (tbc) + 1.7 mt AE
Consumption in port	1.5 mt fuel per day (without crane operations) 3.0 mt fuel per day (with crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	same as ME
Tank capacities	RMG 380 / RME 180 abt. 820 cbm MGO DMA / MDO DMB abt. 280 cbm Ballast abt. 7,180 cbm Freshwater abt. 124 cbm

Cargo Gear

Type	Liebherr CBB 250t (100) / 18 m (36m) LIT
Capacity	250 mt single lift / 500 mt tandem lift 45 t aux. hoist
Outreach	main hoist 4.6m – 36.0 m aux. hoist 6.25 m – 40.3 m
Situated	Portside
Special features	Certified for personnel transport

Container Capacity

Container sizes	20' or 40' (Hold and Deck), 45' (Hold)
Hold	388 TEU
Deck	582 TEU
Total	970 TEU
TEU at 14 mt	530 TEU
Reeferplugs	Abt. 50 (on deck)
Stackload	weather deck: 70 mt TEU / 100 mt FEU tween deck: 40 mt TEU / 60 mt FEU tank top: 50 mt TEU / 60 mt FEU

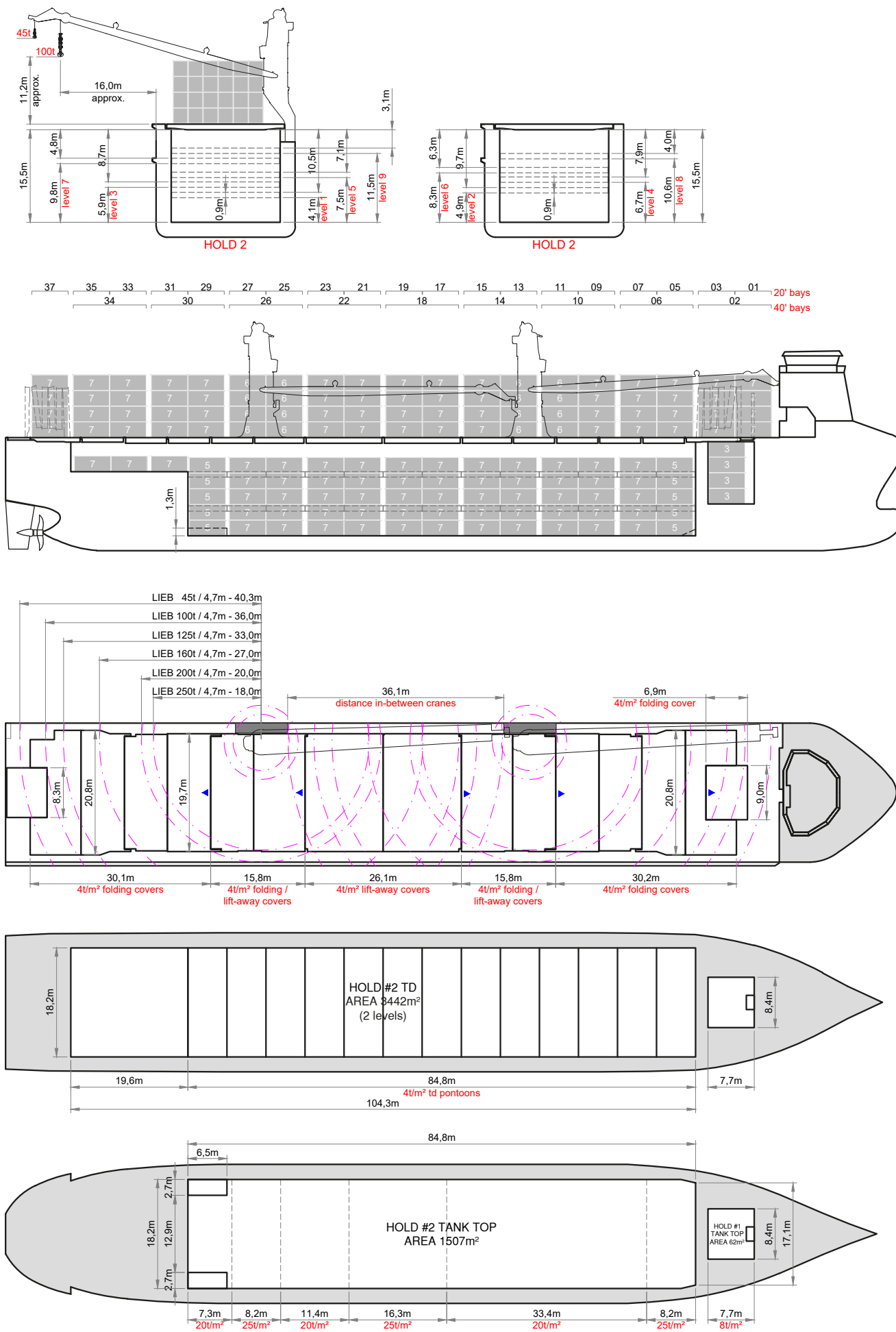
Propulsion

Main Engine	MAN B&W 6G45ME-C9.5 TII 6000kW
Aux.-Engines	Yanmar, 3 x 550 kW
Propeller	Fixed pitch propeller
Bow Thruster	850 kW FPP with variable frequency drive

Special Equipment / Features

Two adjustable tween decks
Great Lakes certified
Certified for open-top sailing

Please note that the information which are mentioned here are only preliminary. Do not hand this Data sheet to third parties. 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 Briese's explicit permission.



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 tween-deck 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.