

17,500 DWT / 3 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Rhonetal	2013	9614701	Antigua & Barbuda	BBC Rheiderland	2013	9614696	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel
Builder	Taizhou Sanfu Ship Engineering
Classification	100 A5 Multi-purpose dry cargo ship BWM (D1) (D2) Equipped for carriage of containers DBC DG G IW Strengthened for heavy cargo MC AUT CM-S

Dimensions & Main Data

Tonnage GT/NT	14,941 / 6,340
Deadweight (summer)	17,500 mt
Length o.a.	161.50 m
Length p.p.	153.50 m
Beam	25.20 m
Max. draft (summer)	8.60 m
Max. speed	17.0 knots
Service speed	15.6 knots
Consumption at sea	IFO 30,1 mt per day + IFO 2,5 mt per day AE
Eco speed	13.0 knots
Consumption eco speed	20 mt per day + 2,5 mt per day AE
Consumption in port	3 cranes working: IFO 4,5 mt per day + Boiler 1,5 mt per day
Fuel on ME	IFO 380 / RMG 380 ISO 8217:2012 MDO-DMB ISO 8217:2012
Fuel on AE	IFO 380 / RMG 380 ISO 8217:2012 MDO-DMB ISO 8217:2012
Tank capacities	HFO abt. 1,663 cbm MDO abt. 175 cbm

Propulsion

Main Engine	Hyundai MAN B&W 6S50MC-C, 9960 kW, 127 rpm
Aux.-Engines	SXD Daihatsu 6DK-20 - 3 sets, 960 kW, AC 440 v, 60 Hz
Propeller	4 Blades, fixed, right hand

Hold and Hatch

Hold and Hatch	3 Holds / 3 Hatches
Hatch cover type	Hydraulic folding type
Cargo hold capacity	25,435 cbm (898,226 cbft)
Floor space under deck	1,791 sqm (19,278 sqft)
Floor space on deck	1,965 sqm (21,151 sqft)
Deck strengths per sqm	18.00 mt on tanktop 3.50 mt on tweendeck 2.50 mt on deck
Tweendeck	Hold 1+3: 1 height Hold 2: 2 heights
Bulkheads	Hold 2 / 3 positions

Cargo Gear

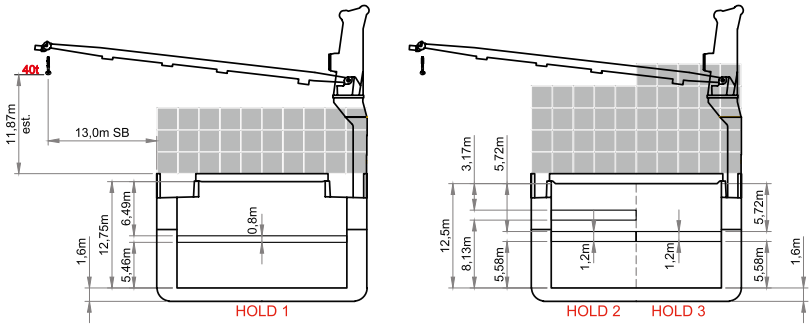
Type	3 x 80 mt MacGregor
Combinable	150 mt
Situated	Portside

Container Capacity

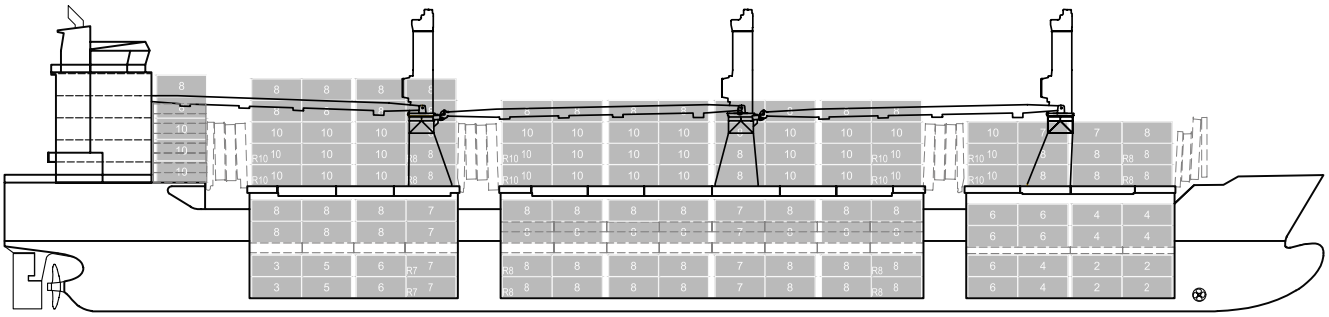
Capacity	20´ or 40´ + 20´
Hold	424
Deck	623
Total	1047
TEU at 14 mt	825
Reeferplugs	152
Stackload	20‘ / 40‘
Hold	84 mt / 120 mt
Twd	40 mt / 60 mt
Deck	60 mt / 80 mt

Special Equipment / Features

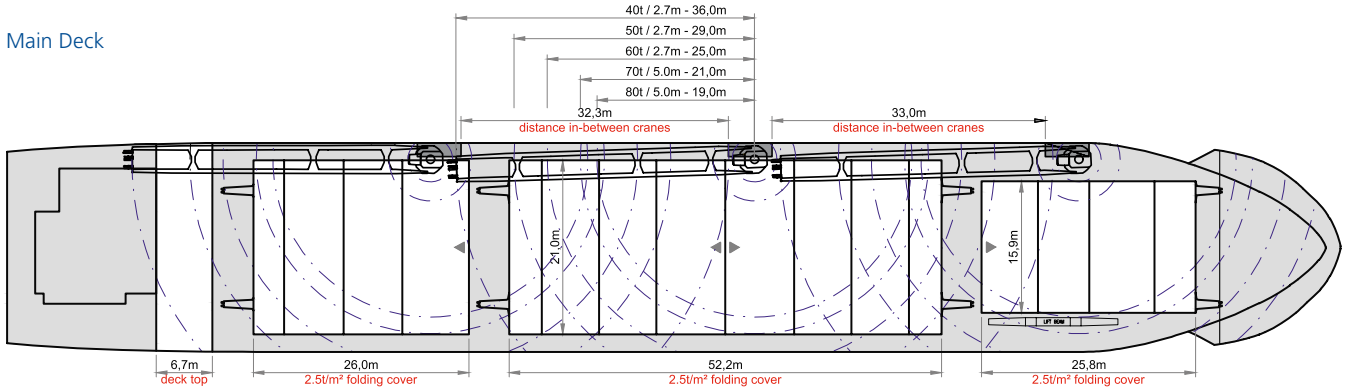
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for carriage of solid bulk cargoes and grains, BWM; Bow thruster



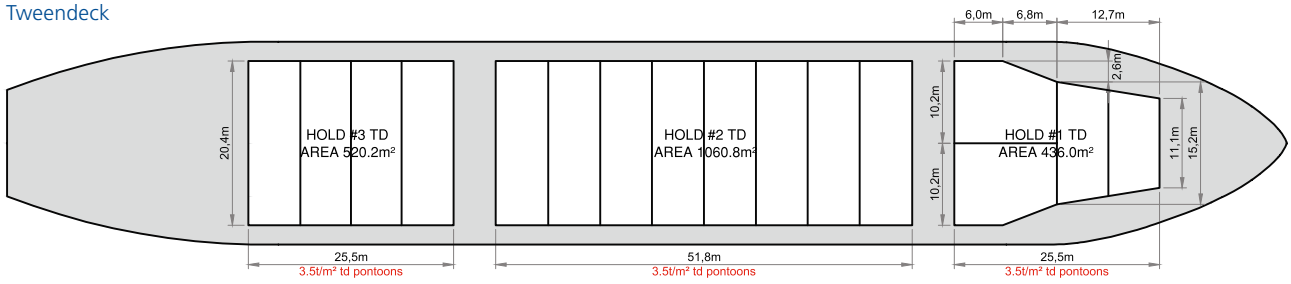
Side View



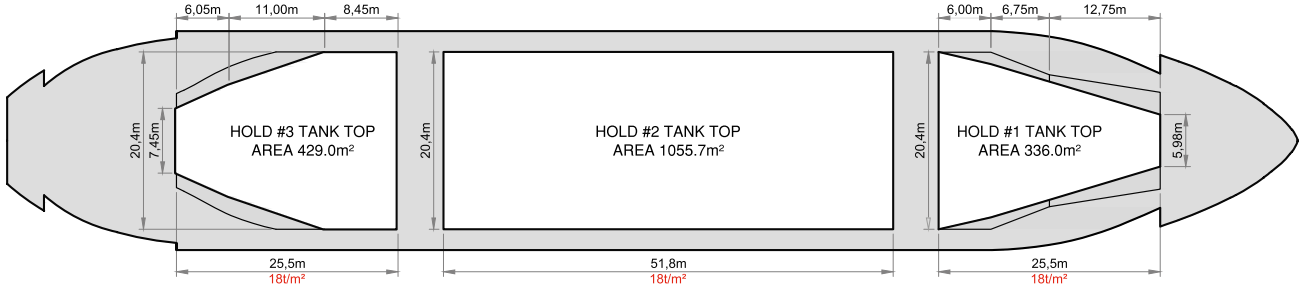
Main Deck



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 continiuous 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.