



40,200 DWT / 4 x 30,5 mt



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Neptune	07/2025	1020447	Liberia
BBC Pluto	08/2025	1020459	Liberia

Vessel name	Built	IMO no.	Flag
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Ship's Basics

Type	Bulk Carrier Vessel
Builder	Jiangmen Nanyang
Classification	BV - I HULL / MACH - Bulk Carrier CSR CPS (WBT) ESP GRAB [25], BC-A (holds no 2,4 may be empty), Unrestricted navigation VeriSTAR-Hull AUT-UMS, MON-SHAFT, INWATERSURVEY, Green Passport, BWT, IW, LI-HG-S2

Dimensions & Main Data

Tonnage GT/NT	25,171 / 13,740
Deadweight (summer)	abt. 40,550 mt
Length o.a.	179.9 m
Length p.p.	176.85 m
Beam	30 m
Max. draft (summer)	10.95 m
Max. speed	14.0 knots
Service speed	13.6 knots
Consumption at sea	abt. 17.4 mts fuel per day + 2,2 mts for A/E
Eco speed	11.5 knots
Consumption Eco Speed	abt. 10.6 mts fuel per day + 2,2 mts for A/E
Consumption at port	3 mts fuel per day (w/o crane operation)
Consumption at port (with crane operation)	6 mts fuel per day
Fuel on ME	RMG 380 / RME 180 / MDO DMA / MDO DMB
Fuel on AE	RMG 380 / RME 180 / MDO DMA / MDO DMB
Tank capacities	HFO - 100%: 1,238 cbm MDO - 100%: 388 cbm

Propulsion

Main Engine	MAN B&W 5S50ME-C9.7-HPSCR Tier III 6483 kW x 101.5 rpm
Aux.-Engines	3 x Yanmar 6EY18ALWS, 620 kWx900 rpm
Propeller	Fixed pitch propeller

Hold and Hatch

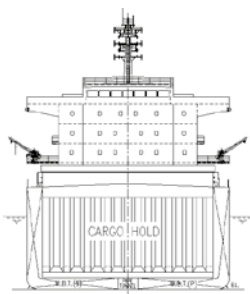
Hold and Hatch	5 Holds / 5 Hatches - 2-4 are fully boxshaped
Cargo Hold capacity	No. 1: 8,488.00 cbm (299,750.90 cbft) No. 2: 10,692.40 cbm (377,598.50 cbft) No. 3: 10,692.40 cbm (377,598.50 cbft) No. 4: 10,692.40 cbm (377,598.50 cbft) No. 5: 9,950.50 cbm (351,398,50 cbft)
Hatch cover type	folding type, hatch covers fitted with cement feeding holes
Hold dimensions	No. 1: 26.4 x 8.68 / 25.26 x 15.8 m No. 2-4: 27.2 x 25.26 x 15.8 m No. 5: 26.4 x 25.26 / 8.05 x 15.8 m
Deck strengths per sqm	20 mts / sqm - No 1,3,5 15 mts / sqm - No 2,4
Hatch Cover	3.3 mts / sqm - No 1, 2,3,4,5

Cargo Gear

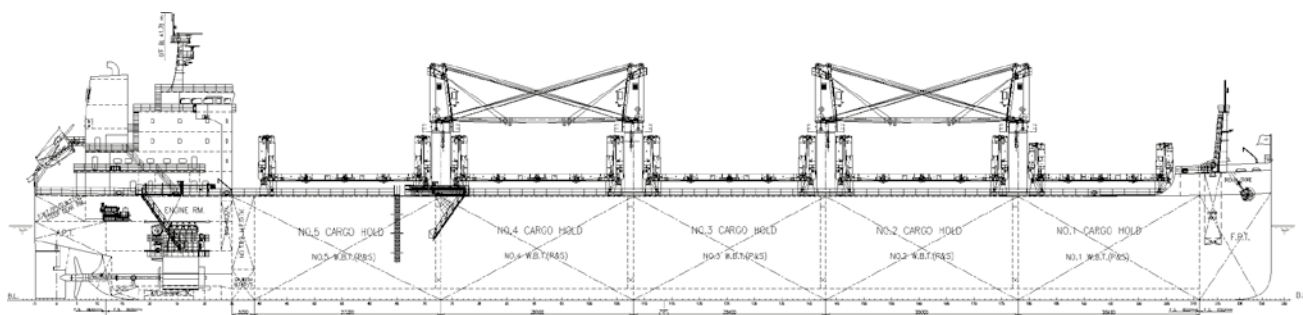
Type	4 x 30,5 mt at 26 m outreach
Hoisting speed	30.5 mts x 18.5 m/min
Slewing angle	360 degrees
Hoisting height	max. 37 m
Situated	midship

Special Equipment / Features

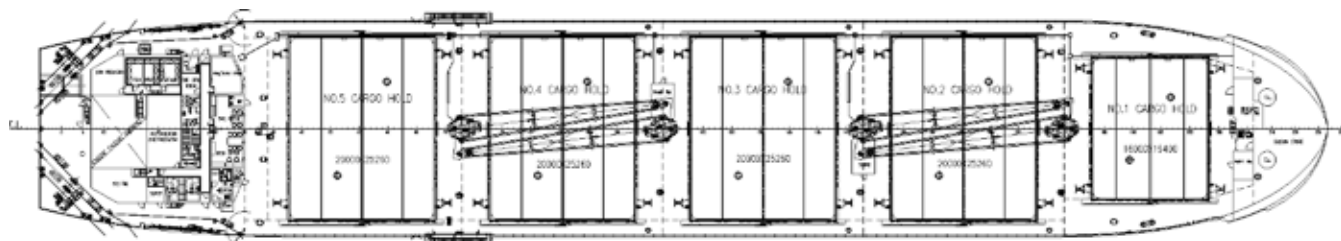
Other	Fitted for the carriage of dangerous goods in Hold and on Hatch cover of all IMO classes as per DOC for the carriage of DG Cranes are designed for grab discharge holds are CO2 fitted Open Hatch Bulk Carrier IMO TIER III compliant Mechanical Ventilation in all cargo Holds
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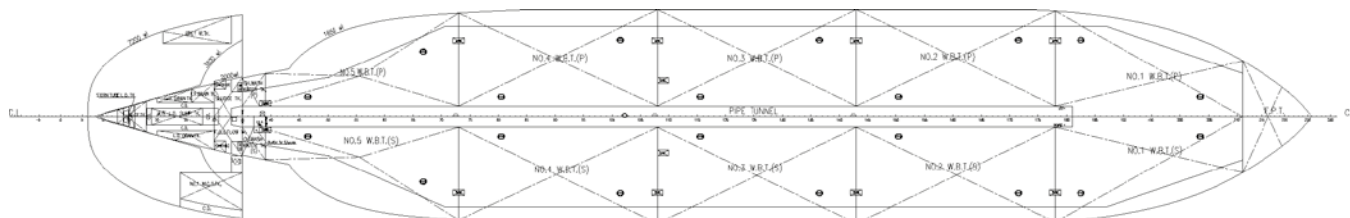
Side View



Main Deck



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.