



3,300 DWT / gearless



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
Mittelplate	03/2009	9501203	Gibraltar
Bonacieux	02/2010	9505297	Gibraltar
Accum	10/2010	9505314	Gibraltar
Constance	12/2011	9505338	Gibraltar

Vessel name	Built	IMO no.	Flag
Schillplate	09/2009	9505285	Gibraltar
Hohe Bank	06/2010	9505302	Gibraltar
Rochefort	03/2011	9505326	Gibraltar
Schillig	07/2012	9505405	Gibraltar

Ship's Basics

Type	General Cargo Vessel Tweendecker
Builder	Lisemco Lilama Shipyard, Haiphong, Vietnam
Classification	DNV GL + 100 A5 E3 + MC E3 AUT Ice Class 1A, equipped for carriage of containers, strengthened for heavy cargo, equipped for carriage of dangerous goods according to SOLAS II-2, Reg. 19 DBC

Dimensions & Main Data

Tonnage GT/NT	2,415 / 1,361
Deadweight (summer)	3,300 mt
Length o.a.	86.00 m
Length p.p.	82.42 m
Beam	12.40 m
Max. draft (summer)	5.30 m
Max. speed	13.1 knots
Service speed	12.5 knots
Consumption at sea	7,3 mt fuel per day
Consumption in port	0.7 mt fuel per day
Fuel on ME	MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	MGO DMA / MDO DMB abt. 253 cbm Ballast abt. 1.300 cbm Freshwater abt. 33 cbm

Propulsion

Main Engine	MaK 6M25, abt. 1980 kW
Aux.-Engines	Sisu, 2 x 120 kW
Propeller	Controllable pitch propeller

Hold and Hatch

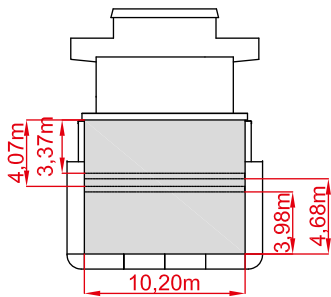
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	4,971 cbm (175,550 cbft)
Floor space under deck	1,158 sqm (12,460 sqft)
Floor space on deck	624 sqm (6,714 sqft)
Deck strengths per sqm	14.00 mt on tanktop 2.50 mt on tweendeck 1.60 mt on deck
Tweendeck	2 heights
Bulkheads	2 bh / 7 positions

Container Capacity

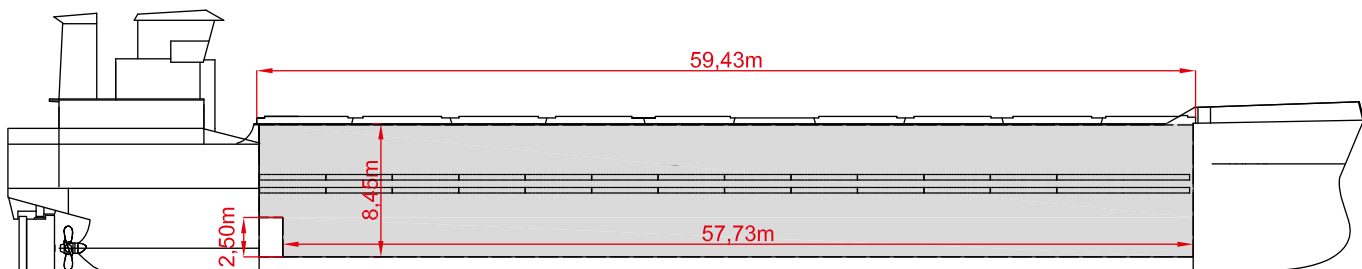
Capacity	20' or 40' + 20'
Hold	102 / 48 / 6
Deck	36 / 16 / 4
Total	138 / 64 / 10
TEU at 14 to	-
Reeferplugs	0
Stackload	20' / 40'
Tanktop	72 mt / 90 mt
Deck	30 mt / 30 mt
Specials	Additionally equipped for wide body and high cube containers

Special Equipment / Features

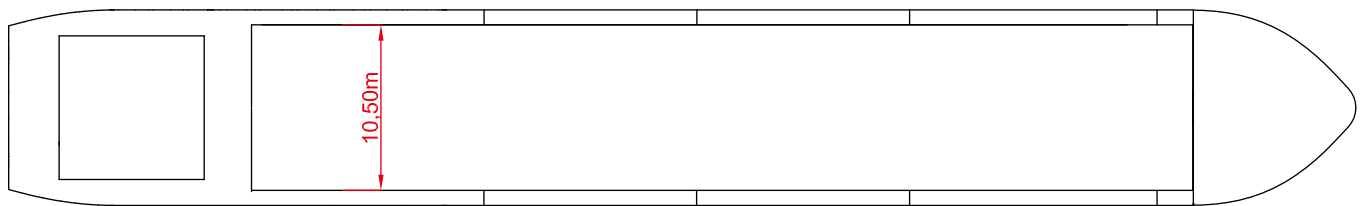
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Environmental Passport Timber fitted Bow thruster; Shaft Generator



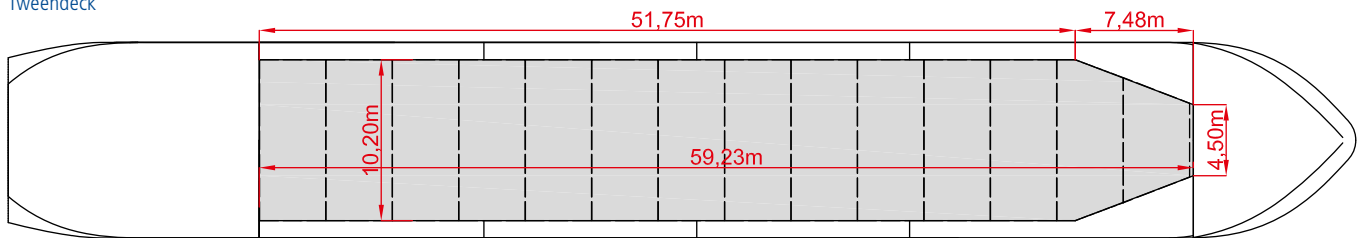
Side View



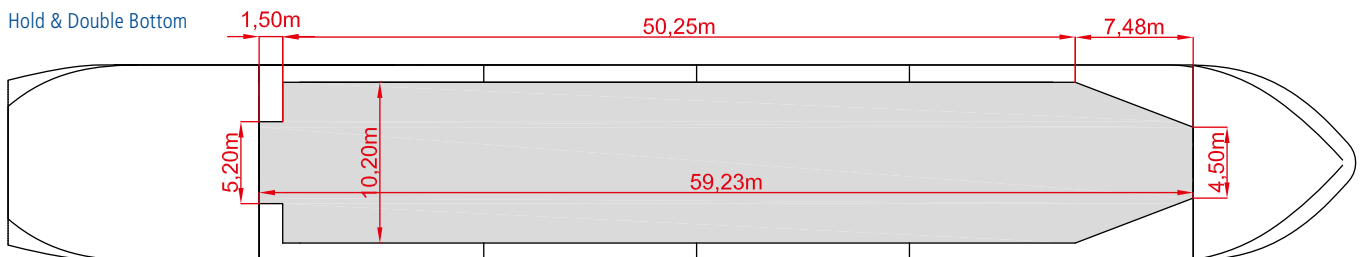
Main Deck



Tweendeck



Hold & 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.