



3,000 DWT / gearless



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
Pride	06/2002	9252931	Gibraltar

Ship's Basics

Type	General Cargo Vessel Singledecker
Builder	Slovenske, Komarno / Slovakia
Classification	GL + 100 A5 E G + MC AUT, equipped for carriage of containers, strengthened for heavy cargoes SOLAS II - 2 Reg. 54

Dimensions & Main Data

Tonnage GT/NT	2,061 / 1,161
Deadweight (summer)	3,000 mt
Length o.a.	88.47 m
Length p.p.	84.68 m
Beam	11.35 m
Max. draft (summer)	4.94 m
Max. speed	11.0 knots
Service speed	10.5 knots
Consumption at sea	4.5 mt fuel per day
Consumption in port	0.4 mt fuel per day
Fuel on ME	MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	MGO DMA / MDO DMB abt. 151 cbm Ballast abt. 1,144 cbm Freshwater abt. 23 cbm

Propulsion

Main Engine	Klöckner-Humbolt-Deutz AG SBV 6M 628, 1125 kW
Aux.-Engines	Caterpillar, 2 x 180 kW
Propeller	Fixed pitch propeller

Hold and Hatch

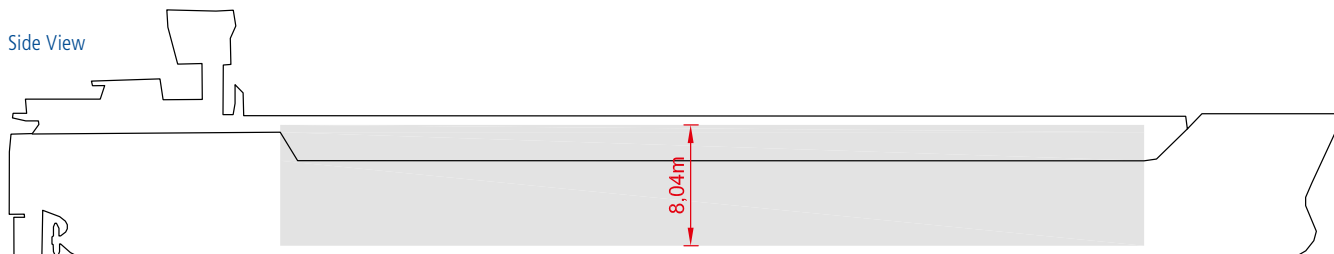
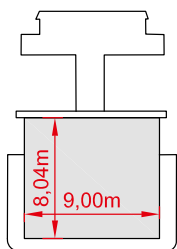
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Folding type
Cargo hold capacity	4,165 cbm (146,944 cbft)
Floor space under deck	500 sqm (5,382 sqft)
Floor space on deck	517 sqm (5,565 sqft)
Deck strengths per sqm	12.00 mt on tanktop 1.60 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 9 positions

Container Capacity

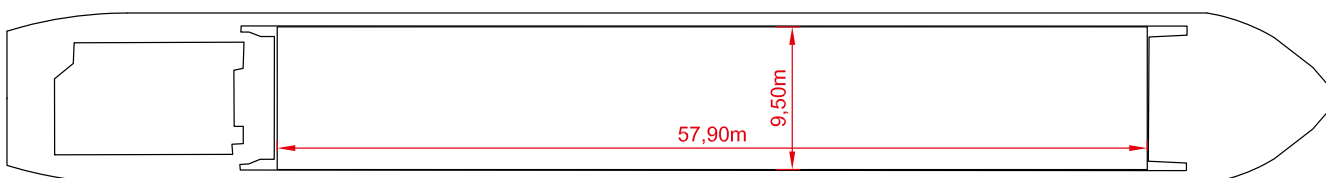
Capacity	20' or 40' + 20'
Hold	78 / 36 / 6
Deck	48 / 24 / 0
Total	126 / 60 / 6
TEU at 14 mt	108
Reeferplugs	6 on deck
Stackload	20' / 40'
Tanktop	60 mt / 90 mt
Deck	20 mt / 35 mt

Special Equipment / Features

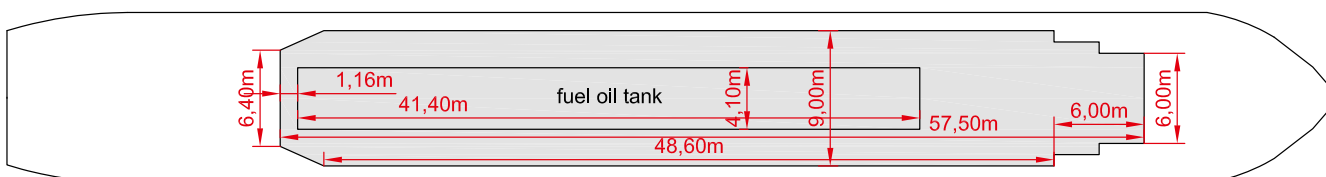
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Grain and timber fitted Fitted for the carriage of solid bulks Bow thruster; Shaft generator



Main Deck



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.