



7,787 DWT / 2 x 120 mt



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
ASC Lotti	09/2008	9436953	Antigua & Barbuda

Vessel name	Built	IMO no.	Flag
BBC Gdansk	01/2009	9436965	Antigua & Barbuda

Ship's Basics

Type	Project Carrier Vessel Tweendecker
Builder	Gdansk "Remontowa" S.A., Poland
Classification	GL + 100 A5 E3 G MC E3 AUT, BWM SOLAS-II-2-Reg. 19, equipped for carriage of containers, strengthened for heavy cargoes

Dimensions & Main Data

Tonnage GT/NT	6.155 / 2,759
Deadweight (summer)	7,787 mt
Length o.a.	122.45 m
Length p.p.	115.63 m
Beam	18.20 m
Max. draft (summer)	7.15 m
Max. speed	14.0 knots
Consumption at sea	17.0 mt fuel per day
Consumption in port	2.6 mt fuel per day (with crane operations) 1.6 mt fuel per day (without crane operations)
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 498 cbm MGO DMA / MDO DMB abt. 57 cbm Ballast abt. 3,360 cbm Freshwater abt. 62 cbm

Propulsion

Main Engine	MaK 9M32C, 4320 kW
Aux.-Engines	CAT, 2 x 600 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Pontoon type for hatch 1 Folding type for hatch 2
Cargo hold capacity	9,856 cbm (348,061 cbft)
Floor space under deck	1,854 sqm (19,956 sqft)
Floor space on deck	1,003 sqm (10,796 sqft)
Deck strengths per sqm	10.00 – 18.00 mt on tanktop 2.50 mt on tweendeck 2.80 mt on deck
Tweendeck	Hold 1: no tweendeck Hold 2: 2 heights
Bulkheads	2 bh / 3 positions

Cargo Gear

Type	2 x 120 mt NMF
Combinable	240 mt
Situated	Portside

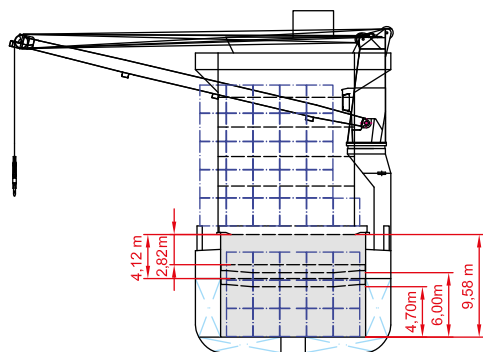
Container Capacity

Capacity	20' or 40' + 20'
Hold	164 / 81 / 30
Deck	368 / 151 / 12
Total	532 / 232 / 42
TEU at 14 mt	262
Reeferplugs	32 on deck
Stackload	20' / 40'
Hold	24 mt / 34 mt
Deck	40 mt / 50 mt

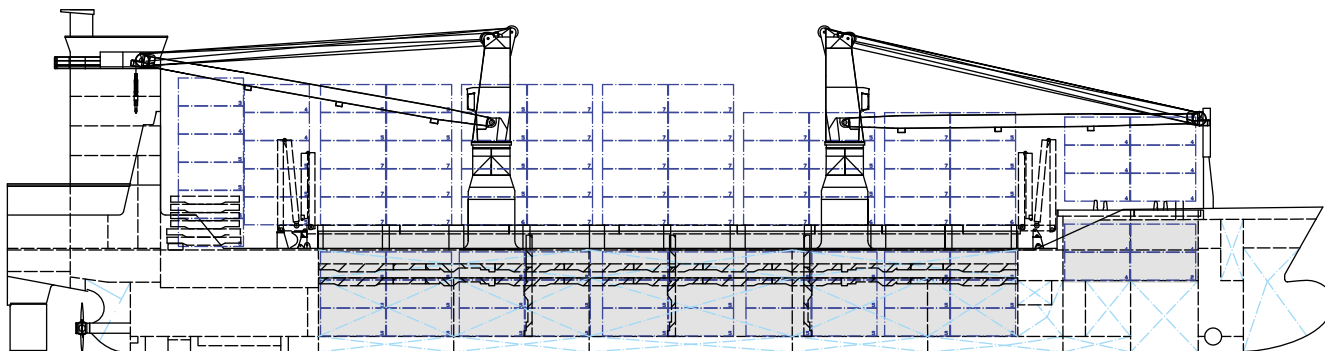
Special Equipment / Features

IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia, Bow thruster; Shaft generator

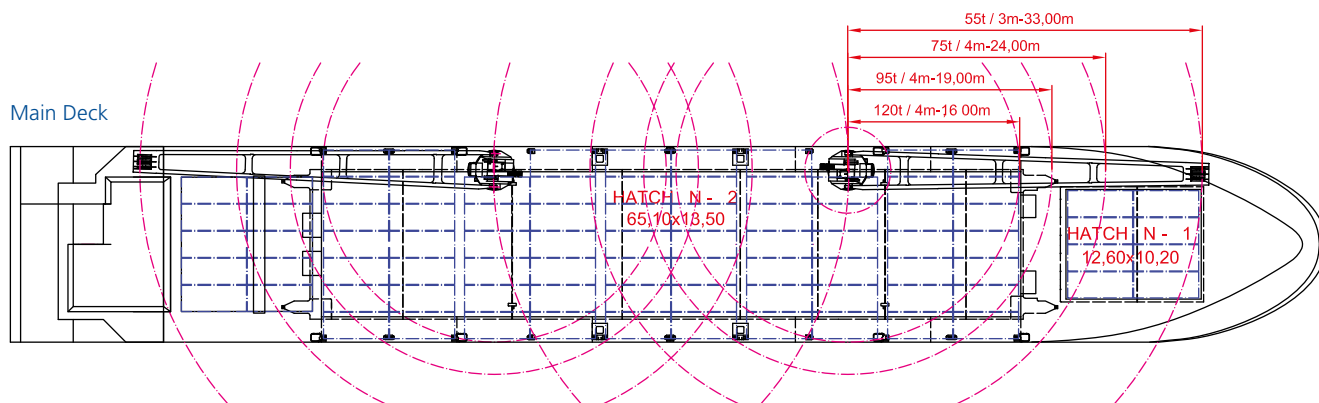
Crane working area SWL 120t



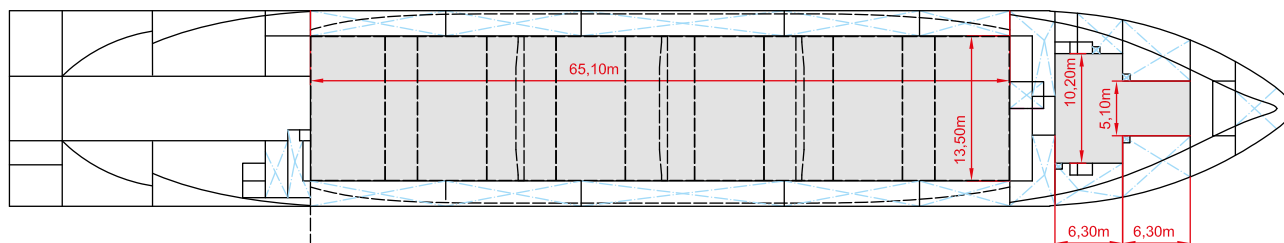
Side View



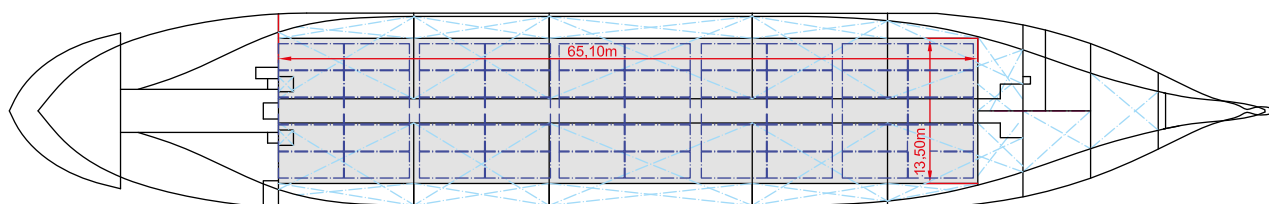
Main Deck



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 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.