



8,250 DWT / gearless



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
Mila	01/2013	9501681	Antigua & Barbuda

Ship's Basics

Type	General Cargo Vessel Tweendecker
Builder	Dalian Fishing Vessel Co., China
Classification	DNV GL + 100 A5 E3 MC E3 AUT EP-Di GBWM SOLAS II-2, Reg 19 DBC

Dimensions & Main Data

Tonnage GT/NT	6,310 / 2,841
Deadweight (summer)	8,250 mt
Length o.a.	128.45 m
Length p.p.	123.02 m
Beam	16.50 m
Max. draft (summer)	7.00 m
Max. speed	13.7 knots
Service speed	11.2 knots
Consumption at sea	10.6 mt fuel per day
Consumption in port	1.5 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 400 cbm MGO DMA / MDO DMB abt. 55 cbm Ballast abt. 4,100 cbm Freshwater abt. 50 cbm

Propulsion

Main Engine	MAK 6M32C, 2999 KW
Aux.-Engines	MAN, 2 x 324 kW
Propeller	Controllable pitch propeller

Hold and Hatch

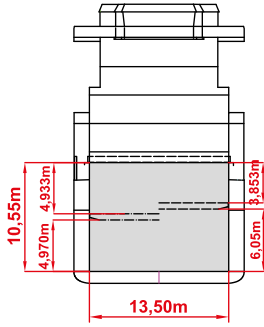
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	11,500 cbm (406,365 cbft)
Floor space under deck	2,209 sqm (23,769 sqft)
Floor space on deck	1,201 sqm (12,923 sqft)
Deck strengths per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 3.50 mt on deck
Tweendeck	2 heights
Bulkheads	2 bh / 7 positions

Container Capacity

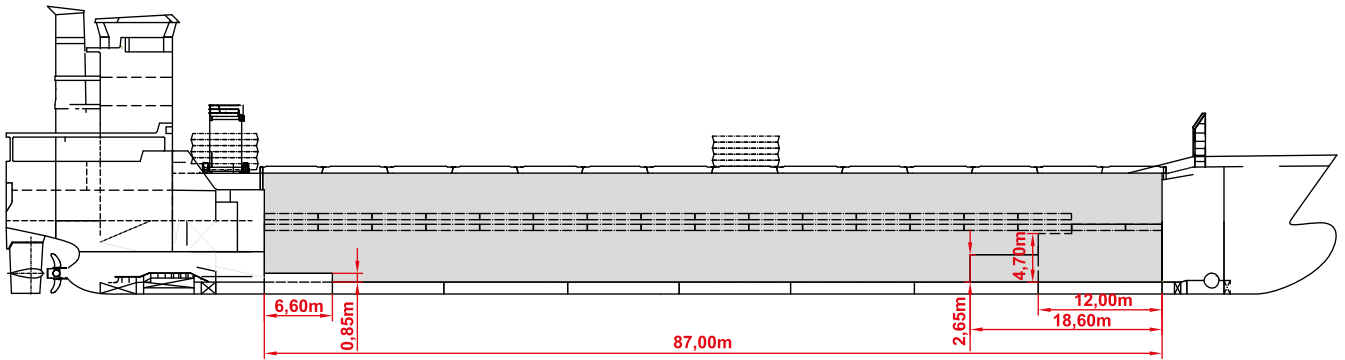
Capacity	20' or 40' + 20'
Hold	253 / 112 / 29
Deck	202 / 94 / 14
Total	455 / 206 / 43
TEU at 14 mt	333
Reeferplugs	0
Stackload	20' / 40'
Hold	96 mt / 120 mt
Deck	35 mt / 54 mt
Specials	Equipped for wide body and 9'6 ft height containers

Special Equipment / Features

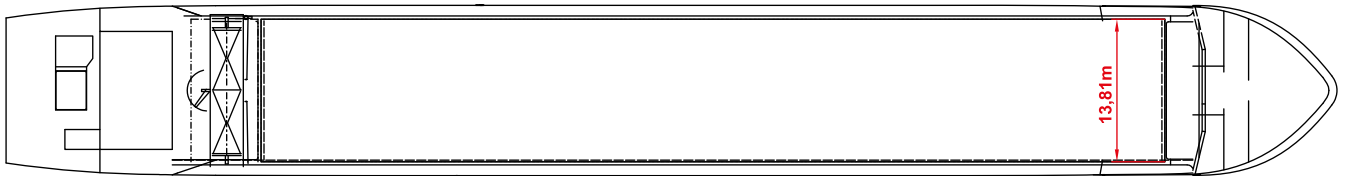
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia Bow thruster; Shaft generator Steelcoils on webframes 40 t steelcoils on designated places 12.00 t fork lift truck and grab discharge



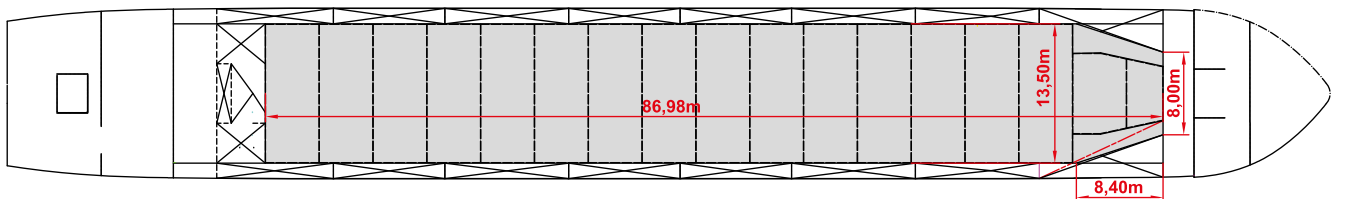
Side View



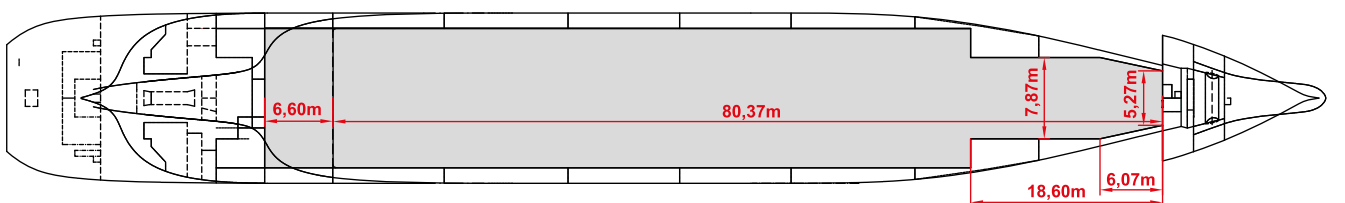
Main Deck



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.