



5,200 DWT / gearless



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
Lunamar	11/2010	9551662	Madeira

Vessel name	Built	IMO no.	Flag
Costamar	12/2010	9552020	Madeira

Ship's Basics

Type	General Cargo Vessel Singledecker
Builder	Western Marine Shipyard Ltd. Bangladesh
Classification	DNV GL +100 A5 E3, strengthened for heavy cargo, + MC E3 AUT

Dimensions & Main Data

Tonnage GT/NT	3,500 / 1,382
Deadweight (summer)	5,200 mt
Length o.a.	99.48 m
Length p.p.	92.49
Beam	13.43 m
Max. draft (summer)	6.15 m
Max. speed	12.0 knots
Service speed	11.3 knots
Consumption at sea	7.5 mt fuel per day
Consumption in port	0.65 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 332 cbm MGO DMA / MDO DMB abt. 37 cbm Ballast abt. 1909 cbm Freshwater abt. 42 cbm

Propulsion

Main Engine	MaK 6M25C, 2000 kW
Aux.-Engines	Sisu, 2 x 182 kW
Propeller	Controllable pitch propeller

Hold and Hatch

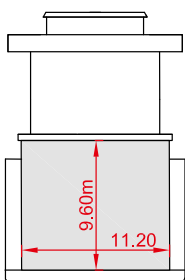
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	6,646 cbm (234,629 cbft)
Floor space under deck	692 sqm (7,448 sqft)
Floor space on deck	713 sqm (7,674 sqft)
Deck strengths per sqm	15.00 mt on tanktop 1.75 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 5 positions

Container Capacity

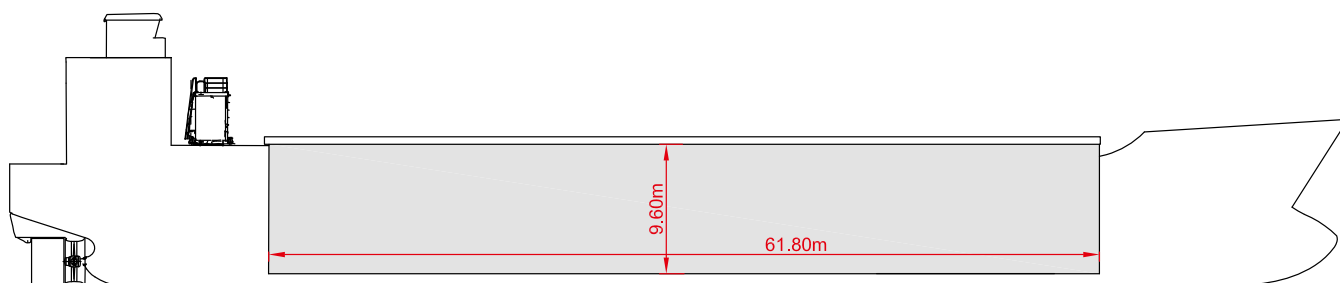
Capacity	20' or 40' + 20'
Hold	108 / 84 / 20
Deck	80 / 36 / 8
Total	188 / 120 / 28
TEU at 14 mt	188
Reeferplugs	0
Stackload	20' / 40'
Tanktop	60 mt / 60 mt
Deck	28 mt / 56 mt

Special Equipment / Features

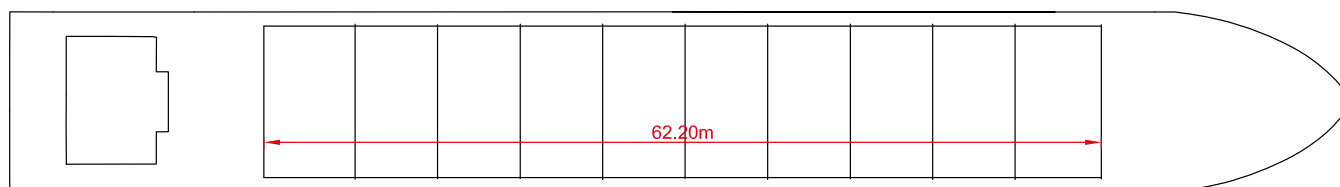
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Timber fitted Bow thruster; Shaft Generator



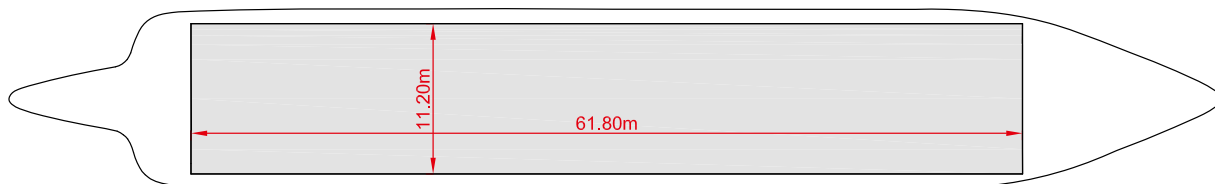
Side View



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.