



## 5,000 DWT / gearless / open top



**BRIESE SCHIFFAHRT**

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Monika	02/2018	9815317	Netherlands	Aramis	07/2018	9815329	Netherlands
Treville	09/2018	9815331	Netherlands	Johannes	12/2018	9815343	Netherlands

### Ship's Basics

<b>Type</b>	General Cargo Vessel Tweendecker / Open Top
<b>Builder</b>	Zhejiang Zengzhou Shipbuilding / China
<b>Classification</b>	Bureau Veritas I + HULL + MACH, General Cargo Ship, Open Top, Equipped for carriage of containers, Equipped for carriage of dangerous goods, Heady cargo (15 t/sqm inner bottom), Unrestricted navigation, + AUT UMS, Grab loading, Dry cargo in bulk, Ice Class 1A, Green Passport, MON-SHAFT, In Water Survey

### Dimensions & Main Data

<b>Tonnage GT/NT</b>	3,399 / 1,779
<b>Deadweight (summer)</b>	5,000 mt
<b>Length o.a.</b>	89.99 m
<b>Length p.p.</b>	84.99 m
<b>Beam</b>	14.80 m
<b>Max. draft (summer)</b>	6.65 m
<b>Max. speed</b>	12.0 knots
<b>Service speed</b>	10.5 knots
<b>Consumption at sea</b>	5.2 mt fuel per day
<b>Consumption in port</b>	0.5 mt fuel per day
<b>Fuel on ME</b>	RMG 380 / RME 180 / MGO DMA / MDO DMB
<b>Fuel on AE</b>	MGO DMA
<b>Tank capacities</b>	RMG 380 / RME 180 abt. 150 cbm MGO DMA / MDO DMB abt. 120 cbm Ballast abt. 1,900 cbm Freshwater abt. 52 cbm

### Propulsion

<b>Main Engine</b>	MaK 8M20C, 1600 kW
<b>Aux.-Engines</b>	Sisu, 2 x 146 kW
<b>Propeller</b>	Controllable pitch propeller

### Hold and Hatch

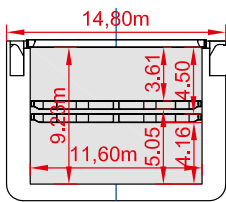
<b>Hold and Hatch</b>	1 Hold / 1 Hatch
<b>Hatch cover type</b>	Pontoon type
<b>Cargo hold capacity</b>	6,405 cbm (226,190 cbft)
<b>Floor space under deck</b>	1,404 sqm (15,113 sqft)
<b>Floor space on deck</b>	1,106 sqm (11,905 sqft)
<b>Deck strengths per sqm</b>	15.00 / 20.00 mt on tanktop 3.50 mt on tweendeck 2.50 mt on deck
<b>Tweendeck Bulkheads</b>	2 heights 3 bh / 10 positions

### Container Capacity

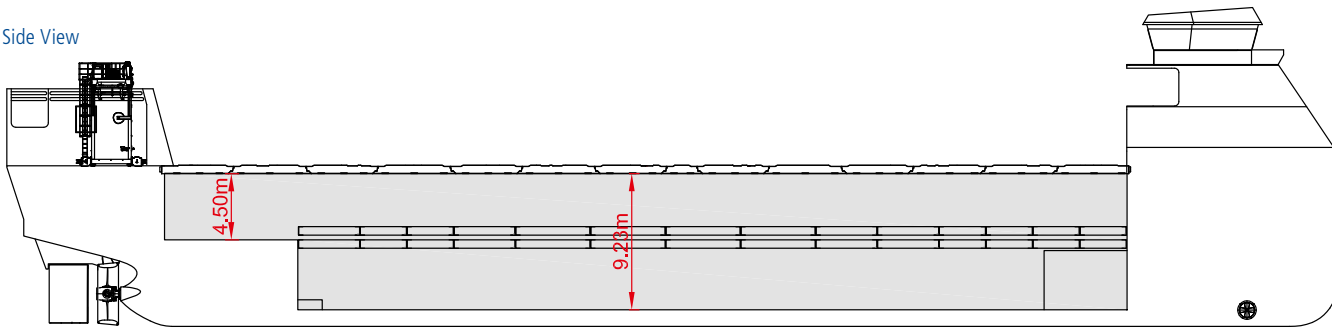
<b>Capacity</b>	20' or 40' + 20'
<b>Hold</b>	99 / 42 / 15
<b>Deck</b>	132 / 60 / 12
<b>Total</b>	231 / 102 / 27
<b>TEU at 14 mt</b>	n / a
<b>Reeferplugs</b>	0
<b>Stackload</b>	20' / 40'
<b>Tanktop</b>	65 mt / 65 mt
<b>Deck</b>	30 mt / 30 mt

### Special Equipment / Features

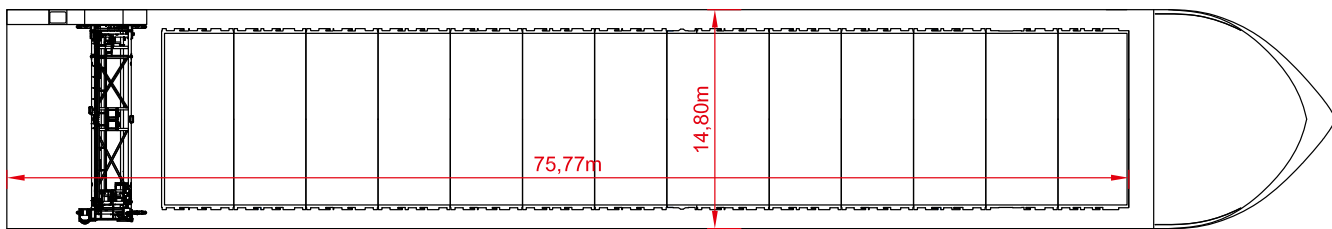
<b>IMO classes</b>	Fitted for carriage of dangerous goods of all IMO classes
<b>Other</b>	Bow thruster; Shaft Generator 10 sockets for dehumidification Open top possible with draft 5,30 m and 3,340 dwt Ballast water treatment Headway technology



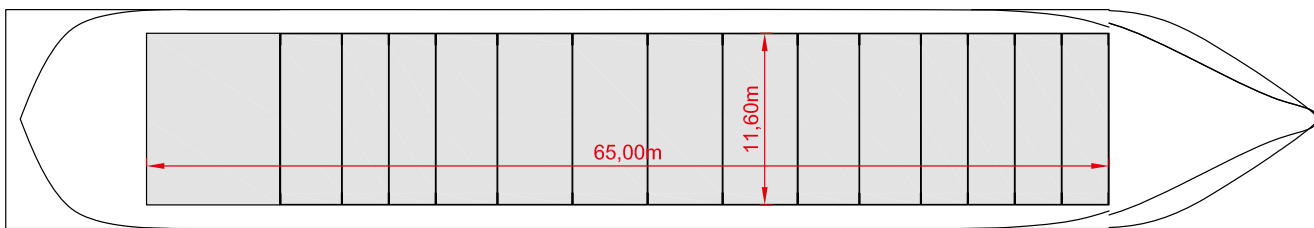
Side View



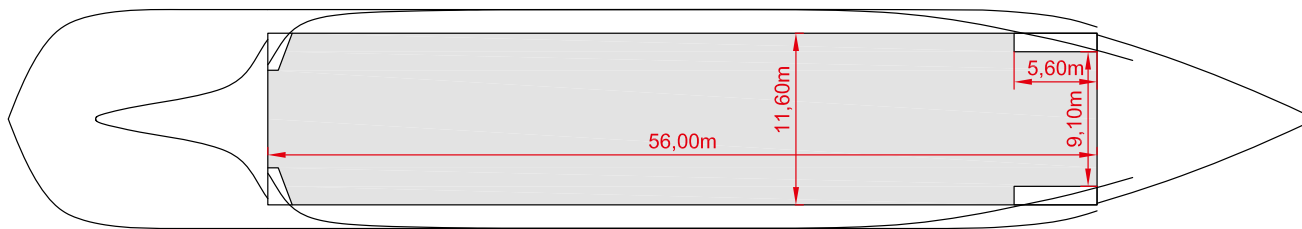
Main Deck



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.