



## 21,400 DWT / 3 x 44 mt



**BRIESE SCHIFFAHRT**

Vessel name	Built	IMO no.	Flag
Jan	2010	9550345	Antigua & Barbuda

### Ship's Basics

<b>Type</b>	Container Vessel
<b>Builder</b>	Imabari Shipbuilding Co., Ltd
<b>Classification</b>	NK

### Dimensions & Main Data

<b>Tonnage GT/NT</b>	17,280 / 7,814
<b>Deadweight (summer)</b>	21,413 mt
<b>Length o.a.</b>	171.99 m
<b>Length p.p.</b>	160.96 m
<b>Beam</b>	27.60 m
<b>Max. draft (summer)</b>	9,517 m
<b>Max. speed</b>	19.0 knots
<b>Consumption at sea</b>	abt 58 mt (only ME)
<b>Consumption in port</b>	12.40 mt / day with aux boiler / aux engines and full reefer containers working 5.00 mt / day with aux boiler / aux engines working only
<b>Fuel on ME</b>	RMG 380 / RMG 180 / RMD 80 - ISO 8217:2017
<b>Fuel on AE</b>	RMG 380 / RMG 180 / RMD 80 + MDO / MGO = DMA / DMB - ISO 8217:2017

<b>Tank capacities</b>	RMG 380 / RME 180 abt. 1,600 cbm MDO abt. 667,40 cbm
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### Propulsion

<b>Main Engine</b>	MITSUI-MAN B&W 7S60MC-C Mark 7 with 15,820 kW
<b>Aux.-Engines</b>	Daihatsu Diesel 5DK-26, 3 x 1,180 kW
<b>Propeller</b>	Fixed pitch propeller

### Hold and Hatch

<b>Hold and Hatch</b>	5 Holds / 5 Hatches
<b>Hatch cover type</b>	Pontoon type
<b>Hatch dimensions</b>	Hatch No. 1 abt 12.60 m x 18.30 narrowing to 13.20 m in forward part Hatch No. 2-5 abt 12.60 m x 23.40 m each (whereof no. 3-5 is divided by fore and after hatch / hold)
<b>Tweendeck</b>	n / a
<b>Bulkheads</b>	n / a

### Cargo Gear

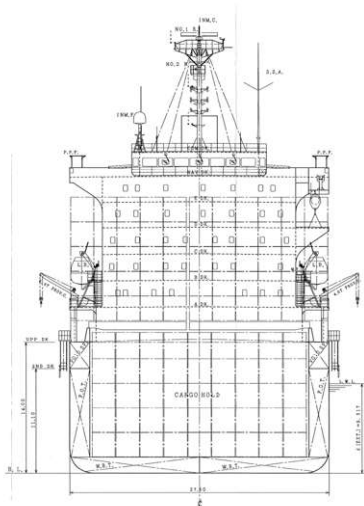
<b>Type</b>	3 x 40 mt Mitsubishi cranes
<b>Combinable</b>	n / a
<b>Situated</b>	aft crane portside / fore and mid crane midships

### Container Capacity

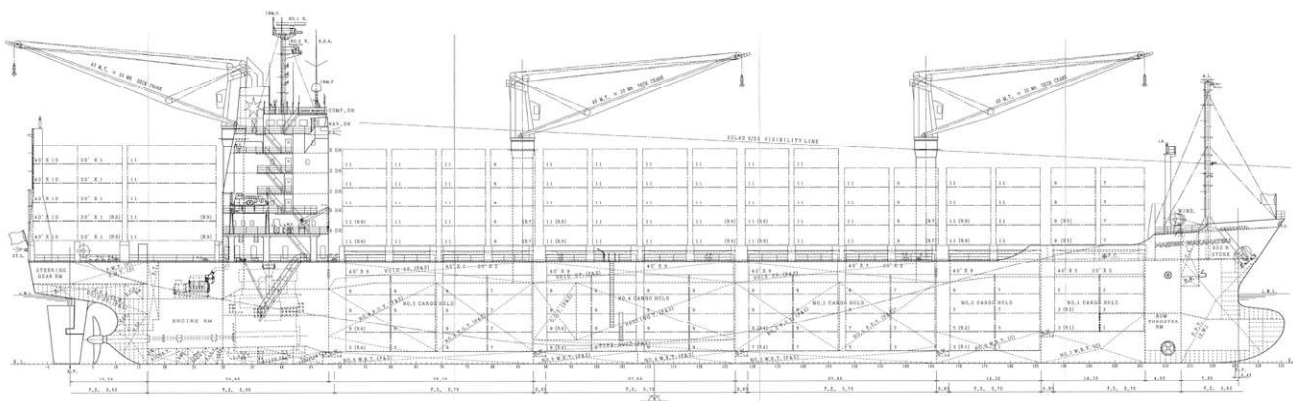
<b>Capacity</b>	20' / 40' + 20'
<b>Hold</b>	987
<b>Deck</b>	590
<b>Total</b>	1577
<b>TEU at 14 mt</b>	1200
<b>Reeferplugs</b>	192 pcs for FEU
<b>Stackload</b>	20' / 40'
<b>Hold</b>	120 mt / 150 mt
<b>Hatch cover</b>	60 mt / 90 mt
<b>Deck</b>	90 mt

### Special Equipment / Features

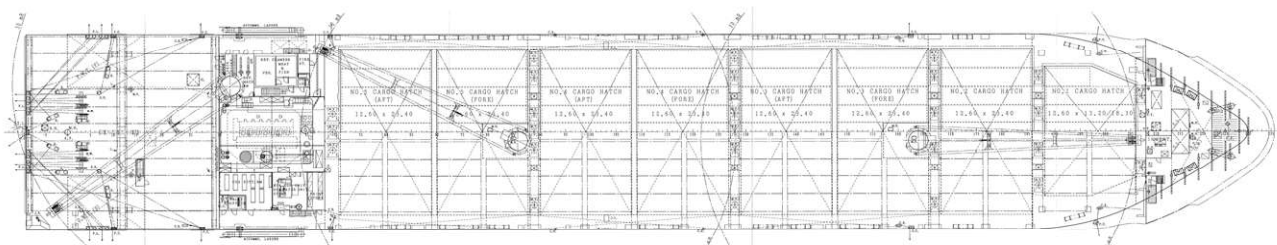
<b>IMO classes</b>	Fitted for carriage of dangerous goods
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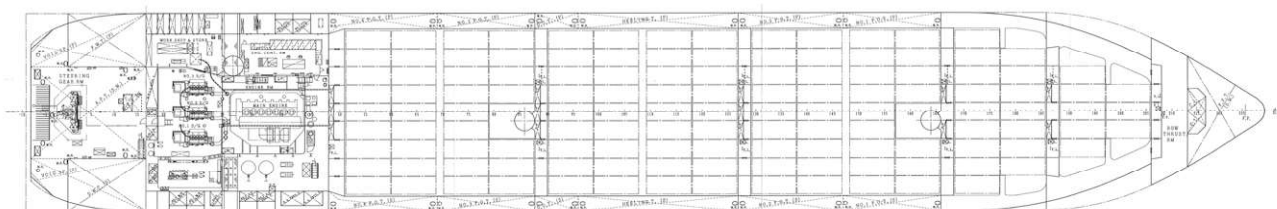
Side View



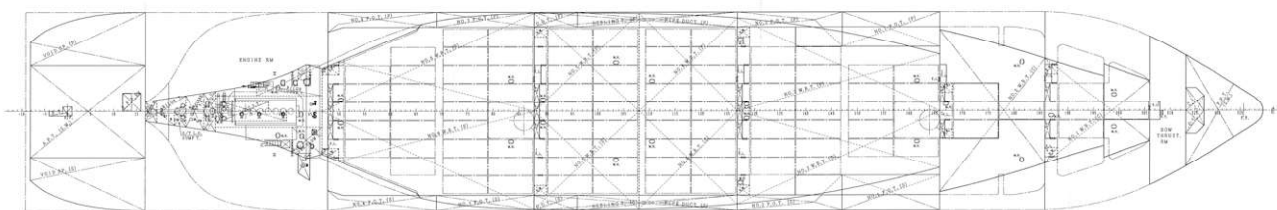
Main Deck



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. 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.