



24,400 DWT / gearless



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Mindoro	12/2022	9944730	Antigua & Barbuda	Helgoland	08/2023	9944754	Antigua & Barbuda
Siargao	04/2023	9944742	Antigua & Barbuda	Hooge	12/2023	9944778	Antigua & Barbuda
Samal	06/2023	9944754	Antigua & Barbuda	Langeness	12/2023	9944780	Antigua & Barbuda

Ship's Basics

Type	Container Vessel / Sea lion 1800
Builder	Huanghai Shipbuilding Co., LTD.
Classification	BV I + HULL, + MACH, Container ship, unrestricted navigation, + AUT-UMS, MON-SHAFT, CPS(WBT), BWT, INWATERSURVEY, LASHING-WW, COMF-NOISE 3, CLEANSHIP, GREEN

Dimensions & Main Data

Tonnage GT/NT	18,514 / 8,022
Deadweight (summer)	24,400 mt
Length o.a.	172.00 m
Length p.p.	169.00 m
Beam	28.40 m
Max. draft (summer)	9.70 m
Service speed	18.0 knots
Consumption at sea	34 mt fuel per day + 3,5 mt fuel per day for aux engines
Consumption at port	5.0 - 7.0 mt fuel per day
Eco speed	15 knots at 19 mt fuel per day + 3,5 mt fuel per day for aux engines
Ultra slow speed	12 knots at 10.5 mt fuel per day + 3,5 mt fuel per day for aux engines
Fuel on ME	IFO 380 RMG 380 / MGO DMA - ISO 8217:2017 IFO 380 RMG 380 / MGO DMA - ISO 8217:2018
Fuel on AE	MGO DMA
Tank capacities	HFO - 100%: 1,191.3 cbm MDO - 100%: 233.4 cbm

Propulsion

Main Engine	MAN B&W 6S60ME-C10.5
Aux.-Engines	Yanmar 6EY22ALW
Propeller	Fixed pitch propeller

Hold and Hatch

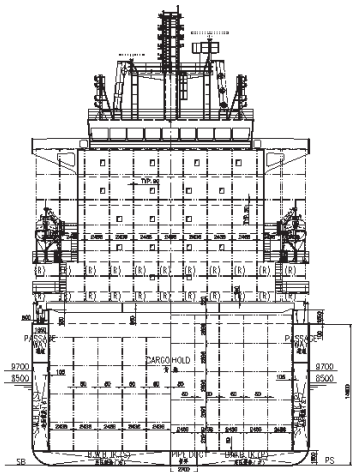
Hold and Hatch	4 holds / 8 hatches
Hatch cover type	Pontoon Type, non-sequential

Container Capacity

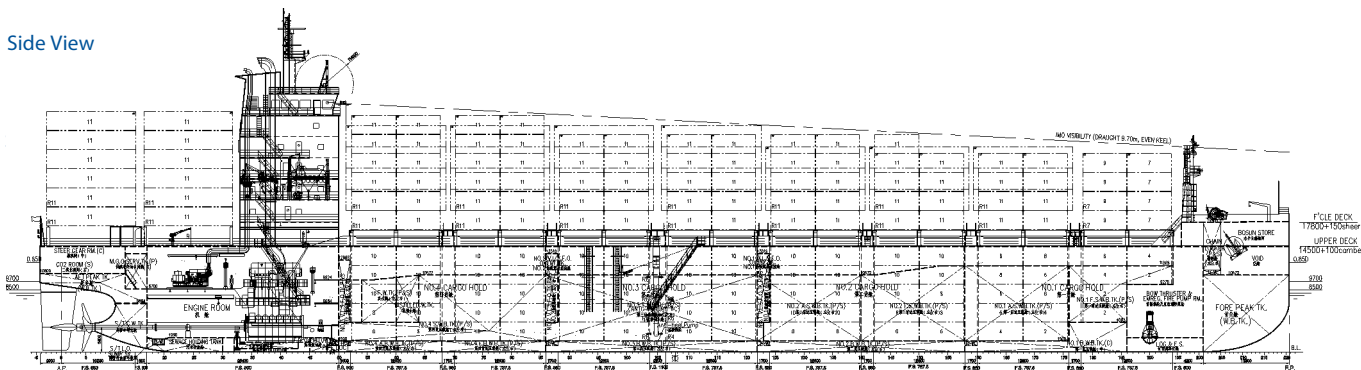
Capacity	20' / 40' + 20'
Hold	654 / 316 + 22
Deck	845 + 141 / 554 + 19
Total	1.499 + 141, which is equivalent to 1.781 TEU
TEU at 14 mt	equivalent to 1.380 TEU
Reeferplugs	300

Special Equipment / Features

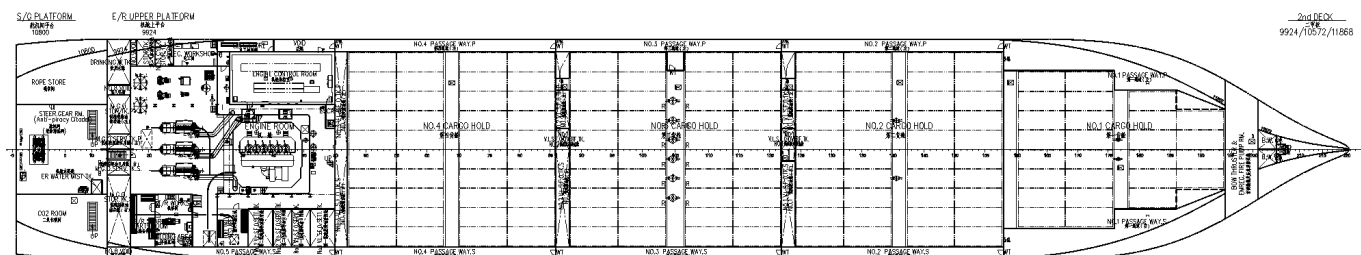
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bowthruster fitted, fully cellular (fixed), fitted with reefer plugs EEDI phase 3



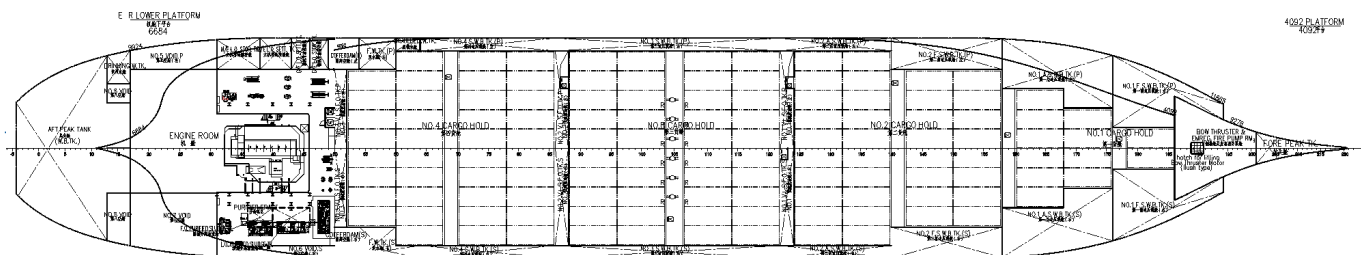
Side View



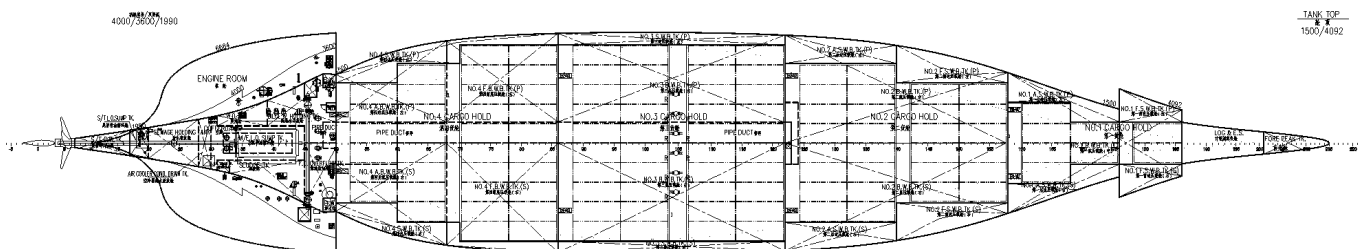
Main Deck



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.