



40,000 DWT / geared open hatch



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
Emma Janneke	2024	9992256	Liberia

Ship's Basics

Type	Bulk Carrier Open Hatch Design
Builder	Shin Kurushima Toyohashi Shipbuilding, Japan
Classification	Class NK, NS*/MNS* (BCM, BC-XII, GRAB, EQ C DG, PSPC-WBT, NC) (IWS) (PSCM)(IHM)(NOx-III(SCR)) (Double hull construction applied to all cargo holds)(Nox-III(2021)(M/E:SCR), (G/E(Nos.1,2,3):SCR))

Dimensions & Main Data

Tonnage GT/NT	25,010 / 12,488
Deadweight (summer)	39,974 mt
Deadweight (design)	33,450 mt
Length o.a.	abt. 182.9 m
Length p.p.	179.95 m
Beam (moulded)	31.00 m
Max. draft (summer MLD)	10.32 m
Design draft (moulded)	9.05 m
Service speed	13.5 knots
Consumption at sea	abt. 19.1 mt fuel per day + 1.6 mt AE (abt.)
Eco speed	11.4 knots
Consumption eco speed	12.0 mt + 1.6 mt AE
Consumption in port	2.4 mt (idle) / 4.5 mt (crane ops)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	same as ME
Tank capacities	RMG 380 / RME 180 abt. 1,269 cbm (fuel tanks excl. settl.&serv.tks.) MGO DMA / MDO DMB abt. 519 cbm Water Ballast abt. 14742 cbm Freshwater abt. 220 cbm

Propulsion

Main Engine	MAN B&W 6S46ME-B8.5-HPSCR (5700 kW)
Aux.-Engines	Yanmar, 3 x 560 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	5 Holds / 5 Hatches
Hatch cover type	Folding type
Cargo hold capacity	Grain 48,358 cbm (1 707.759 cbft) Bale 47,116 cbm (1.663.916 cbft)
Deck strengths per sqm	Hatch Covers: 3.5 t/m ² Weather deck, sides: 3.85 t/m ² Weather deck, between hatches: 1.9 t/m ²

Cargo Gear

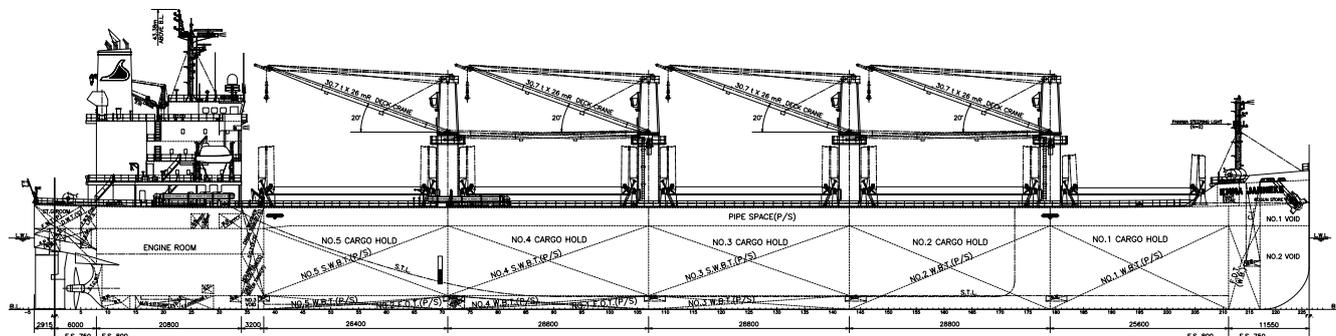
Type	4x Electro-hydraulic slewing crane
Capacity	30.7 mt / Outreach 3.5-26
Hoisting speed	18.5 m / min
Slewing speed	0.6 rpm
Location	Between hatches on ship's centre line

Special Equipment / Features

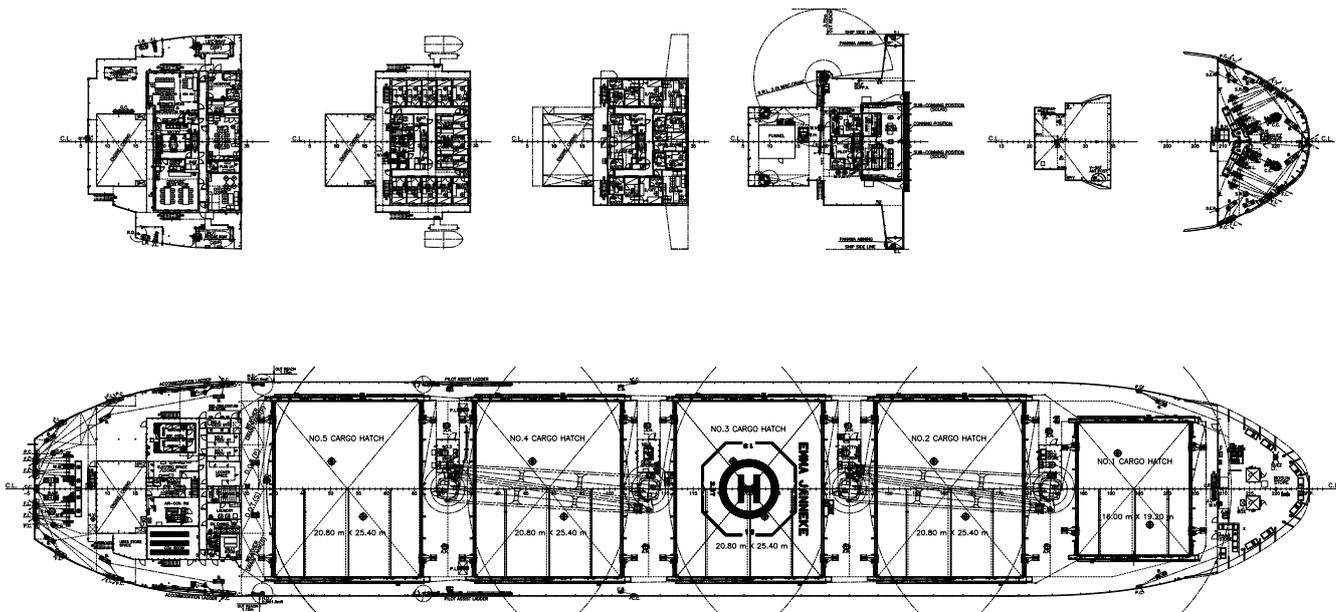
TIER III compliant
Energy Saving Fins
SK-Bow

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.

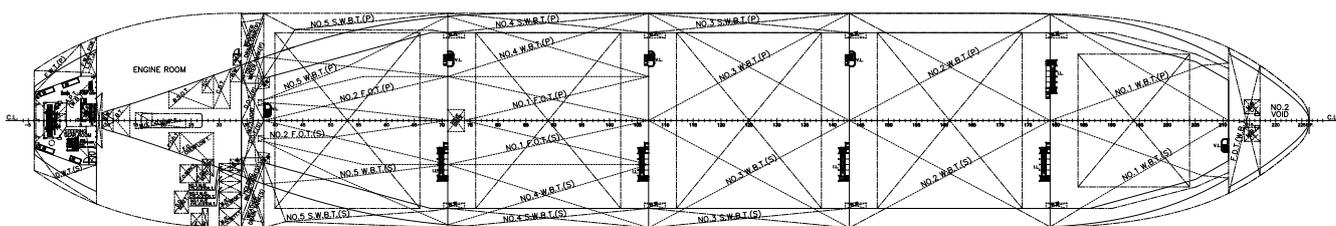
Side View



Main Deck



Holds & Double Bottom



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