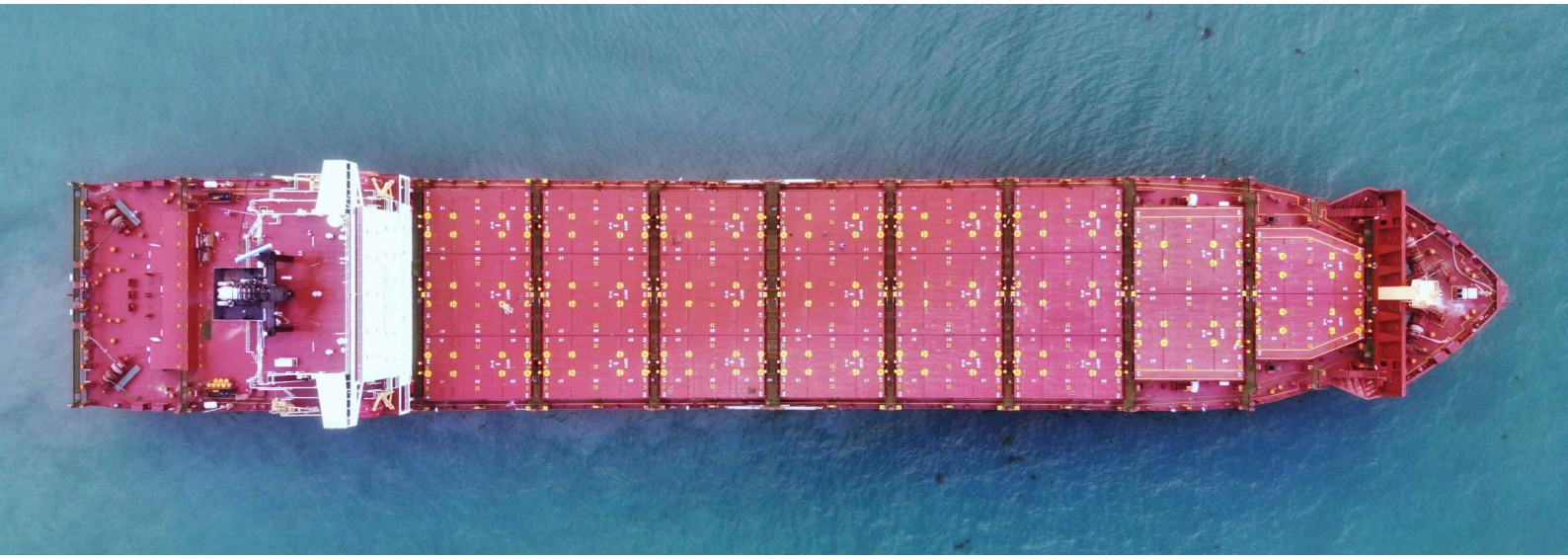






Briese Fleetlist

Version: October 2026

General Cargo Vessels
Multi Purpose Vessels
Project Carrier Vessels
Premium Project Carrier Vessels
Container Vessels
Bulk Carrier Vessels

www.briese.de

BRIESE SCHIFFAHRT

General Cargo Vessels

Page: 03-21

Sorted by deadweight.

Usually dry bulk vessels carrying miscellaneous cargoes in various forms, but with very little (if any) container capability.
General cargo vessels typically have the characteristics of MPV, but one or more of the MPV criteria missing. (Definition by Drewry Maritime Research)

3,000 Pride	3,670 Anmare	4,938 Aramis	8,250 Mila	9,100 ECO Cheyenne
3,300 Constance	3,670 Anmiro	4,938 Monika	9,100 ECO Titan	9,100 ECO Marianne
3,300 Mittelplate	3,817 BREB Timber	5,200 Costamar	9,100 ECO Trust	9,100 ECO Elin
3,300 Hohe Bank	3,817 BREB Trader	5,200 Lunamar	9,100 ECO Treasure	
3,300 Schillig	4,938 Treville	7,700 Anna	9,100 ECO Triumph	
3,300 Schillplate	4,938 Johannes	7,700 Ostbense	9,100 ECO Trinity	

Multi Purpose Vessels

Page: 22-24

Sorted by deadweight.

Defined as dry cargo carriers, between 2.000 dwt and 54.000 dwt, having grain or bale AND container capacity and lifting gear with minimum 25 mts SWL. (Definition by Drewry Maritime Research)

7,811 BREB Countess	7,811 BREB Courtesy	7,811 BREB Courageous	7,811 BREB Cuxhaven

Project Carrier Vessels

Page: 25-47

Sorted by deadweight.

MPV's with a combined lifting capacity between 100 - 249 mts. (Definition by Drewry Maritime Research)

6,300 BBC Australia	7,843 BBC London	8,000 BBC Brisbane	12,000 BBC Jade	17,500 Sjard
6,300 BBC Ocean	8,000 BBC Bahrain	9,677 BBC Norfolk	17,500 BBC Rheiderland	17,907 BBC Raise
7,787 ASC Lotti	8,000 BBC Balboa	9,677 BBC Nyhavn	17,500 BBC Hudson	17,907 BBC Rio
7,787 BBC Gdansk	8,000 BBC Bangkok	9,800 BBC Naples	17,500 BBC Rhonetal	17,907 BBC Regalia
7,843 BBC Lima	8,000 BBC Belem	9,800 BBC Newcastle	17,500 BBC Volga	
7,843 BBC Lisbon	8,000 BBC Bergen	11,150 BBC Macau	17,500 Kurt Paul	

Premium Project Carrier Vessels

Page: 48-68

Sorted by deadweight.

MPV's with a combined lifting capacity above 250 mts. (Definition by Drewry Maritime Research)

7,700 BBC Austria	12,500 BBC Tallinn	13,000 BBC Genoa	13,000 BBC Seoul	14,400 BBC Sapphire
7,700 BBC Switzerland	12,500 BBC Tornio	13,000 BBC Dubai	13,000 BBC Mainz	17,000 BBC Ganges
9,600 BBC Xingang	12,500 BBC Riga	13,000 BBC Santiago	14,400 BBC Amber	17,000 BBC Nile
9,600 BBC Everest	12,500 BBC Ukraine	13,000 BBC Singapore	14,400 BBC Amethyst	24,964 BBC Elisabeth
9,600 BBC Fuji	12,500 BBC Sebastopol	13,000 BBC Tokyo	14,400 BBC Aquamarine	24,964 BBC Finland
9,600 BBC Kibo	12,500 BBC Kherson	13,000 BBC Sao Paulo	14,400 BBC Citrine	24,964 BBC Iceland
9,600 BBC Mont Blanc	12,500 BBC Manila	13,000 BBC Bremen	14,400 BBC Coral	24,964 BBC Norway
9,600 BBC Olympus	12,500 BBC Philippines	13,000 BBC Basel	14,400 BBC Emerald	
9,600 BBC Rushmore	12,500 BBC Rostov	13,000 BBC Shanghai	14,400 BBC Moonstone	
9,600 BBC Vesuvius	13,000 BBC Leer	13,000 BBC Geneva	14,400 BBC Pearl	
12,500 BBC Helsinki	13,000 BBC Houston	13,000 BBC Kolding	14,400 BBC Ruby	

Container Vessels

Page: 69-74

Sorted by deadweight.

24,400 Helgoland	24,400 Siargao	24,500 Cebu
24,400 Hooge	24,400 Samal	24,500 Palawan
24,400 Langeness	24,500 Baltrum	24,500 Panay

Bulk Carrier Vessels

Page: 75-86

Sorted by deadweight.

37,135 BBC Jupiter	40,000 Emma Janneke	40,200 BBC Saturn	40,550 BBC Neptune
39,869 BBC Venus	40,200 BBC Mars	40,550 BBC Ceres	40,550 BBC Pluto
38,869 BBC Mercury	40,200 BBC Uranus	40,550 BBC Apollo	







General Cargo Vessels

Usually dry bulk vessels carrying miscellaneous cargoes in various forms, but with very little (if any) container capability. General cargo vessels typically have the characteristics of MPV, but one or more of the MPV criteria missing.

BRIESE SCHIFFAHRT



3,000 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
Pride	06/2002	9252931	Gibraltar

Ship`s Basics

Type	General Cargo Vessel Singledecker
Builder	Slovenske, Komarno / Slovakia
Classification	GL + 100 A5 E G + MC AUT, equipped for carriage of containers, strengthened for heavy cargoes SOLAS II - 2 Reg. 54

Dimensions & Main Data

Tonnage GT/NT	2,061 / 1,161
Deadweight (summer)	3,000 mt
Length o.a.	88.47 m
Length p.p.	84.68 m
Beam	11.35 m
Max. draft (summer)	4.94 m
Max. speed	11.0 knots
Service speed	10.5 knots
Consumption at sea	4.5 mt fuel per day
Consumption in port	0.4 mt fuel per day
Fuel on ME	MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	MGO DMA / MDO DMB abt. 151 cbm Ballast abt. 1,144 cbm Freshwater abt. 23 cbm

Propulsion

Main Engine	Klöckner-Humbolt-Deutz AG SBV 6M 628, 1125 kW
Aux.-Engines	Caterpillar, 2 x 180 kW
Propeller	Fixed pitch propeller

Hold and Hatch

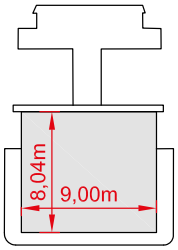
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Folding type
Cargo hold capacity	4,165 cbm (146,944 cbft)
Floor space under deck	500 sqm (5,382 sqft)
Floor space on deck	517 sqm (5,565 sqft)
Deck strengths per sqm	12.00 mt on tanktop 1.60 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 9 positions

Container Capacity

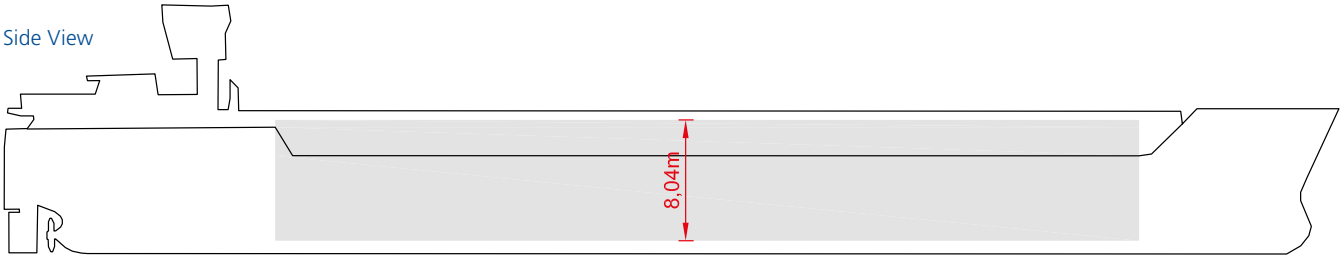
Capacity	20´ or 40´ + 20´
Hold	78 / 36 / 6
Deck	48 / 24 / 0
Total	126 / 60 / 6
TEU at 14 mt	108
Reeferplugs	6 on deck
Stackload	20´ / 40´
Tanktop	60 mt / 90 mt
Deck	20 mt / 35 mt

Special Equipment / Features

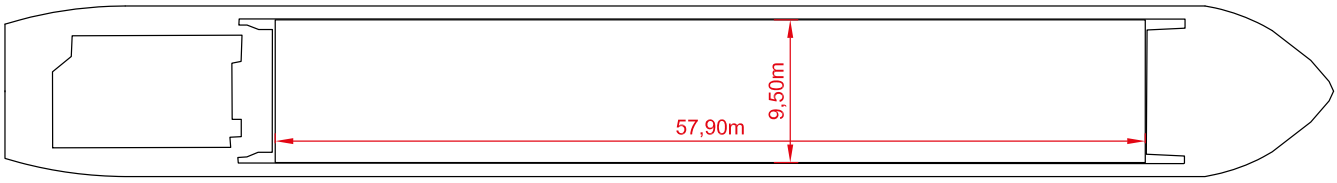
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Grain and timber fitted Fitted for the carriage of solid bulks Bow thruster; Shaft generator



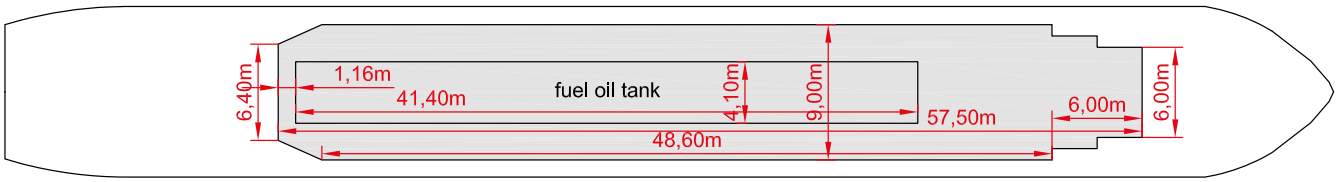
Side View



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 continiuous 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.



3,300 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
Mittelplate	03/2009	9501203	Gibraltar
Hohe Bank	06/2010	9505302	Gibraltar
Constance	12/2011	9505338	Gibraltar
Schillplate	09/2009	9505285	Gibraltar
Schillig	07/2012	9505405	Gibraltar

Ship`s Basics

Type	General Cargo Vessel Tweendecker
Builder	Lisemco Lilama Shipyard, Haiphong, Vietnam
Classification	DNV GL + 100 A5 E3 + MC E3 AUT Ice Class 1A, equipped for carriage of containers, strengthened for heavy cargo, equipped for carriage of dangerous goods according to SOLAS II-2, Reg. 19 DBC

Dimensions & Main Data

Tonnage GT/NT	2,415 / 1,361
Deadweight (summer)	3,300 mt
Length o.a.	86.00 m
Length p.p.	82.42 m
Beam	12.40 m
Max. draft (summer)	5.30 m
Max. speed	12.5 knots
Service speed	10.5 knots
Consumption at sea	5,2 mt fuel per day
Consumption in port	0.7 mt fuel per day
Fuel on ME	MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	MGO DMA / MDO DMB abt. 253 cbm Ballast abt. 1.300 cbm Freshwater abt. 33 cbm

Propulsion

Main Engine	MaK 6M25, abt. 1980 kW
Aux.-Engines	Sisu, 2 x 120 kW
Propeller	Controllable pitch propeller

Hold and Hatch

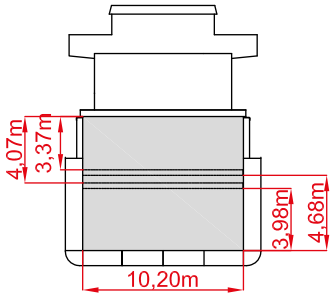
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	4,971 cbm (175,550 cbft)
Floor space under deck	1,158 sqm (12,460 sqft)
Floor space on deck	624 sqm (6,714 sqft)
Deck strengths per sqm	14.00 mt on tanktop 2.50 mt on tweendeck 1.60 mt on deck
Tweendeck	2 heights
Bulkheads	2 bh / 7 positions

Container Capacity

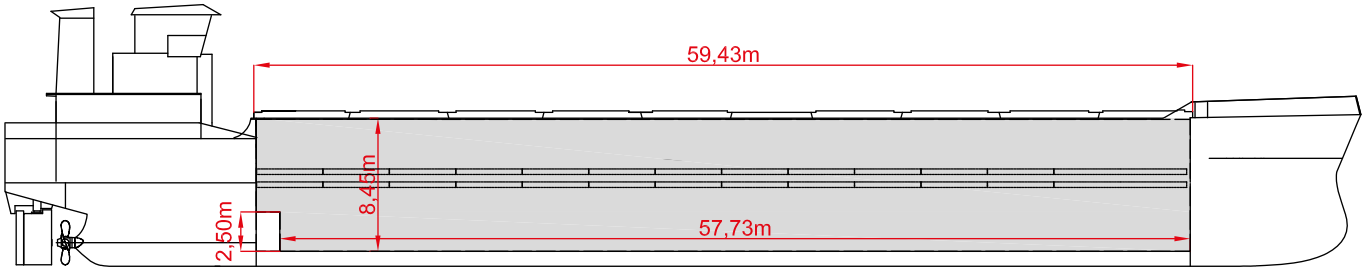
Capacity	20´ or 40´ + 20´
Hold	102 / 48 / 6
Deck	36 / 16 / 4
Total	138 / 64 / 10
TEU at 14 to	-
Reeferplugs	0
Stackload	20‘ / 40‘
Tanktop	72 mt / 90 mt
Deck	30 mt / 30 mt
Specials	Additionally equipped for wide body and high cube containers

Special Equipment / Features

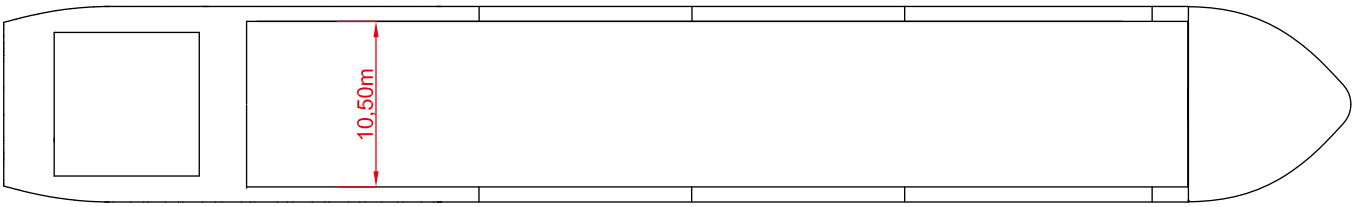
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Environmental Passport Timber fitted Bow thruster; Shaft Generator



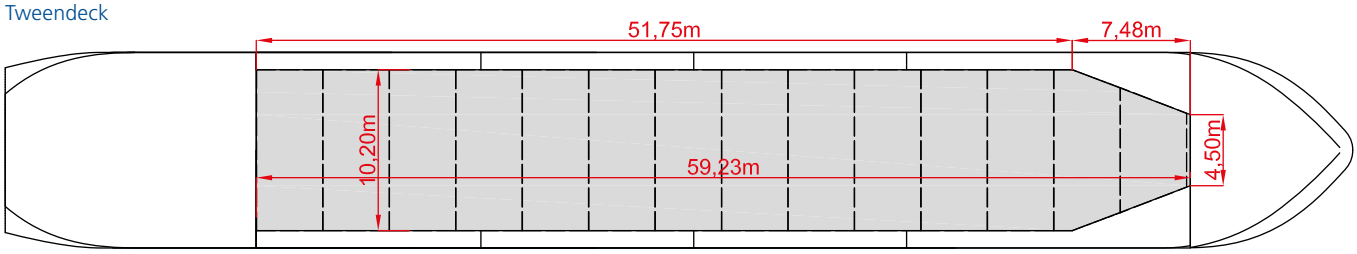
Side View



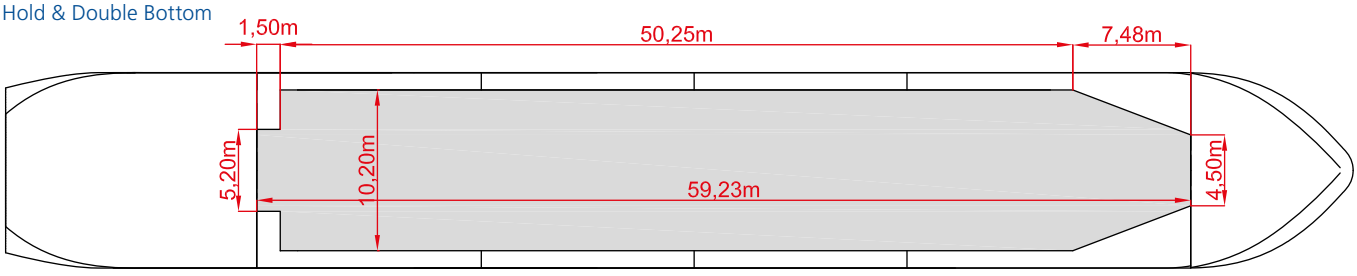
Main Deck



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 continiuous 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.



3,670 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Anmiro	01/2009	9434577	Antigua & Barbuda	Anmare	11/2009	9434589	Antigua & Barbuda

Ship`s Basics

Type	General Cargo Vessel Singledecker
Builder	Slovenske, Komarno / Slovakia
Classification	GL + 100 A5 E + MC E AUT, SOLAS II-2, Reg. 19, DBC, equipped for carriage of containers, equipped for dangerous goods

Dimensions & Main Data

Tonnage GT / NT	2,461 / 1,369
Deadweight (summer)	3,670 mt
Length o.a.	87.90 m
Length p.p.	81.00 m
Beam	12.80 m
Max. draft (summer)	5.51 m
Max. speed	12.0 knots
Service speed	11.1 knots
Consumption at sea	5.3 mt fuel per day
Consumption in port	0.4 mt fuel per day
Fuel on ME	MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	MGO DMA / MDO DMB abt. 173 cbm Ballast abt. 1,650 cbm Freshwater abt. 48 cbm

Propulsion

Main Engine	MAK 8M20, 1520 kW
Aux.-Engines	Sisu, 3 x 116 KW
Propeller	Fixed propeller with reverse gear

Hold and Hatch

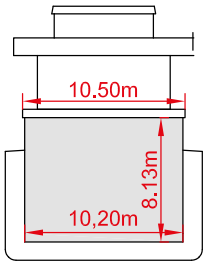
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Folding type
Cargo hold capacity	4,672 cbm (164,990 cbft)
Floor space under deck	560 sqm (6,028 sqft)
Floor space on deck	590 sqm (6,351 sqft)
Deck strengths per sqm	15.00 mt on tanktop 1.00 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 10 positions

Container Capacity

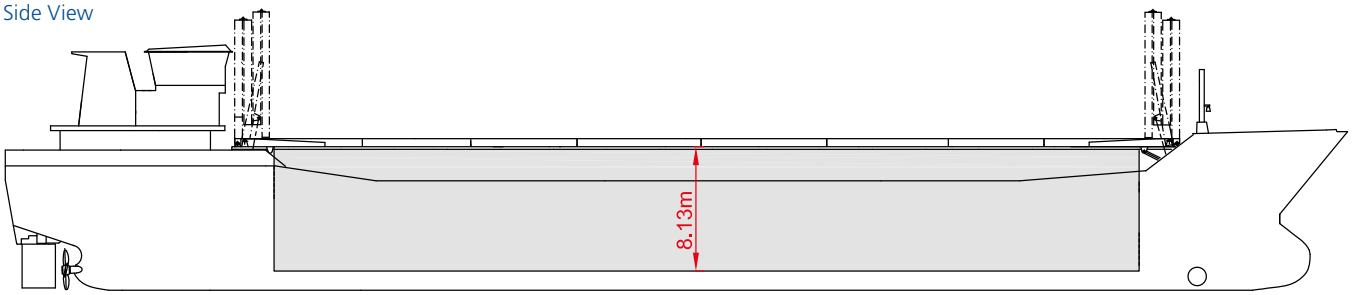
Capacity	20´ or 40´ + 20´
Hold	180 / 75 / 30
Deck	156 / 78 / 0
Total	336 / 153 / 30
TEU at 14 mt	30
Reeferplugs	No
Stackload	20‘ / 40‘
Tanktop	75 mt / 100 mt
Deck	35 mt / 45 mt

Special Equipment / Features

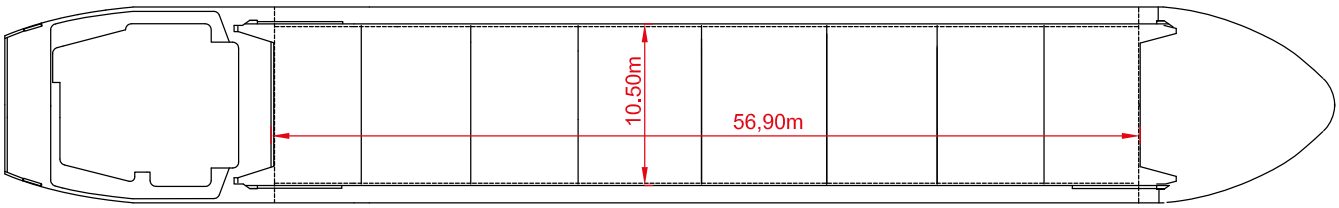
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Grain and timber fitted Bow thruster



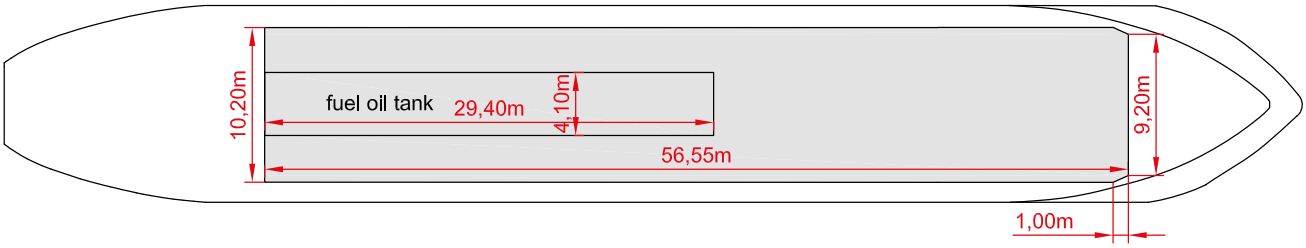
Side View



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 continiuous 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.



3,817 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BREB Timber	12/2005	9319430	Gibraltar
BREB Trader	11/2006	9369526	Gibraltar

Ship`s Basics

Type	General Cargo Vessel Singledecker
Builder	Damen Shipyards Bergum, Netherlands
Classification	Lloyds Register +100 A1, +LMC, UMS Ice Class 1D, strengthened for Heavy Cargoes, equipped for carriage of dangerous goods according to SOLAS II-2, Reg. 19

Dimensions & Main Data

Tonnage GT/NT	2,545 / 1,460
Deadweight (summer)	3,817 mt
Length o.a.	88.60 m
Length p.p.	84.99 m
Beam	12.67 m
Max. draft (summer)	5.42 m
Max. speed	11.5 knots
Service speed	10.5 knots
Consumption at sea	5.4 mt fuel per day
Consumption in port	0.5 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 142 cbm MGO abt. 44 cbm Ballast abt. 1.384 cbm Freshwater abt. 55 cbm

Propulsion

Main Engine	MaK 8M20, 1520 kW
Aux.-Engines	Scania, 1 x275 kW; Sisu, 1 x 150 kW
Propeller	Fixed pitch propeller

Hold and Hatch

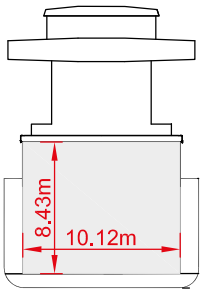
Hold and Hatch	1 Hold / 1 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	5,248 cbm (185,331 cbft)
Floor space under deck	1,613 sqm (16,590 sqft)
Floor space on deck	651 sqm (6,998 sqft)
Deck strengths per sqm	15.00 mt on tanktop 1.60 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 8 positions

Container Capacity

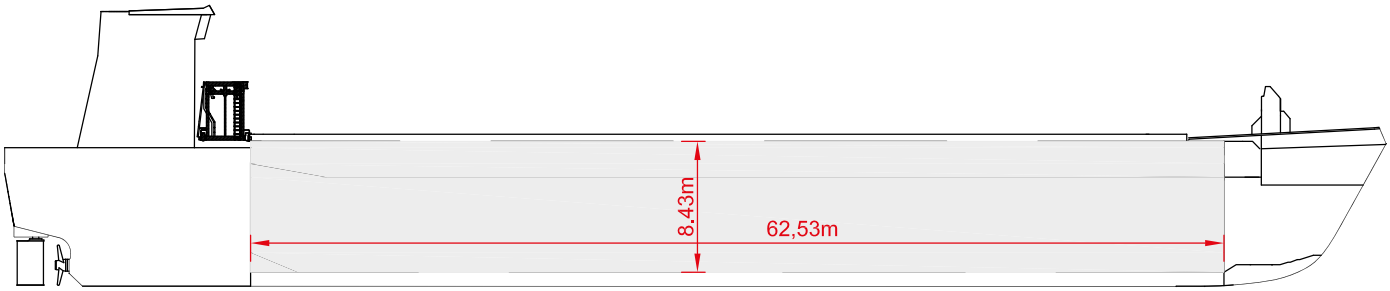
Capacity	20´ or 40´ + 20´
Hold	108 / 45 / 15
Deck	80 / 40 / 0
Total	188 / 85 / 15
TEU at 14 mt	-
Reeferplugs	0
Stackload	20‘ / 40‘
Tanktop	60 mt / 75 mt
Deck	20 mt / 30 mt

Special Equipment / Features

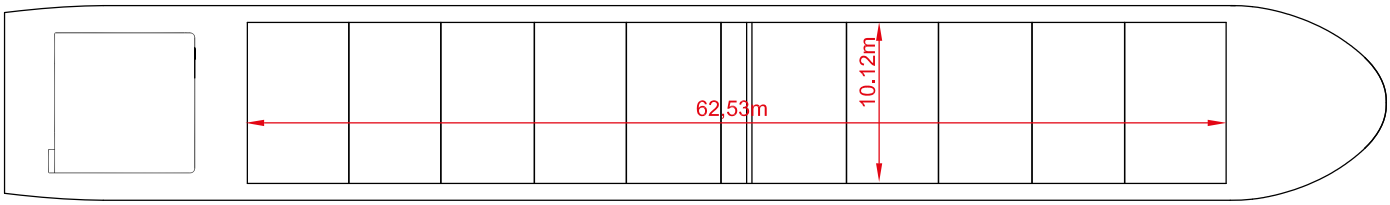
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bow thruster



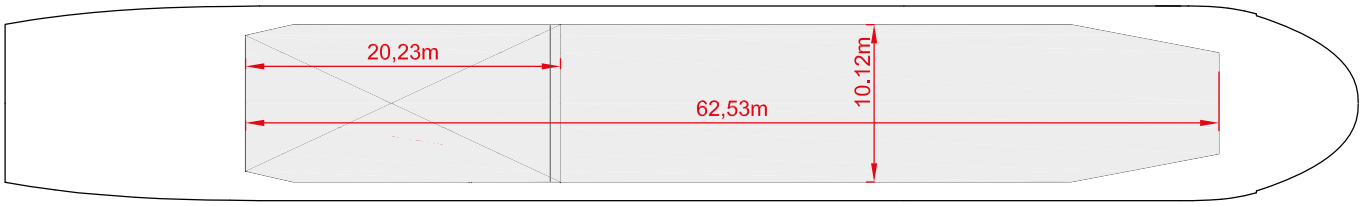
Side View



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 continiuous 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.



4,938 DWT / gearless / open top

BRIESE SCHIFFAHRT

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

Ship`s Basics

Type	General Cargo Vessel Tweendecker / Open Top
Builder	Zhejiang Zengzhou Shipbuilding / China
Classification	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

Tonnage GT/NT	3,399 / 1,779
Deadweight (summer)	4,938 mt
Length o.a.	89.99 m
Length p.p.	84.99 m
Beam	14.80 m
Max. draft (summer)	6.65 m
Max. speed	12.0 knots
Service speed	10.5 knots
Consumption at sea	5.2 mt fuel per day
Consumption in port	0.5 mt fuel per day
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 150 cbm MGO DMA / MDO DMB abt. 120 cbm Ballast abt. 1,900 cbm Freshwater abt. 52 cbm

Propulsion

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

Hold and Hatch

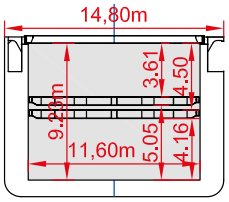
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	6,405 cbm (226,190 cbft)
Floor space under deck	1,404 sqm (15,113 sqft)
Floor space on deck	1,106 sqm (11,905 sqft)
Deck strengths per sqm	15.00 / 20.00 mt on tanktop 3.50 mt on tweendeck 2.50 mt on deck
Tweendeck	2 heights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

Container Capacity

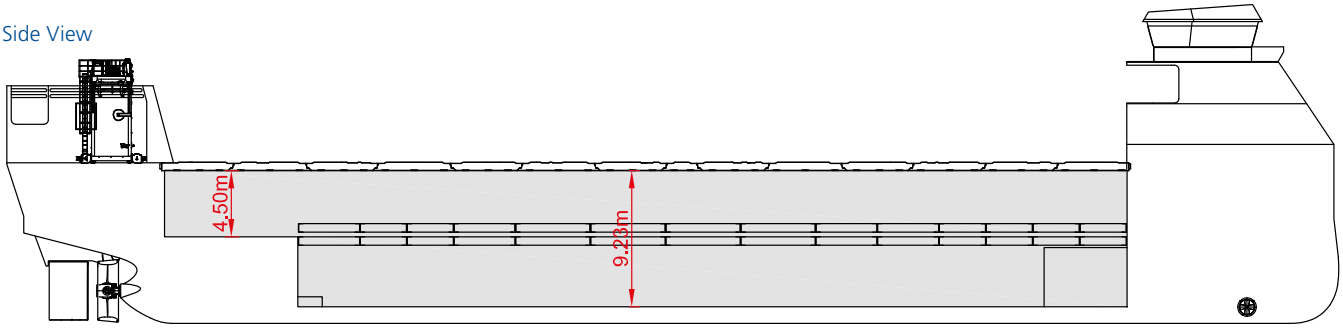
Capacity	20´ or 40´ + 20´
Hold	99 / 42 / 15
Deck	132 / 60 / 12
Total	231 / 102 / 27
TEU at 14 mt	n / a
Reeferplugs	0
Stackload	20‘ / 40‘
Tanktop	65 mt / 65 mt
Deck	30 mt / 30 mt

Special Equipment / Features

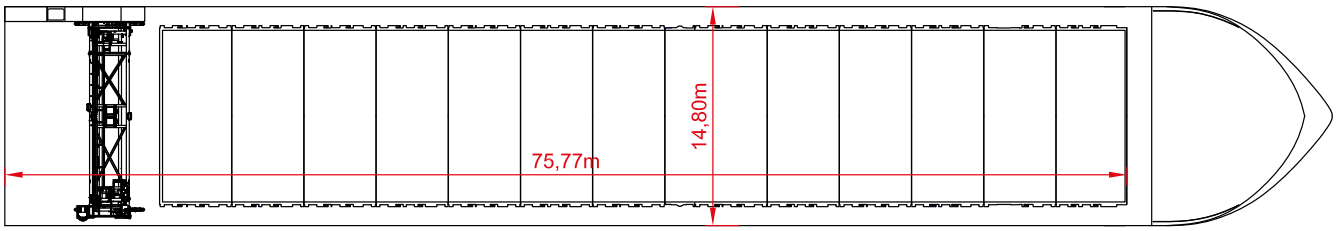
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bow thruster; Shaft Generator 10 sockets for dehumidification Open top possible with draft 5,30 m and 3,340 dwt Ballast water treatment Headway technology



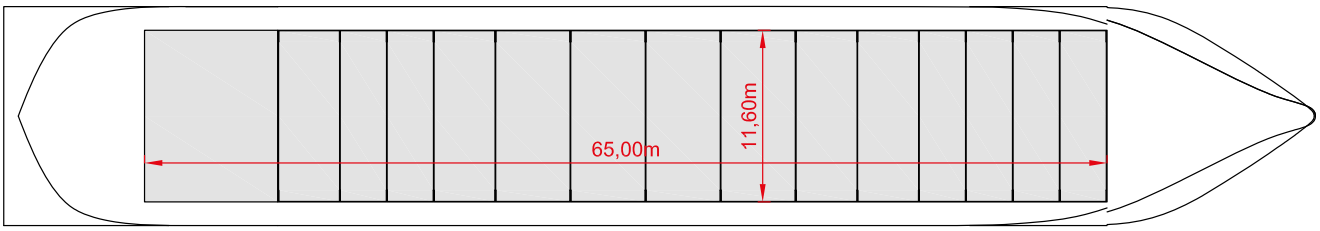
Side View



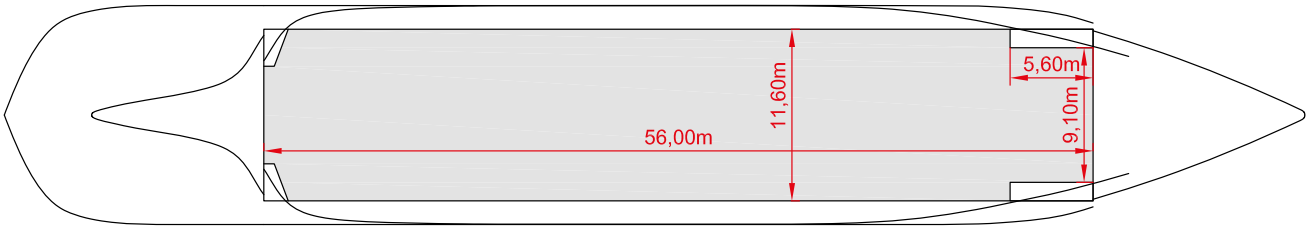
Main Deck



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 continiuous 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.



5,200 DWT / gearless

BRIESE SCHIFFAHRT

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

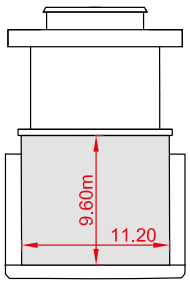
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	6,646 cbm (234,629 cbft)
Floor space under deck	692 sqm (7,448 sqft)
Floor space on deck	713 sqm (7,674 sqft)
Deck strengths per sqm	15.00 mt on tanktop 1.75 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 5 positions

Container Capacity

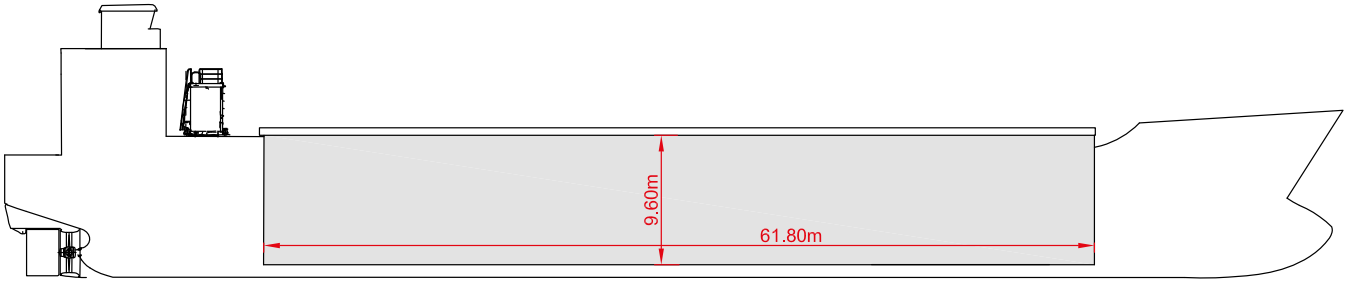
Capacity	20´ or 40´ + 20´
Hold	108 / 84 / 20
Deck	80 / 36 / 8
Total	188 / 120 / 28
TEU at 14 mt	188
Reeferplugs	0
Stackload	20‘ / 40‘
Tanktop	60 mt / 60 mt
Deck	28 mt / 56 mt

Special Equipment / Features

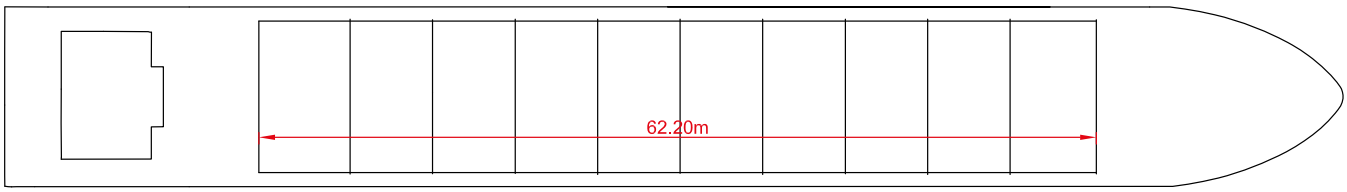
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Timber fitted Bow thruster; Shaft Generator



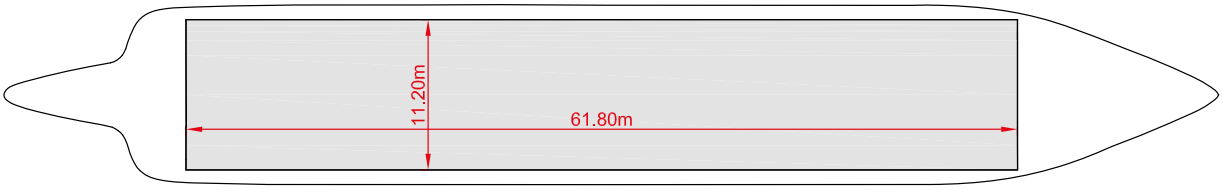
Side View



Main Deck



Tweendeck



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 continiuous 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.



9,100 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
ECO Titan	2023	9933793	Madeira
ECO Trust	2023	9933925	Madeira
ECO Treasure	2024	9938690	Madeira
ECO Trophy	2024	9938688	Madeira
ECO Triumph	2025	9938717	Madeira

Vessel name	Built	IMO no.	Flag
ECO Cheyenne*	2026	9966611	Madeira
ECO Marianne*	2026	9966609	Madeira
ECO Trinity	2025	9938750	Madeira
ECO Elin*	2027	9966623	Madeira

Ship`s Basics

Type	General Cargo Vessel
Builder	Dayang Offshore, China
Classification	Bureau Veritas

Dimensions & Main Data

Tonnage GT/NT	7,887 / 3,377
Deadweight (summer)	abt. 9,100 mt
Length o.a.	abt. 132.78 m
Length p.p.	abt. 126.78 m
Beam	abt. 18.85 m
Max. draft (summer)	7. 00 m
Max. speed	14.0 knots
Service speed	11.5 knots
Consumption at sea	7.6 mt fuel per day
Consumption in port	0.5 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO abt. 300 cbm
	MDO abt. 220 cbm
	Ballast abt. 3,080 cbm
	Freshwater abt. 97 cbm

Propulsion

Main Engine	MAK 6M32C, 2999 KW
*Main Engine	Yanmar 6EY33W, 2942 KW
Aux.-Engines	AGCO, 2x182 KW
Propeller	Controllable pitch propeller

Hold and Hatch

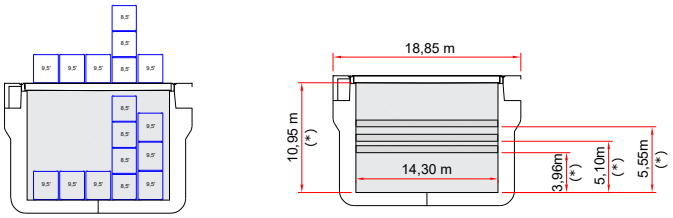
Hold and Hatch	1 Holds / 1 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	14,252 cbm (50,330 cbft)
Floor space under deck	2,590 sqm (27,879 sqft)
Floor space on deck	2,100 sqm (22,605 sqft)
Deck strengths per sqm	15.00 mt on tanktop
	4.00 mt on tweendeck
	2.50 mt on deck
Tweendeck	3 heights
Bulkheads	4 bh / 28 positions

Container Capacity

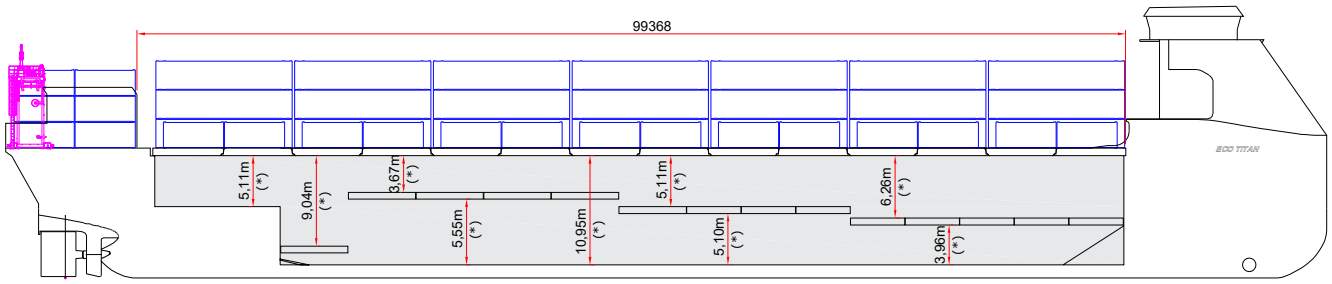
Capacity	20´ or 40´ + 20´
Hold	252 or 120 + 12
Deck	240 or 120
Total	492 or 240 + 12
TEU at 14 to	379
Reeferplugs	0
Stackload	20‘ / 40‘
Hold	90 mt / 90 mt
Deck	35 mt / 35 mt
Specials	Additionally equipped for 45´ container

Special Equipment / Features

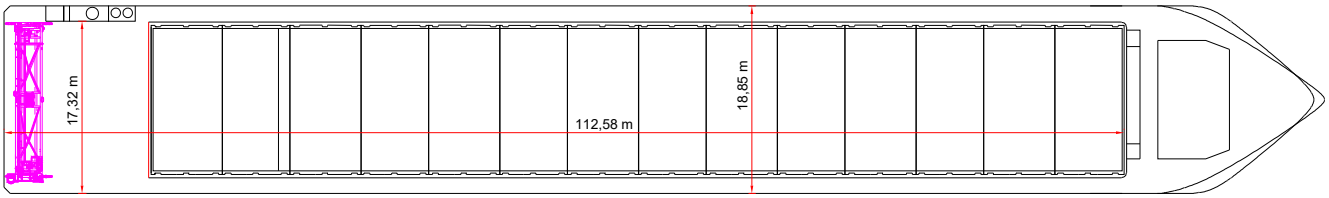
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for the carriage of solid bulks and grains
	Bow thruster; Shaft Generator



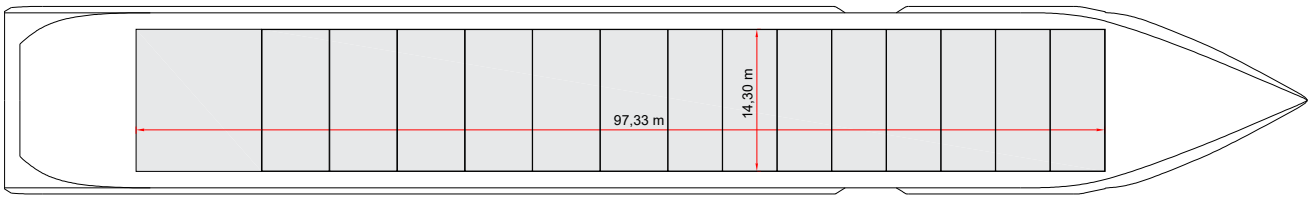
Side View



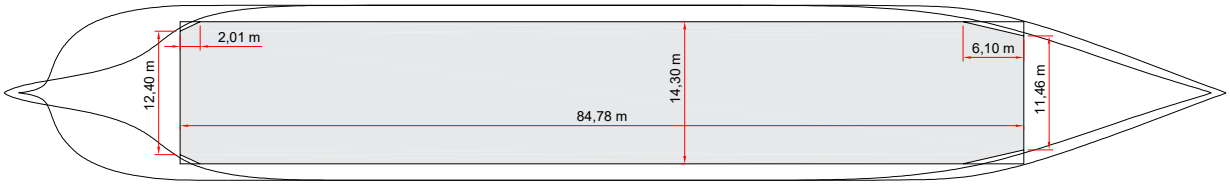
Main Deck



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 continiuous 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.



7,700 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
Anna	05/2011	9566796	Antigua & Barbuda
Ostbense	01/2011	9566784	Antigua & Barbuda

Ship`s Basics

Type	General Cargo Vessel Tweendecker
Builder	Jiangsu Changbo, China
Classification	BV I + Hull + Machinery AUT – UMS, Ice Class 1A, General cargo unrest. Nav. Heavy Cargo (150 kN/m²) SYS-NEQ 1 equipped for the carriage of containers

Dimensions & Main Data

Tonnage GT/NT	abt. 5,044 / 2,718
Deadweight (summer)	abt. 7,700 mt
Length o.a.	abt. 125.79 m
Length p.p.	abt. 119.53 m
Beam	abt. 14.40 m
Max. draft (summer)	abt. 6.50 m
Max. speed	13.5 knots
Service speed	12.9 knots
Consumption at sea	11.2 mt fuel per day
Consumption in port	0.7 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO abt. 390 cbm MDO abt. 89 cbm Ballast abt. 3,220 cbm Freshwater abt. 68 cbm

Propulsion

Main Engine	MAK 9M25C, 2970 KW
Aux.-Engines	Sisu, 2 x 200 kW
Propeller	Controllable pitch propeller

Hold and Hatch

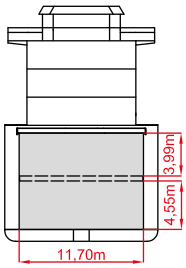
Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	9,728 cbm (343,556 cbft)
Floor space under deck	2,141 sqm (23,045 sqft)
Floor space under deck	1,148 sqm (12,352 sqft)
Deck strengths per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 2.20 mt on deck
Tweendeck	1 height
Bulkheads	4 bh / 11 positions

Container Capacity

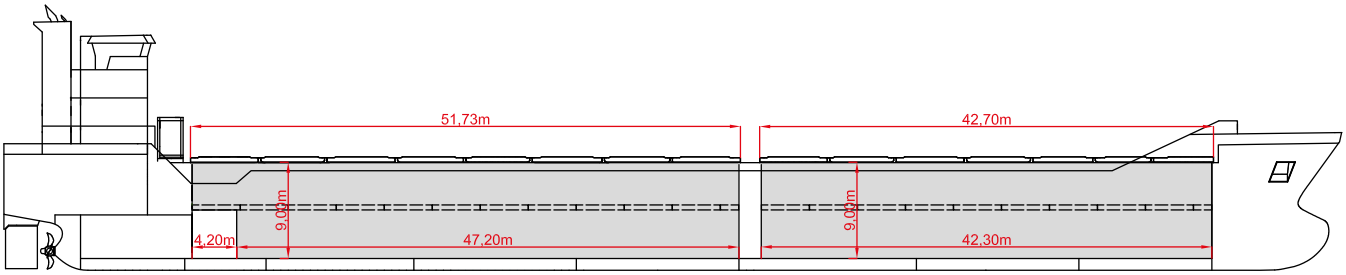
Capacity	20´ or 40´ + 20´
Hold	162 / 78 / 6
Deck	144 / 72 / 0
Total	306 / 112 / 6
TEU at 14 to	218
Reeferplugs	0
Stackload	20‘ / 40‘
Hold	58.5 mt / 63.5 mt
Deck	24 mt / 40 mt
Specials	Additionally equipped for 45´ container

Special Equipment / Features

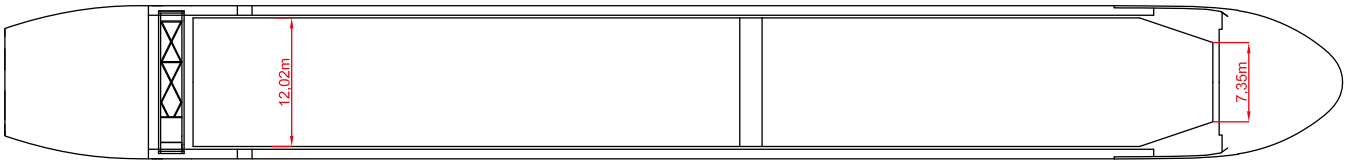
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for the carriage of solid bulks and grains Bow thruster; Shaft Generator



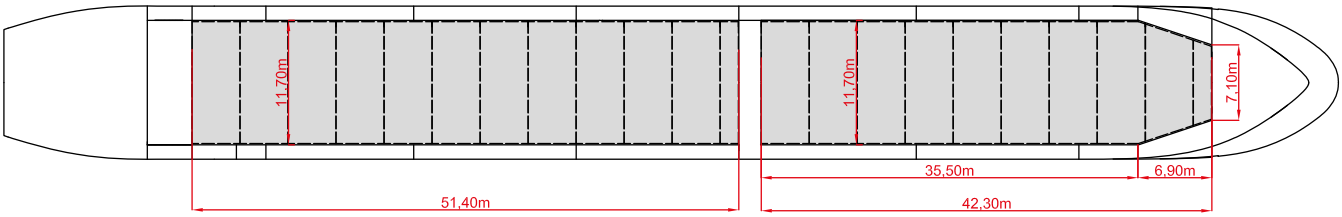
Side View



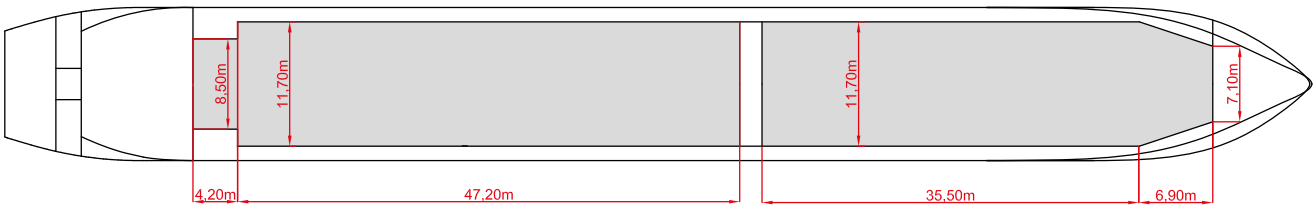
Main Deck



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 continiuous 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.



8,250 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
Mila	01/2013	9501681	Antigua & Barbuda

Ship`s Basics

Type	General Cargo Vessel Tweendecker
Builder	Dalian Fishing Vessel Co., China
Classification	DNV GL + 100 A5 E3 MC E3 AUT EP-Di GBWM SOLAS II-2, Reg 19 DBC

Dimensions & Main Data

Tonnage GT/NT	6,310 / 2,841
Deadweight (summer)	8,250 mt
Length o.a.	128.45 m
Length p.p.	123.02 m
Beam	16.50 m
Max. draft (summer)	7.00 m
Max. speed	13.7 knots
Service speed	11.2 knots
Consumption at sea	10.6 mt fuel per day
Consumption in port	1.5 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 400 cbm MGO DMA / MDO DMB abt. 55 cbm Ballast abt. 4,100 cbm Freshwater abt. 50 cbm

Propulsion

Main Engine	MAK 6M32C, 2999 KW
Aux.-Engines	MAN, 2 x 324 kW
Propeller	Controllable pitch propeller

Hold and Hatch

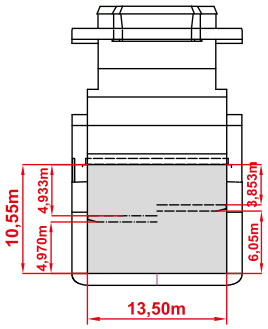
Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	11,500 cbm (406,365 cbft)
Floor space under deck	2,209 sqm (23,769 sqft)
Floor space on deck	1,201 sqm (12,923 sqft)
Deck strengths per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 3.50 mt on deck
Tweendeck	2 heights
Bulkheads	2 bh / 7 positions

Container Capacity

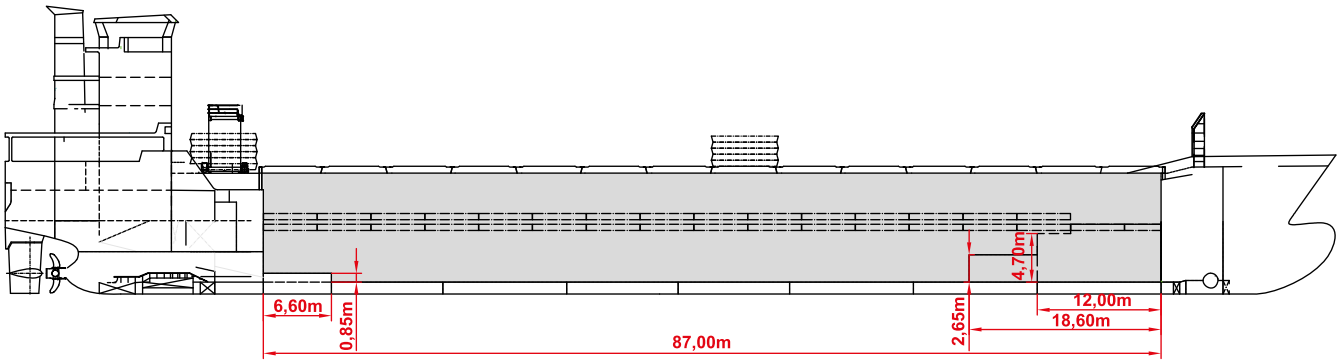
Capacity	20´ or 40´ + 20´
Hold	253 / 112 / 29
Deck	202 / 94 / 14
Total	455 / 206 / 43
TEU at 14 mt	333
Reeferplugs	0
Stackload	20` / 40`
Hold	96 mt / 120 mt
Deck	35 mt / 54 mt
Specials	Equipped for wide body and 9´6 ft height containers

Special Equipment / Features

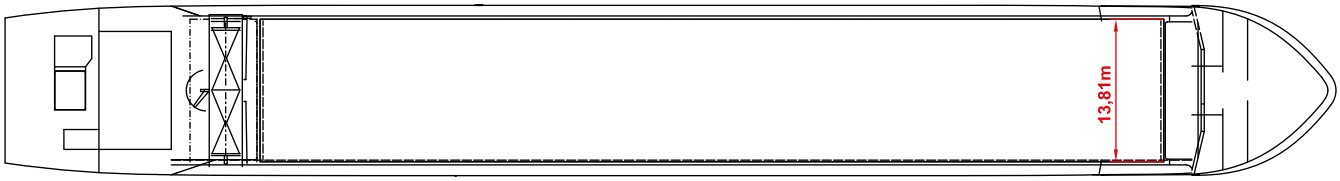
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia Bow thruster; Shaft generator Steelcoils on webframes 40 t steelcoils on designated places 12.00 t fork lift truck and grab discharge



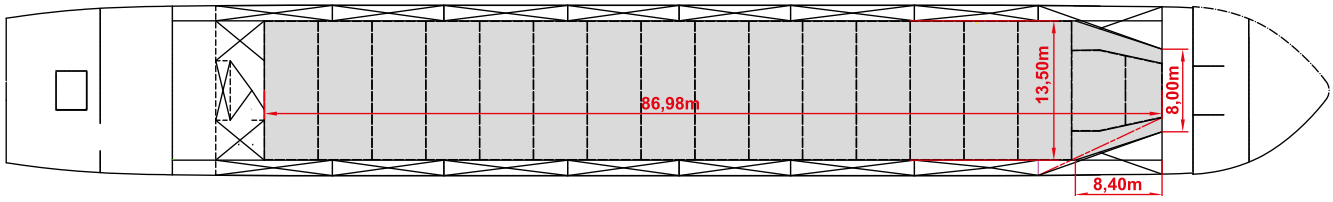
Side View



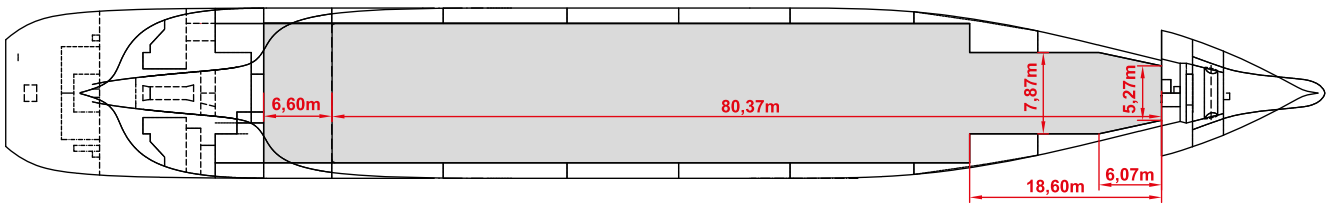
Main Deck



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 continiuous 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.







Multi Purpose Vessels

Defined as dry cargo carriers, between 2.000 dwt and 54.000 dwt, having grain or bale AND container capacity, and lifting gear with minimum 25 mts SWL

BRIESE SCHIFFAHRT



7,811 DWT / 2 x 36 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BREB Courageous	11/2009	9421178	Madeira
BREB Countess	08/2009	9421166	Madeira
BREB Courtesy	11/2009	9421130	Madeira
BREB Cuxhaven	01/2010	9421142	Madeira

Ship`s Basics

Type	Multi Purpose Vessel Singledecker
Builder	Nanjing Huatai Shipyard Co., Ltd., Nanjing, China
Classification	100 A5 E2 Multi-purpose dry cargo ship G BWM SOLAS-II-2,Reg.19 DBC; MC E2 AUT

Dimensions & Main Data

Tonnage GT/NT	5,630 / 2,883
Deadweight (summer)	7,811 mt
Length o.a.	108.20 m
Length p.p.	103.90 m
Beam	18.20 m
Max. draft (summer)	7.01 m
Max. speed	10.5 knots
Service speed	9.5 knots
Consumption at sea	8.5 mt fuel per day
Consumption in port	2.0 mt fuel per day (with crane operation) 1.1 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 410 cbm MGO DMA / MDO DMB abt. 64 cbm Ballast abt. 2,512 cbm Freshwater abt. 69 cbm

Propulsion

Main Engine	MaK 6M32C, 2,999 kW
Aux.-Engines	MAN 2 x 390 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	3 Holds / 3 Hatches
Hatch cover type	Folding type
Cargo hold capacity	10,291 cbm (363,416 cbft.)
Floor space under deck	10,40 sqm (11,201 sqft)
Floor space on deck	10,61 sqm (11,420 sqft)
Deck strengths per sqm	8.00 mt on tanktop 2.20 mt on deck (Hatch No. 1) 2.50 mt on deck (Hatch No. 2 & 3)
Tweendeck	n / a
Bulkheads	n / a

Cargo Gear

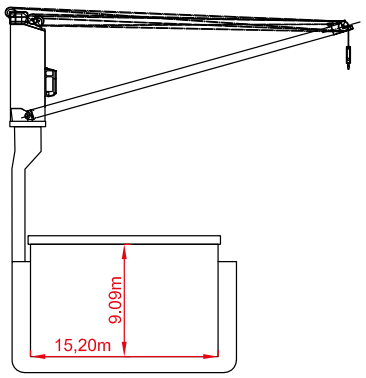
Type	2 x 36 mt MacGregor
Combinable	72 mt
Situated	Portside

Container Capacity

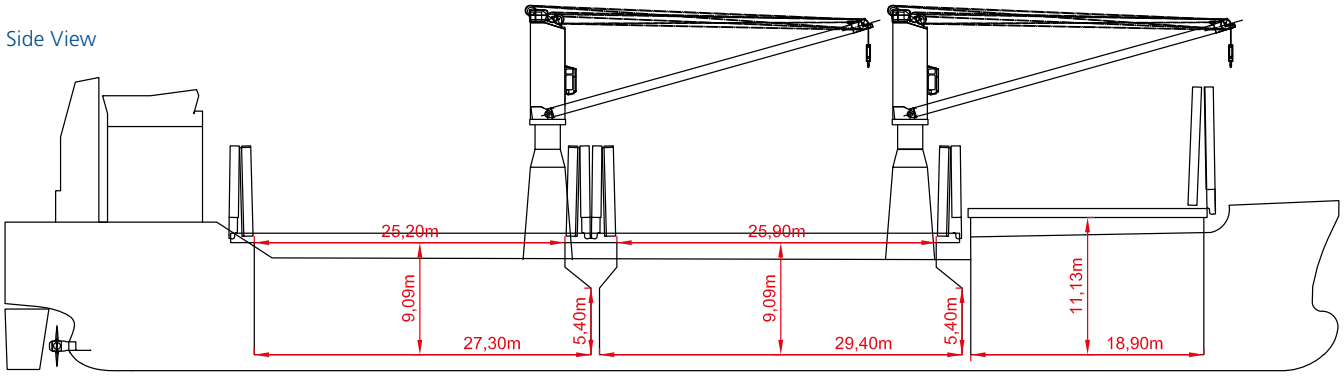
Not fitted for carriage of containers

Special Equipment / Features

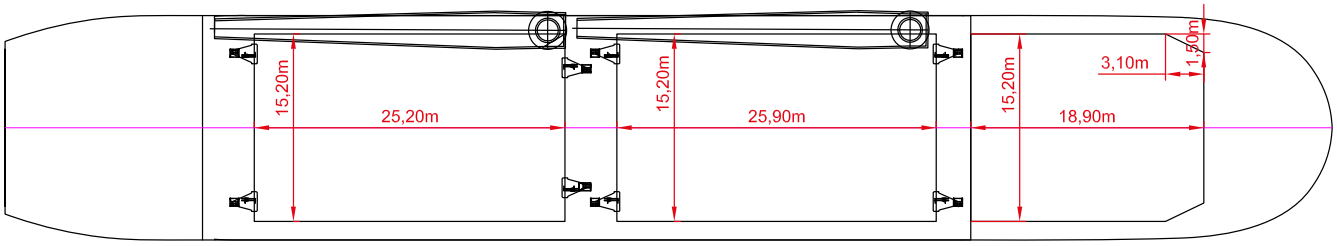
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Australia; Fully grain Fitted and fitted for grab discharge Bow thruster; Shaft generator Strengthened for heavy cargo



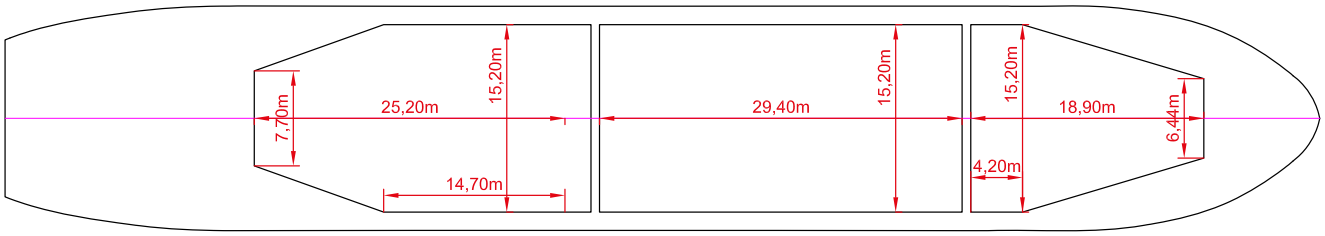
Side View



Main Deck



Tweendeck



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 continiuous 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.







Project Carrier Vessels

MPV's with a combined lifting capacity between 100 - 249 mts

BRIESE SCHIFFAHRT



6,300 DWT / 2 x 60 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Australia	11/2010	9569528	Antigua & Barbuda	BBC Ocean	03/2011	9569530	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Dalian Fishing Vessel Co, China
Classification	DNVGL + 100 A5 E2, G BMW DBC DG, MC E2 AUT EP D. + IW equipped for carriage of containers, strengthened for heavy cargoes

Dimensions & Main Data

Tonnage GT/NT	5,344 / 2,382
Deadweight (summer)	6,300 mt
Length o.a.	115.50 m
Length p.p.	111.63 m
Beam	16.50 m
Max. draft (summer)	5.70 m
Max. speed	12.7 knots
Service speed	11.1 knots
Consumption at sea	10.5 mt fuel per day
Consumption in port	3.0 mt fuel per day (with crane operations) 1.5 mt fuel per day (without crane operations)
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 381 cbm MGO DMA / MDO DMB abt. 84 cbm Ballast abt. 2,640 cbm Freshwater abt. 52.5 cbm

Propulsion

Main Engine	MaK 6M32CLE, 2.999 kW (BBC Magellan) MaK 6M32C, 2.999 kW (BBC Ocean)
Aux.-Engines	MAN, 2 x 345 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	No. 1: 2,373 cbm (83,801 cbft) No. 2: 6,956 cbm (245,649 cbft) Total 9,329 cbm (329,450 cbft)
Floor space under deck	2,093 sqm (22,529 sqft)
Floor space on deck	1,046 sqm (11,259 sqft)
Deck strengths per sqm	15.00 mt on tanktop Hold No. 1: 2.20 mt on tweendeck Hold No. 2: 2.50 mt on tweendeck 1.75 mt on deck
Tweendeck	1 height
Bulkheads	2 bh / 2 positions

Cargo Gear

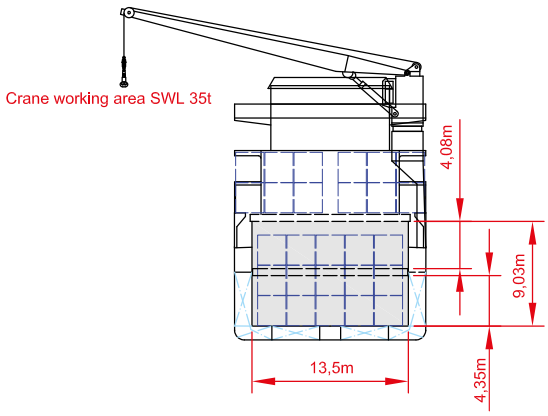
Type	2 x 60 mt NMF
Combinable	120 mt
Situated	Portside

Container Capacity

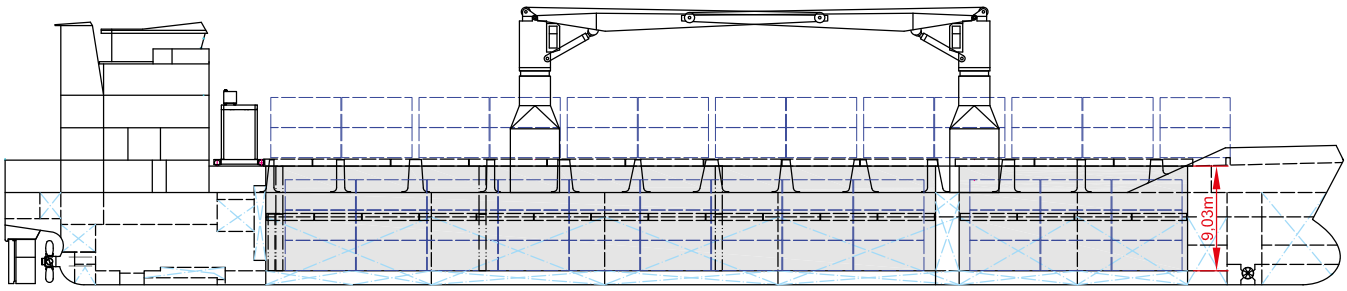
Capacity	20´ or 40´ + 20´
Hold	180 / 75 / 30
Deck	152 / 68 / 12
Total	332 / 143 / 42
TEU at 14 mt	310
Reeferplugs	0
Stackload	20´ / 40´
Hold	75 mt / 100 mt
Deck	35 mt / 45 mt

Special Equipment / Features

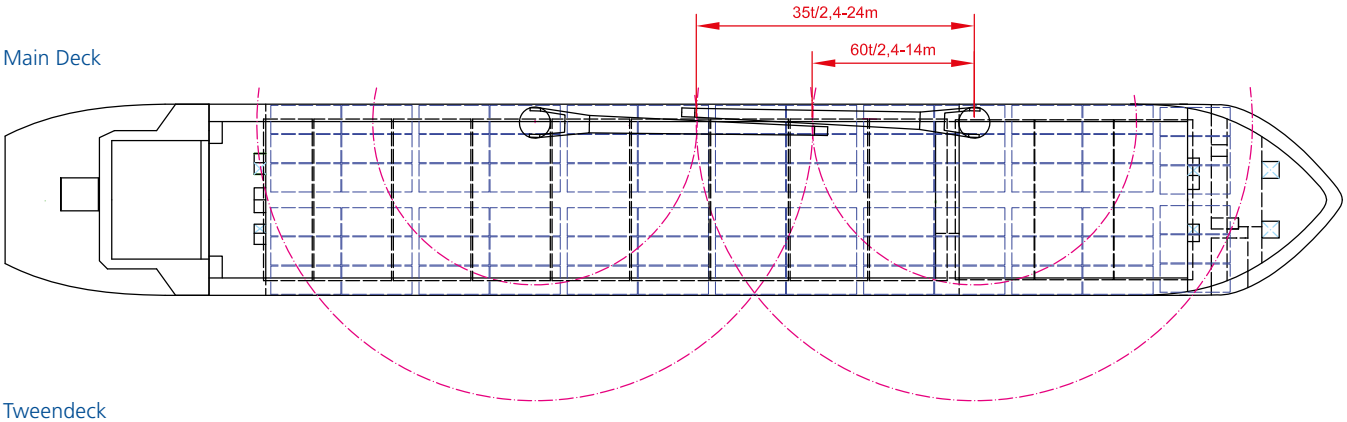
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Freshwater generator Bow thruster; Shaft generator



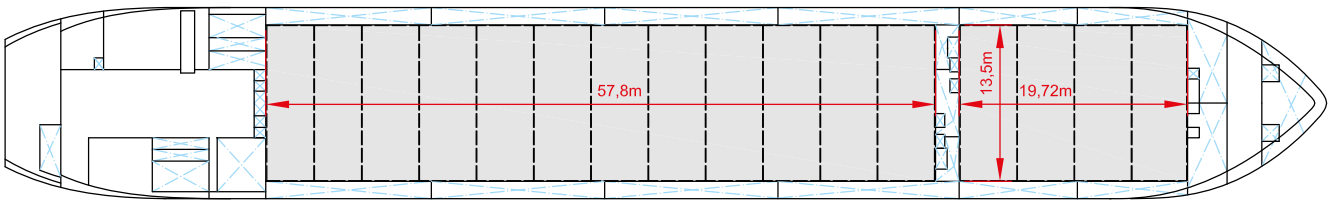
Side View



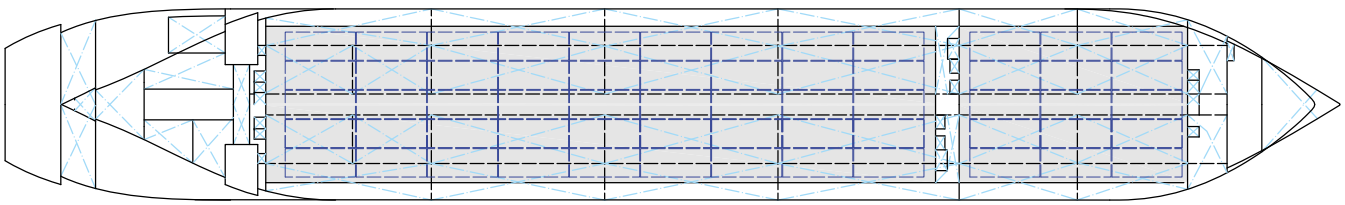
Main Deck



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 continiuous 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.



9,800 DWT / 2 x 60 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Naples	2010	9484223	Antigua & Barbuda
BBC Newcastle	2009	9484209	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Quingdao Heshun Shipyard Co. Ltd., Shadong
Classification	Korean Register - cargo ship, general dry cargo (double skin), HC Container, IA, Clean1, CDG, IHM, LG, LI, UWA, BWT

Dimensions & Main Data

Tonnage GT/NT	6,351 / 3,617
Deadweight (summer)	abt. 9800 mt
Length o.a.	abt. 132.20 m
Length p.p.	abt. 124.56 m
Beam	abt. 15.87 m
Max. draft (summer)	abt. 7.73 m
Max. speed	13.5 knots
Service speed	13 knots
Consumption at sea	abt. 14 mt fuel per day
Consumption in port	abt. 2.3. mt fuel per day (with crane operations) abt. 1.3 mt fuel per day (without crane operations)
Fuel on ME	RMG 380/ RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO - 100% abt. 619,09 cbm MDO - 100% - abt. 59,70 mts Ballast abt. 3,537.88 cbm Freshwater abt. 73,11 cbm

Propulsion

Main Engine	MaK 8M32C, 3.840 kW
Aux.-Engines	Scania, 2 x 335 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 14 Hatch cover pontoons
Hatch cover type	Pontoon type (gantry crane)
Cargo hold capacity	12,822 cbm (451,898 cbft)
Floor space under deck	2,320 sqm (24,972 sqft)
Floor space on deck	1,248 sqm (13,433 sqft)
Deck strengths per sqm	15.00 mt on tanktop 3,5 mt on tweendeck 1,75 mt on hatchcovers
Tweendeck	1 height
Bulkheads	2 bh / 2 positions

Cargo Gear

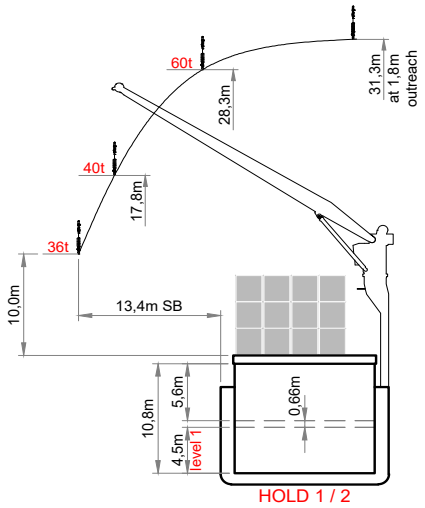
Type	2 x 60 mt NMF
Combinable	120 mt
Situated	Portside

Container Capacity

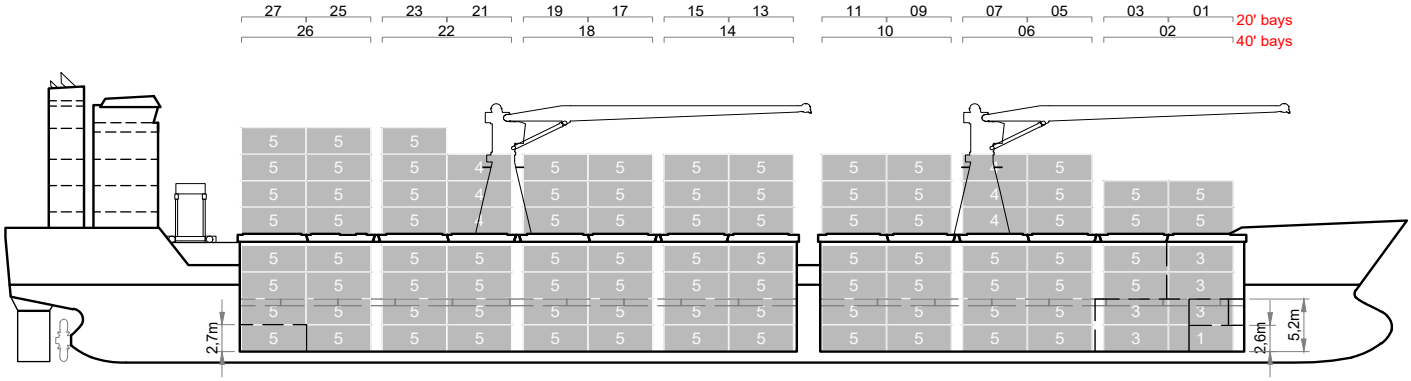
Capacity	20´ or 40´ + 20´
Hold	264
Deck	210
Total	474
TEU at 14 mt	333
Reeferplugs	20
Stackload	
Hold	90 mt / 100 mt
Deck	25 mt / 40 mt

Special Equipment / Features

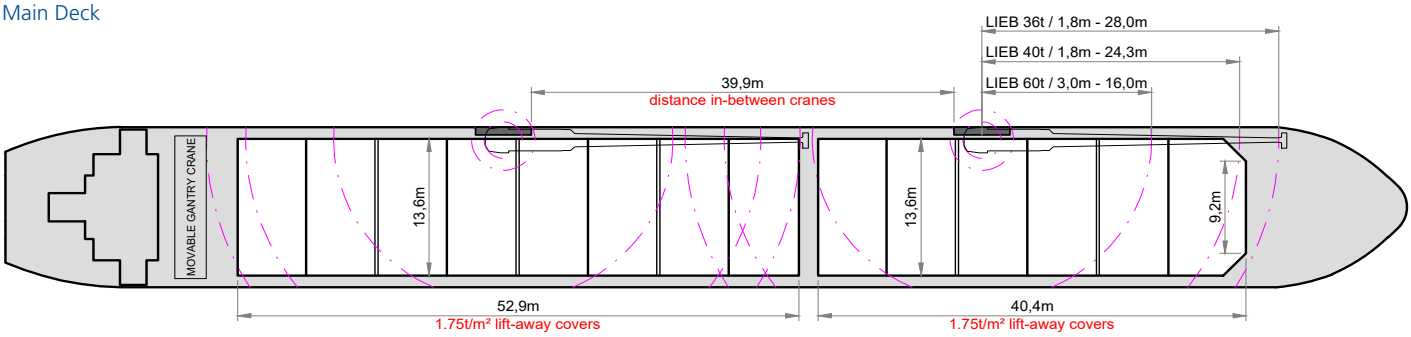
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Ice Class E3/A1, Grain fitted, Great Lakes fitted Bow thruster; Shaft generator USA + Australia fitted



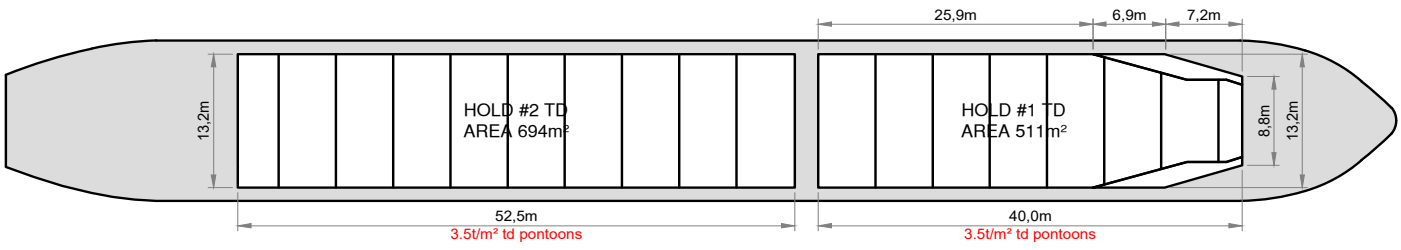
Side View



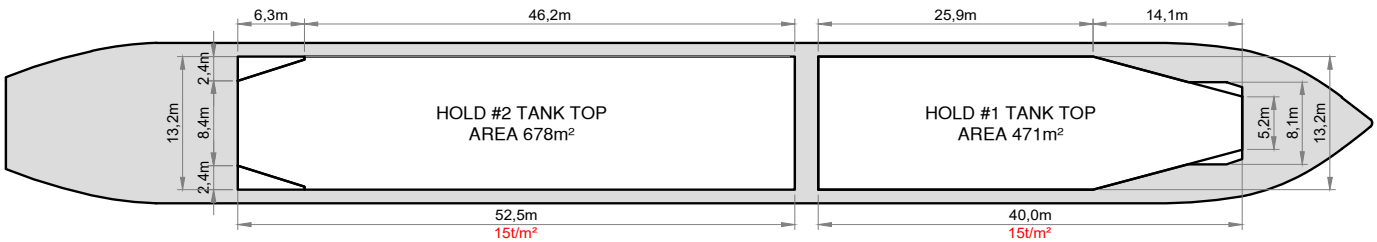
Main Deck



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 continiuous 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.



7,787 DWT / 2 x 120 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
ASC Lotti	09/2008	9436953	Antigua & Barbuda
BBC Gdansk	01/2009	9436965	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Gdansk "Remontowa" S.A., Poland
Classification	GL + 100 A5 E3 G MC E3 AUT, BWM SOLAS-II-2-Reg. 19, equipped for carriage of containers, strengthened for heavy cargoes

Dimensions & Main Data

Tonnage GT/NT	6.155 / 2,759
Deadweight (summer)	7,787 mt
Length o.a.	122.45 m
Length p.p.	115.63 m
Beam	18.20 m
Max. draft (summer)	7.15 m
Max. speed	14.0 knots
Consumption at sea	17.0 mt fuel per day
Consumption in port	2.6 mt fuel per day (with crane operations) 1.6 mt fuel per day (without crane operations)
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 498 cbm MGO DMA / MDO DMB abt. 57 cbm Ballast abt. 3,360 cbm Freshwater abt. 62 cbm

Propulsion

Main Engine	MaK 9M32C, 4320 kW
Aux.-Engines	CAT, 2 x 600 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Pontoon type for hatch 1 Folding type for hatch 2
Cargo hold capacity	9,856 cbm (348,061 cbft)
Floor space under deck	1,854 sqm (19,956 sqft)
Floor space on deck	1,003 sqm (10,796 sqft)
Deck strengths per sqm	10.00 – 18.00 mt on tanktop 2.50 mt on tweendeck 2.80 mt on deck
Tweendeck	Hold 1: no tweendeck Hold 2: 2 heights
Bulkheads	2 bh / 3 positions

Cargo Gear

Type	2 x 120 mt NMF
Combinable	240 mt
Situated	Portside

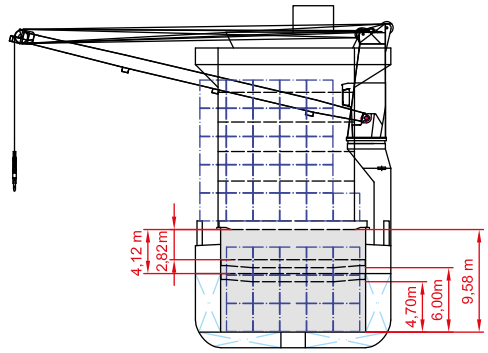
Container Capacity

Capacity	20´ or 40´ + 20´
Hold	164 / 81 / 30
Deck	368 / 151 / 12
Total	532 / 232 / 42
TEU at 14 mt	262
Reeferplugs	32 on deck
Stackload	20' / 40'
Hold	24 mt / 34 mt
Deck	40 mt / 50 mt

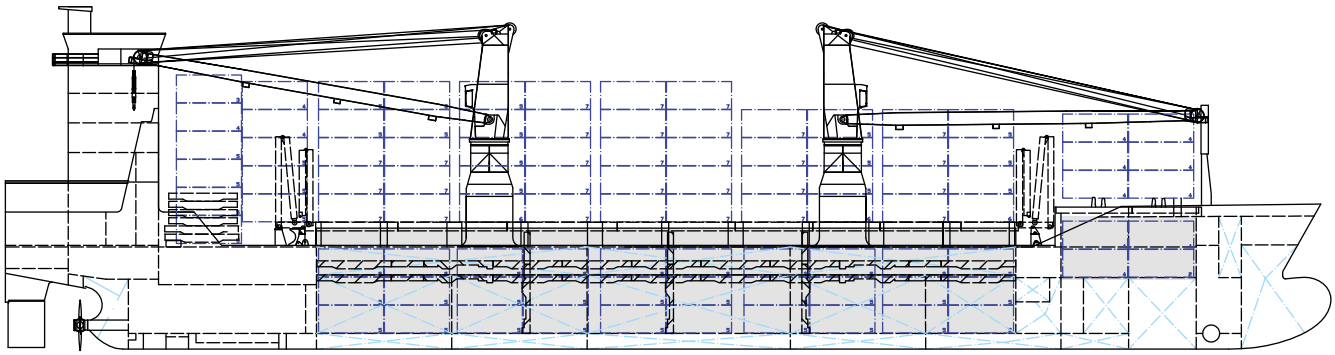
Special Equipment / Features

IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia, Bow thruster; Shaft generator

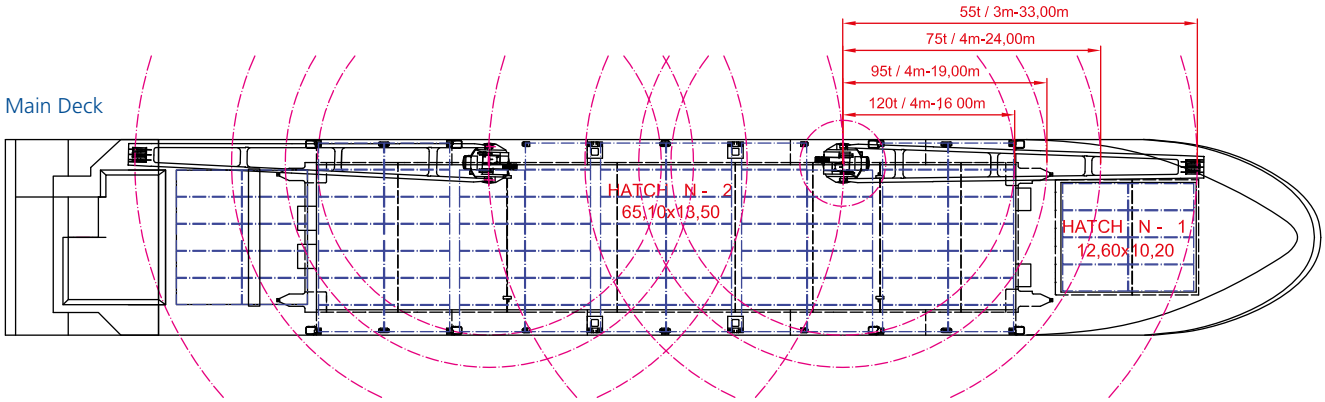
Crane working area SWL 120t



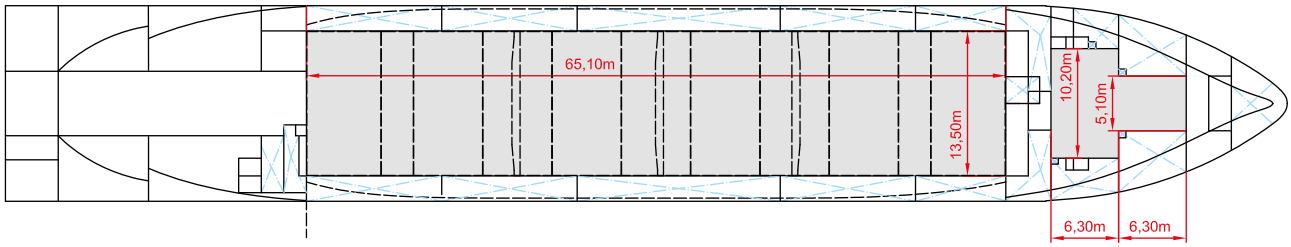
Side View



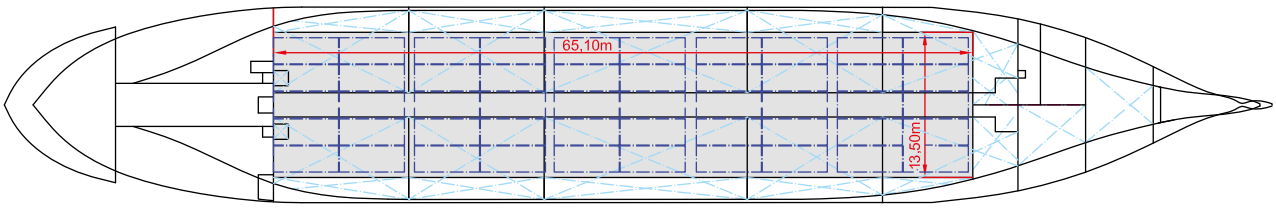
Main Deck



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 continiuous 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.



7,843 DWT / 2 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC London	07/2011	9513658	Antigua & Barbuda	BBC Lima	10/2010	9513622	Madeira
BBC Lisbon	01/2011	9513634	Antigua & Barbuda				

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Dongfang Shipbuilding, China
Classification	GL + 100 A5 E3 MC E3 AUT Strengthened for heavy Cargo, equipped for carriage of containers and dangerous goods, SOLAS II-2, Reg 19

Dimensions & Main Data

Tonnage GT/NT	7,138 / 2,266
Deadweight (summer)	7,843 mt
Length o.a.	130.19 m
Length p.p.	122.00 m
Beam	16.50 m
Max. draft (summer)	7.00 m
Max. speed	12.5 knots
Service speed	11.5 knots
Consumption at sea	13.5 mt fuel per day
Consumption in port	2.4 mt fuel per day (with crane operation) 1.6 mt fuel per day (without crane operation)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 467 cbm MGO DMA / MDO DMB abt. 63 cbm Ballast abt. 5,038 cbm Freshwater abt. 60 cbm

Propulsion

Main Engine	MaK 9M25C, 2,990 kW
Aux.-Engines	Scania, 2 x 377 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Folding type
Cargo hold capacity	12,180 cbm (430,167 cbft)
Floor space under deck	2,179 sqm (23,463 sqft)
Floor space on deck	1,133 sqm (12,197 sqft)
Deck strengths per sqm	15.00 mt on tanktop 3.00 mt on tweendeck 1.75 mt on deck
Tweendeck	2 heights
Bulkheads	2 bh / 5 positions

Cargo Gear

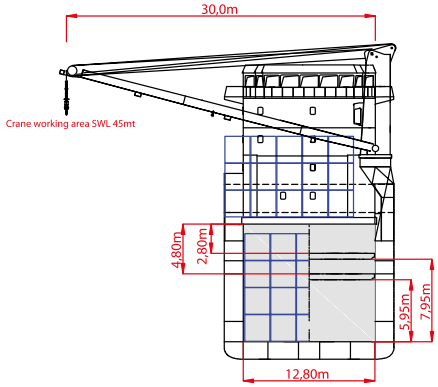
Type	2 x 80 mt NMF
Combinable	160.00 mt
Situated	Portside

Container Capacity

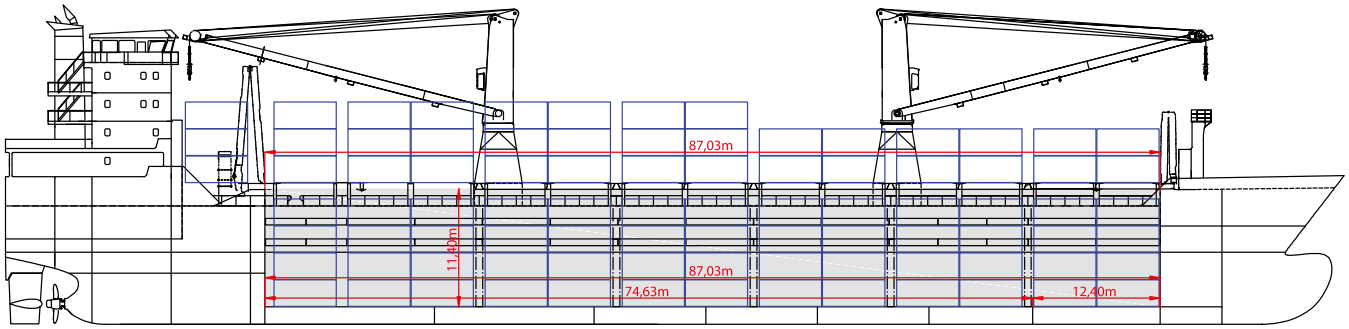
Capacity	20´ or 40´ + 20´
Hold	244
Deck	267
Total	511
TEU at 14 mt	320
Reeferplugs	30 on deck
Stackload	20‘ / 40‘
Hold	90 mt / 120 mt
Deck	40 mt / 55 mt

Special Equipment / Features

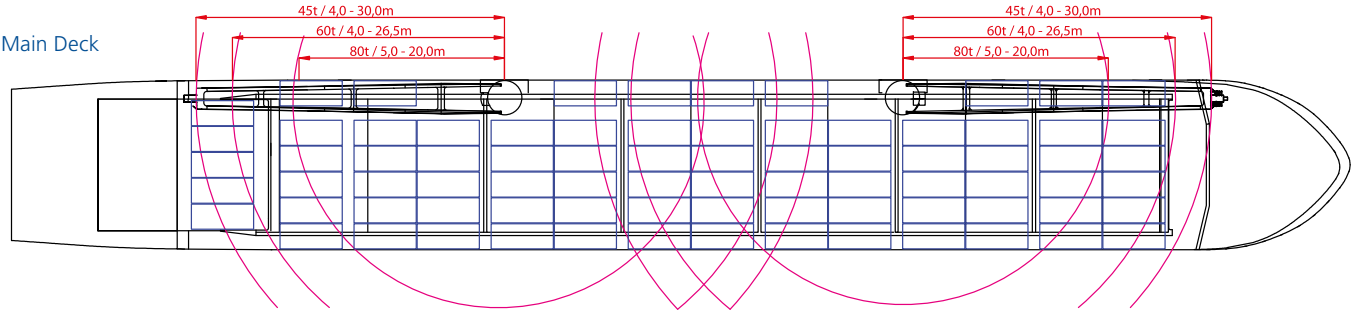
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia Fully grain fitted and fitted for grab discharge, Bow thruster; Shaft generator



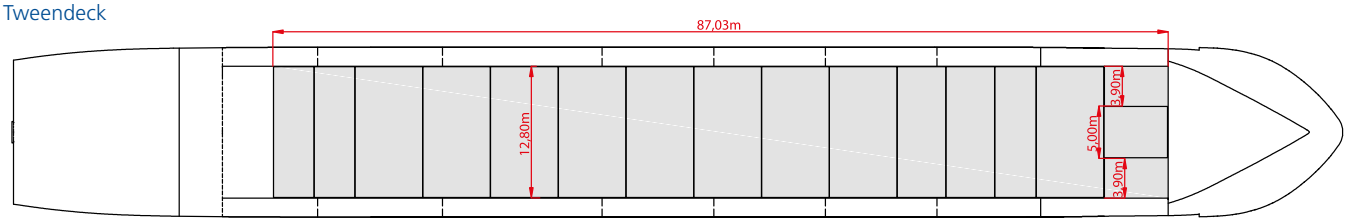
Side View



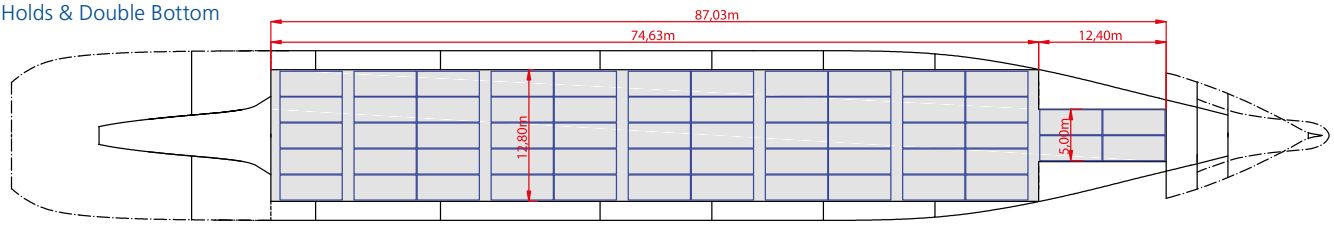
Main Deck



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 continiuous 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.



8,000 DWT / 2 x 85 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Bergen	01/2011	9437153	Madeira	BBC Bangkok	08/2011	9437165	Antigua & Barbuda
BBC Belem	12/2011	9501655	Antigua & Barbuda	BBC Balboa	03/2012	9501667	Antigua & Barbuda
BBC Brisbane	05/2012	9578763	Antigua & Barbuda	BBC Bahrain	10/2012	9578751	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Tianjin Xinhe / China (BBC Bergen, BBC Bangkok) Dalian Fishing Vessel Co. / China (BBC Belem, BBC Balboa) Shandong Baibuting / China (BBCBrisbane, BBc Bahrain)
Classification	DNV GL 100 A5 E3 + MC E3 AUT EP-D , G BWM SOLAS-II-2, Reg 19 DBC Equipped for carriage of containers, strengthened for heavy Cargo

Dimensions & Main Data

Tonnage GT/NT	6,310 / 2,841
Deadweight (summer)	8,000 mt
Length o.a.	128.45 m
Length p.p.	123.02 m
Beam	16.50 m
Max. draft (summer)	7.00 m
Max. speed	13.0 knots
Service speed	11.5 knots
Consumption at sea	14.5 mt fuel per day
Consumption in port	3.5 mt fuel per day (with crane operation) 1.5 mt fuel per day (without crane operation)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 400 cbm MGO DMA / MDO DMB abt. 55 cbm Ballast abt. 4,100 cbm Freshwater abt. 50 cbm

Propulsion

Main Engine	MAK 6M32C, 2999 KW
Aux.-Engines	MAN, 2 x 324 KW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	1 Hold / 1 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	11,500 cbm (406,365 cbft)
Floor space under deck	2,209 sqm (23,769 sqft)
Floor space on deck	1,201 sqm (12,923 sqft)
Deck strengths per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 3.50 mt on deck
Tweendeck	1 heights
Bulkheads	2 bh / 7 positions

Cargo Gear

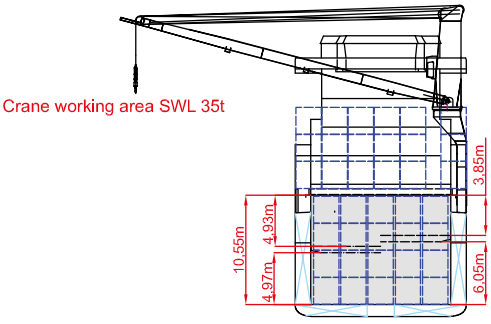
Type	2 x 85 mt NMF
Combinable	170 mt
Situated	Portside

Container Capacity

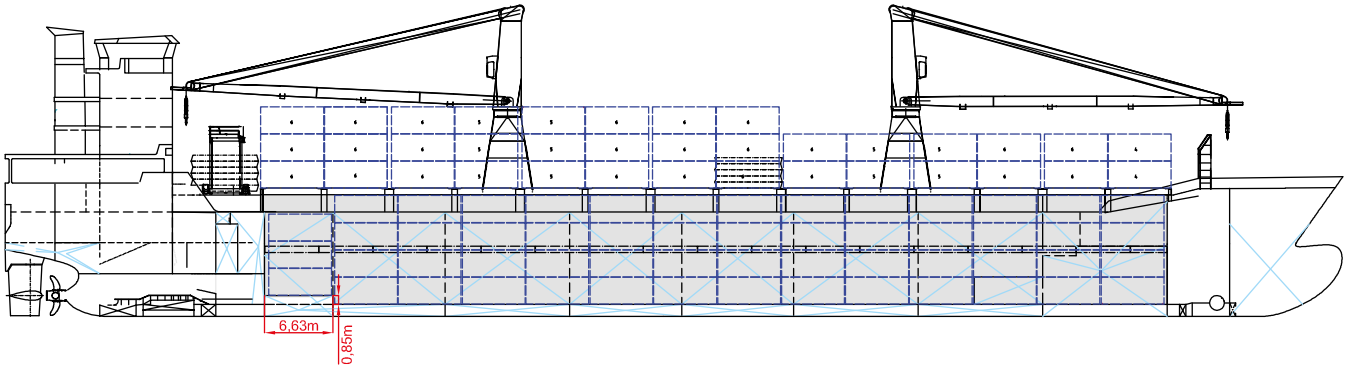
Capacity	20´ or 40´ + 20´
Hold	253 / 112 / 29
Deck	202 / 94 / 14
Total	455 / 206 / 43
TEU at 14 mt	333
Reeferplugs	0
Stackload	20` / 40`
Hold	96 mt / 120 mt
Deck	25 mt / 40 mt
Specials	Equipped for wide body and 9´6 ft height containers

Special Equipment / Features

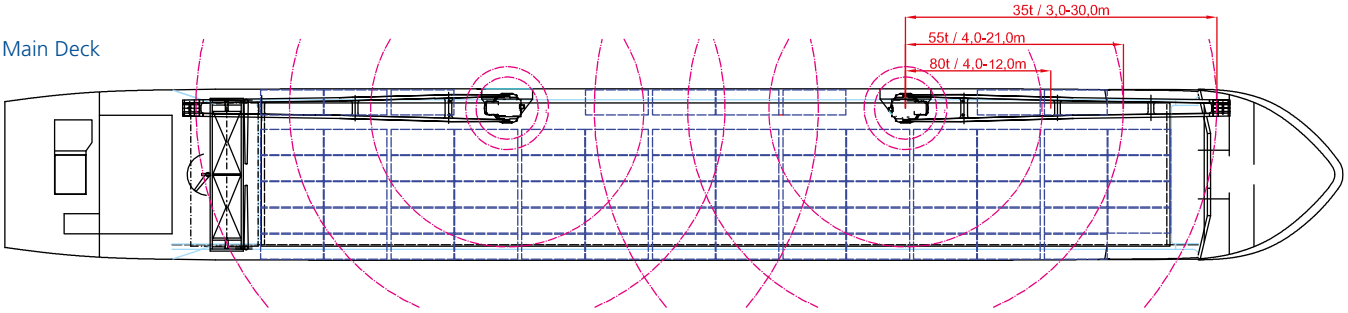
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Great Lakes and Australia; Bow thruster; Shaft generator



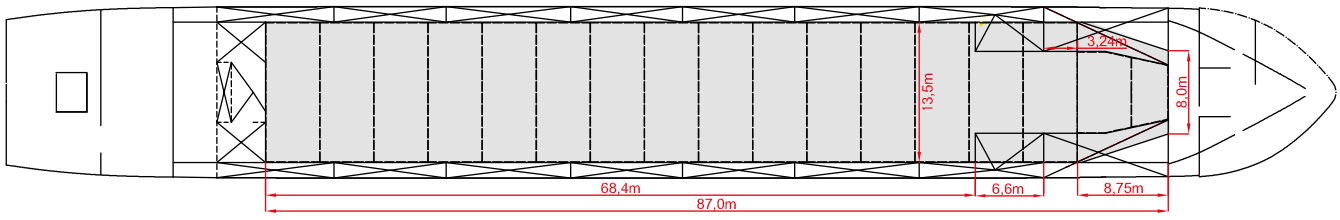
Side View



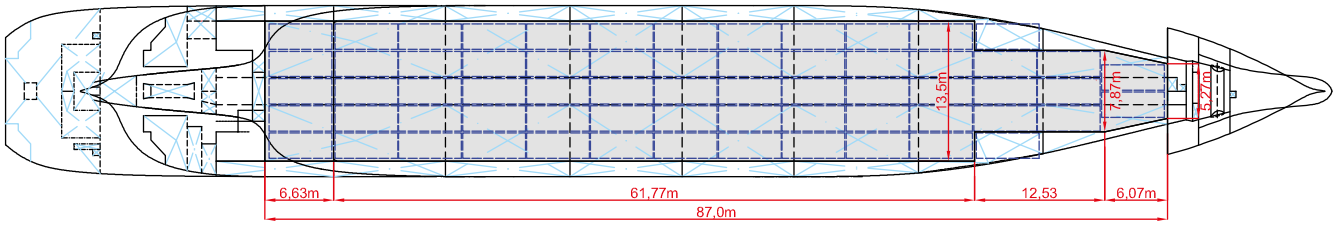
Main Deck



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 continiuous 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.



9,677 DWT / 2 x 60 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Norfolk	03/2012	9559884	Antigua & Barbuda	BBC Nyhavn	06/2012	9559896	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Jiangsu Yangzi Changbo Shipbuilding Co.,Ltd., China
Classification	General cargo ship -heavycargo (147KN/M2) nonhomload (196KN/M2) -equipped for carriage of containers AUT-UMS (SS), ICE CLASS IA

Dimensions & Main Data

Tonnage GT/NT	6,351 / 3,617
Deadweight (summer)	9,677 mt
Length o.a.	132.20 m
Length p.p.	124.56 m
Beam	15.87 m
Max. draft (summer)	7.78 m
Max. speed	13.5 knots
Consumption at sea	15.0 mt fuel per day
Consumption in port	2.3 mt fuel per day (with crane operation) 1.3 mt fuel per day (without crane operation)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 540 cbm MGO DMA / MDO DMB abt. 59 cbm Ballast abt. 3,540 cbm Freshwater abt. 73 cbm

Propulsion

Main Engine	Rolls-Royce B 32:40 L 8 P BERGEN, 4,000 kW
Aux.-Engines	Scania, 2 x 324 KW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Hold / 2 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	12,821 cbm (452,867 cbft)
Floor space under deck	2,373 sqm (25,542 sqft)
Floor space on deck	1,250 sqm (13,455 sqft)
Deck strengths per sqm	15.00 mt on tanktop 3.50 mt on tweendeck 1.75 mt on deck
Tweendeck	1 height
Bulkheads	2 bh / 8 positions

Cargo Gear

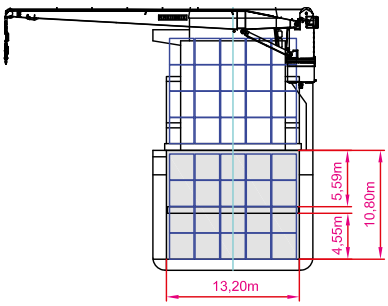
Type	2 x 60 mt Liebherr
Combinable	120 mt
Situated	Portside

Container Capacity

Capacity	20´ or 40´ + 20´
Hold	264
Deck	206
Total	470
TEU at 14 mt	317
Reeferplugs	20 on deck
Stackload	20` / 40`
Hold	90 mt / 100 mt
Deck	25 mt / 40 mt

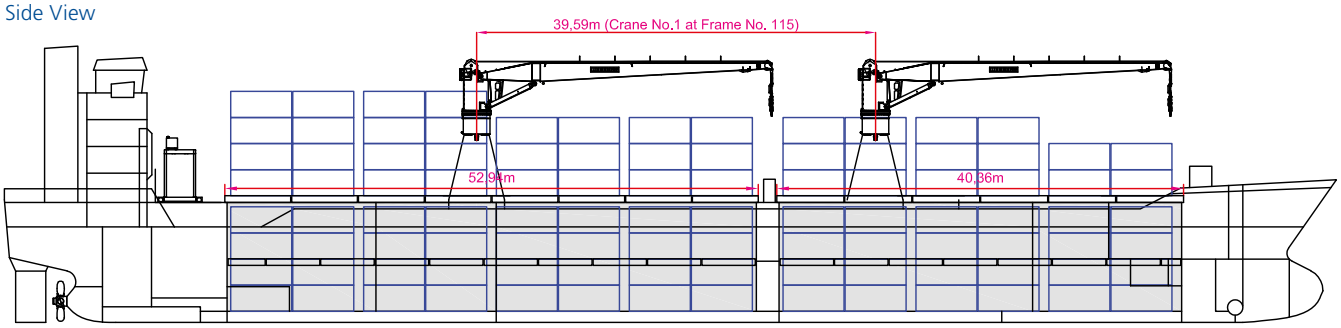
Special Equipment / Features

IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Australia Fully grain fitted and fitted for grab discharge, Bow thruster; Shaft generator Strengthened for heavy cargo

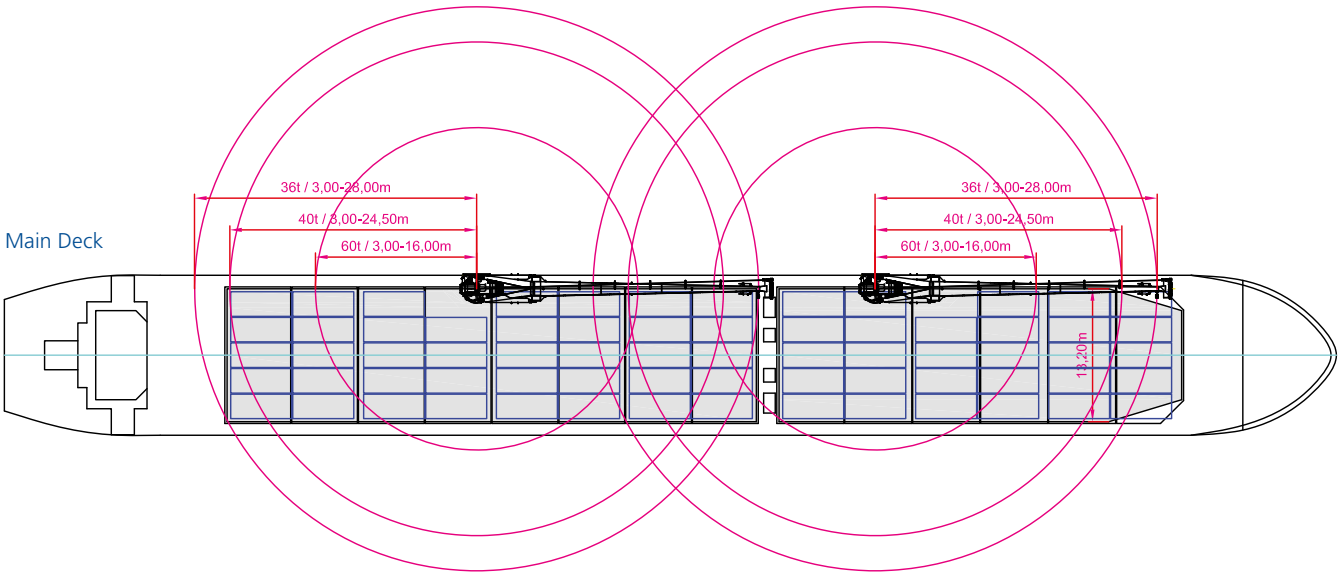


Hold No. 1 & 2

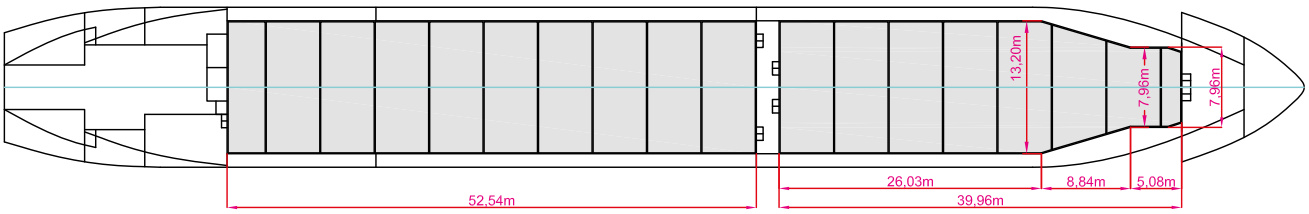
Side View



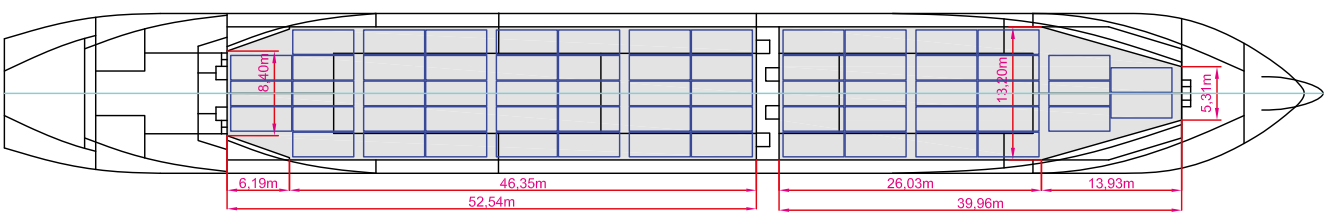
Main Deck



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 continiuous 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.



11,150 DWT / 2 x 60 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Macau	05/2008	9351373	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Ys Heavy Industries Co. Ltd.
Classification	DNV

Dimensions & Main Data

Tonnage GT/NT	8,472 / 4,223
Deadweight (summer)	11,150 DWT
Length o.a.	129.50 m
Length p.p.	120.60 m
Beam	19.00 m
Max. draft (summer)	8.72 m
Max. speed	14.5 knots
Consumption at sea	21.0 mts fuel per day
Consumption in port	1.5 mt fuel per day (without crane operation) 4.0 mt fuel per day (with crane operation)
Fuel on ME	IFO 380 - RMG 380, ISO 8217:2012 MDO - DMB, ISO 8217:2012
Fuel on AE	MDO - DMB, ISO 8217:2012
Tank capacities	HFO - 100% abt 900.0 cbm MDO - 100% abt 150 cmb

Propulsion

Main Engine	MAK 6 M 43 C - 6000 kW
Aux.-Engines	3 x STX 6NSD-G 441 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Hold / 2 Hatch
Hatch cover type	Pontoon type
Cargo hold capacity	grain 14,238 cbm (502,810 cbft) bale 13,565.3 cmb
Floor space under deck	1,123 sqm (12,088 sqft)
Floor space on deck	1,136 sqm (12,227 sqft)
Deck strengths per sqm	18.00 mt on tanktop 2.50 mt on weather deck 2.00 mt on hatch cover
Tweendeck	2 heights
Bulkheads	n/a

Cargo Gear

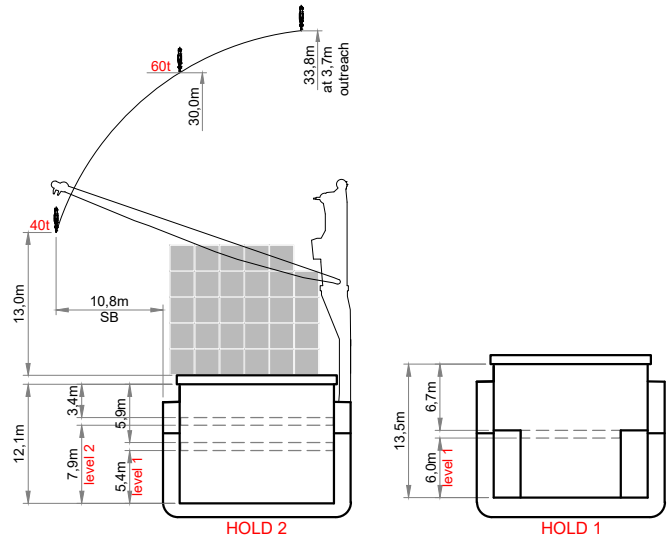
Type	2 x 60 mt
Combinable	120 mt
Situated	Portside

Container Capacity

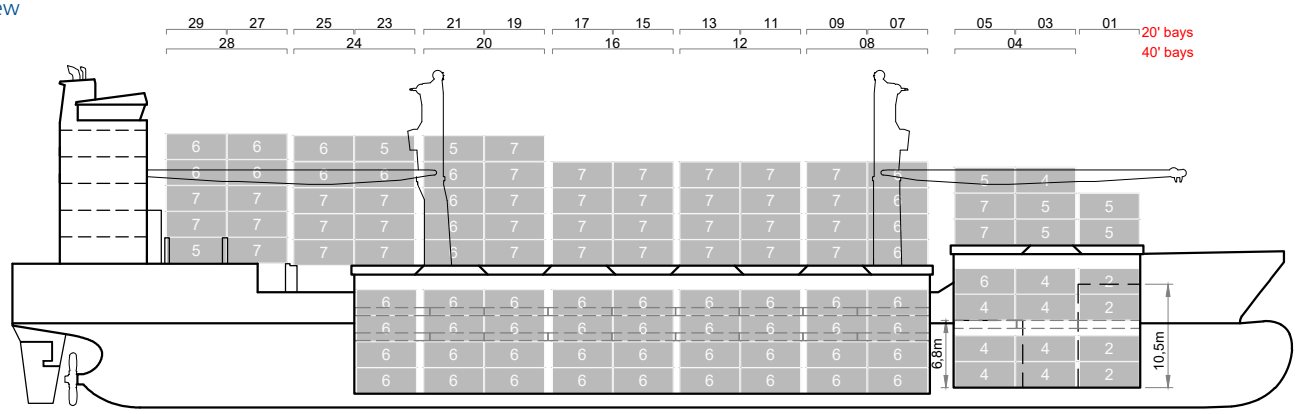
Capacity	
Hold	272 TEU
Deck	400 TEU
Total	672 TEU
TEU at 14 mt	367 TEU
Reeferplugs	30
Stackload	20` / 40`
Hold	60 mt / 120 mt
Deck	51 mt / 65 mt

Special Equipment / Features

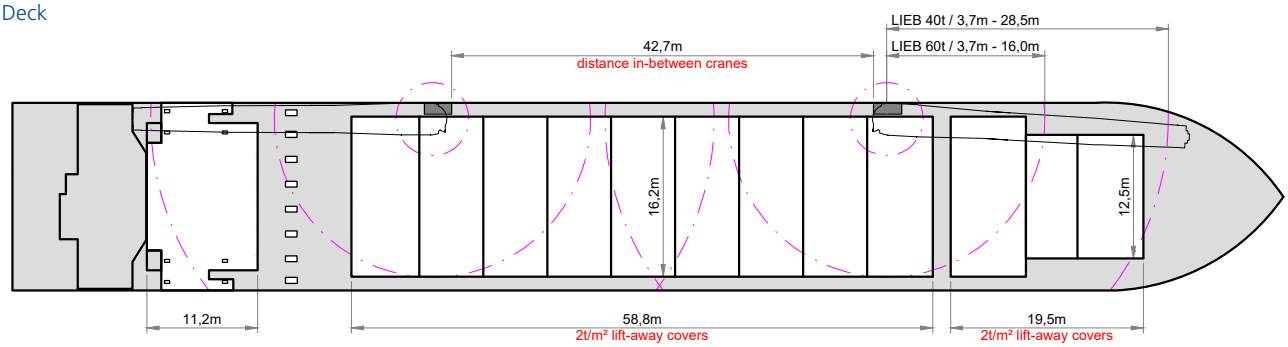
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Equipped for carriage of containers, grain fitted, Great Lakes and Australia fitted

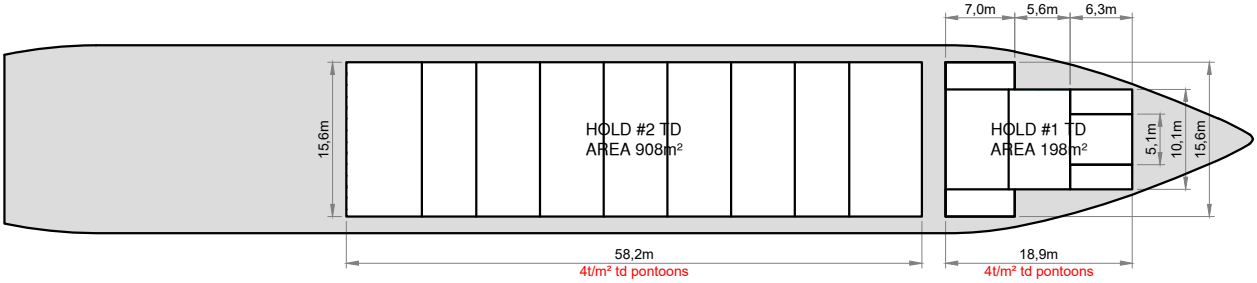


Side View

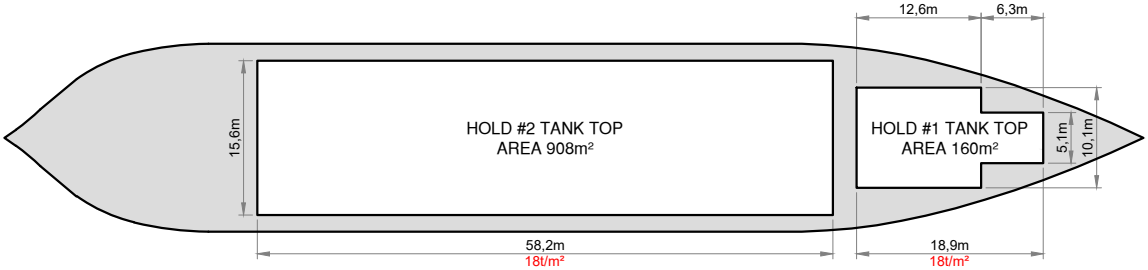


Main Deck





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 continiuous 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.



12,000 DWT / 2 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Jade	01/2008	9421116	Antigua & Barbuda

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Damen Shipyard, Okean / Ukraine
Classification	LR + 100 A1 + LMC, UMS + SCM strengthened for heavy cargoes, container cargoes in hold and on Ipperdeck hatchcovers, holds are equipped for dangerous cargo according SOLAS II-2 Regulation 19, Ice class 1AFS

Dimensions & Main Data

Tonnage GT/NT	8,999 / 4,600
Deadweight (summer)	12,000 mt
Length o.a.	142.95 m
Length p.p.	134.96 m
Beam	18.90 m
Max. draft (summer)	7.90 m
Max. speed	15.0 knots
Service speed	14.5 knots
Consumption at sea	23.0 mt fuel per day
Consumption in port	3.0 mt fuel per day (with crane operations) 1.5 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 815 cbm MGO DMA / MDO DMB abt. 101 cbm Ballast abt. 4,713 cbm Freshwater abt. 77 cbm

Propulsion

Main Engine	MAK 6M43C, 6000 kW
Aux.-Engines	Mitsubishi, 3 x 430 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type
Cargo hold capacity	No 1: 6,675 cbm (235,724 cbft) No.2: 10,582 cbm (373,699 cbft) Total: 17,257 cbm (609,245 cbft)
Floor space under deck	2,844 sqm (30,612 sqft)
Floor space on deck	1,459 sqm (15,704 sqft)
Deck strengths per sqm	18.00 / local 20.00 mt on tanktop 4.00 mt on tweendeck 2.00 mt on deck
Tweendeck	1 height
Bulkheads	2 bh / 18 positions

Cargo Gear

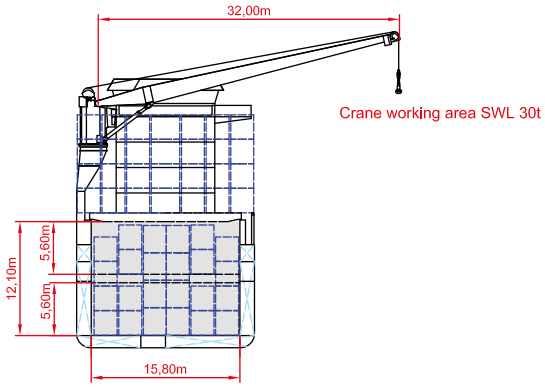
Type	2 x 80 mt
Combinable	160 mt
Situated	Starboard

Container Capacity

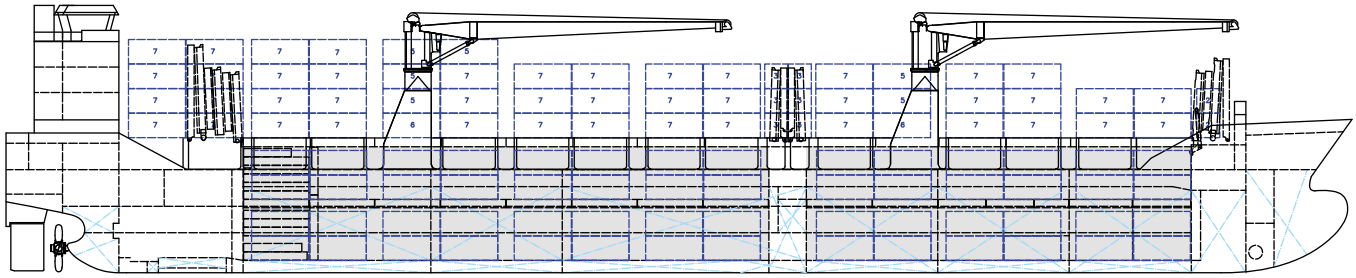
Capacity	20´ or 40´ + 20´
Hold	312 / 152 / x
Deck	372 / 178 / x
Total	684 / 330 / x
TEU at 14 mt	455
Refeerplugs	80, 40 between hold No.1 & No.2 / 40 at the aft side cargo hold No.2
Stackload	20‘ / 40‘
Hold	100 mt; 135 mt
Deck	50 mt; 65 mt
Specials	Equipped for 45` containers on deck and in hold

Special Equipment / Features

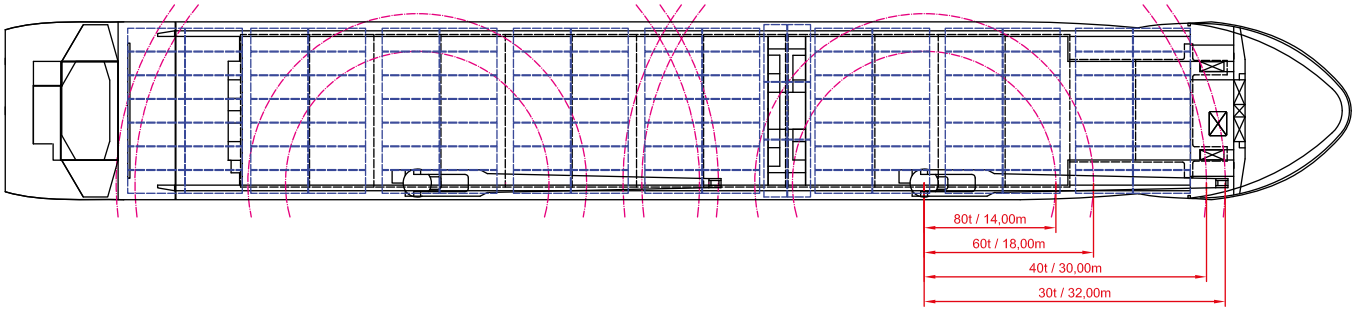
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Freshwater Generator; St. Lawrence, Seaway, Reg., Bow thruster; Shaft generator



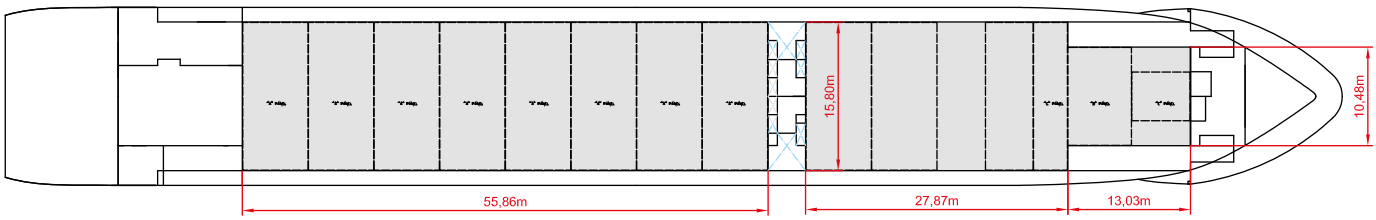
Side View



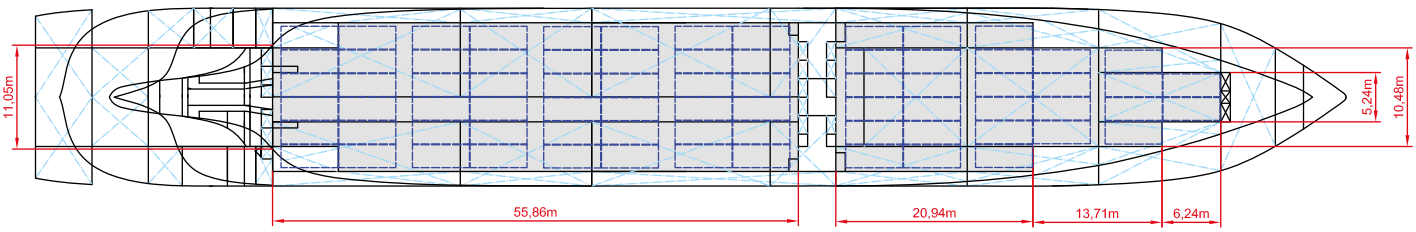
Main Deck



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 continiuous 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.



17,500 DWT / 3 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Sjard	09/2007	9303314	Antigua & Barbuda	BBC Volga	10/2009	9436329	Antigua & Barbuda
Kurt Paul	05/2009	9435856	Antigua & Barbuda				
BBC Hudson	08/2009	9435868	Antigua & Barbuda				

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Tianjin Xingang Shipyard, China
Classification	GL+100 A5 E3 G, MC, E3 AUT, EP-D, IW (Kurt Paul, BBC Volga, BBC Hudson), DBC, TMON (Sjard), strengthened for Heavy Cargo, equipped for carriage of containers, equipped for the carriage of dangerous goods, according to SOLAS II-2, Reg. 19

Dimensions & Main Data

Tonnage GT/NT	12,936 / 5,824
Deadweight (summer)	17,500 mt
Length o.a.	143.14 m
Length p.p.	134.43 m
Beam	22.80 m
Max. draft (summer)	9.70 m
Max. speed	15.0 knots
Service speed	14.6 knots
Consumption at sea	29.0 mt fuel per day + 2.2 mt AE
Eco speed	13.0 knots
Consumption eco speed	23.2 mt fuel per day + 2.2 mt AE
Consumption in port	4.7 mt fuel per day (with crane operations) 2.5 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 1,526 cbm MGO DMA / MDO DMB abt. 145 cbm Ballast abt. 5,670 cbm Freshwater abt. 335 cbm

Propulsion

Main Engine	MAN B&W 6S46MC-C, 7,074 kW
Aux.-Engines	Yanmar, 3 x 660 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	3 Holds / 3 Hatches
Hatch cover type	Folding type
Cargo hold capacity	21,697 cbm (766,222 cbft)
Floor space under deck	3,184 sqm (34,276 sqft)
Floor space on deck	1,480 sqm (15,930 sqft)
Deck strengths per sqm	20.00 mt on tanktop 4.70 mt on tweendeck 2.20 mt on deck
Tweendeck	Hold 1: 1 height Hold 2: 2 heights
Bulkheads	3 bh / 4 positions (Sjard + BBC Hudson) 2 bh / 2 positions (others)

Cargo Gear

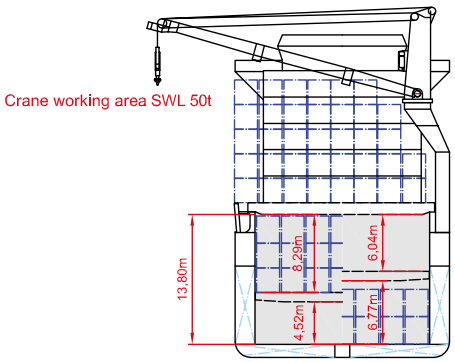
Type	3 x 80 mt NMF
Combinable	160 mt
Situated	Portside

Container Capacity

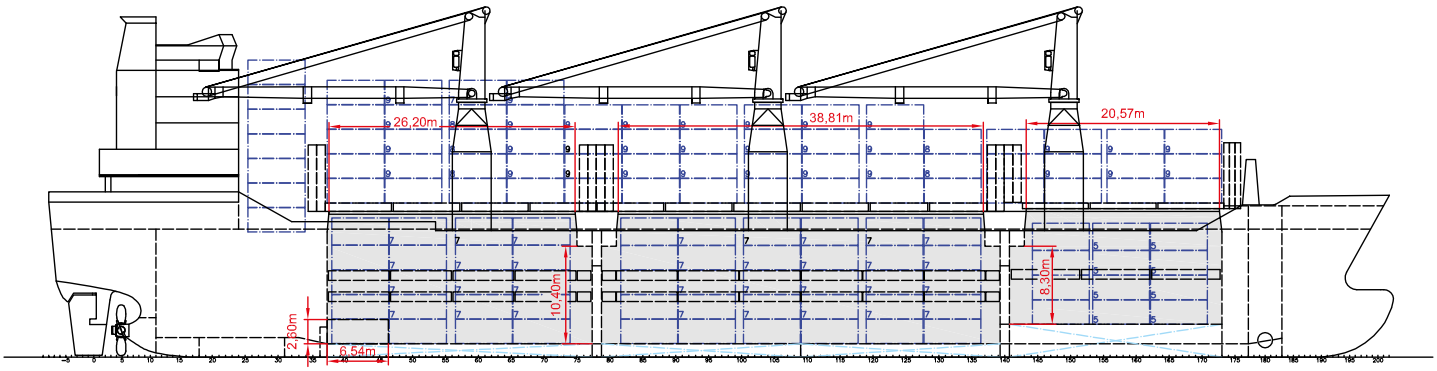
Capacity	20´ or 40´ + 20´
Hold	408 / 193 / 22
Deck	550 / 225 / 100
Total	958 / 418 / 122
TEU at 14 mt	617
Reeferplugs	64
Stackload	20‘ / 40‘
Hold	125 mt / 175 mt
Twd	45 mt / 60 mt
Deck	60 mt / 90 mt
Specials	Additionally equipped for 30‘ cont. wide body and high cube cont.

Special Equipment / Features

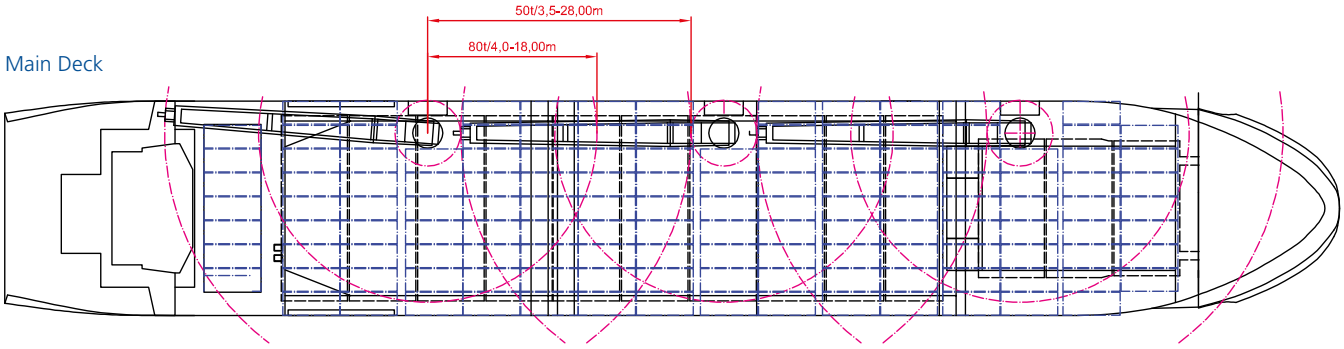
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bow thruster



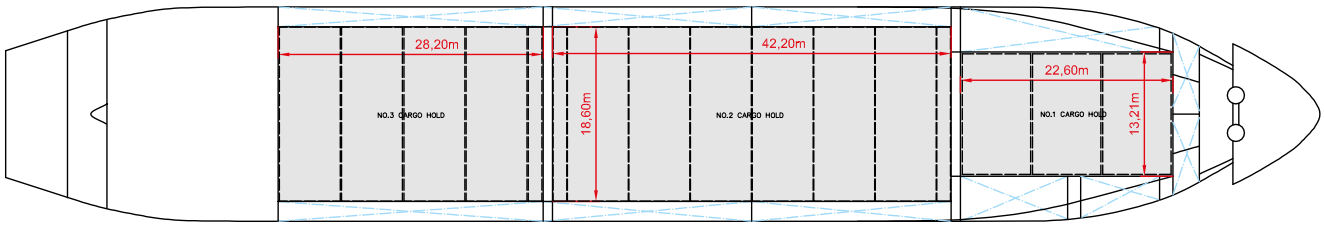
Side View



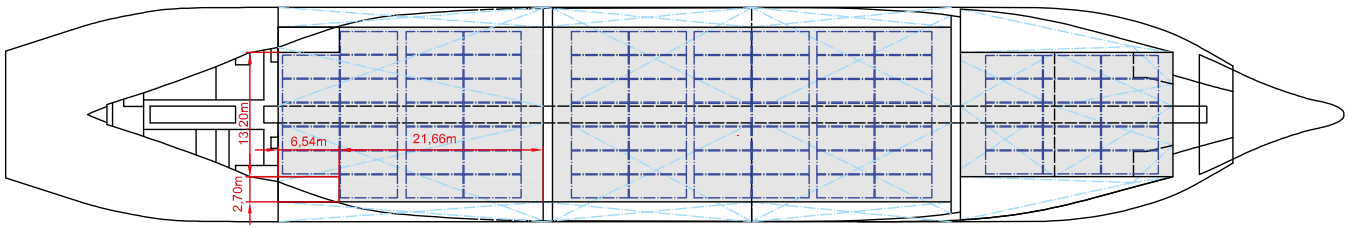
Main Deck



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 continiuous 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.



17,500 DWT / 3 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Rhonetal [1]	2013	9614701	Antigua & Barbuda	BBC Rheiderland [1]	2013	9614696	Antigua & Barbuda
BBC Rio [2]	2012	9430222	Antigua & Barbuda				

Ship`s Basics

Type	Project Carrier Vessel
Builder	Taizhou Sanfu Ship Engineering [1] Jiangsu Susang Shipbuilding Co. Ltd.[2]
Classification	100 A5 Multi-purpose dry cargo ship BWM (D1) (D2) Equipped for carriage of containers DBC DG G IW Strengthened for heavy cargo MC AUT CM-S

Dimensions & Main Data

Tonnage GT/NT	14,941 / 6,340
Deadweight (summer)	17,500 mt
Length o.a.	161.50 m
Length p.p.	153.50 m
Beam	25.20 m
Max. draft (summer)	8.60 m
Max. speed	17.0 knots
Service speed	15.6 knots
Consumption at sea	IFO 30,1 mt per day + IFO 2,5 mt per day AE
Eco speed	13.0 knots
Consumption eco speed	20 mt per day + 2,5 mt per day AE
Consumption in port	3 cranes working: IFO 4,5 mt per day + Boiler 1,5 mt per day
Fuel on ME	IFO 380 / RMG 380 ISO 8217:2012 MDO-DMB ISO 8217:2012
Fuel on AE	IFO 380 / RMG 380 ISO 8217:2012 MDO-DMB ISO 8217:2012
Tank capacities	HFO abt. 1,663 cbm MDO abt. 175 cbm

Propulsion

Main Engine	Hyundai MAN B&W 6S50MC-C, 9960 kW, 127 rpm
Aux.-Engines	SXD Daihatsu 6DK-20 - 3 sets, 960 kW, AC 440 v, 60 Hz
Propeller	4 Blades, fixed, right hand

Hold and Hatch

Hold and Hatch	3 Holds / 3 Hatches
Hatch cover type	Hydraulic folding type
Cargo hold capacity	25,435 cbm (898,226 cbft)
Floor space under deck	1,791 sqm (19,278 sqft)
Floor space on deck	1,965 sqm (21,151 sqft)
Deck strengths per sqm	18.00 mt on tanktop 3.50 mt on tweendeck 2.50 mt on deck
Tweendeck	Hold 1+3: 1 height Hold 2: 2 heights
Bulkheads	Hold 2 / 3 positions

Cargo Gear

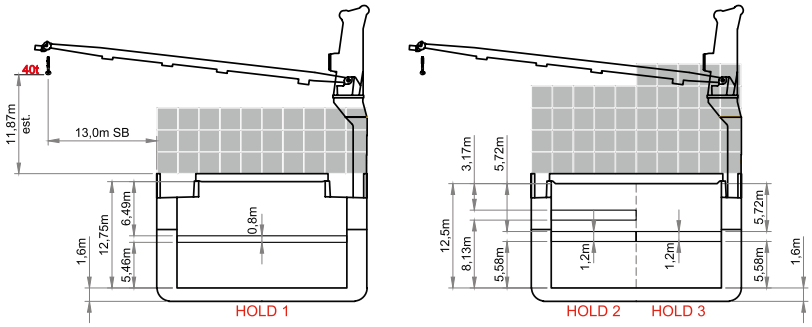
Type	3 x 80 mt MacGregor
Combinable	150 mt
Situated	Portside

Container Capacity

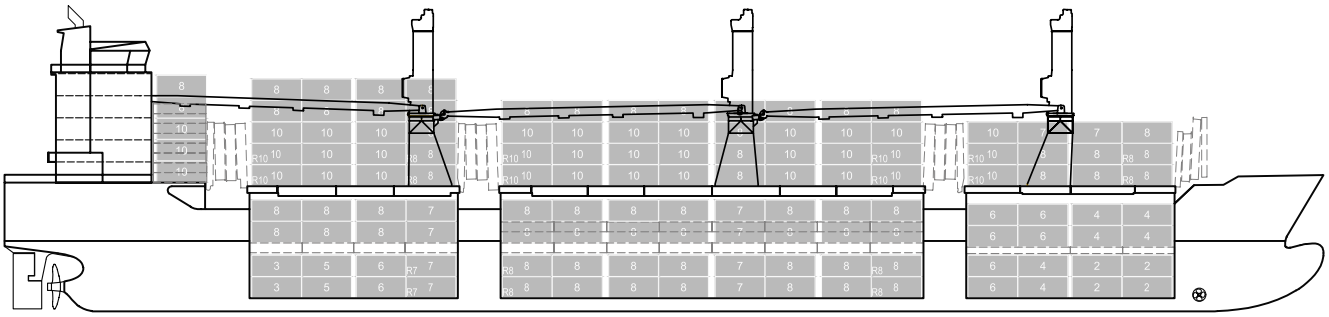
Capacity	20´ or 40´ + 20´
Hold	424
Deck	623
Total	1047
TEU at 14 mt	825
Reeferplugs	152
Stackload	20‘ / 40‘
Hold	84 mt / 120 mt
Twd	40 mt / 60 mt
Deck	60 mt / 80 mt

Special Equipment / Features

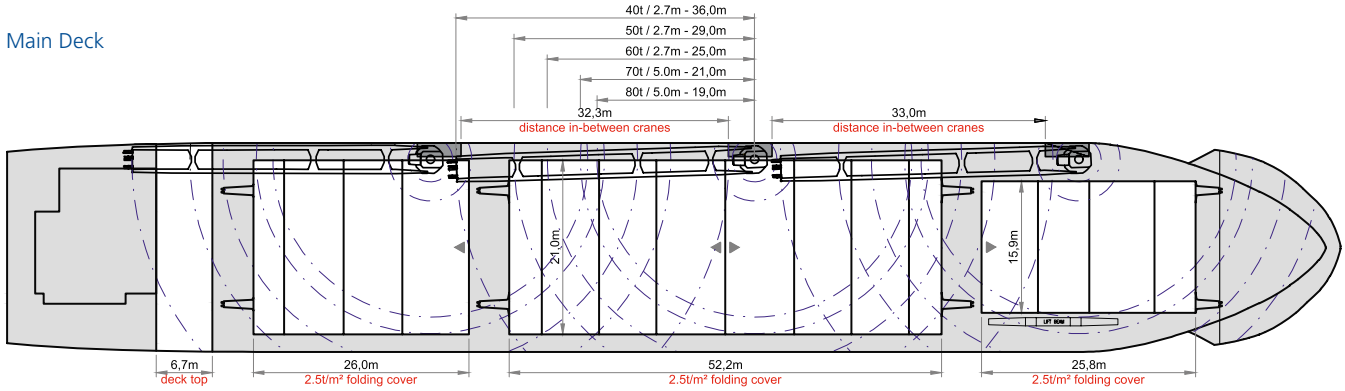
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for carriage of solid bulk cargoes and grains, BWM; Bow thruster



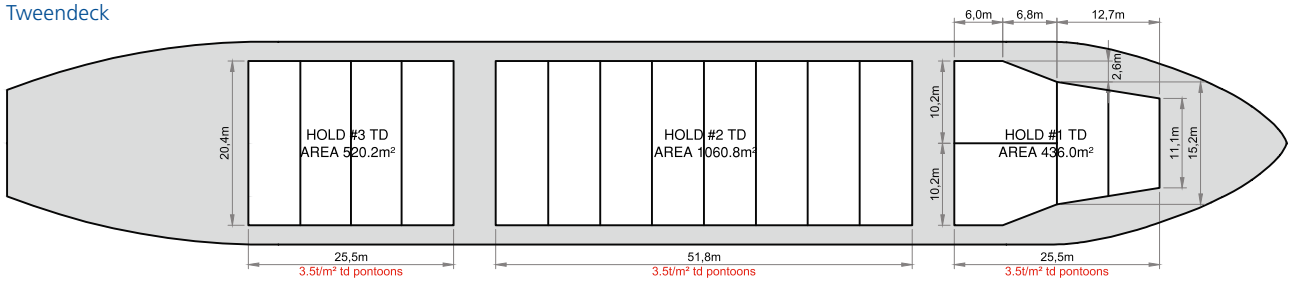
Side View



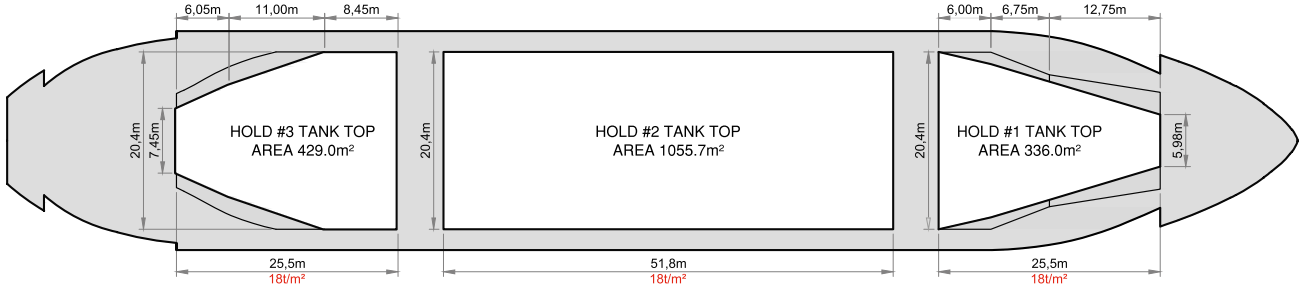
Main Deck



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 continiuous 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.



17,907 DWT / 3 x 80 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Regalia	2012	9539389	Antigua & Barbuda	BBC Rhine	2013	9539377	Antigua & Barbuda
BBC Raise[A]	2011	9538880	Antigua & Barbuda				

Ship`s Basics

Type	Project Carrier Vessel Tweendecker
Builder	Wuhu Xinlian Shipbuilding Co. Ltd.
Classification	Class NK[1] / DNV[2][A]

Dimensions & Main Data

Tonnage GT/NT	14,859 / 6,315
Deadweight (summer)	17,907 mt
Length o.a.	161.50 m
Length p.p.	153.50 m
Beam	25.20 m
Max. draft (summer)	8.61 m
Max. speed	17.0 knots
Service speed	15.6 knots
Consumption at sea	IFO 30,1 mts/day + IFO 2,5 mts/day for AE
Consumption in port	3 cranes working: IFO 4,5 mts/day + Boiler 1,5 mts/day
Eco speed	13 kn at 20 mts / day + 2,5 mts/day for AE
Fuel on ME	IFO380, RMG 380, ISO 8217:2012, MDO - DMB, ISO 8217:2012
Fuel on AE	IFO380, RMG 380, ISO 8217:2012, MDO - DMB, ISO 8217:2012
Tank capacities	HFO - 100 %, 1721 m3[1] / 1663 m3[2] MDO - 100 %, 145,6 m3[1] / 175,9 m3[2]

Propulsion

Main Engine	MAN B&W, 6S50MC-C / 9.960 kw
Aux.-Engines	B&W / 3 x 6L23 / 30 H - 960kW
Propeller	1 fixed pitch propeller - 4 blades

Hold and Hatch

Hold and Hatch	3 Holds / 3 Hatches
Hatch cover type	Hydraulic folding
Cargo hold capacity	25,521 cbm (901,263 cbft)
Floor space under deck	3.836 sqm (41.290 sqft)
Floor space on deck	2.008 sqm (21.614 sqft)
Deck strengths per sqm	18.00 mt on tanktop
Tweendeck	3,5 mt / sqm
Bulkheads	2,5 mt / sqm

Cargo Gear

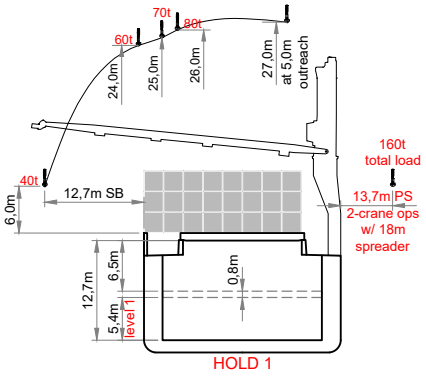
Type	Mc Gregor , 3 x 80 mts
Combinable	160 mts
Situated	Portside

Container Capacity

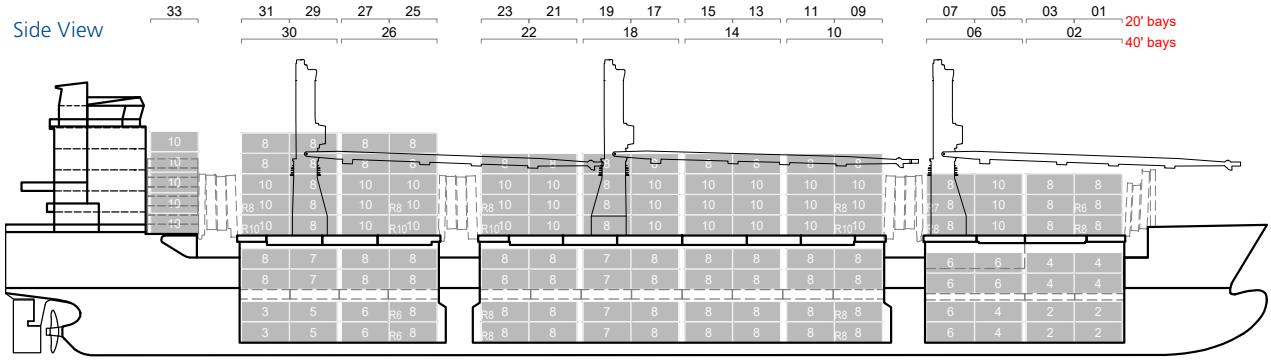
Hold	426 TEU[1] / 424 TEU[2]
Deck	628 TEU[1] / 623 TEU[2]
Total	1054 TEU[1] / 1051 TEU[2]
TEU at 14 mt	
Reeferplugs	144
Stackload	20` / 40`
Hold	100 mt / 120 mt
Deck	60 mt / 80 mt

Special Equipment / Features

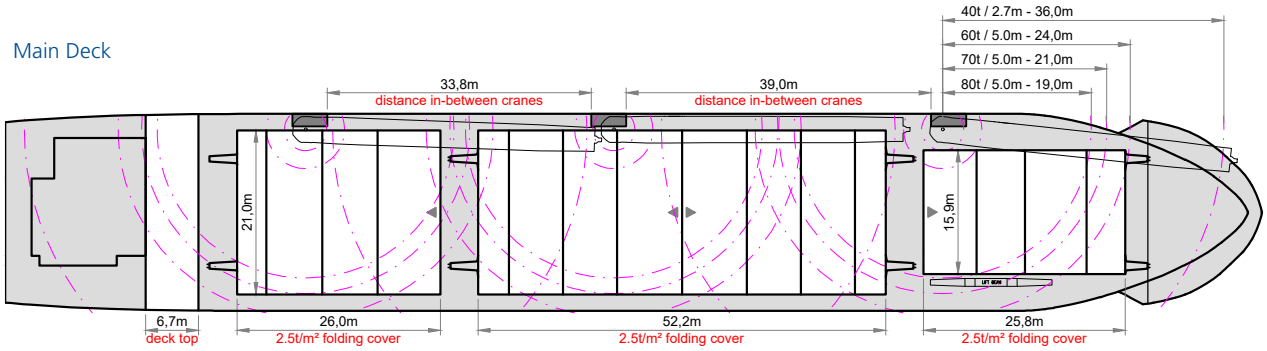
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for Carriage of Solid Bulk Cargoes and grains, Strengthened for heavy cargo, BWM; Bow thruster, Australia fitted



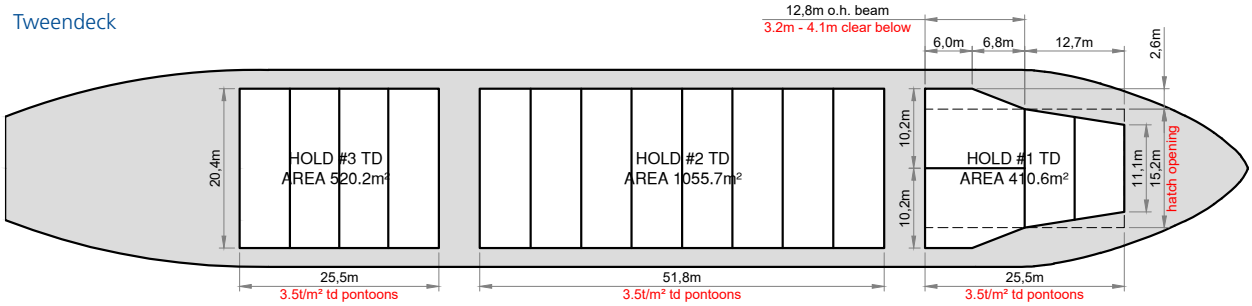
Side View



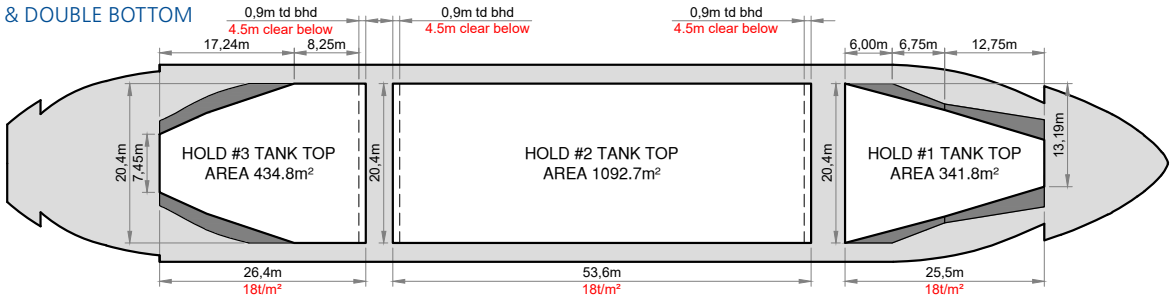
Main Deck



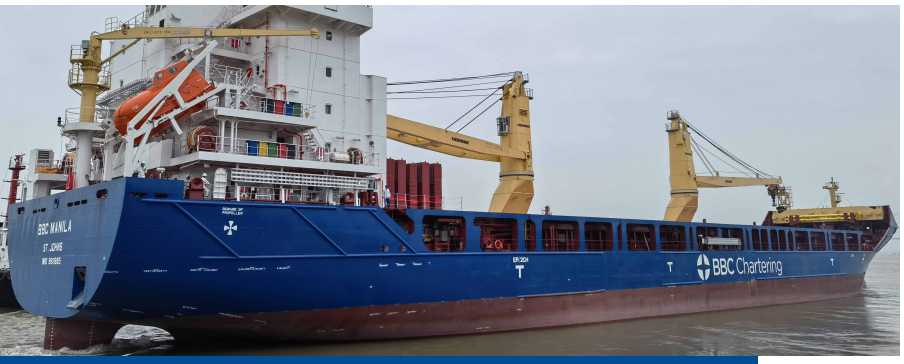
Tweendeck

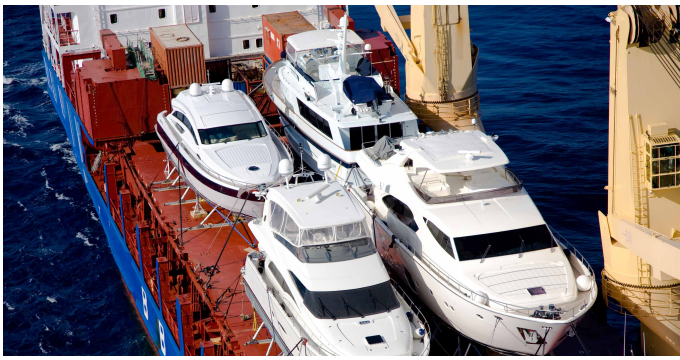


HOLDS & DOUBLE BOTTOM









Premium Project Carrier Vessels

MPV's with a combined lifting capacity above 250 mts.

BRIESE SCHIFFAHRT



7,700 DWT / 2 x 250 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Austria	03/2009	9433327	Antigua & Barbuda	BBC Switzerland	12/2008	9433315	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Tianjin Xingang Shipyard / China
Classification	GL + 100 A5 E G + MC E AUT equipped for carriage of containers, strengthened for heavy cargoes, SOLAS II - 2 Reg. 54 BV I + Hull Machinery, AUT-UMS, BWE, INF CLEANSHIP, ICE, GRABLOADING, IWS, heavy cargo equipped for carriage of containers (BBC Austria)

Dimensions & Main Data

Tonnage GT/NT	6,967 / 3,375
Deadweight (summer)	7,700 mt
Length o.a.	119.77 m
Length p.p.	113.75 m
Beam	20.20 m
Max. draft (summer)	7.59 m
Max. speed	15.5 knots
Service speed	15.2 knots
Consumption at sea	24.0 mt fuel per day
Consumption in port	2.6 mt fuel per day (with crane operations) 1.5 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 775 cbm MGO DMA / MDO DMB abt. 105 cbm Ballast abt. 3.997 cbm Freshwater abt. 140 cbm

Propulsion

Main Engine	MaK 7M43, 6300 kW MaK 7M43C, 6300 kW (BBC Austria, BBC Switzerland)
Aux.-Engines	MAN, 3 x 400 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type
Cargo hold capacity	No 1: 2,333 cbm (82,388 cbft) No 2: 9,167 cbm (323,728 cbft) Total: 11,500 cbm (406,117 cbft)
Floor space under deck	1,986 sqm (21,377 sqft)
Floor space on deck	1,083 sqm (11,657 sqft)
Deck strengths per sqm	16.00 mt on tanktop Hold No. 1: 2.50 mt on tweendeck Hold No. 2: 3.00 mt on tweendeck 2.50 mt on deck
Tweendeck	Hold 1: 1 height; Hold 2: 2 heights
Bulkheads	2 bh / 2 positions

Cargo Gear

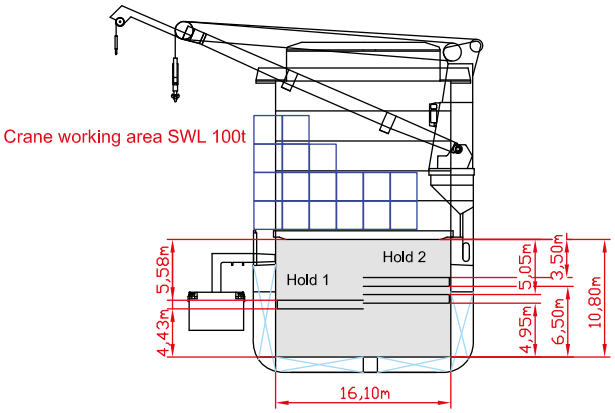
Type	2 x 250.00 mt NMF
Combinable	500 mt
Situated	Portside

Container Capacity

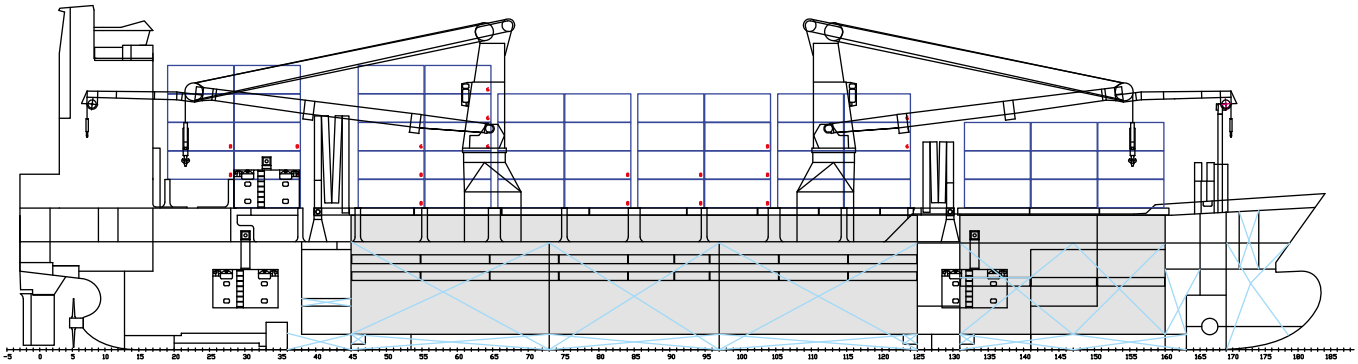
Capacity	20´ or 40´ + 20´
Hold	238 / 112 / 14
Deck	363 / 168 / 27
Total	601 / 280 / 41
TEU at 14 mt	337
Reeferplugs	60 at diff. pos. / increase of sockets possible
Stackload	20‘ / 40‘
Hold	100 mt / 120 mt
Specials	equipped for wide bodies (2.60 m) and high cubes (9‘6‘‘)

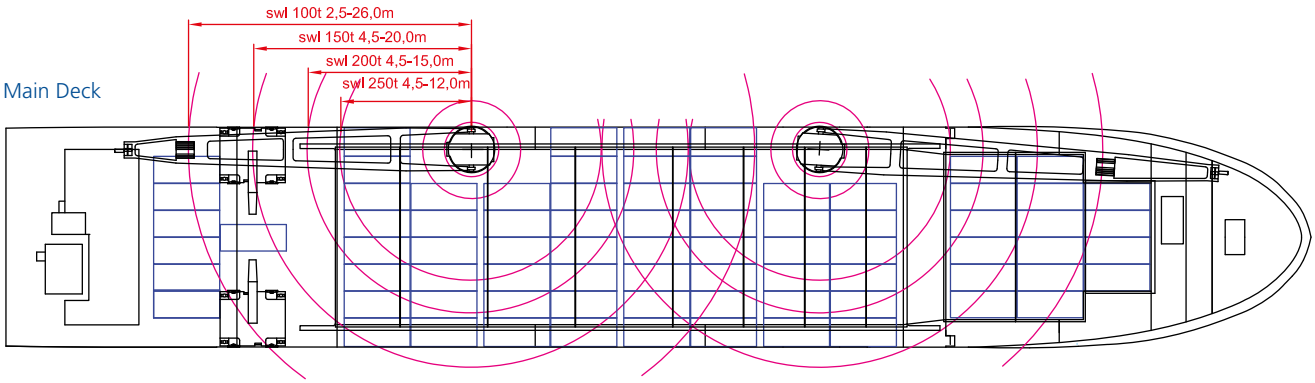
Special Equipment / Features

IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Timber fitted, Freshwater Generator: 7 mt per day, Bow thruster; Shaft generator



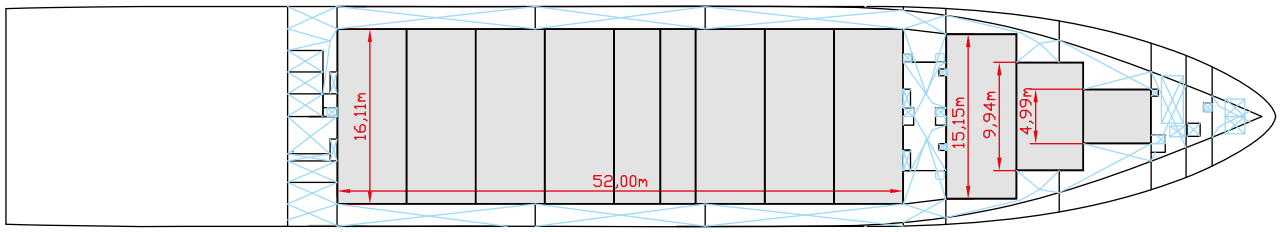
Side View



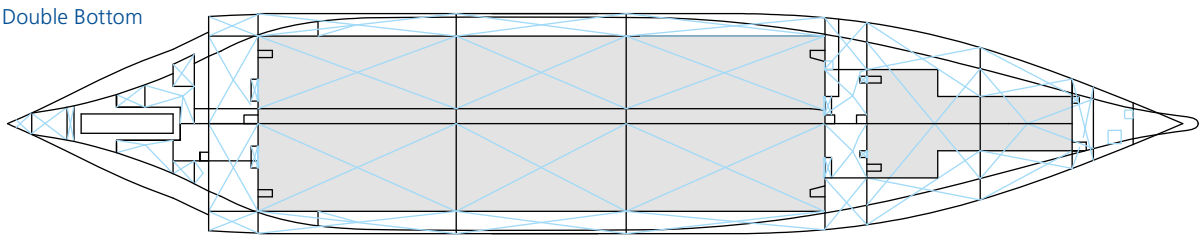


Main Deck

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 continiuous 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.



9,600 DWT / 2 x 350 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Everest	03/2011	9508407	Antigua & Barbuda
BBC Kibo	09/2011	9508421	Antigua & Barbuda
BBC Olympus	04/2012	9508457	Antigua & Barbuda
BBC Vesuvius	11/2012	9508471	Antigua & Barbuda
BBC Fuji	06/2011	9508419	Antigua & Barbuda
BBC Mont Blanc	12/2011	9508433	Antigua & Barbuda
BBC Rushmore	07/2012	9508469	Antigua & Barbuda
BBC Xingang	05/2013	9508483	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Tianjin Xingang Shipyard / China
Classification	GL + 100 A5 E BWM G + MC E AUT 24/25 E equipped for carriage of containers, strengthened for heavy cargoes, SOLAS II Reg. 19

Dimensions & Main Data

Tonnage GT/NT	8,255 / 3,966
Deadweight (summer)	9,600 mt
Length o.a.	125.80 m
Length p.p.	119.66 m
Beam	22.00 m
Max. draft (summer)	7.60 m
Max. speed	16.5 knots
Service speed	15.2 knots
Consumption at sea	24.0 mt fuel per day
Consumption in port	2.6 mt fuel per day (with crane operations) 1.5 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 775 cbm MGO DMA / MDO DMB abt. 105 cbm Ballast abt. 3,950 cbm Freshwater abt. 140 cbm

Propulsion

Main Engine	MaK 7M43C, 6,300 kW
Aux.-Engines	MAN, 3 x 400 kW
Propeller	Controllable pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	No. 1 pontoon type, No. 2 folding type
Cargo hold capacity	No 1: 2,296 cbm (81,082 cbft) No 2: 10,823 cbm (382,211 cbft) Total: 13,119 cbm (463,293 cbft)
Deck strengths per sqm	16.00 mt on tanktop Hold No. 1: 2.50 mt on tweendeck Hold No. 2: 3.00 mt on tweendeck Hold No. 1: 2.50 mt on deck Hold No. 2: 3.50 mt on deck
Tweendeck	Hold 1: 1 height; Hold 2: 2 heights
Bulkheads	2 bh / 2 positions

Cargo Gear

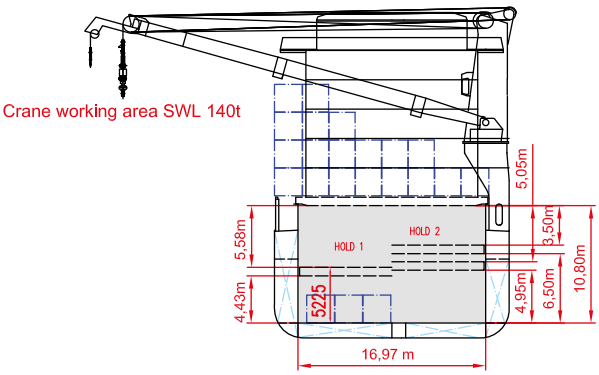
Type	2 x 350 mt NMF
Combinable	700 mt
Situated	Portside

Container Capacity

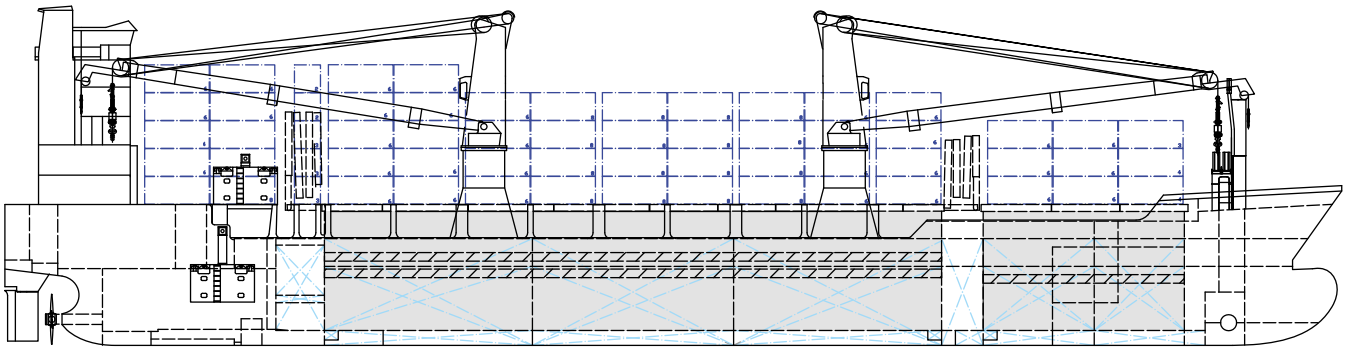
Capacity	20´ or 40´ + 20´
Hold	262 / 112 / 36
Deck	398 / 166 / 66
Total	660 / 278 / 104
TEU at 14 mt	377
Reeferplugs	60 at diff. pos. / increase of sockets possible
Stackload	20‘ / 40‘
Hold	100 mt / 120 mt
Deck	60 mt / 80 mt – outer row 50 mt / 70 mt - inner row; equipped for wide bodies (2.6 m) and high cubes (9‘6‘‘)

Special Equipment / Features

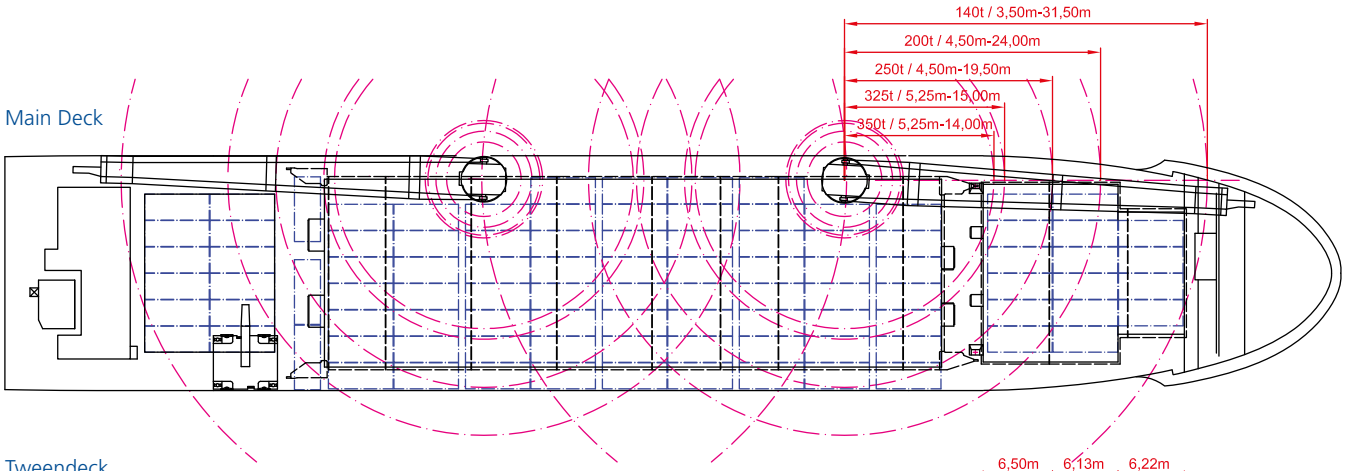
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Environmental passport; Freshwater Generator abt. 7 mt per day, Bow thruster; Shaft generator



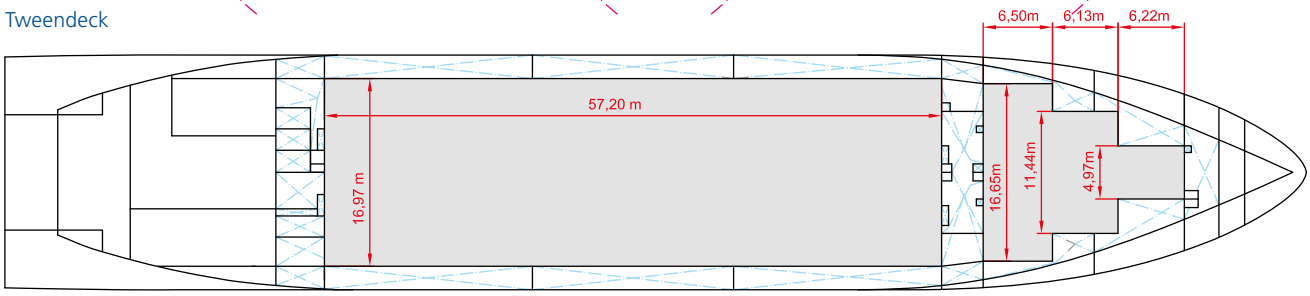
Side View



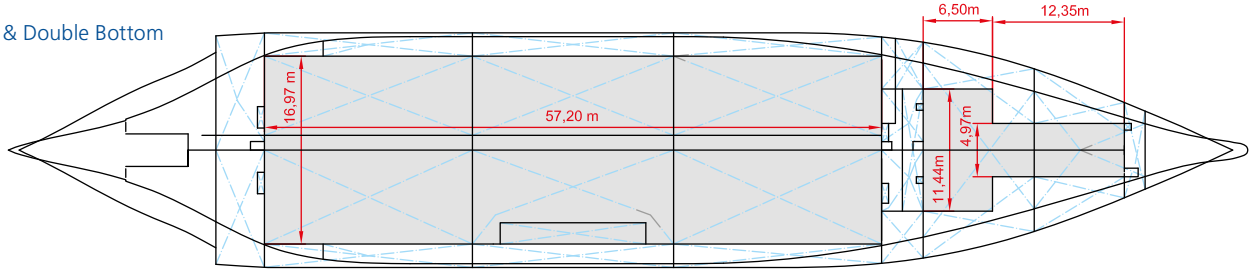
Main Deck



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 continiuous 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.



12,500 DWT / 2 x 250 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Helsinki	04/2025	1056264	Antigua & Barbuda	BBC Tornio	06/2025	1056276	Antigua & Barbuda
BBC Tallinn	08/2025	1056288	Antigua & Barbuda	BBC Riga	10/2025	1056290	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Huanghai Shipbuilding Co.,Ltd, China
Classification	NS*(EQ C DG, GRAB PSPC-WBT, NC)(IA IS) (IWS)(PSCM)(HCM)(EA)(IHM) MNS* CHG, MPP, LSA, RCF, M0, AFS, BWM, Open-Top

Dimensions & Main Data

Tonnage GT/NT	11,664/ 4,482
Deadweight (summer)	12,500 mt
Length o.a.	147.00 m
Length p.p.	140.00 m
Beam	22.80 m
Max. draft (summer)	8.18 m
Max. speed	15.0 knots
Service speed	14.1 knots
Consumption at sea	14.0 mt + 2 mt for AE fuel per day
Eco speed	12.7 knots
Consumption eco speed	13.8 mt fuel per day
Consumption in port	1.4 mt fuel per day (without crane operations) 2.5 mt fuel per day (with crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 773 cbm MGO DMA / MDO DMB abt. 158 cbm Ballast abt. 5,800 cbm Freshwater abt. 139 cbm

Propulsion

Main Engine	MAN B&W 5G45ME-C9.7 Tier II, 4,800 kW
Aux.-Engines	3 x 580 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type + 2 pontoons for hold No. 2
Cargo hold capacity	17,600 cbm (624,537 cbft)
Floor space under deck	2,940 sqm (31,654 sqft)
Floor space on deck	2,180 sqm (23,465 sqft)
Deck strengths per sqm	On tanktop: 20.0 mt uniform load 25.00 mt in special areas 4.00 mt on tweendeck 4.00 mt on hatchcovers 8.00 mt on pontoon hatchcovers
Tweendeck	Hold 1: 1 height Hold 2: 2 heights
Bulkheads	2 bh / 4 positions

Cargo Gear

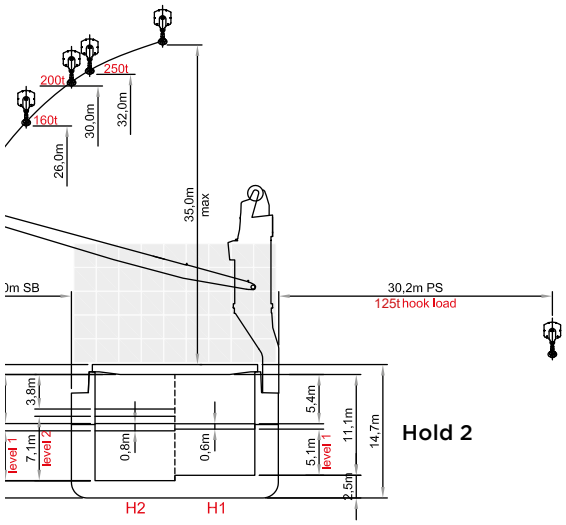
Type	2 x 250 mt Liebherr cranes
Combinable	500 mt
Situated	Portside

Container Capacity

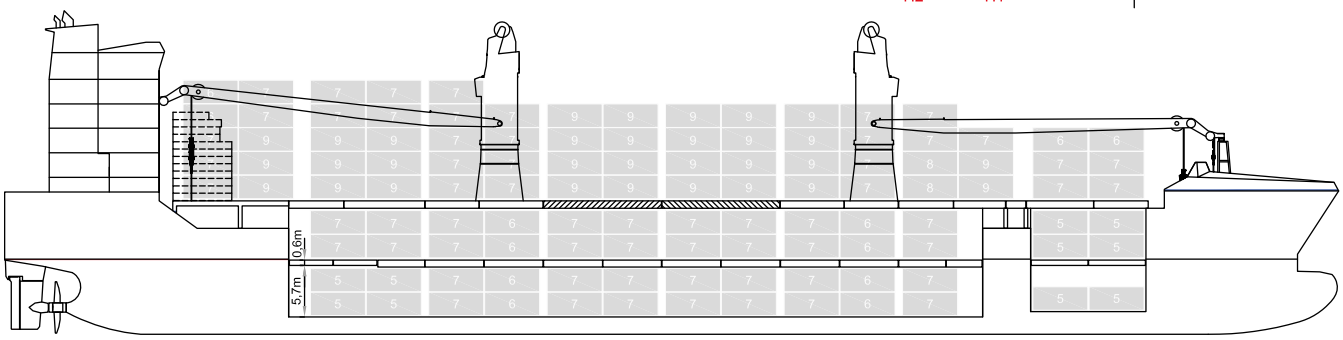
Capacity	20´ or 40´ + 20´
Hold	320 / 141 / 30
Deck	522 / 244 / 0
Total	842 / 385 / 30
TEU at 14 mt	541
Reeferplugs	50 on deck
Stackload	20‘ / 40‘
Hold	90 mt / 120 mt
Deck	50 mt / 65 mt

Special Equipment / Features

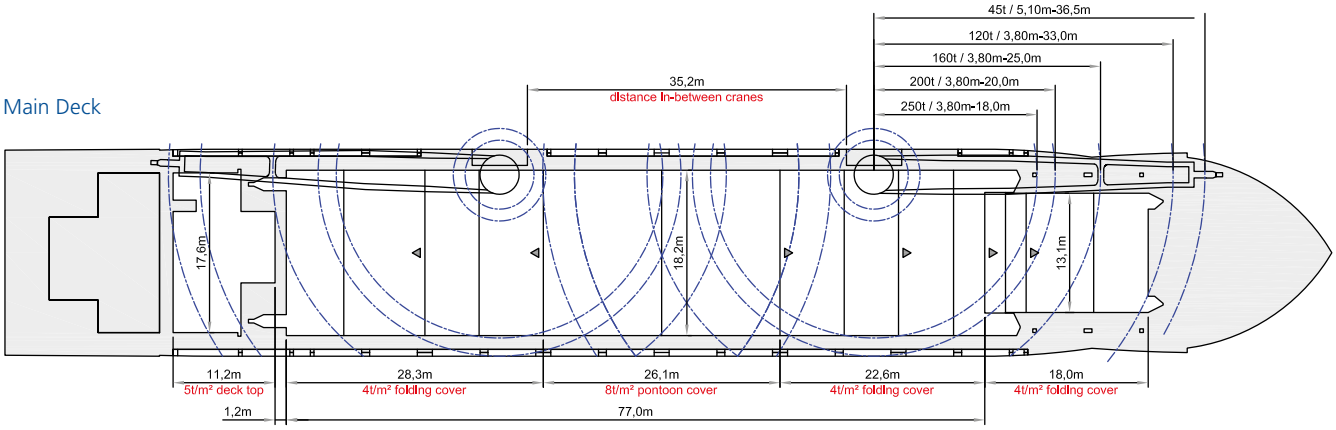
IMO classes	Fitted for Carriage of Dangerous Goods of all classes
Other	Open hatch sailing certified, mix type hatch cover, Bow thruster fitted Fitted for trading Australia and Great Lakes



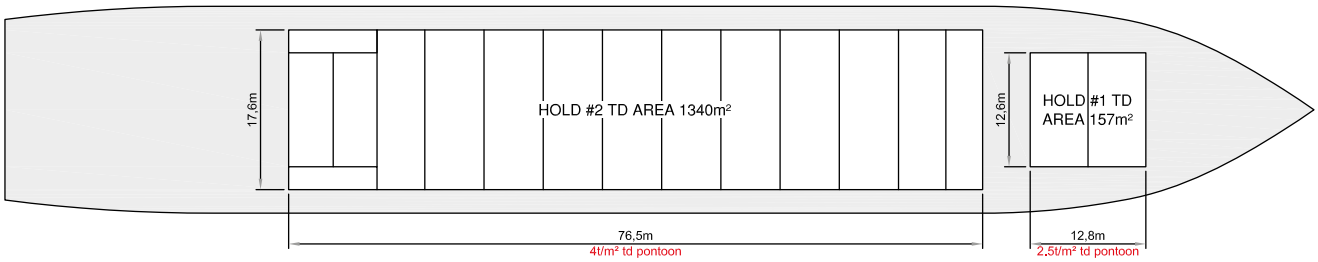
Side View



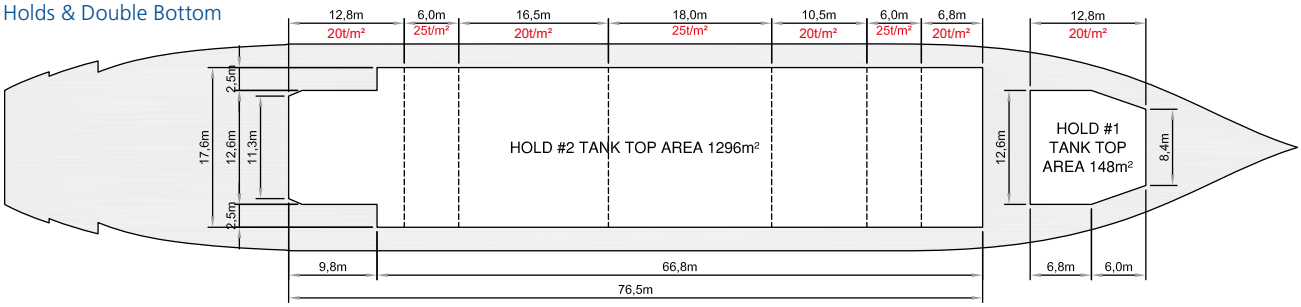
Main Deck



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 continiuous 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.



12,500 DWT / 2 x 250 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Ukraine	12/2021	9811983	Antigua & Barbuda	BBC Sebastopol	09/2022	9812004	Antigua & Barbuda
BBC Manila	04/2022	9811995	Antigua & Barbuda	BBC Kherson	12/2022	9812016	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Taizhou Sanfu Shipbuilding, China
Classification	DNV - 1A MPP Dry Cargo ship BIS BWM(T) Clean Container DBC DG(B,P) E0 Grab (3-20t) Hatchcoverless Strengthened (IB)

Dimensions & Main Data

Tonnage GT/NT	11,522 / 4,484
Deadweight (summer)	12,500 mt
Length o.a.	147.00 m
Length p.p.	140.00 m
Beam	22.80 m
Max. draft (summer)	8.18 m
Max. speed	15.0 knots
Service speed	14.1 knots
Consumption at sea	14.0 mt + 2 mt for AE fuel per day
Eco speed	12.7 knots
Consumption eco speed	13.8 mt fuel per day
Consumption in port	1.4 mt fuel per day (without crane operations) 2.5 mt fuel per day (with crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 773 cbm MGO DMA / MDO DMB abt. 158 cbm Ballast abt. 5,800 cbm Freshwater abt. 139 cbm

Propulsion

Main Engine	MAN B&W 5G45ME-C9.5 Tier II, 4,800 kW
Aux.-Engines	3 x 580 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type + 2 pontoons for hold No. 2
Cargo hold capacity	17,600 cbm (624,537 cbft)
Floor space under deck	2,940 sqm (31,654 sqft)
Floor space on deck	2,180 sqm (23,465 sqft)
Deck strengths per sqm	On tanktop: 20.0 mt uniform load 25.00 mt in special areas 4.00 mt on tweendeck 4.00 mt on hatchcovers 8.00 mt on pontoon hatchcovers
Tweendeck	Hold 1: 1 height Hold 2: 2 heights
Bulkheads	2 bh / 4 positions

Cargo Gear

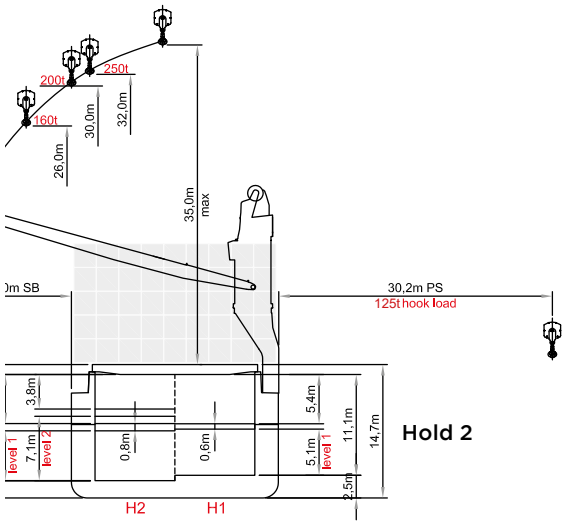
Type	2 x 250 mt Liebherr cranes
Combinable	500 mt
Situated	Portside

Container Capacity

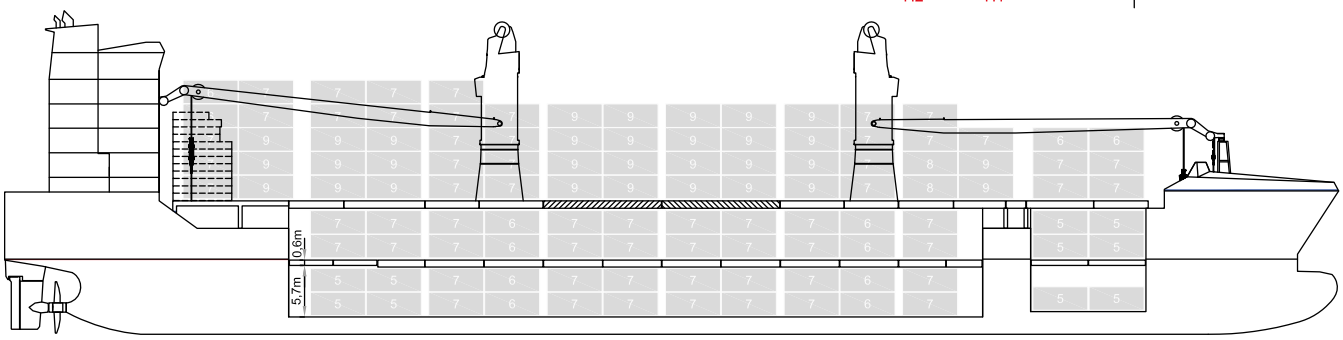
Capacity	20´ or 40´ + 20´
Hold	320 / 141 / 30
Deck	522 / 244 / 0
Total	842 / 385 / 30
TEU at 14 mt	541
Reeferplugs	50 on deck
Stackload	20‘ / 40‘
Hold	90 mt / 120 mt
Deck	50 mt / 65 mt

Special Equipment / Features

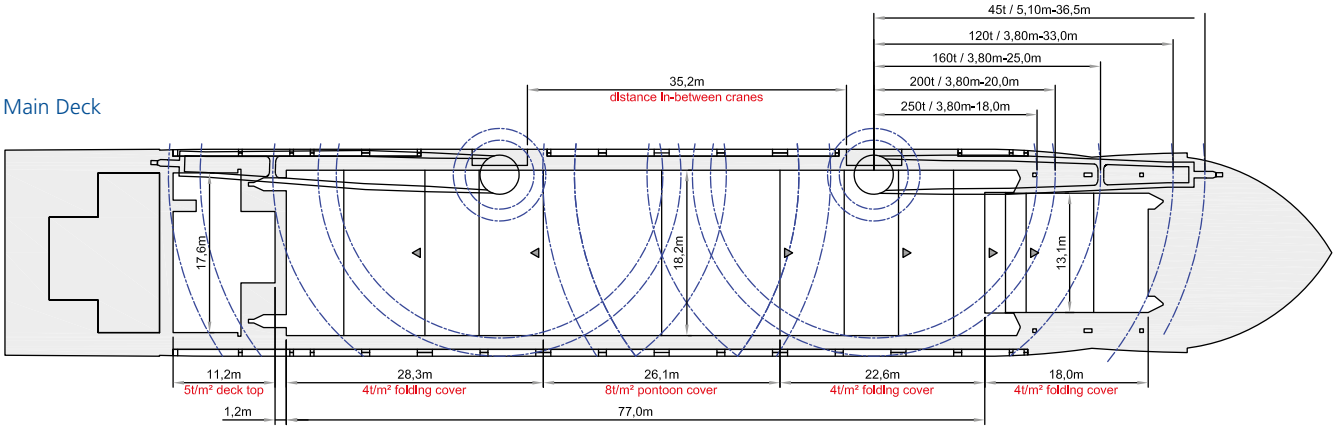
IMO classes	Fitted for Carriage of Dangerous Goods of all classes
Other	Open hatch sailing certified, mix type hatch cover, Bow thruster fitted Fitted for trading Australia and Great Lakes



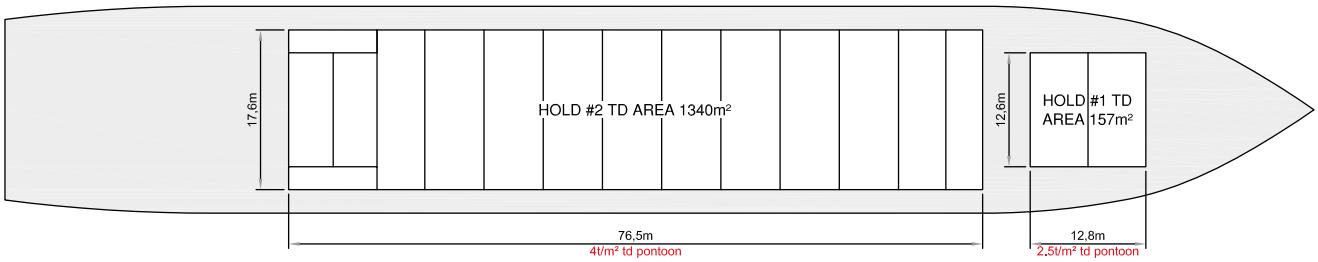
Side View



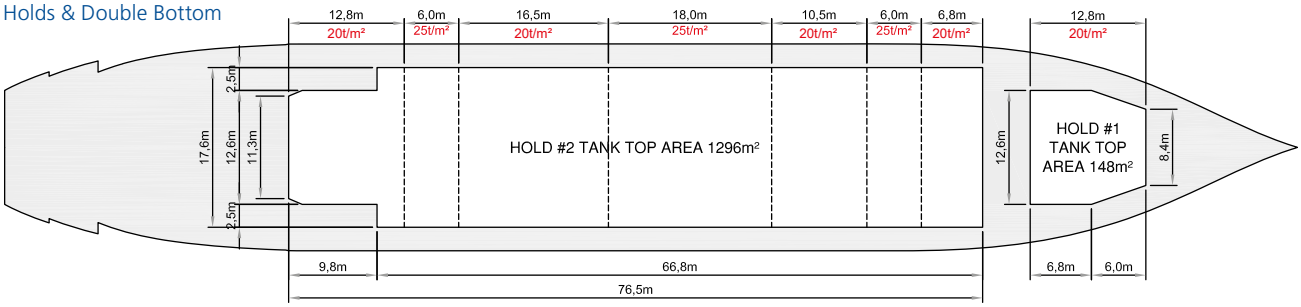
Main Deck



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 continiuous 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.



12,500 DWT / 2 x 250 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Philippines	10/2023	9963401	Antigua & Barbuda	BBC Rostov	01/2024	9964443	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Taizhou Sanfu Shipbuilding, China
Classification	LR - +100A1, Strengthened for Heavy Cargoes, Container Cargoes in all Holds and on Upper Deck and on all Hatch Covers, Hatch Covers omitted in Holds (No.2), ShipRight ACS(B), *IWS, LI, ECO, +LMC, UMS, with descripti-ve notes "ShipRight (BWMP (T),SCM,IHM, SERS), Strengthened for Regular Discharge by Grab[30]"

Dimensions & Main Data

Tonnage GT/NT	11,444 / 4,494
Deadweight (summer)	12,500 mt
Length o.a.	147.00 m
Length p.p.	140.00 m
Beam	22.80 m
Max. draft (summer)	8.18 m
Max. speed	15.0 knots
Service speed	14.1 knots
Consumption at sea	14.0 mt + 2 mt for AE fuel per day
Eco speed	12.7 knots
Consumption eco speed	13.8 mt fuel per day
Consumption in port	1.4 mt fuel per day (without crane operations) 2.5 mt fuel per day (with crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 773 cbm MGO DMA / MDO DMB abt. 158 cbm Ballast abt. 5,800 cbm Freshwater abt. 139 cbm

Propulsion

Main Engine	MAN B&W 5G45ME-C9.5 Tier II, 4,800 kW
Aux.-Engines	3 x 580 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type + 2 pontoons for hold No. 2
Cargo hold capacity	17,600 cbm (624,537 cbft)
Floor space under deck	2,940 sqm (31,654 sqft)
Floor space on deck	2,180 sqm (23,465 sqft)
Deck strengths per sqm	On tanktop: 20.0 mt uniform load 25.00 mt in special areas 4.00 mt on tweendeck 4.00 mt on hatchcovers 8.00 mt on pontoon hatchcovers
Tweendeck	Hold 1: 1 height Hold 2: 2 heights
Bulkheads	2 bh / 4 positions

Cargo Gear

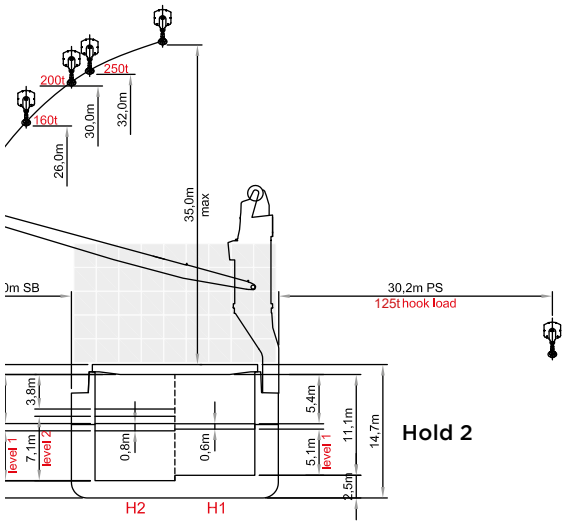
Type	2 x 250 mt Liebherr cranes
Combinable	500 mt
Situated	Portside

Container Capacity

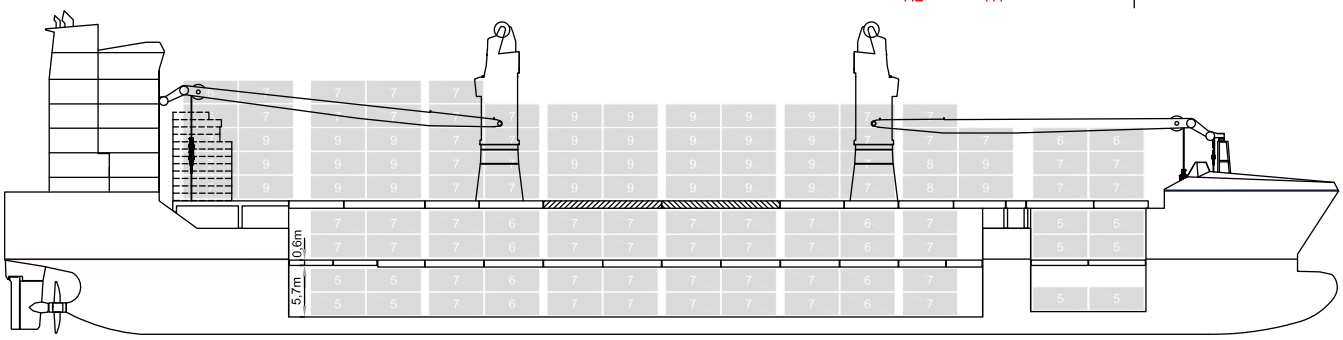
Capacity	20´ or 40´ + 20´
Hold	320 / 141 / 30
Deck	522 / 244 / 0
Total	842 / 385 / 30
TEU at 14 mt	541
Reeferplugs	50 on deck
Stackload	20' / 40'
Hold	90 mt / 120 mt
Deck	50 mt / 65 mt

Special Equipment / Features

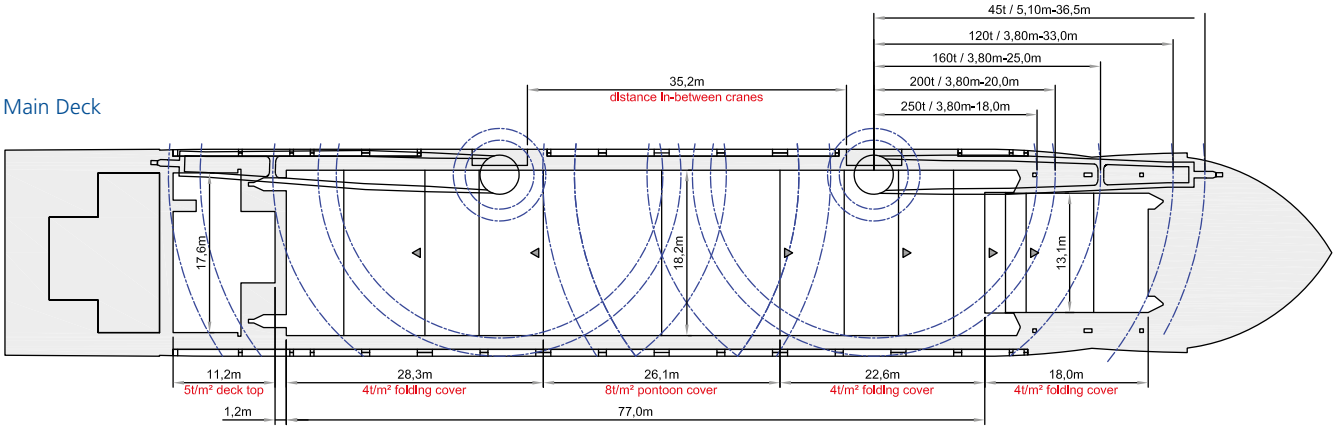
IMO classes	Fitted for Carriage of Dangerous Goods of all classes
Other	Open hatch sailing certified, mix type hatch cover, Bow thruster fitted Fitted for trading Australia and Great Lakes



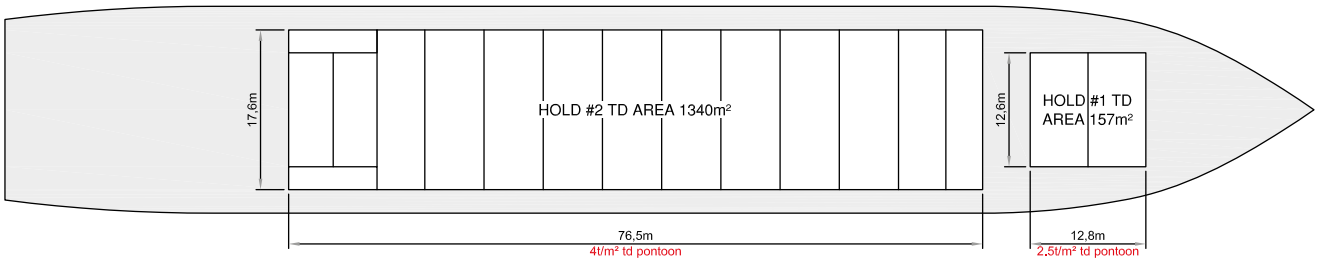
Side View



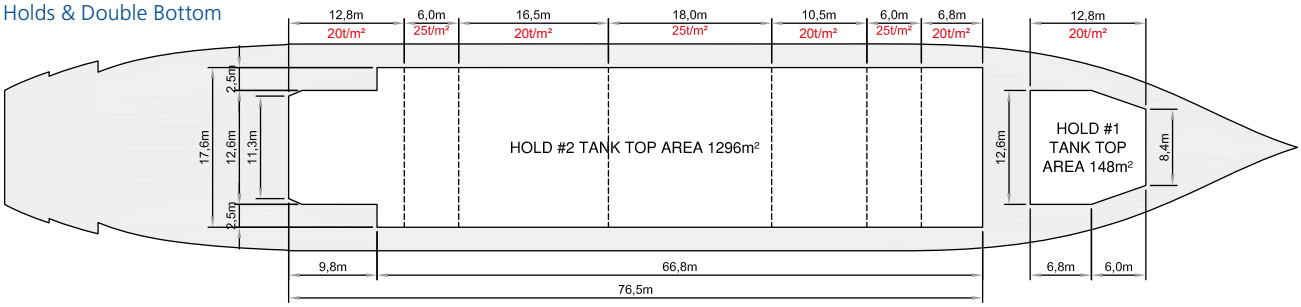
Main Deck



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 continiuous 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.



13,000 DWT / 2 x 250 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Leer	2024	9885283	Antigua & Barbuda	BBC Bremen	2025	9971446	Antigua & Barbuda
BBC Houston	2024	9885295	Antigua & Barbuda	BBC Basel	2025	9934278	Antigua & Barbuda
BBC Genoa	2024	9985300	Antigua & Barbuda	BBC Shanghai	2025	9964455	Antigua & Barbuda
BBC Dubai	2024	9885312	Antigua & Barbuda	BBC Geneva	2025	9964467	Antigua & Barbuda
BBC Santiago	2024	9964429	Antigua & Barbuda	BBC Kolding	2026	9964479	Antigua & Barbuda
BBC Singapore	2025	9964431	Antigua & Barbuda	BBC Seoul	2026	1049613	Antigua & Barbuda
BBC Tokyo	2025	9971434	Antigua & Barbuda	BBC Mainz	2026	1049625	Antigua & Barbuda
BBC Sao Paulo	2025	9934266	Antigua & Barbuda				

Ship`s Basics

Type	Premium Project Carrier Vessel
Builder	Taizhou Sanfu Shipbuilding, China
Classification	BV +Hull, +MACH, General Cargo Ship, Unrestricted Navigation, Equipped for carriage of containers, Equipped for carriage of dangerous goods, BWT, Grab loading, In water survey, Heavy Cargo (20/25 t/m2 inner bottom), "Open-top", AUT-UMS, Clean Ship LR 100A1, Strengthened for Heavy Cargoes, ShipRight ACS(B), Container Cargoes in all Holds and on Upper Deck and on all Hatch Covers, Hatch Covers omitted in Hold (No. 2), *IWS, LI, ECO, LMC, UMS, BWTS

Hold and Hatch

Number of	1 very large hold and 1 small hold
Hatch cover type	Hold no. 1: folding type Hold no. 2: 3 folding pairs aft 3 folding pairs fwd, 2 pontoon covers
Cargo hold capacity	25,145 cbm
Floor space under deck	abt. 4,850 sqm (2 tween decks) Abt. 3,360 sqm (1 tween deck)
Floor space on deck	abt. 2,830 sqm
Deck strengths per sqm	weather deck: 4.0 t/sqm tween deck: 4.0 t/sqm tank top: 8.0 t/sqm (uniform) 20.0 t/sqm (block load any location) 25.0 t/sqm (block load in 3 defined areas)

Dimensions & Main Data

Tonnage GT/NT	15,629 mt tbc / 7,497 mt tbc
Deadweight (summer)	abt. 13,000 mt
Length o.a. / p.p	149.95 m / 143.05 m
Bean (moulded)	23.20 m
Beam (max)	23.45 m
Max. draft (summer)	8.50 m
Max. speed	16.2 knots
Service speed	15.5 knots
Consumption at sea	abt. 19.0 mt fuel per day (tbc) + 1.7 mt AE
Consumption in port	1.5 mt fuel per day (without crane operations) 3.0 mt fuel per day (with crane operations)
Fuel on ME / AE	RMG 380 / RME 180 / MGO DMA / MDO DMB
Tank capacities	RMG 380 / RME 180 abt. 820 cbm MGO DMA / MDO DMB abt. 280 cbm Ballast abt. 7,180 cbm Freshwater abt. 124 cbm

Cargo Gear

Type	Liebherr CBB 250t (100) / 18 m (36m) LIT
Capacity	250 mt single lift / 500 mt tandem lift 45 t aux. hoist
Outreach	main hoist 4.6m – 36.0 m / aux. hoist 6.25 m - 40.3 m
Situated	Portside
Special features	Certified for personnel transport

Container Capacity

Container sizes	20' or 40' (Hold and Deck), 45' (Hold)
Hold	388 TEU
Deck	582 TEU
Total	970 TEU
TEU at 14 mt	530 TEU
Reeferplugs	Abt. 50 (on deck)
Stackload	weather deck: 70 mt TEU / 100 mt FEU tween deck: 40 mt TEU / 60 mt FEU tank top: 50 mt TEU / 60 mt FEU

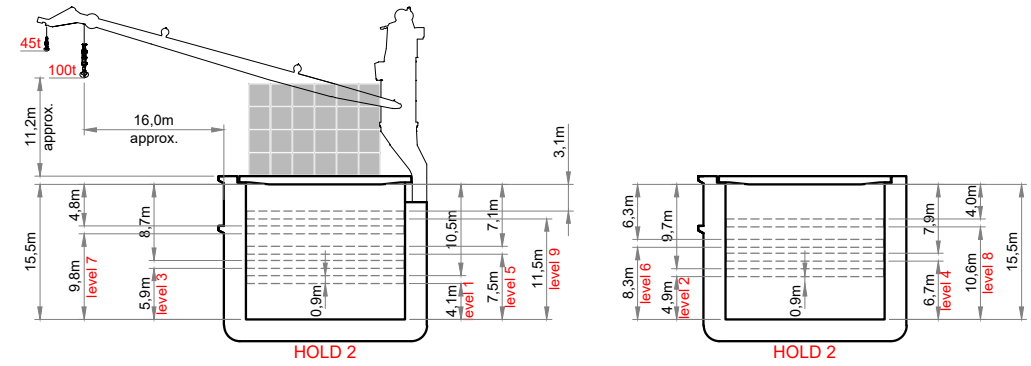
Propulsion

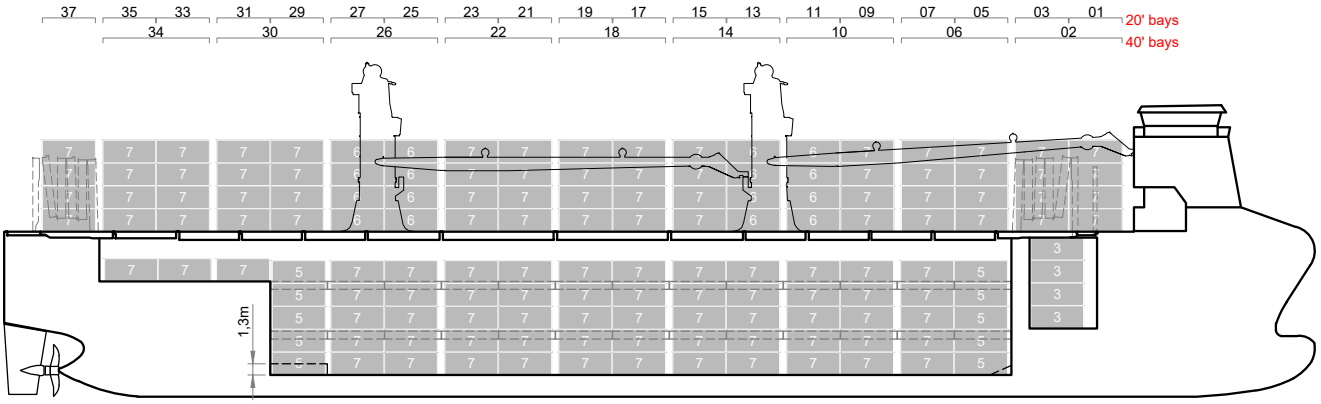
Main Engine	MAN B&W 6G45ME-C9.5 TII 6000kW
Aux.-Engines	Yanmar, 3 x 550 kWe
Propeller	Fixed pitch propeller
Bow Thruster	850 kW FPP with variable frequency drive

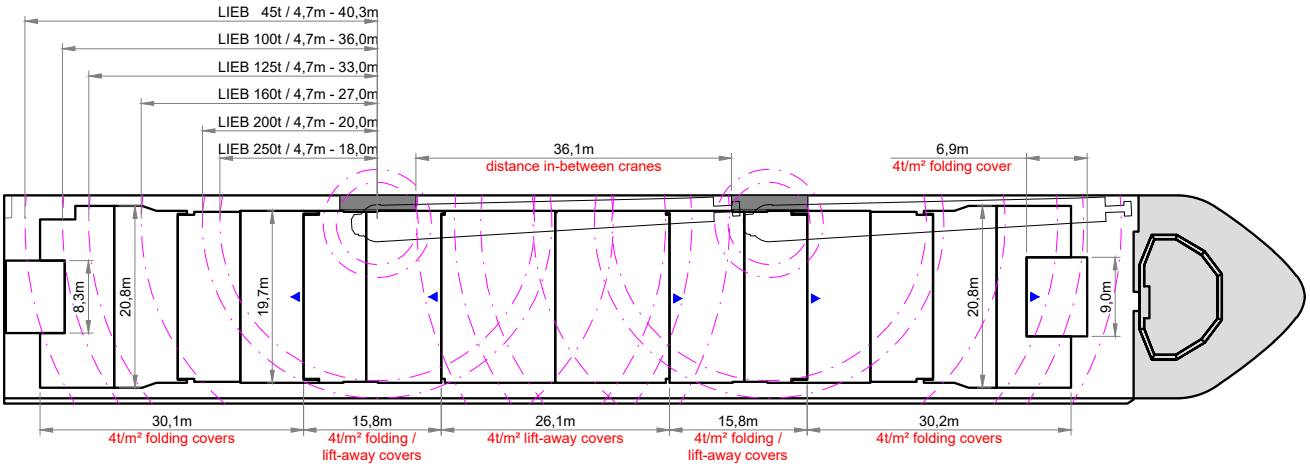
Special Equipment / Features

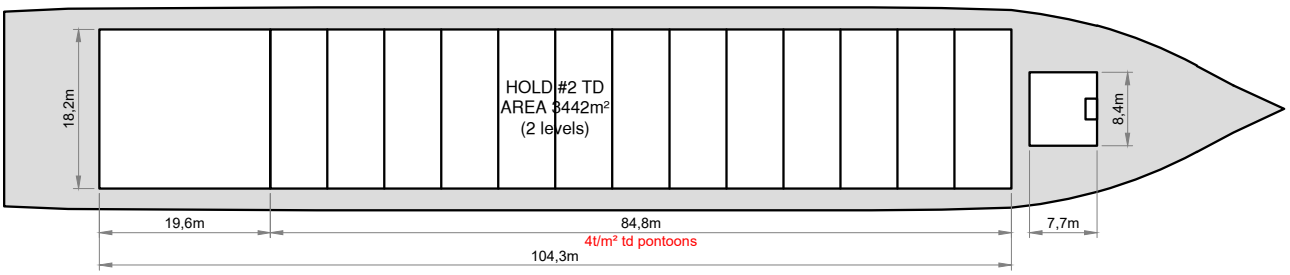
Two adjustable tween decks, Great Lakes certified, Certified for open-top sailing

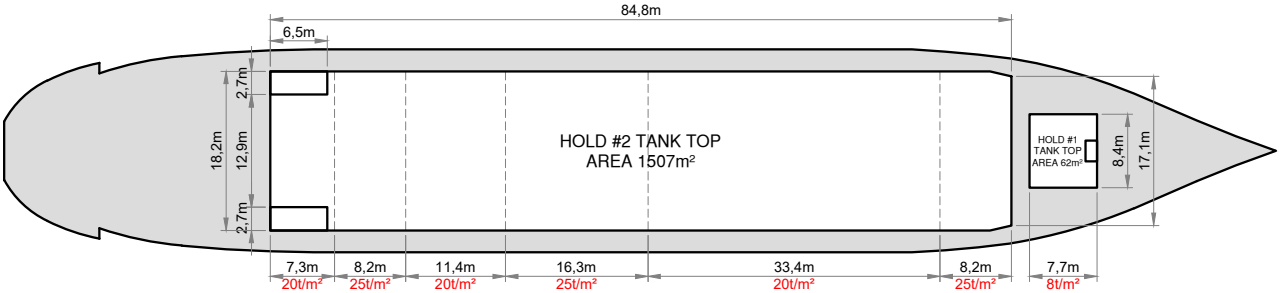
Please note that the information which are mentioned here are only preliminary. Do not hand this Data sheet to third parties. All details including speed and consumption are given in good faith and are "about" and are given without guarantee. They must not be used as basis for charterparties or contractswithout Briese's explicit permission.











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 continiuous 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.



14,400 DWT / 2x400mt + 1x80mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Amber	08/2011	9563706	Antigua & Barbuda	BBC Emerald	06/2013	9504750	Antigua & Barbuda
BBC Amethyst	01/2012	9504724	Antigua & Barbuda	BBC Sapphire	11/2012	9504798	Antigua & Barbuda
BBC Aquamarine	03/2012	9504736	Antigua & Barbuda	BBC Pearl	09/2012	9504786	Antigua & Barbuda
BBC Citrine	08/2012	9504748	Antigua & Barbuda	BBC Ruby	01/2015	9563744	Antigua & Barbuda
BBC Coral	05/2012	9563720	Antigua & Barbuda	BBC Moonstone	01/2013	9563732	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Jiangxi Jiangzhou Union Shipbuilding, China
Classification	GL + 100 A5 E3 BWM IW DG DBC, SOLAS II-2 Reg. 19 + MC AUT E3, equipped for carriage of container, equipped for transport of heavy cargo

Dimensions & Main Data

Tonnage GT / NT	12,838/ 5,968
Deadweight (summer)	14,400 mt
Length o.a.	153.44 m
Length p.p.	146.35 m
Beam	23.20 m
Max. speed	17.0 knots
Consumption at sea	37.0 mt fuel per day + 2.5 mt AE
Eco speed	14.0 knots
Consumption eco speed	29.8 mt fuel per day + 2.5 mt AE
Consumption in port	4.0 mt fuel per day (with crane operations) 2.0 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 1204,7 cbm MGO DMA / MDO DMB abt. 266.8 cbm Ballast abt. 6331,5 cbm Freshwater abt. 89 cbm

Propulsion

Main Engine	MAN 6 S46 MC-C, 8,280 kW
Aux.-Engines	Zhenjiang, 2 x 792 kW Zhenjiang, 1 x 1056 kW
Propeller	Fixed 5 blades propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	19,680 cbm (694,993 cbft)
Floor space under deck	2,986 sqm (32,141 sqft)
Floor space on deck	1,891 sqm (20,354 sqft)
Deck strengths per sqm	15.00 mt on tanktop Hold No. 1: 2.50 mt on tweendeck Hold No. 2 (lower position): 5.00 mt Hold No. 2 (upper position): 2.50 mt 5.00 mt on deck
Tweendeck	Hold 1: 1 height Hold 2: 2 heights
Bulkhead	n / a

Cargo Gear

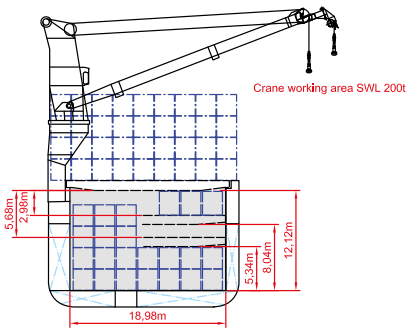
Type	2 x 400 mt NMF + 1 x 80 mt NMF
Combinable	800 mt
Situated	2 x 400 mt portside; 1 x 80 mt starboard

Container Capacity

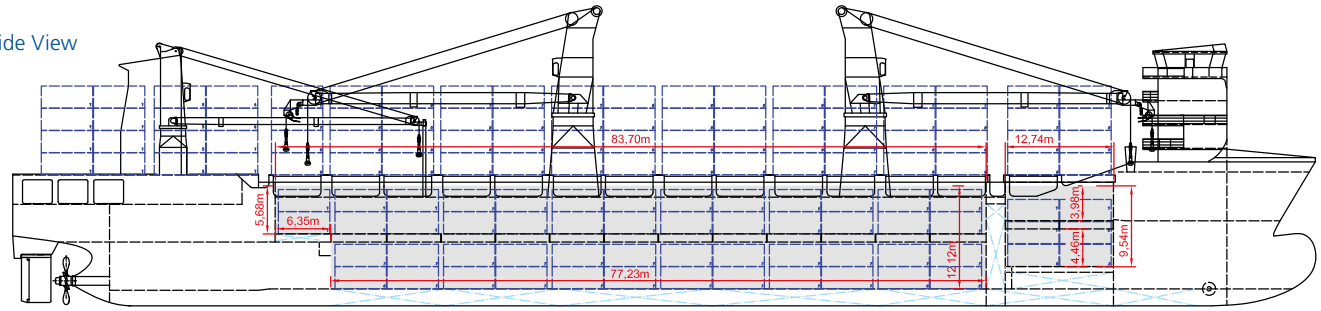
Capacity	20´ or 40´ + 20´
Hold	372 / 166 + 40
Deck	586 / 262 + 62
Total	958 / 428 + 102
TEU at 14 mt	683
Reeferplugs	28
Stackload	20´ / 40´
Hold	120 / 140
Deck	60 / 100

Special Equipment / Features

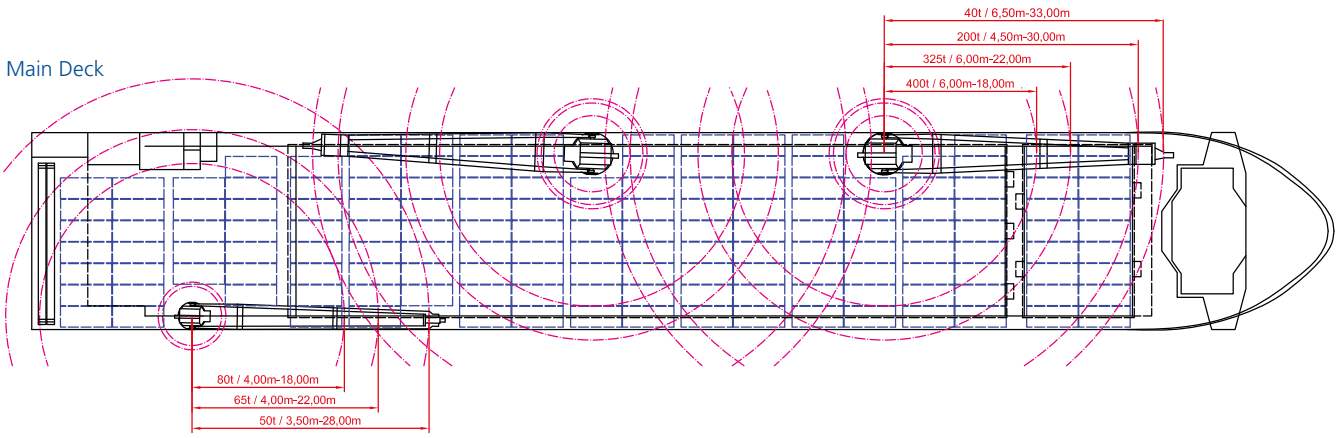
IMO classes	Fitted for carriage of dangerous goods
Other	of all IMO classes Fitted for trading Australia Bow thruster; Stability Pontoons



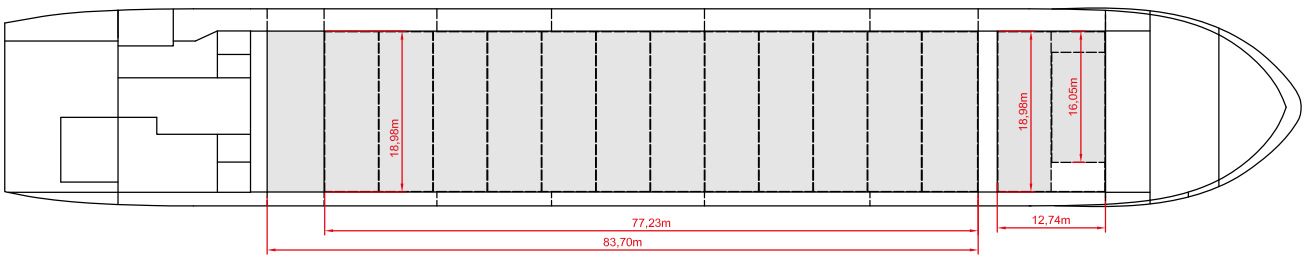
Side View



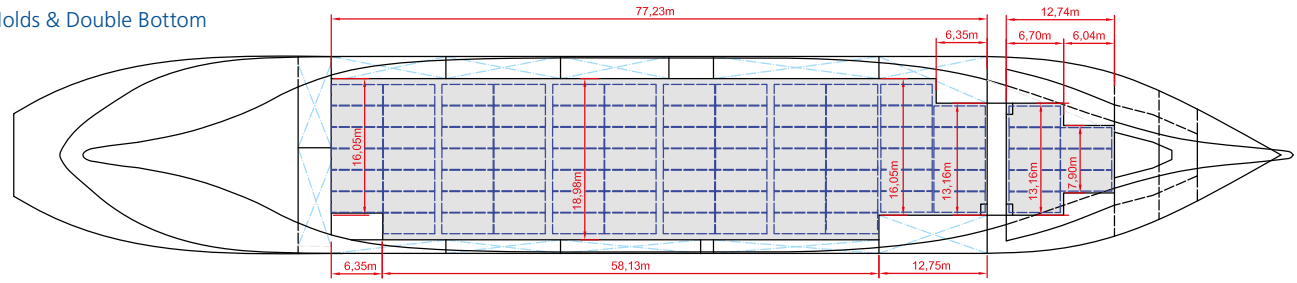
Main Deck



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 continiuous 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.



17,000 DWT / 2x250mt + 1x80mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Nile	03/2011	9571375	Antigua & Barbuda
BBC Ganges	04/2010	9508304	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Carrier Vessel Tweendecker
Builder	Tianjin Xingang Shipyard / China
Classification	GL, 100 A5 ICE E3, G IW, strengthened for Heavy Cargo, equipped for carriage of containers, equipped for the carriage of dangerous goods according to SOLAS II-2, Reg. 19, MC E3 AUT EP-D, CM-PS (not BBC Ganges)

Dimensions & Main Data

Tonnage GT/NT	12,980 / 5,334
Deadweight (summer)	17,000 mt
Length o.a.	143.14 m
Length p.p.	134.43 m
Beam	22.80 m
Max. draft (summer)	9.70 m
Max. speed	15.0 knots
Service speed	14.6 knots
Consumption at sea	30.0 mt fuel per day + 2.2 mt AE
Eco speed	13.0 knots
Consumption eco speed	24.2 mt fuel per day + 2.2 mt AE
Consumption in port	4.7 mt fuel per day (with crane operations) 2.1 mt fuel per day (without crane operations)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 1,458 cbm MGO DMA / MDO DMB abt. 145 cbm Ballast abt. 6,211 cbm Freshwater abt. 259 cbm

Propulsion

Main Engine	MAN B&W 6S46MC-C, 7074 kW
Aux.-Engines	Yanmar, 3 x 660 kW
Propeller	Four bladed fixed pitch propeller

Hold and Hatch

Hold and Hatch	2 Holds / 2 Hatches
Hatch cover type	Folding type
Cargo Hold capacity	19,777 cbm (698,418 cbft)
Floor space under deck	2,986 sqm (32,141 sqft)
Floor space on deck	1,486 sqm (16,002 sqft)
Deck strengths per sqm	20.00 mt on tanktop 4.70 mt on tweendeck 2.20 mt on deck
Tweendeck	Hold 1: 1 height Hold 2: 2 heights
Bulkheads	2 bh / 2 positions

Cargo Gear

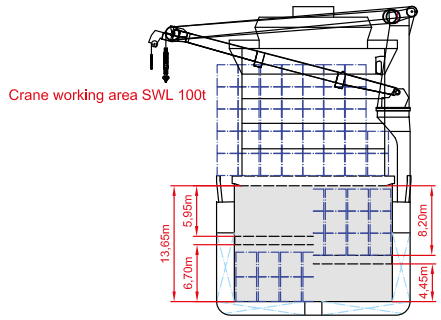
Type	2 x 250 mt / 1 x 80 mt NMF
Combinable	500 mt
Situated	Portside

Container Capacity

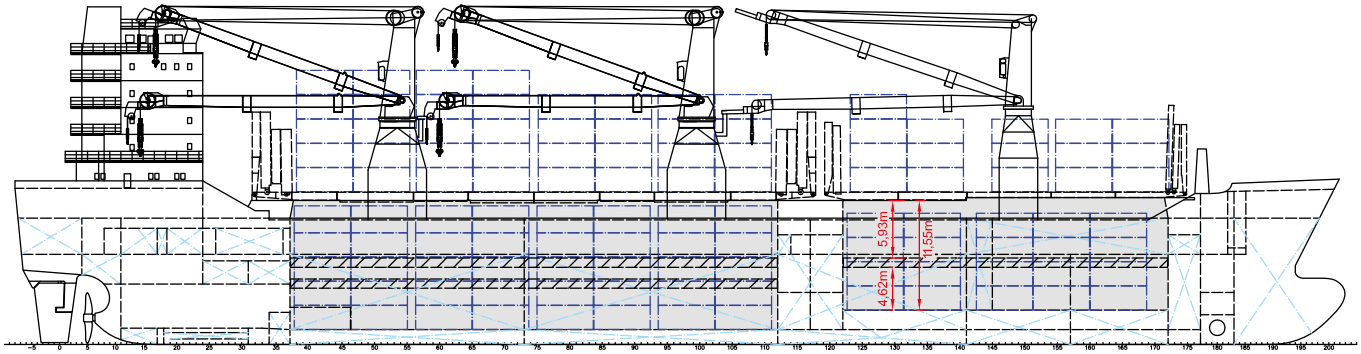
Capacity	20´ or 40´ + 20´
Hold	408 / 193 / 22
Deck	550 / 225 / 100
Total	958 / 418 / 122
Reeferplugs	60
Stackload	20‘ / 40‘
Hold	125 mt / 175 mt
Twd	45 mt / 60 mt
Deck	60 mt / 90 mt
Specials	Equipped for 30‘ container, wide body and high cube container

Special Equipment / Features

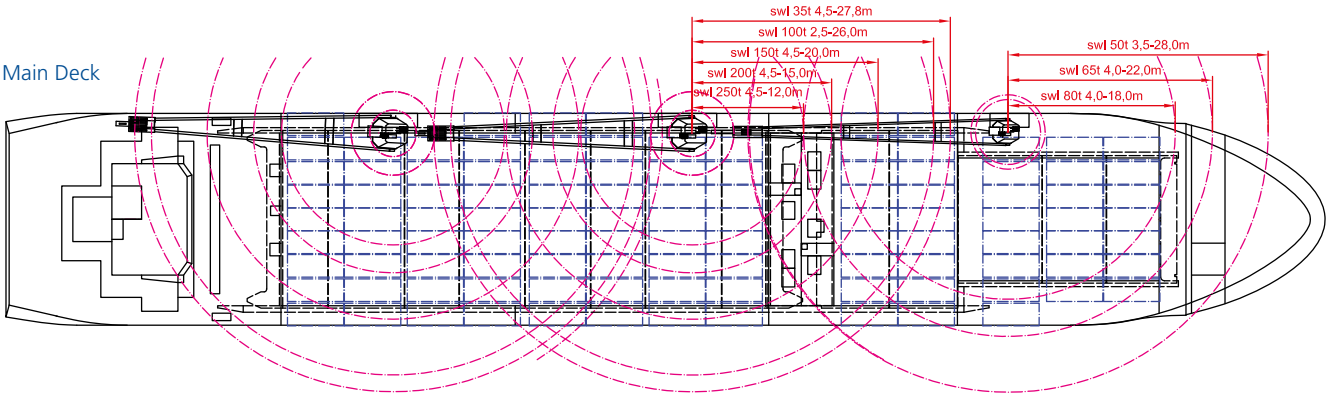
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted for trading Australia Bow thruster



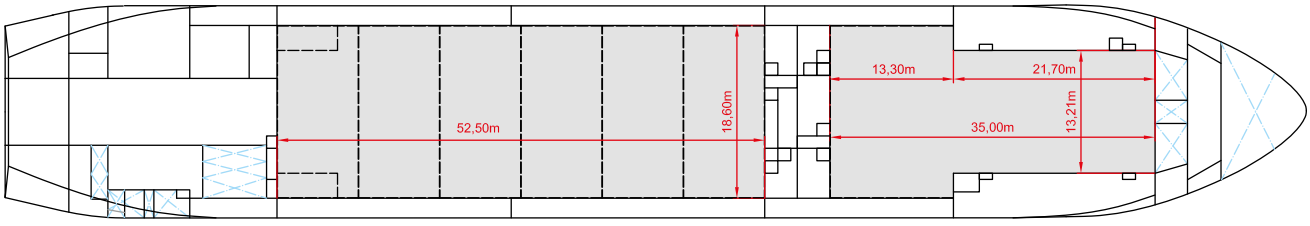
Side View



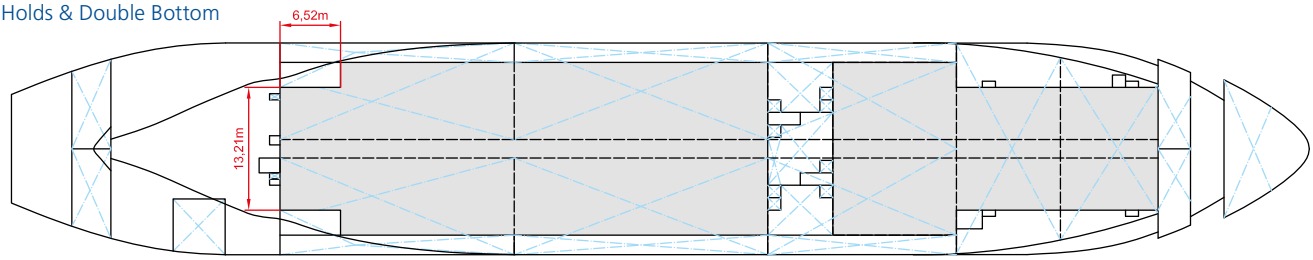
Main Deck



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 continiuous 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.



24,964 DWT / 2 x 100 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Finland	2012	9605684	Antigua & Barbuda	BBC Elisabeth	2013	9593660	Antigua & Barbuda
BBC Norway	2012	9593658	Antigua & Barbuda	BBC Iceland	2013	9605906	Antigua & Barbuda

Ship`s Basics

Type	Premium Project Cargo Vessel Tweendecker
Builder	Dalian Ship Building Industry Co Ltd., China
Classification	Lloyds Register (BBC Finland, BBC Norway, BBC Elisabeth) Bureau Veritas (BBC Iceland)

Dimensions & Main Data

Tonnage GT/NT	18,189 / 8,440
Deadweight (summer)	24,964 mt
Length o.a.	161.33 m
Length p.p.	152.00 m
Beam	27.39 m
Max. draft (summer)	9.81 m
Service speed	13.0 knots
Consumption at sea	Laden with service speed: abt. 25.0 mt / per day RMG 380 Laden with Eco Speed (12.0 knots): abt. 20.0 mt / per day RMG 380
Consumption in port	Abt. 4.5 mt / day in port when idle Abt. 5.5 mt / day in port when cranes working
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RMG 380 / RME 180 abt. 1.491,10 cbm MGO DMA / MDO DMB abt. 106,70 cbm Ballast abt. 9356,6 cbm Freshwater abt. 242,5 cbm

Propulsion

Main Engine	MAN B&W 65 50MC-C8 (TIER II)
Aux.-Engines	3x Daihatsu 5DK-20E / 620 KW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	4 Holds / 4 Hatches
Hatch cover type	Folding type
Cargo hold capacity	30,239 cbm
Floor space under deck	4,189 sqm (45,090 sqft)
Floor space on deck	2,438 sqm (26,242 sqft)
Deck strengths per sqm	23.00 mt on tanktop 4.00 mt on tweendeck 2.50 mt on hatchcover

Cargo Gear

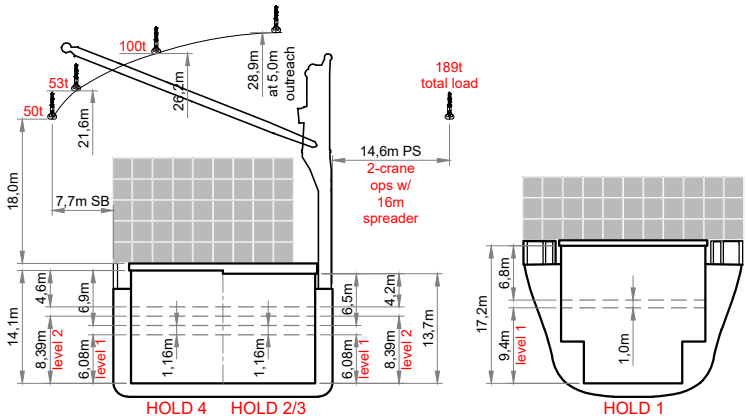
Type	2 x 100 mt + 1 x 60 mt TTS
Combinable	200 mt
Situated	Portside

Container Capacity

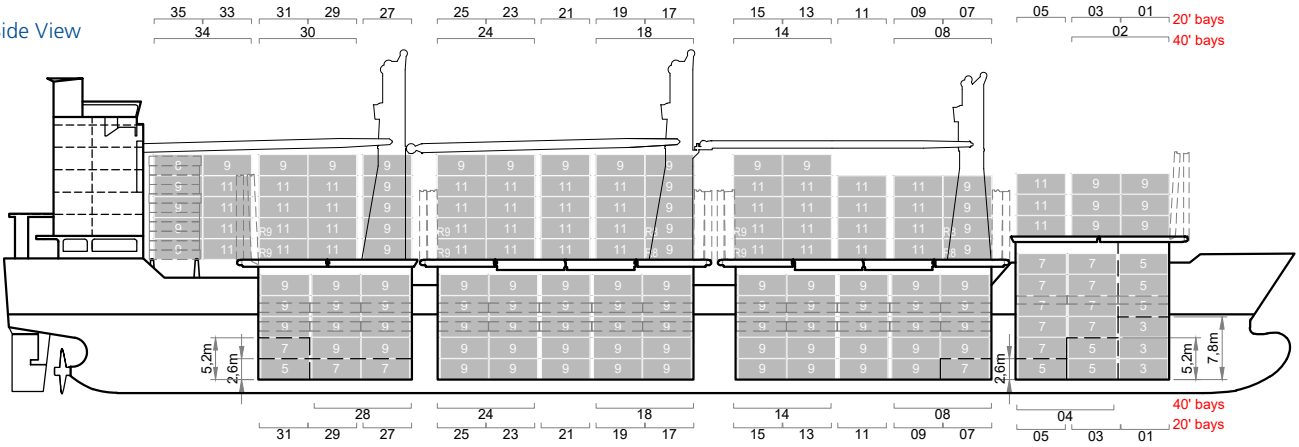
Capacity	1.497 TEU (overall) 20´ or 40´ + 20´
Hold	675 / 152 / 120
Deck	822 / 418 / 237
Total	1497 / 570 / 357
TEU at 14 mt	1.247 TEU
Reeferplugs	86 on deck

Special Equipment / Features

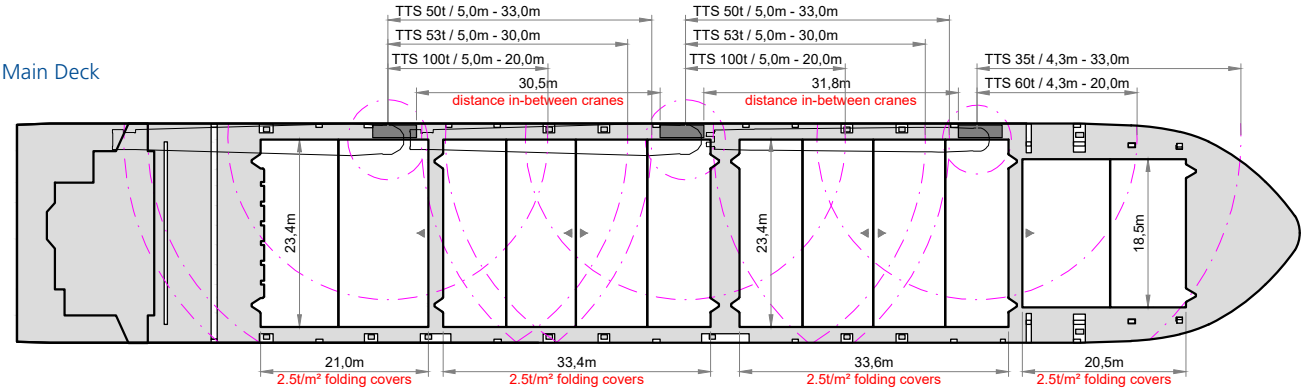
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Fitted with all modern nautical aids (i.e. satnav, 2 radars, log, gps, autopilot, weather fax,navtex etc.), fully GMDSS fitted



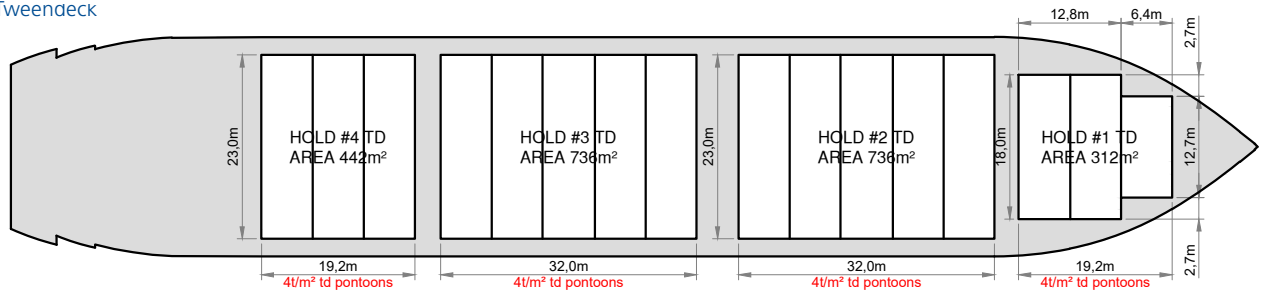
Side View



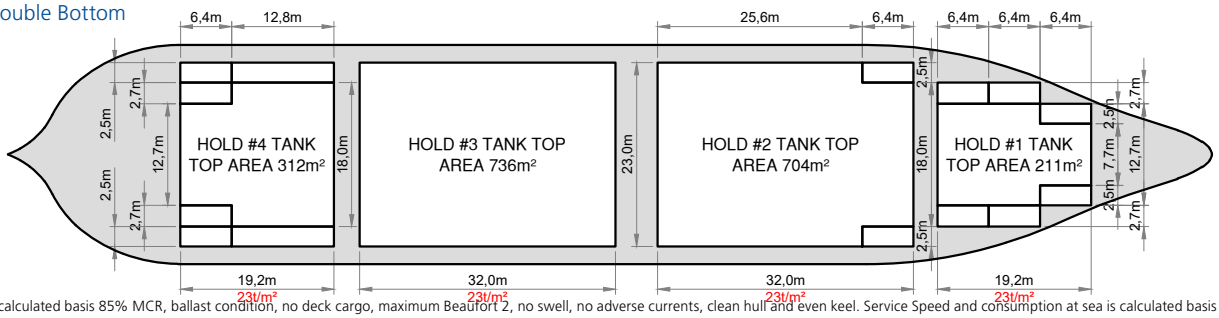
Main Deck



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 continiuous 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.







Container Vessels

BRIESE SCHIFFAHRT



24,400 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Siargao	04/2023	9944742	Antigua & Barbuda	Hooge	12/2023	9944778	Antigua & Barbuda
Samal	06/2023	9944754	Antigua & Barbuda	Langeness	12/2023	9944780	Antigua & Barbuda
Helgoland	08/2023	9944766	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

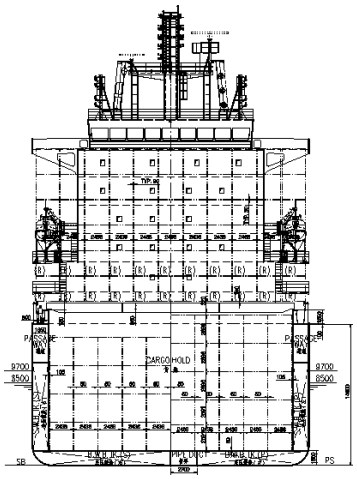
Hold and Hatch	4 holds / 8 hatches
Hatch cover type	Pontoon Type, non-sequential

Container Capacity

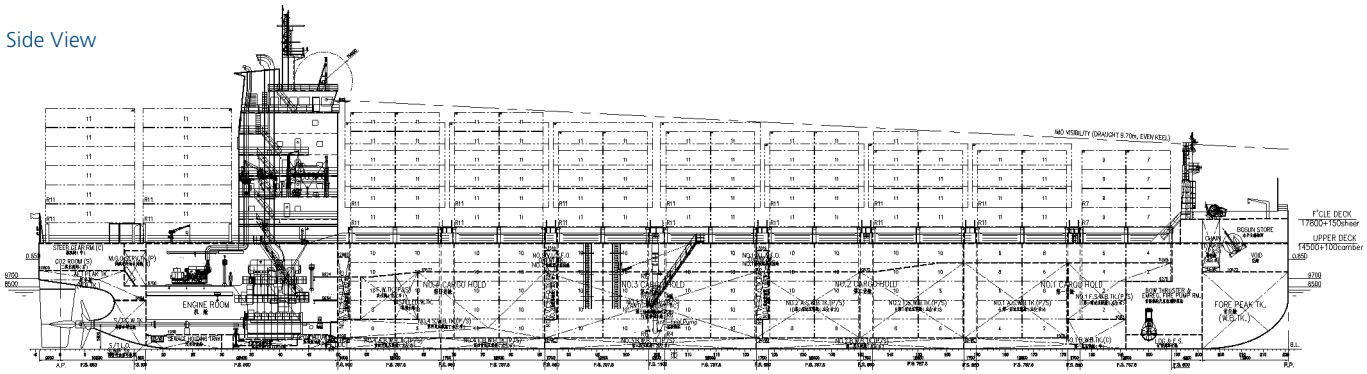
Capacity	20‘ / 40‘ + 20‘
Hold	654 / 316 + 22
Deck	845 + 141 / 554 + 19
Total	1.499 + 141, which is equivalent to 1.781 TEU
TEU at 14 mt	equivalent to 1.380 TEU
Reeferplugs	300

Special Equipment / Features

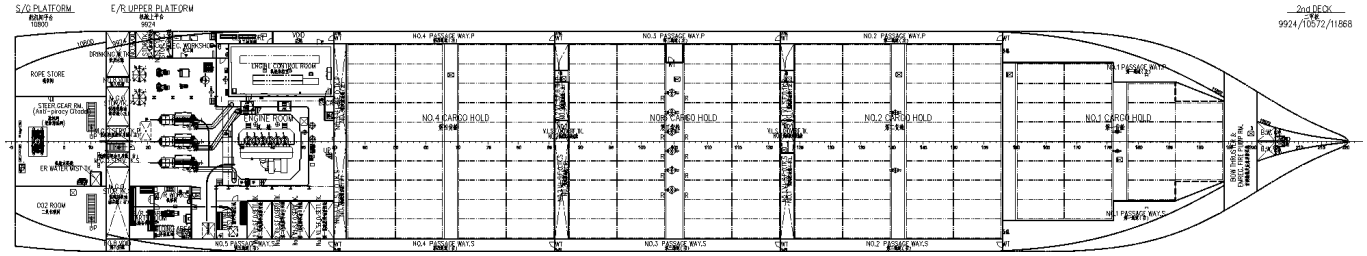
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bowthruster fitted, fully cellular (fixed), fitted with reefer plugs EEDI phase 3



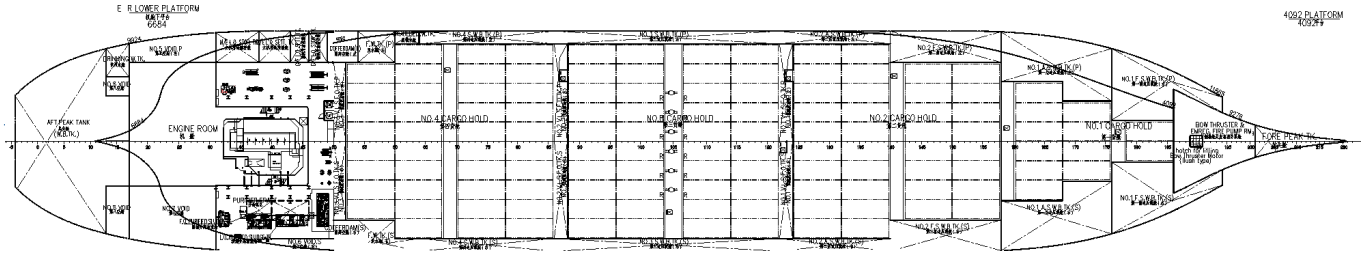
Side View



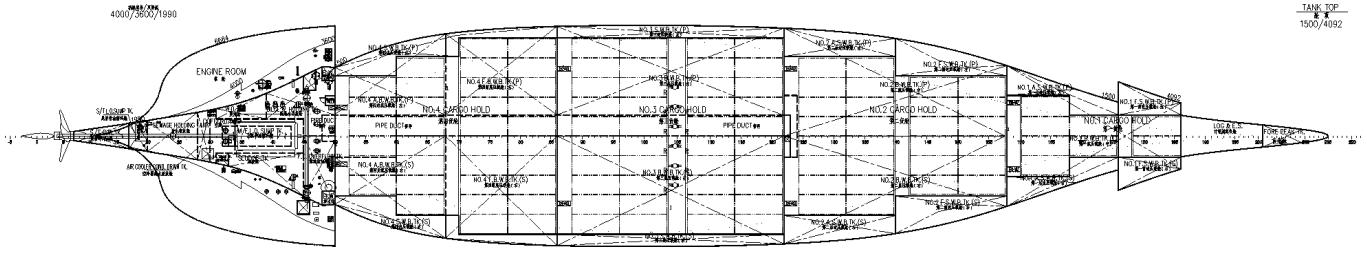
Main Deck



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 continiuous 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.



24,500 DWT / gearless

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Palawan	2023	9937402	Antigua & Barbuda	Baltrum	2023	9937385	Antigua & Barbuda
Cebu	2023	9968437	Antigua & Barbuda				
Panay	2023	9937373	Antigua & Barbuda				

Ship`s Basics

Type	Container Vessel
Builder	Wenchong, China
Classification	Class NK NS* (CNC, EQ C DG, PSPC-WBT, NC) (IWS) (PS-DA-CNC) (PSCM) (EA) (CSSA-R) (IHM) MNS* (M0) Installation Character(s): BWM, MPP, LSA, RCF, AFS, BRS1

Dimensions & Main Data

Tonnage GT/NT	18,491 / 8,225
Deadweight (summer)	24,500 mt
Length o.a.	172.00 m
Length p.p.	168.70 m
Beam	27.50 m
Max. draft (summer)	10.00 m
Service speed	18.5 knots
Consumption at sea	36.0 mt fuel per day + 3,2 mt fuel per day for aux engines
Consumption at port	5.0 - 7.0 mt fuel per day
Eco speed	18.5 mt at 15 kn fuel per day + 3,2 mt fuel per day for aux engines
Ultra slow speed	11.0 mt at 12 kn fuel per day + 4,0 mt fuel per day for aux engines
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB - ISO 8217:2017
Fuel on AE	RMG 380 / RME 180 / MGO DMA / MDO DMB - ISO 8217:2017
Tank capacities	HFO - 100%: 1,100.0 cbm MDO - 100%: 200.0 cbm

Propulsion

Main Engine	MAN B&W 6S60ME-C10.5 Tier II 10,380 kW
Aux.-Engines	Yanmar 3x 1250 kWe
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	4 holds / 8 hatches
Hatch cover type	Pontoon Type, non-sequential
Cargo hold capacity	32961.56 cbm

Cargo Gear

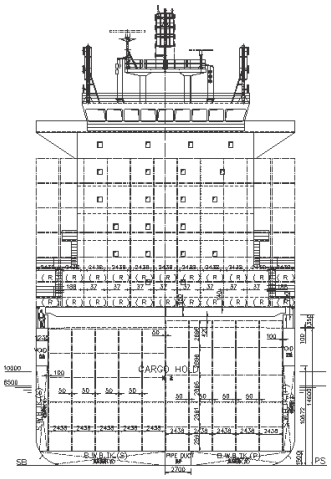
Type	n/a
Combinable	n/a
Hoisting speed	n/a
Situated	n/a

Container Capacity

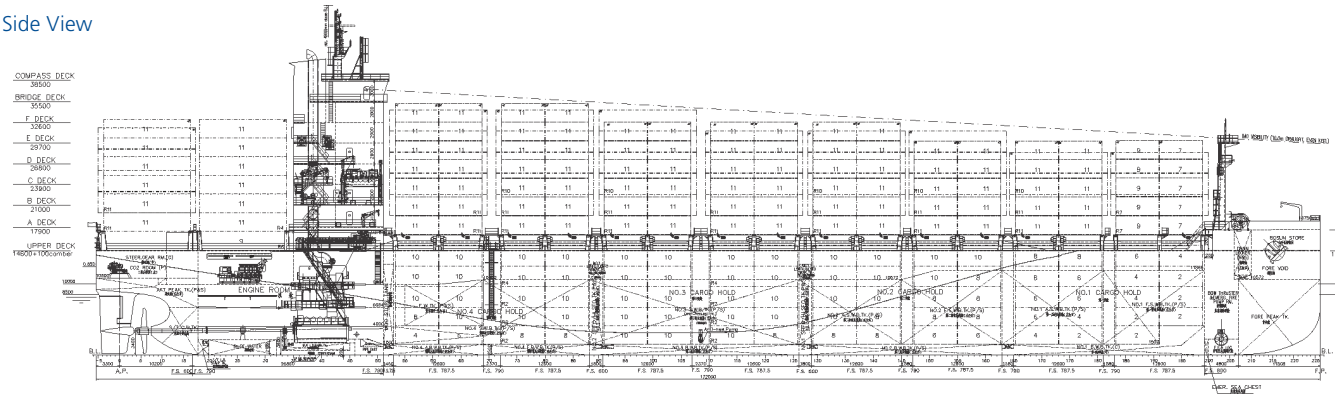
Capacity	20‘ / 40‘ + 20‘
Hold	644 / 310 + 24
Deck	1286 / 638 + 10
Total	1930 / 948 + 34
TEU at 14 mt	1350 TEU
Reeferplugs	270 FEU

Special Equipment / Features

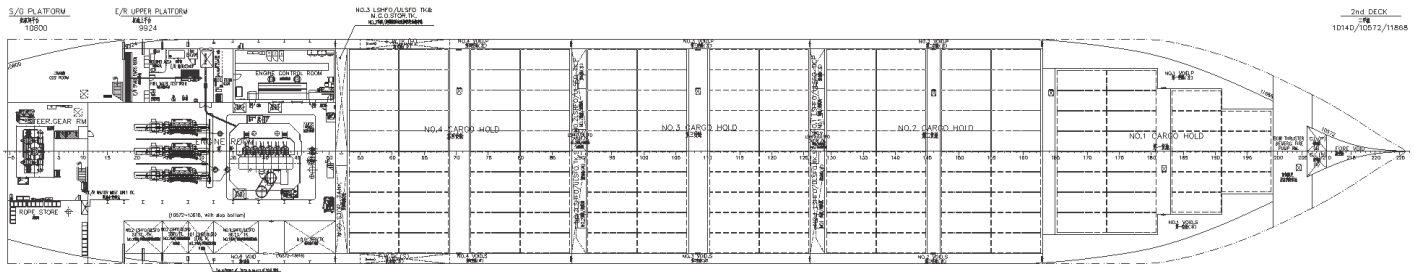
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bowthruster fitted, fully cellular (fixed), fitted with reefer plugs EEDI phase 3



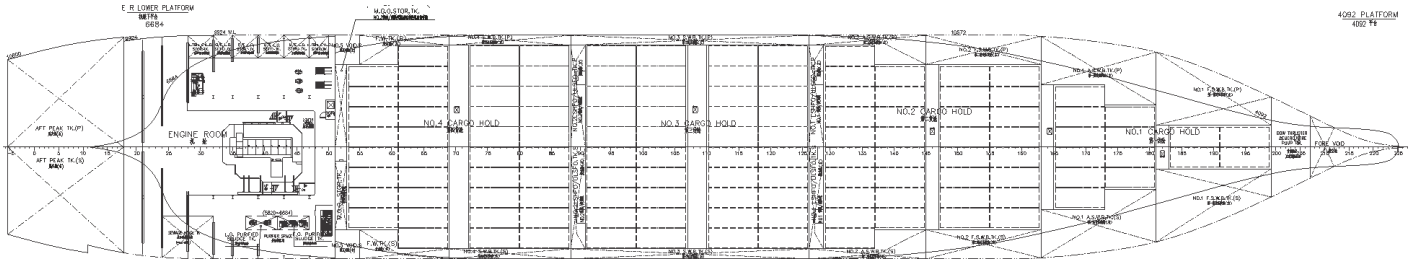
Side View



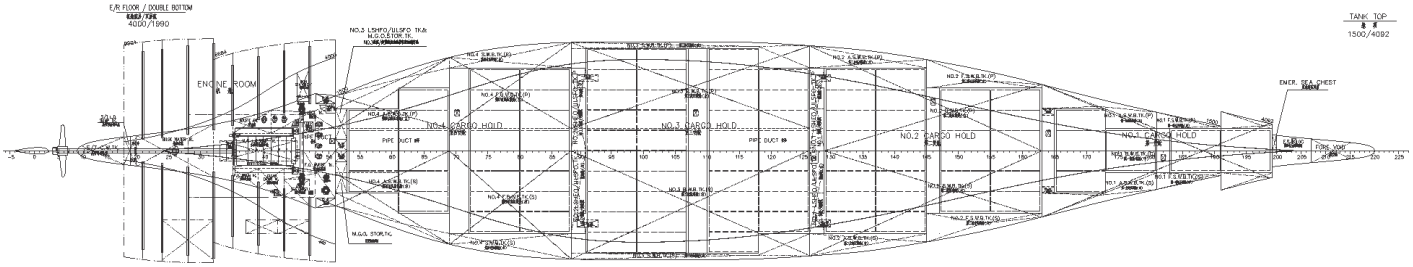
Main Deck



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 continiuous 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.







Bulk Carrier Vessels

BRIESE SCHIFFAHRT



37,135 DWT / 4 x 30 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Jupiter	01/2014	9577630	Antigua & Barbuda

Ship`s Basics

Type	Bulk Carrier Vessel / Wide Hatch Type Singledecker
Builder	Huatai Heavy Industry (Nantong)
Classification	LR - 100A1 E, Bulk Carrier, CSR BC-A, holds 2 & 4 may be empty, ESP GRAB[20], LI, Ship Right (CM), Ice Class 1C FS, IWS, BWMP (S+F), ACS (B), PSPC + LMC, UMS, SCM

Dimensions & Main Data

Tonnage GT/NT	24,168 / 12,166
Deadweight (summer)	37,135 mt
Length o.a.	189.99 m
Length p.p.	183.00 m
Beam	28.50 m
Max. draft (summer)	10.4 m
Max. speed	15.4 knots
Service speed	14.0 knots
Consumption at sea	24.0 mt fuel per day + 2.3 mt AE
Eco speed	12.0 knots
Consumption eco speed	21.5 mt fuel per day + 2.3 mt AE
Consumption in port	3.3 mt fuel per day 6.1 mt fuel per day (with cranes)
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO - 100%: 1,790.00 cbm MDO - 100%: 186.70 cbm

Propulsion

Main Engine	Wärtsila 6RTA48TD two stroke, 7368 kW
Aux.-Engines	3 x 650 kW
Propeller	Fixed pitch propeller

Hold and Hatch

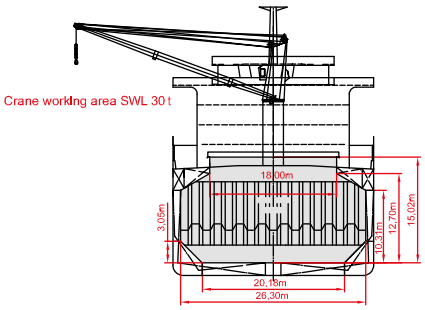
Hold and Hatch	5 Holds / 5 Hatches
Hatch cover type	Folding type
Cargo Hold capacity	48,957 cbm
Deck strengths	Tanktop: 20 mt / sqm

Cargo Gear

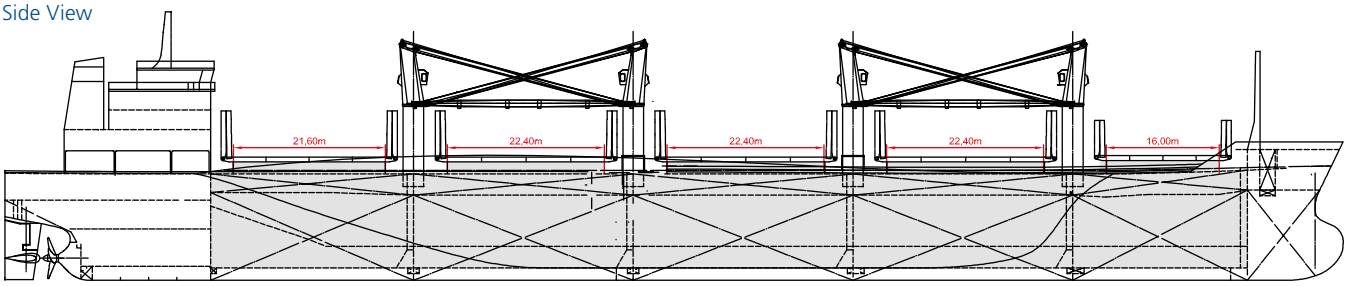
Type	4 x 30 mt
Capacity	30 mt / working radius 4-28 m
Max Outreach	13,75 m
Hoisting speed	18 m / min
Situated	mid-ship
Specials	Fitted for grab operation

Special Equipment / Features

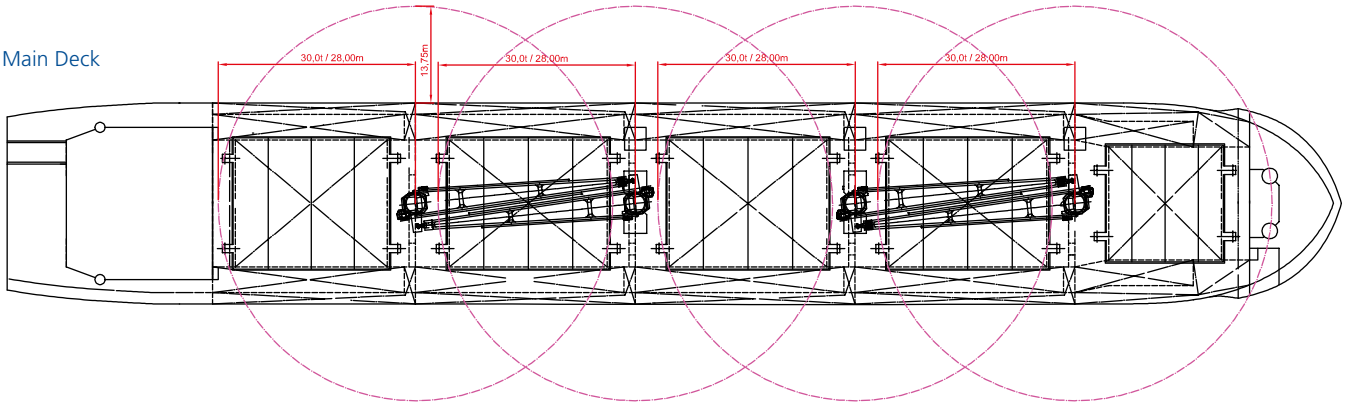
Other	Wide Hatch Type / Fitted for trading Australia, A 60 Bulkhead



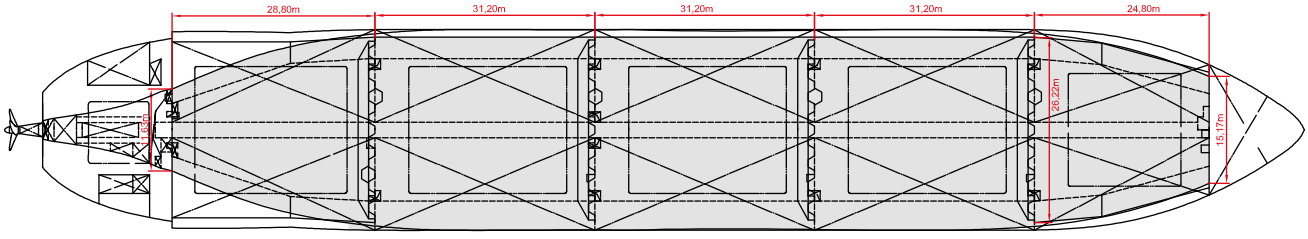
Side View



Main Deck



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 continiuous 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.



39,500 DWT / 4 x 30 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Mercury	2023	9965588	Liberia	BBC Venus	2023	9965590	Liberia

Ship`s Basics

Type	Bulk Carrier
Builder	Saiki Shipyard, Japan
Classification	Class NK, NS * (BCM, BC-XII, GRAB, PSPC-WBT, NC) (PS-DA&FA)(IWS)(IHM)(NOxIII(SCR)) MNS* Descriptive Note: (Strengthened for heavy cargo loading where holds nos. 2 & 4 may be empty / Double probeller hull construction applied to all cargo holds) (NoxIII(2021)(M/E : SCR), (G/E(Nos. 1,2,3) : SCR))

Dimensions & Main Data

Tonnage GT/NT	24,748 / 12,430 tbc
Deadweight (summer)	39,869 mt
Deadweight (design)	abt. 35,700 mt
Length o.a.	179.9 m
Length p.p.	174.0 m
Beam (moulded)	32.0 m
Max. draft (summer)	10.2 m
Draft, design	9.50 m
Service speed	13.5 knots
Consumption at sea	abt. 17.7 mt/per day RMG 380 + 1.8 mt AE
Eco speed	11.7 knots
Consumption eco speed	about 10.8 mt/per day RMG 380 + 1.8 mt AE
Consumption in port	2.5 mt/day RMG 380 (w/o gear) 0.1 mt/day MGO (w/o gear) 4.5 mt/day RMG 380 with gear working 0.1 mt/day MGO with gear working
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB
Fuel on AE	same as ME
Tank capacities	RMG 380 / RME 180 abt. 977 cbm MGO DMA / MDO DMB abt. 290 cbm Ballast abt. 16,000 cbm Freshwater abt. 264 cbm

Propulsion

Main Engine	MAN B&W 6G45ME-C9.7-HPSCR (5280kW)
Aux.-Engines	Yanmar, 3 x 560 kWe
Propeller	Fixed pitch propeller

Hold and Hatch

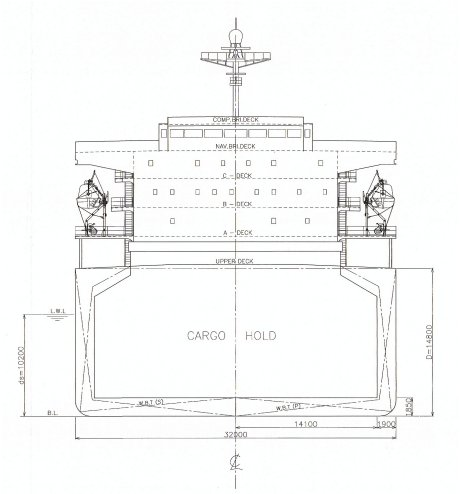
Hold and Hatch	5 Holds / 5 Hatches
Hatch cover type	Folding type
Cargo Hold capacity	49,500 cbm Grain space 48,500 cbm Bale space
Deck strengths	Tanktop: 25 mt / sqm Tanktop strengthened for 2 tiers steel coils à 15 mt Weather Deck: 3.5 mt/sqm

Cargo Gear

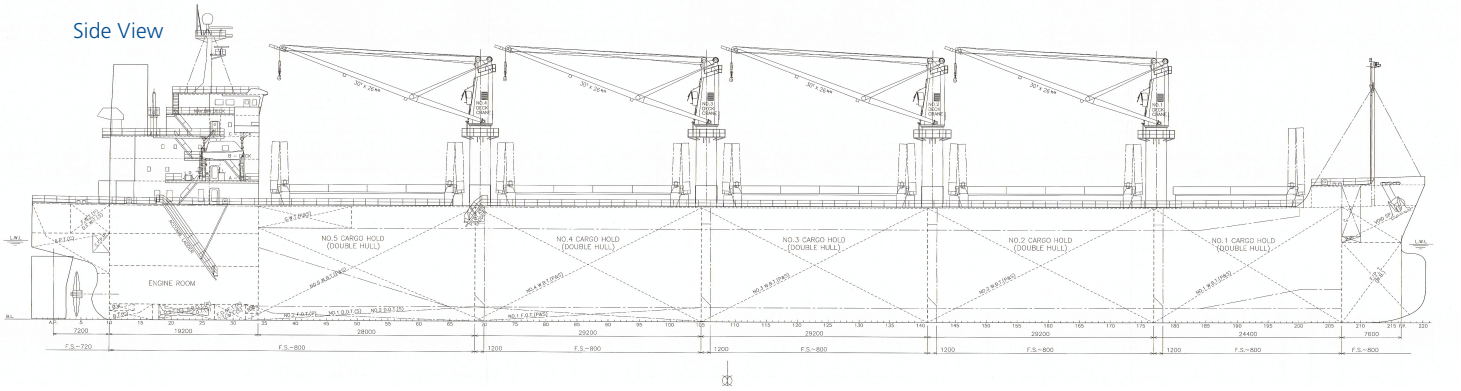
Type	4 x 30 mt
Capacity	30 mt / Outreach 4.5-26 m
Hoisting speed	18.5 m / min @ 30 mt
Slewing angle	abt. 0.6 rpm
Location	Between hatches in centreline of the ship

Special Equipment / Features

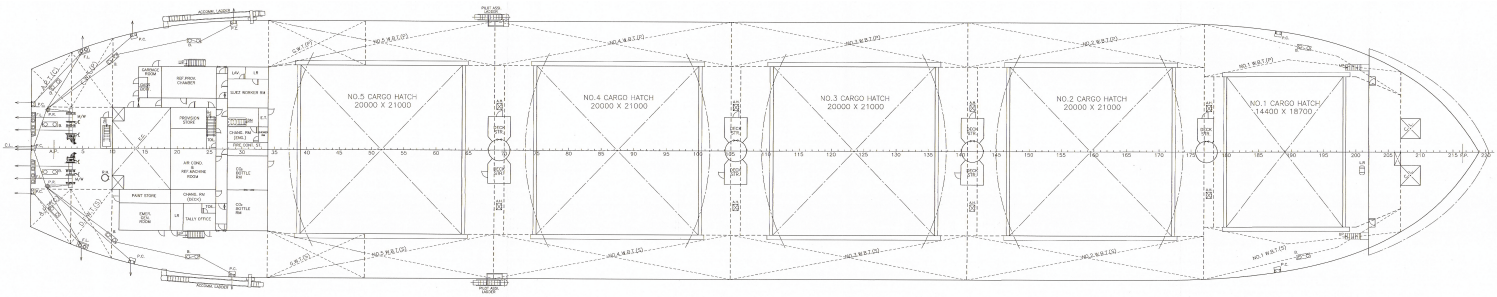
TIER III compliant, ie. vessel is consuming urea in NECA



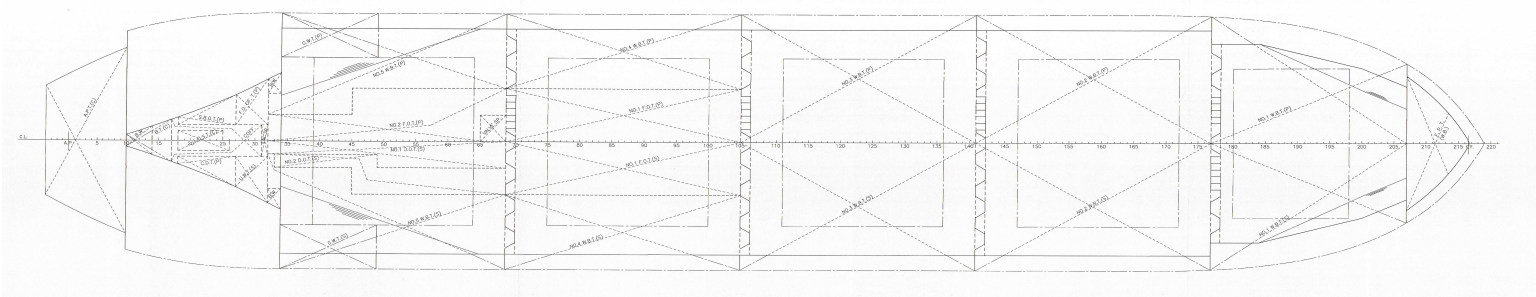
Side View



Main Deck



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 continiuous 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.



40,000 DWT / geared open hatch

BRIESE SCHIFFAHRT

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 (fuel tanks excl. settl.&serv.tks.)	RMG 380 / RME 180 abt. 1,269 cbm 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 kWe
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

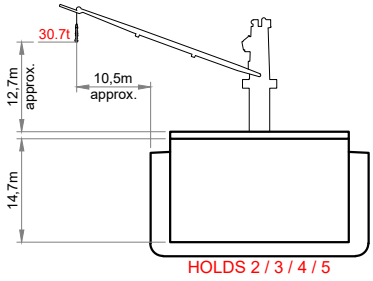
Cargo Gear

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

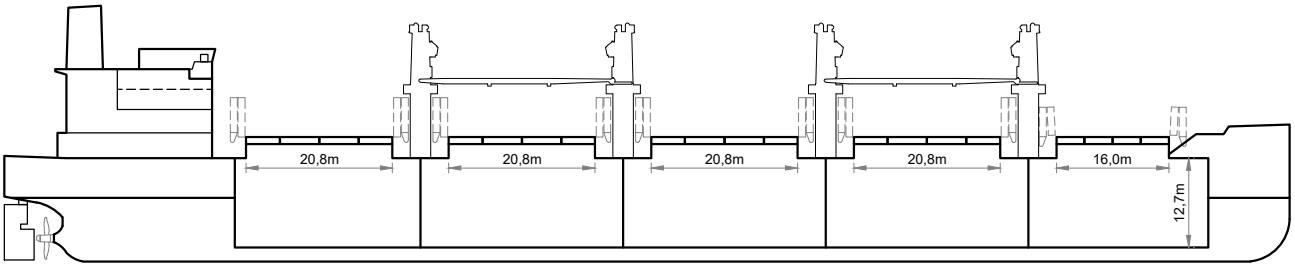
Special Equipment / Features

TIER III compliant
Energy Saving Fins
SK-Bow

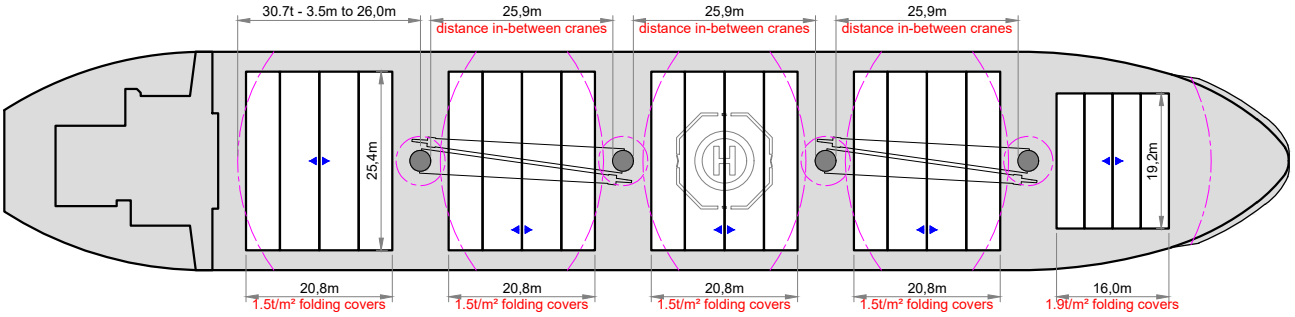
Max. speed is calculated basis 85% MCR, ballast condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Service Speed and consumption at sea is calculated basis 75% MCR, laden condition, no deck cargo, maximum Beaufort 2, no swell, no adverse currents, clean hull and even keel. Eco speed is the minimum continiuous 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.

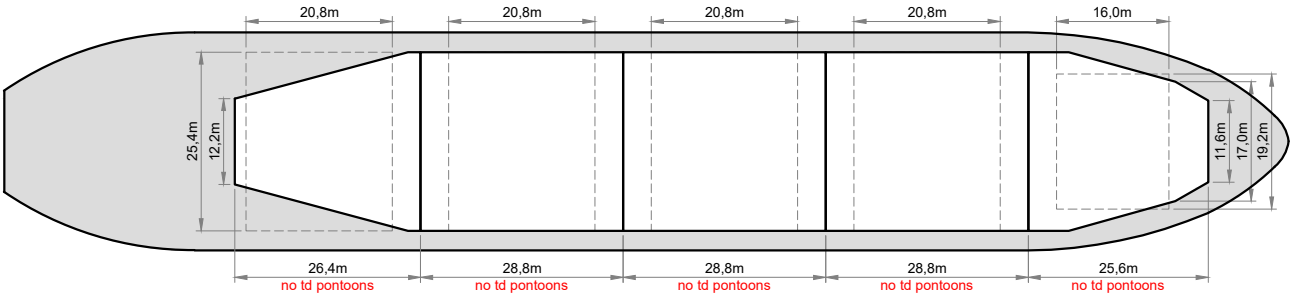


Side View

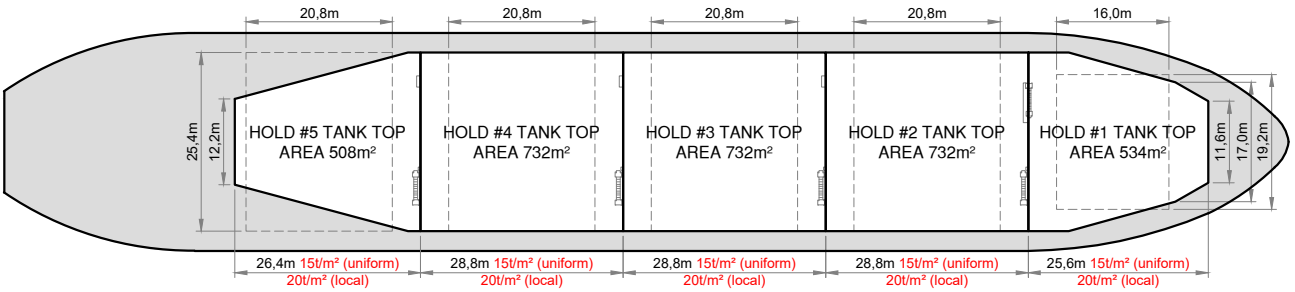


Main Deck





Holds & Double Bottom



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 continiuous 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.



40,200 DWT / 4 x 30,5 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
BBC Uranus	05/2022	9947768	Liberia	BBC Saturn	06/2022	9932127	Liberia
BBC Mars	07/2022	9947770	Liberia				

Ship`s Basics

Type	Bulk Carrier Vessel
Builder	Jiangmen Nanyang
Classification	BV - I HULL / MACH - Bulk Carrier CSR CPS (WBT) BC-A (holds no 2,4 may be empty) ESP GRAB [25] Unrestricted navigation VeriSTAR-Hull AUT-UMS, MON-SHAFT, Green Passport, BWT, IW, LI-HG-S2

Dimensions & Main Data

Tonnage GT/NT	25,163 / 13,493
Deadweight (summer)	40,200 mt
Length o.a.	179.9 m
Length p.p.	176.85 m
Beam	30 m
Max. draft (summer)	10.8 m
Max. speed	14.0 knots
Service speed	13.8 knots
Consumption at sea	16.9 mts fuel per day + 2,2 mts for aux engines
Eco speed	11.0 mts fuel per day + 2,2 mts for aux engines
Consumption at port	3 mts fuel per day
Consumption at port (with crane operation)	6 mts fuel per day
Fuel on ME	RMG 380 / RME 180 / MDO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	HFO - 100%: 1,234.5 cbm MDO - 100%: 378 cbm

Propulsion

Main Engine	MAN Diesel Turbo 5S50 ME-C9.7, MCR - 8900 kW x 117 rpm
Aux.-Engines	3 x 6 cycle Yanmar 615 kWx900 rpm
Propeller	Fixed pitch propeller

Hold and Hatch

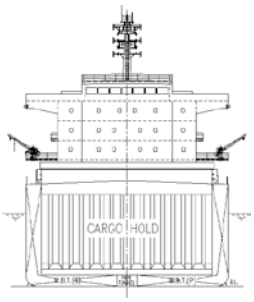
Hold and Hatch	5 Holds / 5 Hatches - 2-4 are fully boxshaped
Cargo Hold capacity	No. 1: 8,572.8 cbm (302,745.58 cbft) No. 2: 10,623.90 cbm (375,179.49 cbft) No. 3: 10,623.90 cbm (375,179.49 cbft) No. 4: 10,623.90 cbm (375,179.49 cbft) No. 5: 9,872.50 cbm (348,644.05 bcft)
Hatch cover type	folding type, hatch covers fitted with cement feeding holes
Hold dimensions	No. 1: 26.4 x 11.75 / 25.26 x 15.7 m No. 2-4: 27.2 x 25.26 x 15.7 m No. 5: 26.4 x 25.26 / 8.05 x 15.7 m
Deck strengths per sqm	20 mts / sqm - No 1,3,5 15 mts / sqm - No 2,4

Cargo Gear

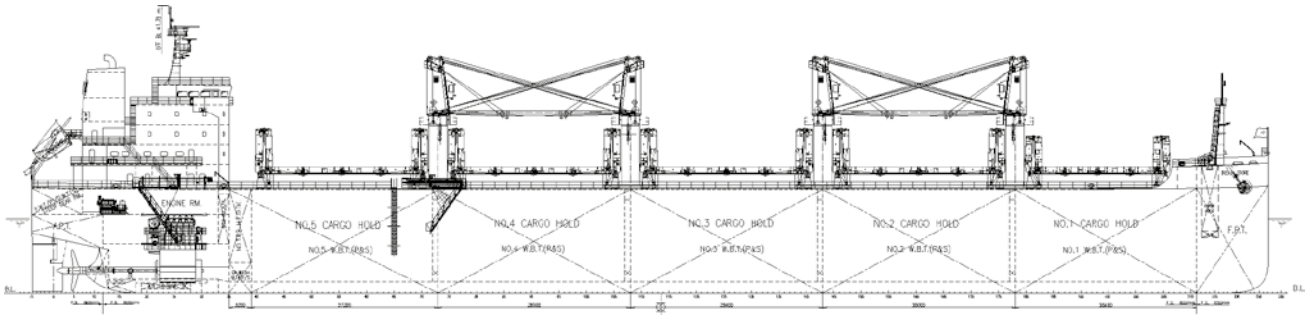
Type	4 x 30,5 mt at 26 m outreach
Hoisting speed	30.5 mts x 18.5 m/min
Slewing angle	360 degrees
Hoisting height	max. 37 m
Situated	midship

Special Equipment / Features

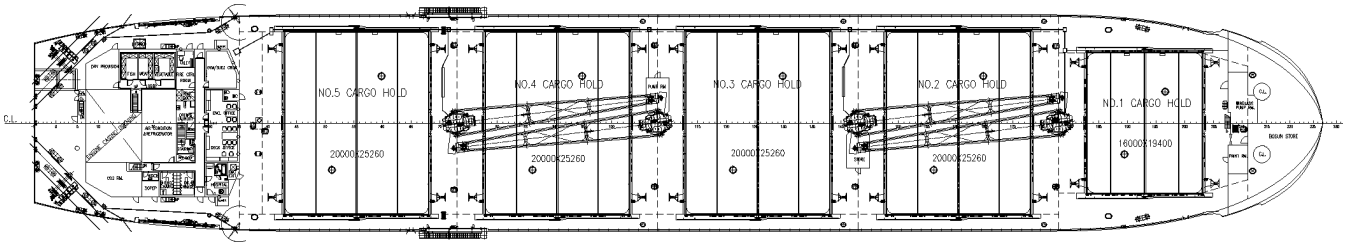
IMO classes	Fitted for carriage of dangerous goods of all IMO classes as per DOC for the carriage of
Other	DG Cranes are designed for grab discharge holds are CO2 fitted Open Top Bulk Carrier



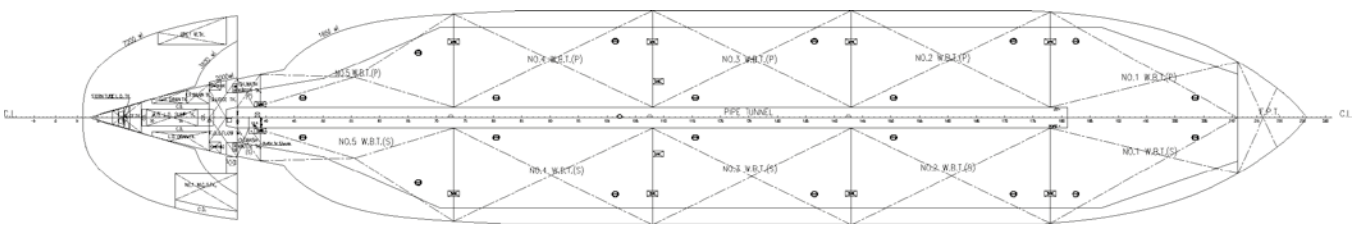
Side View



Main Deck



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 continiuous 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.



40,200 DWT / 4 x 30,5 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Apollo	11/2023	9972488	Liberia
BBC Ceres	01/2024	9972490	Liberia

Ship`s Basics

Type	Bulk Carrier Vessel
Builder	Jiangmen Nanyang
Classification	BV - I HULL / MACH - Bulk Carrier CSR CPS (WBT) ESP GRAB [25], BC-A (holds no 2,4 may be empty), Unrestricted navigation VeriSTAR-Hull AUT-UMS, MON-SHAFT, INWATERSURVEY, Green Passport, BWT, IW, LI-HG-S2

Dimensions & Main Data

Tonnage GT/NT	25,171 / 13,740
Deadweight (summer)	abt. 40,550 mt
Length o.a.	179.9 m
Length p.p.	176.85 m
Beam	30 m
Max. draft (summer)	10.95 m
Max. speed	14.0 knots
Service speed	13.6 knots
Consumption at sea	abt. 17.4 mts fuel per day + 2,2 mts for A/E
Eco speed	11.5 knots
Consumption Eco Speed	abt. 17.4 mts fuel per day + 2,2 mts for A/E
Consumption at port	3 mts fuel per day (w/o crane operation)
Consumption at port (with crane operation)	6 mts fuel per day
Fuel on ME	RMG 380 / RME 180 / MDO DMA / MDO DMB
Fuel on AE	RMG 380 / RME 180 / MDO DMA / MDO DMB
Tank capacities	HFO - 100%: 1,238 cbm MDO - 100%: 388 cbm

Propulsion

Main Engine	MAN B&W 5S50ME-C9.7-HPSCR Tier III 6483 kW x 101.5 rpm
Aux.-Engines	3 x Yanmar 6EY18ALWS, 620 kWx900 rpm
Propeller	Fixed pitch propeller

Hold and Hatch

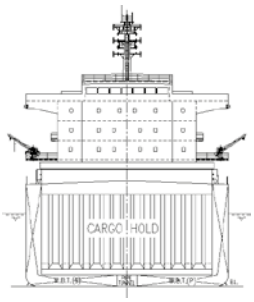
Hold and Hatch	5 Holds / 5 Hatches - 2-4 are fully boxshaped
Cargo Hold capacity	No. 1: 8,488.00 cbm (299,750.90 cbft) No. 2: 10,692.40 cbm (377,598.50 cbft) No. 3: 10,692.40 cbm (377,598.50 cbft) No. 4: 10,692.40 cbm (377,598.50 cbft) No. 5: 9,950.50 cbm (351,398,50 cbft)
Hatch cover type	folding type, hatch covers fitted with cement feeding holes
Hold dimensions	No. 1: 26.4 x 8.68 / 25.26 x 15.8 m No. 2-4: 27.2 x 25.26 x 15.8 m No. 5: 26.4 x 25.26 / 8.05 x 15.8 m
Deck strengths per sqm	20 mts / sqm - No 1,3,5 15 mts / sqm - No 2,4
Hatch Cover	1.9 mts / sqm - No 1 1.5 mts / sqm - No 2,3,4,5

Cargo Gear

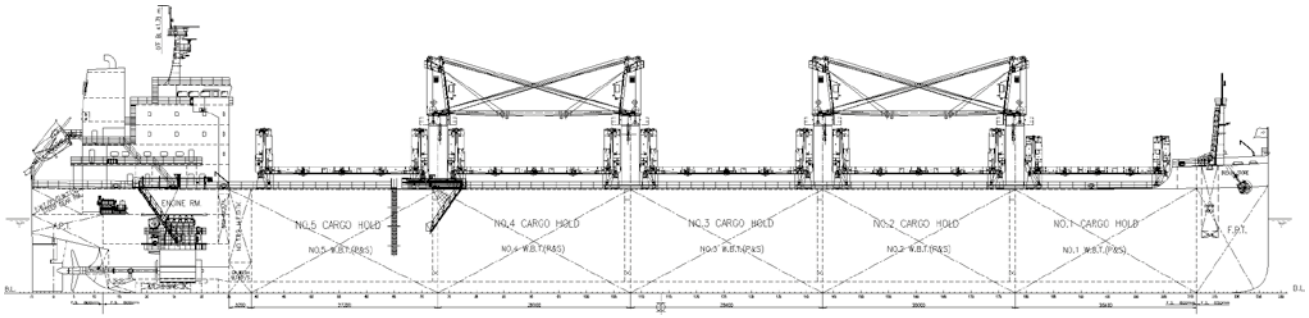
Type	4 x 30,5 mt at 26 m outreach
Hoisting speed	30.5 mts x 18.5 m/min
Slewing angle	360 degrees
Hoisting height	max. 37 m
Situated	midship

Special Equipment / Features

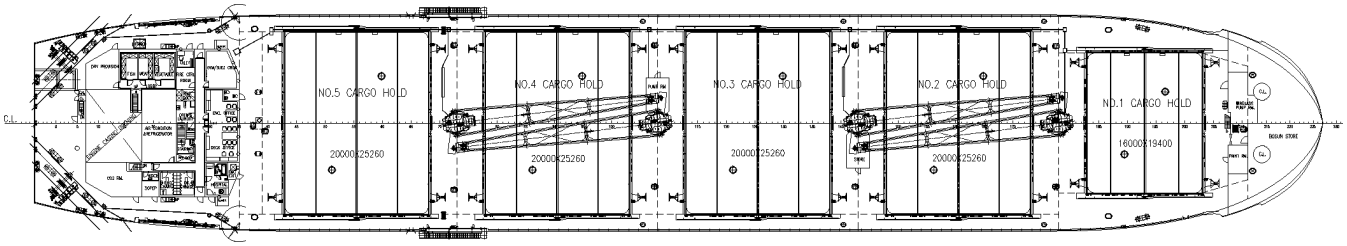
IMO classes	Fitted for carriage of dangerous goods
Other	of all IMO classes as per DOC for the carriage of DG Cranes are designed for grab discharge holds are CO2 fitted Open Hatch Bulk Carrier IMO TIER III compliant



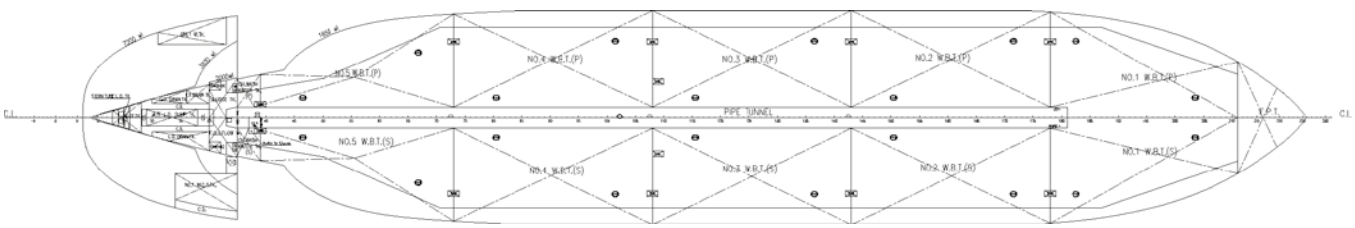
Side View



Main Deck



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 continiuous 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.



40,200 DWT / 4 x 30,5 mt

BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag
BBC Neptune	07/2025	1020447	Liberia
BBC Pluto	08/2025	1020459	Liberia

Ship`s Basics

Type	Bulk Carrier Vessel
Builder	Jiangmen Nanyang
Classification	BV - I HULL / MACH - Bulk Carrier CSR CPS (WBT) ESP GRAB [25], BC-A (holds no 2,4 may be empty), Unrestricted navigation VeriSTAR-Hull AUT-UMS, MON-SHAFT, INWATERSURVEY, Green Passport, BWT, IW, LI-HG-S2

Dimensions & Main Data

Tonnage GT/NT	25,171 / 13,740
Deadweight (summer)	abt. 40,550 mt
Length o.a.	179.9 m
Length p.p.	176.85 m
Beam	30 m
Max. draft (summer)	10.95 m
Max. speed	14.0 knots
Service speed	13.6 knots
Consumption at sea	abt. 17.4 mts fuel per day + 2,2 mts for A/E
Eco speed	11.5 knots
Consumption Eco Speed	abt. 10.6 mts fuel per day + 2,2 mts for A/E
Consumption at port	3 mts fuel per day (w/o crane operation)
Consumption at port (with crane operation)	6 mts fuel per day
Fuel on ME	RMG 380 / RME 180 / MDO DMA / MDO DMB
Fuel on AE	RMG 380 / RME 180 / MDO DMA / MDO DMB
Tank capacities	HFO - 100%: 1,238 cbm MDO - 100%: 388 cbm

Propulsion

Main Engine	MAN B&W 5S50ME-C9.7-HPSCR Tier III 6483 kW x 101.5 rpm
Aux.-Engines	3 x Yanmar 6EY18ALWS, 620 kWx900 rpm
Propeller	Fixed pitch propeller

Hold and Hatch

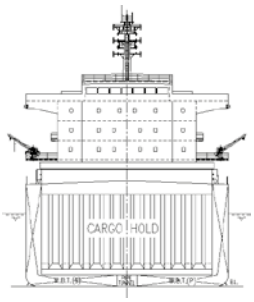
Hold and Hatch	5 Holds / 5 Hatches - 2-4 are fully boxshaped
Cargo Hold capacity	No. 1: 8,488.00 cbm (299,750.90 cbft) No. 2: 10,692.40 cbm (377,598.50 cbft) No. 3: 10,692.40 cbm (377,598.50 cbft) No. 4: 10,692.40 cbm (377,598.50 cbft) No. 5: 9,950.50 cbm (351,398,50 cbft)
Hatch cover type	folding type, hatch covers fitted with cement feeding holes
Hold dimensions	No. 1: 26.4 x 8.68 / 25.26 x 15.8 m No. 2-4: 27.2 x 25.26 x 15.8 m No. 5: 26.4 x 25.26 / 8.05 x 15.8 m
Deck strengths per sqm	20 mts / sqm - No 1,3,5 15 mts / sqm - No 2,4
Hatch Cover	3.3 mts / sqm - No 1, 2,3,4,5

Cargo Gear

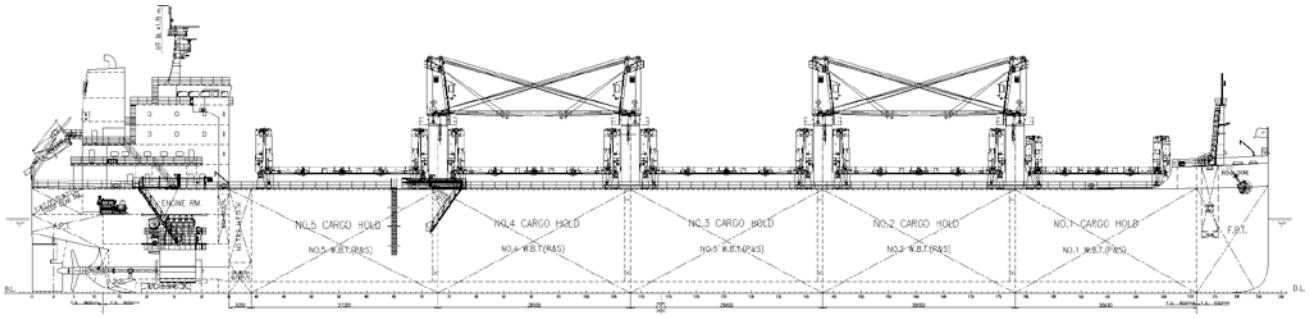
Type	4 x 30,5 mt at 26 m outreach
Hoisting speed	30.5 mts x 18.5 m/min
Slewing angle	360 degrees
Hoisting height	max. 37 m
Situated	midship

Special Equipment / Features

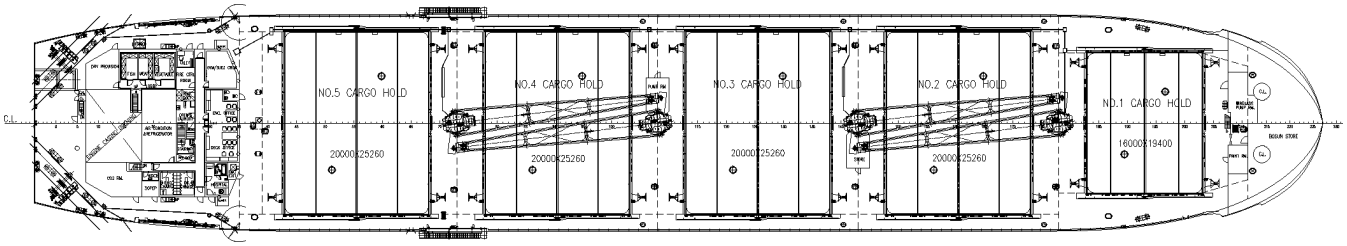
Other	Fitted for the carriage of dangerous goods in Hold and on Hatch cover of all IMO classes as per DOC for the carriage of DG Cranes are designed for grab discharge holds are CO2 fitted Open Hatch Bulk Carrier IMO TIER III compliant Mechanical Ventilation in all cargo Holds



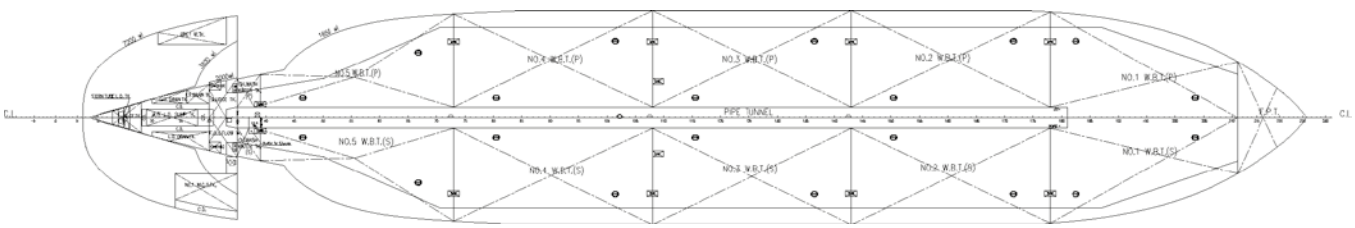
Side View



Main Deck



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 continiuous 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.