



5,200 DWT / gearless



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag
Berum	03/1999	9155418	Antigua & Barbuda

Ship's Basics

Type	General Cargo Vessel Singledecker
Builder	Jiangzhou Yanzhijian Shipyard, China
Classification	GL 100 A5 E, MC E AUT, DBC equipped for carriage of containers, strengthened for heavy cargoes, SOLAS II - 2 Reg. 19

Dimensions & Main Data

Tonnage GT/NT	4,115 / 2,005
Deadweight (summer)	5,200 mt
Length o.a.	100.60 m
Length p.p.	95.30 m
Beam	16.20 m
Max. draft (summer)	6.40 m
Max. speed	15.5 knots
Service speed	12.0 knots (70% MCR)
Consumption at sea	12.5 mt fuel per day
Consumption in port	1.2 mt fuel per day
Fuel on ME	RME 180 / MGO DMA / MDO DMB
Fuel on AE	MGO DMA
Tank capacities	RME 180 abt. 351 cbm MGO DMA / MDO DMB abt. 60 cbm Ballast abt. 1,758 cbm Freshwater abt. 73 cbm

Propulsion

Main Engine	MAK 9M32, 3960 kW
Aux.-Engines	Volvo Penta, 3 x 340 kW
Propeller	Controllable pitch propeller

Hold and Hatch

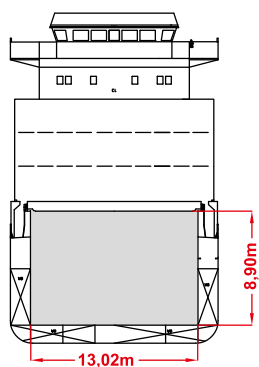
Hold and Hatch	1 Hold / 2 Hatches
Hatch cover type	Folding type
Cargo hold capacity	7,235 cbm (255,501 cbft)
Floor space under deck	772 sqm (8,307 sqft)
Floor space on deck	859 sqm (9,243 sqft)
Deck strengths per sqm	15.00 mt on tanktop 1.75 mt on deck
Tweendeck	n / a
Bulkheads	n / a

Container Capacity

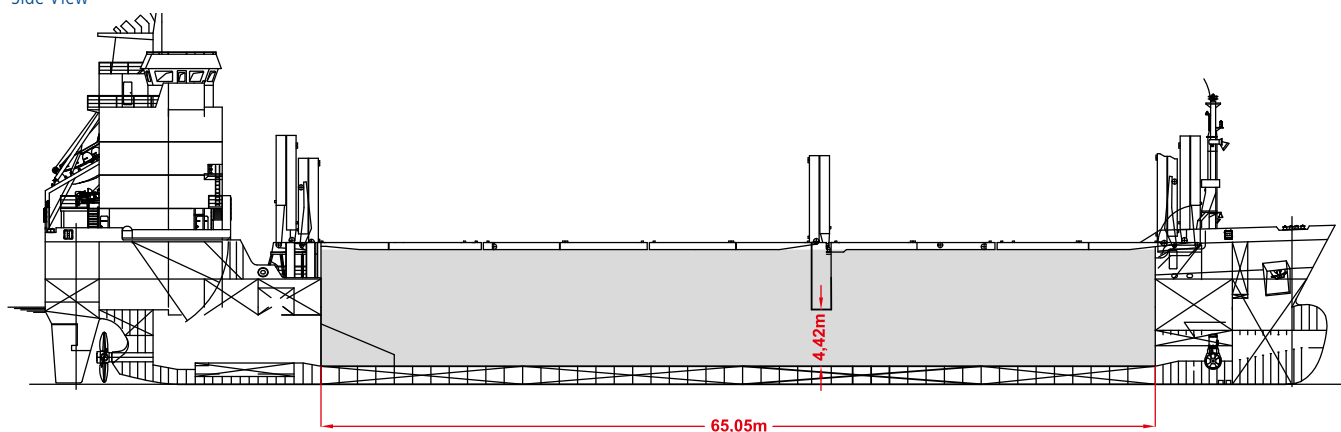
Capacity	20' or 40' + 20'
Hold	140 / 67 / 6
Deck	260 / 108 / 24
Total	400 / 175 / 30
TEU at 14 mt	234
Reeferplugs	50 on deck
Stackload	20' / 40'
Tanktop	72 mt / 105 mt
Deck	40 mt / 60 mt

Special Equipment / Features

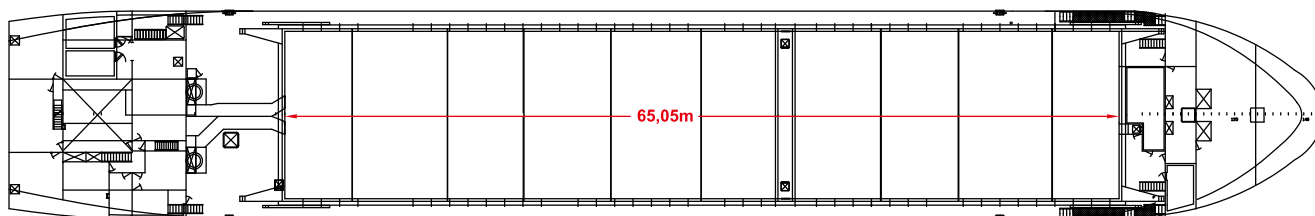
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Great Lakes fitted, fitted for the carriage of solid bulks and grains Bow thruster; Shaft generator



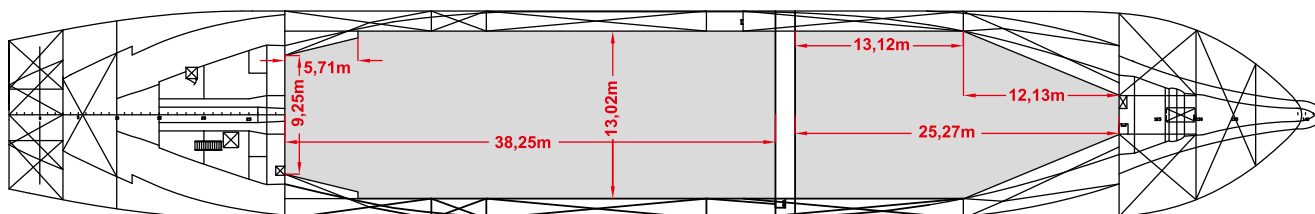
Side View



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 continuous speed in laden condition. Consumption data assumes reefer plugs and shaft generator disconnected but including AE if no shaft generator is installed. Vessel is burning fuel according to ISO 8217. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility. Lifting capacity of vessel's cranes is subject to vessel's stability and can depend on cargo/ ballast on board. Container data as well as bale capacity assumes tweendeck ashore. All details including speed and consumption are given in good faith and are "about" and are given without guarantee. They must not be used as basis for charterparties or contracts without owner's explicit written authority.