



6,500 DWT / gearless



BRIESE SCHIFFAHRT

| Vessel name | Built | IMO no. | Flag |
|-------------|---------|---------|-------------------|
| Dante | 04/2005 | 9341108 | Madeira |
| Amke | 10/2006 | 9374387 | Madeira |
| Ameland | 03/2009 | 9434761 | Antigua & Barbuda |

| Vessel name | Built | IMO no. | Flag |
|--------------|---------|---------|-------------------|
| Emma Janneke | 07/2006 | 9363508 | Gibraltar |
| Ostermarsch | 10/2008 | 9434759 | Antigua & Barbuda |

Ship's Basics

| | |
|-----------------------|--|
| Type | General Cargo Vessel Tweendecker |
| Builder | Xingang Shipyard, Tianjin, China (Dante) Taizhou Sanfu Ship Eng., China (Amke, Emma Janneke) Dalian Fishing Vessel Co., China (Ameland, Ostermarsch) |
| Classification | DNV-GL; 100 A5 E3 + MC E3 AUT EP GBWM SOLAS-II-2, Reg. 19DBL; equipped for carriage of container, strengthened for heavy cargo |

Dimensions & Main Data

| | |
|----------------------------|---|
| Tonnage GT/NT | 5,313 / 2,382 |
| Deadweight (summer) | 6,500 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 | 13.5 knots |
| Service speed | 12.1 knots |
| Consumption at sea | 13.4 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. 310 cbm (Dante, Emma Janneke, Amke) RME 180 abt. 381 cbm (Ameland, Ostermarsch) MGO DMA / MDO DMB abt. 84 cbm Ballast abt. 2,710 cbm (Dante, Emma Janneke, Amke) Ballast abt. 2,645 cbm (Ameland, Ostermarsch) Freshwater abt. 52.5 cbm |

Propulsion

| | |
|---------------------|------------------------------|
| Main Engine | MaK 8M32C, 3840 kW |
| Aux.-Engines | MAN, 2 x 345 kW |
| Propeller | Controllable pitch propeller |

Hold and Hatch

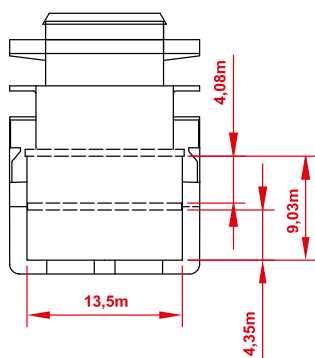
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|-------------------------------|--|
| Hold and Hatch | 2 Holds / 2 Hatches |
| Hatch cover type | Pontoon type |
| Cargo hold capacity | No 1: 2,373 cbm (83,802 cbft) No 2: 6,956 cbm (245,648 cbft) Total: 9,329 cbm (329,450 cbft) |
| Floor space under deck | 2,093 sqm (22,529 sqft) |
| Floor space on deck | 1,046 sqm (11,259 sqft) |
| Floor space on deck | 1,440 sqm (15,500 sqft) Andante only |
| 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 |

Container Capacity

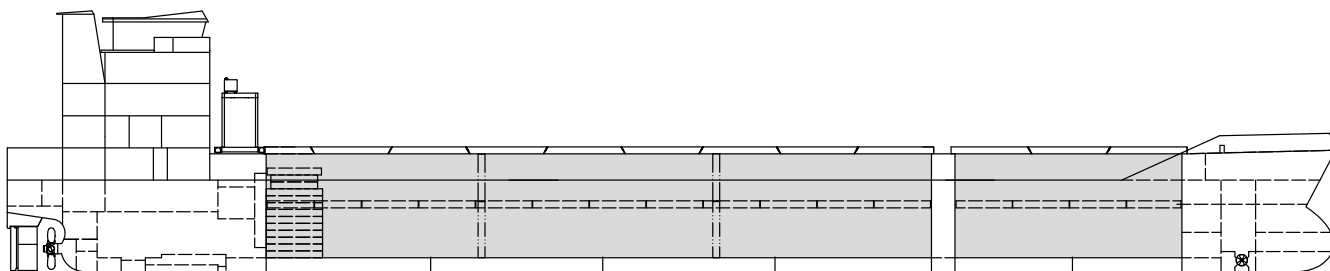
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|---------------------|------------------|
| Capacity | 20' or 40' + 20' |
| Hold | 180 / 75 / 30 |
| Deck | 156 / 72 / 12 |
| Total | 336 / 147 / 42 |
| TEU at 14 to | 326 |
| Reeferplugs | No |
| Stackload | 20' or 40' |
| Tanktop | 72 mt / 100 mt |
| Deck | 35 mt / 45 mt |

Special Equipment / Features

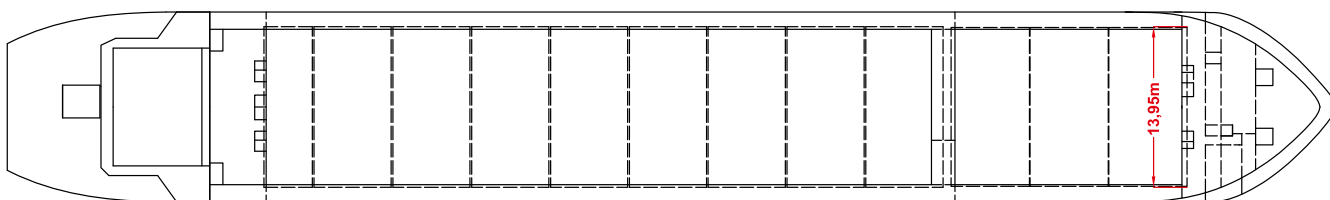
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|--------------------|--|
| IMO classes | Fitted for carriage of dangerous goods of all IMO classes |
| Other | Live fuel monitoring (Amke, Emma Janneke) Freshwater generator Bow thruster; Shaft Generator |



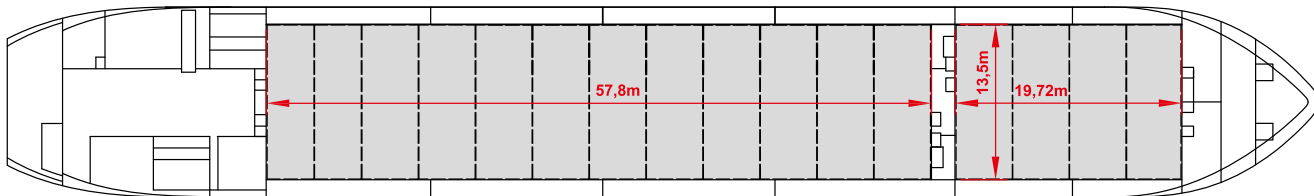
Side View



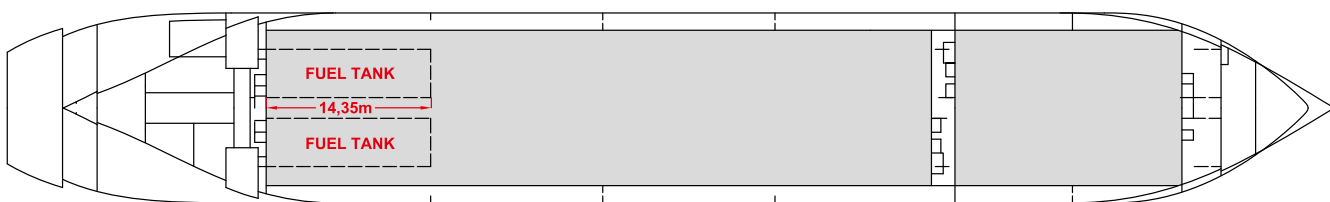
Main Deck



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 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.