



17,000 DWT / 2 x 45 mt



**BRIESE SCHIFFAHRT**

Vessel name	Built	IMO no.	Flag
Norderoog	11/2004	9256315	Gibraltar
Süderoog	12/2005	9256327	Gibraltar
Hooge	07/2006	9301122	Gibraltar

Vessel name	Built	IMO no.	Flag
Langeness	12/2006	9301134	Antigua & Barbuda
Petkum	09/2008	9386988	Antigua & Barbuda
Wybelsum (glass)	06/2008	9386976	Gibraltar

### Ship's Basics

<b>Type</b>	Container Vessel Singledecker
<b>Builder</b>	Weihai Shipyard / China
<b>Classification</b>	GL + 100 A5 E3 + MC AUT E3 equipped for carriage of dangerous goods, SOLAS II-2, Reg. 19, IW

### Dimensions & Main Data

<b>Tonnage GT/NT</b>	15,633 / 6,717
<b>Deadweight (summer)</b>	17,000 mt (Wybelsum 17,083 mt)
<b>Length o.a.</b>	161.35 m
<b>Length p.p.</b>	151.35 m
<b>Beam</b>	25.00 m
<b>Max. draft (summer)</b>	9.90 m
<b>Max. speed</b>	19.2 knots
<b>Service speed</b>	19.5 knots
<b>Consumption at sea</b>	45.0 mt fuel per day + 2.2 mt AE
<b>Eco speed</b>	16.5 knots
<b>Consumption eco speed</b>	32.0 mt fuel per day + 2.2 mt AE
<b>Ultra eco speed</b>	11.5 knots
<b>Consumption ultra eco</b>	13.0 mt fuel per day + 2.2 mt AE
<b>Consumption in port</b>	2.2 mt fuel per day (with crane operations) 1.8 mt fuel per day (without crane operations)
<b>Fuel on ME</b>	RMG 380 / RME 180 / MGO DMA / MDO DMB
<b>Fuel on AE</b>	RMG 380 / RME 180 / MGO DMA
<b>Tank capacities</b>	RMG 380 / RME 180 abt. 1,600 cbm MGO DMA / MDO DMB abt. 150,000 cbm Ballast abt. 8,053 cbm Freshwater abt. 273 cbm

### Propulsion

<b>Main Engine</b>	MAN B&W 6S60MC-C, 13.560 kW
<b>Aux.-Engines</b>	MAK, 3 x 1,020 kW
<b>Propeller</b>	Fixed pitch propeller

### Hold and Hatch

<b>Hold and Hatch</b>	4 Holds / 8 Hatches
<b>Hatch cover type</b>	Pontoon type
<b>Floor space under deck</b>	1,662 sqm (17,889 sqft)
<b>Floor space on deck</b>	1,873 sqm (20,160 sqft)
<b>Tweendeck</b>	n / a
<b>Bulkheads</b>	n / a

### Cargo Gear

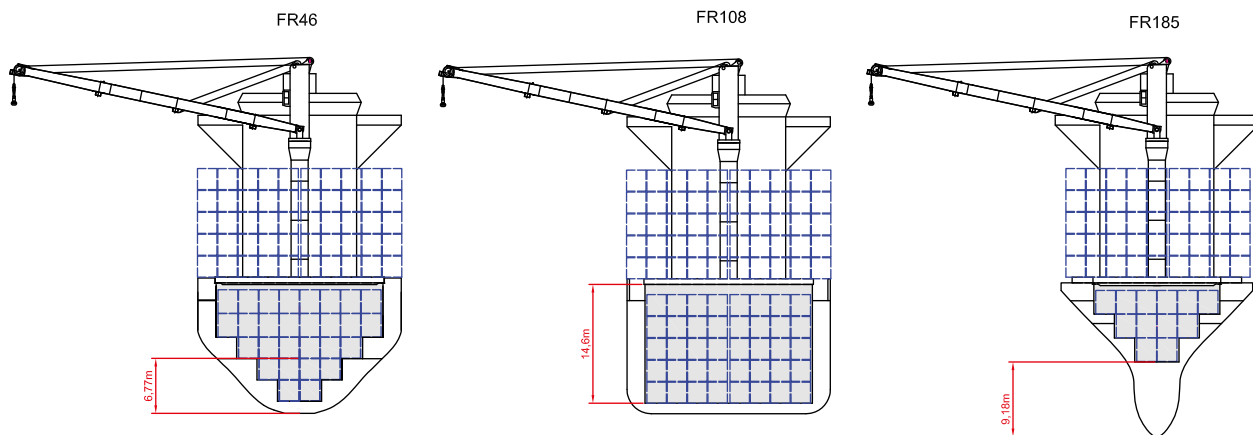
<b>Type</b>	2 x 45 mt Mac Gregor
<b>Hoisting speed</b>	variable up to 34.00 m/min with SWL 18.00 mt for quick and fast operations
<b>Situated</b>	Between hatches in centreline of the ship

### Container Capacity

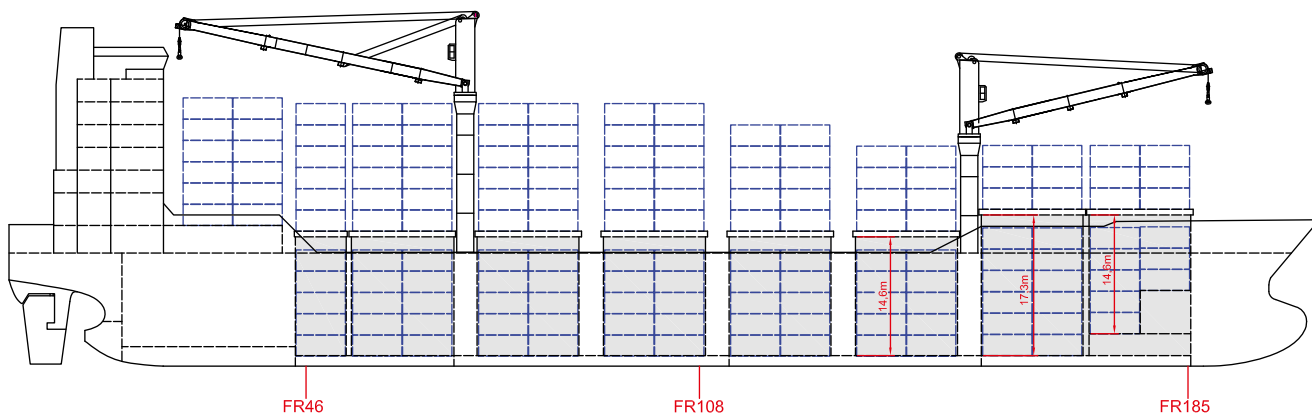
<b>Capacity</b>	20' / 40' + 20'
<b>Hold</b>	492 / 230 / 42
<b>Deck</b>	910 / 409 / 64
<b>Total</b>	1402 / 639 / 106
<b>TEU at 14 mt</b>	870
<b>Reeferplugs</b>	258, whereof 120 in holds and 130 on deck
<b>Stackload</b>	20' / 40'
<b>Tanktop</b>	120 mt / 150 mt
<b>Deck</b>	70 mt / 120 mt (except on hatch 1-4: 104 mt)
<b>Specials</b>	Equipped for high cubes (9'6") 45' container on deck and wide bodies on deck Fixed cell-guide system in holds for 40' container

### Special Equipment / Features

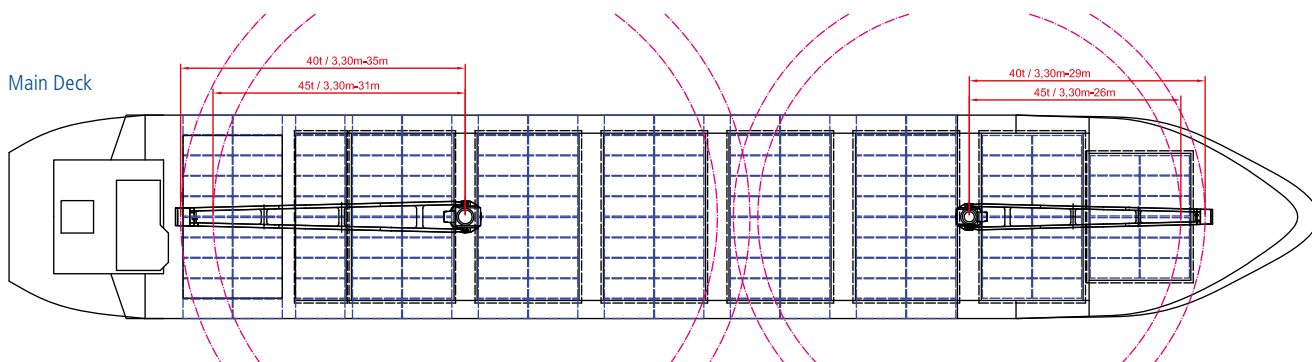
<b>IMO classes</b>	Fitted for carriage of dangerous goods of all IMO classes
<b>Other</b>	Antiheeling System available, fully cellular (fixed) Bow thruster



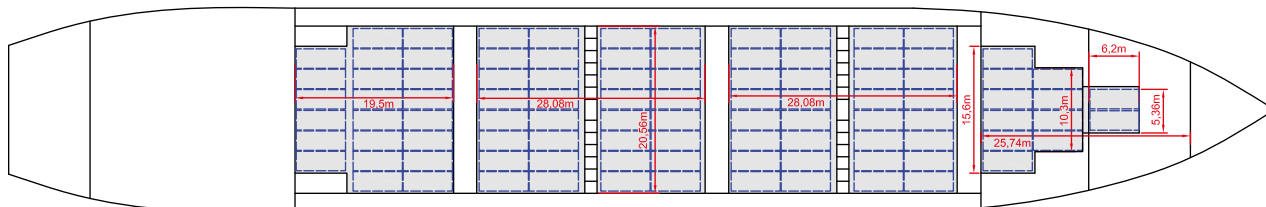
Side View



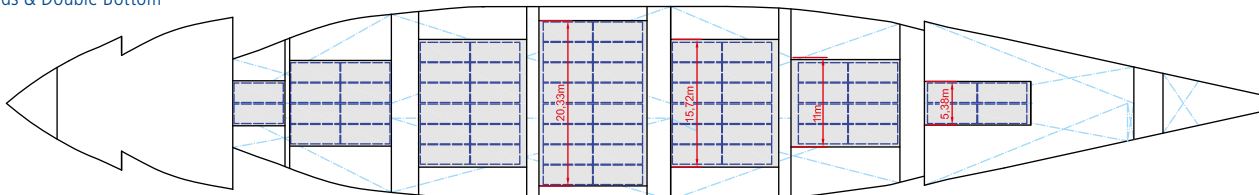
Main Deck



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 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.