Welcome to Briese Chartering

Briese Chartering develops and delivers custom-fit transport solutions for general, dry bulk and project cargo shipments.

As one of the leading project and bulk carriers in Europe we support logistical managers throughout the entire transport management process. We care from the beginning with a professional tendering and booking phase, a detailed transport planning phase, through to a successful and satisfying transport execution.

Our dedicated team is passionate about providing you a pleasant and hassle free high quality service. We accept the challenge to find the most economic transport solution that matches your commercial and technical requirements.

As Briese Group member, our strength is to provide high performance in regional shipping services, but we are not limited to that. We also work on our customer's global trading requirements, and in such cases we combine our resources with group affiliate BBC Chartering, the industry's leading project specialist. This allows us to offer competitive solutions and service for literally any port, any cargo globally.

Our broad service spectrum covers:

- Maritime projects
- Spot chartering
- Part cargoes
- FIOS up to FULL LINER terms
- Project & logistic management
- Stowage, securing & transport concepts
- Crane hire including heavy lifting
- Provision of storage areas
- Pre- and on-carriage services

Whatever future trading, cargo and service requirement you may have, we are keen to learn about it and eventually provide you the best service and shipping performance you can get, Europe-wide or globally!

e-brochure

Visit us online:
www.briese-chartering.com

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility.

Lifting capacity of vessels' cranes is subject to vessels's stability and depends on cargo /ballast on board.

All details 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 Briese Chartering's explicit written authority.

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Vessel	Deadweight (tons)	Cubic (m^3)	Floorspace (m^2)		Cranes (tons)
	tons	m^3	hold m^2	deck m^2	tons
ECO Titan	9,000	14,252	1,200	2,100	-
ECO Trust	9,000	14,252	1,200	2,100	-
ECO Trophy	9,000	14,252	1,200	2,100	-
ECO Treasure	9,000	14,252	1,200	2,100	-
ECO Trinity	9,000	14,252	1,200	2,100	-
ECO Triumph	9,000	14,252	1,200	2,100	-
ECO Marianne	9,000	14,252	1,200	2,100	-
ECO Cheyenne	9,000	14,252	1,200	2,100	-
ECO Elin	9,000	14,252	1,200	2,100	-
Mila	8,250	10,770	2,209	1,201	-
BBC Bangkok	8,000	10,770	2,209	1,201	**2x85**
BBC Belem	8,000	10,770	2,209	1,201	2x85
BBC Bahrain	8,000	10,770	2,209	1,201	2x85
BBC Bergen	8,000	10,770	2,209	1,201	2x85
BBC Brisbane	8,000	10,770	2,209	1,201	2x85
BBC Balboa	8,000	10,770	2,209	1,201	2x85
BBC London	7,800	12,181	2,179	1,133	2x80
BBC Lisbon	7,800	12,181	2,179	1,133	2x80
BBC Lima	7,800	12,181	2,179	1,133	2x80
Anna	7,750	9,175	2,141	1,148	-
Ostbense	7,750	9,175	2,141	1,149	-
Monika	5,000	6,346	1,404	1,106	-
Aramis	5,000	6,346	1,404	1,106	-
Treville	5,000	6,346	1,404	1,106	-
Johannes	5,000	6,346	1,404	1,106	-
Mittelplate	3,300	4,971	1,158	624	-
Constance	3,300	4,971	1,158	624	-
Hohe Bank	3,300	4,971	1,158	624	-
Schillig	3,300	4,971	1,158	624	-
Schillplate	3,300	4,971	1,158	624	-

For worldwide trade more than 125 vessels of different type, deadweight between 2,500 and 17,500 tons with crane capacity up to 800 tons are available at: **www.briese.de**


BRIESE CHARTERING


ECO TRUST



ECO Titan Tweendecker / gearless

MAIN DATA

Vessel type	General Cargo Vessel
Classification	Bureau Veritas
GT/NT	7,639 / 3,378
DWAT	9,100 mt
Max. draft (summer)	7.00 m
Length o.a.	132.78 m
Breadth	18.85 m
Height above keel	36.80 m
Speed	12.5 knots
Bowthruster	585 kW

CONTAINER CAPACITY

Capacity	20' or 40' + 20'
Hold	252 or 120+12
Deck	240 or 120
Total	492 or 240+12
TEU at 14 mt	379
Stackload	20' / 40'
Hold	90 mt / 90 mt
Deck	35 mt / 35 mt

Vessel name	Built	IMO no.	Flag
ECO Titan	2023	9933793	Portugal
ECO Trust	2023	9933925	Portugal
ECO Trophy	2024	9938688	Portugal
ECO Treasure	2024	9938690	Portugal
ECO Trinity	2025	9938705	Portugal
ECO Triumph	2025	9938717	Portugal
ECO Marianne	2026	9966609	Portugal
ECO Cheyenne	2026	9966611	Portugal
ECO Elin	2027	9966623	Portugal

HOLDS/HATCHES/CRANES

Cargo hold capacity with TD panels	13,421 cbm / 473,900 cbft
Cargo hold capacity without TD panels	14,252 cbm / 503,300 cbft
Floor space under deck	2,590 sqm / 27,879 sqft
Floor space on deck	2,100 sqm / 22,605 sqft
Deck strength per sqm	
HC	2.50 mt
TD	4.00 mt
LH	
uniform permissible load	15.00 mt
non-uniform perm. load	18.00 mt

FEATURES

Designed for open top sailing

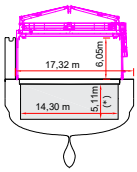
Fitted for carriage of dangerous goods of all IMO classes

Fitted for the carriage of solid bulk and grain cargo

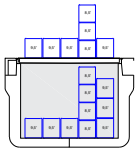
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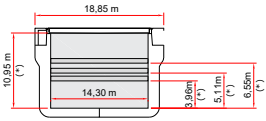
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AFT View

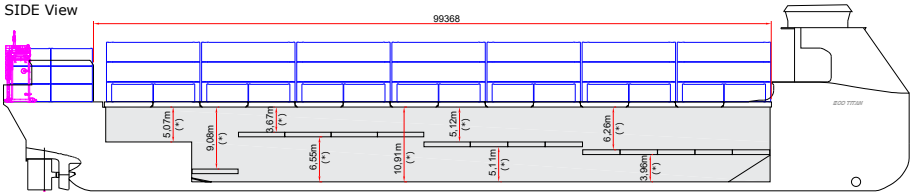


FRONT View



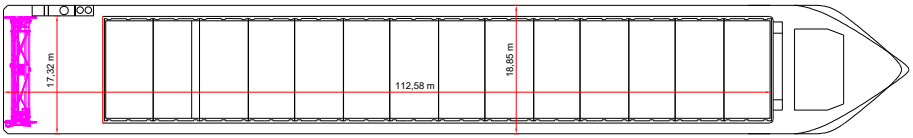
FRONT View

SIDE View

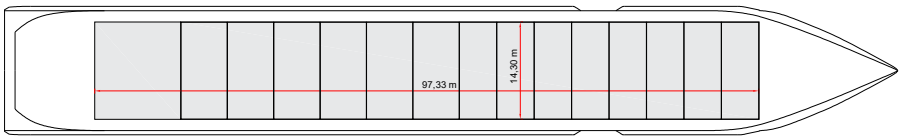


General note: All vertical dimensions of the hold mentioned are deducted with 50mm deflection of panels under load (*)

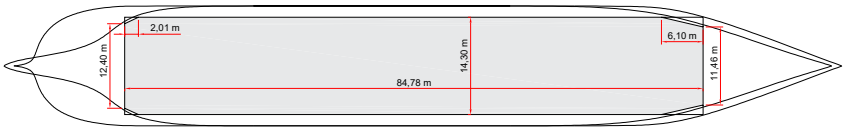
MAIN DECK



TWEENDECK



LOWER HOLD





Mila Tweendecker / gearless

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

MAIN DATA

Vessel type	Multipurpose Tweendecker
Classification	DNV
Ice class	Finnish 1A
GT/NT	6,310 / 2,841
DWAT	8,250 mt
Max. draft (summer)	7.00 m
Length o.a.	128.45 m
Breadth	16.50 m
Height above keel	35.60 m
Speed	12.5 knots
Bowthruster	409 kW

HOLDS/HATCHES

Cargo hold capacity with TD panels	10,770 cbm / 380,181 cbft
Cargo hold capacity without TD panels	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 strength per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 3.50 mt on hatchcovers

CONTAINER CAPACITY

Capacity	20' or 40' + 20'
Hold	253 / 112 / 29
Deck	202 / 94 / 14
Total	455 / 206 / 43
TEU at 14 mt	333
Stackload	20' / 40'
Tanktop	96 mt / 120 mt
Deck	35 mt / 54 mt

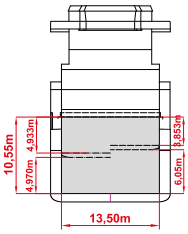
FEATURES

Equipped for wide body and high cube containers
Fitted for carriage of dangerous goods of all IMO classes
Fitted for the carriage of solid bulk and grain cargo

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility.

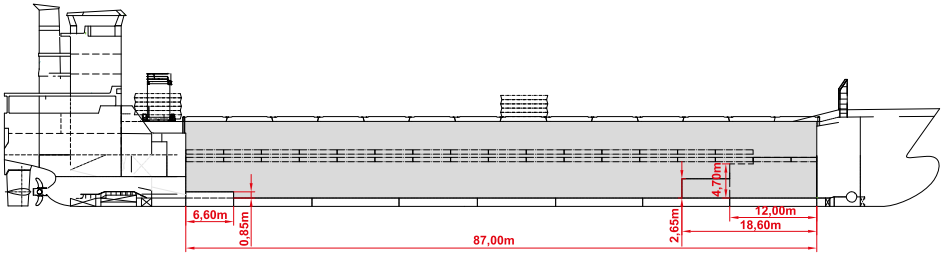
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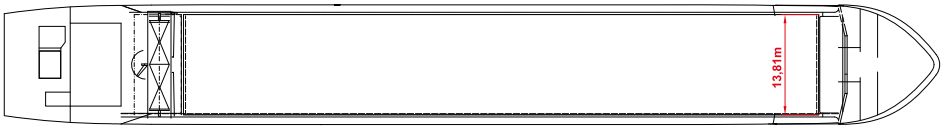




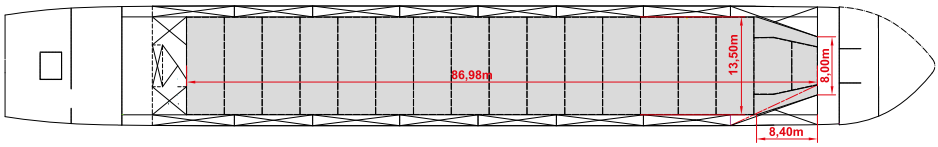
SIDE VIEW



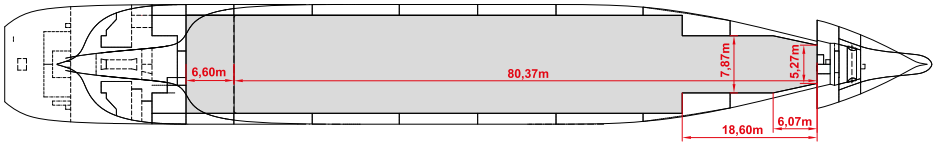
MAIN DECK



TWEENDECK



HOLDS & DOUBLE BOTTOM





BBC Bergen Tweendecker / geared

Vessel name	Built	IMO no.	Flag
BBC Bergen	2011	9437153	Portugal
BBC Belem	2011	9501655	Antigua & Barbuda
BBC Bahrain	2012	9578751	Antigua & Barbuda
BBC Bangkok	2011	9437165	Antigua & Barbuda
BBC Brisbane	2012	9578763	Antigua & Barbuda
BBC Balboa	2012	9501667	Antigua & Barbuda

MAIN DATA

Vessel type	Multipurpose Tweendecker
Classification	DNV
Ice class	Finnish 1A
GT/NT	6,310 / 2,841
DWAT	8,000 mt
Max. draft (summer)	7.00 m
Length o.a.	128.42 m
Breadth	16.50 m
Height above keel	35.60 m
Speed	12.5 knots
Bowthruster	409 kW

FEATURES

Equipped for wide body and high cube containers
Fitted for carriage of dangerous goods of all IMO classes
Fitted for the carriage of solid bulk and grain cargo

HOLDS/HATCHES/CRANES

Cargo hold capacity with TD panels	10,770 cbm / 380,181 cbft
Cargo hold capacity without TD panels	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
Cranes	2 NMF cranes situated portside up to 85 mt capacity each / up to 170 mt capacity combined
Deck strength per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 3.50 mt on hatchcovers

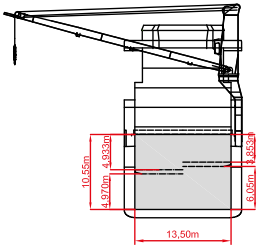
CONTAINER CAPACITY

Capacity	20' or 40' + 20'
Hold	253 / 112 / 29
Deck	202 / 94 / 14
Total	455 / 206 / 43
TEU at 14 mt	333
Stackload	20' / 40'
Tanktop	96 mt / 120 mt
Deck	35 mt / 54 mt

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility.

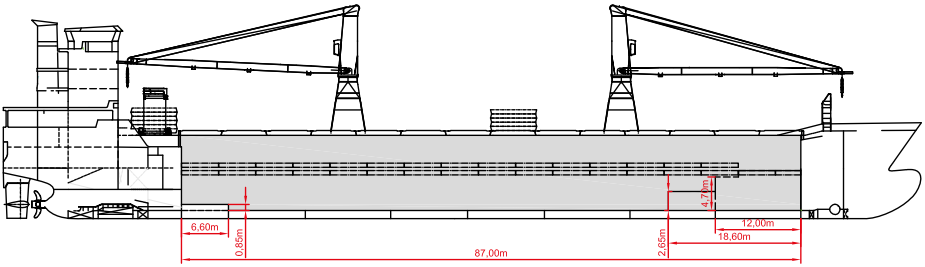
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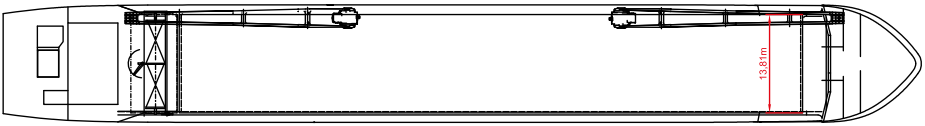




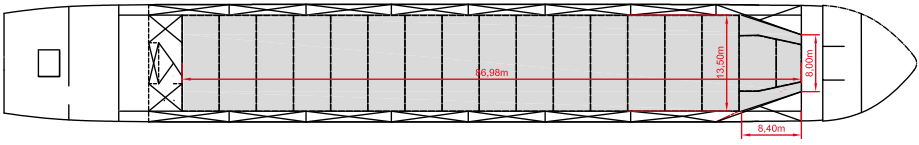
SIDE VIEW



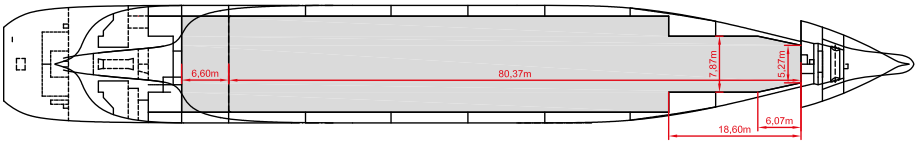
MAIN DECK



TWEENDECK



HOLDS & DOUBLE BOTTOM




BBC BAHRAIN
BBC BAHRAIN
ST.JOHN'S
IMO 9577731
PTM BENGA
UNIOCEAN
ELLERMAN


NMF
BRIESE Chartering



BBC Lima Tweendecker / geared

Vessel name	Built	IMO no.	Flag
BBC Lima	2010	9513622	Portugal
BBC Lisbon	2011	9513634	Antigua & Barbuda
BBC London	2011	9513658	Antigua & Barbuda

MAIN DATA

Vessel type	Multipurpose Tweendecker
Classification	DNV
Ice class	Finnish 1A
GT/NT	7,138 / 2,266
DWAT	7, 800 mt
Max. draft (summer)	7.00 m
Length o.a.	130.20 m
Breadth	16.50 m
Height above keel	37.05 m
Speed	12.0 knots
Bowthruster	409 kW

FEATURES

Fitted for carriage of dangerous goods of all IMO classes
Fitted for the carriage of solid bulk and grain cargo

HOLDS/HATCHES/CRANES

Cargo hold capacity with TD panels	11,512 cbm / 406,546 cbft
Cargo hold capacity without TD panels	12,181 cbm / 430,167 cbft
Floor space under deck	2,179 sqm / 23,463 sqft
Floor space on deck	1,133sqm / 12,197 sqft
Cranes	2 NMF cranes situated portside up to 80 mt capacity each up to 160 mt capacity combined
Deck strength per sqm	15.00 mt on tanktop 3.00 mt on tweendeck 1.75 mt on hatchcovers

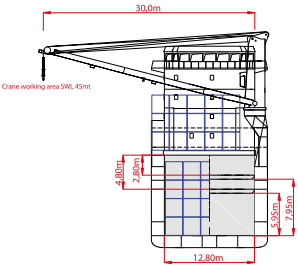
CONTAINER CAPACITY

Capacity	20' or 40'
Hold	244 or 110
Deck	267 or 105
Total	511 or 215
TEU at 14 mt	320
Reeferplugs	30 on deck
Stackload	20' / 40'
Hold	90 mt / 120 mt
Deck	40 mt / 60 mt

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility.

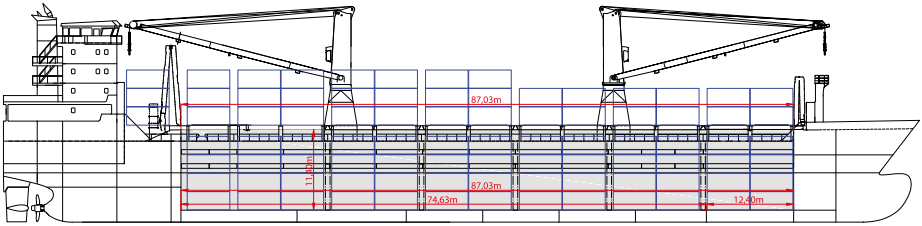
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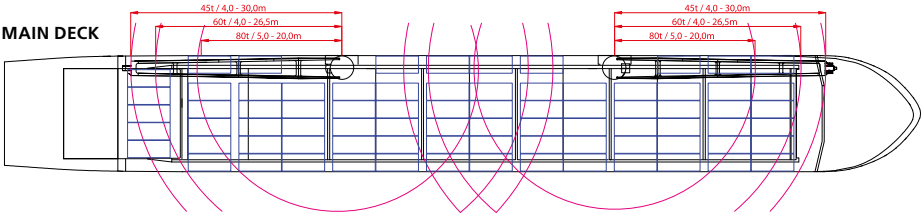




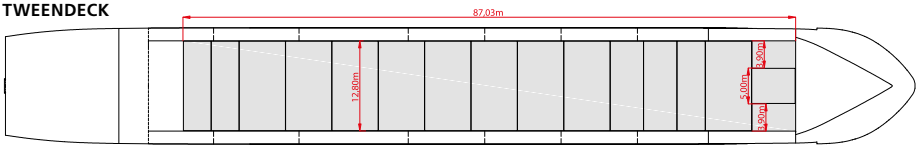
SIDE VIEW



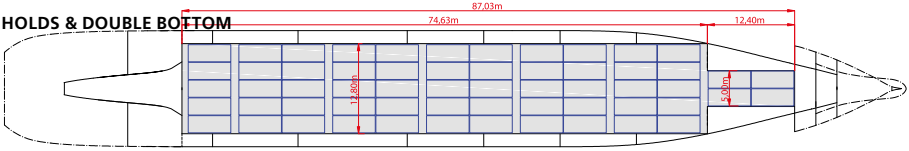
MAIN DECK



TWEENDECK



HOLDS & DOUBLE BOTTOM



V2FJ2

BRIESE CHARTERING



Anna Tweendecker / gearless

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

MAIN DATA

Vessel type	Multipurpose Tweendecker
Classification	Bureau Veritas
Ice class	Finnish 1A
GT/NT	5,044 / 2,718
DWAT	7,700 mt
Max. draft (summer)	6.50 m
Length o.a.	125.79 m
Breadth	14.40 m
Height above keel	31.60 m
Speed	11.5 knots
Bowthruster	350 kW

FEATURES

Additionally equipped for 45' container
Fitted for carriage of dangerous goods of all IMO classes
Fitted for the carriage of solid bulk and grain cargo

HOLDS/HATCHES

Cargo hold capacity with TD panels	9,175 cbm / 323,884 cbft
Cargo hold capacity without TD panels	9,728 cbm / 343,556 cbft
Floor space under deck	2,141 sqm / 23,045 sqft
Floor space on deck	1,148 sqm / 12,352 sqft
Deck strength per sqm	15.00 mt on tanktop 2.50 mt on tweendeck 2.20 mt on hatchcovers

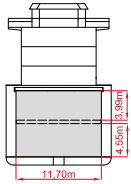
CONTAINER CAPACITY

Capacity	20' or 40' + 20'
Hold	162 or 78 + 6
Deck	144 or 72
Total	306 or 150 + 6
TEU at 14 mt	218
Stackload	20' / 40'
Tanktop	58 mt / 63 mt
Deck	24 mt / 40 mt

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility.

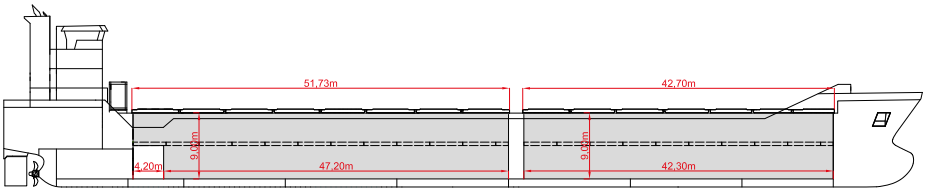
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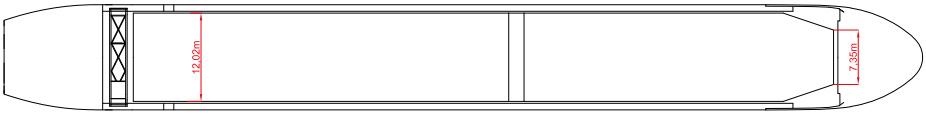




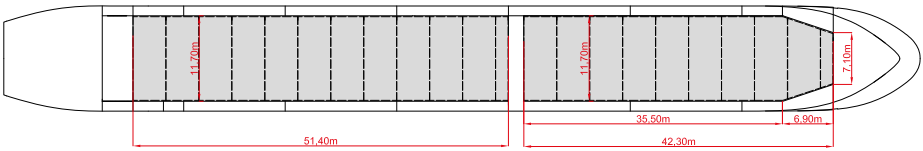
SIDE VIEW



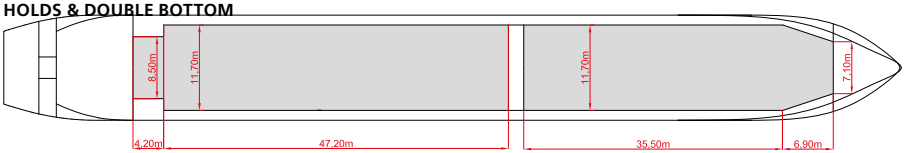
MAIN DECK



TWEENDECK



HOLDS & DOUBLE BOTTOM




SAILOR
MONIKA


LIEBHERR
LIEBHERR
CHARTERING



Monika Tweendecker / gearless

Vessel name	Built	IMO no.	Flag
Monika	2018	9454216	Portugal
Aramis	2018	9815329	Portugal
Treville	2018	9815331	Portugal
Johannes	2018	9815343	Portugal

MAIN DATA

Vessel type	General Cargo Vessel
Classification	Bureau Veritas
Ice class	Finnish 1A
GT/NT	3,415 / 1,768
DWAT	4,938 mt
Max. draft (summer)	6.65 m
Length o.a.	89.99 m
Breadth	14.80 m
Height above keel	31.00 m
Speed	12.0 knots
Bowthruster	300 kW

FEATURES

Designed for open top sailing
Fitted for carriage of dangerous goods of all IMO classes
Fitted for the carriage of solid bulk and grain cargo

HOLDS/HATCHES/CRANES

Cargo hold capacity with TD panels	6,037 cbm / 213,197 cbft
Cargo hold capacity without TD panels	6,346 cbm / 224,100 cbft
Floor space under deck	1,404 sqm / 15,113 sqft
Floor space on deck	1,106 sqm / 11,905 sqft
Deck strength per sqm	20.00 mt on tanktop 3.50 mt on tweendeck 2.50 mt on hatchcovers

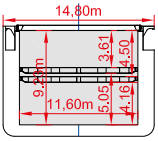
CONTAINER CAPACITY

Capacity	20' or 40' + 20'
Hold	99 or 42 + 15
Deck	132 or 60 + 12
Total	231 or 102 + 27
TEU at 14 mt	143
Stackload	20' / 40'
Tanktop	65 mt / 65 mt
Deck	30 mt / 30 mt

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel's stability, trim, permissible weights and is subject to regulations of visibility.

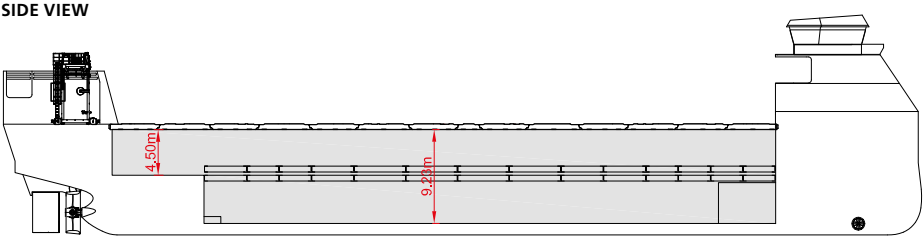
Lifting capacity of vessels' cranes is subject to vessels's stability and depends on cargo /ballast on board.

All details 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 Briese Chartering's explicit written authority.

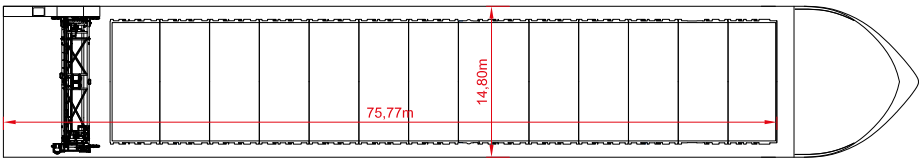




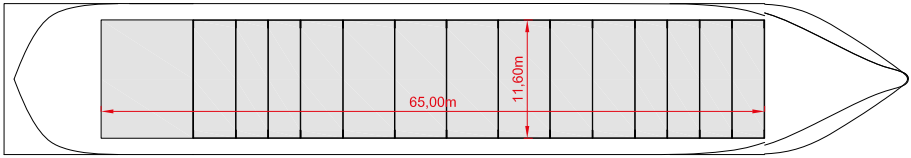
SIDE VIEW



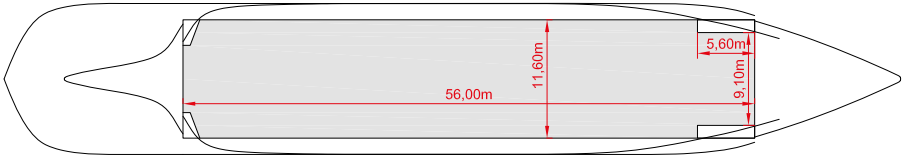
MAIN DECK



TWEENDECK

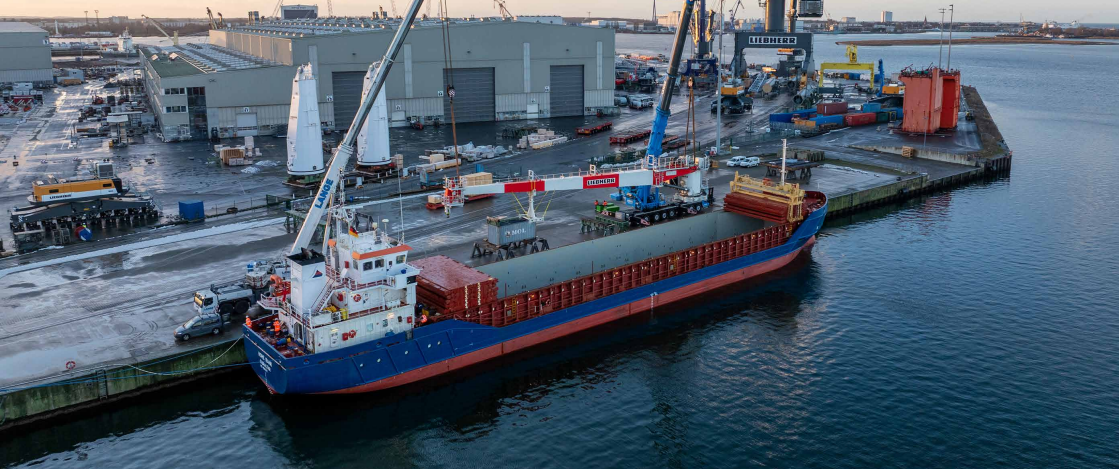


HOLDS & DOUBLE BOTTOM




MONIKA
SCHEEROA


sarens
KALMAR



Mittelplate Tweendecker / gearless

Vessel name	Built	IMO no.	Flag
Schillplate	2009	9505285	Gibraltar
Mittelplate	2009	9501203	Gibraltar
Hohe Bank	2010	9505302	Gibraltar
Constance	2011	9505338	Portugal
Schillig	2012	9505405	Portugal

MAIN DATA

Vessel type	Multipurpose Tweendecker
Classification	DNV
Ice class	Finnish 1A
GT/NT	2,415 / 1,361
DWAT	3,175 mt
Max. draft (summer)	5.30 m
Length o.a.	86.00 m
Breadth	12.40 m
Height above keel	24.70 m
Speed	11.0 knots
Bowthruster	200 kW

FEATURES

Aditionally equipped for wide body and high cube containers
Fitted for carriage of dangerous goods of all IMO classes
Fitted for the carriage of solid bulk and grain cargo

HOLDS/HATCHES

Cargo hold capacity with TD panels	4,731 cbm / 167,007 cbft
Cargo hold capacity without TD panels	4,971 cbm/ 175,476 cbft
Floor space under deck	1,158 sqm / 12,460 sqft
Floor space on deck	624 sqm / 6,714 sqft
Deck strength per sqm	14.00 mt on tanktop 2.50 mt on tweendeck 1.60 mt on hatchcovers

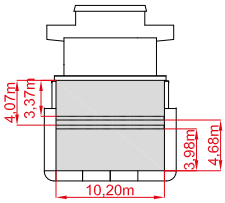
CONTAINER CAPACITY

Capacity	20‘ or 40‘ + 20‘
Hold	102 / 48 / 6
Deck	36 / 16 / 4
Total	138 /64 / 10
TEU at 14 mt	70
Stackload	20‘ / 40‘
Tanktop	72 mt / 90 mt
Deck	30 mt / 30 mt

Speed figures are calculated basis maximum Beaufort 2, no swell and no adverse currents and assumes shaft generator and reefer plugs disconnected. Vessel is burning fuels according to minimum ISO 8217-2010. Intake is always subject to vessel’s stability, trim, permissible weights and is subject to regulations of visibility.

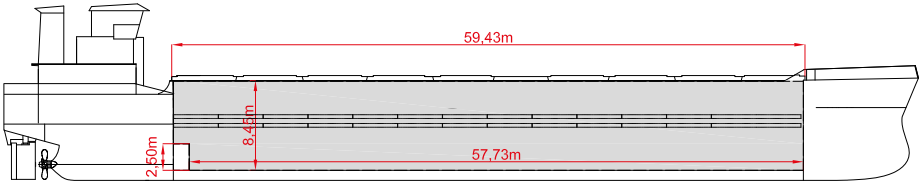
Lifting capacity of vessels’ cranes is subject to vessels’s stability and depends on cargo /ballast on board.

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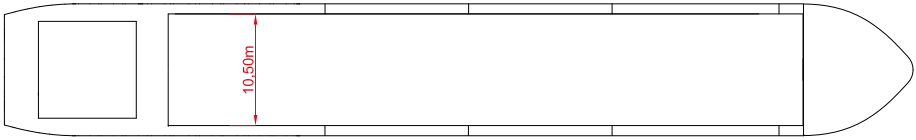




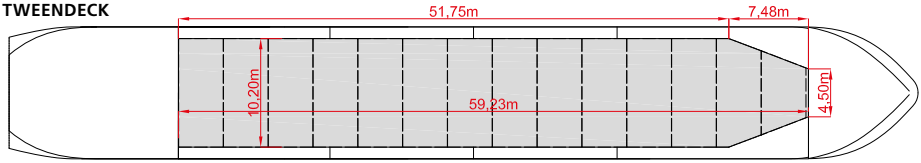
SIDE VIEW



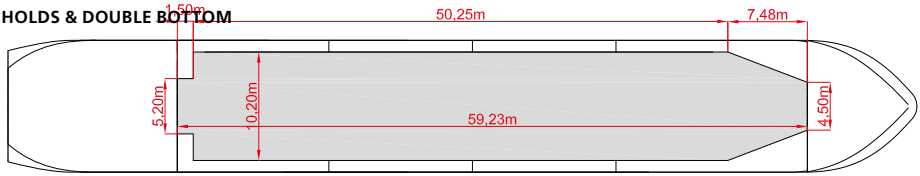
MAIN DECK



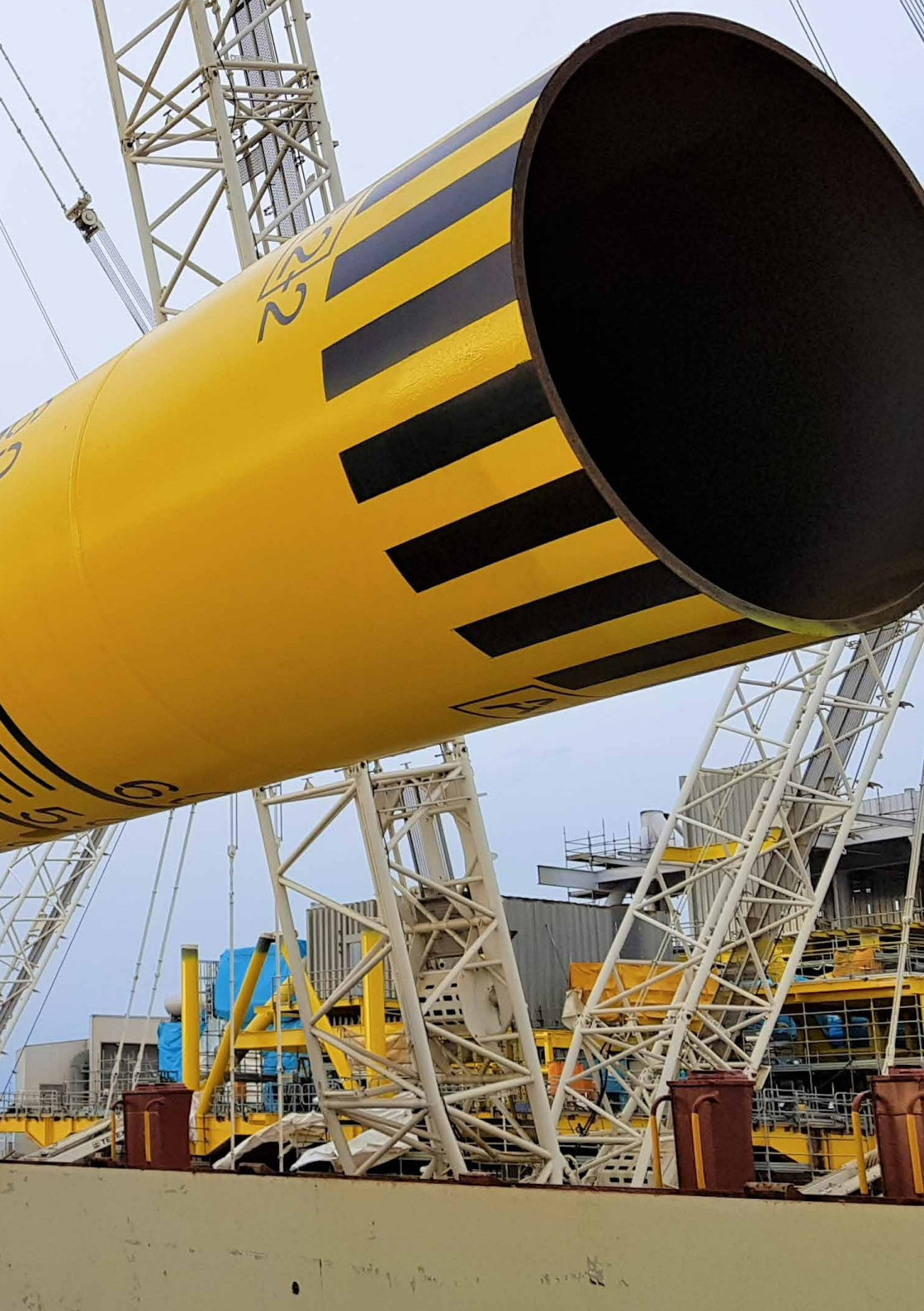
TWEENDECK



HOLDS & DOUBLE BOTTOM



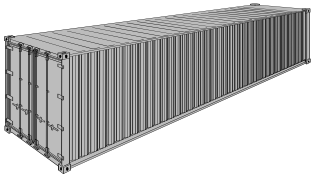




20′ & 40′ General Purpose Container

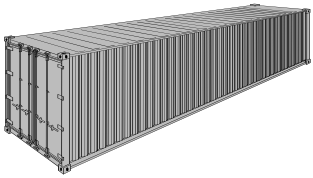
Inside Dimensions	Outside Dimensions	Door Openings	Tare	Max. Gross	Capacity
5.89 x 2.35 x 2.39 m	6.10 x 2.44 x 2.59 m	2.34 x 2.29 m	2,250 kg	28,230 kg	33,2 cbm
12.02 x 2.35 x 2.39 m	12.19 x 2.44 x 2.59 m	2.34 x 2.29 m	3,780 kg	26,700 kg	67,7 cbm





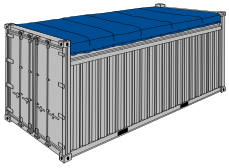
40′ High Cube Container

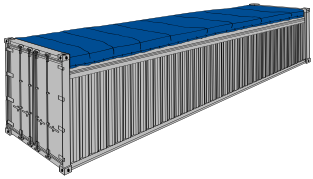
Inside Dimensions	Outside Dimensions	Door Openings	Tare	Max. Gross	Capacity
12.02 x 2.35 x 2.69 m	12.19 x 2.44 x 2.99 m	2.34 x 2.59 m	4,020 kg	26,460 kg	76,3 cbm



20′ & 40′ Open Top Container

Inside Dimensions	Outside Dimensions	Door Openings	Tare	Max. Gross	Capacity
5.89 x 2.35 x 2.37 m	6.10 x 2.44 x 2.59 m	2.33 x 2.28 m	2,250 kg	28,230 kg	32,0 cbm
12.02 x 2.35 x 2.37 m	12.19 x 2.44 x 2.59 m	2.33 x 2.28 m	3,850 kg	26,740 kg	65,5 cbm

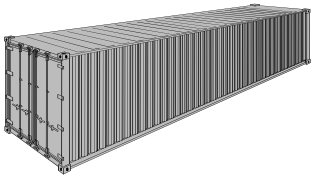




20′ & 40′ Hard Top Container

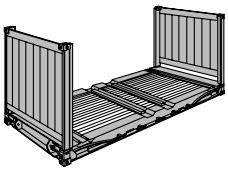
Inside Dimensions	Outside Dimensions	Door Openings	Tare	Max. Gross	Capacity
5.89 x 2.34 x 2.38 m	6.10 x 2.44 x 2.59 m	2.33 x 2.28 m	2,700 kg	27,780 kg	32,8 cbm
12.02 x 2.38 x 2.29 m	12.19 x 2.44 x 2.59 m	2.34 x 2.29 m	4,700 kg	25,780 kg	67,2 cbm

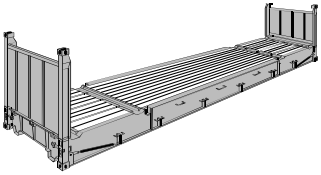




20′ & 40′ Flat

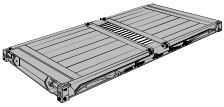
Inside Dimensions	Outside Dimensions	Tare	Max. Gross
5.64 x 2.44 x 2.23 m	6.06 x 2.44 x 2.23 m	2,500 kg	27,800 kg
12.09 x 2.43 x 2.51 m	12.09 x 2.44 x 2.90 m	4,200 kg	40,800 kg

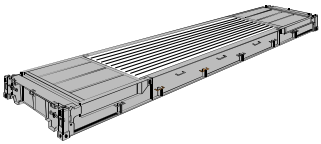




20′ & 40′ Platform

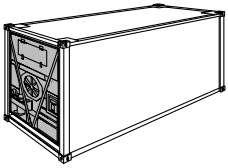
Inside Dimensions	Outside Dimensions	Tare	Max. Gross
5.89 x 2.38 m	6.06 x 2.44 x 0.23 m	2,520 kg	27,960 kg
12.11 x 2.36 m	12.19 x 2.44 x 0.65 m	5,700 kg	39,300 kg

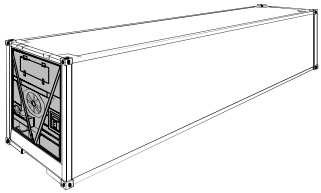




20′ & 40′ Refrigerated Container

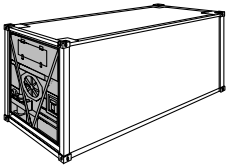
Inside Dimensions	Outside Dimensions	Tare	Max. Gross	Capacity
5.48 x 2.29 x 2.25 m	6.06 x 2.44 x 2.59 m	3,160 kg	27,320 kg	28,3 kg
11.56 x 2.29 x 2.26 m	12.19 x 2.44 x 2.59 m	4,600 kg	29,400 kg	60,0 kg

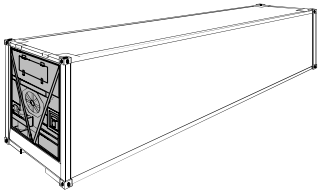




20′ & 40′ High Cube Refrigerated Container

Inside Dimensions	Outside Dimensions	Tare	Max. Gross	Capacity
5.38 x 2.28 x 2.54 m	6.06 x 2.44 x 2.89 m	3,160 kg	27,320 kg	28,3 kg
11.58 x 2.28 x 2.57 m	12.19 x 2.44 x 2.89 m	4,600 kg	29,400 kg	60,0 kg





Unit of length

1000 Meter (m) = 1 Kilometer (km) 1m = 1000 Millimeter (mm) = 100 Centimeter (cm)
1 inch (in) = 25,4 mm = 2,54 cm = 0,0254 m
1 foot (ft = 12 in) = 304,8 mm = 30,48cm = 0,3048 m
1 yard (yd = 3 ft) = 914,4 mm = 91,44cm = 0,9144 m
1 statue mile (m = 1760 yard) = 1.609,3m = 1,609 km
1 fathom (fm = 6 ft) = 1,8288 m
1 cable (cbl = 100 fm) = 185,2 m
1 sea mile (nm = 10 cbl) = 1.852 m

Unit of area

1 Hektar (ha) = 100 Ar (a) = 10.000 m² = 0,01 km² 1 Quadratkilometer (km²) = 1.000.000 m²
1 square foot (ft²) = 0,09 m²
1 square rod (rd² = 272 ¼ft²) = 25,3 m²
1 rood (ro = 10.890 ft² = ¼ac) = 1.012 m²
1 acre (ac = 160 rd² = 4 ro) = 4.047 m²
1 square mile (mi² = 640 ac) = 2,6 km²

Unit of weight

100 Milligramm (mg) = 1 Gramm (g) 1000 g = 1 Kilogramm (kg) - 1000kg = 1 Tonne (mt)
1 grain (gr) = 64,8 mg
1 pennyweight (dwt = 24 gr) = 1,56 g
1 ounce (oz = 20 dwt) = 31,103 g
1 pound (lb = 12 oz) = 373,24 g
1 stone (st = 14 lb) = 6,35 kg
1 hundredweight (cwt = 8 st) = 50,8 kg
1 ton (t = 20 cwt) =1,02 mt

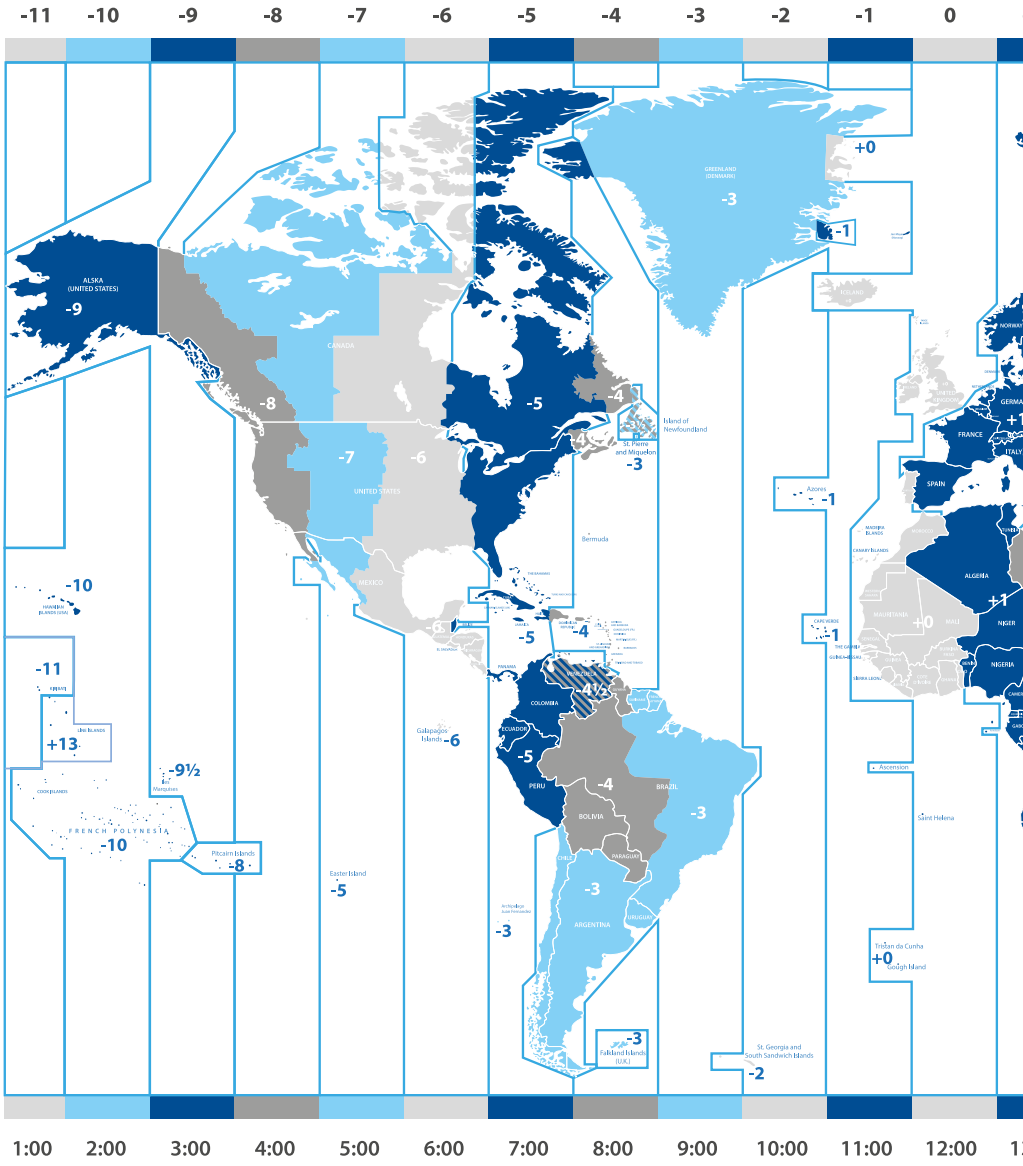
Unit of quantity

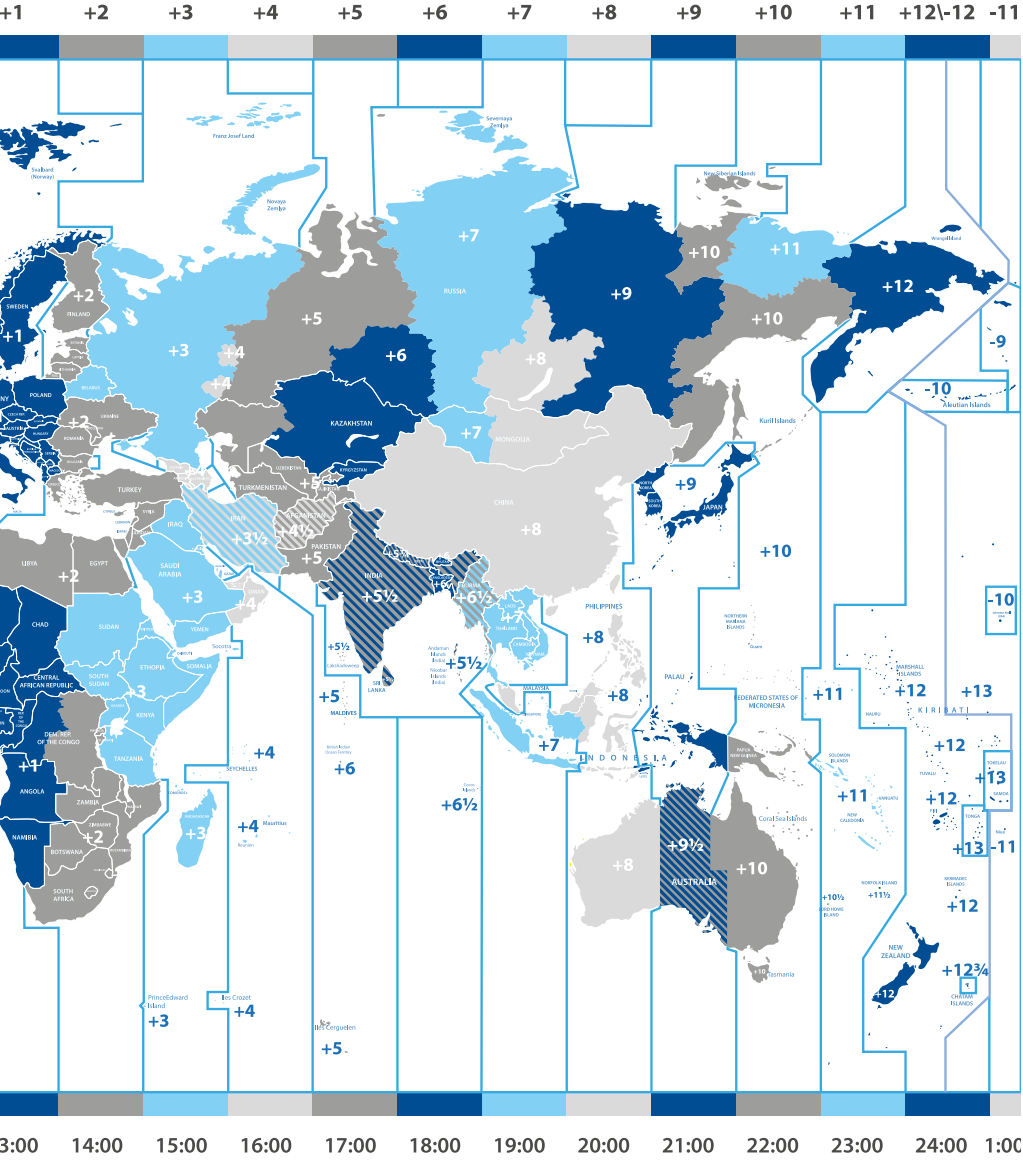
1000 Milliliter (ml) = 10 Deziliter (dl) = 1 Liter (l) 100l = 1 Hektoliter (hl)
1 pint (pt = ½ qt) = 5,68 dl
1 quart (qt = 2 pt = ¼ gal) = 1,14 l
1 gallon (gal = 4 qt = 277,42 in³) = 4,55 l
1 barrel (bbl = 35 gal) = 159 l = 1,59 hl

1 Kubikmeter (m³) = 1000l 1000 cm³ = 1000 ml = 1l
1 cubic inch (in³) = 16,4 cm³
1 cubic foot (ft³ = 1728 in³) =28,3 dm³
1 freight ton (40ft³) = 1,13 m³
1 register ton (RT = 100ft³) = 2,83 m³

Windspeed

Bft	knots	m/s	km/h
0	0 – <1	0,0 – <0,3	0 – 1
1	1 – <4	0,3 – <1,6	1 – 5
2	4 – <7	1,6 – <3,4	6 – 11
3	7 – <11	3,4 – <5,5	12 – 19
4	11 – <16	5,5 – <8,0	20 – 28
5	16 – <22	8,0 – <10,8	29 – 38
6	22 – <28	10,8 – <13,9	39 – 49
7	28 – <34	13,9 – <17,2	50 – 61
8	34 – <41	17,2 – <20,8	62 – 74
9	41 – <48	20,8 – <24,5	75 – 88
10	48 – <56	24,5 – <28,5	89 – 102
11	56 – <64	28,5 – <32,7	103 – 117
12	≥ 64	≥ 32,7	≥ 117


-11
-10
-9
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0
ALSKA (UNITED STATES)
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CANADA
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St. Pierre and Miquelon
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Azores
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Bermuda
MEXICO
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-6
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ECUADOR
PERU
-4
BRAZIL
BOLIVIA
-3
PARAGUAY
-3
ARGENTINA
URUGUAY
-3
-3
Falkland Islands (U.K.)
St. Georgia and South Sandwich Islands
-2
Ascension
Saint Helena
Tristan da Cunha
+0
Gough Island
SPAIN
FRANCE
GERMA
ITALY
+1
ALGERIA
+1
NIGER
+0
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MAURITANIA
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	Class / Symbol	Meaning
1		Explosive substances or articles
2		Gases
3		Flammable Liquids
4		Inflammable solids, Substances liable to spontaneous combustion, substances which, in contact with water, emit flammable gases
5		Oxidizing substances, Organic peroxides
6		Toxic and Infectious material
7		Radioactive and fissile material
8		Corrosives substances
9		Miscellaneous dangerous substances and articles


HHLA
TOLLER
NMF
NMF


MUNCK
HAVNE & ANLÆG
MUNCK
VOLVO

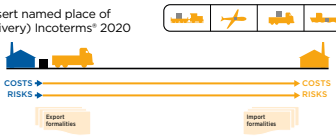
Incoterms® 2020 by the International Chamber of Commerce (ICC)

TRANSPORT OBLIGATIONS, COSTS AND RISKS

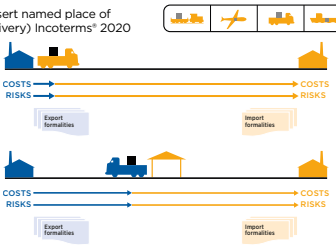
Blue indicates seller's **Gold** indicates buyer's **Green** indicates mixed or shared

RULES FOR ANY MODE OR MODES OF TRANSPORT

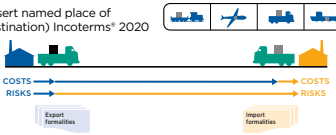
EXW Ex Works
(Insert named place of delivery) Incoterms® 2020



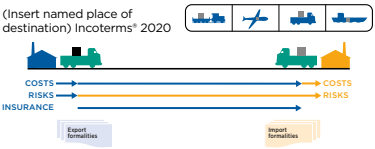
FCA Free Carrier
(Insert named place of delivery) Incoterms® 2020



CPT Carriage Paid To
(Insert named place of destination) Incoterms® 2020



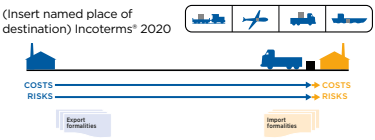
CIP Carriage and Insurance Paid To
(Insert named place of destination) Incoterms® 2020



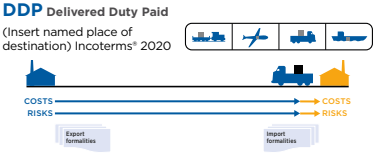
DAP Delivered at Place
(Insert named place of destination) Incoterms® 2020



DPU Delivered at Place Unloaded
(Insert named place of destination) Incoterms® 2020

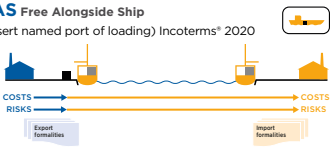


DDP Delivered Duty Paid
(Insert named place of destination) Incoterms® 2020

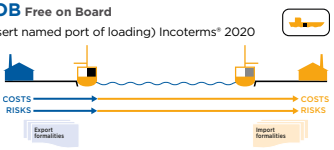


RULES FOR SEA AND INLAND WATERWAY TRANSPORT

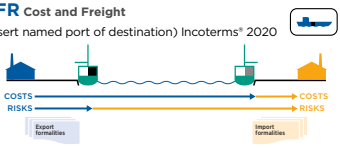
FAS Free Alongside Ship
(Insert named port of loading) Incoterms® 2020



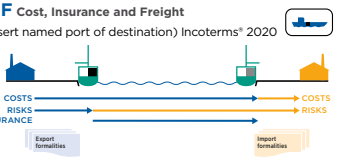
FOB Free on Board
(Insert named port of loading) Incoterms® 2020



CFR Cost and Freight
(Insert named port of destination) Incoterms® 2020



CIF Cost, Insurance and Freight
(Insert named port of destination) Incoterms® 2020



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ICC ACADEMY

WARNING: This chart is not intended to be used alone, and should always be used in conjunction with the Incoterms® 2020 rule book.

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Sea and Inland Waterway Transport only

CFR Cost & Freight (named destination port)
Seller must pay the costs and freight to bring the goods to the port of destination. However, risk is transferred to the buyer once the goods have crossed the ship's rail. Maritime transport only and Insurance for the goods is NOT included. Insurance is at the Cost of the Buyer.

CIF Cost, Insurance and Freight (named port of destination)
Exactly the same as CFR except that the seller must obtain insurance while the goods are in transit. The insurance should cover, at a minimum, 110% of the value of the goods as provided in the sales contract. The insurance should cover the goods at least to the point of delivery.

FAS Free alongside ship (named loading port)
The seller must place the goods alongside the ship at the named port. The seller must clear the goods for export. Suitable only for maritime transport only but not for multimodal sea transport in containers (see Incoterms 2010, ICC publication 715). This term is typically used for heavy-lift or bulk cargo.

FOB Free on board (named loading port)
The seller must themself load the goods on board the ship nominated by the buyer, cost and risk being divided at ship's rail. The seller must clear the goods for export. Maritime transport only but NOT for multimodal sea transport in containers (see Incoterms 2010, ICC publication 715). The buyer must instruct the seller the details of the vessel and port where the goods are to be loaded, and there is no reference to, or provision for, the use of a carrier or forwarder. It does not include Air transport. This term has been greatly misused over the last three decades ever since Incoterms 1980 explained that FCA should be used for container shipments.

Any Mode of Transport

CIP Carriage and Insurance paid to (named place of destination)
The containerised transport/multimodal equivalent of CIF. The seller pays for carriage to the named destination point, but the risk passes when the goods are handed over to the first carrier. Under Incoterms 2020, CIP requires the seller to insure the goods for 110% of the contract value.

CPT Carriage paid to (named place of destination)
The general/containerised/multimodal equivalent of CFR. The seller pays for carriage to the named point of destination, but risk passes when the goods are handed over to the first carrier.

DAP Delivered at Place (named place)
Under DAP, delivery is when the seller puts the goods at the disposal of the buyer at a named place, on a vehicle ready for unloading (that is, not unloaded).

DPU Delivered at Place (named place of destination)
delivery under DPU takes place when the seller puts the goods at the disposal of the buyer unloaded at the named place of destination.

The seller is responsible for the transport costs including export fees and carriage, unloading from the main carrier at destination port and destination port charges and assumes all risk until arrival at place of destination

DDP Delivered, Duty paid (named destination place)
This term means that the seller pays for all transportation costs and bears all risk until the goods have been delivered and pays the duty. Also used interchangeably with the term "Free Domicile". The most comprehensive term for the buyer. In most of the importing countries, taxes such as (but not limited to) VAT and excises should not be considered prepaid being handled as a "refundable" tax. Therefore VAT and excises usually are not representing a direct cost for the importer since they will be recovered against the sales on the local (domestic) market.

EXW Ex Works (named place)
The seller makes the goods available at his premises. The buyer is responsible for all charges. This trade term places the greatest responsibility on the buyer and minimum obligations on the seller. The Ex Works term is often used when making an initial quotation for the sale of goods without any costs included. EXW means that a seller has the goods ready for collection at his premises (Works, factory, warehouse, plant) on the date agreed upon. The buyer pays all transportation costs and also bears the risks for bringing the goods to their final destination.

FCA Free Carrier (named place)
The seller hands over the goods, cleared for export, into the custody of the first carrier (named by the buyer) at the named place. This term is suitable for all modes of transport, including carriage by air, rail, road, and containerised / multi-modal sea transport. This is the correct "freight collect" term to use for sea shipments in containers, whether LCL (less than container load) or FCL (full container load).

Terms & Abbreviations

A

AAAA - Always accessible always afloat.

AGW - All going well.

B

BAF - Bunker adjustment factor.

BBB - Before Breaking Bulk - A condition of carriage that freight, or some percentage of it, becomes payable before breaking bulk (discharge of a vessel commences).

Bends - Both Ends - At both loading and discharging ports. This term is often used together with GSAAAAB (good safe always afloat always accessible berth), with OSP (one safe port), with OSB (one safe berth) and to qualify the prices of the bunkers on delivery and redelivery in a time charter. Also used to state agency determination (ex. Carrier's agents bends).

BIMCO - (The Baltic and International Maritime Council) - Association whose main object is to promote and defend the interests of shipowners. It also has a membership of shipbrokers and has been responsible for contributing to the creation of a large number of Charter-Parties and other shipping documents.

B/L - Bill of Lading - Document issued by a shipowner to a shipper of goods. It serves as a receipt for the goods, evidence of the contract of carriage and document of title. As a receipt it contains the description and quantity of the goods as well as suitable notations if the goods are not in apparent good condition when received by the ship. As evidence of the contract of carriage, the Bill of Lading contains the terms and conditions of the contract or, where the contract is represented by a Charter-Party, a reference to the Charter-Party As a document of title, the "to order" Bill of Lading is used by a third party to take delivery of the goods from a ship.

B/N - Booking Note - Document containing the terms and conditions of a contract between a shipper and a shipping line for the carriage of goods on a particular ship between specified ports or places.

C

CAF - Currency Adjustment Factor - Surcharge applied to freight rates by shipping lines or set by liner conferences on behalf of their members. The purpose of the currency adjustment factor is embodied in the E.S.C. (European Shippers' Councils) / C.E.N.S,A. (Council of European and Japanese national Shipowners' associations) Code. It is to ensure that the revenue of the shipping lines is unaffected by the lines in relation to the tariff currency.
The code provides formulae, adopted by many conferences, for calculating the CAF and, since the values of currencies can move upwards as well as downwards, the CAF which is normally expressed as a percentage of the freight, maybe negative as well as positive. Thus a tariff rate of $100 becomes $108 when subject to a plus 8 per cent CAF.

CFS - Container Freight Station - Place where consignments are grouped together and packed into a shipping container or where such consignments are unpacked.

Chopt - in Charterers' Option - Term in a Charter-Party which stipulates that the charterers have a choice in specific circumstances. For example, the contract may allow for discharge at port 'A' or port 'B' in charterers' option, with the provision that one port is to be declared to the shipowner by a certain point in the voyage.

COA - Contract of Affreightment - is usually a contract for the carriage of a specified type and quantity of cargo, covering two or several shipments and running over a long period. In the COA it is the cargo and not the vessel that has a central position.

CP - Charter-Party - Document containing all the terms and conditions of the contract between a shipowner and a charterer, and signed by both parties or their agents, for the hire of a ship or the space in a ship. Most Charter-Parties are standard forms with printed clauses and spaces or boxes in which details relating to the individual charter, such as freight, laytime, demurrage, the ship's construction, speed and consumption, are inserted. The printed documents may be varied and / or added to by agreement of the two parties. Sometimes spelled Charter Party.

D

D/A - Disbursements Account - Account rendered by a ship's agent at a port to the shipowner for all sums paid out in respect of the ship's call at the port such as pilotage, towage, any cash advance to the master, supply of provisions and stores and the agency fee. Receipts known as vouchers support the account.

Deadfreight - Amount of money payable by a shipper or charterer to a shipowner or shipping line for failing to load the quantity of cargo stipulated in the contract of carriage. Deadfreight is normally payable at the full freight rate but may be reduced by the loading and/or discharging expenses if these were included in the freight.

Deadweight Cargo - Cargo of one metric ton which measures one cubic meter or less. Freight on deadweight cargo is generally payable on the weight, that is, per metric ton.

Dem - Demurrage - Amount of money paid to the shipowner by the charterer, shipper or receiver, as the case may be, for failing to complete loading and/or discharging within the time allowed in the Charter-Party. The rate of demurrage, normally an amount per day, is agreed in the Charter-Party. Some charters specify that, after a certain period of demurrage, either additional demurrage or damages for detention become payable. When demurrage becomes payable, it is said of a ship that she is on demurrage. Once a ship is on demurrage, no deductions are made for the excepted periods, such as weekends, in the calculation of the demurrage charges; hence it is said that "once on demurrage, always on demurrage."

DWCC - Deadweight Cargo Capacity or Deadweight Carrying Capacity - Weight of deadweight stowing cargo, wich a ship is able to carry when immersed to the appropriate load line, expressed in tons.

DWT or DWAT - Deadweight or deadweight all told. Difference between a ship's loaded and light displacement, consisting of the total weight of cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to a particular load line, normally her summer load line. The deadweight is expressed in tons.

E

ETA - Estimated Time of Arrival.

ETC - Estimated Time of Completion.

ETD - Estimated Time of Departure.

ETR – Estimated Time of Readiness.

F

F/C - Full and Complete Cargo - This expression characterizes a full cargo, in accordance with the custom of the port, which will either bring the vessel down to her maximum permissible draft or fill the vessel cubically as the case may be.

FCL Allowance - Deduction from the FCL freight provided by a shipping line or liner conference to a shipper who loads a minimum number of tons or cubic meters of cargo into a shipping container. There may be various allowances depending on the degree of utilization of the container. Also known as utilization allowance.

FI - Free In - Free of expense to the shipowner of cargo handling at the loading port.

FILO /FILTD - Free in Liner Out / Free in Liner Terms Discharge - Qualification to a freight rate denoting that it is inclusive of the sea carriage and the cost of discharging. It excludes the cost of loading and, if appropriate to the type of cargo, stowing, dunnaging, lashing and securing or trimming, all of which are payable by the charterer or shipper. This type of freight rate may have a provision for laytime and demurrage at the port of loading since the carrier has no control over the loading.

FIO - Free In and Out - Term qualifying a freight rate which signifies that it excludes the cost of loading and discharging and if appropriate to the type of cargo, stowing, dunnaging, lashing and securing or trimming, all of which are paid by the charterer or shipper or receiver, as the case may be. This type of rate is typically found in voyage charter-parties and, since the shipowner has no control over loading and discharging, these generally

have suitable clauses for laytime and demurrage to allow for delays at the loading and discharging ports.

FIO LSD - Free In and Out, Lashed, Secured and Dunnaged - Qualification to a freight rate, which is equivalent to free in and out, but which avoids any ambiguity by specifying that the cost of lashing, securing and dunnaging is not for the account of the shipowner. It is normally payable by the charterer or the shipper.

FIOS - Free In and Out and Stowed - Qualification to a freight rate which is equivalent to free in and out but which avoids any ambiguity by specifying that the cost of stowage is not for the account of the shipowner. It is normally payable by the charterer or the shipper. It is used in carriage of general cargo.

FLT - Full Liner Terms - Qualification to a freight rate, which signifies that it consists of the ocean carriage and the cost of cargo handling at the loading and discharging ports, according to the custom of those ports. This varies widely from country to country and, within countries, from port to port: in some ports, the freight excludes all cargo handling costs while in others, the costs of handling between the hold and the ship's rail or quay is included in the freight.

G

Gless – Gearless Ship - Ship which is not equipped with her own crane(s) or derrick(s). When chartering or scheduling such a ship for a particular voyage, it is necessary to ensure that the loading and discharging ports have shore cranes capable of lifting up to the heaviest piece weight of the ship's cargo.

Gencon - Widely used general purpose voyage Charter-Party published by BIMCO.

GT - Gross Tonnage - The total of all the enclosed spaces within a ship expressed in tons each of which is equivalent to one hundred cubic feet. This term was previously referred to as GRT.

H

Hague-Visby Rules - Set of rules, amending the Hague Rules, published and subsequently given the force of law by many maritime nations.

I

Incoterms - Rules covering the interpretation of terms used in international trade, published by the International Chamber of Commerce. Against each of the terms of sale, such as FOB, CIF and DDP, are defined the duties of buyer and seller. These rules are incorporated into a contract of sale by agreement of the two parties.

L

Laycan or L/C - Laydays Canceling - Period during which the shipowner must tender notice of readiness to the charterer that the ship has arrived at the pod of loading and is ready to load, This period is expressed as two dates, for example laydays 25 March canceling 2 April or, when abbreviated as laycan, laycan 25 March/2 April. The charterer is not obliged to commence loading until the first of these dates if the ship arrives earlier and may have the option of canceling the charter if the ship arrives after the second of the dates, known as canceling date.

Laytime - Time allowed by the shipowner to the voyage charterer or Bill of Lading holder in which to load and / or discharge the cargo. It is expressed as a number of days or hours or as a number or tons per day. There is normally a provision in the Charter-Party for the commencement of laytime, which is often at a certain hour after notice of readiness has been tendered by the master, a provision for periods when laytime does not count, for instance during bad weather, weekends or holidays or a provision for laytime being exceeded, when demurrage or damages for detention become payable, or not being fully used, when despatch may be payable.

L/C - Letter of credit.

LCL - Less than Container Load - Consignment of cargo, which is insufficient to fill a shipping container. It is grouped with other consignment for the same destination in a container at a container freight station.

Letter of Indemnity - Written statement in which one party undertakes to compensate another for the costs and consequences of carrying out a certain act, for example, a shipper who has been delayed in sending an original Bill of Lading to the receiver may instruct the master of the ship or the shipowner to release the goods to a named third party without production of an original Bill of Lading. The master or owner, if they agree, may require a letter of indemnity from the shipper for the consequences of complying should it turn out that the named party is not entitled to take delivery of the goods. It should be noted that, as a rule, any such letter that seeks to indemnify against an act, which is intended to defraud an innocent third party, is unenforceable in a court of law.

LIFO – Liner In Free Out - Qualification to freight rate denoting that it is inclusive of the sea carriage and the cost of loading. It excludes the cost of discharging, which is payable by the shipper or receiver, as the case may be. There may be a laytime and demurrage arrangement at the port of discharging since the carrier has no control over the discharging.

LT - Liner Terms - Qualification to a freight rate which signifies that it consists of the ocean carriage and the cost of cargo handling at the Loading and discharging ports according to the custom of those ports. This varies widely from country to country and, within countries, from port to port: in some ports, the freight excludes all cargo handling costs while in others the cost of handling between the hold and the ship's rail or quay is included.

M

MOL - More or Less.

Molchop - More or Less in Charterer's Option - Option allowed to a voyage charterer to load up to a certain quantity, normally expressed as a percentage or a number of tons, over or under a quantity specified in the contract of carriage. This option may be sought if the charterer is not certain of the exact quantity that will be available at the time of loading.

MOLOO - More or Less in Owner's Option - Option allowed to a shipowner to carry up to a certain quantity, normally expressed as a percentage or number of tons, over or under a quantity specified in the voyage charter. This option may be sought if the shipowner is not certain what the ship's cargo capacity will be, taking into consideration bunkers, stores and fresh water, or if he wants flexibility to adjust the ship's trim.

MT - Metric ton - 1,000 kilograms.

MV - Motor vessel.

N

NAABSA - Not Always Afloat But Safe Aground.

NOR - Notice of Readiness - Provision in a voyage charter that the shipowner or master must advise the charterer when the ship has arrived and is ready to load or discharge for laytime to start counting. The clause containing this provision often stipulates the particular hours and days when this notice may be tendered and how soon afterwards laytime commences.

S

SHEX - Sundays and Holidays Excepted - Charter-Party term which provides that Sundays and public holidays do not count in the calculation of laytime. See also even if used. and unless used.

SHINC - Sundays and Holidays Included - Charter-Party term, which provides that Sundays and public holidays count in the calculation of laytime, whether or not used for loading or discharging, as the case may be.

SSHEX - Saturdays, Sundays and Holidays Excepted - Charter-Party term which provides that Saturdays. Sundays and public holidays do not count in the calculation of laytime. See also even if used, and unless used.

SSHINC - Saturdays, Sundays and Holidays Included - Charter-Party term which provides that Sundays and public holidays count in the calculation of laytime. whether or not used for loading or discharging, as the case may be.

Stem - Availability of a cargo on the date or dates on which a ship is offering to load.

T

TBN - To Be Nominated - Said in respect of a voyage for which a specific ship has yet to be designated by the shipowner or shipping line.

TEU - Twenty Foot Equivalent Unit - Unit of measurement equivalent to one 20 foot shipping container. Thus a 40-foot container is equal to two t.e. u.s. This measurement is used to quantify for example, the container capacity of a ship, the number of containers on a particular voyage or over a period of time, or it may be the unit on which freight is payable.

THC - Terminal Handling Charges - Costs that are charged by the shipping company for the handling of goods at the seaport.

U

UU - Unless Used - Charter-Party term which provides that a proportion normally all or half, of time used to load or discharge, as the case may be, during excepted periods counts for the purpose of calculating total time used.

W

WIBON - Whether in Berth or Not - Provision in a voyage charter that, once the ship has arrived at the port and tendered notice of readiness, if required, laytime will start to count in accordance with the Charter-Party whether or not the ship has reached the berth.

WP - Weather Permitting - Term used in a voyage charter to signify that laytime does not count when weather conditions do not allow loading or discharging operations to be carried out.

WLL - Working Load Limit - Maximum load wich can safely be borne by a lifting or hauling appliance, such as crane or winch. The working load limit is generally marked clearly on the equipment and must not be exceeded.

2024

JANUARY

W	Mo	Tu	We	Th	Fr	Sa	Su
1	1	2	3	4	5	6	7
2	8	9	10	11	12	13	14
3	15	16	17	18	19	20	21
4	22	23	24	25	26	27	28
5	29	30	31				

FEBRUARY

W	Mo	Tu	We	Th	Fr	Sa	Su
5				1	2	3	4
6	5	6	7	8	9	10	11
7	12	13	14	15	16	17	18
8	19	20	21	22	23	24	25
9	26	27	28	29			

MARCH

W	Mo	Tu	We	Th	Fr	Sa	Su
9					1	2	3
10	4	5	6	7	8	9	10
11	11	12	13	14	15	16	17
12	18	19	20	21	22	23	24
13	25	26	27	28	29	30	31

APRIL

W	Mo	Tu	We	Th	Fr	Sa	Su
14	1	2	3	4	5	6	7
15	8	9	10	11	12	13	14
16	15	16	17	18	19	20	21
17	22	23	24	25	26	27	28
18	29	30					

MAY

W	Mo	Tu	We	Th	Fr	Sa	Su
18			1	2	3	4	5
19	6	7	8	9	10	11	12
20	13	14	15	16	17	18	19
21	20	21	22	23	24	25	26
22	27	28	29	30	31		

JUNE

W	Mo	Tu	We	Th	Fr	Sa	Su
22						1	2
23	3	4	5	6	7	8	9
24	10	11	12	13	14	15	16
25	17	18	19	20	21	22	23
26	24	25	26	27	28	29	30

JULY

W	Mo	Tu	We	Th	Fr	Sa	Su
27	1	2	3	4	5	6	7
28	8	9	10	11	12	13	14
29	15	16	17	18	19	20	21
30	22	23	24	25	26	27	28
31	29	30	31				

AUGUST

W	Mo	Tu	We	Th	Fr	Sa	Su
31				1	2	3	4
32	5	6	7	8	9	10	11
33	12	13	14	15	16	17	18
34	19	20	21	22	23	24	25
35	26	27	28	29	30	31	

SEPTEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
35							1
36	2	3	4	5	6	7	8
37	9	10	11	12	13	14	15
38	16	17	18	19	20	21	22
39	23	24	25	26	27	28	29

OCTOBER

W	Mo	Tu	We	Th	Fr	Sa	Su
40		1	2	3	4	5	6
41	7	8	9	10	11	12	13
42	14	15	16	17	18	19	20
43	21	22	23	24	25	26	27
44	28	29	30	31			

NOVEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
44					1	2	3
45	4	5	6	7	8	9	10
46	11	12	13	14	15	16	17
47	18	19	20	21	22	23	24
48	25	26	27	28	29	30	

DECEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
48							1
49	2	3	4	5	6	7	8
50	9	10	11	12	13	14	15
51	16	17	18	19	20	21	22
52	23	24	25	26	27	28	29

2025

JANUARY

W	Mo	Tu	We	Th	Fr	Sa	Su
1		1	2	3	4	5	
2	6	7	8	9	10	11	12
3	13	14	15	16	17	18	19
4	20	21	22	23	24	25	26
5	27	28	29	30	31		

FEBRUARY

W	Mo	Tu	We	Th	Fr	Sa	Su
5						1	2
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7	10	11	12	13	14	15	16
8	17	18	19	20	21	22	23
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MARCH

W	Mo	Tu	We	Th	Fr	Sa	Su
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10	3	4	5	6	7	8	9
11	10	11	12	13	14	15	16
12	17	18	19	20	21	22	23
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14	31						

APRIL

W	Mo	Tu	We	Th	Fr	Sa	Su
14		1	2	3	4	5	6
15	7	8	9	10	11	12	13
16	14	15	16	17	18	19	20
17	21	22	23	24	25	26	27
18	28	29	30				

MAY

W	Mo	Tu	We	Th	Fr	Sa	Su
18				1	2	3	4
19	5	6	7	8	9	10	11
20	12	13	14	15	16	17	18
21	19	20	21	22	23	24	25
22	26	27	28	29	30	31	

JUNE

W	Mo	Tu	We	Th	Fr	Sa	Su
22							1
23	2	3	4	5	6	7	8
24	9	10	11	12	13	14	15
25	16	17	18	19	20	21	22
26	23	24	25	26	27	28	29
27	30						

JULY

W	Mo	Tu	We	Th	Fr	Sa	Su
27		1	2	3	4	5	6
28	7	8	9	10	11	12	13
29	14	15	16	17	18	19	20
30	21	22	23	24	25	26	27
31	28	29	30	31			

AUGUST

W	Mo	Tu	We	Th	Fr	Sa	Su
31					1	2	3
32	4	5	6	7	8	9	10
33	11	12	13	14	15	16	17
34	18	19	20	21	22	23	24
35	25	26	27	28	29	30	31

SEPTEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
36	1	2	3	4	5	6	7
37	8	9	10	11	12	13	14
38	15	16	17	18	19	20	21
39	22	23	24	25	26	27	28
40	29	30					

OCTOBER

W	Mo	Tu	We	Th	Fr	Sa	Su
40			1	2	3	4	5
41	6	7	8	9	10	11	12
42	13	14	15	16	17	18	19
43	20	21	22	23	24	25	26
44	27	28	29	30	31		

NOVEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
44						1	2
45	3	4	5	6	7	8	9
46	10	11	12	13	14	15	16
47	17	18	19	20	21	22	23
48	24	25	26	27	28	29	30

DECEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
49	1	2	3	4	5	6	7
50	8	9	10	11	12	13	14
51	15	16	17	18	19	20	21
52	22	23	24	25	26	27	28
1	29	30	31				

2026

JANUARY

W	Mo	Tu	We	Th	Fr	Sa	Su
1				1	2	3	4
2	5	6	7	8	9	10	11
3	12	13	14	15	16	17	18
4	19	20	21	22	23	24	25
5	26	27	28	29	30	31	

FEBRUARY

W	Mo	Tu	We	Th	Fr	Sa	Su
5							1
6	2	3	4	5	6	7	8
7	9	10	11	12	13	14	15
8	16	17	18	19	20	21	22
9	23	24	25	26	27	28	

MARCH

W	Mo	Tu	We	Th	Fr	Sa	Su
9							1
10	2	3	4	5	6	7	8
11	9	10	11	12	13	14	15
12	16	17	18	19	20	21	22
13	23	24	25	26	27	28	29
14	30	31					

APRIL

W	Mo	Tu	We	Th	Fr	Sa	Su
14			1	2	3	4	5
15	6	7	8	9	10	11	12
16	13	14	15	16	17	18	19
17	20	21	22	23	24	25	26
18	27	28	29	30			

MAY

W	Mo	Tu	We	Th	Fr	Sa	Su
18					1	2	3
19	4	5	6	7	8	9	10
20	11	12	13	14	15	16	17
21	18	19	20	21	22	23	24
22	25	26	27	28	29	30	31

JUNE

W	Mo	Tu	We	Th	Fr	Sa	Su
23	1	2	3	4	5	6	7
24	8	9	10	11	12	13	14
25	15	16	17	18	19	20	21
26	22	23	24	25	26	27	28
27	29	30					

JULY

W	Mo	Tu	We	Th	Fr	Sa	Su
27			1	2	3	4	5
28	6	7	8	9	10	11	12
29	13	14	15	16	17	18	19
30	20	21	22	23	24	25	26
31	27	28	29	30	31		

AUGUST

W	Mo	Tu	We	Th	Fr	Sa	Su
31						1	2
32	3	4	5	6	7	8	9
33	10	11	12	13	14	15	16
34	17	18	19	20	21	22	23
35	24	25	26	27	28	29	30
36	31						

SEPTEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
36		1	2	3	4	5	6
37	7	8	9	10	11	12	13
38	14	15	16	17	18	19	20
39	21	22	23	24	25	26	27
40	28	29	30				

OCTOBER

W	Mo	Tu	We	Th	Fr	Sa	Su
40				1	2	3	4
41	5	6	7	8	9	10	11
42	12	13	14	15	16	17	18
43	19	20	21	22	23	24	25
44	26	27	28	29	30	31	

NOVEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
44							1
45	2	3	4	5	6	7	8
46	9	10	11	12	13	14	15
47	16	17	18	19	20	21	22
48	23	24	25	26	27	28	29

DECEMBER

W	Mo	Tu	We	Th	Fr	Sa	Su
49		1	2	3	4	5	6
50	7	8	9	10	11	12	13
51	14	15	16	17	18	19	20
52	21	22	23	24	25	26	27
53	28	29	30	31			