



3,817 DWT / gearless



BRIESE SCHIFFFAHRT

Vessel name	Built	IMO no.	Flag	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

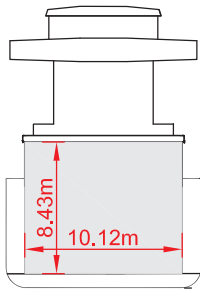
Hold and Hatch	1 Hold / 1 Hatches
Hatch cover type	Pontoon type
Cargo hold capacity	5,248 cbm (185,331 cbft)
Floor space under deck	1,613 sqm (16,590 sqft)
Floor space on deck	651 sqm (6,998 sqft)
Deck strengths per sqm	15.00 mt on tanktop 1.60 mt on deck
Tweendeck	n / a
Bulkheads	2 bh / 8 positions

Container Capacity

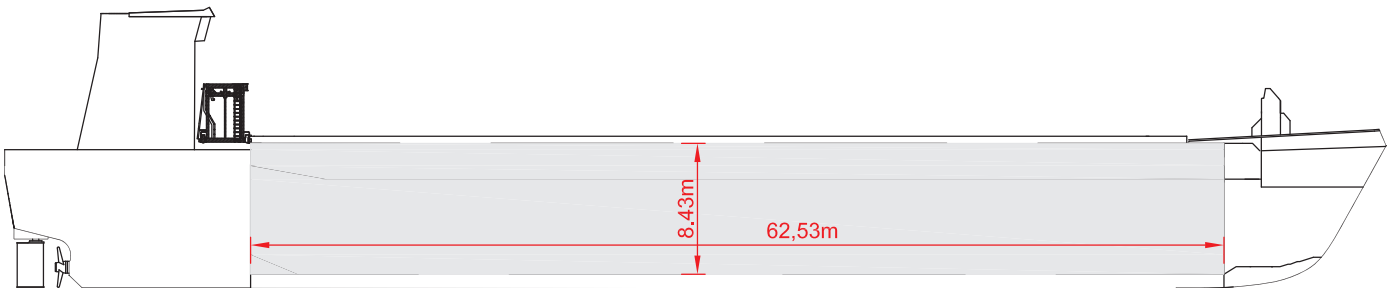
Capacity	20' or 40' + 20'
Hold	108 / 45 / 15
Deck	80 / 40 / 0
Total	188 / 85 / 15
TEU at 14 mt	-
Reeferplugs	0
Stackload	20' / 40'
Tanktop	60 mt / 75 mt
Deck	20 mt / 30 mt

Special Equipment / Features

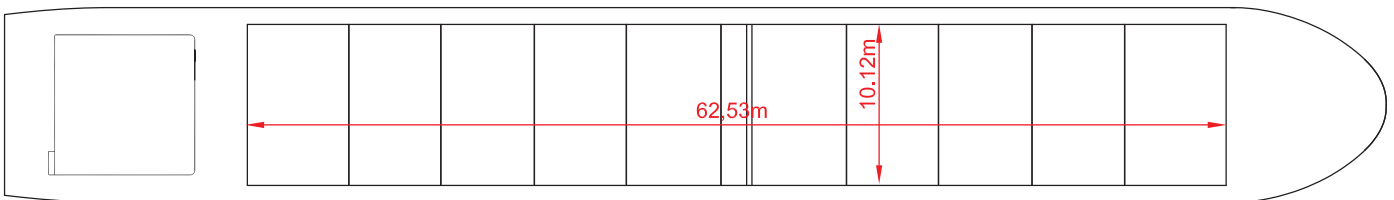
IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bow thruster



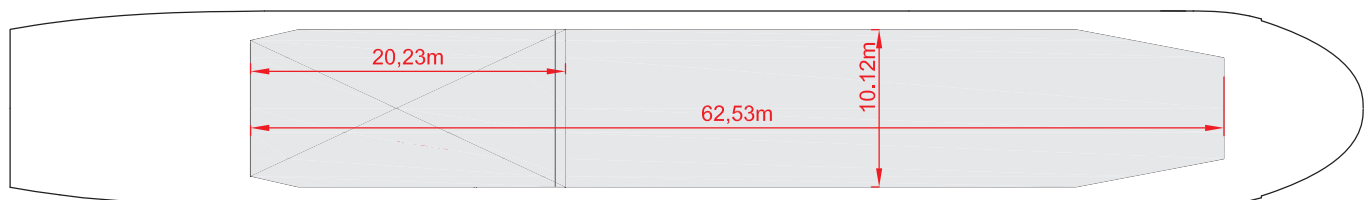
Side View



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 continuous 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.