



24,500 DWT / gearless



BRIESE SCHIFFAHRT

Vessel name	Built	IMO no.	Flag	Vessel name	Built	IMO no.	Flag
Palawan	2023	9937402	Antigua & Barbuda	Baltrum	2023	9937385	Antigua & Barbuda
Cebu	2023	9968437	Antigua & Barbuda				

Ship's Basics

Type	Container Vessel
Builder	Wenchong, China
Classification	Class NK NS* (CNC, EQ C DG, PSPC-WBT, NC) (IWS) (PS-DA-CNC) (PSCM) (EA) (CSSA-R) (IHM) MNS* (M0) Installation Character(s): BWM, MPP, LSA, RCF, AFS, BRS1

Dimensions & Main Data

Tonnage GT/NT	18,491 / 8,225
Deadweight (summer)	24,500 mt
Length o.a.	172.00 m
Length p.p.	168.70 m
Beam	27.50 m
Max. draft (summer)	10.00 m
Service speed	18.5 knots
Consumption at sea	36.0 mt fuel per day + 3,2 mt fuel per day for aux engines
Consumption at port	5.0 - 7.0 mt fuel per day
Eco speed	18.5 mt at 15 kn fuel per day + 3,2 mt fuel per day for aux engines
Ultra slow speed	11.0 mt at 12 kn fuel per day + 4,0 mt fuel per day for aux engines
Fuel on ME	RMG 380 / RME 180 / MGO DMA / MDO DMB - ISO 8217:2017
Fuel on AE	RMG 380 / RME 180 / MGO DMA / MDO DMB - ISO 8217:2017
Tank capacities	HFO - 100%: 1,100.0 cbm MDO - 100%: 200.0 cbm

Propulsion

Main Engine	MAN B&W 6S60ME-C10.5 Tier II 10,380 kW
Aux.-Engines	Yanmar 3x 1250 kW
Propeller	Fixed pitch propeller

Hold and Hatch

Hold and Hatch	4 holds / 8 hatches
Hatch cover type	Pontoon Type, non-sequential
Cargo hold capacity	32961.56 cbm

Cargo Gear

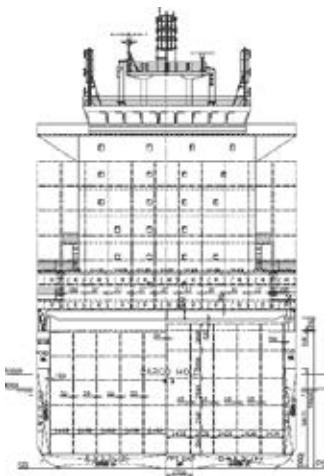
Type	n/a
Combinable	n/a
Hoisting speed	n/a
Situated	n/a

Container Capacity

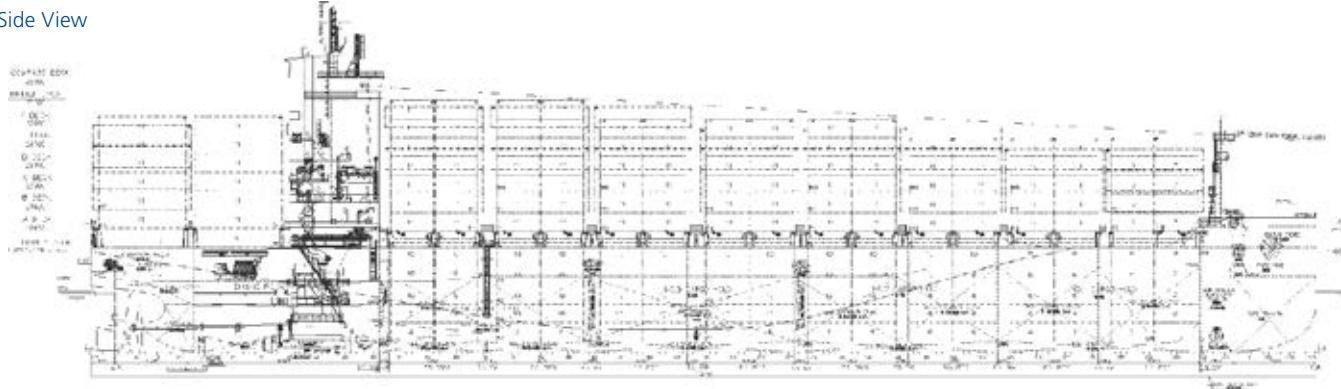
Capacity	20' / 40' + 20'
Hold	644 / 310 + 24
Deck	1286 / 638 + 10
Total	1930 / 948 + 34
TEU at 14 mt	1350 TEU
Reeferplugs	270 FEU

Special Equipment / Features

IMO classes	Fitted for carriage of dangerous goods of all IMO classes
Other	Bowthruster fitted, fully cellular (fixed), fitted with reefer plugs EEDI phase 3



Side View



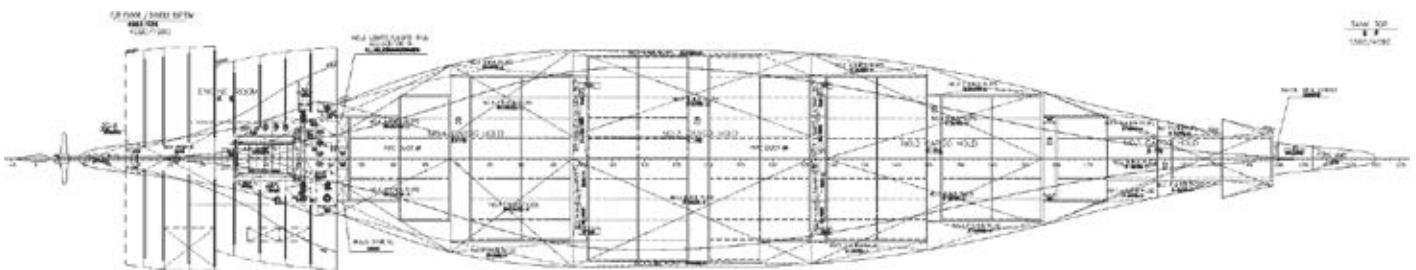
Main Deck



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. 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.