



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	2026	9966623	Portugal
ECO Talent	2026	9966635	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

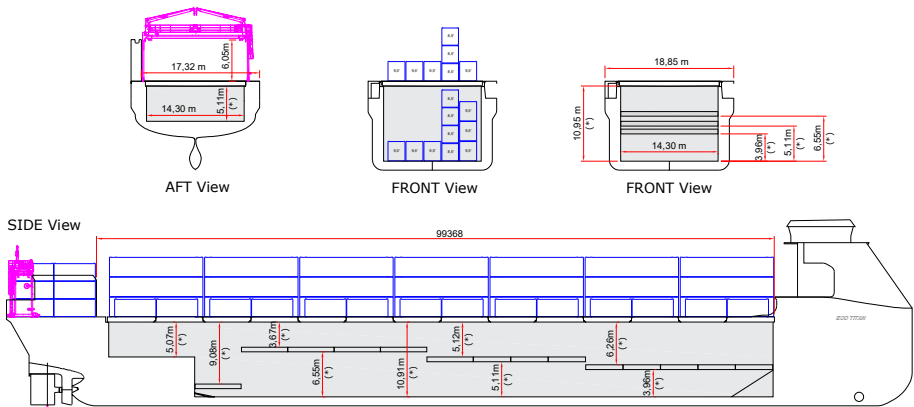
FEATURES

- 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

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.



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

