



## **VEGA DELTA**

### **MAIN PARTICULARS:**

Build : Volharding Shipyards, Netherlands built 3-2006  
Type : Container Vessel gearless, single decker Engine/ Bridge: aft  
Class : BV +100 A5 E3, Containership, SOLAS II Reg. 54, MC E3 AUT,  
HULL - MACH, Container Ship, Unrestricted Navigation,  
AUT-UMS, MON-SHAFT, ICE CLASS 1A

Flag : Liberia  
Call sign : A8ZB4

GT : abt. 8.971 mt  
NT : abt. 4.776 mt

Deadweight: abt. 10.600 tdw on 6,97 m draft

LOA : 154,85 m  
LBP : 144,90 m  
Breadth mld. : 21,50 m  
Draft : 6,97 m ssw  
Depth mld. : 9,30 m  
Air draft : 35,80 m to keel (32,83 m + 6,93 m draft) 37.97 mtrs.

Panama NT : abt. 8.203 mt  
Suez NRT : abt. 7.662 mt

### **CARGO SPACE/HATCHES:**

Hold no. 1	: 3.603,6 cbm	or	127.260 cbft
Hold no. 2	: 5.108,7 cbm	or	180.412 cbft
Hold no. 3	: 5.160,2 cbm	or	182.231 cbft
Hold no. 4	: 1.739,4 cbm	or	61.426 cbft
Total	: 15.611,9 cbm	or	551.330 cbft

Hatchcover : abt. 1.438 sqm  
Tweendeck : no twd available  
Lower Hold : abt. 1268 sqm  
Total sqm : abt. 2706 sqm

## Hold / Hatches

Number of Holds: 4

Hold material: steelfloored, steelholds

Hold form: double skinned boxshaped (Holds 2-4), narrow  
stepwise in container dimensions (Hold 1), celled

Hatchcover:

Hatch 1 : 25,90 m (25,50 m opening) x 19,00 m (18,50 m opening)  
/ 13,50 m (13,00 m opening);

Hatch 2+3 : 28,74 m (28,34 m opening) x 19,00 m (18,50 m opening) each;

Hatch 4 : 12,74 m (12,34 m opening) x 19,00 m (18,50 m opening)

Lower hold:

Hold 1 : 25,50 m x 18,50 m / 13,00 m / 7,80 m / 2,60 m;

Hatch 2+3 : 28,34 m x 18,50 m each; Hatch 4: 12,34 m x 18,50 m / 7,80 m / 2,60 m

Type of hatch covers : Hydr. folding type

Holds equipment : All cargo holds CO2 fitted

Ventilation : 6 fold air change per hour

## CONTAINER INTAKE

Total container intake : 917 TEU or 430 FEU + 57 TEU

On deck : 650 TEU or 302 FEU + 46 TEU

Under deck : 267 TEU or 128 FEU + 11 TEU

Hold 1 container intake:

67 TEU or

29 x 30' or

29 FEU + 9 TEU (8'6") or

25 FEU + 9 TEU (9' 6") or

14 x 45' (for both 8' 6" and 9' 6" height)

Hold 2 container intake:

84 TEU or  
42 x 30' or  
42 FEU + 0 TEU (for both 8' 6" and 9' 6" height) or  
42 x 45' (for both 8' 6" and 9' 6" height)

Hold 3 container intake:

84 TEU or  
42 x 30' or  
42 FEU + 0 TEU (for both 8' 6" and 9' 6" height) or  
42 x 45' (for both 8' 6" and 9' 6" height)

Hold 4 container intake:

32 TEU or  
15 x 30' or  
15 FEU + 2 TEU (for both 8' 6" and 9' 6" height) or  
0 x 45' (for both 8' 6" and 9' 6" height)

Hatch 1 container:

90 TEU or  
66 x 30' or  
28 FEU + 6 TEU or  
2 x 45' or  
28 x 40' high cube 9'6" or  
28 x 45' high cube 9'6"

Hatch 2 container:

160 TEU or  
120 x 30' or  
80 FEU + 0 TEU or  
80 x 45' or  
64 x 40' high cube 9'6" or  
64 x 45' high cube 9'6"

Hatch 3 container:

200 TEU or  
120 x 30' or  
80 FEU + 40 TEU or

80 x 45' or  
64 x 40' high cube 9'6" or  
72 x 45' high cube 9'6"

Upper deck:

104 TEU or  
52 x 30' or  
52 FEU + 0 TEU or  
52 x 45' or  
44 x 40' high cube 9'6" or  
44 x 45' high cube 9'6"

Permissible Container Sizes

20' x 8' x 8' 6",  
40' x 8' x 8' 6" / 9'6",  
30' x 8' x 8' 6",  
45' x 8' x 9' 6";  
20' x 2500 x 8' 6",  
40' x 2500 x 8' 6" / 9' 6";  
20' x 2600 x 8' 6",  
40' x 2600 x 8' 6" / 9' 6"  
(over wide containers can be stowed on hatch covers only)

Distribution of container weights within a single 20'/40' stack on deck has always to comply with the board manual for stowage and lashing of containers. Container intake is always subject to vessel's stability/trim/permissible weights/cargo securing manual, canal- and/or river regulations and visibility.

## **CONTAINER STABILITY ACCORDING TO IMO REGULATIONS**

Basis 14mt : 615 TEU (basis 45 % VCG)

Cellguides:

Shiftable cellguides in hold 2+3+4 ends to be shifted to accommodate 45' cont.,  
in hold 1 cellguides to be removed from cargo hold to accommodate 45' cont.

## **FITTINGS**

Vessel has cells and is fully fitted to load a full cargo of standard ISO containers under and on deck with necessary loose lashings/fittings; lashing material is in accordance with OSHA Rules, i.e. semi automatic fittings. Lashing material is classified.

## **STACK WEIGHTS:**

Hold no. 1:           20' and 30': 96 mt;  
                          40' and 45': 136 mt;

Hold no.2-4:        20':           90 mt;  
                          30':           83 mt;  
                          40' and 45' 100mt;

Hatches:           20':           60 mt;  
                          30':           80 mt/96 mt\*;  
                          40' and 45': 90 mt/ 100mt\*

(only on bay 32/last bay in front of superstructure/has deck cell guides).

## **REEFER CONTAINERS**

Number of reefer plugs: 200 (400 V / 60 Hz),  
                                  of which 70 in hold and 130 on deck

## **GEAR:**

not available

## **DANGEROUS CARGO:**

IMO classes    In hold:

Hold no. 1     : All classes except 5.2;

Hold no. 2     : All classes except 1.1 - 1.6 and 5.2, incl. 1.4S, only packaged goods permitted

On deck        : All classes

                  Class 7 generally prohibited without prior specific exception

All cargo holds are equipped for the carriage of containers with dangerous cargo, always in accordance with certificate of compliance. On deck stowage above engine room restricted according to certificate of compliance.

## **SPEED AND CONSUMPTION:**

abt 18,0 knots at 90 % MCR	abt 32,0 mt/day
abt 17,3 knots at 85 % MCR	abt 29.5 mt/day
abt 16,0 knots at 75 % MCR	abt 26.5 mt/day
abt 14,0 knots at 65 % MCR	abt 24.5 mt/day
abt 13,0 knots at 60 % MCR	abt 21.0 mt/day

Aux engine	0,0625 MT per hour
boiler	0,0625 MT per hour

OUR TWO (2) AUX. ENGINE ARE BURNING ONLY MARINE GAS OIL (MGO) AND ALSO OUR AUX BOILER IN CASE SHAFT GENERATOR DISENGAGE WILL CONSUMED 1.5 mt/day each DEPENDING ON THE LOAD OF REEFER CONTAINER AND HOLD VENTILATION ONBOARD.

Speed & consumption remarks: Speed and consumption are always basis good/smooth weather conditions up to max Bft 2/DSS 2 basis vessels design ssw draft on even keel, without shaft generator, clean bottom and max water temperature of 26 degr C.

If the shaft generator is in operation the speed and consumption to be adjusted, depending on the load required for hold ventilation and/or reefers.

HFO consumption with disconnected shaft generator: abt. 31,2 mt IFO 380/ day (abt. 0,8 mt/day less than with shaft gen. at equal speed depending on shaft gen. output)

Consumption MGO: At Sea: 0 mt / In port: abt. 2,4 mt

MGO consumption details: No MGO at sea when shaft generator is connected, except when ventilation and/or reefers being used, however in case of emergency and/or navigation with reduced speed or during bad resp. adverse weather and/or in restricted areas like approaches, shallow and/or narrowing waters and when manoeuvring in ports or on rivers/ channels/canals or in ports or when shifting or waiting on waiting places resp. anchorages or when Charterers to provide sufficient quantity of MGO during seapassages for operating auxiliaries/ generators

In case of an emergency consumption is about 2,4 mt

Sludge removal always to be for Charterers' account

Fuel supply regulations (Quality & Quantity): Charterers supply suitable fuel to enable main propulsion and auxiliary machinery to operate effeciently and without harmful effects. Bunkers to contain no waste lubricants or chemicals. All bunkers delivered to the vessel has to be a mineral oil product and shall not contain taroil and/or inorganic acid substances and to be of stable and homogen structure.

The Charterers to supply always sufficient quantity of MGO during seapassages for operating auxiliaries/generators in case of emergency and/or bad weather.

IFO / MGO Quality Standard:

The fuel oil to be in accordance with ISO fuel standard 8217:2005 (E) RMG 380 or latest amendment thereto. The MGO to be in accordance with ISO fuel standard 8217:2005 (E) DMA with max density of 860kg/cbmand max 0,2 pct sulphurcontent  
Due to incompatibility of oils at certain times it may be necessary on some occasions to reduce these figures in order to avoid the mixing of the supplied bunkers. Should Charterers request Master to bunker to capacity, the final quantities shall be taken

## **CAPACITY OF TANKS**

HFO	:	749,0 cbm
MGO	:	107,8 cbm
Ballast water	:	5.547,4 cbm
Fresh water	:	76,2 cbm
Lub Oil	:	39,4 cbm

## **ENGINES**

Main engine	:	MAK 8M43C Output: 7.999 kW
Aux. Engine / Generator	:	2 x diesel driven 416kW
Aux. Engine/ Generator	:	1 x 416 kW
Emergency Diesel	:	1 x 1200 kW
Shaft generator	:	1 x 800 kW
Bowthruster	:	
Rudder: freehanging balance type	:	
Propeller: 4 blade WARTSILA CPP	:	

## **OTHERS:**

Nautical equipment  
Fitted with all modern nautical aids /  
satellite navigation / weatherchart recorder / inmarsat c / iridium  
Communication and navigation equipment according to SOLAS  
A3 regulations

All details about- Without Guarantee  
For Time Charter Description contact our Chartering Department  
Contact: Tel: +49 4086667546 / email: [container@vega-reederei.de](mailto:container@vega-reederei.de)