



VEGA FYNEN

MAIN PARTICULARS:

built : Kouan Shipyard, China - 2006 yard no. KA405
Type : Geared/cellular fast container vessel - Type "CV - 1100 plus"
Class : DNV GL +1A1 General Cargo Carrier Container
HC E0 DG-P ICE-C
flag : Liberia Flag
Call sign : V2BU6

GT : abt. 9.957 mt
NT : abt. 5.020 mt

Deadweight: about 13.826 metric tons at loadline draft of 8,50 m ssw
Deadweight: about 10.246 metric tons at design draft of 7,30 m ssw

LOA : 148,00 m
LBP : 140,30 m
beam : 23,25 m
draft : 8,80 m
depth about 11,50 m

CARGO SPACE/HATCHES:

Bale: about 16.000 cbm hold volume<--15747.7cbm
holds are seperated in the 40' position

Electrical ventilation:

hold no.1: 6 air-changes/hour (ex-proof for dangerous goods)
hold nos. 2-5: 2 air-changes/hour (holds 3 and 4 with additional
capacity for reefer containers)

Cargo hatches

watertight pontoon hatch covers, non-sequential are arranged on main deck for No.1) hatch with one cover, No. 2) to 5) hatches with 2 covers each.

hatch dimensions:

| | |
|-------|-----------------|
| No.1 | : 14,0 x 10,4 m |
| No.2 | : 12,6 x 18,0 m |
| No.3A | : 12,6 x 18,0 m |
| No.3B | : 12,6 x 18,0 m |
| No.4A | : 12,6 x 18,0 m |
| No.4B | : 12,6 x 18,0 m |
| No.5 | : 12,6 x 18,0 m |

CONTAINER INTAKE

TEU: max 1 1 1 8 units of 20' x 8' x 8'6"

stowage hold : 334 TEU in 4 tiers/upto 7 rows

deck : 784 TEU in 7 tiers/upto 9 rows

| Container Intake: | Hold | Deck |
|--------------------|------|------|
| 20 x 8 x 8 1/2 | 334 | 784 |
| 40 x 8 x 8 1/2 | 162 | 380 |
| 40 x 8 x 9 1/2 | 120 | 313 |
| 45 x 8 x 9 1/2 | 2 | 157 |
| 48 x 8 1/2 x 9 1/2 | --- | 64 |

Highcube intake:

| | | TEU or FEU | |
|-------|--------|------------|------|
| Tiers | | | |
| Hold | No. 1 | 8 | 4 1 |
| | No. 2 | 14 | 7 2 |
| | No. 3A | 28 | 14 2 |
| | No. 3B | 28 | 14 2 |
| | No. 4A | 28 | 14 2 |
| | No. 4B | 28 | 14 2 |
| | No. 5 | 28 | 14 2 |

The deck-intake is limited by the visibility line.

CONTAINER STABILITY ACCORDING TO IMO REGULATIONS

Homogeneous load according IMO rules with centre of gravity of 45%

abt. 881 Cont. 8t/TEU, hom., VCOG= 45% of 8'6"-Cont., dep.
abt. 812 Cont. 10t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
abt. 750 Cont. 12t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
abt. 712 Cont. 14t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
abt. 645 Cont. 16t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
abt. 600 Cont. 18t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
abt. 564 Cont. 20t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.

FITTINGS

The vessel is fitted with cells in all holds for 40' units (2 x 20' units can be stowed in one 40' cell).

STACK WEIGHTS:

| | 20' | 40' | 45' | 48' |
|-------|------|------|-----|-----|
| hold: | 120t | 150t | | |
| deck: | 65t | 80t | 80t | 80t |
| hatch | 50t | 80t | 80t | |

REEFER CONTAINERS:

220 reefers can be carried, whereof 56 plugs are fitted in hold no. 4A and 3B and 164 plugs are fitted on deck. The vessel is fitted with a reefer monitoring system and power cable communicator system.

The above container intake is based on maximum intake, and is subject to stability, permissible loads/stackweights, visibility line

GEAR:

geared by 2 Liebherr cranes located midships
between holds no. 2) and 3) and between holds no 4) and 5)
of 45 mtons at 26.5 m outreach
or 40 mtons at 29.5 m outreach

(the vessel is not fitted with container spreaders)

DANGEROUS CARGO:

The vessel is equipped to carry dangerous cargoes in hold No. 1
according to SOLAS Regulation 54.2, Class 1.4S,2.2,2.3,4,5.1,6.1 (no
liquids),6.2,7,8 (flash point not below 23°C,9 of Chapter II-2.)

The vessel is suitable designed to carry dangerous goods in containers
on top of cargo hold hatches and on main deck in front of superstructure.
binding will be the latest copy of vessels dangerous goods certificate

SPEED AND CONSUMPTION:

Speed at 90% MCR on 7,30 m design draft and under trial condition:

about 19,6 knots without shaftgenerator engaged
with consumption of about 39,3 mt IFO 380 at 90% MCR
and a lower heat value of 41833 kJ/kg.

about 19,2 knots with shaftgenerator engaged for domestic consumption
only with consumption of about 39,3 mtons IFO 380 at 90% MCR
and a lower heat value of 41833 kJ/kg.

Minimum main engine output for use of IFO 380 cst is 65 % MCR, when
vsl is operated at less MCR, main engine must be operated on Marine Gas Oil.

Fuel oil in accordance with ISO Fuel Standard 8217:1996 RMG 35,
380 CST at 50 degrees celsius without water and residues:

usual trading conditions

| | |
|----------------------------|-------------|
| abt 17,3 knots at 85 % MCR | abt 37,0 mt |
| abt 16,0 knots at 80 % MCR | abt 35,0 mt |
| abt 14,0 knots at 75 % MCR | abt 32,0 mt |
| abt 13,0 knots at 70 % MCR | abt 30,5 mt |

| | |
|------------|-------------------|
| Aux engine | 0,060 MT per hour |
| Boiler | 0,060 MT per hour |

Auxilliary Engines are burning MDO (IFO subject agreement)
boiler is working on IFO in case need

in case shaftgenerator is NOT used, vessel will consume abt.
1.2 mtons to abt. 5.9 mtons MDO depending on load of reefer
container and hold ventilation.

Port consumption (example):

| | |
|-----------------------------------|-----------------------|
| 40' reefers plus 2 cranes working | : about 5.9 mtons MDO |
| no reefers but 2 cranes working | : about 2.6 mtons MDO |
| idle | : about 1.2 mtons MDO |
| plus boiler | : about 1.2 mtons MDO |

Above speed is based on good weather and smooth sea without counter
current/swell, max beaufort 2 on even keel in deep water with clean
bottom.

The fuel oil supplied to be in accordance with iso fuel standard
8217:1996 RMG35, 380 CST at 50 degrees celsius

The Diesel Oil supplied to be in accrodance with iso fuel standard.

The marine gas oil supplied to be in accordance with iso fuel
standard 8217:1996 DMA

Fuels outside this specification may result in damage to main engine
and/or loss of performance, for which Charterers are responsible.
Sludge removal to be for charterers account/time
Charterers shall supply suitable fuel to enable main propulsion and
auxiliary machinery to operate efficiently and without harmful
affects. The fuels shall be blends of hydrocarbons derived from

petroleum refining. The fuels shall be free from waste lubricants, chemicals or any other harmful substances.

CAPACITY OF TANKS

| | | |
|-----------------|---|--------------|
| Water Ballast | : | 5.047.26 cbm |
| HFO | : | 1:416.75 cbm |
| MGO | : | 243,83 cbm |
| Fresh Water | : | 163.46 cbm |
| Lubricating Oil | : | 59,51 cbm |

Charterers not to comingle different bunker stems in one and the same storage tank, Master will be instructed accordingly.

ENGINES

Main: 1 x MAN 7L58/64 of 9730 kw/428 rpm
(attn: when having to perform at under 65 percent output, main engine has to switch to MGO instead of IFO)

Aux: 3 x MAN/B+W Holeby 6L16/24 each 590 kw/1200 rpm
1 x emergency/port generator 687,5 kVA
(running on gasoil only - ISO fuel standard 8217:1996 DMA)

Shaftgen: 1 x 1400 kw

OTHERS:

bowthruster 700 kw maker Jastram
ALFA CPP 131 rpm, diameter 5400 mm
Anti Heeling system: yes

Cargo stability programm :
LOADMASTER BY KOKUM SONICS AB 6301.060516 5.0

European Style crew accommodation - 20 men in single cabins and two spare cabins with double staged beds.
All accommodation with airconditioning.
Becker flap-rudder operated by Becker steering gear

All details about- Without Guarantee
For Time Charter Description contact our Chartering Department
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