



## **VEGA OMIKRON**

### **MAIN PARTICULARS:**

built : Zhejiang Yangfan Ship Group Ltd, China 2005.Yardnumber 2018  
Type : Geared fully cellular container carrier  
Class : GL  
flag : Liberia  
call sign : D5JW9

GT : abt. 9,981 gt  
NT : abt. 4,900 nt

Deadweight: about 11.500 mt dwat on draft of 8,80 m sfbd  
Deadweight: about 9.600 mt dwat on design draft/c.w.l. of 8,00 m

Loa : 139,10 m  
Lpp : 129,00 m  
Beam : 22,60 m  
Depth : 11,80 m  
Draught : 8,80 m

Air draught (keel upto topmast) : 43,20 m

Suez canal tonnage : abt. 10.412 gt / 8.391 nt  
PC/UMS Panama canal tonnage : abt. 8.430 nt

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

Holds (4 ttl):

Hold no 1 : 6,60 x 15,60 m – 12,60 x 15,60 m  
Hold no 2 – 4 : 12,60 x 18,20 m

Hatch covers:

Macgregor pontoon type, non sequential opening, longitudinal stow asymmetric design i.e. hold opening 4 x 40ft + 3 x 40ft enabling shifting of covers on board.

## CONTAINER INTAKE

Nominal intake: 966 TEU (acc. I.M.O.)

Vessel's container intake is always subject to vessel's stability / trim / deadweight / permissible stack weights and subject to regulations of visibility.

	Hold	Hatch	Deck	Total		Hold	Hatch	Deck	TEU
20'	312	532	42	886	+40'	0	0	40	966
40'	146	248	61	455	+20'	20	34	0	964

45'            98 + 21 ( optional opn bay 12, starting on 2nd tier )

The vessel to carry and handle iso containers only and always in accordance with the iso norm.

High cube intake:

Full load of high cube (reefer) containers in hold possible ( 4 tiers)  
Without loosing slots.

Allowed special sizes in hold:

20ft + 40 ft x 2500 mm x 9'6 high  
( cell guide in hold are fitted with removable plates)

Allowed special sizes on hatches:

20ft + 40ft + 45ft x 2500 mm x 9'6 high  
49ft x 2600 mm x 9'6 high

## CONTAINER STABILITY ACCORDING TO IMO REGULATIONS

Abt 604 teu a 14 mt homogenous acc. Imo reg. (8'6'', vcg 0,45)

## FITTINGS

Fully fitted with loose lashing- / stowage material and stacking cones  
For 20/40/45/49 ft units in hold / on deck.

## **STACK WEIGHTS:**

Hold ( tanktop ) : 100 mto per stack ( 20ft container )  
: 140 mto per stack ( 40ft container )  
uniform 12 mto / sqm

Hatches : 60 mto per stack ( 20ft container )  
Hatch no.1 – 45 mto  
: 90 mto per stack ( 40ft container )  
Hatch no.1 – 60 mto  
uniform load 1,75 mto / sqm

Deck (above engine room)

: 80 mto per stack ( 20ft container )  
: 120 mto per stack ( 40ft container )  
uniform load 2,5 t/sqm

Distribution of container-weights within a single 20' / 40' stack on deck to comply with the board manual for stowage and lashing of containers approved by Germanischer Lloyd.

## **REEFER CONTAINERS:**

252 reefer plugs / 11,0 kw – female, 450 v, 60 cycle, earth pin position 3 hrs distribution. Full load of 252 x 40' HC reefer possible

hold 124 FEU ( hold 2 – 18 , hold 3 – 54 , hold 4 – 52 )  
deck 128 FEU

The reefer containers are monitored with a modern PCT ( Power Cable Transmission) system which includes also the RDC handheld device.

## **GEAR:**

2 el. hydr. single deck cranes portside each 45t/4,5 – 27,5m, 35t/ 2,6 – 31,5m

Hoisting capacity, swl

hook operation 45/30 ton

hoisting speed, low 20 m/min

hoisting speed, high 25,5 m/min up to 35 t

luffing time 70 sec

slewing speed, single 0,8 r/min

## DANGEROUS CARGO:

Vessel is able to carry dangerous goods in holds and on hatch covers (except on deck in front of accommodation).

Construction and equipment according to Solas regulation II-2, reg 19 and always in accordance vessel's dangerous goods certificates and relevant rules in imdg code.

## SPEED AND CONSUMPTION:

abt. speed figures and abt. consumptions with shaft generator engaged

	%Pitch	Speed	Consumption/Day
Full Sea Speed =	90%	17.4 kts	44 ts
Full Sea Speed =	85%	17.0 kts	41 ts
Full Hbr Speed =	70%	16.0 kts	35 ts
Economical Spd =	65%	14.2 kts	28 ts
Half Ahead =	45%	9.0 kts	16 ts
Slow Ahead =	20%	5.0 kts	
Dead Slow Ahead=	10%	3.5 kts	

- Speed figures and consumption without shaft generator engaged

Based in actual situation;

	%Pitch	Speed	Consumption/Day
Full Sea Speed =	90%	17.7 kts	43 ts
Full Sea Speed =	85%	17.5 kts	38 ts
Full Hbr Speed =	70%	16.4 kts	32 ts
Economical Spd =	65%	14.7 kts	26 ts
Half Ahead =	45%	9.0 kts	15 ts
Slow Ahead =	20%	5.0 kts	
Dead Slow Ahead=	10%	3.5 kts	

No gasoil at sea provided shaftgenerator connected except if hold ventilation is used, reefers connected and in case of emergency and / or manoeuvring in/out of ports and when navigating in shallow, narrow or other constraint waters.

Port consumption / mgo consumption:

Provided vessel is allowed, she can burn IFO on Aux and Boiler, but Small amounts of MGO might be used to start Aux and/or Boiler.

Abt 2,0 mts per day excl. reefers

Abt 4,5 mts per day if cranes working 24 hrs ) excl. reefer

Abt 1,9 mts per day boiler consumption 24 hrs in port or anchorage

Charterers to provide sufficient quantity of mgo during sea passages for Operating auxiliaries/generators.

Main engine :RMG 380

Auxiliary engines : MGO

Specifications:

RMG 380 - ISO 8217: 2005(e) – category ISO/F

MGO - ISO 8217: 2005(e) – category ISO/F – DMA s.w. max 0,86

Fuel supplied to fulfil following conditions:

Calculated carbon aromatic index (ccai) max. 860

Sodium content less than 1/3 of vanadium content (content in ppm)

Max. sodium content 100 ppm

Asphaltenes content less than 2/3 of conradsen carbon number (ccr)

The fuel consumption rates are based on iso conditions and net

Calorific value of fuel of 42,700 kj/kg (tolerance 5 pct)

Vessel is consuming ifo in port for fuel oil pre-heating.

All above figures of speed and consumption are ábout´ whilst vessel is lying e.k. / on c.w.l. / having clean bottom / sea water – and ambient temperature max 28 degrees Celsius and subject to good weather

conditions i.e. wind force not exceeding beaufort 2, sea Douglas state 2 and no negative influence by currents and/or tidal streams.

## **CAPACITY OF TANKS**

Tank capacities (basis 100 pct filling):

hfo incl. settling tanks	: 966,0 mt at 0,98
gas oil	: 225,0 mt at 0,86
lub oil storage	: 70,0 mt
ballast water	: 4671,8 mt at 1,025
fresh water	: 169,0 mt at 1 ( including technical water )

## **ENGINES**

Main engine	: man b&w 8 L 48/60 – 9600 kw/500 rpm
2 auxiliary generators	: man 910 kw
1 port/emergency generator	: man 577 kw
1 pitch propeller	: variable pitch 5,4 mtrs dia lips
2 bowthrusters	: 500 / 300 kw 7/4,2 mto thrust
1 shaftgenerator	: 2000 kw

## **OTHERS:**

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Co2 fitted / Australian waters fitted / cargo computer /  
hold ventilated 6x (hold 2 – 4 in accordance with max. reefer intake) /  
Suez & Panama fitted /  
ship has no spreaders on board. Vessel not to force ice  
nor to follow ice breaker:

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