

**VEGA PHILIPP**

**MAIN PARTICULARS:**

Build : Volharding Shipyards, Netherlands built 2008  
Type : Container Vessel gearless, single decker Engine/ Bridge: aft  
Class : DNV/GL +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 : Portugal  
Call sign : 9HA3137  
  
GT : abt. 8.971 mt  
NT : abt. 4.776 mt

Deadweight: abt.10.700 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 accomodate 45' cont.,

in hold 1 cellguides to be removed from cargohold to accomodate 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 27,0 mt/day

abt 14,0 knots at 65 % MCR abt 23.5 mt/day

abt 13,0 knots at 60 % MCR abt 20.0 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 manoeuvering 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 Aux. Engine/ Generator : 2 x diesel driven 416kW  
Emergency Diesel : 1 x 416 kW  
Shaft generator : 1 x 1200 kW   
Bowthruster : 1 x 800 kW  
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