



VEGA SAGITTARIUS

MAIN PARTICULARS:

built : Zhejiang Yangfan Ship Group Ltd, China 2012.Yardnumber 2096
Type : Geared fully cellular container carrier
Class : GL
flag : Liberia
call sign : A8RK2

GT : abt. 9,996 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 losing 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:

Abt 2,3 mts per day excl. reefers

Abt 4,7 mts per day if cranes working 24 hrs) excl. reefer

Abt 1,5 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 conradson 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	: 984,0 mt at 0,98
gas oil	: 349,0 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	: Caterpillar 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:

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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