



## **VEGA VENTO**

### **MAIN PARTICULARS:**

built : Aker Tulcea  
Type : Gearless/cellular fast container vessel - Type "CV - 1100 plus"  
Class : DNV/GL – 100 a% E Multi-purpose Dry Cargo Ship, IW SOLAS-II-2, Reg. 19, Equipped for Carriage of Containers, Strengthened for Heavy Cargo, MC E Aut  
Flag : Liberia Flag  
Call sign : D5JQ8  
  
GT : abt. 9.910 mt  
NT : abt. 5.032 mt

Deadweight: about 13.950 metric tons at loadline draft of 8,50 m ssw  
Deadweight: about 10.550 metric tons at design draft of 7,30 m ssw

LOA : 148,00 m  
LBP : 140,30 m  
beam : 23,25 m  
draft : 8,50 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 2 0 units of 20' x 8' x 8'6"

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

deck : 786 TEU in 7 tiers/upto 9 rows

Container Intake:	Hold	Deck
20 x 8 x 8 1/2	334	786
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. 803 Cont. 10t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
- abt. 748 Cont. 12t/TEU, hom., VCOG=45% of 8'6"-Cont., dep.
- abt. 700 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:**

gearless

(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 1.1 to 1.6 1.4S,2.1-2.3,4.1-4.3,5.1, 5.2 6.1 (noliquids),,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 8217:2010 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):

idle	: about 2.0 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  
8217:2010 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 8217:2010 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	:	5.044.26 cbm
HFO	:	1:423.75 cbm
MGO	:	244,00 cbm
Fresh Water	:	159,00 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 8L58/60B of 9600 kw/500 rpm  
(attn: when having to perform at under 65 percent output, main engine has to switch to MGO instead of IFO)

Aux: 3 x WARTSILA 4L20 6L16/24 each 680KW  
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  
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 are about, given in good faith but wog