VEGA VIRGO

MAIN PARTICULARS:

built : Zhejiang Yangfan Ship Group Ltd, China 2010. Yardnumber 2095
Type : Geared fully cellular container carrier
Class : Bureau Veritas
flag : Liberia
call sign : A8RJ9

GT : abt. 9,996 gt
NT : abt. 4,900 nt

Deadweight: about 11.765 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.

<table>
<thead>
<tr>
<th>Hold</th>
<th>Hatch</th>
<th>Deck</th>
<th>Total</th>
<th>+40'</th>
<th>Hold</th>
<th>Hatch</th>
<th>Deck</th>
<th>TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>20'</td>
<td>312</td>
<td>532</td>
<td>42</td>
<td>886</td>
<td>0</td>
<td>0</td>
<td>40</td>
<td>966</td>
</tr>
<tr>
<td>40'</td>
<td>146</td>
<td>248</td>
<td>61</td>
<td>455</td>
<td>20</td>
<td>34</td>
<td>0</td>
<td>964</td>
</tr>
<tr>
<td>45'</td>
<td>98</td>
<td>21 ( optional opn bay 12, starting on 2nd tier )</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>%Pitch</th>
<th>Speed</th>
<th>Consumption/Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Sea Speed = 90%</td>
<td>17.4 kts</td>
<td>44 ts</td>
</tr>
<tr>
<td>Full Sea Speed = 85%</td>
<td>17.0 kts</td>
<td>41 ts</td>
</tr>
<tr>
<td>Full Hbr Speed = 70%</td>
<td>16.0 kts</td>
<td>35 ts</td>
</tr>
<tr>
<td>Economical Spd = 65%</td>
<td>14.2 kts</td>
<td>28 ts</td>
</tr>
<tr>
<td>Half Ahead = 45%</td>
<td>9.0 kts</td>
<td>16 ts</td>
</tr>
<tr>
<td>Slow Ahead = 20%</td>
<td>5.0 kts</td>
<td></td>
</tr>
<tr>
<td>Dead Slow Ahead= 10%</td>
<td>3.5 kts</td>
<td></td>
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- Speed figures and consumption without shaft generator engaged
  Based in actual situation;

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<td>38 ts</td>
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No gasoil at sea provided shaftgenerator connected except if hold ventilation is used, reefers connected and in case of emergency and / or manoeuvering in/out of ports and when navigating in shallow, narrow or other constraint waters.
Port consumption / mgo consumption:

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 about 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: Caterpiller 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
Contact: Tel: +49 4086667546 / email: container@vega-reederei.de