

## M.V. ATLANTIC LIGHT



### Principal Particulars

Name : Atlantic Light  
Flag : Norwegian  
Homeport : Egersund  
Built : May, 2016  
Call Sign : LAVN7  
MMSI Number : 258297000  
IMO Number : 9744104  
Class : DNV GL  
Type : Ultramax / Dolphin 64, Geared, Self-Trimming Singledeck Bulk Carrier, Strengthened for Heavy Cargoes Holds 2 + 4 can be Left Empty.  
Full Class Notation : 1A1, Bulk Carrier, ESP, CSR, BC-A-DG-BEO Recyclable BWM-T and E (S+F), Grab (20), COAT-PSPC (B), BIS Holds (2,4) may be left empty TMON.  
Length Overall : 199.90m  
Length between Perpendiculars : 194.818m  
Beam : 32.256m  
Depth Moulded : 18.495m  
Holds / Hatches : 5 / 5  
TPC @ Summer Draft : 62.30  
FWA @ Summer Draft : 302mm  
Summer Freeboard : 5.228m  
Distance Keel to Top of Mast : 48.40m  
Constant Excluding Fresh Water : 250mt  
Deadweight - Summer : 63317.7mt on 13.295m / TPC 62.30  
                  Winter : 61550.2mt on 13.017m / TPC 62.20  
                  Fresh : 63317.7mt on 13.596m / TPC 62.35  
                  Tropical : 65008.7mt on 13.571m / TPC 62.35  
                  Tropical Fresh : 65008.7mt on 13.873m / TPC 62.39  
Summer Displacement : 75165.90mt  
Lightship : 11848.15mt  
Gross Tonnage : 36318  
Net Tonnage : 21599  
Suez Gross /Net Tonnage : 37261.88 / 33455.34  
Panama Gross / Net Tonnage :  
Grain / Bale Capacity : 78750.75 / 73680  
Individual Hold Cubics :  
                  Hold      Grain(m3)      Bale(m3)  
                  1          13957.79      13200  
                  2          17658.30      16650  
                  3          15352.99      14080  
                  4          15839.60      15000  
                  5          15942.07      14750  
                  Total      78750.75      73680  
Type of Hatch Covers : TTS, Transverse Folding Hatch Cover  
Bulkheads : A60  
Hatch Dimensions : Hatch      Length (m)      Breadth (m)      Strength (tm2)

1	19.68	18.26	1.4
2	22.96	18.26	1.4
3	22.96	18.26	1.4
4	22.96	18.26	1.4
5	22.96	18.26	1.4

Hold Dimensions	: Hold	Length (m)	Fwd (m)	Aft (m)	Strength (tm2)
	1	27.06	14.670	23.824	25
	2	33.62	23.824	23.824	20
	3	26.24	23.824	23.824	25
	4	28.70	23.824	23.824	20
	5	31.50	23.824	7.103	25

Hold Overhang Distances	: Hold	Fwd (m)	Aft (m)
	1	5.00	4.50
	2	4.75	5.50
	3	4.25	4.25
	4	4.25	4.25
	5	5.00	4.75

Max Permissible Load per Hold	: Hold	Homogeneous	Alternate	m2
	1	10970	19245	577.22
	2	13841		800.96
	3	12135	21290	625.15
	4	12526		683.75
	5	12603	22113	539.18

Main Deck Strength : 3.5 t/m2

Distance From	: Waterline to Top of Hatch Coaming 50% Bunkers
	Hold      No Ballast      Light Ballast      Heavy Ballast
	1      20.03m      16.03m      13.10m
	2      19.40m      15.56m      12.90m
	3      18.40m      14.99m      11.92m
	4      17.30m      14.50m      12.00m
	5      17.10m      14.26m      11.06m

Distance From	: Waterline to Highest Point
	Light Ballast      Heavy Ballast      Laden
	41.72m      39.37m      35.27m

Distance From Tanktop To	: Hold      Underside Hatch Cover      Underside Weatherdeck
	1      19.30m      16.90m
	2      19.30m      16.90m
	3      19.00m      16.90m
	4      19.00m      16.90m
	5      19.00m      16.90m

Distance From Deck To	: Hold      Top of Hatch Cover
	1      3.15m
	2      3.15m
	3      2.85m
	4      2.85m
	5      2.85m

Cement Holes : 2 on each hatch cover, 1 Port Side Fwd, 1 Stbd Side Aft  
Diameter : 70cm  
Location : Fwd Hole 4.1m from Port Side Edge of Cover and 2.3m from Fwd Edge of Cover. Aft Hole 4.1m from Stbd Side Edge of

Engine : Cover and 2.3m from Aft Edge of Cover.  
 : DOOSAN MAN B&W 5S60ME-C8.2,8050KW @ 89 R/MIN  
 CSR (85% CMCR) 6842.5KW @ 84.3 R/MIN  
 IFO Capacity Total : 1973.28 CBM  
 HSFO Capacity : 1973.28 CBM  
 FSIFO Capacity : N/A  
 MDO / LSMGO Capacity : 98.94 CBM / 117.16 CBM  
 Total Fresh Water Capacity : 518.23 CBM  
 Total Ballast Capacity - Light : 17702.27 CBM  
   Heavy : 33055.26 CBM  
   Hold 3 : 15352.00 CBM  
 Ballast and Deballasting Time : 1800mt per Hour  
 CO2 Fitted : Yes

### **Tank Capacities**

IFO 380CST RMG 380. Max Sulphur 3.5%, ISO 8217 : 2010 Specs. (100%)  
 No. 1 HSFO Tank Port : 470.12 CBM  
 No. 1 HSFO Tank Stbd : 470.12 CBM  
 No. 2 HSFO Tank Port : 516.52 CBM  
 No. 2 HSFO Tank Stbd : 516.52 CBM  
 MGO DMA, Max Sulphur 0.1%, ISO 8217 : 2010 Specs (100%)  
 MDO Tank : 98.94 CBM  
 LSMGO Storage Tank : 117.16 CBM  
 Vessel can only accommodate 85% Bunkers in each tank.

### **Vessel's Communication Details :**

Telephone : +870 773409024 (Bridge / Masters Cabin)  
 Fax : +870 783401520 (Bridge)  
 VSat Norway Telephone : +47 239 64725 (Master Cabin)  
 VSat Norway Telephone : +47 239 64276 (Bridge)  
 VSat Hong Kong Telephone : +852 5803 4943  
 Sat - C Telex : 425829710 (Bridge)  
 Sat - C Telex : 425829711 (Bridge)  
 E-mail : [master@atlanticlight.amosconnect.com](mailto:master@atlanticlight.amosconnect.com)

### **Gear :**

Cranes : 4 x 36mt Mitsubishi Elecro-Hydraulic Single Deck Cranes  
 Position : Between Hatch No. 1 & 2, 2 & 3, 3 & 4 and 4 & 5  
 Maximum Working Radius : 30m  
 Max Outreach from Ships Rail : 13.87m  
 Cycle Time with Maximum Cargo: 2Min 12Sec  
 Slewing Speed : 0.45 RPM  
 Luffing Speed : 58 Seconds  
 Hoisting speed (Maximum Load) : 16m / Minute  
 SWL of Cranes in Hook Mode : 35mt  
 SWL of Cranes in Grab Mode : 27.88mt  
 Grabs : 4 x 15m<sup>3</sup> Smag Peiner Electro-Hydraulic Grabs  
 Weight of Grabs : 9.380mt  
 Maximum Cargo Density : 2.8t/m<sup>3</sup>  
 Filling Volumes with kick Plates : Volume (m<sup>3</sup>)    Density t/m<sup>3</sup>    SWL (mt)

	15.00	1.20	18.00
	12.50	1.45	18.13
	10.00	1.85	18.50
	8.00	2.30	18.40
	6.60	2.80	14.40
Maximum Quantity Lifiable	: 18.50mt		

### **General :**

Registered Owners	: LHS5 - Atlantic Light AS Nedre Bekkegt 1, Postboks 356 4370 Egersund Norway		
Owners Since	: Delivery from Yard		
Commercial Managers	: Lighthouse Maritime Ltd C/O Lighthouse Navigation Co.Ltd 87/2 All Seasons Place, Unit 4403 CRC Tower 44/F Wireless Road, Lumpinee, Pathumwan, Bangkok, 10330, Thailand Tel: +66 2 654 3100, Fax: +66 2 654 3101 Email : <a href="mailto:chartering@lighthousenavigation.com">chartering@lighthousenavigation.com</a>		
Technical Managers	: Fleet Management Limited 11F/ Dah Sing Financial Centre 108 Gloucester Road, Wanchai, Hong Kong Tel : + 852 2298 8345, Fax : +852 25281550 <a href="mailto:fleet-hk-tech@fleetship.com">fleet-hk-tech@fleetship.com</a>		
P N I Club	: West Of England		
H & M Underwriters	: SMA for and on behalf of ASSURANCEFORENINGEN SKULD (GJENSIDIG) - Claim leader		
H & M Insured Value	: USD 30.0 Million		

### **Speed and Consumption**

The speed and consumption details are guaranteed at open sea basis design draft, even keel, clean bottom, under good weather conditions up to and including Beaufort scale 4 (11-16 Knots) and total combined (sea & swell) significant wave height confined to limits of Douglas sea state 3 (0.5-1.25m) with no adverse currents and no current factor, excluding when maneuvering or sailing in shallow/ restricted waters, when approaching/ entering/ leaving ports, rivers, canals etc.

LADEN	ABOUT 13.50 KNOTS ON ABOUT 28.5 MT IFO 380 CST + ABOUT 0.1 MT MDO
BALLAST	ABOUT 13.50 KNOTS ON ABOUT 25.5 MT IFO 380 CST + ABOUT 0.1 MT MDO

### **ECO SPEEDS (NOT WARRANTED)**

LADEN	ABOUT 12.50 KNOTS ON ABOUT 23.0 MT IFO 380 CST + ABOUT 0.1 MT MDO
	ABOUT 11.00 KNOTS ON ABOUT 16.0 MT IFO 380 CST + ABOUT 0.1 MT MDO
BALLAST	ABOUT 12.50 KNOTS ON ABOUT 22.0 MT IFO 380 CST + ABOUT 0.1 MT MDO
	ABOUT 11.00 KNOTS ON ABOUT 15.0 MT IFO 380 CST + ABOUT 0.1 MT MDO

In Port Idle : About 3.2mt IFO and about 0.1mt MDO for Auxiliaries' + about 1.0mt IFO for Boiler

In Port Working : About 5.0mt IFO and about 0.1mt MDO for Auxiliaries' + about 1.0mt IFO for Boiler + about 1.0mt IFO when using ballast water treatment system.

Owners warrant the speed and consumption figures from time of delivery and throughout the duration of the Charter Party.

The word about in speed and consumption refers to allowance of -0.5 knots and + 5% on consumption respectively, speed is not to be debited due to favorable currents and a current factor is not to be applied to increase the C/P speed on steaming days which the vessel experienced favorable current.

Bunker saving to offset time lost.

Eco speeds and consumptions are not warranted by Owners. if Charterers elect to steam at eco speed, Owners reserve the right to speed up at least 1 hour every 24 hours.

For the purpose of evaluating vessel performance it is agreed all days where the weather exceeds Beaufort force 4 and / or Douglas sea state 3 are expressly excluded from the calculations.

Vessel burns LSMGO when maneuvering, in/out of ports, navigating in confined waters, crossing canals, rivers, straits and during poor visibility/ emergency and light running of auxiliary engines. The above are warranted for (BFF4), combined wave height <1.25m (DSS3), no adverse currents.

Vessel to have liberty of slow steaming at sea for the purpose of ballast exchange, if required. If chemicals are required to treat the ballast during exchange, then the cost of chemicals to be for charterers account.

Quality of bunkers supplied to confirm to current ISO specifications at time of supply.

IFO 380 CST : Specs., ISO 8217 2010 RMG 380, max sulphur 3.5%

MGO : Specs., ISO 8217 2010 DMA, max sulphur 1.5%

LSMGO: Specs., ISO 8217 2010 DMA, max sulphur 0.1%

### **Limits of Fitness**

The vessel is in every way fitted for ordinary cargo service. Equipment, fittings and certificates as on board on delivery.

Any certificates, fittings and or equipment required for charterers trade in addition to the above, customary or not, to be for charterers account.

