

M.V. BERING LIGHT



Principal Particulars

Name : Bering Light
Previous names : Serpentine
Flag : Norwegian
Homeport : Egersund
Built : December 2007
Call Sign : LAED7
MMSI Number : 2597107000
IMO Number : 9335020
Class : DNV GL
Type : Geared, Single deck Bulk Carrier, Box holds
Full Class Notation : +1A1 ESP ES(D) BC-A E0 IB(+) Bulk Carrier Strengthened for Heavy Cargoes Holds (2,4) may be empty. NAUTICUS (Newbuilding)

Length Overall : 189.90m
Length between Perpendiculars : 182.71m
Beam : 30.552m
Depth Moulded : 17.50m
Holds / Hatches : 5 / 5
TPC @ Summer Draft : 52.29
FWA @ Summer Draft : 290mm
Summer Freeboard : 4.73m
Distance Keel to Top of Mast : 49.00m
Constant Excluding Fresh Water : About 500mt
Deadweight - Summer : 50292.43mt on 12.822m / TPC 52.29
 Winter : 48897.94mt on 12.555m / TPC 52.12
 Fresh : 50290.92mt on 13.112m / TPC 52.48
 Tropical : 51691.52mt on 13.089m / TPC 52.46
 Tropical Fresh : 51660.83mt on 13.379m / TPC 52.65
Summer Displacement : 60854.98mt
Lightship : 10562.548mt
Gross Tonnage : 30273
Net Tonnage : 16969
Suez Gross /Net Tonnage : 30905.42 / 26582.50
Panama Gross / Net Tonnage : 30273 / 25190
Grain / Bale Capacity : 60162.31
Individual Hold Cubics : Hold Grain(m3) Bale(m3)
 1 10388.60
 2 12781.67
 3 12478.04
 4 12425.41
 5 12088.59
 Total 60162.31

Type of Hatch Covers : End- Floating, Hydraulic Folding, Mc Gregor Type
Electrical Ventilation : Yes – 1=22850 x 2m3/h 2,3,4,5 = 30250 x 2m3/h
Hatch Dimensions : Hatch Length (m) Breadth (m) Strength (tm2)
 1 8.80 / 8.80 16.00 / 25.50 1.615

2	20.00	25.50	1.615
3	20.00	25.50	1.615
4	20.00	25.50	1.615
5	20.00	25.50	1.615

Hold Dimensions	: Hold	Length (m)	Fwd (m)	Aft (m)	Strength (tm2)
	1	27.20	9.80	25.50	26
	2	28.80	25.50	25.50	26
	3	30.40	25.50	25.50	26
	4	28.00	25.50	25.50	26
	5	28.80	25.50	14.20	26

Hold Overhang Distances	: Hold	Fwd (m)	Aft (m)
	1	5.60	4.00
	2	4.00	4.80
	3	4.80	5.60
	4	4.00	4.00
	5	4.80	4.00

Max Permissible Load per Hold (Calculated for Scantling draft) (As per standard loading condts)	: Hold	Homogeneous	Alternate	m2
	1	8245.00	14185.80	26t/m ²
	2	10144.20		26t/m ²
	3	9903.20	17038.90	26t/m ²
	4	9861.40		26t/m ²
	5	9594.10	16507.20	26t/m ²

Main Deck Strength	: 8.477 mt/m2
Distance From	: Waterline to Top of Hatch Coaming 50% Bunkers
	Hold No Ballast Light Ballast Heavy Ballast
	1 18.75m 14.78m 12.66m
	2 18.38m 14.56m 12.60m
	3 17.04m 13.51m 11.88m
	4 16.67m 13.29m 11.84m
	5 16.30m 13.07m 11.80m

Distance From	: Waterline to Highest Point
	Light Ballast Heavy Ballast Laden
	42.66m 40.22m 36.33m
Distance From Tanktop To	: Hold Underside Hatch Cover Underside Weatherdeck
	1 18.45m 14.60
	2 18.45m 14.60
	3 17.75m 14.60
	4 17.75m 14.60
	5 17.75m 14.60

Distance From Deck To	: Hold Top of Hatch Cover
	1 3.85m
	2 3.85m
	3 3.15m
	4 3.15m
	5 3.15m

Cement Holes	: 4 Nos per hold, 2 on FWD panel and 2 on AFT panel
Diameter	: 900mm
Location	: NO:1 Hold (Fwd Panel): 2.35m from FWD Edge, 3.0m from Port and Starboard edges respectively

No:1 Hold (Aft Panel): 2.7m from Aft edge, 4.7m from Port and Starboard edges respectively.
 Other Holds : 3.25m from Fwd and Aft edges respectively, 4.95m from Port and Starboard edges respectively

Engine : ST X / Man B&W 6s50MC-C
 12900BHP at MCR 127rpm

IFO Capacity Total : 1750.00 CBM (85% Excluding unumpables)
 HSFO Capacity : 1750.00 CBM (85% Excluding unumpables)
 LSIFO Capacity : N/A
 MDO / LSMGO Capacity : 75.60 CBM (85% Excluding unumpables)
 Total Fresh Water Capacity : 428,40 CBM (100%)
 Total Ballast Capacity - Light : 16661.10 CBM
 Heavy : 29139.20 CBM
 Hold 3 : 12478.10 CBM
 Ballast and Deballasting Time : About 1300mt per Hour (Basis 2 pumps)
 CO2 Fitted : Yes

Tank Capacities

IFO 380CST RMG 380. Max Sulphur 3.5%, ISO 8217 : 2010 Specs. (100%)
 No. 1 HSFO Tank Port : 467.39 CBM
 No. 1 HSFO Tank Stbd : 467.39 CBM
 No. 2 HSFO Tank Port : 469.60 CBM
 No. 2 HSFO Tank Stbd : 469.60 CBM
 MGO DMA, Max Sulphur 0.1%, ISO 8217 : 2010 Specs (100%)
 MDO Tank : P 47.83 / S 47.83 CBM Total 95.66 CBM
 LSMGO Storage Tank : NA
 Vessel can only accommodate 85% Bunkers in each tank.

Vessel's Communication Details :

Telephone : +870 7732 51397
 Fax : +870 783400373
 VSat Norway Telephone : +47 2396 2424
 VSat Norway Telephone : +47 2396 3195
 VSat Hong Kong Telephone : +852 5806 2240
 Sat - C Telex : 425971710
 Sat - C Telex :
 E-mail : master@beringlight.amosconnect.com

Gear :

Cranes : 4 x 35mt Mitsubishi Hydraulic Single Deck Cranes
 Position : Between Hatch No. 1 & 2, 2 & 3, 3 & 4 and 4 & 5
 Maximum Working Radius : 25m@35mt
 Max Outreach from Ships Rail : 12.75m
 Cycle Time with Maximum Cargo: Abt 2Mins.
 Slewing Speed : 0.55 RPM
 Luffing Speed : 77 Seconds
 Hoisting speed (Maximum Load) : 22m / Minute
 SWL of Cranes in Hook Mode : 35mt
 SWL of Cranes in Grab Mode : 27mt
 Grabs : Nil

General :

Registered Owners : LHS8 - BERING LIGHT AS
Nedre Bekkegt 1, Postboks 356
4370 Egersund
Norway

Owners Since : 14th February 2018

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 : chartering@lighthousenavigation.com

Technical Managers : Fleet Management Limited
Everbright Centre
108 Gloucester Road, Wanchai, Hong Kong
Tel : + 852 2298 8345, Fax : +852 25281550
fleet-hk-tech@fleetship.com

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 8.0 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 32.0mt IFO 380CST + about 0.1mt MDO

Ballast : About 14.00 Knots on about 32.0mt IFO 380CST + about 0.1mt MDO

In Port Idle : About 3.5mt IFO and about 0.1mt MDO for Auxiliaries + about 0.8mt IFO for Boiler

In Port Working : About 5.5mt IFO and about 0.1mt MDO for Auxiliaries + about 0.8mt IFO for Boiler

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 +0.5% 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 is 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.

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.