M.V. INDIAN LIGHT

Principal Particulars

Name : Indian Light Flag : Norwegian Homeport : Egersund

Built : 8 January, 2016

Call Sign : LAVK7
MMSI Number : 258288000
IMO Number : 9744075
Class : DNV GL

Type : Ultramax / Dolphin 64, Geared, Self-Trimming single deck

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: 194.80m : 32.26m Beam Depth Moulded : 18.50m Holds / Hatches : 5/5 : 62.30 TPC @ Summer Draft FWA @ Summer Draft : 302mm Summer Freeboard : 5.228m Distance Keel to Top of Mast : 48.57m Constant Excluding Fresh Water: 250mt

Deadweight - Summer : 63338.60mt on 13.295m / TPC 62.30

Winter : 61611.90mt on 13.018m / TPC 62.23 Fresh : 63343.50mt on 13.597m / TPC 62.35 Tropical : 65066.80mt on 13.572m / TPC 62.34 Tropical Fresh : 65030.90mt on 13.874m / TPC 62.39

Summer Displacement : 75165.90mt Lightship : 11827.30mt

Gross Tonnage : 36331 Net Tonnage : 21599

Suez Gross /Net Tonnage : 37261.88 / 33451.34

Panama Gross / Net Tonnage

Grain / Bale Capacity : 78750.75 / 73680

Individual Hold Cubics : Hold Grain(m3) Bale(m3)

1 13957.79 13200 2 16650 17658.30 3 15352.99 14080 4 15839.60 15000 5 14750 15942.07 Total 78750.75 73680

: TTS, Transverse Folding Hatch Cover

Bulkheads : A60

Type of Hatch Covers

Hatch Dimensions : Hatch Length (m) Breadth (m) Strength (tm2)



		1 2 3 4 5	19.68 22.96 22.96 22.96 22.96	18.2 18.2 18.2 18.2 18.2	:6 :6 :6	1.4 1.4 1.4 1.4
Hold Dimensions	:	Hold 1 2 3 4 5	Length (m) 27.06 33.62 26.24 28.70 31.50	Fwd (m) 14.670 23.824 23.824 23.824 23.824	Aft (m 23.824 23.824 23.824 23.824 7.103	4 25 4 20 4 25 4 20
Hold Overhang Distances	:	Hold 1 2 3 4 5	Fwd (m) 5.00 4.75 4.25 4.25 5.00	Aft (m) 4.50 5.50 4.25 4.25 4.75		J
Max Permissible Load per Hold		1 2 3 4 5	Homogene 10970 13841 12135 12526 12603	192 5 212 5	245 290	m2 577.22 800.96 625.15 683.75 539.18
Main Deck Strength Distance From		3.5 t/n Water Hold 1 2 3 4 5	n2 line to Top of I No Ballast 20.03m 19.40m 18.40m 17.30m 17.10m		allast 3m 0m 0m 0m	% Bunkers Heavy Ballast 12.16m 11.87m 11.28m 10.99m 10.70m
Distance From	:			t Point avy Ballast 39.06m	Lac 35.	den 27m
Distance From Tanktop To	:	Hold 1 2 3 4 5	Underside 19.: 19.: 19.: 19.	Hatch Cove 30m 30m 00m 00m 00m		derside Weatherdeck 16.90m 16.90m 16.90m 16.90m 16.90m
Distance From Deck To	:	Hold 1 2 3 4 5	Top of Ha 3.1: 3.1: 2.8: 2.8: 2.8:	tch Cover 5m 5m 5m 5m 5m		
Cement Holes Diameter		2 on e 70cm			Side Fw	d, 1 Stbd Side Aft

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

Cover and 2.3m from Aft Edge of Cover.

Engine : DOOSAN MAN B&W 5S60ME-C8.2,8050KW @ 89 R/MIN

CSR (85% CMCR) 6842.5KW @ 84.3 R/MIN

IFO Capacity Total : 1933.81 CBM (98%) HSFO Capacity : 1933.81 CBM (98%)

FSIFO Capacity : N/A

MDO / LSMGO Capacity : 98.96 CBM / 114.72 CBM (98%)

Total Fresh Water Capacity : 518.23 CBM
Total Ballast Capacity - Light : 17702.27 CBM

Heavy : 33055.26 CBM Hold 3 : 15352.99 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 773154516
Fax : +870 783929427
VSat Norway Telephone : +47 23963150
VSat Norway Telephone : +47 23963151
VSat Hong Kong Telephone : +852 58038730
Sat - C Telex : 425828810
Sat - C Telex : 425828811

E-mail : master@indianlight.amosconnect.com

Gear :

Cranes : 4 x 36mt Mitsubishi Electro-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 15m3 Smag Peiner Electro-Hydraulic Grabs

Weight of Grabs : 9.380mt Maximum Cargo Density : 2.8t/m3

Filling Volumes with kick Plates: Volume (m3) Density t/m3 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 Liftable : 18.50mt

General:

Registered Owners : LHS-3 Indian 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: chartering@lighthousenavigation.com

Technical Managers : Fleet Management Limited

11F/ Dah Sing Financial 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 30.0 Million

<u>Speed and Consumption</u>
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.

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

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.