

M.V. ORIENT LIGHT



Principal Particulars

Name	: Orient Light
Previous names	: Saturnus
Flag	: Norwegian
Homeport	: Egersund
Built	: August 2008
Call Sign	: LAFW7
MMSI Number	: 259790000
IMO Number	: 9382724
Class	: DNV GL
Type	: Geared, Singledeck 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	: 189.84m
Length between Perpendiculars	: 182.516
Beam	: 30.50m
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 350mt
Deadweight - Summer	: 50202.81mt on 12.822m / TPC 52.29
Winter	: 48808.32mt on 12.555m / TPC 52.10
Fresh	: 50201.30mt on 13.112m / TPC 52.48
Tropical	: 51601.90mt on 13.089m / TPC 52.47
Tropical Fresh	: 51571.21mt on 13.379m / TPC 52.65
Summer Displacement	: 60854.98mt
Lightship	: 10652.17mt
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 / 55092.78
Individual Hold Cubics	: Hold Grain(m3) Bale(m3)
	1 10388.60 9472.01
	2 12781.67 11495.80
	3 12478.04 11522.35
	4 12425.41 11469.72
	5 12088.59 11132.90
	Total 60162.31 55092.78
Type of Hatch Covers	: End- Floating Hydraulic Folding
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	: Hold	Homogeneous	Alternate		m3
	1	10380.00	14260.00		
	2	12800.00			
	3	12500.00	17100.00		
	4	12450.00			
	5	12060.00	16600.00		
Main Deck Strength	: 0.87 t/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				
	3	17.04m	13.51m	11.88m	
	4				
	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			
	1	18.450m			
	2	18.45m			
	3	17.75m			
	4	17.75m			
	5	17.75m			
Distance From Deck To	: Hold	Top of Hatch Cover			
	1	3.80m			
	2	3.80m			
	3	3.15m			
	4	3.15m			
	5	3.15m			
Cement Holes	: 2 on each hatch cover				
Diameter	: 115cm				
Location	: Hold 1 Fwd, Centre of the forward hatch panel				
	Aft , Centre of the aft hatch panel cover and 1.55m from Aft Edge of Cover.				
	Hatch 2-4 Fwd, Centre of the forward hatch panel				
	Aft , Centre of the aft hatch panel cover and 2.48 from Aft Edge of Cover.				
Engine	: MAN - B&W 6S50 - C / 9480 KW				
IFO Capacity Total	: 1973.50 CBM				
HSFO Capacity	: 1973.50 CBM				
LSIFO Capacity	: N/A				
MDO / LSMGO Capacity	: 136.40 CBM				
Total Fresh Water Capacity	: 274.80 CBM				

Total Ballast Capacity - Light : 16661.10 CBM
Heavy : 29139.20 CBM
Hold 3 : 12478.10 CBM
Ballast and Deballasting Time : About 1700mt per Hour (Basis 2 pumps)
CO2 Fitted : Yes

Vessel's Communication Details :

Telephone

FBB : +870 773 157 070
FBB Fax : +870 764 842 098/99
FBB Fax : +870 764 842 1100
Sat - C Telex : 425979010@c12.stratosmobile.net
E-mail : master@orientlight.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 / 28m at 27mt (Grab)
Max Outreach from Ships Rail : 12.75m
Cycle Time with Maximum Cargo: 2Min 12Sec
Slewing Speed : 0.45 RPM
Luffing Speed : 58 Seconds
Hoisting speed (Maximum Load) : 18m / Minute
SWL of Cranes in Hook Mode : 35mt
SWL of Cranes in Grab Mode : 27mt
Grabs : Nil

General:

Registered Owners : LHS-9 Siam Light
Nedre Bekkegt 1, Postboks 356
4370 Egersund
Norway

Owners Since : 19 January 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
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 13 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 Knots on about mt IFO 380CST

Ballast : About Knots on about mt IFO 380CST

In Port Idle : About 3.5mt IFO + about 0.8mt IFO for Boiler

In Port Working : About 5.5mt IFO and 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.

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 conform 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.