



3	20.00	25.50	3.0
4	20.00	25.50	3.0
5	20.00	25.50	3.0

Hold Dimensions	: Hold	Length (m)	Fwd (m)	Aft (m)	Strength (tm2)
	1	27.00	9.80	25.50	25
	2	28.00	25.50	25.50	25
	3	28.00	25.50	25.50	25
	4	28.00	25.50	25.50	25
	5	28.00	25.50	25.50	25

Hold Overhang Distances	: Hold	Fwd (m)	Aft (m)
	1	5.62	3.78
	2	3.98	3.98
	3	3.98	3.98
	4	3.98	3.98
	5	3.91	4.04

Max Permissible Load per Hold	: Hold	Homogeneous	Alternate	m2
	1	14260		
	2	12800		
	3	18850		
	4	12450		
	5	16600		

Main Deck Strength	: t/m2
Distance From	: Waterline to Top of Hatch Coaming 50% Bunkers
	Hold      No Ballast      Light Ballast      Heavy Ballast
	1      19.463m      13.736m      11.097m
	2
	3      16.662m      13.086m      10.447m
	4
	5      14.510m      13.086m      10.447m

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 : 1504.00 CBM  
HSFO Capacity : 1504.00 CBM  
LSIFO Capacity : N/A  
MDO / LSMGO Capacity : 606.00 CBM  
Total Fresh Water Capacity : 428,40 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 : +870 733 156 047  
Fax : +870 783 159 159  
Sat - C Telex : 420502310  
E-mail : pacific.light@fleet.sunship.de

**Gear:**

Cranes : 4 x 35mt TTS-LMG Electro-Hydraulic Single Deck Cranes  
Position : Between Hatch No. 1 & 2, 2 & 3, 3 & 4 and 4 & 5  
Maximum Working Radius : 25m@35mt / 28m at 25mt (Grab)  
Max Outreach from Ships Rail : 13m  
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 : 25mt  
Grabs : 4 x 8-10 m3 Pro-Line PLSLR-1  
Weight of Grabs : 7.94mt  
SWL of Grabs : 14.50mt

**General:**

Registered Owners : LHS-7 Pacific Light AS  
Nedre Bekkegt 1, Postboks 356  
4370 Egersund  
Norway

Owners Since : 01 February 2017

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](mailto:chartering@lighthousenavigation.com)

Technical Managers : Sunship Schiffahrtskontor KG  
Promenade Am Alten Binnenhafen 10  
Embden 26721  
Tel : + 49 4921 94050, Fax : +49 4921 940540  
[info@sunship.de](mailto:info@sunship.de)

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 10 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 13.00 Knots on about 29.00mt IFO 380CST + about 0.1mt MDO

Ballast : About 13.50 Knots on about 29.00mt 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 + 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.