# M.V. PACIFIC LIGHT

### **Principal Particulars**

Name : Pacific Light

Previous names : Birch Arrow / Embdens Welvaart

Flag : Norwegian
Homeport : Egersund
Built : 04 May 2007
Call Sign : LACC8
MMSI Number : 305023000
IMO Number : 9336830
Class : DNV GL

Type : Geared, single deck Bulk Carrier, Box holds

Full Class Notation : +100 A5 G IW DBC DG Bulk Carrier Strengthened for Heavy

Cargoes (Holds 2 and 4 may be empty) MC AUT

Length Overall : 189.93m Length between Perpendiculars: 182.71m Beam : 30.50m Depth Moulded : 17.50m : 5/5 Holds / Hatches TPC @ Summer Draft : 52.29 FWA @ Summer Draft : 290mm Summer Freeboard : 4.730m Distance Keel to Top of Mast : 49.00m Constant Excluding Fresh Water: About 350mt

Deadweight - Summer : 50198.77mt on 12.822m / TPC 52.29

Winter : 48804.28mt on 12.555m / TPC 52.10 Fresh : 50197.26mt on 13.112m / TPC 52.48 Tropical : 51597.86mt on 13.089m / TPC 52.47 Tropical Fresh : 51567.17mt on 13.379m / TPC 52.65

Summer Displacement : 60854.98mt Lightship : 10656.21mt Gross Tonnage : 30570 Net Tonnage : 16966

 Suez Gross /Net Tonnage
 : 30985.96 / 26699.64

 Panama Gross / Net Tonnage
 : 30570.00 / 25363.04

 Grain / Bale Capacity
 : 60162.31 / 55126.72

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

9519.07 1 10388.60 2 11711.84 12781.67 3 12478.04 11433.63 4 12425.41 11385.40 5 12088.59 11076.78 Total 60162.31 55126.72

Type of Hatch Covers : Tsuji Hydraulic Folding

Electrical Ventilation : Yes - 2.5 air changes per hour basis empty holds Hatch Dimensions : Hatch Length (m) Breadth (m) Strength (tm2)

 1
 8.80 / 8.80
 16.00 / 25.50
 3.0

 2
 20.00
 25.50
 3.0



Hold Dimensions	: Ho 1 2 3	27.00 28.00 28.00 28.00	Fwd (m) 9.80 25.50 25.50 25.50	Aft (m) 25.50 25.50 25.50 25.50	Strength (tm2) 25 25 25 25 25	
Hold Overhang Distances	5 : Ho 1 2 3 4	28.00 d Fwd (m) 5.62 3.98 3.98 3.98 3.91	25.50 Aft (m) 3.78 3.98 3.98 3.98 4.04	25.50	25	
Max Permissible Load per Hold	_		eous Alter ) ) ) ) )	nate	m2	
Main Deck Strength Distance From	: t/n : Wa Ho 1 2 3	terline to Top of d No Ballast 19.463m	Hatch Coa Light Ba 13.73	allast H 36m 86m	eavy Ballast 11.097m 10.447m	
Distance From	Lig	14.510m terline to Highes nt Ballast He 2.66m				
Distance From Tanktop To	: Ho 1 2 3 4	d Underside 18. 18. 17. 17.	Hatch Cov .450m .45m .75m .75m .75m			
Distance From Deck To	: Ho 1 2 3 4	d Top of Ha 3.8 3.8 3.1 3.1	Top of Hatch Cover 3.80m 3.80m 3.15m 3.15m 3.15m			
Cement Holes Diameter Location	<ul> <li>2 on each hatch cover</li> <li>115cm</li> <li>Hold 1 Fwd., Centre of the forward hatch panel Aft, Centre of the aft hatch panel cover and 1.55m</li> </ul>					

20.00 20.00 20.00

3 4 5 25.50 25.50 25.50 3.0 3.0 3.0 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

<u>Gear:</u>

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

Technical Managers : Sunship Schiffahrtskontor KG

Promenade Am Alten Binnenhafen 10

Embden 26721

Tel: + 49 4921 94050, Fax: +49 4921 940540

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

Boiler

: About 3.5mt IFO and about 0.1mt MDO for Auxiliaries' + about 0.8mt IFO for

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.