



## ***m.v. "Anacapa Light"***

(ex-"Gitta Oldendorff")

Owner: Channel Islands Navigation Limited, Hong Kong

Call sign: VRLE5

Official no. HK-3643 IMO no. 9311311

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Single deck log/bulk carrier, classed NK, Hongkong registry, Safety Management Certificate no. MQS

Built: July 2005 Saiki Heavy Industries

Last d/d: June 2010 [Chengxi S.Y.] Special survey due: June 2015

Dwt: 31,603mt on 10.418 m summer draft

LOA: 171.59m Beam: 27.00m

Gross tonnage: 19,883 (International) Net tonnage: 10,476 (International)

Light displacement tonnage: 7,431

Gear: 4 x 30t SWL Mitsubishi hydraulic cranes Crane outreach: 24 meters from centerline

5 holds; 5 Nakata Mac folding jackknife hatchcovers

Cargo hold capacity:	Grain (Cuft)	Bale (Cuft)
No. 1	178,734	175,270
No. 2	316,656	314,462
No. 3	316,603	313,918
No. 4	316,603	314,425
No. 5	295,401	288,840
Totals:	1,423,997	1,406,915

Strengthened for heavy cargoes; alternate hold loading permitted with no. 2 and no. 4 empty

Australian hold ladders; mechanical ventilation (reversible; 4 changes/hour), CO2 fitted, cement holes fitted (2 sets/hatch; 700mm)

Hatch size (clear opening):

No. 1	17.00 m x 13.43 m
No. 2 - 4	22.86 m x 20.54 m
No. 5	22.86 m x 19.75 m

Approximate flat tank top dimensions (meters):

Hold	Length	Width
No. 1	22.12	6.7 (F) - 17.1 (A)
No. 2 / 3 / 4	27.65	22.9
No. 5	27.65	22.9 (F) - 8.3 (A)

Fitted with 16 permanent log stanchions/side and 30 folding stanchion; no lashing materials on board;

Height from deck to underside of crane pedestal platform 8.9m; from hatchcover to underside of jib crane 7.9m

Constants: 180 tons + 60 tons unpumpable ballast

Draft:	Ordinary	Timber
Tropical	10.635 m on 32,495 mt	10.940 on 33,752 mt
Summer	10.418 m on 31,603 mt	10.717 on 32,833 mt
Winter	10.201 m on 30,712 mt	10.420 on 31,611 mt

TPC fully laden: 40.0 mt

TPC at 20,000 dwt: 38.4 mt

Panama Gross: 19,883.00

Panama Net: 16,600.00

Suez Gross: 20,344.04

Suez Net: 17,778.16

Bunker capacity: 1,396.24 cbm IFO; 369.78 cbm MDO

Ballast capacity: 11,966 cbm

Strengths:

Tanktop:	20.00 mt/m2
Hatch covers	3.50 mt/m2
Deck	4.00 mt/m2

Maximum air draft 33.221m laden; 37.417m ballast; distance from water line to top of hatchcoaming 6.28m laden on even keel

SSW draft; in ballast (70% bunker capacity) 11.3m at ho. 1; 11.0m at ho. 2; 10.8m at ho. 3; 10.5m at ho. 4; 10.3m at ho. 5

Main engine Mitsubishi 6UEC52LA Diesel 9,600 PS @ 133 rpm

Two 480 KW Yanmar 6N18L-EV auxiliary powered generator sets

Speed/consumption (Bunkers in accordance with ISO-8217:2005 RMG 380 and ISO-DMB) :

about 13.5 knots on about	20.5 mt/day ballast/22.5 mt/day laden plus 1.5 mt/day MDO
about 13.0 knots on about	19.5 mt/day ballast/21.5 mt/day laden plus 1.5 mt/day MDO
about 12.0 knots on about	18.0 mt/day ballast/20.5 mt/day laden plus 1.5 mt/day MDO

Speed/consumption basis good weather no adverse currents, no negative influence of swell and maximum Beaufort 4

Douglas sea state 3; main engine consuming MDO in confined waters and while maneuvering

Port consumption gear idle: about 1.8 mt/day MDO

Gear working 24 hours/day: about 2.6 mt/day MDO

Owners P&I: Swedish Club

H&M Value: US\$13,000,000

Commercial Managers: Santana Maritime Holdings Ltd.

Technical managers: Fleet Ship Management Pte. Ltd.

Indian crew/officers number: 21

*All details are about, given in good faith, believed to be correct, but without guarantee.*