

SHIP'S PARTICULAR

VESSEL'S NAME	: M/V UNISON LEADER 聖暉輪		
NATIONALITY	: R.O.C TAIWAN		
OWNERS	: UNISON MARINE CORP.		
PORT REGISTRY	: KEELONG		
CLASSIFICATION	: CR & NK		
CLASS NO.	: 2477		
IMO NO.	: 9172387		
MMSI NO.	: 416 478 000		
SIGNAL LETTER	: B I C X		
INMARSAT C (TLX) NBR	: 441 647 810 BICX		
FBB TEL N FAX NBR	: TEL:870-773 151 730 FAX:870-783 205 807		
E-MAIL ADD	: LEADER@UNISON.AMOSCONNECT.COM		
MOBILE PHONE	: 886-911 287 268 (TWN)		
	: 150 6274 4300 (CHN)		
BUILDER	: KANASASHI CO., LTD, TOYOHASHI, JAPAN		
TONNAGE	: DEAD WEIGHT	35,366	KT
	: GROSS TONNAGE	20,947	
	: NET TONNAGE	11,740	
DIMENSION	: LENGTH O. A.	178.04	M
	: LENGTH B. P.	170.00	M
	: BREADTH	28.00	M
	: DEPTH	15.0	M
DRAFT	: FULL LOADED (SUMMER)	10.582	M
	: FULL LOADED (TROPICAL)	10.802	M (D/W 36,332 KT)
	: LIGHT	3.68	M
AIR DRAFT	: NO.1: 12.8M NO.2: 12.8M NO.3:12.2M NO.4:11.8M		
	NO.5: 11.5M		
T. P. C.	: 43.87 KT		
HATCH SIZE	: NO. 1 16.8M X 14.4M , NO.2- NO.5 19.2 X 19.2 M		
CRANE	: NO.1/3 X 30 T (EACH 22 MR) NO.2 X 30 T (24 MR)		
	: NO.4 X. 30/20 T (24/25 MR)		
	: OUT REACH NO.1 , 3 8 M, NO. 2, 4 10 M		
MAIN ENGINE	: KOBE DIESEL –MITSUBISHI 6UEC52LA		
HORSE POWER	: MCO 7060 KW (9,600 PS) 133RPM.		
	: CSO (90PCT) 6354KW (8640PS) 128RPM		
DECK	: SINGLE		
SHIP BUILT	: JUL 1999		
CAPACITY OF CARGO HOLD	: GRAIN	45493.92	M3
	: BALE	43941.39	M3
BUNKER CAPACITY	: D.O – 122.18 KT	F.O – 1267.67	KT
WATER BALLAST TANK	: 12,569.67 KT		
FRESH WATER CAPACITY	: 324.18 KT		
PASSENGER ACCOMMODATION	: NIL		
LDT	: 6099 KT		
AUX DIESEL ENGINE	: DAIHATSU 5DK-20, 598PS X 720RPM X 2		
ELE. GENERATOR	: AC 450V/400 KW/720RPM		
DECK LOAD (T/M2)	: ON HATCH COVER	2.9	T/M2
	: DECK	3.9	T/M2
	: INNER BOTTOM (TANK TOP)	14.71	T/M2

FUEL CONSUMPTION/24 HRS :

AT SEA: ABOUT 12.5 KTS ON ABOUT 23 MT IFO (380CST) + ABOUT 0.2 MT MGO IN BALLAST
 ABOUT 12 KTS ON ABOUT 23 MT IFO (380CST) + ABOUT 0.2 MT MGO IN LADEN

IN PORT: ABOUT 4 MT IFO (380CST) + ABOUT 0.2 MT MGO IN WORKING CONDITION

ABOUT 2.8 MT IFO (380CST) + ABOUT 0.2 MT MGO IN IDLE CONDITION

UNDER ECO SPEED, OWNER HAVE RIGHT FOR VESSEL TO PROCEED AT REGULAR SERVICE SPEED FOR 1 HOUR EVERYDAY IN ORDER TO BLOW OUT EXCESS EXHAUST/CARBON DEPOSIT TO PREVENT EFFECTIVE DAMAGE TO MAIN ENGINE COMPONENTS. VESSEL HAS LIBERTY OF USING MGO WHEN MANOEUVRING IN/OUT PORT, ON STANDBY, NARROW WATERS, CANALS, RIVERS, INLAND SEA.

SPEED/CONSUMPTION FIGURES BASIS SUMMER DRAFT, UNDER GOOD WEATHER CONDITIONS ON UNRESTRICTED PASSAGE NOT EXCEEDING BEAUFORT FORCE 4 AND/OR DOUGLAS SEA STATE 3. IT IS EXPLICITLY UNDERSTOOD AND AGREED THAT NO WARRANTY APPLIES WHILST SAILING IN RESTRICTED AREAS A/O I/O PORTS/CANALS/RIVERS, MANOEUVERING, PILOT TO PILOT, SAILING IN BAD WEATHER AND/OR IN NARROW/SHALLOW WATERS WHEN THE VESSEL MAY CONSUMES MDO IN MAIN ENGINE. CONSUMPTION MAY INCREASE DURING BALLASTING/DEBALLASTING/BALLAST EXCHANGE OPERATION EITHER AT PORT/SEA. 'ABOUT' ON SPEED MEANS 0.5 KNOT ALLOWANCE AND 'ABOUT' ON BUNKERS CONSUMPTION MEANS 5% ALLOWANCE ON THE DESCRIBED DAILY BUNKER CONSUMPTION

SPEED/CONSUMPTION UNDERPERFORMANCE CLAIM CAN ONLY BE SUBMITTED / APPLIED TO GOOD WEATHER PERIODS DURING WHICH THE VESSEL ENCOUNTERS WEATHER UPTO BEAUFORT 4 AND/OR DOUGLAS SEASTATE 3 (SIGNIFICANT WAVE UP TO 1.25 M MAX) AND/OR NO ADVERSE CURRENT AND/OR NO NEGATIVE INFLUENCE OF SWELL, AND NOT TO ANY OTHER PERIODS OF THE VOYAGE, NO EXTRAPOLATION ALLOWED . NO CURRENT FACTORS OR WEATHER FACTORS ALLOWED TO BE APPLIED FOR THE EVALUATION OF PERFORMANCE. PERIOD OF CONTINUOUS UNINTERRUPTED GOOD WEATHER MUST BE ATLEAST 24 HOURS LONG.

ALL DETAILS ABOUT GIVEN IN GOOD FAITH, EXCEPT SPEED/CONSUMPTION FIGURES WHICH DESCRIBED AS ABOUT ONLY. HOWEVER ECO SPEED/CONS ARE ALWAYS WOG.

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*** ALL DATA HEREIN PROVIDED ARE MADE WITHOUT GUARANTEE ***