

SHIP'S PARTICULAR

VESSEL'S NAME	: M/V UNISON SAGE		
NATIONALITY	: HONG KONG, PRC		
OWNERS	: AURALS SHIPPING (HK) COMPANY LIMITED		
CLASSIFICATION	: N K		
IMO NO.	: 9838448		
BUILDER	: OSHIMA SHIPBUILDING CO., LTD, NAGASAKI, JAPAN		
TONNAGE	: DEAD WEIGHT	62,497 MT	
	: GROSS TONNAGE	34,896	
	: NET TONNAGE	20,791	
DIMENSION	: LENGTH O. A.	199.995 M	
	: LENGTH B. P.	197.00 M	
	: BREADTH	32.26 M	
	: DEPTH	18.97 M	
DRAFT	: FULL LOADED (SUMMER)	13.346 M (D/W 62,497 MT)	
T. P. C.	: 61 MT		
HATCH SIZE	: NO. 1	17.67M X 18.6M	
	: NO.2& NO.4	23.25M X 18.6 M	
CRANE	: NO.3 & NO.5	21.39M X 18.6M	
	: NO.1-4 X 30.5 T (26 MR)		
MAIN ENGINE	: OUT REACH	10 M	
	: HITACHI MAN B&W 6S50ME-C9.6		
	: MCO 7,220 KW 94 RPM.		
HORSE POWER	: CSO (82% OF MCO) 5,920 KW	88 RPM	
DECK	: SINGLE		
SHIP BUILT	: 2020		
CAPACITY OF CARGO HOLD	: GRAIN 79,506 M3	BALE 77,282M3	
BUNKER CAPACITY	: D.O – 367.4 M3	F.O – 1685.7 M3	
WATER BALLAST TANK	: 33,235.3 M3 (including no.3 floodable hold)		
FRESH WATER CAPACITY	: 323.2M3		
PASSENGER ACCOMMODATION	: NIL		
A60	: Fitted		
Co2	: Fitted		
VENTILATION	: Natural/ Mechanical		
PASSENGER ACCOMMODATION	: NIL		
AUX DIESEL ENGINE	: 600 KW X 3		
DECK LOAD (T/M2)	: ON HATCH COVER	NO.1 3.4 T/M2	
		NO.2-5 2.6 T/M2	
	: INNER BOTTOM (TANK TOP)	NO. 1 & 5 25.5T/M2,	
		NO. 2 & 4 20T/M2	
		NO. 3 26 T/M	

FUEL CONSUMPTION/24 HRS :

AT SEA: ABOUT 14 KTS ON ABOUT 23 MT LSIFO (380CST) + ABOUT 0.1 MT MGO IN BALLAST
 ABOUT 13 KTS ON ABOUT 23.5 MT LSIFO (380CST) + ABOUT 0.1 MT MGO IN LADEN

IN PORT: ABOUT 6.7 MT LSIFO (380CST) + ABOUT 0.2 MT MGO IN WORKING CONDITION
 ABOUT 3.1 MT LSIFO (380CST) + ABOUT 0.1 MT MGO IN IDLE CONDITION

ECO SPEED:

BALLAST: ABT 12.5 KN ON ABT 17.3 MT LSIFO (380CST)
 LADEN : ABT 11.5 KN ON ABT 17.3 MT LSIFO (380CST)

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, MANOEUVRING, 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.