

SHIP'S PARTICULAR

VESSEL'S NAME : M.V. "UNISON SPARK"
 NATIONALITY : HONG KONG
 OWNERS : SUBLIME SHIPPING (HK) COMPANY LIMITED
 PORT REGISTRY : HONG KONG
 CLASSIFICATION : N. K.
 CLASS NO. : 130392
 IMO NO. : 9636357
 MMSI NO. : 477203900
 OFFICIAL NUMBER : HK-3666
 SIGNAL LETTER : VRLH4
 INMARSAT C NO. : 447 704 862 SPRK
 INMARSAT F (TEL) : 870-773 152 286
 INMARSAT F (FAX) : 870-783 151 102
 E-MAIL ADD> : spark@unison.amosconnect.com
 MOBILE PHONE : 886-975 862 122 (TWN)
 : 86-138 6274 5238 (CHN)
 BUILDER : KITANIHON SHIP BUILDING CO., LTD HACHINOHE, JAPAN
 TONNAGE : DEAD WEIGHT 28,438.31 MT
 : GROSS TONNAGE 17,895 MT
 : NET TONNAGE 10,231 MT
 DIMENSION : LENGTH O. A.. 170.0 M
 : LENGTH B. P. 162.77 M
 : BREADTH 26.6 M
 : DEPTH 14.0 M
 DRAFT : FULL LOADED (SUMMER) 9.869 M
 : FULL LOADED (TROPICAL) 10.074 M
 T. P. C. : 39.99
 HATCH : NO.1 HOLD 11.25 X 15.5 M
 : NO.2~5 HOLDS 20.25 X 17.5 M
 CRANES : 30T X 24M (20°) X 4
 : OUT REACH 10 M (20°)
 MAIN ENGINE : HITACHI ZOSEN- MAN B&W 6S42MC7-TII
 HORSE POWER : MCO5800 KW(7890 PS)X 136 RPM
 : CSO 5,220 KW (7100 PS)X131 RPM
 DECK : SINGLE
 SHIP BUILT : 2013
 CAPACITY OF CARGO HOLD : GRAIN ABT 39,678.22 M3
 : BALE ABT 38,701.68 M3
 BUNKER CAPACITY : DO/169.42 M3 (137.5 KT) FO/1661.08 M3
 FRESH WATER CAPACITY : 307.22 M3
 BALLAST WATER : 8,321.63.KT (HEAVY 17,350.73 KT)
 PASSENGER ACCOMMODATION : NIL
 DIESEL GENERATOR ENGINE : YAMAR 6EY18ALW
 ELE. GENERATOR : 450KW AC 450V
 DECK LOAD (T/M2) : TANK TOP 20 T/M²
 : UPPER DECK 4.0 T/M²
 : HATCH COVER 3.0 T/M²
 LIGHT WEIGHT : 7,592.73 MT
 CO2/A60 : FITTED

FUEL CONSUMPTION/24 HRS :

AT SEA: ABOUT 13 KTS ON ABOUT 20 MT IFO (380CST) + ABOUT 0.1 MT MGO IN BALLAST
 ABOUT 12.5 KTS ON ABOUT 20 MT IFO (380CST) + ABOUT 0.1 MT MGO IN LADEN

IN PORT: ABOUT 4 MT IFO (380CST) + ABOUT 0.1 MT MGO IN WORKING CONDITION
 ABOUT 2 MT IFO (380CST) + ABOUT 0.1 MT MGO IN IDLE CONDITION

ECO SPEED (ABT 50-55% ENGINE CAPACITY): AT SEA / IFO180: ABT 17MT; MGO: ABT 0.1MT
 ABT 12 KNOTS (BALLAST); ABT 11.5 KNOTS (LADEN)

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.