

SAMJOHN VISION - IMO9612076 - Timecharter Description

All Details "About"

Flag	Marshall Islands	Shipyard	Daehan Shipbuilding Co., Ltd, Korea		
Built	May 2012	Yard No.	HN-1052		
Classification	Lloyd's + 100A1 Bulk Carrier				
Description	Gearless Self Trimming 'Newcastle-Max' Capesize Bulk Carrier, Engines, Bridge and Accommodation Aft. Strengthened for Heavy Cargoes - Holds 2, 4, 6 and 8 may be empty.				
Green Credentials	Electronic ME, EGCS, BWTS, Advanced PBCF, Stern Tube Air Seal (USCG Compliant) Advanced Anti-Fouling, LED Lighting				
Summer Deadweight	206,561.9 MT	Scantling Draft	18.57 m		
TPC	140 MT/cm	LOA	300.00 m		
Constants	650 MT excl. FW	Beam	50.00m		
GRT / NRT	107,198 / 68,025	Depth	25.10 m		
Fuel Oil Capacity	5,000 MT	Diesel Oil Capacity	400 MT		
Main Engine	MAN B&W 6S70Me - C8 (Tier II) [Electronic]				
SOx Scrubber	Yara Marine Technologies AS, GTM-R (Open-Loop) Scrubber				
BWT System	ERMA First BWTS FIT 3000 (Electro-Chlorination)				
Mooring	Neo Panama (2020), Port Hedland Bollard Fitted				
Speed / Consumption	About 13kn (Ballast) on About 39 MT / Day of IFO-380cSt inclusive of Scrubber About 12kn (Loaded) on About 42 MT / Day of IFO-380cSt inclusive of Scrubber				
Eco-Speed / Consumption (Without Guarantee)	About 11kn on About 27MT / Day (Ballast) / About 37 MT / Day (Loaded) inclusive of Scrubber About 10kn on About 22MT / Day (Ballast) / About 32 MT / Day (Loaded) inclusive of Scrubber				
In Port Consumption	About 4.5 MT / day of IFO + 1.5MT / day of LSMGO <i>Speed and Consumption performance is to be evaluated as an overall average of all Loaded and Ballast legs, solely during periods of 'good weather of 24 consecutive hours from noon to noon, with a clean hull, no adverse currents and no negative influence of swell upto and including Beaufort Force 4 and Douglas Sea State 3 (up to 1.25m sea / swell)' only. Periods of weather exceeding the above described 'good weather conditions' are to be expressly excluded from the evaluation of vessel's performance. About is defined as – 0.5knot on the speed and +5% on the consumption figures. Vessel may burn additional 3MT IFO / LSMGO PDPR during ballasting/deballasting, during ECA transit and period of high scrubber load, washing cargo holds, standby, manoeuvring in confined or congested waters and during heavy weather.</i> <i>Note: Vessel to always retain at least 100 MT of LSMGO onboard for safety reasons.</i>				
Bunker Grades	IFO: ISO 8217:2024 RMG 380 (Max 3.5% Sulphur) LSMGO: ISO 8217:2024 (DMA) max 0.1% Sulphur, max 860kg/m3, min 4cSt @ 40o				
Hatch sizes	No.1	14.40m x 18.0m	Nos.2-8	22.90m x 16.32m	
	No.9	14.40m x 15.36m			
Hold Capacities (m3)	No. 1	21,164.1	No. 5	25,906.3	No. 9 22,336.5
	No. 2	25,739.5	No. 6	25,887.7	Total 224,200.900
	No. 3	25,906.2	No. 7	25,906.3	
	No. 4	25,887.7	No. 8	25,466.6	
Call Sign	V 7 P A 7				
P+I Club	Gard (UK) Ltd				
Owners	Marine VISION S.A				
Managers	Golden Flame Shipping SA, Piraeus				
London Agents	John Samonas & Sons Ltd				

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