

SAMJOHN SOLIDARITY - IMO 9434424 - Timecharter Description

All Details "About"

Flag	Marshall Islands	Shipyard	STX Offshore & Shipbuilding Co., Ltd - Korea			
Built	July 2010	Yard No.	S-1310			
Classification	Lloyd's + 100A1 Bulk Carrier					
Description	Gearless Self Trimming 'Dunkirk Max' Capesize Bulk Carrier, Engines, Bridge and Accommodation Aft. Strengthened for Heavy Cargoes - Holds 2, 4, 6 and 8 may be empty.					
Green Credentials	EGCS, BWTS, Advanced PBCF, Schneekluth Wake Equalising Duct, Stern Tube Air Seal (USCG Compliant), Advanced Anti-Fouling (International Paint)					
Summer Deadweight	180,702 mt	Scantling Draft	18.20 m			
TPC	121.5 MT/cm	LOA	292.00 m			
Constants	650 MT excl. FW	Beam	45.00 m			
GRT / NRT	94995 / 59477	Depth	24.80 m			
Fuel Oil Capacity	3,800 MT	Diesel Oil Capacity	200 MT			
Main Engine	STX MAN B&W 6S70MC-C (MK7)					
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, Israel Suitable					
Speed / Consumption	About 13kn (Ballast) on About 38MT / Day of IFO-380cSt inclusive of Scrubber About 12kn (Loaded) on About 42MT / Day of IFO-380cSt inclusive of Scrubber					
Eco-Speed / Consumption (Without Guarantee)	About 11kn on About 27MT / Day (Ballast) / About 36 MT / Day (Loaded) inclusive of Scrubber About 10kn on About 22MT / Day (Ballast) / About 28 MT / Day (Loaded) inclusive of Scrubber					
In Port Consumption	About 3.7 MT (Idle) / 4.7 (Working) / day of IFO + 1.5 MT / 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 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 8217:2015 RMG 380 (Max 3.5% Sulphur) LSMGO: ISO 8217:2015 (DMA) max 0.1% Sulphur, max 860kg/m ³ , min 4cSt @ 40o					
Hatch sizes	No.1	15.30m x 15.81m	Nos.2-9	20.40m x 15.81m		
Hold Capacities (m3)	No. 1	19,381.7	No. 5	22,846.3	No. 9	20,230.0
	No. 2	22,848.7	No. 6	22,865.3	Total	199,381.700
	No. 3	22,895.5	No. 7	22,876.4		
	No. 4	22,895.5	No. 8	22,542.3		
Call Sign	V 7 Z X 5					
P+I Club	Gard (UK) Ltd					
Owners	Marine Solidarity SA					
Managers	Golden Flame Shipping SA, Piraeus					
London Agents	John Samonas & Sons Ltd					

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