

# SAMJOHN VISION - IMO9612076 - Timecharter Description

## All Details "About"

<b>Flag</b>	Marshall Islands	<b>Shipyard</b>	Daehan Shipbuilding Co., Ltd, Korea			
<b>Built</b>	May 2012	<b>Yard No.</b>	HN-1052			
<b>Classification</b>	Lloyd's + 100A1 Bulk Carrier					
<b>Description</b>	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.					
<b>Green Credentials</b>	Electronic ME, EGCS, BWTS, Advanced PBCF, Stern Tube Air Seal (USCG Compliant) Advanced Anti-Fouling, LED Lighting					
<b>Summer Deadweight</b>	206,561.9 MT	<b>Scantling Draft</b>	18.57 m			
<b>TPC</b>	140 MT/cm	<b>LOA</b>	300.00 m			
<b>Constants</b>	650 MT excl. FW	<b>Beam</b>	50.00m			
<b>GRT / NRT</b>	107,198 / 68,025	<b>Depth</b>	25.10 m			
<b>Fuel Oil Capacity</b>	5,000 MT	<b>Diesel Oil Capacity</b>	400 MT			
<b>Main Engine</b>	MAN B&W 6S70Me - C8 (Tier II) [Electronic]					
<b>SOx Scrubber</b>	Yara Marine Technologies AS, GTM-R (Open-Loop) Scrubber					
<b>BWT System</b>	ERMA First BWTS FIT 3000 (Electro-Chlorination)					
<b>Mooring</b>	Neo Panama (2020), Port Hedland Bollard Fitted					
<b>Speed / Consumption</b>	About 13kn (Ballast) on About 37 MT / Day of IFO-380cSt inclusive of Scrubber About 12kn (Loaded) on About 42 MT / Day of IFO-380cSt inclusive of Scrubber					
<b>Eco-Speed / Consumption</b> (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					
<b>In Port Consumption</b>	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 PDPF 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>					
<b>Bunker Grades</b>	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					
<b>Hatch sizes</b>	No.1	14.40m x 18.0m	Nos.2-8	22.90m x 16.32m		
	No.9	14.40m x 15.36m				
<b>Hold Capacities (m3)</b>	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	<b>Total</b>	<b>224,200.900</b>
	No. 3	25,906.2	No. 7	25,906.3		
	No. 4	25,887.7	No. 8	25,466.6		
<b>Call Sign</b>	V 7 P A 7					
<b>P+I Club</b>	Gard (UK) Ltd					
<b>Owners</b>	Marine VISION S.A					
<b>Managers</b>	Golden Flame Shipping SA, Piraeus					
<b>London Agents</b>	John Samonas & Sons Ltd					

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