

SAMJOHN ARGONAUT - IMO9745938 - Timecharter Description

All Details "About"

Flag	Marshall Islands	Shipyard	NACKS (Nantong Cosco KHI Ship Engineering Co Ltd)			
Built	March 2017	Yard No.	NE-218			
Classification	ABS, +A1, Bulk Carrier, BC-A (holds No.2,4,6&8 may be empty), E, +AMS, +ACCU,					
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	Green Passport, Electronic G-Type ME, EGCS, BWTS, Kawasaki HI Semi-Duct with contra-fins, Rudder Bulb with fins, Stern Tube Air Seal (USCG Compliant) and Advanced Anti-Fouling					
Summer Deadweight	209,756 MT	Scantling Draft	18.40 m			
TPC	140.6 MT/cm	LOA	300.00 m			
Constants	650 MT excl. FW	Beam	50.00m			
GRT / NRT	107,761 / 69,483	Depth	25 m			
Fuel Oil Capacity	4,200	Diesel Oil Capacity	450 MT			
Main Engine	MAN B&W 6G70ME - C9.2 (Tier II) [Electronic "G-Type"]					
SOx Scrubber	Yara Marine Technologies AS, GTM-R (Open-Loop) Scrubber					
BWT System	ERMA First BWTS FIT 3000 (Electro-Chlorination)					
Features	Neo Panama (2020), Port Hedland Bollard Fitted					
Speed / Consumption	About 14 Knots (Ballast) on about 39 MT of IFO 380cSt inclusive of Scrubber About 14 Knots (Loaded) on about 49 MT of IFO 380cSt inclusive of Scrubber					
Eco-Speed / Consumption <i>(Without Guarantee)</i>	About 13 Knots (Ballast) on about 32 MT of IFO 380cSt inclusive of Scrubber About 12 Knots (Loaded) on about 32 MT of IFO 380cSt inclusive of Scrubber About 11 Knots (Ballast) on about 22 MT of IFO 380cSt inclusive of Scrubber About 10 Knots (Laden) on about 22 MT of IFO 380cSt 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	27,203.2	No. 5	24,850.9	No. 9	26,117.4
	No. 2	24,861.8	No. 6	24,864.6	Total	227,362.300
	No. 3	24,907.1	No. 7	24,934.9		
	No. 4	24,893.0	No. 8	24,729.4		
Call Sign	V 7 I J 9					
P+I Club	Gard (UK) Ltd					
Owners	Marisam Shipping S.A					
Managers	Golden Flame Shipping SA, Piraeus					
London Agents	John Samonas & Sons Ltd					

Rev. Nov '25