

# SAMJOHN ODYSSEY - IMO9745940 - Timecharter Description

## All Details "About"

<b>Flag</b>	Marshall Islands	<b>Shipyard</b>	NACKS (Nantong Cosco KHI Ship Engineering Co Ltd)			
<b>Built</b>	March 2019	<b>Yard No.</b>	NE-219			
<b>Classification</b>	ABS, +A1, Bulk Carrier, BC-A (holds No.2,4,6&8 may be empty), E, +AMS, +ACCU,					
<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>	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					
<b>Summer Deadweight</b>	209,801 MT	<b>Scantling Draft</b>	18.40 m			
<b>TPC</b>	140.6 MT/cm	<b>LOA</b>	300.00 m			
<b>Constants</b>	650 MT excl. FW	<b>Beam</b>	50.00m			
<b>GRT / NRT</b>	107,761 / 69,483	<b>Depth</b>	25 m			
<b>Fuel Oil Capacity</b>	4,200	<b>Diesel Oil Capacity</b>	450 MT			
<b>Main Engine</b>	MAN B&W 6G70ME - C9.2 (Tier II) [Electronic "G-Type"]					
<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>Features</b>	Neo Panama (2020), Port Hedland Bollard Fitted					
<b>Speed / Consumption</b>	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					
<b>Eco-Speed / Consumption</b> <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					
<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 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>					
<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	27,203.2	No. 5	24,850.9	No. 9	26,117.4
	No. 2	24,861.8	No. 6	24,864.6	<b>Total</b>	<b>227,362.300</b>
	No. 3	24,907.1	No. 7	24,934.9		
	No. 4	24,893.0	No. 8	24,729.4		
<b>Call Sign</b>	V 7 A 2 0 2 8					
<b>P+I Club</b>	Gard (UK) Ltd					
<b>Owners</b>	Marine Symphonie S.A					
<b>Managers</b>	Golden Flame Shipping SA, Piraeus					
<b>London Agents</b>	John Samonas & Sons Ltd					

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