


Pyxis Delta

	Date delivered:		09/29/2006	
	Builder (where built):		HMD Shipbuilding CO. Ulsan / S. Korea	
	Flag:		Marshall Islands	
	Port of Registry:		MAJURO	
	Call sign:		V7TP8	
IMO number:	9314909	Type of vessel:	Chemical / OIL Tanker	
Vessel's previous name(s):	GAN VENTURE	Type of hull:	Double Hull	
Classification:				
Classification society:	DNV	+1A1, Tanker Oil/Chemical, Ship Type III,	ESP, E0, VCS-2, SPM, ETC, CLEAN, PLUS-1, TMON, NAUTICUS (New Building)	
Dimensions:				
Length Over All (LOA):	183.21 m	Extr. breadth (Beam):	32.20 m	
Length Between Perpendiculars (LBP):	174.0 m	Moulded depth:	18.80 m	
		Keel to Masth. (KTM):	47.80 m	
Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		91.66 m	91.55 m	
Distance bridge front to center of manifold:			58.14 m	
Parallel body distances:	Lightship	Normal Ballast	Summer Dwt	
Forward to mid-point manifold:	22.44 m	43.70 m	44.14 m	
Aft to mid-point manifold:	16.98 m	39.72 m	53.02 m	
Parallel body length:	39.42 m	83.42 m	97.16 m	
FWA at summer draft / TPC immersion at summer draft:		269.0 mm	52.26 MT	
Max height of mast above waterline (air draft):		Lightship:	44.67 m	
Normal ballast:	39.30 m	At loaded summer deadweight:	35.583 m	
Tonnages:				
Net Tonnage:	12036	Panama Canal Net Tonnage (PCNT):	24368	
Gross Tonnage / Reduced Gross Tonnage:		29348	22184	
Suez Canal Tonnage - Gross (SCGT)/ Net (SCNT):		30,703.82	26,289.78	
Loadline Information:				
Loadline:	Freeboard	Displacement	Draft	Dead-weight

Summer:	6.612 m	56279 MT	12.217 m	46616 MT
Winter:	6.866 m	54953 MT	11.963 m	45290 MT
Tropical:	6.358 m	57614 MT	12.471 m	47951 MT
Lightship:	16.459 m	9963 MT	2.37 m	-
Normal Ballast Condition:	11.050 m	33500 MT	7.75 m	23837 MT
Multiple SDWT / Maximum assigned deadweight:			Yes / 46616 MT	
ICS Helicopter Guidelines:			N/A	
Cargo & Ballast Handling:				
Double Hull Vessels:	Centerline bulkhead in all cargo tanks:		Yes / Solid	
Cargo Tank Capacities:				
Capacity (98%) of each natural segregation with double valve:	Seg#1: 6764.3 m3 (1P, 1S) Seg#2: 9138.9 m3 (2P, 2S) Seg#3: 9318.0 m3 (3P, 3S) Seg#4: 9318.0 m3 (4P, 4S) Seg#5: 9301.2 m3 (5P, 5S) Seg#6: 8068.3 m3 (6P, 6S)			
Total cubic capacity (98%, excluding slop tanks):				51,908.8 m3
Slop tank(s) capacity (98%):				1,040.3 m3
Residual/Retention oil tank(s) capacity (98%):				137.7 m3
Does vessel have Segregated (SBT) or Clean Ballast Tanks (CBT):				SBT
SBT Vessels:				
Total capacity of SBT:	23,896.1 m3	Percent. of SDWT that vessel can maintain with SBT only:	52.5 %	
MARPOL Annex I Reg 18.2: (previously Reg 13.2)				Yes
Cargo Handling:				
How many grades/products can vessel load/discharge with double valve segregation:				6
Maximum loading rate for homogenous cargo per manifold connection:				2,000 m3/hr
Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:				3,600 m3/hr
Pumping Systems:				
Pumps:	No.	Type:	Capacity:	
Cargo:	12	Deepwell Centrifugal	600 M3/HR	
	2	Deepwell Centrifugal	300 M3/HR	
Stripping:	12	Built-in Cargo Stripping System	600 m3/hr	
Eductors:	0	-	-	
Ballast:	2	Deepwell Centrifugal	750 m3/hr	
No of Cargo pumps that can be run simultaneously at full capacity:			6	
Vapor Emission Control & Cargo Heating:				
Material of heating coils	Stainless Steel	Type of cargo heating system:		Steam Heat Exchanger
Tank Coating:				
Cargo tanks:	Yes (Pure Epoxy)	100% Whole Tank		
Ballast tanks:	Yes (Epoxy)	100% Whole Tank		
Slop tanks:	Yes (Pure Epoxy)	100% Whole Tank		
Inert Gas & Crude Oil Washing:				

Inert Gas System (IGS):	Yes	Crude Oil Washing (COW):	Yes
Lifting Equipment:		Center Crane	1 x 10 Tonnes
Ship To Ship Transfer (STS):		Yes (OCIMF/ICS Ship To Ship Transfer Guide)	
Engine Room:			
Main Engine:		6S50M-C B & W	
Main Engine MCR:		12 900 BHP @ 127 RPM	
Main Engine NCR:		11 610 BHP @ 122.6 RPM	
Auxiliary Engine:		6L23/30-740 KW-MAN B & W	