

PYXIS KARTERIA


Date delivered:	18/03/2013
Builder (where built):	HYUNDAI MIPO DOCKYARD / ULSAN / SOUTH KOREA
Flag:	MI
Port of Registry:	MAJURO
Call sign:	V7A4822

IMO number:	9596260	Type of vessel:	OIL&CHEMICAL TANKER
Vessel's previous name(s):	MAREX EXPRESS	Type of hull:	DOUBLE HULL

Classification:

Classification society:	NIPPON KAJI KYOKAI	NS* (CSR, TOB/CT Type II/ III, PSPC-WBT) (ESP) (IWS) (PSCM) MNS* (MO)
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Dimensions:

Length Over All (LOA):	183.17 m	Extr. breadth (Beam):	32.23 m
Length Between Perpendiculars (LBP):	174.0 m	Moulded depth:	18.8 m
		Keel to Masth. (KTM):	48.50 m
Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		92.18 m	90.99 m
Distance bridge front to center of manifold:			56.75 m
Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold:	26.41 m	44.00 m	44.05 m
Aft to mid-point manifold:	19.42 m	35.75 m	54.20 m
Parallel body length:	45.83 m	79.74 m	98.25 m
FWA at summer draft / TPC immersion at summer draft:		272 mm	51.99
Max height of mast above waterline (air draft):		Lightship:	45.77 m
Normal ballast:	41.31 m	At loaded summer deadweight:	36.503 m

Tonnages:

Net Tonnage:	12209	Panama Canal Net Tonnage (PCNT):	24318
Gross Tonnage / Reduced Gross Tonnage:		29289	22612

Suez Canal Tonnage - Gross (SCGT)/ Net (SCNT):	30629.20	26301.35		
Loadline Information:				
Loadline:	Freeboard	Displacement	Draft	Dead-weight
Summer:	6.513 m	55233 MT	12.315	46652 MT
Winter:	6.769 m	55233 MT	12.059 m	45317.80 MT
Tropical:	6.257 m	55233 MT	12.571 m	47988.60 MT
Lightship:	16.10 m	10238 M	2.73 m	-
Normal Ballast Condition:	12.07 m	29038 MT	6.76 m	18800 MT
Multiple SDWT / Maximum assigned deadweight:				Yes (46652 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: 6649.2 m3 (1P & 1S) Seg#2: 9242.1 m3 (2P & 2S) Seg#3: 9384.1 m3 (3P & 3S) Seg#4: 9384.1 m3 (4P & 4S) Seg#5: 9367.9 m3 (5P & 5S) Seg#6: 8120.5 m3 (6P & 6S)			
Total cubic capacity (98%, excluding slop tanks):				52148 m3
Slop tank(s) capacity (98%):				1028.50 m3
Residual/Retention oil tank(s) capacity (98%):				160. m3
Does vessel have Segregated (SBT) or Clean Ballast Tanks (CBT):				SBT
SBT Vessels:				
Total capacity of SBT:	22274.60 m3	Percent. of SDWT that vessel can maintain with SBT only:		50.74 %
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:				7
Maximum loading rate for homogenous cargo per manifold connection: 6 ct & Slops				1200 m3/Hr - 600 m3
Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:				3600 m3/Hr
Pumping Systems:				
Pumps:	No.	Type:		Capacity:
Cargo:	12	Centrifugal		600 M3/HR
	2	Centrifugal		300 M3/HR
	1	Centrifugal		75 M3/HR
Residual:	1	Framo Centrifugal		75 M3/HR
Ballast Eductors:	1	Centrifugal		100 m3/HR
Ballast:	2	Framo Centrifugal		1500 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 (Epoxy, Epicon T-500)	Full coat of epoxy paint on all cargo tanks	
Ballast tanks:	Yes (Epoxy)	Full coat of epoxy paint on all ballast	
Slop tanks:	Yes (Epoxy, Epicon T-500)	Whole Tank	
Inert Gas & Crude Oil Washing:			
Inert Gas System (IGS):	Yes	Crude Oil Washing (COW):	No
Lifting Equipment:	HOSE HANDLING CRANE / PROVISION CRANE		1 x 10 Tonnes / 1 X 2 Tonnes
Ship To Ship Transfer (STS):	Yes (OCIMF/ICS Ship To Ship Transfer Guide)		
Engine Room:			
Main Engine:	HYUNDAI MAN B & W 6S50MC-C8		
Main Engine NCR:	7310 Kw @ 116.5 RPM		
Auxiliary Engine:	3 X 6N21AL-EV 970 kW		