

PYXIS LAMDA



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	Date delivered:	12/01/2017	
	Builder (where built):	SPP SHIPYARD /TONG YEONG /REPUBLIC OF KOREA	
	Flag:	MALTA	
	Port of Registry:	VALLETTA	
	Call sign:	9HA4399	
IMO number:	9708772	Type of vessel:	OIL&CHEMICAL TANKER
Vessel's previous name(s):	N/A	Type of hull:	DOUBLE HULL

Classification:

Classification society:	DNV	+1A1Tanker for Chemical and Oil ESP, SPM E0 ,VCS-2,BWM-E(s) COAT-PSPC(B), BIS, TMON,CSR,Recyclable
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Dimensions:

Length Over All (LOA):	183.0 m	Extr. breadth (Beam):	32.2 m
Length Between Perpendiculars (LBP):	174.0 m	Moulded depth:	19.1 m
		Keel to Masth. (KTM):	48.5 m
Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		87.74 m	95.26 m
Distance bridge front to center of manifold:			56.75 m
Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold:	22.495 m	33.065 m	33.2 m
Aft to mid-point manifold:	26.959 m	40.350 m	57.28 m
Parallel body length:	49.445 m	73.415 m	90.48 m
FWA at summer draft / TPC immersion at summer draft:		291 mm	52
Max height of mast above waterline (air draft):		Lightship:	45.663 m
Normal ballast:	41.300 m	At loaded summer deadweight:	35.200 m

Tonnages:

Net Tonnage:	13,823	Panama Canal Net Tonnage (PCNT):	29,802
Gross Tonnage / Reduced Gross Tonnage:		29,705	23,184

Suez Canal Tonnage - Gross (SCGT)/ Net (SCNT):		31,151.82	26,668.64
Loadline Information:			
Loadline:	Freeboard	Displacement	Draft
Summer:	5.812 m	60,958.5 MT	13.3145 m
Winter:	6.089 m	59,508.0 MT	13.0375 m
Tropical:	5.535 m	62,412.8 MT	13.5915 m
Lightship:	16.248 m	10,812.8MT	2.878 m
Normal Ballast Condition:	11.769 m	30,920.6	7.357 m
Multiple SDWT / Maximum assigned deadweight:			Yes (50,145.7 MT)
ICS Helicopter Guidelines:			Yes
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: 6,146.3 m3 ((1P/1S)) Seg#2: 9,062.9 m3 ((2P/2S)) Seg#3: 9,438.3 m3 ((3P/3S)) Seg#4: 9,432.6 m3 ((4P/4S)) Seg#5: 9,378.9 m3 ((5P/5S)) Seg#6: 8,239.8 m3 ((6P/6S))	
Total cubic capacity (98%, excluding slop tanks):			51,699.0 m3
Slop tank(s) capacity (98%):			1,189.9 m3
Residual/Retention oil tank(s) capacity (98%):			157.8 m3
Does vessel have Segregated (SBT) or Clean Ballast Tanks (CBT):			SBT
SBT Vessels:			
Total capacity of SBT:	22,418.8 m3	Percent. of SDWT that vessel can maintain with SBT only:	45.00 %
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: 6 ct & Slops			760 m3/Hr - 300 m3
Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:			4,560 m3/Hr
Pumping Systems:			
Pumps:	No.	Type:	Capacity:
Cargo:	12	Centrifugal	600 M3/HR
	2	Centrifugal	300 M3/HR
Residual:	1	Centrifugal	100 M3/HR
Ballast Eductors:	1	Jet	100 m3/HR
Ballast:	2	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 HEATING COILS

Tank Coating:

Cargo tanks:	Yes (Epoxy)	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)	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 Tones 1 X 3.5 Tones
Ship To Ship Transfer (STS):		Yes (OCIMF/ICS Ship To Ship Transfer Guide)	

Engine Room:

Main Engine:	HYUNDAI MAN B&W 6S50ME-B9.2
Main Engine NCR:	7240 Kw AT 99 RPM
Auxiliary Engine:	YANMAR 6EY22ALW