

PYXIS THETA



Date delivered:	09/16/2013
Builder (where built):	SPP SHIPYARD /TONG YEONG /REPUBLIC OF KOREA
Flag:	MALTA
Port of Registry:	VALLETTA
Call sign:	9HA3126

IMO number:	9657064	Type of vessel:	OIL&CHEMICAL TANKER
Vessel's previous name(s):	Not Applicable	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):	48.45 m
Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		87.74 m	95.26 m
Distance bridge front to center of manifold:			60.5 m
Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold:	27.37 m	46.80 m	44.42 m
Aft to mid-point manifold:	31.32 m	43.00 m	57.81 m
Parallel body length:	58.69 m	89.84 m	102.23 m
FWA at summer draft / TPC immersion at summer draft:		292 mm	52
Max height of mast above waterline (air draft):		Lightship:	42.99 m
Normal ballast:	40.89 m	At loaded summer deadweight:	35.13 m

Tonnages:

Net Tonnage:	13926	Panama Canal Net Tonnage (PCNT):	13926
Gross Tonnage / Reduced Gross Tonnage:		30159	23184

Suez Canal Tonnage - Gross (SCGT)/ Net (SCNT):		31339.49	26631.38
Loadline Information:			
Loadline:	Freeboard	Displacement	Draft
Summer:	5.812 m	62275.5 MT	13.3145
Winter:	6.089 m	60823.5 M	13.0375 m
Tropical:	5.535 m	63730.6 MT	13.5915 m
Lightship:	16.220 m	10813.5 M	2.878 m
Normal Ballast Condition:	11.737 m	32106.3 MT	7.363 m
Multiple SDWT / Maximum assigned deadweight:			Yes (51462 MT)
ICS Helicopter Guidelines:			Yes / Winching
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:		<u>Seg#1:6178.2cbm (1P/1S)</u> <u>Seg#2:9117.0 cbm (2P/2S)</u> <u>Seg#3:9441.2 cbm (3P/3S)</u> <u>Seg#4:9444.1 cbm (4P/4S)</u> <u>Seg#5:9437.7 cbm (5P/5S)</u> <u>Seg#6:8442.6 cbm (6P/6S)</u>	
Total cubic capacity (98%, excluding slop tanks):			53280.0 m3
Slop tank(s) capacity (98%):			1219.3 m3
Residual/Retention oil tank(s) capacity (98%):			158.4 m3
Does vessel have Segregated (SBT) or Clean Ballast Tanks (CBT):			SBT
SBT Vessels:			
Total capacity of SBT:	23235.8.8 m3	Percent. of SDWT that vessel can maintain with SBT only:	45 %
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:			4560 m3/Hr
Pumping Systems:			
Pumps:	No.	Type:	Capacity:
Cargo:	12	Submerged Centrifuga	600 M3/HR
	2	Submerged Centrifuga	300 M3/HR
Residual:	1	Submerged Centrifuga	100 m3/H
Ballast Eductors:	1	-	100 m3/H
Ballast:	2	Submerged Centrifuga	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. Coils
Tank Coating:			

Cargo tanks:	Yes (Sigmaphenguard)	Whole Tank	
Ballast tanks:	Yes (Sigmaprime)	Whole Tank	
Slop tanks:	Yes (Sigmaphenguard)	Whole Tank	
Inert Gas & Crude Oil Washing:			
Inert Gas System (IGS):	Yes	Crude Oil Washing (COW):	Yes
Lifting Equipment:		HOSE HANDLING CRANE / PROVISION CRANE	1 x 10 Tonnes / 1 X 3.5 Tonnes
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:		7574 Kw @ 110.8 RPM	
Auxiliary Engine:		3 X 6EY22ALW 900 kW	