

mt "NORTHSEA BETA"

	Date delivered:	May 25, 2010
	Builder (where built):	YANGZHOU KEJIN SHIPYARD CO LTD / CHINA
	Flag:	Malta
	Port of Registry:	Valletta
	Call sign:	9HA2594

IMO number:	9547776	Type of vessel:	Chemical
Vessel's previous name(s):	Pyxis Beta	Type of hull:	Double Hull

Classification:

Classification society:	Nippon Kaiji Kyokai	I + HULL + MACH OIL TANKER; CHEMICAL TANKER ESP TYPE 2 UNRESTRICTED NAVIGATION INWATER SURVEY	NS (Tanker, Oils-Flashpoint on an below 60°C and Chemicals, Type II and III) (ESP) (IWS) MNS
--------------------------------	---------------------	---	--

Dimensions:

Length Over All (LOA):	110.00 m	Extr. breadth (Beam):	18.60 m
Length Between Perpendiculars (LBP):	104.7 m	Moulded depth:	10.0 m
		Keel to Masth. (KTM):	31.5 m
Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		53.50 m	56.50 m
Distance bridge front to center of manifold:			35.75 m
Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold:	15.30 m	19.40 m	20.80 m
Aft to mid-point manifold:	17.80 m	20.60 m	21.80 m
Parallel body length:	33.10 m	40.00 m	42.60 m
FWA at summer draft / TPC immersion at summer draft:		167 mm	17.65 MT
Max height of mast above waterline (air draft):		Lightship:	27.0 m
Normal ballast:	24.93 m	At loaded summer deadweight:	23.70 m

Tonnages:

Net Tonnage:	2847	Panama Canal Net Tonnage (PCNT):	4475
Gross Tonnage / Reduced Gross Tonnage:		5256	4259
Suez Canal Tonnage - Gross (SCGT)/ Net (SCNT):		5702.91	4866.85

Loadline Information:

Loadline:	Freeboard	Displacement	Draft	DWD
Summer:	2.211 m	11751 MT	7.80 m	8615 MT

Winter:	2.374 m	11449.70 MT	7.726 m	8313.30 MT
Tropical:	2.048 m	12013.40 MT	7.952 m	8876.90 MT
Lightship:	7.53 m	3136.50 MT	2.47 m	-
Normal Ballast Condition:	4.81 m	7406.10 MT	5.19m	4269.60 MT
Multiple SDWT / Maximum assigned deadweight:			Yes (8615 MT)	
ICS Helicopter Guidelines:			No	
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 (1P/S+2P/S) 3677.243 m3 (4005.35 m3 with Slop P&S) Seg#2 (2P/S+3P/S) 3653.343 m3, Seg#3 (5P/S) 1897.095 m3			
Total cubic capacity (98%, excluding slop tanks):	9227.681 m3			
Slop tank(s) capacity (98%):	328.107 m3			
Residual/Retention oil tank(s) capacity (98%):	328.107 m3			
Does vessel have Segregated (SBT) or Clean Ballast Tanks (CBT):	SBT			
SBT Vessels:				
Total capacity of SBT:	3524.2 m3	Percent. of SDWT that vessel can maintain with SBT only:	41.6 %	
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:				3
Maximum loading rate for homogenous cargo per manifold connection:				1000 m3/hr
Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:				2000 m3/hr
Pumping Systems:				
Pumps:	No.	Type:	Capacity:	
Cargo:	3	H..Screw	550 m3/hr @ 0.7 MPa	
Stripping:	1	H. Screw	50 m3/hr @ 0.7 MPa	
Eductors:	-	-	-	
Ballast:	2	Centrifugal	150 m3/hr	
No of Cargo pumps that can be run simultaneously at full capacity:			2	
Vapor Emission Control & Cargo Heating:				
Material of heating coils	Stainless Steel	Type of cargo heating system:		Steam Heat. Coils
Tank Coating:				
Cargo tanks:	Epoxy coating (Sigma Phengard 940)	Whole Tank		
Ballast tanks:	Epoxy coating	Whole Tank		
Slop tanks:	Epoxy coating (Sigma Phengard 940)	Whole Tank		
Inert Gas & Crude Oil Washing:				
Inert Gas System (IGS):	Yes	Crude Oil Washing (COW):		No
Lifting Equipment:		Center Crane	1 x 5 Tonnes	
Ship To Ship Transfer (STS):		Yes (OCIMF/ICS Ship To Ship Transfer Guide)		
Engine Room:				
Main Engine:		MAN B&W 8L27/38		

Main Engine MCR:	2720 kW @ 800 RPM
Main Engine NCR:	
Auxiliary Engine:	3 AE - KTA 19 – D(M) 360 kW