

1. VESSEL DESCRIPTION	
1.1	Date updated: 22 Aug 2015
1.2	Vessel's name: Pyxis Epsilon
1.3	IMO number: 9708760
1.4	Vessel's previous name(s) and date(s) of change: N/A
1.5	Date delivered: 14/01/2015
1.6	Builder (where built): S.P.P.Shipyard / S.KOREA
1.7	Flag: MALTA
1.8	Port of Registry: VALETTA
1.9	Call sign: 9HA3519
1.10	Vessel's satcom phone number: 870-773213336
	Vessel's fax number: 870-783239417
	Vessel's telex number: 422968710 / 422968711
	Vessel's email address: pyxisepsilon@vsl.tankermanager.com
1.11	Type of vessel: CHEMICAL & OIL TANKER
1.12	Type of hull: DOUBLE HULL
<b>Classification</b>	
1.13	Classification society: DNVGL
1.14	Class notation: +1A1Tanker for Chemical and Oil ESP, SPM BIS BWM-E(s) COAT-PSPC(B) CSR E0 Recyclable SPM TMON VCS-2
1.15	If Classification society changed, name of previous society: N.A
1.16	If Classification society changed, date of change: N.A
1.17	IMO type, if applicable: IMO II /III
1.18	Does the vessel have ice class? If yes, state what level: No
1.19	Date / place of last dry-dock: JAN 2015 SPP-KOREA
1.20	Date next dry dock due: JAN 2020
1.21	Date of last special survey / next survey due: N.A JAN 2020
1.22	Date of last annual survey: N.A
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating: N.A
1.24	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? No
<b>Dimensions</b>	
1.25	Length Over All (LOA): 183.0 mtrs
1.26	Length Between Perpendiculars (LBP): 174.0 mtrs
1.27	Extreme breadth (Beam): 32.2
1.28	Moulded depth: 19.1
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): 48.50 mtrs
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM): 87.74 mtrs 95.26 mtrs
1.31	Distance bridge front to center of manifold: 60.5
1.32	Parallel body distances:
	Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold: 31.673 Mtrs 35.384 Mtrs 35.500 Mtrs
--	Aft to mid-point manifold: 15.035 Mtrs 37.568 Mtrs 55.026 Mtrs
	Parallel body length: 46.708 Mtrs 72.952 Mtrs 90.526 Mtrs
1.33	FWA at summer draft / TPC immersion at summer draft: 291 Mm 52 Mtons
1.34	What is the max height of mast above waterline (air draft) Full Mast Collapsed Mast
	Lightship: 45.663 mtrs
	Normal ballast: 41.300 mtrs
	At loaded summer deadweight: 35.200 mtrs
<b>Tonnages</b>	
1.35	Net Tonnage: 13823
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable): 29705
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): 31151.82 26668.64

1.38	Panama Canal Net Tonnage (PCNT):				
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	5.812 Mtrs	13.3145 Mtrs	50124.7 Mtons	60958.5 Mtons
	Winter:	6.089 Mtrs	13.0375 Mtrs	48674 .2Mtons	59508.0 Mtons
	Tropical:	5.535 Mtrs	13.5915 Mtrs	51579.0 Mtons	62412.8 Mtons
	Lightship:	16.248 Mtrs	2.878 Mtrs		10833.8 Mtons
	Normal Ballast Condition:	11.769 Mtrs	7.357 Mtrs	20220.6 Mtons	30920.6 Mtons
1.40	Does vessel have multiple SDWT?				YES
1.41	If yes, what is the maximum assigned deadweight?				50124.7
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:			EIGHTHONE CORP. THRUST COMPANY COMPLEX AJELTAKE ROAD/ISLAND MAJURO MH 96960 MARSHALL ISLANDS	
1.43	Technical operator - Full style:			INTERNATIONAL TANKER MANAGEMENT LTD. Executive Heights (Damac Bldg) Office no:809 Emirates Hill Second Tecom C Dubai UAE po box 24415 Tel:+971-4-4403600 Fax:+971-4-4403605 E-mail:itm.dubai@tankermanager.com Web:www.tankermanager.com Company IMO#: 1991282	
1.44	Commercial operator - Full style:			PYXIS MARITIME CORP. K.Karamanli 59, Maroussi 15125, Greece Tel:+302106560590 Fax:+302106510530 Email:ops@pyxis.gr	
1.45	Disponent owner - Full style:			MTMM	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires	
2.1	Safety Equipment Certificate:	05.03.2015	14.01.2015	14.01.2020	
2.2	Safety Radio Certificate:	05.03.2015	14.01.2015	14.01.2020	
2.3	Safety Construction Certificate:	05.03.2015	14.01.2015	14.01.2020	
2.4	Loadline Certificate:	05.03.2015	14.01.2015	14.01.2020	
2.5	International Oil Pollution Prevention Certificate (IOPPC):	05.03.2015	14.01.2015	14.01.2020	
2.6	Safety Management Certificate (SMC):	11.06.2015	N/A	02.05.2020	
2.7	Document of Compliance (DOC):	11.03.2011	14.05.2015	28.02.2016	
2.8	USCG (specify: COC, LOC or COI):	01.05.2015	N/A	01.05.2017	
2.9	Civil Liability Convention Certificate (CLC):	20.02.2015		20.02.2016	
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	20.02.2015		20.02.2016	
2.11	U.S. Certificate of Financial Responsibility (COFR):	16.04.2015		16.04.2018	
2.12	Certificate of Fitness (Chemicals):	22.06.2015	N/A	14.01.2020	
2.13	Certificate of Fitness (Gas):	N/A	N/A	N/A	
2.14	Certificate of Class:	05.03.2015	14.01.2015	14.01.2020	
2.15	International Ship Security Certificate (ISSC):	11.06.2015	N/A	02.05.2020	
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	05.03.2015		14.01.2020	
2.17	International Air Pollution Prevention Certificate (IAPP):	05.03.2015	N/A	14.01.2020	
<b>Documentation</b>					
2.18	Does vessel have all updated publications as listed in the Vessel Inspection			YES	

	Questionnaire, Chapter 2- Question 2.24, as applicable:	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	YES

<b>3.</b>	<b>CREW MANAGEMENT</b>	
3.1	Nationality of Master:	TURKISH
3.2	Nationality of Officers:	RUSSIAN, GEORGIAN
3.3	Nationality of Crew:	RUSSIAN,FILIPINO,GEORGIAN
3.4	If Officers/Crew employed by a Manning Agency - Full style:	International Tanker Management
3.5	What is the common working language onboard:	ENGLISH
3.6	Do officers speak and understand English:	YES
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	YES
4.2	If Yes, state whether winching or landing area provided:	WINCHING

<b>5.</b>	<b>FOR USA CALLS</b>	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	YES
5.2	Qualified individual (QI) - Full style:	O'Brien's Response Management Inc. 103 Morgan Lane, Suite 103 Plainsboro, NJ 08536 p: +1 (609) 275-9600 f: +1 (609) 275 9444 <a href="mailto:vrp13@wittobriens.com">vrp13@wittobriens.com</a>  Tel: 24 hours +1-985-781-0804 Fax: +1-985-781-0580 Email: <a href="mailto:commandcenter@obriensrm.com">commandcenter@obriensrm.com</a>
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation (NRC) 3500 Sunrise Highway, suite T103 Great River, NY 11739, USA. Tel: +1-631-224-9141 (24 Hrs) / _1-800-899-4672 Fax: +1-631-224-9086 Email: <a href="mailto:iocdo@nrcc.com">iocdo@nrcc.com</a>
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	YES

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>	
<b>Double Hull Vessels</b>		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	YES
6.2	If Yes, is bulkhead solid or perforated:	SOLID
<b>Cargo Tank Capacities</b>		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1:6147.1cbm (1P/1S) Seg#2:9064.3 cbm (2P/2S) Seg#3:9437.4 cbm (3P/3S) Seg#4:9426.3 cbm (4P/4S) Seg#5:9377.3 cbm (5P/5S) Seg#6:8239.6 cbm (6P/6S)
6.4	Total cubic capacity (98%, excluding slop tanks):	51699.4 cbm
6.5	Slop tank(s) capacity (98%):	1190.1 cbm
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	157.9 cbm

6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT		
<b>SBT Vessels</b>				
6.8	What is total capacity of SBT?	22418.8 cbm		
6.9	What percentage of SDWT can vessel maintain with SBT only:	45%		
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	YES		
<b>Cargo Handling</b>				
6.11	How many grades/products can vessel load/discharge with double valve segregation:	6		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	760 cbm/hr		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	4560 cbm/hr		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Max 1.53 @ 58.22%		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	Framo Submerged Centrifugal	600 cbm/hr
		2	Framo Submerged Centrifuga	300 cbm/hr
		1	Framo Submerged Centrifugall	150 cbm/hr
	Stripping:			
	Eductors:			
	Ballast:	2	Framo Submerged Centrifugal	750 cbm/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	6		
<b>Cargo Control Room</b>				
6.17	Is ship fitted with a Cargo Control Room (CCR):	YES		
6.18	Can tank innage / ullage be read from the CCR:	YES		
<b>Gauging and Sampling</b>				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:	YES		
6.20	What type of fixed closed tank gauging system is fitted:	RADAR		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	YES,ALL CARGO TANKS		
<b>Vapor Emission Control</b>				
6.22	Is a vapor return system (VRS) fitted:	YES		
6.23	Number/size of VRS manifolds (per side):	2	300 mm-12"	
<b>Venting</b>				
6.24	State what type of venting system is fitted:	P/V Vents		
<b>Cargo Manifolds</b>				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':	Yes		
6.26	What is the number of cargo connections per side:	6		
6.27	What is the size of cargo connections:	400 mm -16"		
6.28	What is the material of the manifold:	Stainless Steel		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	2000 mm		
6.30	Distance ships rail to manifold:	4430 mm		
6.31	Distance manifold to ships side:	4680 mm		
6.32	Top of rail to center of manifold:	740 mm		
6.33	Distance main deck to center of manifold:	1940 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	13.71 mtrs	7.75 mtrs	
6.35	Number / size reducers:	12x 14/16" - 6 x 14"/ 10" 2 x 8"/16" - 6 x 14"/8" 2 x 5"/8" - 6 x 14"/12" 1 x 8"/8"-8"/10"-8"/12"		
<b>Stern Manifold</b>				

6.36	Is vessel fitted with a stern manifold:	NO
6.37	If stern manifold fitted, state size:	N/A
<b>Cargo Heating</b>		
6.38	Type of cargo heating system?	STEAM
6.39	If fitted, are all tanks coiled?	YES
6.40	If fitted, what is the material of the heating coils:	STAINLESS STEEL
6.41	Maximum temperature cargo can be loaded/maintained:	66 Deg C      60 DegC
<b>Tank Coating</b>		
6.42	Are cargo, ballast and slop tanks coated?	Coated      Type      To What Extent
	Cargo tanks:	YES      PHENOLIC EPOXY      WHOLE TANK
	Ballast tanks:	YES      EPOXY      WHOLE TANK
	Slop tanks:	YES      PHENOLIC EPOXY      WHOLE TANK
6.43	If fitted, what type of anodes are used:	Zinc

<b>7.</b>	<b>INERT GAS AND CRUDE OIL WASHING</b>	
7.1	Is an Inert Gas System (IGS) fitted:	YES
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	I.G. GENERATOR
7.3	Is a Crude Oil Washing (COW) installation fitted:	YES

<b>8.</b>	<b>MOORING</b>					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	60 mm	superflex	250 mtrs	67 mtons
	Main deck fwd:	4	60 mm	Superflex	250 mtrs	67 mtons
	Main deck aft:	2	60 mm	superflex	250 mtrs	67 mtons
	Poop deck:	6	60 mm	superflex	250 mtrs	67 mtons
8.4	Other mooring lines (SPARE WIRE)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	60 mm	superflex	250 mtrs	67 mtons
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	60 mm	superflex	250 mtrs	67 mtons
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	DOUBLE DRUMS	40.2 mtons		
	Main deck fwd:	2	DOUBLE DRUMS	40.2 mtons		
	Main deck aft:	1	DOUBLE DRUMS	40.2 mtons		
	Poop deck:	2	TRIPPLE DRUMS	40.2 mtons		
8.6	Mooring bitts	No.	SWL			
	Forecastle:	4/2	67/92 mtons			
	Main deck fwd:	6/2	67/64 mtons			
	Main deck aft:	4/2/2	92/67/25 mtons			
	Poop deck:	4/4	67/64 mtons			
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL			
	Forecastle:	2/6/1	92/67/200 mtons			
	Main deck fwd:	14/2	67/64 mtons			

	Main deck aft:	4/6/6	92/67/25 mtons
	Poop deck:	12/6	67/64mtons
<b>Emergency Towing System</b>			
8.8	Type / SWL of Emergency Towing system forward:	KETA-45F	200 mtons
8.9	Type / SWL of Emergency Towing system aft:	KETSP-40A	200 mtons
<b>Anchors</b>			
8.10	Number of shackles on port cable:		11
8.11	Number of shackles on starboard cable:		12
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	200 mtons	600mm x 450mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	200 mtons	
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	N.A	
8.15	What is brake horse power of stern thruster (if fitted):		
<b>Single Point Mooring (SPM) Equipment</b>			
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	YES	
8.17	Is vessel fitted with chain stopper(s):	YES	
8.18	How many chain stopper(s) are fitted:	1	
8.19	State type of chain stopper(s) fitted:	Tongue	
8.20	Safe Working Load (SWL) of chain stopper(s):	200 mtons	
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 mm	
8.22	Distance between the bow fairlead and chain stopper/bracket:	2900 mm	
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes	
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):	Crane x 1 x10 mtons x center	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	8.91 meters	
<b>Ship To Ship Transfer (STS)</b>			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	Yes	

<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
9.1	What type of fuel is used for main propulsion?	IFO- 380	
9.2	What type of fuel is used in the generating plant?	IFO-380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	1232.3 cbm	248.7 cbm
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	The Britannia Steam Ship Insurance Association Limited	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	02.07.2015 La Plata / Argentina	
9.8	Any outstanding deficiencies as reported by any Port State Control:	None	
9.9	If yes, provide details:		
<b>Recent Operational History</b>			
9.10	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	NO	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	01)CRUDE SOY BEAN OIL/CARGILL/PARANAGUA-INDIA 02) ULSD & JET A1 / AXION ENERGY SA / Baton Rouge, USA - Campana, Argentina	

		03) Urea Ammonium Nitrate Solution & Ammonium Polyphosphate solution / AGRONOVA INTERNATIONAL/Sillamae-Corpus Cristi 04) PALMOIL/NESTE OIL/Sandakan,Lahad Datu,Pasir Gudang,Tarahan-Rotterdam
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	<a href="#">23.03.2015 –Rotterdam /STATOIL</a>
9.13	Date/Place of last CDI Inspection:	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:  <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	

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