



MV Pixiu

Flag: Singapore
Port of registry: Singapore
IMO No: 9626900
Official number: 405183
MMSI: 563339500
Call Sign: S6TB8
Builders: Jiangsu Hantong Ship Heavy Industry Co., Ltd., P R China
Date delivered: 28 October 2013.
Class: Class NK (nippon kaiji kyokai)
Class notation: NS*, MNS*, (CSR, BC-A, BC-XII, grab [25], PSPC-WBT, ESP, IWS, PSCM), m0, strengthened for heavy cargo loading where holds no. 2 & 4 may be empty), CHG, MPP, LSA, RCF, AFS, BWM, UMS
Geared, self trimming, bulk carrier with 5 holds/5 hatches
P&I: The Swedish Club
LOA: 199.93 m
LBP: 194.58 m
Breadth: 32.30 m
Depth: 18.50 m
Gross: 36,374/net: 21,529
Suez: 36,984.53/33,363.14
Panama: 30,181

Drafts and capacities

condition	draft (m)	dwt (mt)	displ (mt)
Summer	13.300	63,489.70	75,197.10
Tropical	13.577	65,217.90	76,925.30
Winter	13.023	61,763.00	73,470.40
Fresh	13.602	63,493.90	75,201.30
Tropical fresh	3.879	65,181.40	76,888.80

TPC: 62.3 mt on full summer saltwater draft
FWA: 0.302 m

Gear

4 x 36 mt swl for hook operation, electric "magregor" cranes, located between hatches 1-2, 2-3, 3-4, 4-5.
Max outreach of gear beyond ships rail: abt 13.87 m
The working temperature range of the cranes is +40/-10 degrees

Charterers are not allowed to use more than one crane per hold/hatch, nor permitted to work simultaneously one vessel's crane and one shore crane at the same hold/hatch.



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Grabs

4 x 15 cbm, smag electro-hydraulic grabs, type: mzgl-15000-6-b-s.
Volume may adjusted, using kick plates to 15, 12.5, 10, 8 & 6 cbm.
Which to be used at extra cost and after mutual agreement
between owners and charterers.

Vessel's cranes max capacity for grab operation: swl 28
mt (including grab and payload weight)

Strengths

Hold tank top strength(mt/m2)

No 1	25
No 2	25
No 3	25
No 4	25
No 5	25

Steel Coils Loading: Steel Coils 25 Mt [1.6m (L) X 1.6m (D)] X 2 Tiers X 3 Dunnages

Main Deck: 3.5 Mt/M2

Hatch Covers: 1.4 Mt/M2

Hold Capacities

Hold	Grain (Cbm)	Grain (Cbft)	Bale (Cbm)	Bale (Cbft)
No 1	13,957.8	492,915.06	13,200	466,154.04
No 2	17,658.3	623,596.98	16,650	587,989.76
No 3	15,353.0	542,186.08	14,080	492,230.98
No 4	15,839.6	559,370.20	15,000	529,720.50
No 5	15,962.4	563,706.83	14,750	520,891.83
Total	78,771.0	2,781,771.61	73,680	2,596,987.11

Hold dimensions

Measurements taken at top of the hoppers

Hold	length (m)	breadth (m)	tank top to hatch coaming top (m)
No 1	28.70	Fwd 18.20 - mid 30.10 - aft 32.22	17.40
No 2	33.60	32.22	17.22
No 3	29.52	32.22	17.22
No 4	30.34	32.22	17.22
No 5	32.90	Fwd 31.80 - mid 27.50 - aft 12.60	17.22

Hatch dimensions

	Hatch length (m)	breadth (m)
No 1	19.68	18.26
No 2	22.96	18.26
No 3	22.96	18.26
No 4	22.96	18.26
No 5	22.96	18.26



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Tank top dimensions

T/t	length (m)	breadth (m)
No 1	27.06	Fwd 14.70 – mid 20.20 – aft 23.80
No 2	33.60	23.80
No 3	26.24	23.80
No 4	28.70	23.80
No 5	31.98	Fwd 23.90 – mid 18.60 – aft 7.10

Tank capacities (100 % including service & settling tanks)

VLSFO: 2,030 cbm

LSMGO: 240 cbm

Heavy ballast: abt 33,058.84 cbm
incl hold No.3 light ballast: abt 17,705.85 cbm excl hold No. 3

Constants: abt 750 mt excluding fresh water

Fittings: Alternative loading: holds no 2 and no 4 may be empty
Fire fighting holds: yes / co2
Australian ladders fitted: yes
Holds ventilation: yes / natural
A60 insulation fitted at aft bulkhead of No.5 ch/engine room.

Vessel is suitable to call ports in the agreed trading ranges but if any Special/extra requirement with respect to mooring ropes, and/or secure arrangements is required, the same to be for charterers' account.

Speed/fuel consumption:

(Vessel is fitted with Schneekluth DUCT and PBCF)

Main engine: stx korea – man b&w – 5s60me-c mark – 8.2/output: mcr 8,050 kw / 89 rpm

Auxiliary engines: 2 x man b&w 6l23/30 output 740 kw each & 1 x man b&w 5l23/30 output 620 kw

The charterers shall supply fuels to permit the vessel, at all times, to comply with any applicable sulphur content requirements. All fuels shall meet the Specifications and grades under this charter party and be suitable for burning by the vessel.

The product(s) to be delivered must comply with all respects the iso 8217 (tables and general clause 5) and with the revised marpol 73/78 annex vi. :

(A) VLSFO with max sulphur content 0.50% m/m: pas 23263 in conjunction with iso 8217:2017 rmg 380.

(B) LSMGO with max sulphur content 0.10% m/m: iso 8217:2017 dmz or dma.

Bunkers: VLSFO or LSMGO

About 12.5 kts (laden) on about 23.4 mt/day rmg380

About 11.5 kts (eco-laden) on about 19.6 mt/day rmg380

About 13.0 kts (ballast) on about 23.0 mt/day rmg380

About 11.5 kts (eco-ballast) on about 18.0 mt/day rmg380

(*) vessel cannot operate lower than 45 pct mcr.



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Port consumption:

Idle	about 3.3 mt/day rmg380
Gear working (24 hrs)	about 6.5 mt/day rmg380
Gear working (8 hrs)	about 4.4 mt/day rmg380

Above speed and consumption figures are given at conditions, with clean Bottom, even keel under good weather up to and including beaufort scale 4 and douglas sea state 3 (with a combined maximum wave height of 1.00m), with no swell nor adverse current. Speed and consumption are always subject to good weather conditions for a period of 24 consecutive hours noon to noon.

Favorable currents and bad weather days not to be taken into consideration for any performance claim submission. The word "about" applies to both speed and consumption. It is defined as a tolerance of 0.5 knots on speed and a tolerance of 5% on bunker consumption. Master has the liberty of using lsmgo whilst Maneuvering in/ out of ports, rivers, canals, fairways, channels, shallow/narrow/busy waters, straits, rivers and/or within the vicinity of restricted visibility.

When seawater temperature exceeds 32.0 DEGC for more than 6 hours in any noon report period a speed loss of 0.5 knots is expected if sailing and an additional fuel consumption of 0.5 mt is expected if in port due to extreme seawater cooling system demands.

Head owner:	Berneray Shipping Pte. Ltd.
Commercial owner:	Norse Shipholding Pte. Ltd.
Technical manager:	Norse Ship Management Pte. Ltd.