

GAS FORM-C
based on the
OCIMF / SIGTTO
SHIP INFORMATION QUESTIONNAIRE
for
GAS CARRIERS
2nd Edition 1998

Specifications of the vessel and the gas installations are believed to be correct as per design specifications and capacities, but not guaranteed, and consequently Owners are not to be held accountable for such.

We further reserve our rights for normal wear and tear on cargo equipment in respect of loading-, discharging-, cooling-rates and time for changing cargo grades etc., including but not limited to capacity of cargo re-heaters, compressors, pumps and other equipment, as described in this form-C as these descriptions, as described above, refers to design capacities.

INDEX

	GENERAL INFORMATION	PAGE
A1	Principal Ship Particulars	2-3
A2	Hull Dimensions	4
A3	Immersion	4
A4	Loaded Particulars	4-5
A5	Parallel Mid-Body Dimensions	6
A6	Bunker Specifications and Capacities	6
A7	Fuel Consumption Details	6
A7	Speed/Consumption (Appendix)	7
A8	Main Engine Particulars	7
A9	Auxiliary Plants	7
A10	Power/Speed Information	7
A11	Thrusters	7
A12	Fresh Water	7
A13	Ballast Capacities and Pumps	8
A14	Mooring Equipment	8-10
A15	Navigational Equipment	10-11
A16	Communication and Electronics	11
	CARGO SYSTEMS	
B1	Cargo - General Information	12
B2	Cargo Tanks	12
B3	Cargo Tank Capacities	13-15
B16	Deck Tank Capacities	15-16
B4	Loading Rates	16-17
B5	Discharging - General	17-18
B6	Discharge Performance	18
B7	Unpumpables	18
B8	Vaporising Unpumpables	18
B9	Reliquefaction Plant	18-19
B10	Section not in use.	
B11	Cargo Temperature Lowering Capability	19
B12	Inert Gas and Nitrogen	19-20
B13	Cargo Tank Inerting / De-Inerting	20
B14	Gas Freeing to Fresh Air	20
B15	Changing Cargo Grades	20-21
B17	Pre-Loading Cooldown	21-22
B18	Vaporiser	22
B19	Blower	22
B20	Cargo Re-Heater	22
B21	Hydrate Control	22
B22	Cargo Measurement	22-23
B23	Cargo Sampling	23
B24	Cargo Manifold	24-25
B25	Cargo Manifold Reducers	25-26
B26	Connections to Shore for ESD and Communication Systems	26
B27	Manifold Derrick/Crane	26
B28	Stores Derrick/Crane	
B29	Sister Vessel(s)	

**SECTION A
GENERAL INFORMATION**

A1 PRINCIPAL SHIP PARTICULARS

1.1	Date questionnaire completed	03-05-15
1.2	Name of vessel	B GAS SUPERIOR
1.3	LR/IMO number	9710309
1.4	Last previous name	ECO ROYALTY
1.4.1	Date of name change	01-05-15
1.5	Second last previous name	-
1.5.1	Date of name change	-
1.6	Third last previous name	-
1.6.1	Date of name change	-
1.7	Fourth last previous name	-
1.7.1	Date of name change	-
1.8	Flag	MALTA
1.9	Port of Registry	VALLETTA
1.10	Official number	9710323
1.11	Call sign	9HA3862
1.12	F B B phone number	+870 773 188 487
1.13	Vessel's telephone number	-
1.13.1	Vessel's mobile number	35797775883
1.14	Vessel's fax number	+870 783 186 690
1.15	Vessel's telex number	422995310
1.16	Vessel's E-mail address	bgassuperior@gtships.com
1.17	INMARSAT C number	425624310
1.18	Vessel's MMSI number	256243000
1.19	Type of vessel	Liquefied Gas Carrier

OWNERSHIP AND OPERATION

1.20	Registered Owner	B-Gas Limited
	Full address	32 Miltonos Str, 3050, Limassol, Cyprus
	Office telephone number	356 21247902
	Office telex number	
	Office fax number	356 21246108
	Office Email address	
	Contact person	
	Contact person after hours telephone number	
1.21	Name of technical operator (If different from above)	V.Ships Limited
	Full Address	c/o Les Industries 2, rue du Gabian, 140 00010
	Office telephone number	+357 25848400
	Office telex number	4707 VSHIP CY
	Office fax number	+357 25560170
	Office Email address	vetting.med@vships.com; nadeem.sarwar@vships.com
	Contact person (Designated Person Ashore)	Nadeem Sarwar
	Contact person after hours telephone number	+44 7774 005111
	Emergency callout number	+357 99696477
	Emergency callout pager number	N/A
	Contact details for person responsible for oil spill response	Sarwar Nadeem +44 7774 005111
	Number of years controlled by technical operator	0 Years

1.22	Total number of ships operated by this Operator	58	
1.23	Number of years ship owned	0	Years
1.23.1	Name of commercial operator (If different from above)	B GAS A/S	
	Full Address	Havnegade 39	
		DK-1058	
		Copenhagen K	
		Denmark	
	Office telephone number	+45 8843 2000	
	Office telex number		
	Office fax number	+45 3343 6332	
	Office Email address	operation@bga	
	Contact person	Kaspar Kvistgaard Kjedsen	
	Contact person after hours telephone number	+45 39970399 / Direct +4539970375 / Mobile +4530381157	
	Emergency callout number		
	Emergency callout pager number		
	Number of years controlled by commercial operator	0	Years

BUILDER

1.24	Builder	KITANIHON SHIPBUILDING CO. LTD.	
1.25	Name of yard vessel built at		
1.26	Hull number	585	
1.27	Date keel laid	16-10-14	
1.28	Date launched	26-01-15	
1.29	Date delivered	30-04-15	
1.30	Date of completion of major hull changes, - if any.	-	
1.31	If changes were made, what changes were made and at which yard were they carried out	-	

CLASSIFICATION

1.32	Classification society	ABS
1.33	Class Notation	A1, Liquefied Gas Carrier with Independent Tanks, E, AMS, ACCU, TCM, BWT+, GP
1.34	If Classification society changed, name of previous society	NOT CHANGED
1.35	If Classification society changed, date of change	-
1.36	Was ship built in accordance with the following regulations:	Approval Received
	IMO	YES
	US COAST GUARD	YES
	RINA	
	Other: _____	
1.37	IMO certification	

Certificate of fitness - IGC
Certificate - A328
Certificate - A329
Letter of Compliance
Issued by

01-05-15
01-05-15

1.38 Unattended Machinery Space Certificate

1.39 Net Registered Tonnage

1076

1.40 Gross Registered Tonnage

3589

1.41 Suez Net Tonnage - Canal Tonnage

3997

Suez Gross Tonnage

3073

1.42 Panama Net Tonnage - Canal Tonnage

3073.67

Panama Gross Tonnage

--



A2 HULL DIMENSIONS

2.1	Length overall (LOA)	95	Metres
2.2	Length between perpendiculars (LBP)	89.07	Metres
2.3	Distance bow to bridge	73.9	Metres
2.4	Distance bridge front - mid point manifold	30.1	Metres
2.5	Distance bow to mid-point manifold	43.8	Metres
2.6	Extreme breadth	15.96	Metres
2.7	Extreme depth	7.1	Metres
2.8	Summer draught	5.512	Metres
2.9	Corresponding Summer deadweight	3719.82	Tonnes
2.10	Light displacement	2513.8	Tonnes
2.11	Loaded displacement (Summer deadweight)	6233.62	Tonnes
2.12	Cargo tanks cubic capacity - 100%	3525.073	Cubic metres
2.12.1	Deck tank(s) cubic capacity - 100%	-	Cubic metres
2.12.2	Cargo tanks cubic capacity - 98%	3454.572	Cubic metres
2.12.3	Deck tank(s) cubic capacity - 98%	-	Cubic metres
2.13	Distance from keel to highest point	30.6	Metres
2.14	Air draught (normal ballast condition)	26	Metres

A3 IMMERSION

3.1	TPC - in normal ballast condition	11.92	3.8
	TPC - in loaded condition (summer deadweight)	12.87	5.5

Tonnes / cm @ metres draught

A4 LOADED PARTICULARS

	Butane	Propane		
4.1	Cargo grade	0.5480	0.4590	
4.2	Density	0.5480	0.4590	
4.3	Cargo loadable	1893.00	1586.00	Tonnes
4.4	Bunkers - FO	428.72	428.72	Tonnes
4.5	Bunkers - DO	92.80	92.80	Tonnes
4.6	Fresh water	177.21	177.21	Tonnes
4.7	Stores & spares	10.00	10.00	Tonnes
4.8	Lub oil	22.14	22.14	Tonnes
4.9	Ballast	846.70	846.70	Tonnes
4.10	Deadweight	3470.57	3163.57	Tonnes
4.11	Draught - forward	5.00	4.67	Metres
	Draught - aft	5.65	5.49	Metres
	Draught - mean	5.32	5.08	Metres

	Propylene	VCM		
	Cargo grade	0.4700	0.8720	
	Density	0.4700	0.8720	
	Cargo loadable	1624.00	3013.00	Tonnes
	Bunkers - FO	428.72	214.40	Tonnes
	Bunkers - DO	92.80	46.40	Tonnes
	Fresh water	177.21	52.10	Tonnes
	Stores & spares	10.00	10.00	Tonnes
	Lub oil	22.14	22.14	Tonnes
	Ballast	846.70	329.10	Tonnes
	Deadweight	3201.57	3687.10	Tonnes
	Draught - forward	4.71	4.80	Metres
	Draught - aft	5.51	6.15	Metres
	Draught - mean	5.11	5.47	Metres

Cargo grade
 Density
 Cargo loadable
 Bunkers - MDO
 Bunkers - MGO
 Fresh water
 Stores & spares
 Lub oil
 Ballast
 Deadweight
 Draught - forward
 Draught - aft
 Draught - mean

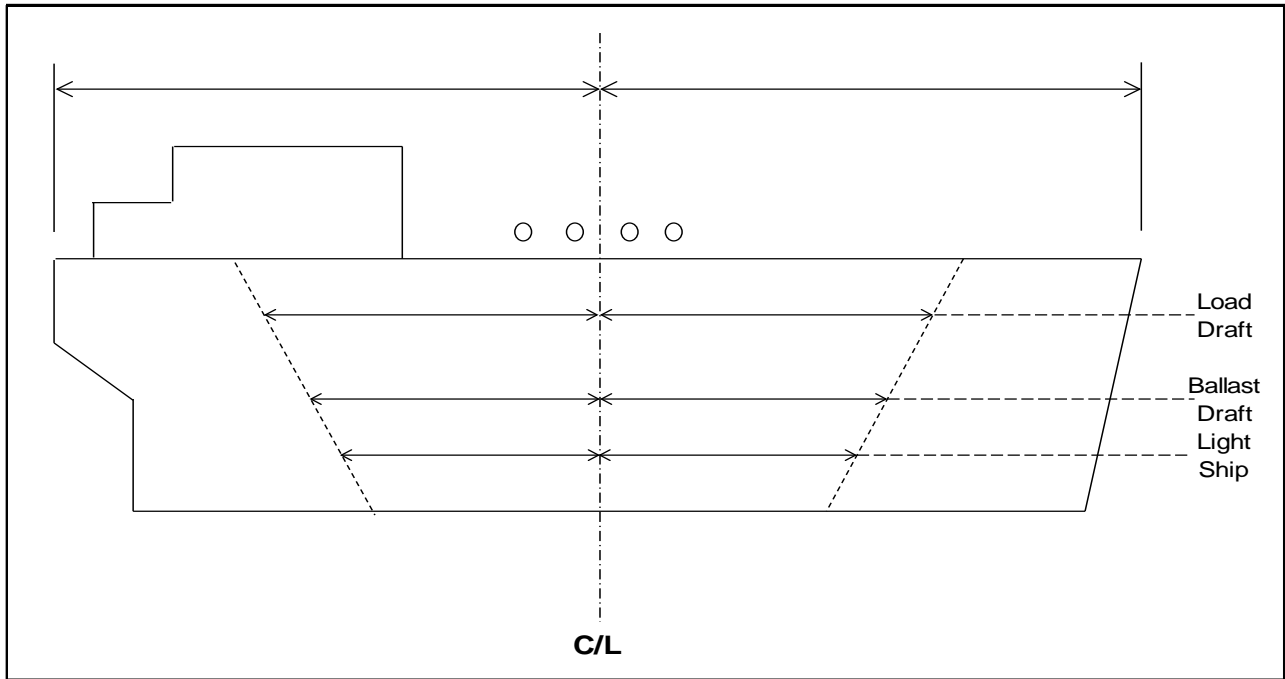
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Metres
	Metres
	Metres

Cargo grade
 Density
 Cargo loadable
 Bunkers - FO
 Bunkers - DO
 Fresh water
 Stores & spares
 Lub oil
 Ballast
 Deadweight
 Draught - forward
 Draught - aft
 Draught - mean

	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Metres
	Metres
	Metres



A5 PARALLEL MID-BODY DIMENSIONS



5.1	Light ship	32	Metres
5.2	Forward to mid-point manifold - light ship	16	Metres
5.3	Aft to mid-point manifold - light ship	16	Metres
5.4	Normal ballast	52	Metres
5.5	Forward to mid-point manifold - normal ballast	24	Metres
5.6	Aft to mid-point manifold - normal ballast	28	Metres
5.7	Loaded SDWT	58	Metres
5.8	Forward to mid-point manifold - loaded SDWT	24	Metres
5.9	Aft to mid-point manifold - loaded SDWT	34	Metres

A6 BUNKER CAPACITIES

Main engine
 Auxiliary engine(s)
 Other: _____

Grade	
FO	428.72
DO	92.8

A7 FUEL CONSUMPTION DETAILS

- 7.1 At sea - normal service speed
 loaded condition: 13.4 kn / ballast condition: 13.9 kn
- 7.2 At sea - normal service speed - while conditioning cargo
- 7.3 In port - loading
- 7.4 In port - discharging
- 7.5 In port - idle

Grade		
Fuel oil	9	Tonnes/day
Diesel oil		Tonnes/day
Gas oil	1	Tonnes/day
Fuel oil	9	Tonnes/day
Diesel oil		Tonnes/day
Gas oil	1	Tonnes/day
Fuel oil	0	Tonnes/day
Diesel oil		Tonnes/day
Gas oil	1.8	Tonnes/day
Fuel oil	0	Tonnes/day
Diesel oil	0	Tonnes/day
Gas oil	2	Tonnes/day
Fuel oil	0	Tonnes/day
Diesel oil	0.8	Tonnes/day
Gas oil	N/A	Tonnes/day



A7 SPEED/CONSUMPTION

Copies of the vessel's Speed and Consumption Graph for both Laden and Ballast conditions are enclosed?

--

A8 MAIN ENGINE PARTICULARS

8.1	Main engine make and type	Makita-Mitsui-MAN B&W 5L35MC6.1	
8.2	Number of units	1	
8.3	Maximum continuous rating (MRC) per engine		
8.4	Total available power	3350	HP
8.5	Normal service power	2850	HP

A9 AUXILIARY PLANTS

9.1	Make and type of auxiliary generators / engines	Yanmar, 6N165L-W	
9.2	Number of units	2	
9.3	Maximum generator output per unit		
		RPM	Kilowatts
	Unit no. 1	900	360
	Unit no. 2	900	360
	Unit no. 3		N/A
9.4	Shaft generator		N/A
9.5	Total available power		720
9.6	Emergency generator		NT855D/200kWt
9.7	Emergency fire pump - type	MTA50-20	
	Delivery pressure	7 bars	Bar
	Motive power		
	If electrical, - indicate power required	15 kWt	Kilowatts
9.8	Steering gear - type	RV21-013	
	Indicate power required to steer the vessel with one pump unit	10 kWt	Kilowatts

A10 POWER/SPEED INFORMATION

10.1	Trial data	BHP	2568	
		MRC		SHP
		Speed	15.252	Knots
		Draught	3.17	Metres
10.2	Normal service speed	BHP	1750	
		MRC		SHP
		Speed	13	Knots
		Draught	5.2	Metres

A11 THRUSTERS

11.1	Make and type	KAWASAKI; KT-32B3		
11.2	Bow thruster	(output)	320	Kilowatts
11.3	Stern thruster	(output)	----	Kilowatts

A12 FRESH WATER

12.1	Capacity of distilled tanks		Tonnes
12.2	Capacity of domestic tanks	177.2	Tonnes
12.3	Daily consumption		Tonnes
		Distilled	
		Domestic	
		4.0	Tonnes
12.4	Daily evaporator capacity	10.0	Tonnes

A13 BALLAST CAPACITIES AND PUMPS

Tank	Capacity (m3)	Number
13.1 Fore peak	188.09	1
13.2 Wing and or side tanks	1240.46	22
13.3 Double bottom tanks		
13.4 Aft peak	as FWT	
13.5 Other:		
13.6 Total	1428.55	23

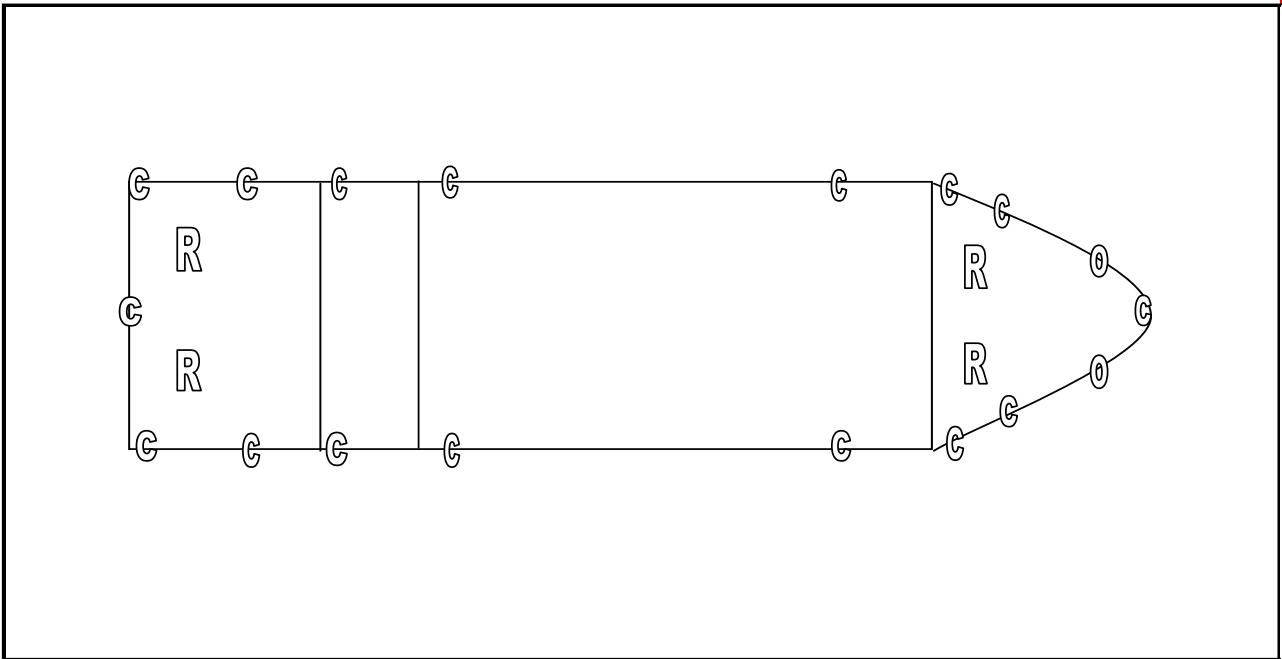
13.7 Ballast pump make and type	TAIKO EMSE-150MD	
13.8 Number of pumps	2	
13.9 Total capacity	300	M3/hour
13.10 Location	ER	
13.11 Control location	ER	

13.12 Ballast Water treatment - Electro clean system	ERMA FIRST BWTS 300	Capacity: 300 M3 / Hr
--	------------------------	--------------------------

A14 MOORING EQUIPMENT

- 14.1 **ROPES**
 Indicate on the diagram below the position of:
 Winch Mounted Ropes (R)
 Open Fairleads (O)
 Closed Fairleads (C)

Alternatively enclosed copy of vessel's Mooring arrangements in A4 format.



MOORING ROPES (ON DRUMS)

Mooring Ropes (On Drums) Forecastle - Number

Diameter

Material

Length

Breaking Strength

Mooring Ropes (On Drums) Forward Main Deck -

Number

	4	
	40	mm.
Polyester & PP Composite		
	220	Metres
	31.1	Tonnes

Diameter
Material
Length
Breaking Strength

		mm.
		Metres
		Tonnes



Mooring Ropes (On Drums) Aft Main Deck - Number

Diameter		mm.
Material		
Length		Metres
Breaking Strength		Tonnes

Mooring Ropes (On Drums) Poop - Number

Diameter	4	mm.
Material	Polyester & PP Composite	
Length	220	Metres
Breaking Strength	31.1	Tonnes

OTHER MOORING LINES

Mooring Ropes not on Drums - Number

Diameter	4	mm.
Material	PPE	
Length	220	Metres
Breaking Strength	40	Tonnes

Emergency Towing Wires / Fire Wires - Number

Diameter	2	mm.
Material		
Length		Metres
Breaking Strength		Tonnes

14.2

MOORING WINCHES

Forecastle - Number

Single Drum or Double Drums	2	
Split Drums Y/N	Double	
Motive Power	N	
Heaving Power	Hydraulic	
Brake Capacity	4.9	Tonnes
Hauling Speed	15	Tonnes
	15	Metres/Min.

Forward Main Deck - Number

Single Drum or Double Drums		
Split Drums Y/N		
Motive Power		
Heaving Power		Tonnes
Brake Capacity		Tonnes
Hauling Speed		Metres/Min.

Aft Main Deck - Number

Single Drum or Double Drums		
Split Drums Y/N		
Motive Power		
Heaving Power		Tonnes
Brake Capacity		Tonnes
Hauling Speed		Metres/Min.

Poop - Number

Single Drum or Double Drums	2	
Split Drums Y/N	Double	
Motive Power	N	
Heaving Power	Hydraulic	
Brake Capacity	4.9	Tonnes
Hauling Speed	15	Tonnes
	15	Metres/Min.

14.3

ANCHORS AND WINDLASS

Windlass motive power(e.g. steam, hydraulic)	Hydraulic	
Hauling power	9	Tonnes
Brake holding power	52	Tonnes
Anchor type	HHP Stockless anchor	
Weight	1980	Tonnes

Is spare anchor carried	N	
Cable diameter	40	mm.
Number of shackles port cable	8	
Number of shackles starboard cable	8	

14.4 **TOWING ARRANGEMENTS**

Is the vessel fitted with a Towing Bracket Aft?	N	
If Yes, state SWL		Tonnes
Is Towing chain provided	N	
Dimensions of Towing wire		mm.
Diameter		mm.
Length		Metres

14.5 **WINDAGE**

Windage on ballast draught		Squaremetres
End-on		Squaremetres
Lateral		Squaremetres

A15 NAVIGATIONAL EQUIPMENT

15.1	Magnetic compass		Y
15.2	Off Course Alarm - Magnetic compass		Y
15.3	Gyro compass		Y
		Number of Units	1
15.4	Off Course Alarm - Gyro compass		Y
15.5	Gyro (Bridge) Repeaters		Y
		Number of Units	2
15.6	Radar 3cm		Y
15.7	Radar 10cm		Y
15.8	Are radars gyro stabilised?		Y
15.9	Radar plotting equipment		Y
15.10	ARPA		Y
15.11	ECDIS		Y
15.12	Depth sounder with recorder		Y
15.13	Depth sounder without recorder		N
15.14	Speed/distance indicator		Y
15.15	Doppler log		Y
15.16	Docking approach Doppler		N
15.17	Rudder angle indicator		Y
15.18	Rudder angle indicator on Each Bridge Wing		Y
15.19	RPM indicator		Y
15.20	RPM indicator on Each Bridge Wing		Y
15.21	Controllable pitch propeller indicator		N
15.22	Thruster(s) indicator		Y
15.23	Rate of turn indicator		Y
15.24	Radio direction finder		N
15.25	Navtex receiver		Y
15.26	GPS		N
15.26.1	DGPS		Y
15.27	Transit SATNAV		Y
15.28	Decca navigator		N
15.29	Omega		N
15.30	Loran C		N
15.31	Weather fax		Y
15.32	Sextant(s)		Y
15.33	Signal lamp ALDIS		Y
15.34	Anemometer		Y
15.35	Engine order recorder		Y
15.35.1	VDR (Voyage Data Recorder)		Y
15.36	Course recorder		Y
15.37	Are steering motor controls and engine controls fitted on bridge wings?		N

15.38	Is bridge equipped with a 'Dead-Man' alarm?	Y
15.39	What chart outfit coverage is provided	WORLDWIDE
	If limited, - please indicate area(s) covered	
15.40	Formal chart correction system in use	Y
15.41	Electronic Chart system in use	Y

A16 COMMUNICATIONS AND ELECTRONICS

16.2	What GMDSS areas is the vessel classed for? A1 A2 A3 A4	A1, A2, A3
16.3	Transponder (SART)	Y
16.4	EPIRB	Y
16.5	How many VHF radios are fitted on the bridge?	2
16.6	Is vessel fitted with VHF in the cargo control room (CCR)?	Y
16.7	Is the CCR connected to the vessel's internal communication system?	Y
16.8	How many intrinsically safe walkie talkies are provided for cargo handling?	8
16.9	Is vessel fitted with an INMARSAT satellite communications system?	Y
16.10	Does vessel carry at least three survival craft two-way radio telephones?	Y
16.11	Inmarsat satellite system	Y
	Specify system type A, B or C	C
16.12	2182kHz bridge auto alarm	Y
16.13	Radio telephone distress frequency watch receiver	Y
16.14	Emergency lifeboat transceiver	N
16.15	Can vessel transmit the helicopter homing signal on 410 kHz?	N
16.16	Full set of Radio List publications	Y

SECTION B CARGO SYSTEMS

B1 CARGO - GENERAL INFORMATION

1.1 List products which the ship is Certified to carry

Propylene
Propane
B-P mixture
n-Butane
i-Butane
Butylene
Butadiene
VCM
Isoprene
Pentane
Pentene

Transport and Carriage Conditions

1.2	Minimum allowable tank temperature	-10	Deg. Celsius
1.3	Maximum Permissible tank pressure	1765.00	Kp/cm2
1.4	List Number of grades that can be loaded/discharged simultaneously and completely segregated without risk of contamination?	1	
1.5	List the Number of grades that can be carried simultaneously and completely segregated without risk of contamination?	1	
1.6	What is the Number of Products that can be conditioned by reliquefaction simultaneously?	0	
1.7	State the number of natural segregation's (NB: Separation must be by the removal of spools or the insertion of blanks)	1	

B2 CARGO TANKS

2.1	Type and materials of cargo tanks	Carbon manganese steel	
2.2	Maximum allowable relief valve setting	17.65	Bar gauge
2.2.1	IMO Setting	17.65	Bar gauge
2.2.2	USCG Setting	12.75	Bar gauge
2.3	Safety valve set pressure, - if variable stipulate range of pilot valves		
2.4	Maximum allowable vacuum	0	Bar gauge
2.5	Maximum cargo density at 15 deg Celsius	0.948	Kp/cm2
2.6	Maximum rate of cool-down		
2.7	State any limitations regarding partially filled tanks		

2.8 State allowable combinations of filled and empty tanks



B3 CARGO TANK CAPACITIES

Tank number / location

Capacity m3 (100%)
 Capacity 98%
 Butane capacity
 Butane temperature
 Propane capacity
 Propane temperature
 Butadiene capacity
 Butadiene temperature
 Propylene capacity
 Propylene temperature
 Vinyl Chloride Monomer capacity
 Vinyl Chloride Monomer temperature
 Ethylene capacity
 Ethylene temperature
 Propylene Oxide capacity
 Propylene Oxide temperature
 Ammonia capacity
 Ammonia temperature

No.1, Main Deck Fwd	
1763.748	m3
1728.473	m3
1017.1	Tonnes
10	Deg. C
890.2	Tonnes
10	Deg. C
1081.4	Tonnes
10	Deg. C
904.9	Tonnes
10	Deg. C
1603.9	Tonnes
10	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
 Capacity 98%
 Butane capacity
 Butane temperature
 Propane capacity
 Propane temperature
 Butadiene capacity
 Butadiene temperature
 Propylene capacity
 Propylene temperature
 Vinyl Chloride Monomer capacity
 Vinyl Chloride Monomer temperature
 Ethylene capacity
 Ethylene temperature
 Propylene Oxide capacity
 Propylene Oxide temperature
 Ammonia capacity
 Ammonia temperature

No.2, Main Deck Aft	
1762.007	m3
1726.766	m3
1016.2	Tonnes
10	Deg. C
889.4	Tonnes
10	Deg. C
1080.5	Tonnes
10	Deg. C
904.1	Tonnes
10	Deg. C
1602.5	Tonnes
10	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
 Capacity 98%
 Butane capacity
 Butane temperature
 Propane capacity
 Propane temperature
 Butadiene capacity
 Butadiene temperature
 Propylene capacity
 Propylene temperature
 Vinyl Chloride Monomer capacity
 Vinyl Chloride Monomer temperature
 Ethylene capacity
 Ethylene temperature
 Propylene Oxide capacity
 Propylene Oxide temperature
 Ammonia capacity
 Ammonia temperature

N/A	
	m3
	m3
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
Capacity 98%
Butane capacity
Butane temperature
Propane capacity
Propane temperature
Butadiene capacity
Butadiene temperature
Propylene capacity
Propylene temperature
Vinyl Chloride Monomer capacity
Vinyl Chloride Monomer temperature
Ethylene capacity
Ethylene temperature
Propylene Oxide capacity
Propylene Oxide temperature
Ammonia capacity
Ammonia temperature

N/A	
	m3
	m3
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
Capacity 98%
Butane capacity
Butane temperature
Propane capacity
Propane temperature
Butadiene capacity
Butadiene temperature
Propylene capacity
Propylene temperature
Vinyl Chloride Monomer capacity
Vinyl Chloride Monomer temperature
Ethylene capacity
Ethylene temperature
Propylene Oxide capacity
Propylene Oxide temperature
Ammonia capacity
Ammonia temperature

N/A	
	m3
	m3
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
Capacity 98%
Butane capacity
Butane temperature
Propane capacity
Propane temperature
Butadiene capacity
Butadiene temperature
Propylene capacity
Propylene temperature
Vinyl Chloride Monomer capacity
Vinyl Chloride Monomer temperature
Ethylene capacity
Ethylene temperature
Propylene Oxide capacity
Propylene Oxide temperature
Ammonia capacity
Ammonia temperature

N/A	
	m3
	m3
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
Capacity 98%
Butane capacity
Butane temperature
Propane capacity
Propane temperature
Butadiene capacity
Butadiene temperature
Propylene capacity
Propylene temperature
Vinyl Chloride Monomer capacity
Vinyl Chloride Monomer temperature
Ethylene capacity
Ethylene temperature
Propylene Oxide capacity
Propylene Oxide temperature
Ammonia capacity
Ammonia temperature

N/A	
	m3
	m3
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Tank number / location

Capacity m3 (100%)
Capacity 98%
Butane capacity
Butane temperature
Propane capacity
Propane temperature
Butadiene capacity
Butadiene temperature
Propylene capacity
Propylene temperature
Vinyl Chloride Monomer capacity
Vinyl Chloride Monomer temperature
Ethylene capacity
Ethylene temperature
Propylene Oxide capacity
Propylene Oxide temperature
Ammonia capacity
Ammonia temperature

N/A	
	m3
	m3
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C
	Tonnes
	Deg. C

Total Capacity of all cargo tanks (100%)
Total Capacity of all cargo tanks (98%)
Total Capacity of Butane (at +/- 0 d.c.)
Total Capacity of Propane (at - 42 d.c.)
Total Capacity of Butadiene (at -5 d.c.)
Total Capacity of Propylene (at -46 d.c.)
Total Capacity of Vinyl Chloride Monomer (at -15 d.c.)
Total Capacity of Ethylene
Total Capacity of Propylene Oxide
Total Capacity of Ammonia (at -33 d.c.)

3525.073	m3
3454.572	m3
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes

B16 DECK TANK CAPACITIES

Are Deck pressure tank(s) fitted?
Material of tank(s)
Maximum allowable relief valve setting

N

Bar gauge

Deck tank number 1 - capacity (100%)
 Capacity 98%
 Propane Capacity
 Butane Capacity
 Propylene capacity
 Ethylene capacity
 Ammonia Capacity

	m3
	m3
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes

Deck tank number 2 - capacity (100%)
 Capacity 98%
 Propane Capacity
 Butane Capacity
 Propylene capacity
 Ethylene capacity
 Ammonia Capacity

	m3
	m3
	Tonnes
	Tonnes
	Tonnes
	Tonnes
	Tonnes

B4 LOADING RATES

4.1 **From Refrigerated Storage** (Fully Refrigerated at Vessel's Manifold)

Butane - with vapour return
 Butane - without vapour return
 Propane - with vapour return
 Propane - without vapour return
 Butadiene - with vapour return
 Butadiene - without vapour return
 Propylene - with vapour return
 Propylene - without vapour return
 Ethylene - with vapour return
 Ethylene - without vapour return
 Ammonia - with vapour return
 Ammonia - without vapour return
 Vinyl Chloride Monomer - with vapour return
 Vinyl Chloride Monomer - without vapour return
 Propylene Oxide - with vapour return
 Propylene Oxide - without vapour return

	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
125	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.
	Tonnes/Hr.

4.8 **From Pressure Storage**

Butane 0 deg C - with vapour return
 0 deg C - without vapour return
 10 deg C - with vapour return
 10 deg C - without vapour return
 20 deg C - with vapour return
 20 deg C - without vapour return

	Tonnes/Hr.
360	Tonnes/Hr.
	Tonnes/Hr.
354	Tonnes/Hr.
	Tonnes/Hr.
348	Tonnes/Hr.

Propane minus 30 deg C - with vapour return
 Minus 30 deg C - without vapour return
 Minus 20 deg C - with vapour return
 Minus 20 deg C - without vapour return
 Minus 10 deg C - with vapour return
 Minus 10 deg C - without vapour return
 0 deg C - with vapour return
 0 deg C - without vapour return
 10 deg C - with vapour return
 10 deg C - without vapour return
 20 deg C - with vapour return
 20 deg C - without vapour return

	Tonnes/Hr.
125	Tonnes/Hr.
	Tonnes/Hr.
125	Tonnes/Hr.
	Tonnes/Hr.
125	Tonnes/Hr.
	Tonnes/Hr.
321	Tonnes/Hr.
	Tonnes/Hr.
312	Tonnes/Hr.
	Tonnes/Hr.
303	Tonnes/Hr.

Butadiene 0 deg C - with vapour return		Tonnes/Hr.
0 deg C - without vapour return		Tonnes/Hr.
10 deg C - with vapour return		Tonnes/Hr.
10 deg C - without vapour return		Tonnes/Hr.
20 deg C - with vapour return		Tonnes/Hr.
20 deg C - without vapour return		Tonnes/Hr.

Propylene minus 30 deg C - with vapour return		Tonnes/Hr.
Minus 30 deg C - without vapour return		Tonnes/Hr.
Minus 20 deg C - with vapour return		Tonnes/Hr.
Minus 20 deg C - without vapour return		Tonnes/Hr.
Minus 10 deg C - with vapour return		Tonnes/Hr.
Minus 10 deg C - without vapour return		Tonnes/Hr.
0 deg C - with vapour return		Tonnes/Hr.
0 deg C - without vapour return		Tonnes/Hr.
10 deg C - with vapour return		Tonnes/Hr.
10 deg C - without vapour return		Tonnes/Hr.
20 deg C - with vapour return		Tonnes/Hr.
20 deg C - without vapour return		Tonnes/Hr.

Ethylene minus 100 deg C - with vapour return		Tonnes/Hr.
Minus 100 deg C - without vapour return		Tonnes/Hr.
Minus 95 deg C - with vapour return		Tonnes/Hr.
Minus 95 deg C - without vapour return		Tonnes/Hr.
Minus 90 deg C - with vapour return		Tonnes/Hr.
Minus 90 deg C - without vapour return		Tonnes/Hr.
Minus 85 deg C - with vapour return		Tonnes/Hr.
Minus 85 deg C - without vapour return		Tonnes/Hr.

Ammonia minus 20 deg C - with vapour return		Tonnes/Hr.
Minus 20 deg C - without vapour return		Tonnes/Hr.
Minus 10 deg C - with vapour return		Tonnes/Hr.
Minus 10 deg C - without vapour return		Tonnes/Hr.
0 deg C - with vapour return		Tonnes/Hr.
0 deg C - without vapour return		Tonnes/Hr.

VCM minus 10 deg C - with vapour return		Tonnes/Hr.
Minus 10 deg C - without vapour return		Tonnes/Hr.
0 deg C - with vapour return		Tonnes/Hr.
0 deg C - without vapour return		Tonnes/Hr.
10 deg C - with vapour return		Tonnes/Hr.
10 deg C - without vapour return		Tonnes/Hr.
20 deg C - with vapour return		Tonnes/Hr.
20 deg C - without vapour return		Tonnes/Hr.

4.14

Special remarks:
N/A

B5 DISCHARGING - GENERAL

Cargo Pumps

5.1	Type of Pumps	Wartsila Svanehoj DW 150/150 -	
5.2	Number of pumps per tank	1	
5.3	Rate per Pump	300	m3/hr
5.4	At Delivery Head mlc	110	mlc
5.5	Maximum density	0.601	Kg/m3

- 5.6 **Booster Pump** Type of Booster Pumps
- 5.7 Number of pumps per tank
- 5.8 Rate per Pump
- 5.9 At Delivery Head mlc
- 5.10 Maximum density

Wartsila Svanehoj Horizontal	
250	m3/hr
130	mlc
0.948	Kg/m3

Copies of pumping curves for cargo and booster pumps are enclosed?

No

B6 DISCHARGE PERFORMANCE

Full Cargo Discharge Times (using all cargo pumps)

Fully Refrigerated

- Manifold Back Press 1 kP/cm2, with vapour return
- Manifold Back Press 1 kP/cm2, without vapour return
- Manifold Back Press 5 kP/cm2, with vapour return
- Manifold Back Press 5 kP/cm2, without vapour return
- Manifold Back Press 10 kP/cm2, with vapour return
- Manifold Back Press 10 kP/cm2, without vapour return

	Hours
	Hours
	Hours
	Hours
	Hours
	Hours

Pressurised

- Manifold Back Press 1 kP/cm2, with vapour return
- Manifold Back Press 1 kP/cm2, without vapour return
- Manifold Back Press 5 kP/cm2, with vapour return
- Manifold Back Press 5 kP/cm2, without vapour return
- Manifold Back Press 10 kP/cm2, with vapour return
- Manifold Back Press 10 kP/cm2, without vapour return

6	Hours
6	Hours
7	Hours
7	Hours
14	Hours
14	Hours

B7 UNPUMPABLES

- 7.1 Tank number / location
- Tank number / location
- Tank number / location
- Tank number / location
- Tank number / location
- Tank number / location
- Tank number / location
- Tank number / location
- Tank number / location
- Total

1	1.7	m3
2	1.7	m3
		m3
		m3
		m3
		m3
		m3
		m3
		m3
		m3

B8 VAPORISING UNPUMPABLES

- 8.1 Process used
- Time to vaporise liquid unpumpables remaining after full cargo discharge of:
- 8.2 Butane
- 8.3 Propane
- 8.4 Butadiene
- 8.5 Propylene
- 8.6 Ethylene
- 8.7 Ammonia
- 8.8 Vinyl Chloride Monomer
- 8.9 Propylene Oxide

Hot vapor

	Hours
	Hours
	Hours
	Hours
	Hours
	Hours
	Hours
	Hours

B9 RELIQUEFACTION PLANT

- 9.1 Plant Design Conditions - air temperature
- 9.3 Plant Design Conditions - sea temperature

N/A	Deg. C
	Deg. C

Plant Type		
9.4	Is the plant single stage/direct?	
9.5	Is the plant two stage/direct?	
9.6	Is the plant simple cascade?	
9.7	Coolant type	
Compressors		
9.8	Compressor type	PISTON
9.8.1	Compressor makers name	TANABE LPGOS-97A
9.9	Number of compressors	2
9.10	Capacity per unit	460 m3/hr
9.11	Are they Oil Free?	Yes

B11 CARGO TEMPERATURE LOWERING CAPABILITY (AT SEA WITH SEA TEMPERATURE +15C)

Time taken to lower the temperature of:

11.1	Propane from -5 deg C to -42 deg C		Hours
11.2	Propane from -20 deg C to -42 deg C		Hours
11.3	Propane from -38 deg C to -42deg C		Hours
11.4	Propane from +20 deg C to 0 deg C		Hours
11.5	Propane from 0 deg C to -20 deg C		Hours
11.6	Butane from +20 deg C to 0 deg C		Hours
11.7	Butane from +10 deg C to 0 deg C		Hours
11.8	Butane from +10 deg C to -5 deg C		Hours
11.9	Butadiene From +20 deg C to 0 deg C		Hours
11.10	Propylene From -20 deg C to -47 deg C		Hours
11.11	Ethylene From -100 deg C to -104 deg C		Hours
11.12	Ammonia From -15 deg C to -33 deg C		Hours
11.13	Vinyl Chloride Monomer From -5 deg C to -14 deg C		Hours

B12 INERT GAS AND NITROGEN

Main IG Plant

12.1	Type of system	N2 GENERATOR SYSTEM	
12.2	Capacity	200	m3/hr
12.3	Type of fuel used		
12.4	Composition of IG - oxygen	0.1	%
	Composition of IG - CO2		%
	Composition of IG - Nox		%
	Composition of IG - N2	99.9	%
12.5	Lowest dewpoint achievable	-40	Deg. C
12.6	Used for	Cargo tanks and Void Spaces	

Auxiliary IG or Nitrogen plant

12.7	Type of System	N/A	
12.8	Capacity		m3/hr
12.9	Composition of IG - oxygen		%
	Composition of IG - CO2		%
	Composition of IG - Nox		%

Composition of IG - N2

%



12.10 Lowest dewpoint achievable [] Deg. C
 12.11 Used for []

Nitrogen

12.12 Liquid storage capacity [N/A] m3
 12.13 Daily boil-off loss [] m3
 12.14 Maximum supply pressure [] Kp/Cu. Cm
 12.15 Supply capacity [] m3/hr
 12.16 Used for []

B13 CARGO TANK INERTING/DE-INERTING

13.1 Time taken to inert from fresh air to under 5% O2 at minus 25 degree C? [24] Hours
 13.2 Time taken to inert from cargo vapour to fully inert at minus 25 degrees dewpoint when IG density is **less** than product? [24] Hours
 Time taken to inert from cargo vapour to fully inert at minus 25 degrees dewpoint when IG density is **greater** than product? [24] Hours

B14 GAS FREEING TO FRESH AIR

14.1 Plant used [Cargo compressors]
 14.2 Time taken from fully inert condition to fully breathable fresh air? [24] Hours

B15 CHANGING CARGO GRADES

Indicate number of hours needed to change grades from the removal of pumpables to tanks fit to load and the estimated quantity of Inert Gas and or Nitrogen consumed during the operation:

	Hours	Inert Gas	Nitrogen
From Propane to Butane	0		
From Propane to Butadiene			
From Propane to Ethylene			
From Propane to Ammonia			
From Propane to Vinyl Chloride Monomer	60		
From Propane to Propylene Oxide			
From Butane to Propane	0		
From Butane to Butadiene			
From Butane to Ethylene			
From Butane to Ammonia			
From Butane to Vinyl Chloride Monomer	60		
From Butane to Propylene Oxide			
From Butadiene to Propane			
From Butadiene to Butane			
From Butadiene to Ethylene			
From Butadiene to Ammonia			
From Butadiene to Vinyl Chloride Monomer			
From Butadiene to Propylene Oxide			
From Ethylene to Propane			
From Ethylene to Butane			
From Ethylene to Butadiene			
From Ethylene to Ammonia			
From Ethylene to Vinyl Chloride Monomer			
From Ethylene to Propylene Oxide			
From Ammonia to Propane			
From Ammonia to Butane			
From Ammonia to Butadiene			
From Ammonia to Ethylene			
From Ammonia to Vinyl Chloride Monomer			
From Ammonia to Propylene Oxide			

From Vinyl Chloride Monomer to Propane
 From Vinyl Chloride Monomer to Butane
 From Vinyl Chloride Monomer to Butadiene
 From Vinyl Chloride Monomer to Ammonia
 From Vinyl Chloride Monomer to Ethylene
 From Vinyl Chloride Monomer to Propylene Oxide
 From Propylene Oxide to Propane
 From Propylene Oxide to Butane
 From Propylene Oxide to Butadiene
 From Propylene Oxide to Ethylene
 From Propylene Oxide to Vinyl Chloride Monomer
 From Propylene Oxide to Ammonia

60		
60		

Cargo Grade Change Operations that cannot be carried out at sea:

WATER WASHING

B17 PRE-LOADING COOLDOWN

The following questions ask the Time and Quantity of coolant required to cooldown cargo tanks from ambient temperature to fully gassed up state sufficient to allow loading to commence.

- 17.1 **Propane** - Quantity of Coolant Required m3
Propane - Time required to cooldown cargo tanks from ambient temperature with vapour return line Hours
Propane - Time required to cooldown cargo tanks from ambient temperature without vapour return line Hours
- 17.2 **Butane** - Quantity of Coolant Required m3
Butane - Time required to cooldown cargo tanks from ambient temperature with vapour return line Hours
Butane - Time required to cooldown cargo tanks from ambient temperature without vapour return line Hrs.
- 17.3 **Butadiene** - Quantity of Coolant Required m3
Butadiene - Time required to cooldown cargo tanks from ambient temperature with vapour return line Hours
Butadiene - Time required to cooldown cargo tanks from ambient temperature without vapour return line Hours
- 17.4 **Propylene** - Quantity of Coolant Required m3
Propylene - Time required to cooldown cargo tanks from ambient temperature without vapour return line Hours
Propylene - Time required to cooldown cargo tanks from ambient temperature with vapour return line Hours
- 17.5 **Ethylene** - Quantity of Coolant Required m3
Ethylene - Time required to cooldown cargo tanks from ambient temperature with vapour return line Hours
Ethylene - Time required to cooldown cargo tanks from ambient temperature without vapour return line Hrs.
- 17.6 **Ammonia** - Quantity of Coolant Required m3
Ammonia - Time required to cooldown cargo tanks from ambient temperature with vapour return line Hours

Ammonia - Time required to cooldown cargo tanks from ambient temperature without vapour return line

Hours



17.7	VCM - Quantity of Coolant Required		m3
	VCM - Time required to cooldown cargo tanks from ambient temperature without vapour return line		Hours
	VCM - Time required to cooldown cargo tanks from ambient temperature with vapour return line		Hours

B18 VAPORISER

18.1	Type of Vaporiser	N/A	
18.2	Number of Vaporisers fitted		
18.3	Capacity per unit - Propane		m3/hr Vap
18.4	Liquid Supply Rate		m3/hr Liq
18.5	Delivery Temperature		Deg. C
18.6	Capacity per unit - Ammonia		m3/hr Vap
18.7	Liquid Supply Rate		m3/hr Liq
18.8	Delivery Temperature		Deg. C
18.9	Capacity per unit - Nitrogen		m3/hr Vap
18.10	Liquid Supply Rate		m3/hr Liq
18.11	Delivery Temperature		Deg. C

B19 BLOWER

19.1	Type of Blower	N/A	
19.2	Rated Capacity		m3/hr
19.3	Delivery Pressure		Kp/cm2

B20 CARGO RE-HEATER

20.1	Type of Re-Heater	SHELL AND TUBE	
20.2	Number Fitted	1	
20.3	Heating Medium	SW	
20.4	Discharge rates with sea water at 15 degrees C to raise product temperature of Propane from -42 degrees C to -5 degrees C	250	m3/hr
20.5	Discharge rates with sea water at 15 degrees C to raise product temperature of Ammonia from -42 degrees C to -5 degrees C		m3/hr

B21 HYDRATE CONTROL

21.1	Type of Depressant?	N/A	
21.1.1	Freezing point temperature?		Deg. C
21.2	Quantity of Depressant Carried?		Ltr.
21.3	Means of injection?		
	Name any other system used		

B22 CARGO MEASUREMENT

Level Gauges

22.1	Are level gauges local or remote?	LOCAL	
22.2	Name of manufacture	TOKYO KEISO	
22.3	Type	SP-3511S	
22.4	Rated Accuracy	1	mm.
22.5	Certifying Authority	ABS	

Temperature Gauges

22.6	Name of manufacture	HYODA	
22.7	Type	S5	
22.8	Rated Accuracy	1	Deg. C
22.9	Certifying Authority	ABS	

Pressure Gauges

22.10	Name of manufacture	NAGANOKEIKI	
22.11	Type	Bourdon Tube	
22.12	Rated Accuracy	0.1	bar
22.13	Certifying Authority	ABS	

Oxygen Analyser

22.14	Name of manufacture	RIKEN	
22.15	Type	RX-415	
22.15.1	What is the lowest level measurable?	0	%

Fixed Gas Analyser

22.16	Name of manufacture	RIKEN	
22.17	Type	RM-5000	
22.18	Are Cargo tank calibration tables available?	YES	
22.19	Name of Measuring Company	NKKK	
22.20	Name of Certifying Authority		
22.21	Calibration calculated to cm?	YES	
22.21.1	Calibration calculated to 1/2 cm?	NO	
22.22	Tables established to cm?	YES	
22.22.1	Tables established to mm?	NO	
22.22.2	Tables established to "other" (state what other)	NO	
22.23	Are trim and list corrections available?	YES	
22.24	Are temperature corrections available?	YES	
22.25	Are float gauge tape corrections available?	YES	

B23 CARGO SAMPLING

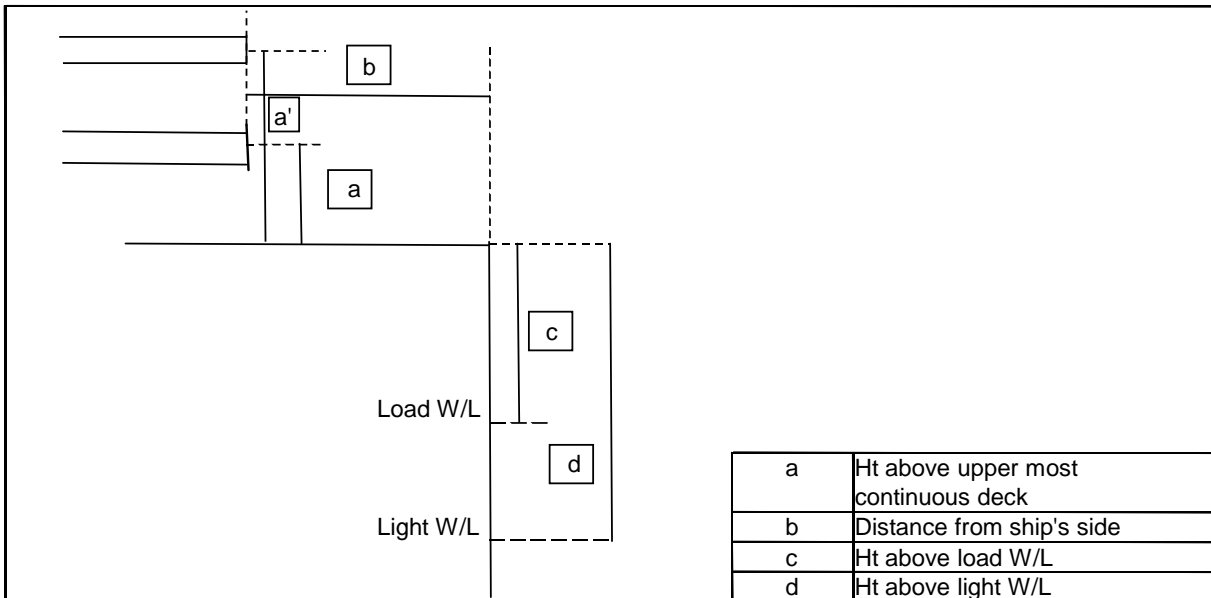
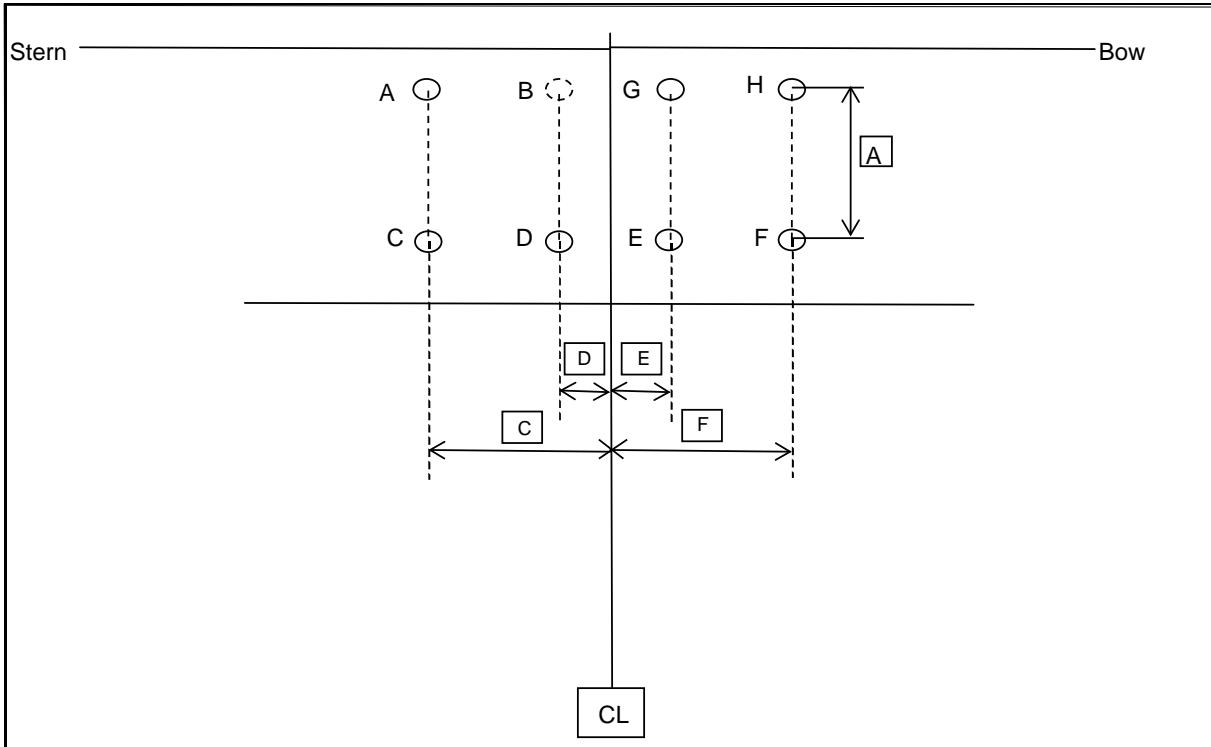
23.1	May cargo samples be obtained from the levels; top, middle and bottom in all cargo tanks?	YES
------	---	-----

If no, - the arrangement for sampling is limited to:

23.2	Can samples be drawn from tank vapour outlet?	NO
	Can samples be drawn from manifold liquid line?	NO
	Can samples be drawn from manifold vapour line?	NO
	Can samples be drawn from pump discharge line?	YES
23.3	State sample connection type	SCREW
	Size of sample connection	7 mm.

B24 CARGO MANIFOLD

Manifold arrangement diagram



- Center of manifold to bow
- Center of manifold to stern
- Dimension A
- Dimension B
- Dimension C
- Dimension D
- Dimension E
- Dimension F
- Dimension G
- Dimension H

43.8	M.
51.2	M.
0	mm.
0	mm.
750	mm.
750	mm.
750	mm.
2250	mm.
	mm.
	mm.

Pipe Flange A - duty		
Pipe Flange A - rating		bar
Pipe Flange A - size		mm.
Pipe Flange A raised or flat face		
Pipe Flange B - duty		
Pipe Flange B - rating		bar
Pipe Flange B - size		mm.
Pipe Flange B raised or flat face		
Pipe Flange C - duty		
Pipe Flange C - rating		bar
Pipe Flange C - size		mm.
Pipe Flange C raised or flat face		
Pipe Flange D - duty		Vapor
Pipe Flange D - rating		20
Pipe Flange D - size		125
Pipe Flange D raised or flat face		
Pipe Flange E - duty		Liquid
Pipe Flange E - rating		24
Pipe Flange E - size		200
Pipe Flange E raised or flat face		
Pipe Flange F - duty		Vapor
Pipe Flange F - rating		20
Pipe Flange F - size		125
Pipe Flange F raised or flat face		
Pipe Flange G - duty		
Pipe Flange G - rating		bar
Pipe Flange G - size		mm.
Pipe Flange G raised or flat face		
Pipe Flange H - duty		
Pipe Flange H - rating		bar
Pipe Flange H - size		mm.
Pipe Flange H raised or flat face		
Height above uppermost continuous deck	a/a'	1631
Distance from ship side	b	2220
Height above load waterline	c	3254
Height above light waterline	d	5330

Manifold Arrangement Located on Top of Compressor

Distance from rail of compressor room/platform to presentation flanges	28400	mm.
Distance from deck of compressor room/platform/try to centre of manifold		mm.

B25 CARGO MANIFOLD REDUCERS

25.1	Number of ANSI Class 300 reducers carried onboard	8	
	Flange rating of ANSI Class 300 reducer	24	bar
	Size of ANSI Class 300 reducer	250	mm.
	Length of ANSI Class 300 reducer	200	mm.
25.2	Number of ANSI Class 300 to Class 150 reducers carried onboard	10	
	Flange rating of ANSI Class 300 to Class 150 reducer	24	bar
	Size of ANSI Class 300 to Class 150 reducer	200	mm.
	Length of ANSI Class 300 to Class 150 reducer	200	mm.
25.3	Number of ANSI Class 150 reducers carried onboard		
	Flange rating of Class 150 reducer		bar
	Size of ANSI Class 150 reducer		mm.
	Length of ANSI Class 150 reducer		mm.

B26 CONNECTIONS TO SHORE FOR ESD AND COMMUNICATIONS SYSTEMS

26.1	Is ESD connection to shore available?	YES	
	If yes, is the system pneumatic?	NO	
	If yes, is the system electrical?	YES	
	If yes, is the system fiber optic?	NO	
26.2	What is the type of connection used?	PLUG	
26.3	Are ESD hoses or cables available on board?	YES	
	If yes, length of pneumatic	NO	mm.
	If yes, length of electrical	30000	mm.
	If yes, length of fiber optic	NO	mm.
26.4	Is there a connection available for a telephone line?	NO	
26.5	Are ESD connections available on both sides of vessel?	YES	
	Are ESD Fusible plugs fitted at tank domes?	YES	
	Are ESD Fusible plugs fitted at manifolds?	YES	
	Is the link compatible with the SIGTTO guidelines?	YES	
	Type of manifold valve		
	Closing time in seconds		secs
	Is closing time adjustable?		
	Is Independent high level shut down system fitted(overflow control)?		
	If yes, does the independent high level shutdown system also switch off running cargo pumps?		
	Shut down level %		%

B27 MANIFOLD DERRICK/CRANE

27.1	Is manifold derrick provided	No	
27.2	Is manifold crane provided	Yes	
27.3	Is lifting equipment same for port and starboard?	Yes	
	If no, then stipulate details		
27.4	State SWL at maximum outreach	4	Tonnes
27.4.1	Maximum outreach of lifting equipment	8m P / 4m S	Metres

B28 STORES DERRICK/CRANE

28.1	State location	Captain's deck	
	SWL	0.9	Tonnes

B29 SISTER VESSEL(S)

29.1	Name of vessel	