

BW Shipping

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	25-Apr-17	
1.2	Name of vessel	BW BALDER	
1.3	LR/IMO number	9732527	
1.4	Last previous name	AURORA BALDER	
1.4.1	Date of name change	24/04/2017	
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	Marshall Islands	
1.9	Port of Registry	Majuro	
1.10	Official number	6835	
1.11	Call sign	V7CB3	
1.12	INMARSAT FBB numbers	870-773407430	
1.13	Vessel's telephone number (V-Sat)	+47-2396-2493	+ 60 - 3921-21236
1.13.1	Vessel's mobile number		
1.14	Vessel's fax number	+ 870-783400308	
1.15	Vessel's telex number (Inmarsat-C)	45384-2519	45384-2520
1.16	Vessel's E-mail address	bwbalder@ship-bw.wilhelmsen.com	
1.17	INMARSAT C number	45384-2519	45384-2520
1.18	Vessel's MMSI number	538006835	
1.19	Type of vessel	Gas carrier (VLGC)	

OWNERSHIP AND OPERATION

1.20	Registered Owner	BW Constellation II Limited	
	Full address	Clarendon House 2 Church Street Ham Bermuda 5848514	
	Office telephone number	(65) 6705 5588	
	Office telex number		
	Office fax number	(65) 6570 6056	
	Office Email address	jpg.commercialdevelop@bwlpq.com	
	Contact person	Joel Wee	
	Contact person after hours telephone number	(65) 6705 5588	
1.21	Name of technical operator (If different from above)	Wilhelmsen Ship Management Sdn Bhd	
	Full Address	18th floor, 1 Sentral, Jln Travers, Kuala Lumpur Sentral, 50400 Kuala Lumpur, Malaysia.	
	Office telephone number	+60 3 20845600/5601	
	Office telex number	NIL	
	Office fax number	+60 3 20845604/ 5605	
	Office Email address	wsmkl.vetting@wilhelmsen.com	
	Contact person	Mr. Peter Vekemans	
	Contact person after hours telephone number	+60 1 2304 2749	
	Emergency callout number	+60 1 2210 2620	
	Emergency callout pager number		
	Contact details for person responsible for oil spill response	Glen Motha (General Manager), +60 3 20845601	
	Number of years controlled by technical operator	1.1	Years

1.22	Total number of ships operated by this Operator	64	
1.23	Number of years ship owned	1.1	Years
1.23.1	Name of commercial operator (If different from above)	BW LPG Ltd	
	Full Address	Maple Tree Business City, 10 Pasir Panjang Rd, #17-02 Singapore 117438	
	Office telephone number	+65-6705-5588 / +65-6705-5520	
	Office telex number		
	Office fax number	+65-6570-6056	
	Office Email address	fleetops2@bwlpq.com	
	Contact person	Capt. Kevin Knott	
	Contact person after hours telephone number	+65-6705-5599	
	Emergency callout number	+65-9030-2591	
	Emergency callout pager number		
	Number of years controlled by commercial operator	0.3	Years

BUILDER

1.24	Builder	Hyundai Heavy Industries	
1.25	Name of yard vessel built at	HHI	
1.26	Hull number	2779	
1.27	Date keel laid	14-Sep-15	
1.28	Date launched	18-Dec-15	
1.29	Date delivered	14-Mar-16	
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	NA	

CLASSIFICATION

1.32	Classification society	Det Norske Veritas	
1.33	Class Notation	+1A1 Tanker for liquefied Gas Ship Type 2G (-50C, 610kg/m ³ , 0.275 bar), E0, BIS, TMON, COAT-PSPC(B), BWM(T), SPM, CLEAN, NAUTICUS(New building), ERS	
1.34	If Classification society changed, name of previous society	N/A	
1.35	If Classification society changed, date of change	N/A	
1.36	Was ship built in accordance with the following regulations:		
	IMO	N/A	
	US COAST GUARD	N/A	
	RINA		
	Other: _____		
1.37	IMO certification		
	Certificate of fitness - IGC	DNV.GL	
	Certificate - A328	NA	
	Certificate - A329	NA	
	Letter of Compliance	NA	
	Issued by	NA	
1.38	Unattended Machinery Space Certificate	DNV.GL	
1.39	Net Registered Tonnage	18667	
1.40	Gross Registered Tonnage	47384	
1.41	Suez Net Tonnage - Canal Tonnage	44881.32	
	Suez Gross Tonnage	50381.56	
1.42	Panama Net Tonnage - Canal Tonnage	39074	
	Panama Gross Tonnage	-	

A2 HULL DIMENSIONS

2.1	Length overall (LOA)	225.220	Metres
2.2	Length between perpendiculars (LBP)	220.000	Metres
2.3	Distance bow to bridge	187.260	Metres
2.4	Distance bridge front - mid point manifold	78.800	Metres
2.5	Distance bow to mid-point manifold	111.460	Metres
2.6	Extreme breadth	36.640	Metres
2.7	Extreme depth	22.200	Metres
2.8	Summer draught	12.022	Metres
2.9	Corresponding Summer deadweight	54457.000	Tonnes
2.10	Light displacement	19240.000	Tonnes
2.11	Loaded displacement (Summer deadweight)	73697.000	Tonnes
2.12	Cargo tanks cubic capacity - 100%	84141.972	Cubic metres
2.12.1	Deck tank(s) cubic capacity - 100%	N/A	Cubic metres
2.12.2	Cargo tanks cubic capacity - 99%	83300.550	Cubic metres
2.12.3	Deck tank(s) cubic capacity - 99%	N/A	Cubic metres
2.13	Distance from keel to highest point	49.360	Metres
2.14	Air draught (normal ballast condition)	41.320	Metres

A3 IMMERSION

		Tonnes / cm @ metres draught	
3.1	TPC - in normal ballast condition	63.06	6.66
	TPC - in loaded condition (summer deadweight)	70.58	12.022

A4 LOADED PARTICULARS

4.1	Cargo grade	n-Butane	iso-Butane	
4.2	Density	0.6007	0.5965	
4.3	Cargo loadable	49989.6	49622.6	Tonnes
4.4	Bunkers - FO	2180	2180	Tonnes
4.5	Bunkers - DO	150	150	Tonnes
4.6	Fresh water	450	450	Tonnes
4.7	Stores & spares			Tonnes
4.8	Lub oil	100	100	Tonnes
4.9	Ballast	0	0	Tonnes
4.10	x	52500	52500	Tonnes
4.11	Draught - forward	11.00	11.00	Metres
	Draught - aft	12.50	12.50	Metres
	Draught - mean	11.75	11.75	Metres

Cargo grade	Propane	Propylene	
Density	0.583	0.6095	
Cargo loadable	48450.5	50645.5	Tonnes
Bunkers - FO	2180	2180	Tonnes
Bunkers - DO	150	150	Tonnes
Fresh water	450	450	Tonnes
Stores & spares			Tonnes
Lub oil	100	100	Tonnes
Ballast	0	0	Tonnes
Deadweight	51000	53500	Tonnes
Draught - forward	10.7	11	Metres
Draught - aft	12.2	12.5	Metres
Draught - mean	11.45	11.8	Metres

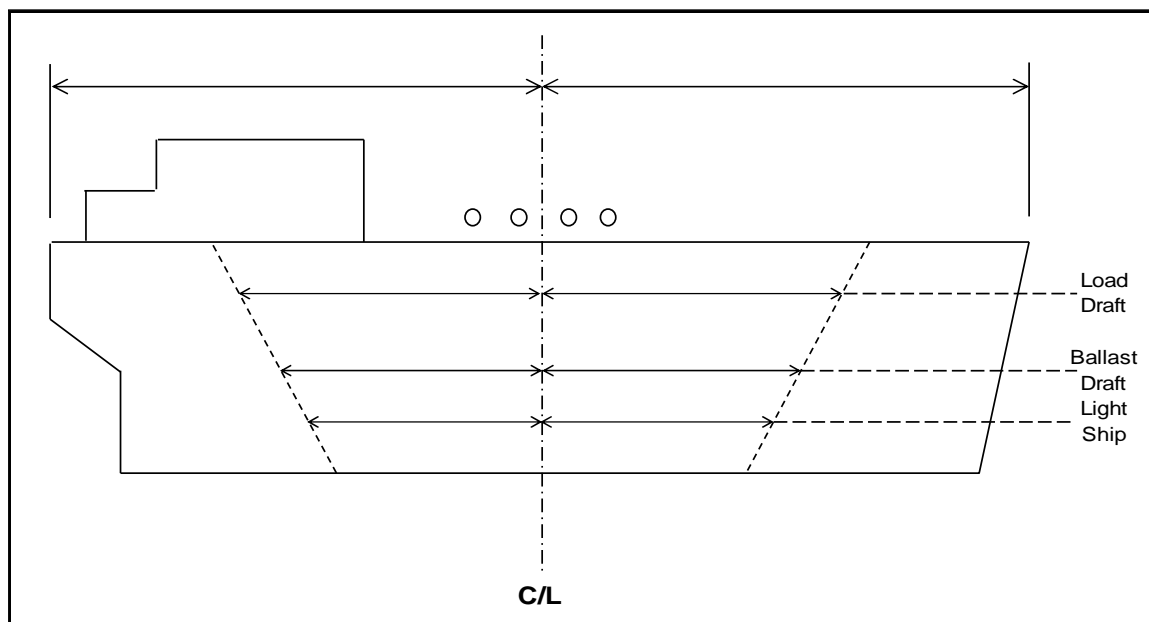
Cargo grade
 Density
 Cargo loadable
 Bunkers - FO
 Bunkers - DO
 Fresh water
 Stores & spares
 Lub oil
 Ballast
 Deadweight
 Draught - forward
 Draught - aft
 Draught - mean

Ethylene	Ammonia	
NA	NA	
		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

VCM	Propylene Oxide	
NA	NA	
		Tonnes
		Tonnes
		Tonnes
		Tonnes
		Tonnes
		Tonnes
		Tonnes
		Metres
		Metres
		Metres

A5 PARALLEL MID-BODY DIMENSIONS



5.1	Light ship	40.240	Metres
5.2	Forward to mid-point manifold - light ship	10.020	Metres
5.3	Aft to mid-point manifold - light ship	30.220	Metres
5.4	Normal ballast	87.730	Metres
5.5	Forward to mid-point manifold - normal ballast	43.380	Metres
5.6	Aft to mid-point manifold - normal ballast	44.350	Metres
5.7	Loaded SDWT	104.150	Metres
5.8	Forward to mid-point manifold - loaded SDWT	43.640	Metres
5.9	Aft to mid-point manifold - loaded SDWT	60.510	Metres

A6 BUNKER CAPACITIES

Main engine
 Auxiliary engine(s)
 Other: _____

Grade	Capacity @ 98%
380cST	2695
MGO	632

A7 FUEL CONSUMPTION DETAILS

- 7.1 At sea - normal service speed
- 7.2 At sea - normal service speed - while conditioning cargo (Cooling down condition)
- 7.3 In port - loading
- 7.4 In port - discharging
- 7.5 In port - idle

Grade		
Fuel oil		Tonnes/day
Diesel oil		Tonnes/day
Gas oil		Tonnes/day
Fuel oil		Tonnes/day
Diesel oil		Tonnes/day
Gas oil		Tonnes/day
Fuel oil		Tonnes/day
Diesel oil		Tonnes/day
Gas oil		Tonnes/day
Fuel oil		Tonnes/day
Diesel oil		Tonnes/day
Gas oil		Tonnes/day

Based on FO LCV=10200kcal/kg, MDO LCV=10200kcal/kg under ISO reference condition

A7 SPEED/CONSUMPTION

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

NO

A8 MAIN ENGINE PARTICULARS

8.1	Main engine make and type	HYUNDAI- MAN B&W / 6G60ME-C9.2	
8.2	Number of units	6	
8.3	Maximum continuous rating (MCR) per engine	KW @ RPM	
		12400 kW	92.2
8.4	Total available power	at 103 rpm	
8.5	Normal service power	at 89 rpm	
		11160 kW	

A9 AUXILIARY PLANTS

9.1	Make and type of auxiliary generators / engines	HHI-EMD / 8H21/32	
9.2	Number of units	3	
9.3	Maximum generator output per unit	RPM	Kilowatts
		Unit no. 1	720 1280
		Unit no. 2	720 1280
		Unit no. 3	720 1280
9.4	Shaft generator	-	
9.5	Total available power	3840	
9.6	Emergency generator	1800	130
9.7	Emergency fire pump - type	CENTRIFUGAL, VERTICAL, SELF-PRIMING, ELEC. MOTOR	
	Delivery pressure	10	
	Motive power	Electric	
	If electrical, - indicate power required	55	
9.8	Steering gear - type	2-RAM 4 Cylinder Electro Hydraulic	
	Indicate power required to steer the vessel with one pump unit	45	

A10 POWER/SPEED INFORMATION

10.1	Trial data	BHP	12400	
		MRC	12400	SHP
		Speed		Knots
		Draught	6.61	Metres
10.2	Normal service speed	BHP	11160	
		MRC	11160	SHP
		Speed		Knots
		Draught	6.64	Metres

A11 THRUSTERS

11.1	Make and type	N/A	
11.2	Bow thruster	(output)	N/A
11.3	Stern thruster	(output)	N/A

A12 FRESH WATER

12.1	Capacity of distilled tanks			Tonnes
12.2	Capacity of domestic tanks		455.4	Tonnes
12.3	Daily consumption	Distilled		Tonnes
		Domestic	12	Tonnes
12.4	Daily evaporator capacity		22	Tonnes

A13 BALLAST CAPACITIES AND PUMPS

	Tank	Capacity (m3)	Number
13.1	Fore peak	1701.8	1
13.2	Wing and or side tanks	16660.8	8
13.3	Double bottom tanks		
13.4	Aft peak	1152	1
13.5	Other:		
13.6	Total	19514.6	10

13.7	Ballast pump make and type	SHIN SHIN MACH./ MDC 350C	
13.8	Number of pumps	2	
13.9	Total capacity	1600 (2 x 800)	M3/hour
13.10	Location	E/R FLOOR FWD	
13.11	Control location	CARGO CONTROL ROOM	

A14 MOORING EQUIPMENT

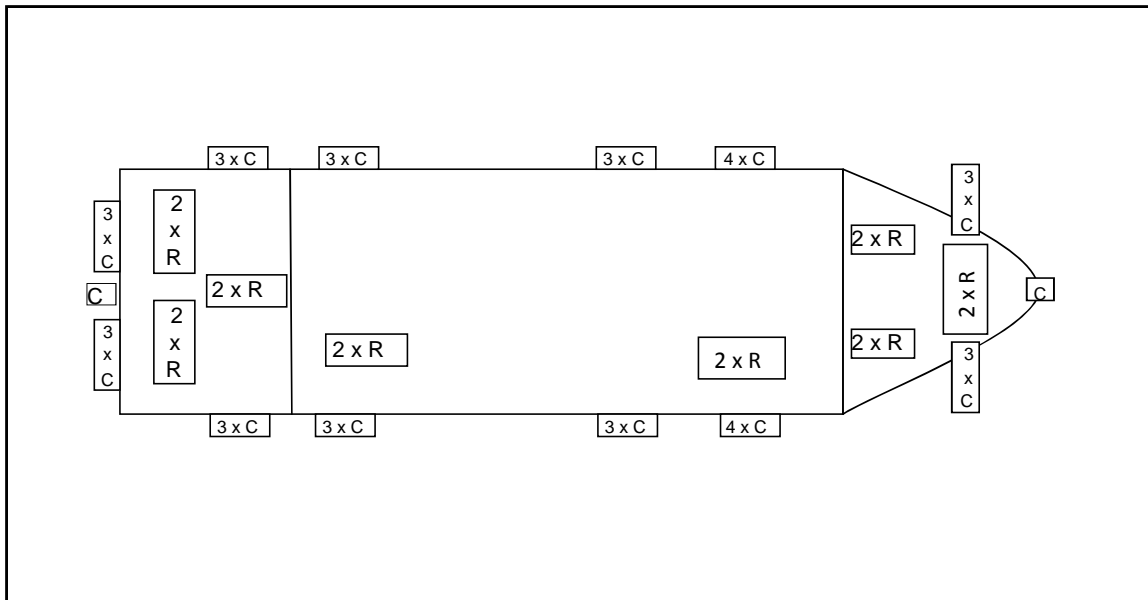
14.1 ROPES

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.

NO



MOORING ROPES (ON DRUMS)

Mooring Ropes (On Drums) Forecastle - Number

- Diameter
- Material
- Length
- Breaking Strength

	6	
	35	mm.
GALV STEEL WIRE ROPE(IWRC)	220	Metres
	837	KN

Mooring Ropes (On Drums) Forward Main Deck -

- Number**
- Diameter
- Material
- Length
- Breaking Strength

	2	
	35	mm.
GALV STEEL WIRE ROPE(IWRC)	220	Metres
	837	KN

Mooring Ropes (On Drums) Aft Main Deck - Number

Diameter	2	
	35	mm.
Material	GALV STEEL WIRE ROPE(IWRC)	
Length	220	Metres
Breaking Strength	837	KN
Mooring Ropes (On Drums) Poop - Number	6	
Diameter	35	mm.
Material	GALV STEEL WIRE ROPE(IWRC)	
Length	220	Metres
Breaking Strength	837	KN

OTHER MOORING LINES**Mooring Ropes not on Drums - Number**

Diameter	12	
	62	mm.
Material	Polyolefin resin & Polyester Mixed	
Length	220	Metres
Breaking Strength	829	KN
Fire Wires - Number	2	
Diameter	38	mm.
Material	GALV STEEL WIRE ROPE (IWRC)	
Length	130	Metres
Breaking Strength	539	KN

14.2

MOORING WINCHES**Forecastle - Number**

Single Drum or Double Drums	2	
Split Drums Y/N	DOUBLE DRUM	
Motive Power	Y	
Heaving Power	HYD.	
Brake Capacity	20	Tonnes
Hauling Speed	50.4	Tonnes
Forward Main Deck - Number	15	Metres/Min.
Single Drum or Double Drums	2	
Split Drums Y/N	DOUBLE DRUM	
Motive Power	Y	
Heaving Power	HYD.	
Brake Capacity	20	Tonnes
Hauling Speed	50.4	Tonnes
Aft Main Deck - Number	15	Metres/Min.
Single Drum or Double Drums	1	
Split Drums Y/N	DOUBLE DRUM	
Motive Power	Y	
Heaving Power	HYD.	
Brake Capacity	20	Tonnes
Hauling Speed	50.4	Tonnes
Poop - Number	15	Metres/Min.
Single Drum or Double Drums	3	
Split Drums Y/N	DOUBLE DRUM	
Motive Power	Y	
Heaving Power	HYD.	
Brake Capacity	20	Tonnes
Hauling Speed	50.4	Tonnes
	15	Metres/Min.

14.3

ANCHORS AND WINDLASS

Windlass motive power(e.g. steam, hydraulic)	HYD.	
Hauling power	34.2	Tonnes
Brake holding power	236.9	Tonnes
Anchor type	HHP TYPE	
Weight	8.775	Tonnes

Is spare anchor carried	1	
Cable diameter	84	mm.
Number of shackles port cable	12	
Number of shackles starboard cable	13	

14.4 **TOWING ARRANGEMENTS**

Is the vessel fitted with a Towing Bracket Aft?	YES	
If Yes, state SWL	200	Tonnes
Is Towing chain provided	YES	
Dimensions of Towing wire	80	mm.
	100	Metres

14.5 **WINDAGE**

Windage on ballast draught	End-on	1027.3	Squaremetres
	Lateral	4098	Squaremetres

A15 NAVIGATIONAL EQUIPMENT

15.1	Magnetic compass		YES
15.2	Off Course Alarm - Magnetic compass		YES
15.3	Gyro compass		YES
		Number of Units	2
15.4	Off Course Alarm - Gyro compass		YES
15.5	Gyro (Bridge) Repeaters		YES
		Number of Units	5
15.6	Radar 3cm		YES
15.7	Radar 10cm		YES
15.8	Are radars gyro stabilised?		YES
15.9	Radar plotting equipment		NO
15.10	ARPA		YES
15.11	ECDIS		YES
15.12	Depth sounder with recorder		YES
15.13	Depth sounder without recorder		NO
15.14	Speed/distance indicator		YES
15.15	Doppler log		YES
15.16	Docking approach Doppler		YES
15.17	Rudder angle indicator		YES
15.18	Rudder angle indicator on Each Bridge Wing		YES
15.19	RPM indicator		YES
15.20	RPM indicator on Each Bridge Wing		YES
15.21	Controllable pitch propeller indicator		N/A
15.22	Thruster(s) indicator		N/A
15.23	Rate of turn indicator		YES
15.24	Radio direction finder		N/A
15.25	Navtex receiver		YES
15.26	GPS		NO
15.26.1	DGPS		YES
15.27	Transit SATNAV		N/A
15.28	Decca navigator		N/A
15.29	Omega		N/A
15.30	Loran C		N/A
15.31	Weather fax		YES
15.32	Sextant(s)		YES
15.33	Signal lamp ALDIS		YES
15.34	Anemometer		YES
15.35	Engine order recorder		YES
15.35.1	VDR (Voyage Data Recorder)		YES
15.36	Course recorder		YES
15.37	Are steering motor controls and engine controls fitted on bridge wings?		NO

15.38	Is bridge equipped with a 'Dead-Man' alarm?		YES
15.39	What chart outfit coverage is provided	World-wide	YES
		Limited	NO
	If limited, - please indicate area(s) covered	N/A	
15.40	Formal chart correction system in use		NAVTOR
15.41	Electronic Chart system in use		YES

A16 COMMUNICATIONS AND ELECTRONICS

16.2	What GMDSS areas is the vessel classed for? A1 A2 A3 A4		A1,A2 and A3
16.3	Transponder (SART)		YES
16.4	EPIRB		YES
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)?		YES
16.7	Is the CCR connected to the vessel's internal communication system?		YES
16.8	How many intrinsically safe walkie talkies are provided for cargo handling?		10
16.9	Is vessel fitted with an INMARSAT satellite communications system?		YES
16.10	Does vessel carry at least three survival craft two-way radio telephones?		YES
16.11	Inmarsat satellite system		YES
			C
16.12	2182kHz bridge auto alarm		NO
16.13	Radio telephone distress frequency watch receiver		YES
16.14	Emergency lifeboat transceiver		NO
16.15	Can vessel transmit the helicopter homing signal on 410 kHz?		NO
16.16	Full set of Radio List publications		YES

B3 CARGO TANK CAPACITIES

Tank number / location

Capacity m3 (100%)
 Capacity 99%
 n-Butane capacity
 Butane temperature
 iso-Butane capacity
 iso-Butane temperature
 Propane capacity
 Propane 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

1 P+S	
18011.5	m3
17831.3	m3
10716.6	Tonnes
0.0	Deg. C
10645.3	Tonnes
-11.0	Deg. C
10395.6	Tonnes
-42.5	Deg. C
10859.3	Tonnes
-47.0	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C

Tank number / location

Capacity m3 (100%)
 Capacity 99%
 n-Butane capacity
 n-Butane temperature
 iso-Butane capacity
 iso-Butane temperature
 Propane capacity
 Propane 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

2 P+S	
22565.2	m3
22339.5	m3
13426.0	Tonnes
0.0	Deg. C
13336.7	Tonnes
-11.0	Deg. C
13023.9	Tonnes
-42.5	Deg. C
13604.8	Tonnes
-47.0	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C

Tank number / location

Capacity m3 (100%)
 Capacity 99%
 n-Butane capacity
 n-Butane temperature
 iso-Butane capacity
 iso-Butane temperature
 Propane capacity
 Propane 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

3 P+S	
22572.7	m3
22347.1	m3
13430.6	Tonnes
0.0	Deg. C
13341.2	Tonnes
-11.0	Deg. C
13028.4	Tonnes
-42.5	Deg. C
13609.4	Tonnes
-47.0	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C
NA	Tonnes
-	Deg. C

Tank number / location

	4 P+S	
Capacity m3 (100%)	20964.1	m3
Capacity 99%	20754.5	m3
n-Butane capacity	12473.4	Tonnes
n-Butane temperature	0.0	Deg. C
iso-Butane capacity	12390.4	Tonnes
iso-Butane temperature	-11.0	Deg. C
Propane capacity	12099.8	Tonnes
Propane temperature	-42.5	Deg. C
Propylene capacity	12639.5	Tonnes
Propylene temperature	-47.0	Deg. C
Vinyl Chloride Monomer capacity	NA	Tonnes
Vinyl Chloride Monomer temperature	-	Deg. C
Ethylene capacity	NA	Tonnes
Ethylene temperature	-	Deg. C
Propylene Oxide capacity	NA	Tonnes
Propylene Oxide temperature	-	Deg. C
Ammonia capacity	NA	Tonnes
Ammonia temperature	-	Deg. C
Total Capacity of all cargo tanks (100%)	84141.972	m3
Total Capacity of all cargo tanks (99%)	83300.55	m3
Total Capacity of n-Butane	49989.6	Tonnes
Total Capacity of iso-Propane		Tonnes
Total Capacity of Propane	48450.5	Tonnes
Total Capacity of Propylene	50645.5	Tonnes
Total Capacity of Vinyl Chloride Monomer	NA	Tonnes
Total Capacity of Ethylene	NA	Tonnes
Total Capacity of Propylene Oxide	NA	Tonnes
Total Capacity of Ammonia		Tonnes

B16 DECK TANK CAPACITIES

Are Deck pressure tank(s) fitted?	NO	
Material of tank(s)	N/A	
Maximum allowable relief valve setting	-	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

2880	Tonnes/Hr.
2880	Tonnes/Hr.
2784	Tonnes/Hr.
2784	Tonnes/Hr.
3124	Tonnes/Hr.
3124	Tonnes/Hr.
2923	Tonnes/Hr.
2923	Tonnes/Hr.
NA	Tonnes/Hr.
NA	Tonnes/Hr.
NA	Tonnes/Hr.
NA	Tonnes/Hr.
NA	Tonnes/Hr.
NA	Tonnes/Hr.
NA	Tonnes/Hr.
NA	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

2880	Tonnes/Hr.
2880	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	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.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	Tonnes/Hr.
-	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	NA	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	NA	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:

Note 1: The figures given apply for four cargo tanks and three reliquefaction units in operation, where applicable, and for +20 degC ambient temperature.
Note 2: Loading a fully refrigerated vessel from pressurized storage will give unacceptable loading times and therefore not deemed applicable for this type of vessel.

B5 DISCHARGING - GENERAL

Cargo Pumps

5.1	Type of Pumps	Hamworthy Svanehoj DW 250/200-3-k+1	
5.2	Number of pumps per tank	2	
5.3	Rate per Pump	600	m3/hr
5.4	At Delivery Head mlc	120	mlc
5.5	Maximum density	610	Kg/m3

Booster Pump		Hamworthy Svanehoj NMB 150e	
5.6	Type of Booster Pumps		
5.7	Number of pumps	2	
5.8	Rate per Pump	600	m3/hr
5.9	At Delivery Head m/c	115	m/c
5.10	Maximum density	690	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	15	Hours
Manifold Back Press 1 kP/cm2, without vapour return	17	Hours
Manifold Back Press 5 kP/cm2, with vapour return	18	Hours
Manifold Back Press 5 kP/cm2, without vapour return	20	Hours
Manifold Back Press 10 kP/cm2, with vapour return	22	Hours
Manifold Back Press 10 kP/cm2, without vapour return	22	Hours

Pressurised

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

B7 UNPUMPABLES

7.1	Tank number / location	Tank 1, P&S: 56	mt
	Tank number / location	Tank 2, P&S: 70	mt
	Tank number / location	Tank 3, P&S: 70	mt
	Tank number / location	Tank 4, P&S: 65	mt
	Total	261	mt

B8 VAPORISING UNPUMPABLES

8.1 Process used Hot gas by cargo compressors

Time to vaporise liquid unpumpables remaining after full cargo discharge of:

8.2	Butane	18	Hours
8.3	Propane	24	Hours
8.4	Butadiene	N/A	Hours
8.5	Propylene	8	Hours
8.6	Ethylene	NA	Hours
8.7	Ammonia	NA	Hours
8.8	Vinyl Chloride Monomer	NA	Hours
8.9	Propylene Oxide	NA	Hours

B9 RELIQUEFACTION PLANT

9.1	Plant Design Conditions - air temperature	45	Deg. C
9.3	Plant Design Conditions - sea temperature	36	Deg. C

9.4	Plant Type Is the plant single stage/direct?	-
9.5	Is the plant two stage/direct?	Two/Three stage
9.6	Is the plant simple cascade?	-
9.7	Coolant type	NA

Compressors		
9.8	Compressor type	Piston
9.8.1	Compressor makers name	Buckhardt Compression
9.9	Number of compressors	3
9.10	Capacity per unit	Depending on type of cargo
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	NA Hours
11.2	Propane from -20 deg C to - 42 deg C	NA Hours
11.3	Propane from -38 deg C to - 42deg C	108 Hours
11.4	Propane from +20 deg C to 0 deg C	NA Hours
11.5	Propane from 0 deg C to -20 deg C	NA Hours
11.6	Butane from +20 deg C to 0 deg C	NA Hours
11.7	Butane from +10 deg C to 0 deg C	NA Hours
11.8	Butane from +10 deg C to -5 deg C	NA Hours
11.9	Butadiene From +20 deg C to -5 deg C	NA Hours
11.10	Propylene From -20 deg C to -47 deg C	NA Hours
11.11	Ethylene From -100 deg C to -104 deg C	NA Hours
11.12	Ammonia From -15 deg C to -33 deg C	NA Hours
11.13	Vinyl Chloride Monomer From -5 deg C to -14 deg C	NA Hours

B12 INERT GAS AND NITROGEN

Main IG Plant		
12.1	Type of system	Inert Gas Generator
12.2	Capacity	5300 Nm3/hr
12.3	Type of fuel used	Marine diesel oil DMA
12.4	Composition of IG - oxygen	1-2 %
	Composition of IG - CO2	Approx. 14 %
	Composition of IG - Nox	Max 100 ppm
	Composition of IG - N2	Balance %
12.5	Lowest dewpoint achievable	-40 Deg. C
12.6	Used for	Inerting of cargo tanks and holds

Auxiliary IG or Nitrogen plant		
12.7	Type of System	NA
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	NA	m3
12.13	Daily boil-off loss	NA	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?	20	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?	19	Hours
	Time taken to inert from cargo vapour to fully inert at minus 25 degrees dewpoint when IG density is greater than product?	NA	Hours

B14 GAS FREEING TO FRESH AIR

14.1	Plant used	Vent fans	
14.2	Time taken from fully inert condition to fully breathable fresh air?	36	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	60	-	-
From Propane to Butadiene	-	-	-
From Propane to Ethylene	NA	NA	NA
From Propane to Ammonia	105	NA	-
From Propane to Vinyl Chloride Monomer	NA	NA	NA
From Propane to Propylene Oxide	NA	NA	NA
From Butane to Propane	64	-	-
From Butane to Butadiene	-	-	-
From Butane to Ethylene	NA	NA	NA
From Butane to Ammonia	NA	NA	NA
From Butane to Vinyl Chloride Monomer	NA	NA	NA
From Butane to Propylene Oxide	NA	NA	NA
From Butadiene to Propane	NA	NA	NA
From Butadiene to Butane	NA	NA	NA
From Butadiene to Ethylene	NA	NA	NA
From Butadiene to Ammonia	NA	NA	NA
From Butadiene to Vinyl Chloride Monomer	NA	NA	NA
From Butadiene to Propylene Oxide	NA	NA	NA
From Ethylene to Propane	NA	NA	NA
From Ethylene to Butane	NA	NA	NA
From Ethylene to Butadiene	NA	NA	NA
From Ethylene to Ammonia	NA	NA	NA
From Ethylene to Vinyl Chloride Monomer	NA	NA	NA
From Ethylene to Propylene Oxide	NA	NA	NA
From Ammonia to Propane	NA	NA	NA
From Ammonia to Butane	NA	NA	NA
From Ammonia to Butadiene	NA	NA	NA
From Ammonia to Ethylene	NA	NA	NA
From Ammonia to Vinyl Chloride Monomer	NA	NA	NA
From Ammonia to Propylene Oxide	NA	NA	NA

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

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

Cargo grade change operations applicable for Propylene cannot be carried out at sea since they require Nitrogen supply from shore terminal.

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	420	t
	Propane - Time required to cooldown cargo tanks from ambient temperature with vapour return line	36	Hours
	Propane - Time required to cooldown cargo tanks from ambient temperature without vapour return line	48	Hours
17.2	Butane - Quantity of Coolant Required	420	t
	Butane - Time required to cooldown cargo tanks from ambient temperature with vapour return line	24	Hours
	Butane - Time required to cooldown cargo tanks from ambient temperature without vapour return line	36	Hrs.
17.3	Butadiene - Quantity of Coolant Required	NA	m3
	Butadiene - Time required to cooldown cargo tanks from ambient temperature with vapour return line	NA	Hours
	Butadiene - Time required to cooldown cargo tanks from ambient temperature without vapour return line	NA	Hours
17.4	Propylene - Quantity of Coolant Required	420	t
	Propylene - Time required to cooldown cargo tanks from ambient temperature without vapour return line	NA	Hours
	Propylene - Time required to cooldown cargo tanks from ambient temperature with vapour return line	55	Hours
17.5	Ethylene - Quantity of Coolant Required	NA	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	NA	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	Shell and Tube type / Seawater heater	
18.2	Number of Vaporisers fitted	1	
18.3	Capacity per unit - Propane	4800	m3/hr Vap
18.4	Liquid Supply Rate	19.2	m3/hr Liq
18.5	Delivery Temperature	0	Deg. C
18.6	Capacity per unit - Ammonia	NA	m3/hr Vap
18.7	Liquid Supply Rate	NA	m3/hr Liq
18.8	Delivery Temperature	NA	Deg. C
18.9	Capacity per unit - Nitrogen	NA	m3/hr Vap
18.10	Liquid Supply Rate	-	m3/hr Liq
18.11	Delivery Temperature	-	Deg. C

B19 BLOWER

19.1	Type of Blower	2 off Centrifugal fans	
19.2	Rated Capacity	10,000	m3/hr
19.3	Delivery Pressure	0.12	Kp/cm2

B20 CARGO RE-HEATER

20.1	Type of Re-Heater	Shell and Tube type	
20.2	Number Fitted	1	
20.3	Heating Medium	Seawater	
20.4	Discharge rates with sea water at 15 degrees C to raise product temperature of Propane from -42 degrees C to 0 degrees C	600	m3/hr
20.5	Discharge rates with sea water at 15 degrees C to raise product temperature of Ammonia from -33 degrees C to 0 degrees C	N/A	m3/hr

B21 HYDRATE CONTROL

21.1	Type of Depressant?	Ethanol	
21.1.1	Freezing point temperature?	-114	Deg. C
21.2	Quantity of Depressant Carried?	1200	Ltr.
21.3	Means of injection?	Portable container with hand pump	
	Name any other system used	-	

B22 CARGO MEASUREMENT

Level Gauges

22.1	Are level gauges local or remote?	Remote	
22.2	Name of manufacture	Kongsberg Maritime	
22.3	Type	Radar beam type GL-100/5	
22.4	Rated Accuracy	+/- 2	mm.
22.5	Certifying Authority	DNV	

Temperature Gauges

22.6	Name of manufacture	Kongsberg Maritime	
22.7	Type	PT 100	
22.8	Rated Accuracy	+/- 0.03	Deg. C
22.9	Certifying Authority	DNV	

Pressure Gauges		
22.10	Name of manufacture	MRC Hypteck
22.11	Type	Pressure indicator
22.12	Rated Accuracy	1 %
22.13	Certifying Authority	

Oxygen Analyser		
22.14	Name of manufacture	Riken Keiki
22.15	Type	RX-8000
22.15.1	What is the lowest level measurable?	0%

Fixed Gas Analyser		
22.16	Name of manufacture	Riken Keiki
22.17	Type	RKK-2002K
22.18	Are Cargo tank calibration tables available?	Yes
22.19	Name of Measuring Company	SGS
22.20	Name of Certifying Authority	DNV
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)	N/A
22.23	Are trim and list corrections available?	Yes
22.24	Are temperature corrections available?	Yes
22.25	Are float gauge tape corrections available?	NA

B23 CARGO SAMPLING

23.1	May cargo samples be obtained from the levels; top, middle and bottom in all cargo tanks?	Yes
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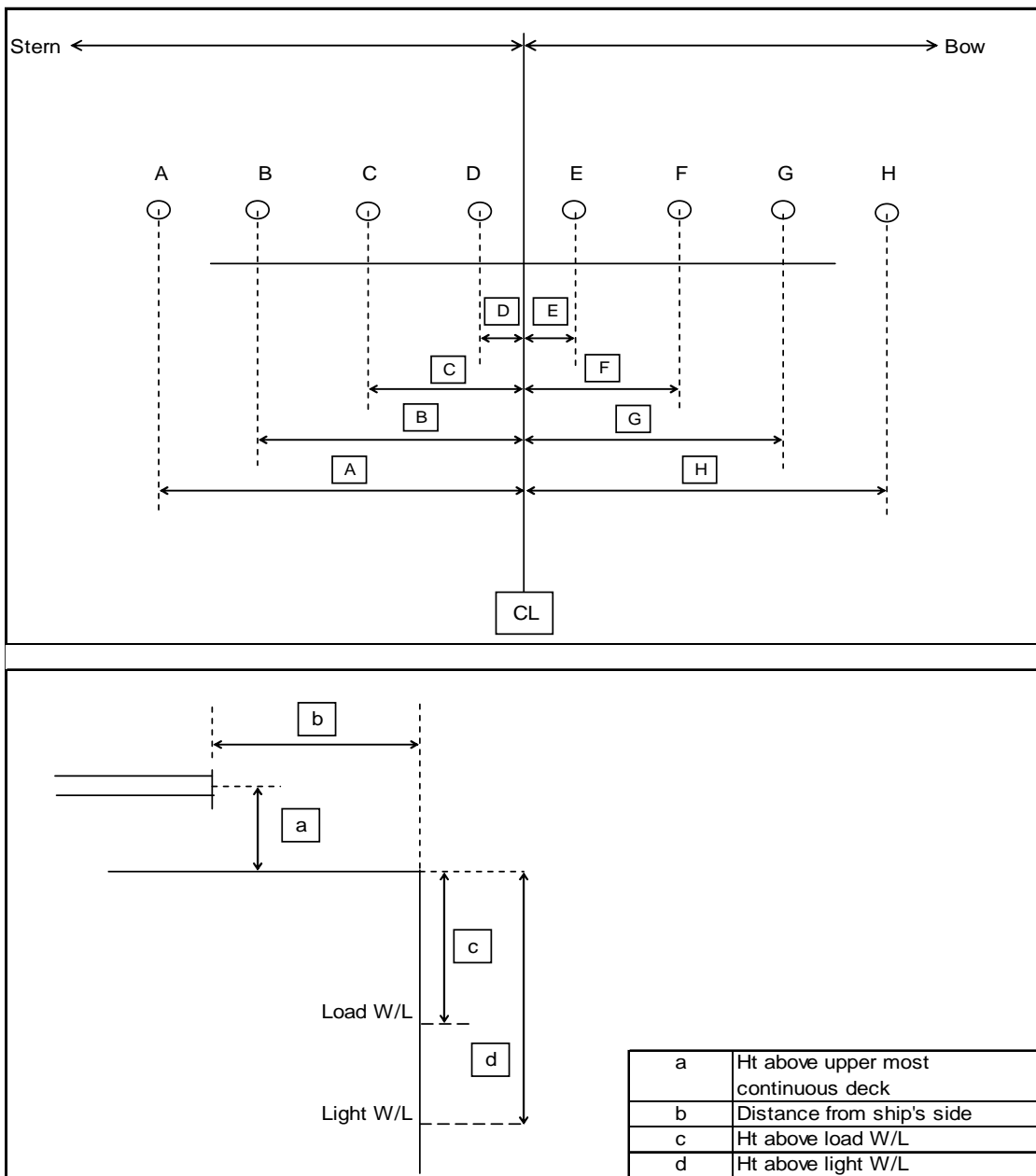
If no, - the arrangement for sampling is limited to:

Vapour sample can be taken from top, middle and bottom levels. Liquid sample can only be taken via Cargo pump on the discharge line

23.2	Can samples be drawn from tank vapour outlet?	Yes
	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	Ball valve full bore
	Size of sample connection	1/2" NPT (F)

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

111.46	M.
113.76	M.
-	mm.
-	mm.
3375	mm.
1125	mm.
1125	mm.
3375	mm.
5625	mm.
7875	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	LIQUID 2	
Pipe Flange C - rating	300#	bar
Pipe Flange C - size	355.6	mm.
Pipe Flange C raised or flat face	Raised	
Pipe Flange D - duty	VAPOUR 2	
Pipe Flange D - rating	150#	bar
Pipe Flange D - size	254	mm.
Pipe Flange D raised or flat face	Raised	
Pipe Flange E - duty	VAPOUR 1	
Pipe Flange E - rating	150#	bar
Pipe Flange E - size	254	mm.
Pipe Flange E raised or flat face	Raised	
Pipe Flange F - duty	LIQUID 1	
Pipe Flange F - rating	300#	bar
Pipe Flange F - size	355.6	mm.
Pipe Flange F raised or flat face	Raised	
Pipe Flange G - duty	LIQUID 2A	
Pipe Flange G - rating	300#	bar
Pipe Flange G - size	355.6	mm.
Pipe Flange G raised or flat face	Raised	
Pipe Flange H - duty	VAPOUR 2A	
Pipe Flange H - rating	150#	bar
Pipe Flange H - size	254	mm.
Pipe Flange H raised or flat face	Raised	
Height above uppermost continuous deck	2110	mm.
Distance from ship side	4250	mm.
Height above load waterline	12310	mm.
Height above light waterline (Ballast cond.(dep))	17210	mm.

Manifold Arrangement Located on Top of Compressor

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

B25 CARGO MANIFOLD REDUCERS

25.1	Number of ANSI Class 300 reducers carried onboard	8	
	Flange rating of ANSI Class 300 reducer	300#	bar
	Size of ANSI Class 300 reducer	14x16, 14x12, 14x10, 14x8	inch
	Length of ANSI Class 300 reducer	645	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	300#,150#	bar
	Size of ANSI Class 300 to Class 150 reducer	14x16,14x14,14x12 .14x10,14x8	inch
	Length of ANSI Class 300 to Class 150 reducer	645	mm.
25.3	Number of ANSI Class 150 reducers carried onboard	6	
	Flange rating of Class 150 reducer	150#	bar
	Size of ANSI Class 150 reducer	10x12,10x8,10x6	mm.
	Length of ANSI Class 150 reducer	500	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?	Yes	
	If yes, is the system electrical?	Yes	
	If yes, is the system fiber optic?	-	
26.2	What is the type of connection used?	SIGGTO	
26.3	Are ESD hoses or cables available on board?	Yes	
	If yes, length of pneumatic		mm.
	If yes, length of electrical	30 meters	mm.
	If yes, length of fiber optic	-	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	Butterfly	
	Closing time in seconds	27	secs
	Is closing time adjustable?	Yes	
	Is Independent high level shut down system fitted(overflow control)?	Yes	
	If yes, does the independent high level shutdown system also switch off running cargo pumps?	Yes	
	Shut down level %	99.5	%

B27 MANIFOLD DERRICK/CRANE

27.1	Is manifold derrick provided	NA	
27.2	Is manifold crane provided	YES	
27.3	Is lifting equipment same for port and starboard?	YES	
	If no, then stipulate details	THE LOCATION IS SHIP'S CENTER	
27.4	State SWL at maximum outreach	10	Tonnes
27.4.1	Maximum outreach of lifting equipment	6.7	Metres

B28 STORES DERRICK/CRANE

28.1	State location	PORT AND STBD AFT OF ACCOM. EL. MOTOR HANDLING	
	SWL	5 / 5	Tonnes

B29 SISTER VESSEL(S)

29.1	Name of vessel	BW FRIGG
		BW NJORD
		AURORA VAR
		AURORA FREYA
		AURORA BRAGE