

**GAS FORM C****Main particulars****2.1 PREAMBLE**

Ship's name	BW Oak
Owners	BW VLGC Limited, Clarendon House, 2 Church Street Hamilton HM11, Bermuda
Flag – Registry	Isle of Man - Douglas
Builder	Hyundai Heavy Industries Co. Ltd.
Delivery	04 January 2008
Class	DNV
Class notation	+1A1,LPG Tanker 2G, EO, NAUTICUS(new building), NAUTOOC, CLEAN, PLUS-2,BIS TMON ,
IMO No.	9320764

GRT/NRT		
International	47386	17305
Suez	50626.89	45775.59
Panama		

2.2 HULL

	Meter	Feet
LOA	225.48	739.57
LBP	215	705.20
Breadth	36.6	120.05
Depth	22.024	72.24
Keel to highest point	53.438	175.28

* 52,863 m with sat C antenna down

Max summer draft	12.574 m	Corresponding deadweight	58159.4
-------------------------	----------	---------------------------------	---------

TPC fully loaded	64.1	
-------------------------	------	--

Mean draft with full bunkers and full cargo		
Specific Gravity	Mean draft	Corresponding DW
1025	12.574	58159.4
1000	12.846	58156.6



Communication equipment	
International call sign	2GXX9
Radio station	GB11
Satcom F77	
- Telephone	765115910 / 765115911 / 765115912
- Telex	
- Telefax	601072316
Satcom C	423593748 / 423593749
Cell phone	+4790992827
MMSI	235101304
E-mail	oak@bwfleet.com

2.3 MACHINERY

Main Engine	
Hyundai B&W 6S60ME-C	
Max Cont.	105
Grade fuel used	IFO 380 CST

Auxiliaries	
Diesel	3
Make	HYUNDI-B&W 6L28/32H
kW/RPM	1,100 / 720
Grade fuel used	IFO 380 CST

Speed/Consumption*	
Guaranteed average loaded/ballast speed over 12 months	
Average consumption on Main Engine guaranteed speed	
Average consumption on auxiliaries	

*) Above based on 50/50 propane/butane and max force 5 Beaufort

Slow speed/consumption figures as guidance only	
Average loaded/ballast	Consumption

Average consumption in port	
Inert gas plant when operating	
Boiler consumption	

Permanent bunkers capacity (Excl. daily service tanks)	
HFO	1731 m3
GAS OIL	
MDO	467 m3



2.4 CARGO INSTALLATION

Transportable products and respective quantities								
Tank No.	100 % m³	98 % m³	Butane 0.60 -3°C mt	Propane 0.58 -41,5°C mt	Propylene -47,0°C mt	Butadiene -4,0°C mt	Ammonia -33,0°C mt	
1	17900.3	17542.3	10473	10175	10683	11402	11929	
2	21830.2	21393.6	12772	12408	13029	13906	14548	
3	21829.6	21393.0	12772	12408	13028	13905	14547	
4	20692.6	20278.7	12106	11762	12350	13181	13790	
Total	82252.7	80607.3	48123	46753	49090	52394	54814	
Decktank capacity					N/A			
Transportable products and respective quantities								
<i>Other transportable products:</i>								

Scantlings of the cargo tanks are based on a maximum density of cargo of 610kg/m³. Cargo with density up to 1,000 kg/m³ may be carried in the cargo tanks on the following conditions:	
For density of 1,000 kg/m³	N/A
For densities between 610 and 1,000 kg/m³	NONE

Tank working pressure	
Maximum pressure	0.40 bars
Minimum pressure	-0.25 bars
Minimum temperature acceptable in tanks	-50 C

Loading rate - tons/hour	4,800 m3/hr
---------------------------------	-------------

2.5 CARGO PUMPS

Number and type	8 Deepwell pumps
Location	1 each tank
Max permissible specific gravity	0.69
Time for discharging full cargo using all pumps against no backpressure	18 hrs.
Cargo remaining onboard in cargo tanks after completion pumping	135 m3
Total head when working in series with booster pump	120
Booster pumps	2

**2.6 CARGO COMPRESSORS**

Number and type	4 – Burckhardt Compressors Three cylinder, double acting, oil free, reciprocating, three stage
------------------------	---------------------------------------------------------------------------------------------------

	Propane	Butane
Refrigeration Capacity	1150 m3/hr	1520 m3/hr
Suction pressure	0.4 Bar g	0.4 Bar g

2.7 INERT GAS SYSTEM

Does the vessel use inert gas?	Yes
Utilization	Tank cleaning and Inerting

Does the vessel produce inert gas?	Yes
Type	Stoichiometric combustion
Daily production	127,200 m3

Composition of inert gas	
Carbon dioxide	14%
Oxygen max.	0,5%
Carbon monoxide max.	100 ppm
Hydrogen max.	0
Nitrogen	balance
Soot	0
Sulphur oxides max.	1 ppm
Dewpoint	-40 deg C

State if any shore supply of liquid nitrogen may be required	
No	
What quantity?	

2.8 GAS FREEING

Can this operation be carried out at sea?	Yes
--------------------------------------------------	-----

State method incl. all details	
For LPG	Boil Off Using Cargo compressors
	Inerting Using I.G. plant
	Ventilating for Entry Using ventilation fan and I.G. dry air
For NH₃	I.G. dry air

Advise time required and consumption of inert gas if any	
From LPG approximately to NH₃	128 hrs. / 94,500 m3
From NH₃ approximately to LPG	120 hrs. / 94,500 m3

Is the vessel equipped with inert gas blower?	Yes
Capacity	5,300 Nm3/h

Ventilation fan	Yes
------------------------	-----

**2.9 CHANGING GRADE**

Can this operation be carried out at sea?	N/A
-------------------------------------------	-----

State method used and time required for changing from NH₃ to LPG and vice versa, to reach 50 ppm of previous cargo in tanks atmosphere, the tanks being dry and free of moisture (dewpoint plus 10 degrees C)

From NH ₃ to LPG	N ₂ or Dry Air
Time required	120 hrs.

From LPG to NH ₃	N ₂ or Dry Air
Time required	128 hrs.

Can vessel reduce in tank atmosphere and gas installation concentration of previous cargo below 50 ppm?	Yes
Method used, time required and extra shore supply if any	Dry air / blower
How can it be checked that no liquid gas remain onboard	Heating of tanks

2.10 CARGO HEATER

State discharging rate for propane with 2.5 mol % ethane to be brought from -42 °C to 0 °C at sea temperature of 15 °C	560 m ³ /hr
------------------------------------------------------------------------------------------------------------------------	------------------------

2.11 CARGO VAPORIZER

In case of need of vapour gas during discharge, can vessel produce its own if no shore gas available?	Yes
-------------------------------------------------------------------------------------------------------	-----

2.12 REFRIGERATING APPARATUS

Is it independent of cargo?	Yes
-----------------------------	-----

2.13 MEASURING APPARATUS

What gauges onboard	Henri Enraf
Location and type	1 each tank / float
Number of temperature sensors/gauges pr tank	4 each
Number of pressure sensors/gauges pr tank	1 each

**2.14 SAMPLES**

Where can samples be taken?	top, middle, bottom of each tank, discharge line, liquid manifold, vapour manifold
Are sample bottles available onboard?	No

2.15 CARGO LINES

(See also last page of this gas form C)

Is vessel fitted with midship manifolds	Yes
Distance from cargo manifold to bow	109.48 mtrs.
Distance from manifold to stern	116.0 mtrs.
Height cargo manifold above main deck	2.02 mtrs.
Height cargo manifold above waterline when in ballast	18.459 mtrs.
Height cargo manifold above waterline when loaded	9.43 mtrs.
Distance from shipside to manifold flange	3.995 mtrs.
Distance between loading and vapour return connections	2.25 mtrs.
Windage area in normal ballast condition	3805 m2
Is vessel fitted with SPM chainstopper suitable for 76 mm chain.	Yes
Is vessel fitted with cruziform bollards/fairleads/eye-pads in manifold area	Yes

Dimension of lines		
	Diameter	Flange size
Liquid	14"	350 mm
Gas Line	10"	250 mm
Booster Line	14"	350 mm

What reducers onboard			
Number	Diameter	Length	Pressure rating
2	14" - 16"	629 mm	300 x 300
2	14" - 12"	629 mm	300 x 300
2	14" - 10"	629 mm	300 x 300
2	14" - 8"	629 mm	300 x 300
2	14" - 12"	629 mm	300 x 150
2	10" - 12"	629 mm	150 x 300
2	10" - 10"	629 mm	150 x 300
2	10" - 8"	629 mm	150 x 300
2	10" - 6"	629 mm	150 x 300
2	10" - 12"	629 mm	150 x 150
2	10" - 8"	629 mm	150 x 150

**2.16 LIFTING DEVICE**

Where situated	Aft	Amidship
Number and type	2 x crane	1 x crane
Lifting capacity	5 tons	10 tons
Max. distance from ship's side of lifting hook	15 mtrs.	24.5 mtrs.

2.17 HOSES

For what products are hoses suitable	
---------------------------------------------	--

Number	Length	Diameter	Working pressure	Flange
NIL				

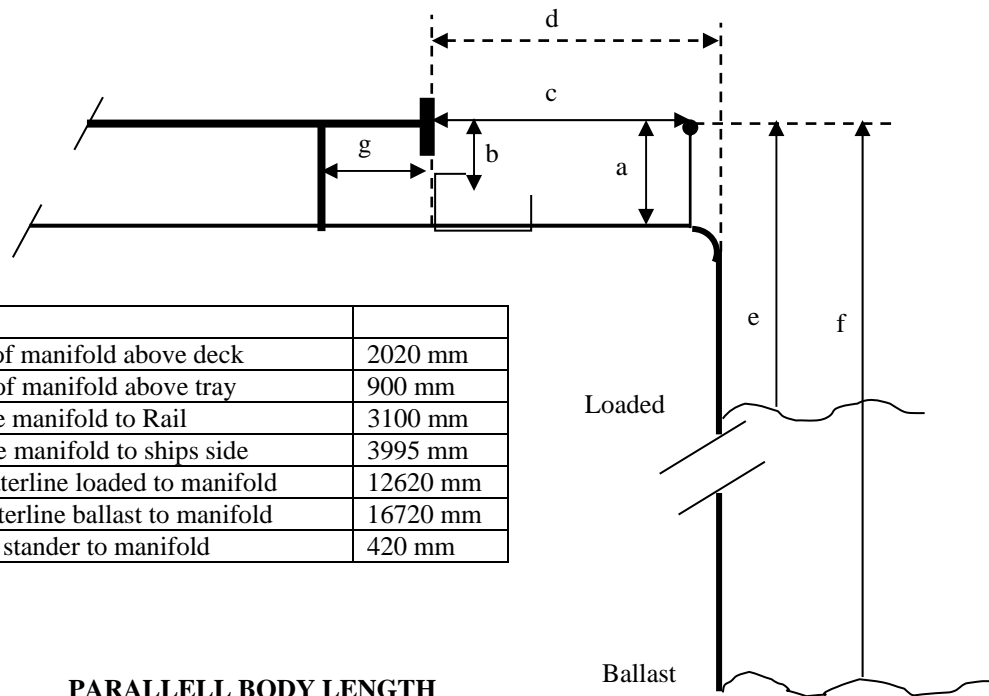
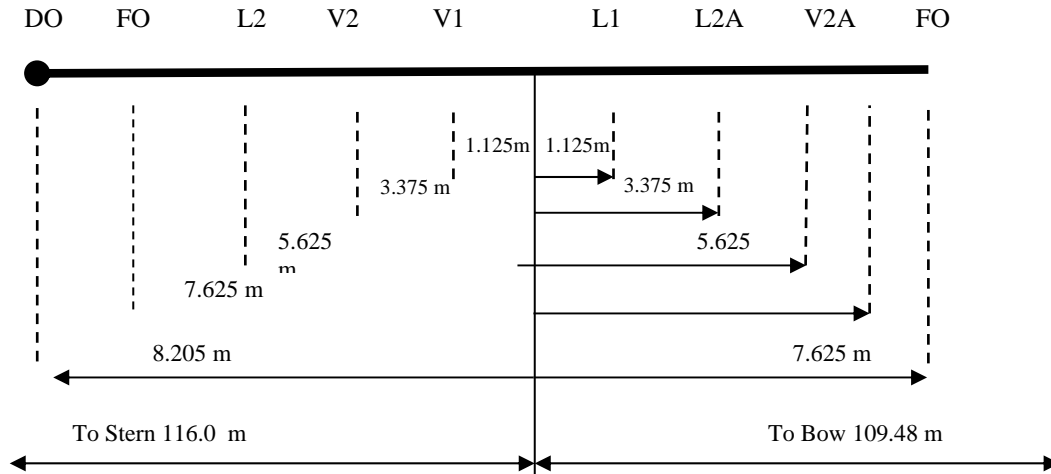
2.18 SPECIAL FACILITIES

How many grades can vessel segregate?	2
----------------------------------------------	---

Indicate systems	
Is vessel able to load/discharge two or more grades simultaneously?	Yes
Can vessel sail with slack tanks?	Yes
Is vessel fitted with purge tank?	No



ARRANGEMENT OF CARGO MANIFOLD



PARALLELL BODY LENGTH

LOADED CONDITION 123.9m

