



LAST UPDATE:
APRIL 2010

FORM C GAS

SYN ZANIA



MODEL

Form C gas

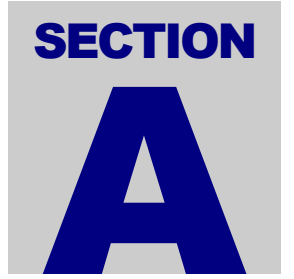
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A1 PRINCIPAL SHIP PARTICULARS

1.1	Name of Ship	SYN ZANIA
1.2	Previous Name(s)	Not Applicable
1.3	Builder	Cantiere Navale di Pesaro
1.4	Date of delivery	21 May 2008
1.5	Classification Society and No.	R.I.N.A.
1.6	Gross Registered Tonnage	3827 (preliminary)
1.7	Net registered Tonnage	1148 (preliminary)
1.8	Suez Tonnage Gross/Net	4176.82 / 3106.53
1.9	Panama tonnage Gross/Net	N.A.
1.10	Registered Owner	SYNERGAS SRL
	Address	Via Riviera di Chiaia, 287 – Napoli – Italy
	Telephone	+39 081 9637170
	Telex/fax	+39 081 3313110
1.11	Manager or Operator	SYNERGAS SRL
	Address	Via Riviera di Chiaia, 287 – Napoli – Italy
	Telephone	+39 081 9637170
	Telex/fax	+39 081 3313110
1.12	Flag	Italian
1.13	Port of registry	Napoli
1.14	Official No.	401.
1.15	Call Sign	I C K N
1.16	Immarsat No.MMSI	247231200
1.17	LR/IMO No.	9346938
1.18	Was the ship built in accordance with the following regulations	
	IMO	Yes
	USCG	Yes
	RINA	Yes
	OTHER	
1.19	IMO Certification	
	Certificate of Fitness IGC	Yes
	A328	
	A329	
	Letter of Compliance	
1.20	Date questionnaire compiled	May 2008

A2 HULL DIMENSIONS

2.1	Length overall	95.50 mtr.
2.2	Length between perpendiculars	86.35 mtr.
2.3	Extreme breadth	15.50 mtr.
2.4	Extreme depth	8.00 mtr.
2.5	Summer draught	6.50 mtr.
2.6	Corresponding deadweight	4026.16 mtons
2.7	light displacement	2353.04 mtons
2.8	Load displacement (summer)	6379.20 mtons
2.9	Cargo tank cubic capacity (100%)	4024.74 cbm
2.10	Distance from keel to top antenna	31.00 mtr.
2.11	Air draught (with normal ballast)	26.00 mtr.

A3 BALLAST PARTICULARS

3.1	Permanent Ballast	
3.2	Ballast quantity 100%	1548 cbm / 1586 tonnes
3.3	Bunkers, stores, etc. 100%	550 tonnes (abt)
3.4	Draught	
	- Forward	3.60 mtr (preliminary)
	- Aft	6.00 mtr (“)
	- Mean	4.80 mtr (“)

A4 IMMERSION

4.1	TPC at normal draught	11.20 at 4.50 mtr
4.2	TPC at loaded draught	12.20 at 6.00 mtr

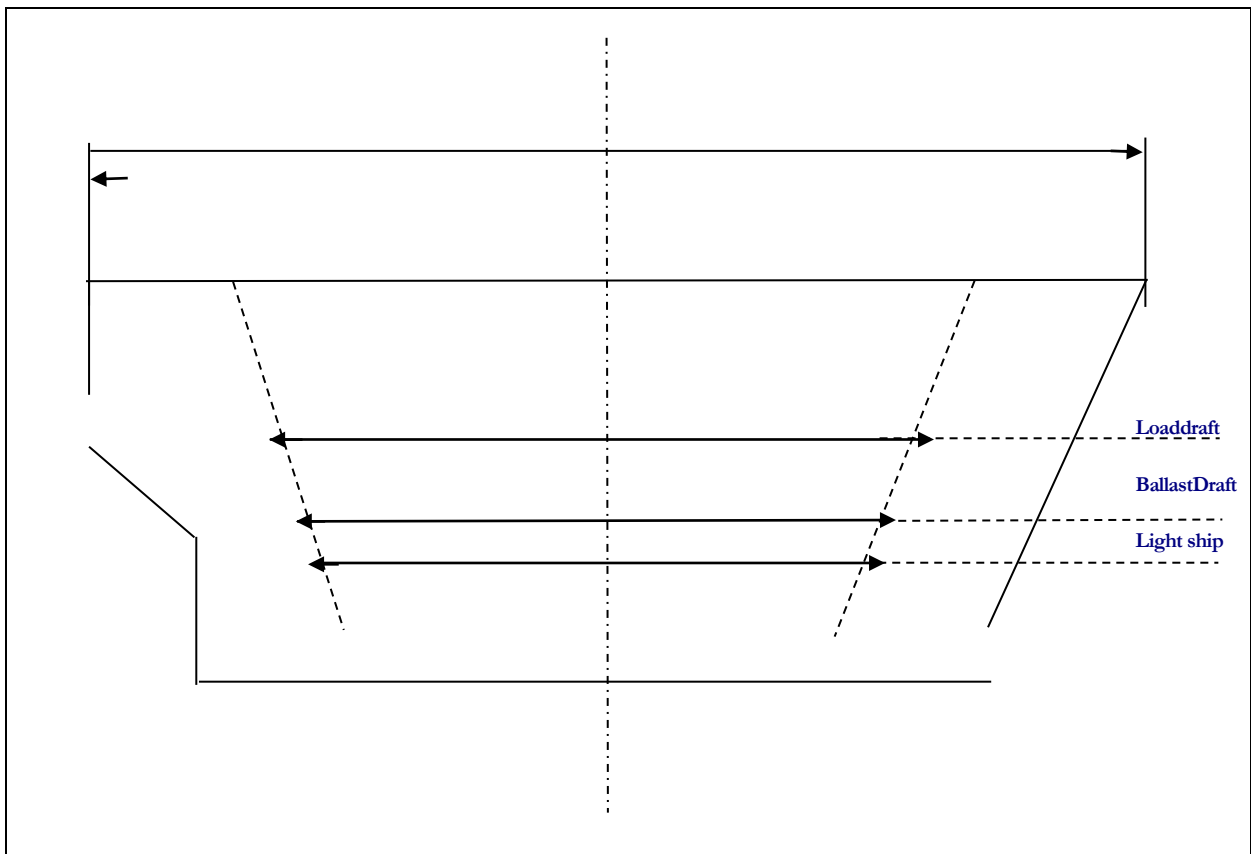
A5 LOADED PARTICULARS

(preliminary)

		BUTANE	PROPANE	VCM	BUTADIENE
5.1	Cargo				
5.2	Density	0.601	0.582	0.970	0.651
5.3	Cargo tons	2370	2290	3300*	2565
5.4	Bunkers IFO at 60%	180	180	180	180
5.5	GASOIL at 60%	60	60	60	60
5.6	Fresh water at 20%	25	15	15	15
5.7	Stores/spares tons	20	20	20	20
5.8	Lube oil at 60%	30	30	30	30
5.9	Ballast (forepeak-deeptank-12-13-14 at 100%)	850	850	421	850
5.10	Deadweight	3525	3445	4026	3720
5.11	Draught				
	- Forward	5.97	5.85	6.45	6.18
	- Aft	6.07	6.03	6.55	6.18
	- Mean	6.02	5.94	6.50	6.18

* At summer loadline saturation

A6 PARALLEL MID-BODY DIMENSIONS



PARALLEL MID BODY DIAGRAM	
DISTANCE BOW TO MID POINT MANIFOLD	54Metres
DISTANCE STERN TO MID POINT MANIFOLD	41,2 Metres
LIGHT SHIP PARALLEL BODY LENGH	40 Metres
LIGHT SHIP PARALLEL BODY LENGH- BOW TO MID POINT MANIFOLD	25Metres
LIGHT SHIP PARALLEL BODY LENGH- STERN TO MID POINT MANIFOLD	15Metres
NORMAL BALLAST PARALLEL BODY LENGH	45Metres
NORMAL BALLAST PARALLEL BODY LENGH- BOW TO MID POINT MANIFOLD	28 Metres
NORMAL BALLAST PARALLEL BODY LENGH- STERN TO MID POINT MANIFOLD	17Metres
PARALLEL BODY LENGH AT SUMMER DEADWEIGHT (SDWT)	54Metres
PARALLEL BODY LENGH (SDWT) BOW TO MANIFOLD	33Metres
PARALLEL BODY LENGH (SDWT) STERN TO MID POINT MANIFOLD	21Metres

A7 BUNKER CAPACITIES

7.1	M.E. Fuel Oil	Grade	IFO180
		Capacity 98%	312.80 cubic metres
7.2	Diesel Oil	Grade	GO
		Capacity 98%	114.26 cubic metres

A8 FUEL CONSUMPTION DETAILS (preliminary)

8.1	At sea (normal service speed)	FO	10.7 ton/day
		GO	1.2 ton/day
8.2	At sea (normal service speed) while conditioning cargo	FO	10.7 ton/day
		GO	3.0 ton/day
8.3	In port, loading	FO	
		GO	2.5 ton/day
8.4	In port, discharging	FO	
		GO	2.0 ton/day
8.5	In port, idle	FO	
		GO	1.2 ton/day

A9 MAIN ENGINE PARTICULARS

9.1	Main engine make and type	MAN B & W ALFA 7L27/38
9.2	No. of units	one
9.3	Maximum continuous rating (MCR) per engine	800
9.4	Total available power	2380 kW
9.5	Normal service power (ECR)	2023 kW

A10 AUXILIARY PLANT

10.1	Make and type of auxiliary generators	VOLVO PENTA TAMD 165A
10.2	No. of units	three
10.3	Maximum generator output per unit	400 kilowatts
10.4	Shaft generator	700 kilowatts (MAN B & W)
10.5	Emergency generator	100 kilowatts (VOLVO PENTA D7)
10.6	Total available power	1200 kilowatts

A11 POWER/SPEED INFORMATION (preliminary)

11.1	Trial data	BHP	2380 kW
		MCR	100% SHP
		Speed	Knots
		Draught	4.40 M
11.2	Normal service speed	BHP	2023 kW
		MCR	85% SHP
		Speed	14.3 Knots
		Draught	Fwd 4.50 mtr - aft 6.50 mtr

A12 THRUSTERS

12.1	Make and type	Brunvoll Thruster FU-45-LTC-1225
12.2	No. Installed	one
12.3	Location and rated bollard pull	300 Kw

A13 FRESH WATER

13.1	Capacity of distilled tanks	
13.2	Capacity of domestic tanks	80.35 Cbm
13.3	Daily consumption distilled domestic	4 tons
13.4	Daily evaporator production	5 tons

A14 BALLAST CAPACITIES AND PUMPS

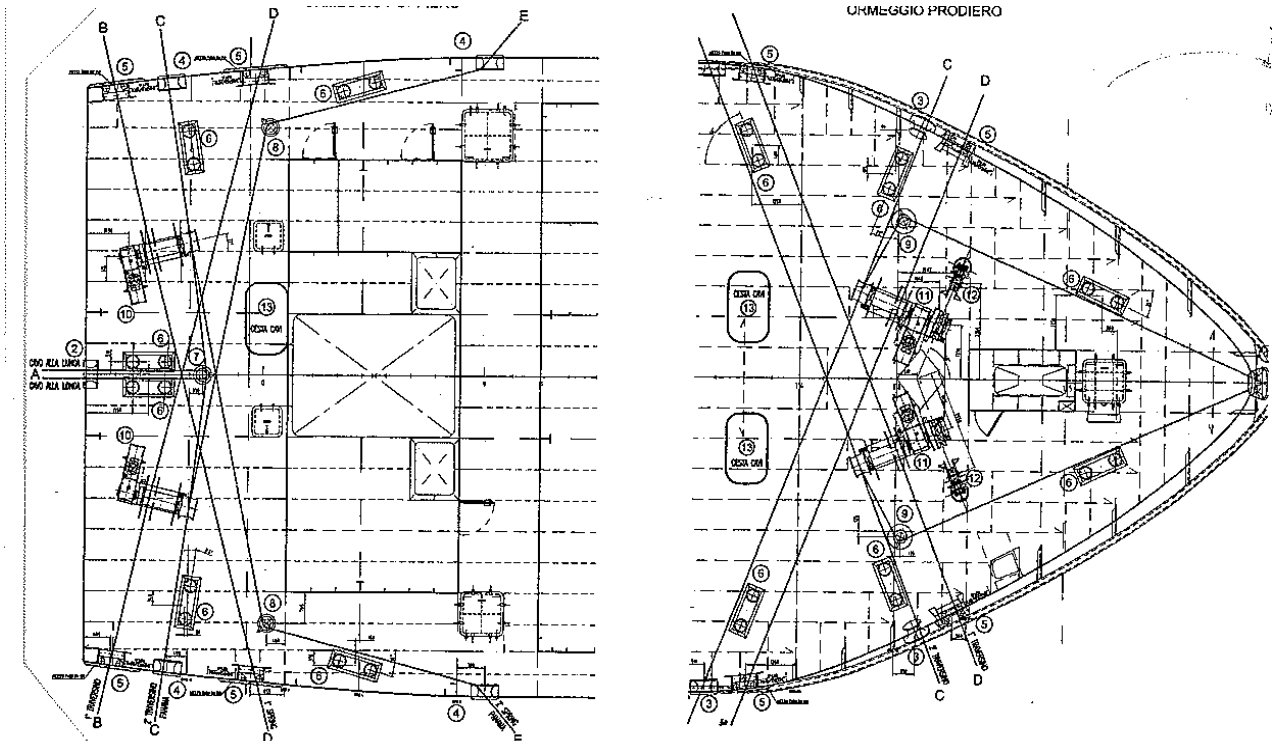
Fill the following table

	Tank	Capacity CBM 100%
14.1	Fore peak	147.35
14.2	Wing or side tanks	1388.3
14.3	Double bottoms	
14.4	Aft peak	5.88
14.5	Other (deep tank)	61
14.6		Total 1541.53
14.7	Ballast pump make and type	GARBARINO MU 125/315 LE
14.8	No. of Pumps	One (other two on reserve)
14.9	Total capacity	250 cbm/hr x each
14.10	Location	Engine room
14.11	Control Location	Local on engine room / remote on SCP

A15 MOORING EQUIPMENT

15.1 Ropes and Wires.

On the diagram below indicate the position of winch mounted wires (W) and ropes (R) together with open (O) and closed (C) fairleads.



15.2 Mooring Winches

	No	Motive power (steam, hydraulic)	Heaving power	Brake Capacity	Hauling speed (m/min)
Forecastle	2	hydraulic	70 kN	210 kN	12
Poop	2	hydraulic	70 kN	219 kN	12

15.3 Anchors and Windlasses

Windlass motive Power (steam, hydraulic)	hydraulic				
Hauling power	76 kN			nominal 9 m/min maximum 18 m/min	

Brake holding capacity 114 kN (anchor braking out force)
576 kN (brake holding force on the chain wheel)

Date of last test

Anchor type Hall – full balance – high holding power

Weight 1.980tonnes

Is spare carried

Cable diameter 40 mm type U3

No of shackles port 8

No of shackles starboard 9

15.4 Windage

Windage on ballast draught 750 M2 (lateral) plus 150 M2 (end-on)

Windage full loaded 600 M2 (lateral) plus 150 M2 (end-on)

A16 NAVIGATIONAL EQUIPMENT

Is the following equipment fitted :	YES	NO
16.1 Magnetic compass	Yes	
16.2 Gyro compass and repeaters	Yes	
16.3 Radars	Yes	
16.4 Radar plotting equipment		
16.5 Arpa	Yes	
16.6 Echo sounder	Yes	
16.7 Speed/Distance indicator	Yes	
16.8 Doppler log		
16.9 Rudder angle, RPM, controllable pitch and Thrusters indicators	Yes	
16.10 Rate of turn indicator		
16.11 Radio D.F.		
16.12 Navtex receivers	Yes	
16.13 Satellite navigator	Nr.2 units GPS	
16.14 Decca navigator		
16.15 Loran C		
16.16 Sextants	Yes	
16.17 Signal lamp (aldis)	Yes	
16.18 Course recorder	Yes	
16.19 Engine order printer		
16.20 What chart outfit coverage is provided if limited, indicate areas covered	Electronic/paper charts	
16.21 Formal chart correction system in use	yes	

A17 COMMUNICATION EQUIPMENT

Is the following equipment fitted :

	YES	NO
17.1 Is ship with GMDSS for areas A1 – A2 – A3	Yes	
17.2 Radio telegraph main transmitter including facility to transmit on radio telephone distress frequency	Yes	
17.3 Radio telegraph main receiver including facility to receive on radio telephone distress frequency	Yes	
17.4 Radio telephone distress frequency watch receiver	Yes	
17.5 Main radio antenna	Yes	
17.6 Radio telegraph reserve transmitter		
17.7 Radio telegraph reserve receiver		
17.8 Reserve radio antenna		
17.9 Are the main and reserve installation electrically separate and electrically independent of each other	Yes	
17.10 Radio telegraph auto alarm		
17.11 2182 KHZ bridge watch receiver	Yes	
17.12 Alarm signal generating device	Yes	
17.13 VHF radio	Yes	
17.14 Inmarsat satellite communications system if yes, state identification number	Fleet 77	(voice)
17.15 Telex if yes, state identification number	Standard C	
17.16 Telex if yes, state identification number	Standard C	
17.17 Weather fax	Yes	
17.18 Epirbs	Yes	
17.19 At least three survival craft two-way radio telephone apparatus	Yes	
17.20 Emergency lifeboat transmitter		
17.21 Full set of publications	Yes	
17.22 Satellite Epirb	Yes	
17.23 VHF GMDSS	Yes	
17.24 Radio transponder for survival craft	Yes	

SECTION
B

B1 CARGO - GENERAL INFORMATION

- | | | |
|-----|---|--|
| 1.1 | List products which the ship is certified to carry | Anhydrous Ammonia (not exceed minus 20°C) – Butadiene – Butane – Butane/Propane Mixtures – Butylenes – Butadiene and (C4) hydrocarbon mixtures – Propane – Propylene – Vinyl Chloride Monomer – Commercial propane (max 2.5 mol.% ethane in liquid phase) – Dimethylamine – Isoprene (monomer) – Pentane – Diethyl Ether (topping up-padding system-with N2 bottles) – Isopropyl Almine |
| 1.2 | Minimum allowable tank temp. | Minus 48°C |
| 1.3 | Maximum permissible tank pressure | 8 bar |
| 1.4 | List grades which can be transported simultaneously | 2 grades (only one refrigerated) |
| 1.5 | List grades which can be loaded or | 2 grades (only one refrigerated) |
| 1.6 | State natural tank segregation. (N.B. separation obtained by the removal of spools or by insertion of blind flange) | 2 grades can be carried by the use of flanges swing elbows and removal spool pieces |
| 1.7 | Number of products, (gas) that can be conditioned by reliquefaction simultaneously. | 1 |

B2 CARGO TANKS

- | | | |
|-----|---|---|
| 2.1 | No. and type of cargo tanks | Type “C” cylindrical |
| 2.2 | Maximum allowable relief valve | 8 bar (g) |
| 2.3 | Safety valve set pressure -
If variable give range for pilot valve | USCG 5 bar (g) - IMO 8 bar (g)
0.5 – 5.0 – 8.0 bar (g) |
| 2.4 | Maximum vacuum | 0.75 bar (g) abs |
| 2.5 | Maximum cargo density | 0.972 d/cm3 |
| 2.6 | Maximum rate of cool-down | 10°C/hr |
| 2.7 | State any limitations regarding partially filled tanks | See cargo manual |
| 2.8 | State allowable combinations of filled | See Master’s Loading & Stability Instructions manual |

B3 CARGO TANK CAPACITIES

Complete the following table

TANK	Capacity CBM	Capacity CBM	PROPANE	AMMONIA	BUTANE	VCM *
	100%	98%	Tonnes -42.8°C	Tonnes -33°C	Tonnes -0,5°C	Tonnes -13,4°C
1	1955.20	1916.10				
2	2051.90	2010.86				
3						
4						
5						
6						
TOTALS	4007.10	3926.96	2290	2680	2370	3300

VCM * at summer loading saturation

B4 LOADING RATES

	PRODUCT	RATE (Tonnes/hr)	
		With vapour return	Without return
4.1	From refrigerated storage		
4.2	BUTANE	350	300
4.3	PROPANE	350	300
4.4	AMMONIA	400	350
4.5	V.C.M.	450	400
4.6	BUTADIENE	350	300
4.7	PROPYLENE	350	300
	PRODUCT	RATE (Tonnes/hr)	
		With vapour return	Without return
4.8	From pressure storage		
4.9	BUTANE 0-30°C	300	300
4.10	PROPANE 0°C	350	300
4.11	10° C	250	200
4.12	20° C	200	100
4.13	30° C	-	-

B5 DISCHARGING - GENERAL

Cargo pumps

5.1	Type of pumps	Hamworthy Svanehoj A/S – model DW 150/150-3k-1 vertical deepwell
5.2	Number per tank	ONE
5.3	Rate (per pump)	250 cbm/hr
5.4	Delivery head	120 mlc
5.5	Maximum density	0.972 kg/cbm
	Booster pumps	
5.6	Type of pump	Hamworthy Svanehoj A/S – model NMB 150c horizontal in line
5.7	Number	ONE
5.8	Rate (per pump)	250 cbm/hr
5.9	Delivery head	120 mlc
5.10	Maximum density	0.680 kg/cbm (ammonia)

B6 DISCHARGE PERFORMANCES

Full cargo discharge times (using all main pumps)

	MANIFOLD BACK PRESSURE	Hours	
		With vapour return	Without return
6.1 From refrigerated			
6.2	1 bar	8	8
6.3	5 bar	8	8
6.4	10 bar	15	15
<hr/>			
	MANIFOLD BACK PRESSURE	Hours	
		With vapour return	Without return
6.5 Pressurized			
6.6	1 bar	8	8
6.7	5 bar	8	8
6.8	10 bar	8	8

B7 UNPUMPABLES

	TANK NO.	1	2	3	4	5	6	TOTAL TONNES
7.1	Vapour	5.2	5.3					10.5
7.2	Liquid	0.2	0.3					0.5
7.3							Total quantity	11.0

B8 VAPORISING UNPUMPABLES

8.1	Process used	Puddle heating
	Time to vaporise liquid unpumpables remaining after full cargo discharge:	
8.2	- Propane	0.5 Hrs
8.3	- Butane	3 Hrs
8.4	- Ammonia	2 Hrs
8.5	- Propylene	0.5 Hrs
8.6	-	- hrs
8.7	-	- hrs

B9 RELIQUEFACTION PLANT

9.1	Plant design conditions	Air temperature max 45° C Sea temperature 32° C
	Plant type :	
9.2	Single stage/direct	<input type="checkbox"/> yes <input type="checkbox"/> no
9.3	Two stage/direct	<input checked="" type="checkbox"/> yes <input type="checkbox"/> no
9.4	Simple cascade	<input type="checkbox"/> yes <input type="checkbox"/> no
9.5	Coolant type	Sea water
	Compressors	
9.6	Type	SULZER 2K 140 – 2F two cylinder – double acting – oil free – labyrinth piston - reciprocating
9.7	Number	2
9.8	Capacity (per unit)	Varies with handled gas (about 350 cbm/hr with 1 bar of suction)
9.9	Are they oil-free	yes

B10 COOLING CAPACITY

State cooling capacity (in Kcal/hr) for :			sea water 15°C	sea water 32°C
10.1	Propane	@ -42°C	Kcal/hr 80000	60000
10.2		@ -20°C	Kcal/hr 200000	170000
10.3		@ - 5°C	Kcal/hr 380000	320000
10.4	iso-Butane	@ - 5°C	Kcal/hr	121000
10.5		@ 0°C	Kcal/hr	151000
10.6	n-Butane	@ 0°	Kcal/hr	110000

B11 CARGO TEMPERATURE LOWERING CAPABILITY (AT SEA)

Time taken to lower the temperature of:			sea water 15°C	sea water 32°C
11.1	Propane from	- 35°C to -42°C	Hrs 54	80
11.2		- 5°C to -42°C	Hrs 160	220
11.3		- 38°C to -42°C	Hrs 30	50
11.4		+20°C to -0.5°C	Hrs 21	27
11.5		+10°C to -0.5°C	Hrs 11	16
11.6	n-Butane from	+20°C to -0.5°C	Hrs 90	90
11.7		+10°C to -0.5°C	Hrs 53	53
11.8	iso-Butane from	+10°C to -0.5°C	Hrs 64	64
11.9	Propylene from	-42°C to -45°C	Hrs 24	28
11.10	Ammonia from	-20°C to -30°C	Hrs 89	102

B12 INERT GAS

Main inert gas and nitrogen plant

12.1	Type of system	Enraf Smit Gas System GIn 350-6 BUCD
12.2	Capacity	350 cbm/hr inert gas / discharge pressure 6 bar (g)
12.3	Composition of inert gas	O2 max 0.5 / 0.1 % CO max 200 / 1000 ppm CO2 about 14% SO2 max 10 ppm N2 balance Soot (on Bachrach scale) : 0
12.4	Dewpoint	40°C at 760mm/hg
12.5	Used to	provide dry inert gas or dry air for inerting & purging cargo tanks /void -----
	Nitrogen	
12.6	No of bottles	Possibility to restore and operate nr. 12 bottles
12.7	Capacity (each one)	50 ltrs
12.8	Used for	padding

B13 CARGO TANK INERTING/DE-INERTING

13.1	Time taken from fresh air to under 5% O2 at -40°C dewpoint	71 hrs drying and inerting (from air at 25°C, 80%relative humidity to under 5% O2 at -40°C dewpoint).(inert gas 8000 cbm). 19 hrs for inerting only (from air with
	Time taken from cargo vapour to fully inert	
13.2	When : Inert gas density less than product	13 hrs
	Inert gas density greater than product	13 hrs

B14 GAS FREEING TO FRESH AIR

- 14.1 Plant used Cargo compressors & dry air compressor I.G.
 14.2 Time taken from fully inerted condition to fully breathable fresh air 15 hrs

B15 CHANGING CARGO GRADES

In this table write down time to change products (in hrs). Write also consumption of nitrogen.

To	From	PROPANE TIME/CONS.	BUTANE TIME/CONS.	PROPYLENE TIME/CONS.	AMMONIA TIME/CONS.	VCM TIME/CONS.
PROPANE		XXXXXXXXXX	50 / 4500	55 / 5500	70 / 11500	50 / 5000
BUTANE		30 / 5500	XXXXXXXXXX	30 / 5500	50 / 11500	30 / 5000
PROPYLENE		60 / 5500	55 / 4500	XXXXXXXXXX	75 / 11500	55 / 5000
AMMONIA		35 / 5500	35 / 4500	35 / 5500	XXXXXXXXXX	30 / 5000
VCM		35 / 5500	30 / 4500	35	55 / 11500	XXXXXXXXXX

Inert gas or dry air used instead of nitrogen

B16 DECK TANK CAPACITY

- 16.1 Propane capacity Cbm
 16.2 Butane capacity Cbm
 16.3 Ammonia capacity Cbm
 16.4 Nitrogen capacity Ncm

B17 PRE-LOADING COOLDOWN

In the table below, show time and quantity of coolant required to cooldown cargo tanks from ambient temperature and fully gassed up state sufficient to allow loading to commence.

	PRODUCT	QUANTITY REQUIRED	TIME	
			With return line	Without return
17.1	ETHYLENE			
17.2	PROPANE	3	35	35
17.3	BUTANE	2	12	12
17.4	AMMONIA	1	15	15
17.5	VINYL	2	14	14

B18 VAPORISER

- 18.1 Type of vaporiser none
 18.2 Number fitted
 18.3 Capacity (per unit) cbm/hr vapour
 18.4 Liquid supply rate cbm/hr liquid
 18.5 Delivery temperature °C

B19 BLOWER

- 19.1 Type of blower none
 19.2 Rated capacity cbm/hr
 19.3 Delivery pressure kg/cm2

B20 CARGO RE-HEATER

20.1	Type of re-heater	Horizontal shell & tube
20.2	Number fitted	1
20.3	Heating medium	Sea water
	Discharge rates with sea water at 15°C to raise product temperature:	
20.4	for propane from -42°C to -5°C	208 cbm/hr
20.5	for ammonia from -33°C to 0°C	147 cbm/hr

B21 HYDRATE CONTROL

21.1	Freezing point temperature of Depressant	Minus 97°C
21.2	Quantity of Depressant carried	25 litres plus empty storage of 500 litres
21.3	Means of injection	Manual pump to injection valves at cargo pump and condenser outlets

B22 CARGO MEASUREMENT

	LEVEL GAUGES	
21.1	Are level gauges local or remote	yes yes
21.2	Manufacturer	Henry Systems Holland BV
21.3	Type	UASI 806 M HN / HT18
21.4	Rated accuracy	+/- 5 mm
21.5	Certifying authority	RINA
	TEMPERATURE GAUGES	
22.6	Manufacturer	Stiko
22.7	Type	1142-100
22.8	Rated accuracy	+/- 1% of full scale range
22.9	Certifying authority	RINA
	PRESSURE GAUGES	
22.10	Manufacturer	Wika Instruments Ltd
22.11	Type	233.30.100
22.12	Rated accuracy	+/- 1% fsd
22.13	Certifying authority	RINA
	OXYGEN ANALYSER	
22.14	Manufacturer	2
22.15	Types	BW - Multi gas Detector - Five Gas Detector
	FIXED GAS DETECTOR	
22.16	Manufacturer	SALWICO
22.17	Type	SW2020
22.18	No of points detected	13
	PORTABLE GAS DETECTOR	
22.19	Number	2
22.20	Manufacturer	MSA
22.21	Type	Explosimeter mod. EX-METER II P
	TOXIC GAS INDICATOR	
22.22	Number	2
22.23	Type	QUANTIGAS MODERNA SUPER
	TOXIC GAS INDICATOR TUBES	
22.24	Number	5 box
22.25	Products	Ammonia - Tricloroetano - VCM - Ethylene - Propano
22.26	Exp.dates	October 2009
	TANKSCOPE	
22.27	Type	

B23 CARGO SAMPLING

23.1 Fill the following table

CARGO TANKS	SAMPLE			
	vapour	TOP	MIDDLE	POINTS BOTTOM
1	100 %	95 %	50 %	0 %
2	100 %	95 %	50 %	0 %
3				
4				
5				
6				

23.2 Can sample be drawn from:

- Tank vapour outlet
- Manifold liquid line
- Manifold vapour line
- Pump discharge line

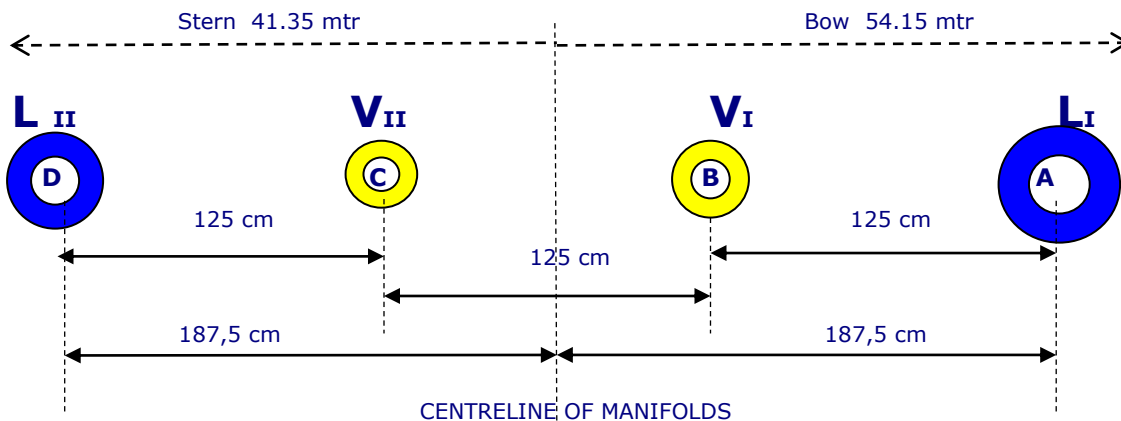
yes

23.3 State connection type and size

Sample bottle and valve with pipe

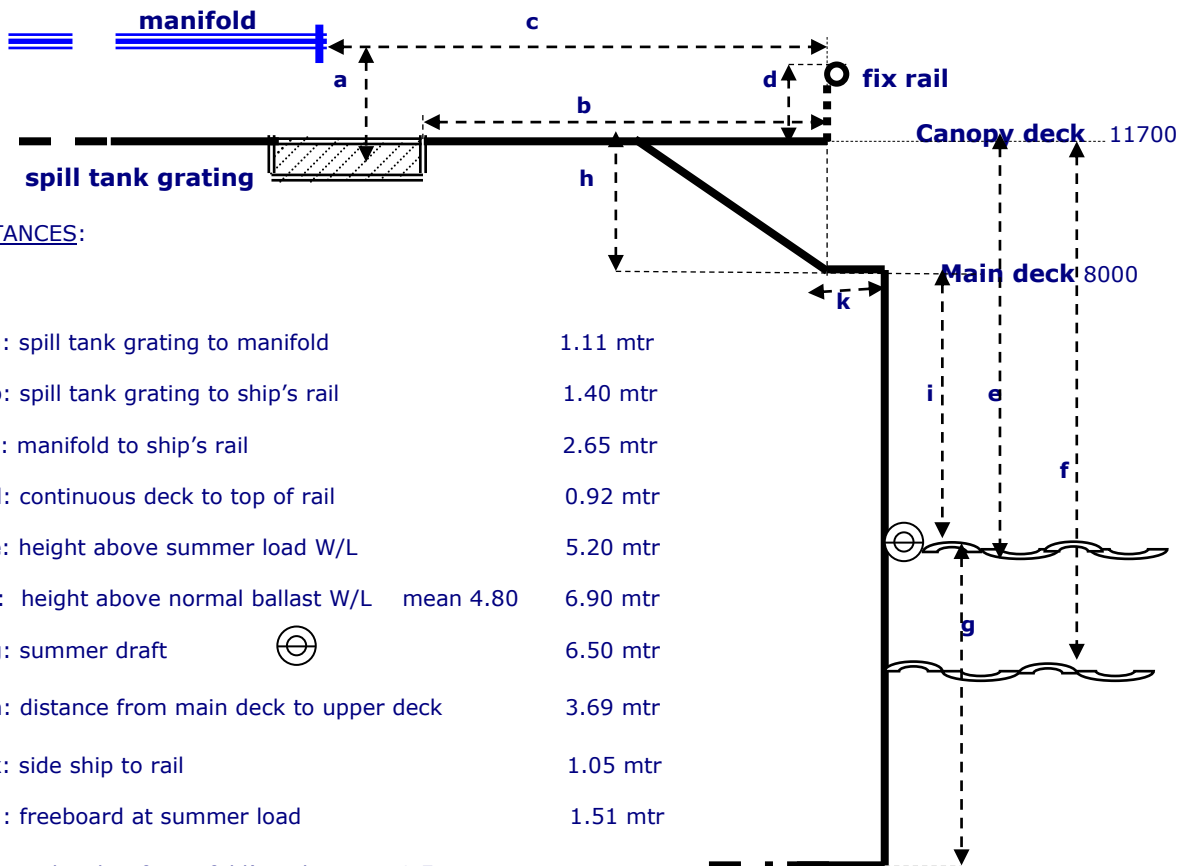
B24 CARGO MANIFOLD ARRANGEMENTS

CARGO MANIFOLDS



Pipe Flange	Duty	Rating	Size	Raised (R) or Flat (F) face
A	Liquid system I	Ansi 300	8"	R
B	Vapour " I	Ansi 150	4"	R
C	Vapour " II	Ansi 150	4"	R
D	Liquid system II	Ansi 300	8"	R

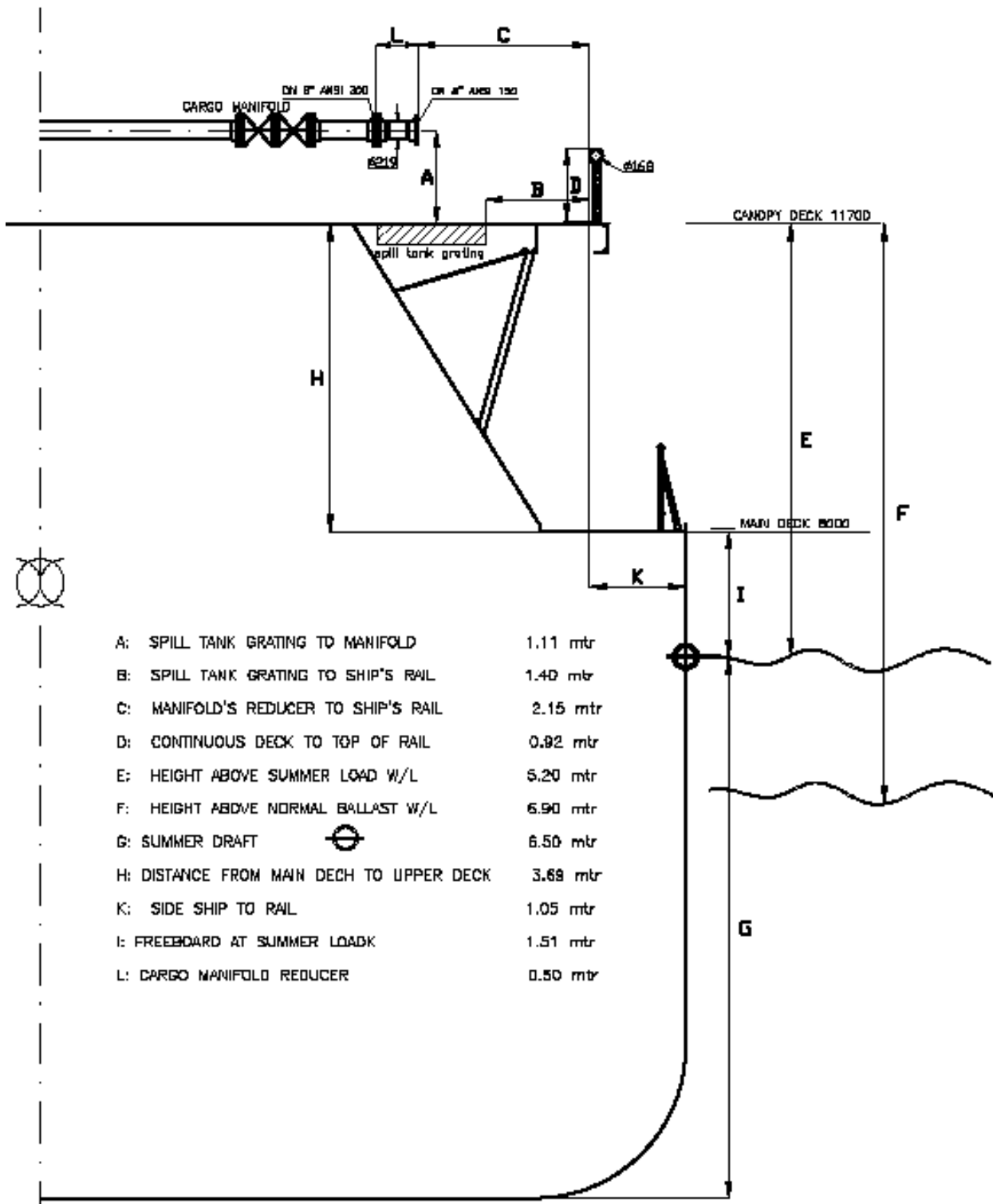
See also drwg nr.1



DISTANCES:

- a:** spill tank grating to manifold 1.11 mtr
- b:** spill tank grating to ship's rail 1.40 mtr
- c:** manifold to ship's rail 2.65 mtr
- d:** continuous deck to top of rail 0.92 mtr
- e:** height above summer load W/L 5.20 mtr
- f:** height above normal ballast W/L mean 4.80 6.90 mtr
- g:** summer draft 6.50 mtr
- h:** distance from main deck to upper deck 3.69 mtr
- k:** side ship to rail 1.05 mtr
- i :** freeboard at summer load 1.51 mtr

note: lenght of manifold's reducers = 0.5 mtr



B25 CARGO MANIFOLD REDUCERS

State number of reducers carried on board and their flange rating and size

25.1	AISI class 300	8" x 8" (4)
25.2		8" x 6" (1)
25.3		8" x 4" (1)
25.4	AISI class 300 to class 150	8" x 4" (1)
25.5		
25.6		
25.7	AISI class 150	4" x 4" (4)
25.8		6" x 4" (1)
		5" x 4" (1)
		4" x 3" (1)

B26 MANIFOLD DERRICK/CRANE

26.1	Is Manifold Derrick provided	no
26.2	Is Manifold Crane provided	Yes
26.3	Is lifting equipment same port and starboard If not give details	Yes
26.4	State SWL at maximum outreach	3 tonnes