

Form C gas

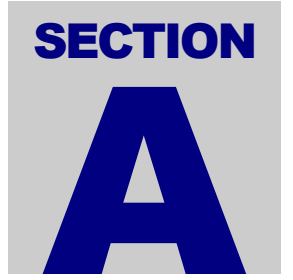
Index

SECTION A GENERAL INFORMATION

A1	Principal ship particulars	1
A2	Hull dimensions	1
A3	Ballast particulars	2
A4	Immersion	2
A5	Loaded particulars	2
A6	Parallel mid-body dimensions	3
A7	Bunker capacities	4
A8	Fuel consumption details	4
A9	Main engine particulars	4
A10	Auxiliary plant	4
A11	Power/Speed information	4
A12	Thrusters	5
A13	Fresh water	5
A14	Ballast capacities and pumps	5
A15	Mooring equipment	6
A16	Navigational equipment	7
A17	Communications equipment	8

SECTION B CARGO SYSTEMS

B1	Cargo - General information	9
B2	Cargo tanks	9
B3	Cargo tank capacities	10
B4	Loading rates	10
B5	Discharging - general	10
B6	Discharge performances	11
B7	Umpumpables	11
B8	Vaporising umpumpables	11
B9	Reliquefaction plant	11
B10	Cooling capacity	12
B11	Cargo temperature lowering capability (at sea)	12
B12	Inert gas	12
B13	Cargo tank inerting/de-inerting	12
B14	Cargo freeing to fresh air	12
B15	Changing cargo grades	13
B16	Deck tank capacities	13
B17	Pre-loading cooldown	13
B18	Vaporiser	13
B19	Blower	13
B20	Cargo Re-Heater	14
B21	Hydrate control	14
B22	Cargo measurement	14
B23	Cargo sampling	15
B24	Cargo manifold arrangements	16
B25	Cargo manifold reducers	17
B26	Manifold Derrick/Crane	17



A1 PRINCIPAL SHIP PARTICULARS

1.1	Name of Ship	KING ARTHUR
1.2	Previous Name(s)	n/a
1.3	Builder	Vinashin - Bachdang
1.4	Date of delivery	2 / 2011
1.5	Classification Society and No. RINA /	RINA+ BUREAU Veritas -- RI 85529
1.6	Gross Registered Tonnage	4.761
1.7	Net registered Tonnage	1.428
1.8	Suez Tonnage Gross/Net	5506,53 / 4086,11
1.9	Panama tonnage Gross/Net	Not yet calculated
1.10	Registered Owner	Mediterranea di Navigazione S.p.A.
	Address	P.zza Caduti sul Lavoro, 3 – 48122 Ravenna - Italy
	Telephone	+39 0544 598911
	Telex/fax	+39 0544 423799
1.11	Manager or Operator	Mediterranea di Navigazione S.p.A.
	Address	P.zza Caduti sul Lavoro, 3 – 48122 Ravenna - Italy
	Telephone	+39 0544 598911
	Telex/fax	+39 0544 423799
1.12	Flag	Italian – 2nd Register
1.13	Port of registry	Ravenna
1.14	Official No.	52 R.I.
1.15	Call Sign	I B A I
1.16	Immarsat No.	00870 – 773240103
1.17	LR/IMO No.	9480382
1.18	Was the ship built in accordance with the following regulations	
	IMO	Yes
	USCG	Yes
	RINA	Yes
	OTHER	Yes
1.19	IMO Certification	
	Certificate of Fitness IGC	
		A328
		A329
	Letter of Compliance	
1.20	Date questionnaire compiled	10.01.2013

A2 HULL DIMENSIONS

2.1	Length overall	104 m.
2.2	Length between perpendiculars	97.20 m
2.3	Extreme breadth	16.40 m.
2.4	Extreme depth	8,4 m
2.5	Summer draught	7,2 m
2.6	Corresponding deadweight	5.312 tonn
2.7	Light displacement	3.043 tonn
2.8	Load displacement (summer)	8.355 tonn
2.9	Cargo tank cubic capacity (100%)	4655.83 cbm
2.10	Distance from keel to top antenna	32.5 m
2.11	Air draught (with normal ballast)	27.5 m

A3 BALLAST PARTICULARS

3.1	Permanent Ballast No	
3.2	Ballast quantity	1.726 t
3.3	Bunkers, stores, etc. Fuel 428 t;	Diesel 101 t ;Oils 29 t ;Misc. 0 t;Fresh Water 0 t;Water 122 t
3.4	Draught	
	- Forward	4,50 m
	- Aft	5,50 m
	- Mean	5,0 m

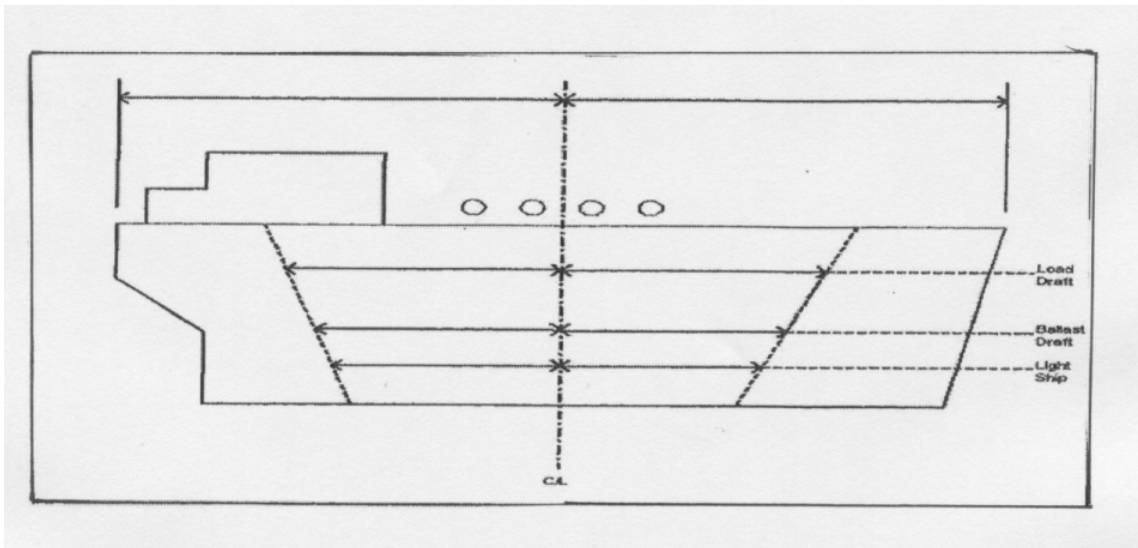
A4 IMMERSION

4.1	TPC at normal ballast draught	12,80 t/cm
4.2	TPC at loaded draught	14,50 t/cm

A5 LOADED PARTICULARS

5.1	Cargo		ETHYLENE	BUTANE	PROPANE	V.C.M.
5.2	Density		0.569 t/m3	0.600 t/m3	0.583 t/m3	0.972 t/m3
5.3	Cargo	tons	2611	2748	2670 t	4364 t
5.4	Bunkers	IFO	428 t	428 t	428 t	424 t
5.5	GASOIL		101 t	101 t	101 t	101 t
5.6	Fresh water		0 t	0 t	0 t	0 t
5.7	Stores/spares		40 t	40 t	40 t	40 t
5.8	Lub oil (at 95% + bilge/sludge)		29 t	29 t	29 t	29 t
5.9	Ballast		569	506 t	504 t	359 t
5.10	Deadweight		3900 t	3975 t	3895 t	5440 t
5.11	Draught					
	- Forward		5.328 m	5.402 m	5.352 m	6.877 m
	- Aft		6.870 m	6.951 m	6.901 m	7.522 m
	- Mean		6.099 m	6.154 m	6.122 m	7.200 m

A6 PARALLEL MID-BODY DIMENSIONS



Distance bow to mid-point manifold: 58,3 m.

Distance stern to mid-point manifold: 45,6 m .

Light ship parallel body length: 47,5 m

Light ship parallel body – bow to mid-point manifold: 24,2 m

Light ship parallel body – stern to mid-point manifold: 23,3 m

Normal ballast parallel body length: 54,3 m abt.

Normal ballast parallel body length – bow to mid – point manifold: 27 m

Normal ballast parallel body length – stern to mid – point manifold: 27,3 m

Parallel body length at Summer Deadweight (SDWT): 56,3 m abt.

Parallel body length at SDWT – bow to manifold: 28 m

Parallel body length at SDWT – stern to mid – point manifold: 28,3 m

Does the ship have bulbous bow: Yes

A7 BUNKER CAPACITIES

7.1	M.E. Fuel Oil	Grade	
		Capacity 98%	432 cbm
7.2	Diesel Oil	Grade	
		Capacity 98%	121 cbm

A8 FUEL CONSUMPTION DETAILS

8.1	At sea (normal service speed)	IFO 380 - 15,5 tonn / day
8.2	At sea (normal service speed) while conditioning cargo	IFO 380 – 15,5 tonn / day
8.3	In port, loading	3,5 tonn / day
8.4	In port, discharging	4,6 tonn / day
8.5	In port, idle	2,1 tonn / day

A9 MAIN ENGINE PARTICULARS

9.1	Main engine make and type	WARTSILA TYPE 8L32
9.2	No. of units	1
9.3	Maximum continuous rating (MCR) per engine	4000 kW – 750 RPM
9.4	Total available power	CSR
9.5	Normal service power (ECR)	CSR – 3400 kW

A10 AUXILIARY PLANT

10.1	Make and type of auxiliary generators	VOLVO PENTA TYPE D16
10.2	No. of units	4
10.3	Maximum generator output per unit	470 kWe
10.4	Shaft generator	1600 kWe – MARELLI (WARTSILA)
10.5	Emergency generator	MAKE STX Eng. Co KOREA – 90 kW
10.6	Total available power	3480 kWe

A11 POWER/SPEED INFORMATION

11.1	Trial data	BHP
		MCR
		Speed
		Draught
11.2	Normal service speed	BHP
		MCR
		Speed
		Draught

A12 THRUSTERS

12.1	Make and type	THRUSTMASTER&SAM ELETRONICS - 400 kW
12.2	No. Installed	1
12.3	Location and rated bollard pull	Abt fr. 131

A13 FRESH WATER

13.1	Capacity of distilled tanks	9.10 cbm
13.2	Capacity of domestic tanks	115.11 cbm
13.3	Daily consumption distilled domestic	8.05 cbm
13.4	Daily evaporator production	10 t/day

A14 BALLAST CAPACITIES AND PUMPS

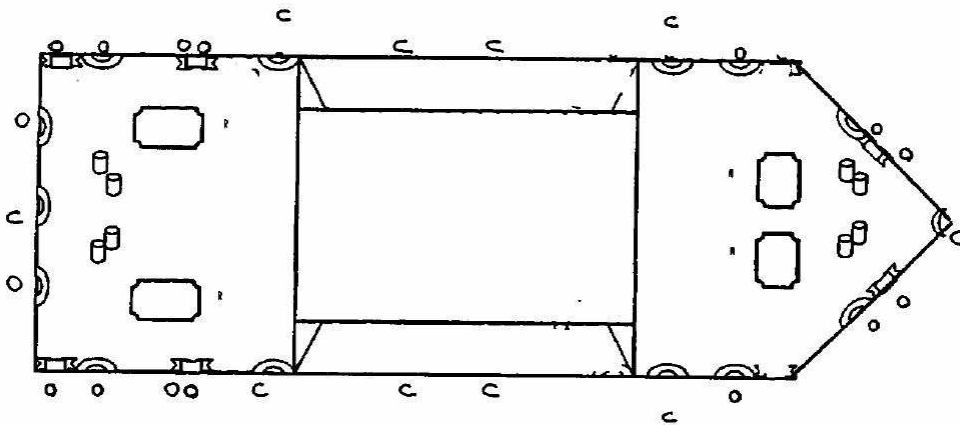
Fill the following table

	Tank	Capacity CBM	CBM
14.1	Fore peak	136	
14.2	Wing or side tanks	1899	
14.3	Double bottoms	n/a	
14.4	Aft peak	18	
14.5	Other (.....)	n/a	
14.6		Total	2054
14.7	Ballast pump make and type	GARBARINO – TYPE MU150-315LE	
14.8	No. of Pumps	2 (N° 1 Service; N° Spare)	
14.9	Total capacity	2 x 460 cbm/H x 30 m.w.l	
14.10	Location	Engine Room	
14.11	Control Location	C.C.R./Locally	

A15 MOORING EQUIPMENT

15.1 Ropes and Wires.

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



15.2 Mooring Winches

	No	Motive power (steam,hydraulic)	Heaving power	Brake Capacity	Hauling speed
Forecastle	2	hydraulic	tbd	27 t	12 m/min
Poop	2	hydraulic	tbd	27 t	12 m/min

15.3 Anchors and Windlasses

Windlass motive Power (steam, hydraulic)	hydraulic
Hauling power	tbd
Brake holding capacity	70 t
Date of last test	

Anchor type **HHP ANCHOR BALANCED**

Weight 2295 kg

Is spare carried No

Cable diameter 44 mm

No of shackles port

No of shackles starboard

15.4 Windage

Windage on ballast draught

Windage full loaded

A16 NAVIGATIONAL EQUIPMENT

Is the following equipment fitted :

16.1	Magnetic compass	YES
16.2	Gyro compass and repeaters	YES
16.3	Radars	YES
16.4	Radar plotting equipment	YES
16.5	Arpa	YES
16.6	Echo sounder	YES
16.7	Speed/Distance indicator	YES
16.8	Doppler log	YES
16.9	Rudder angle, RPM, controllable pitch and Thrusters indicators	YES
16.10	Rate of turn indicator	tbd YES
16.13	Satellite navigator	YES
16.14	Decca navigator	NO
16.15	Loran C	NO
16.16	Sextants	YES
16.17	Signal lamp (aldis)	YES
16.18	Course recorder	YES
16.19	Engine order printer	YES
16.20	What chart outfit coverage is provided if limited, indicate areas covered	
16.21	Formal chart correction system in use	

A17 COMMUNICATION EQUIPMENT

Is the following equipment fitted :

17.1	Is ship with GMDSS	YES	Yes
17.2	Radio telegraph main transmitter including facility to transmit on radio telephone distress frequency	YES	Yes
17.3	Radio telegraph main receiver including facility to receive on radio telephone distress frequency	YES	Yes
17.4	Radio telephone distress frequency watch receiver	YES	Yes
17.5	Main radio antenna	YES	Yes
17.6	Radio telegraph reserve transmitter		tbd
17.7	Radio telegraph reserve receiver		tbd
17.8	Reserve radio antenna		tbd
17.9	Are the main and reserve installation electrically separate and electrically independent of each other		tbd
17.10	Radio telegraph auto alarm		NO
17.11	2182 KHZ bridge watch receiver		NO
17.12	Alarm signal generating device		YES
17.13	VHF radio		YES
17.14	Inmarsat satellite communications system		YES
	if yes, state identification number	00870 773240103	
17.15	Telex		YES
	if yes, state identification number	0580 424729315/20	
17.16	Telefax		YES
	if yes, state identification number	00870 783220194	
17.17	Weatherfax		YES
17.18	Epirbs		YES
17.19	At least three survival craft two-way radio telephone apparatus		YES
17.20	Emergency lifeboat transmitter		YES
17.21	Full set of publications		YES
17.22	Satellite Epirb		YES
17.23	VHF Epirb		NO
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

Acetaldehyde
 Anhydrous Ammonia
 Butadiene
 Butanes (iso and normal)
 Butylenes
 Butane / Propane Mixtures
 Propane
 Commercial Propane (max. Ethane in liquid phase 2.5 mol. %)
 Propylene
 Vinyl Chloride Monomer
 Isoprene
 Ethane
 Butadiene and C4 Hydrocarbon Mixtures
 Ethylene

1.2 Minimum allowable tank temp.

-104 °C

1.3 Maximum permissible tank pressure

8.0 Barg

1.4 List grades which can be transported simultaneously

Acetaldehyde
 Anhydrous Ammonia
 Butadiene
 Butanes (iso and normal)
 Butylenes
 Butane / Propane Mixtures
 Propane
 Commercial Propane (max. Ethane in liquid phase 2.5 mol. %)
 Propylene
 Vinyl Chloride Monomer
 Isoprene
 Ethane
 Butadiene and C4 Hydrocarbon Mixtures
 Ethylene

1.5 List grades which can be loaded or discharged simultaneously

Acetaldehyde
 Anhydrous Ammonia
 Butadiene
 Butanes (iso and normal)
 Butylenes
 Butane / Propane Mixtures
 Propane
 Commercial Propane (max. Ethane in liquid phase 2.5 mol. %)
 Propylene
 Vinyl Chloride Monomer
 Isoprene
 Ethane
 Butadiene and C4 Hydrocarbon Mixtures
 Ethylene

1.6 State natural tank segregation. (N.B. separation obtained by the removal of spools or by insertion of blind flange)

Yes (by spool pieces removal)

CARGO SYSTEMS

- 1.7 Number of products, (gas) that can be conditioned by reliquefaction **2 (two)** simultaneously.

B2 CARGO TANKS

- 2.1 No. and type of cargo tanks **2 (two independent Type C)**
- 2.2 Maximum allowable relief valve setting **8.0 Barg**
- 2.3 Safety valve set pressure - if give range for pilot valve variable **8.0 Barg (IMO Setting)**
6.0 Barg (USCG Setting)
- 2.4 Maximum vacuum **0.75 Bar abs**
- 2.5 Maximum cargo density **966 kg/m³**
- 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

Complete the following table

TANK	Capacity CBM		PROPANE	AMMONIA	BUTANE	VCM
	100%	98%	Tonnes -42.8°C	Tonnes -33°C	Tonnes -0,5°C	Tonnes -13,4°C
1	2157	2114	1231	1441	1273	2043
2	2374	2326	1355	1586	1401	2249
3						
4						
5						
6						
TOTALS						

B4 LOADING RATES

	PRODUCT	RATE (Tonnes/hr)	
		With vapour return	Without return
4.1	From refrigerated storage		
4.2	BUTANE	480	320
4.3	PROPANE	465	210
4.4	AMMONIA	545	250
4.5	ETHYLENE	454	165
4.6			
4.7			
	PRODUCT	RATE (Tonnes/hr)	
		With vapour return	Without return
4.8	From pressure storage		
4.9	BUTANE 0-30°C	480	60
4.10	PROPANE 0°C	465	22
4.11	10° C	465	12
4.12	20° C	465	
4.13	30° C	465	

B5 DISCHARGING - GENERAL

Cargo pumps

5.1	Type of pumps	Centrifugal Deepwell Pump
5.2	Number per tank	1 (one)
5.3	Rate (per pump)	400 m³/hr
5.4	Delivery head	120 m.l.c.
5.5	Maximum density	0.972 kg/l
	Booster pumps	
5.6	Type of pump	Centrifugal Pump (Horizontal)
5.7	Number	1 (one)
5.8	Rate (per pump)	400 m³/hr
5.9	Delivery head	120 m.l.c.
5.10	Maximum density	0.69 kg/l

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		4	4	6
6.3		7	5.5	5.6
6.4		14	11	11
<hr/>				
		MANIFOLD		
		BACK PRESSURE	Hours	
			With vapour return	Without return
6.5	Pressurized			
6.6		4	3.7	3.7
6.7		7	4	6
6.8		14	11	11

B7 UNPUMPABLES

	TANK NO.	1	2	3	4	5	6	TOTAL TONNES
7.1	Vapour							
7.2	Liquid							
7.3								Total quantity

B8 VAPORISING UNPUMPABLES

8.1	Process used	WARMING
	Time to vaporise liquid unpumpables remaining after full cargo discharge :	
8.2	- Propane	2 Hrs
8.3	- Butane	8 Hrs
8.4	- Ammonia	6 Hrs
8.5	- Propylene	2 Hrs
8.6	-	- hrs
8.7	-	- hrs

B9 RELIQUEFACTION PLANT

9.1 Plant design conditions

	Plant type :		
9.2	Single stage/direct	<input type="checkbox"/>	X <input type="checkbox"/>
9.3	Two stage/direct	X <input type="checkbox"/>	<input type="checkbox"/>
9.4	Simple cascade	X <input type="checkbox"/>	<input type="checkbox"/>
9.5	Coolant type	Sea Water / Refrigerant (Propylene)	
	Compressors		
9.6	Type	BCA - 2K 140-2H	
9.7	Number	2 (two)	
9.8	Capacity (per unit)	40 - 520 kWR	
9.9	Are they oil-free	YES	

B10 COOLING CAPACITY

State cooling capacity (in Kcal/hr) for :

10.1	Propane	@ -42°C	90283 Kcal/hr
10.2		@ -20°C	171970 Kcal/hr
10.3		@ - 5°C	266550 Kcal/hr
10.4	Butane	@ - 5°C	171970 Kcal/hr
10.5		@ 0°C	180570 Kcal/hr
10.6		@ 0°C	180570 Kcal/hr

B11 CARGO TEMPERATURE LOWERING CAPABILITY (AT SEA)

Time taken to lower the temperature of:

11.1	Propane from	+10°C to -42°C	148 Hours
11.2		-5°C to -42°C	131 Hours
11.3		-38°C to -42°C	28 Hours
11.4		+20°C to -0.5°C	21 Hours
11.5		+10°C to -0.5°C	12 Hours
11.6	Butane from	+20°C to -0.5°C	45 Hours
11.7		+ 10°C to -0.5°C	26 Hours
11.8		+10°C to -5°C	43 Hours
11.9	Ethylene from	-95°C to -103°C	54 Hours
11.10	Ethylene from	-98°C to -103°C	37 Hours

B12 INERT GAS

Main inert gas and nitrogen plant

12.1	Type of system	Membrane
12.2	Capacity	450 Nm³/hr
12.3	Composition of inert gas	N₂ > 99.0% O₂ < 1.0 % Vol. CO₂ < 1.0 ppm -55 °C atmospheric
12.4	Dewpoint	
12.5	Used for	Piping flushing and blanketing Cargo Tanks inertization
	Nitrogen	
12.6	No of bottles	
12.7	Capacity (each one)	
12.8	Used for	

B13 CARGO TANK INERTING/DE-INERTING

13.1	Time taken from fresh air to under 5% O ₂ at -25°C dewpoint	11 hours
	Time taken from cargo vapour to fully inert at -25°C dewpoint	35 hours
13.2	When : Inert gas density less than product	35 hours
	Inert gas density greater than product	35 hours

B14 GAS FREEING TO FRESH AIR

14.1	Plant used	Cargo compressors
14.2	Time taken from fully inerted condition to fully breathable fresh air	11 hours

B15 CHANGING CARGO GRADES

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

From To	PROPANE TIME/CONS.	BUTANE TIME/CONS.	PROPYLENE TIME/CONS.	AMMONIA TIME/CONS.	VCM TIME/CONS.
PROPANE		21 / 12	21 / 12	40 / 23	40 / 23
BUTANE				40 / 23	40 / 23
PROPYLENE	21 / 12	40 / 23		85 / 36	40 / 23
AMMONIA					
VCM	40 / 23	60 / 27	40 / 23	85 / 36	

B16 DECK TANK CAPACITY

16.1	Propane capacity	20 Cbm
16.2	Butane capacity	20 Cbm
16.3	Ammonia capacity	20 Cbm
16.4	Nitrogen capacity	N.A. 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	90	12	16
17.2	PROPANE	44	6	8
17.3	BUTANE	15	2	3
17.4	AMMONIA	11	5	6
17.5	VINYL	27	4	5

B18 VAPORISER

18.1	Type of vaporiser	Shell and Tube Heat Exchanger
18.2	Number fitted	1 (one)
18.3	Capacity (per unit)	250000 kcal/hr
18.4	Liquid supply rate	2000 kg/hr
18.5	Delivery temperature	

B19 BLOWER

19.1	Type of blower	n.a.
19.2	Rated capacity	
19.3	Delivery pressure	

B20 CARGO RE-HEATER

20.1	Type of re-heater	Shell and tube heat exchanger
20.2	Number fitted	1
20.3	Heating medium	Seawater
	Discharge rates with sea water at 15°C to raise product temperature:	
20.4	for propane from -42°C to -5°C	232 tonnes / hr
20.5	for ammonia from -33°C to 0°C	210 tonnes / hr

B21 HYDRATE CONTROL

- 21.1 Freezing point temperature of
Depressant
- 21.2 Quantity of Depressant carried
- 21.3 Means of injection

B22 CARGO MEASUREMENT

- LEVEL GAUGES
- 21.1 Are level gauges local or remote
- 21.2 Manufacturer
- 21.3 Type
- 21.4 Rated accuracy
- 21.5 Certifying authority
- TEMPERATURE GAUGES
- 22.6 Manufacturer
- 22.7 Type
- 22.8 Rated accuracy
- 22.9 Certifying authority
- PRESSURE GAUGES
- 22.10 Manufacturer
- 22.11 Type
- 22.12 Rated accuracy
- 22.13 Certifying authority
- OXYGEN ANALYSER
- 22.14 Manufacturer
- 22.15 Type
- FIXED GAS DETECTOR
- 22.16 Manufacturer
- 22.17 Type
- 22.18 No of points detected
- PORTABLE GAS DETECTOR
- 22.19 Number
- 22.20 Manufacturer
- 22.21 Type
- TOXIC GAS INDICATOR
- 22.22 Number
- 22.23 Type
- TOXIC GAS INDICATOR TUBES
- 22.24 Number
- 22.25 Products
- 22.26 Exp.dates
- TANKSCOPE
- 22.27 Type

B23 CARGO SAMPLING

23.1 Fill the following table

CARGO TANKS	SAMPLE			POINTS BOTTOM
	TOP	MIDDLE		
1	Yes	Yes		Yes
2	Yes	Ye		Yes
3				
4				
5				
6				

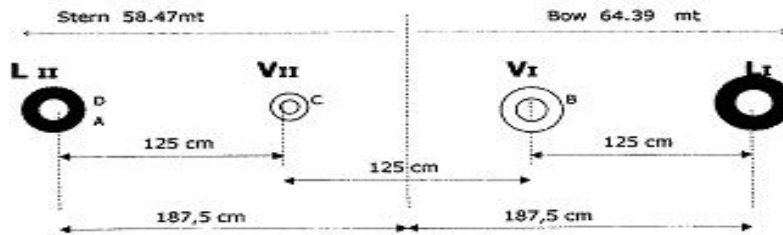
23.2 Can sample be drawn from:

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

23.3 State connection type and size

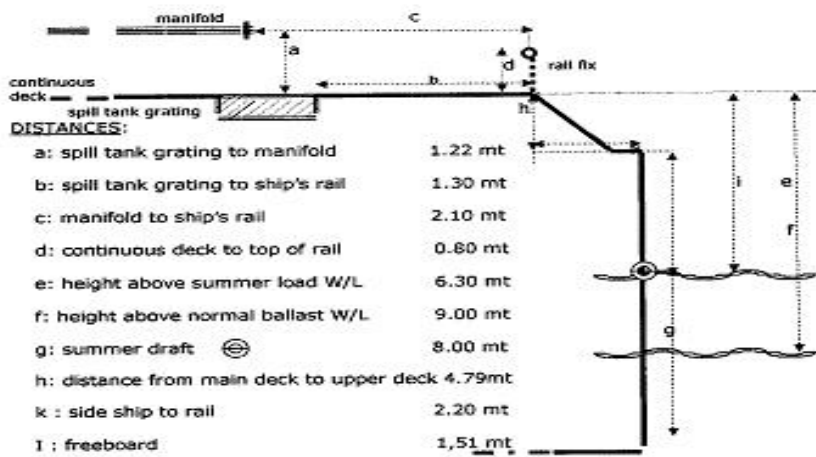
B24 CARGO MANIFOLD ARRANGEMENTS

B 24 CARGO MANIFOLD

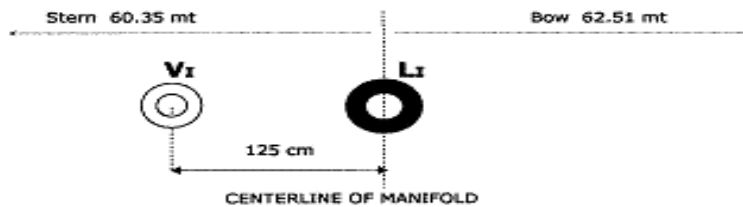


CENTERLINE OF MANIFOLD

Pipe Flange	Duty	Rating	Size	Raised (R) or Flat (F) face
A	Liquid system I	Ansi 300	8"	R
B	Vapour " I	Ansi 150	6"	R
C	Vapour " II	Ansi 150	4"	R
D	Liquid system II	Ansi 300	6"	R

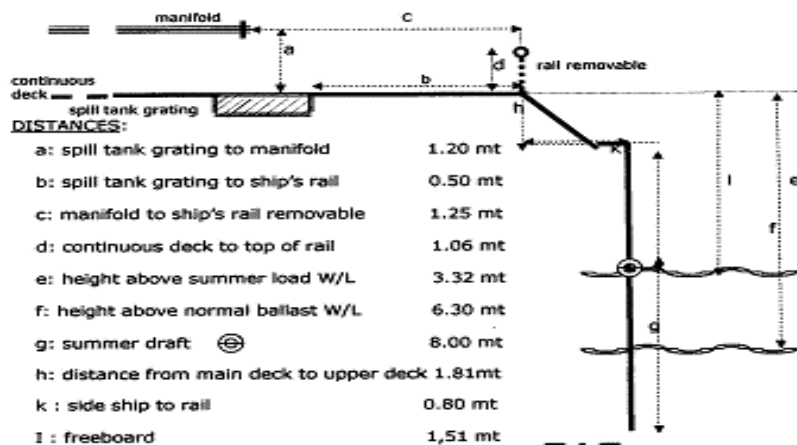


B 24bis CARGO MANIFOLD only port side Main Deck



CENTERLINE OF MANIFOLD

Pipe Flange	Duty	Rating	Size	Raised (R) or Flat (F) face
L _I	Liquid system I	Ansi 300	8"	R
V _I	Vapour " I	Ansi 150	6"	R



B25 CARGO MANIFOLD REDUCERS

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

25.1	8/300 to 10/300
25.2	8/300 to 8/300
25.3	8/300 to 6/300
25.4	8/300 to 10/150
25.5	8/300 to 8/150
25.6	8/300 to 6/150
25.7	6/150 to 4/150
25.8	4/150 to 4/150
	4/150 to 3/150
	4/300 to 4/150
	6/300 to 4/150

B26 MANIFOLD DERRICK/CRANE

- 26.1 Is Manifold Derrick provided
- 26.2 Is Manifold Crane provided
- 26.3 Is lifting equipment same port and starboard
If not give details
- 26.4 State SWL at maximum outreach