



LAST UPDATE:
APRIL 2014

FORM C GAS

SYN ZOSMA



MODEL

Form C gas

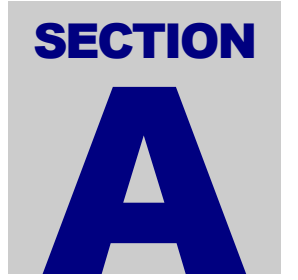
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A1 PRINCIPAL SHIP PARTICULARS

1.1	Name of Ship	SYN ZOSMA
1.2	Previous Name(s)	VALLE AURORA
1.3	Builder	CANTIERE NAVALE DI PESARO (ITALY)
1.4	Date of delivery	15th FEBRUARY 1999
1.5	Classification Society and No.	REGISTRO ITALIANO NAVALE NR.75516
1.6	Gross Registered Tonnage	3819
1.7	Net registered Tonnage	1145
1.8	Suez Tonnage Gross/Net	4235
1.9	Panama tonnage Gross/Net	N.A.
1.10	Registered Owner	SYNERGAS SRL
	Address	Via Riviera di Chiaia, 287 – 80121 Napoli – ITALY
	Telephone	+39 081414182
	Fax	+39 081425302
1.11	Manager or Operator	SYNERGAS SRL
	Address	Via Riviera di Chiaia, 287 – 80121 Napoli – ITALY
	Telephone	+39 081414182
	Fax	+39 081425302
1.12	Flag	ITALIAN
1.13	Port of registry	AUGUSTA
1.14	Official No.	R.I. 41
1.15	Call Sign	IBMV
1.16	Immarsat No.	624700187
1.17	LR/IMO No.	9177466
1.18	Was the ship built in accordance with the following regulations	
	IMO	YES
	USCG	YES
	RINA	YES
	OTHER	BV
1.19	IMO Certification	
	Certificate of Fitness IGC	YES (2G)
	A328	NO
	A329	NO
	Letter of Compliance	BY RINA
1.20	Date questionnaire compiled	

A2 HULL DIMENSIONS

2.1	Length overall	95,2	Metres
2.2	Length between perpendiculars	86	Metres
2.3	Extreme breadth	15,5	Metres
2.4	Extreme depth	8	Metres
2.5	Summer draught	6,5	Metres
2.6	Corresponding deadweight	4112,97	Tonnes
2.7	Light displacement	2266,23	Tonnes
2.8	Load displacement (summer)	6379,00	Tonnes
2.9	Cargo tank cubic capacity (100%)	4.006,50	Cbm
2.10	Distance from keel to top antenna	31	Metres
2.11	Air draught (with normal ballast)	26	Metres

A3 BALLAST PARTICULARS

3.1	Permanent Ballast		YES		
3.2	Ballast quantity		1485	Cu Metres	
3.3	Bunkers, stores, etc.		20% = 135	60% = 265	100% = 400
3.4	Draught	- Forward	3,65	3,35	3,15
		- Aft	5,05	5,55	6,05
		- Mean	4,35	4,45	4,60

A4 IMMERSION

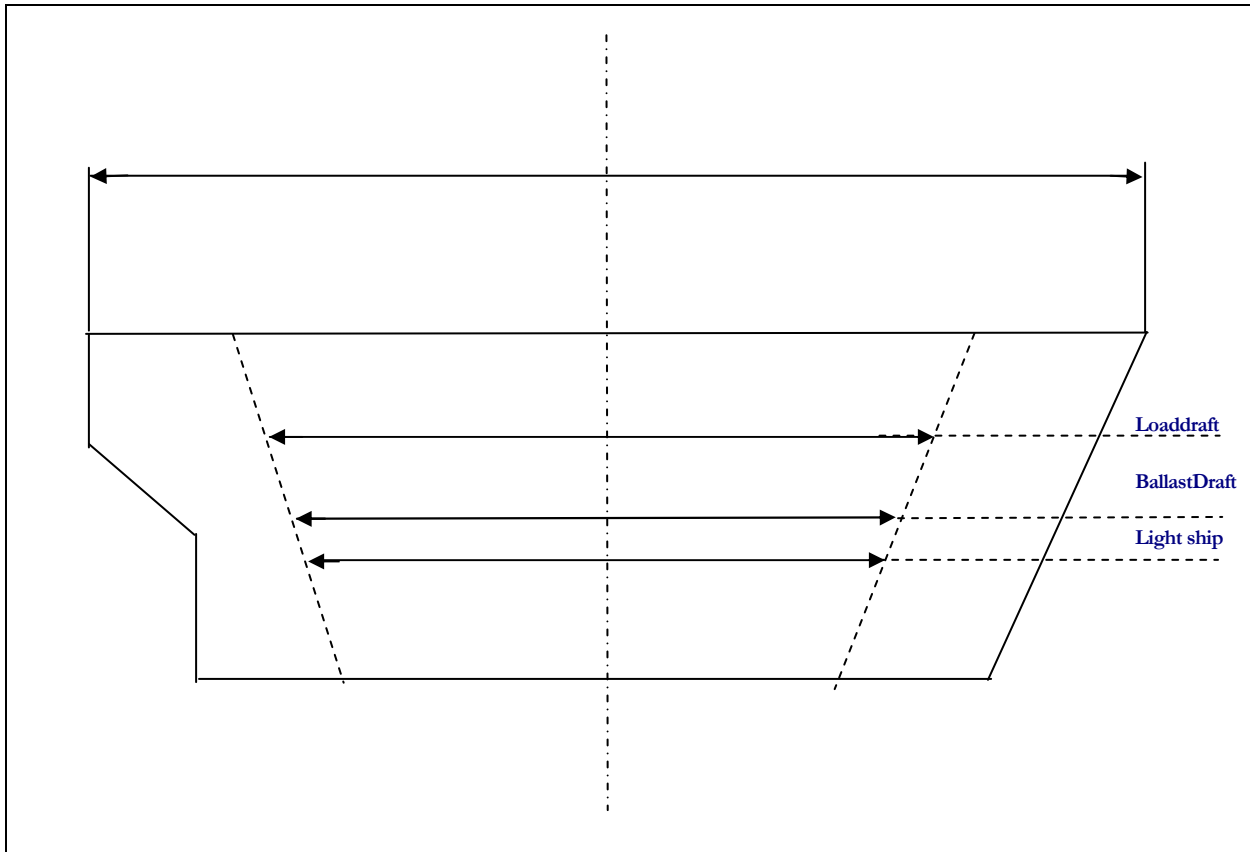
4.1	TPC at normal draught	11,20 Tonnes at 4,5 m draught	Trim 2 m
4.2	TPC at loaded draught	12,20 Tonnes at 6,0 m draught	Trim 2 m

A5 LOADED PARTICULARS

			BUTANE-0,5°	PROPANE-41°	AMMONIA-32°	VCM-14°
5.1	Cargo					
5.2	Density		0,600	0,580	0,680	0,970
5.3	Cargo 98%	tons	2350	2270	2660	3400
5.4	Bunkers 95%	IFO	185	185	185	185
5.5	GASOIL 98%		75	75	75	75
5.6	Fresh water		10	10	10	10
5.7	Stores/spares		20	20	20	20
5.8	Lub oil 98%		30	30	30	30
5.9	Ballast		840	840	790	393
5.10	Deadweight		3510	3430	3770	4113
5.11	Draught	- Forward	5,93	5,83	6,13	6,42
		- Aft	6,07	6,04	6,29	6,58
		- Mean	6,00	5,93	6,21	6,50

			BUTADIENE-3°	PROPYLENE-46°
5.1	Cargo			
5.2	Density		0,650	0,610
5.3	Cargo 98%	tons	2545	2390
5.4	Bunkers 95%	IFO	185	185
5.5	GASOIL 98%		75	75
5.6	Fresh water		10	10
5.7	Stores/spares		20	20
5.8	Lub oil 98%		30	30
5.9	Ballast		840	840
5.10	Deadweight		3705	3550
5.11	Draught	- Forward	6,17	5,98
		- Aft	6,17	6,08
		- Mean	6,17	6,03

A6 PARALLEL MID-BODY DIMENSIONS



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

A7 BUNKER CAPACITIES

7.1	M.E. Fuel Oil	Grade	IFO 380
		Capacity 95%	185 M/T
7.2	Diesel Oil	Grade	GO
		Capacity 95%	75 M/T

A8 FUEL CONSUMPTION DETAILS

8.1	At sea (normal service speed)	FO	ton/day	9,5
		GO	ton/day	1,0
8.2	At sea (normal service speed) while conditioning cargo	FO	ton/day	9,5
		GO	ton/day	3,5
8.3	In port, loading	FO	ton/day
		GO	ton/day	3,0
8.4	In port, discharging	FO	ton/day
		GO	ton/day	2,5
8.5	In port, idle	FO	ton/day
		GO	ton/day	1,0

A9 MAIN ENGINE PARTICULARS

9.1	Main engine make and type	MAN 9 L 28-32 A
9.2	No. of units	ONE
9.3	Maximum continuous rating (MCR) per engine	800 RPM
9.4	Total available power	3000 HP
9.5	Normal service power (ECR)	2550 HP

A10 AUXILIARY PLANT

10.1	Make and type of auxiliary generators	MAN D 2840 LE ALT. MARELLI M 7 BM
10.2	No. of units	3
10.3	Maximum generator output per unit	Kilowatts 360
10.4	Shaft generator	Kilowatts N.A.
10.5	Emergency generator	Kilowatts 100
10.6	Total available power 75%	Kilowatts 270 X 3

A11 POWER/SPEED INFORMATION

11.1	Trial data	BHP	2830
		MCR	SHP 100% SHP
		Speed	Knots 15,2
		Draught	M 4,40
11.2	Normal service BHP	speed	2550
		MCR	SHP 85%
		Speed	Knots 13,5
		Draught	M 4,40

A12 THRUSTERS

12.1	Make and type	ULSTEIN type 45TV
12.2	No. Installed	ONE
12.3	Location and rated bollard pull	370 HP /270 KW

A13 FRESH WATER

13.1	Capacity of distilled tanks	Cbm 0,5 M3
13.2	Capacity of domestic tanks	Cbm 75,0 M3
13.3	Daily consumption distilled domestic	tons 0,3 TONNES Tons 4,0 TONNES
13.4	Daily evaporator production	Tons 6,0 TONNES

A14 BALLAST CAPACITIES AND PUMPS

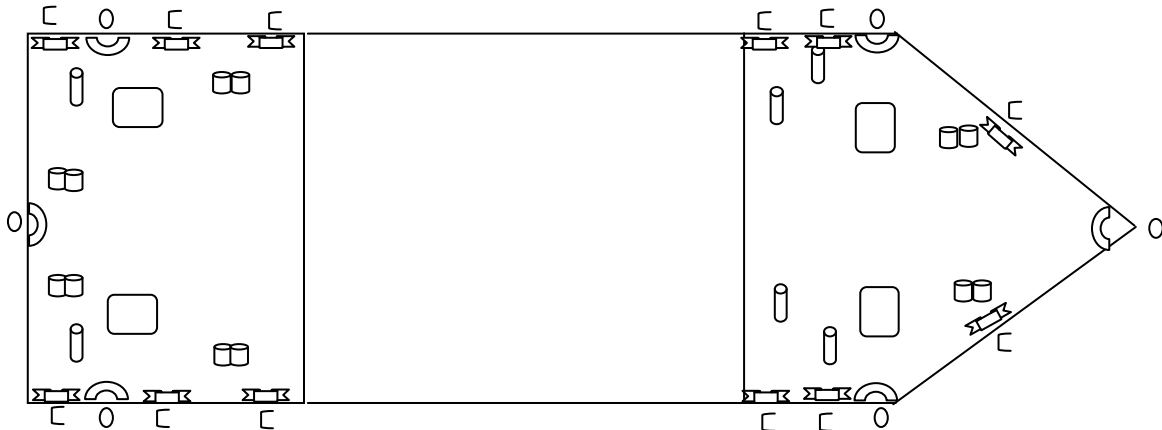
Fill the following table

	Tank	Capacity CBM	CBM
14.1	Fore peak	140	CBM
14.2	Wing or side tanks	1250	CBM
14.3	Double bottoms	N.A.	
14.4	Aft peak	40	CBM
14.5	Deep Tank	55	CBM
14.6		Total 1485	CBM
14.7	Ballast pump make and type	GARBARINO MU 125/250 LE (Kw 45 electric motor)	
14.8	No. of Pumps	ONE + TWO OF RESERVE	
14.9	Total capacity	250 cbm/hr	
14.10	Location	ENGINE ROOM	
14.11	Control Location	ENGINE ROOM /CARGO CONTROL ROOM	

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
Forecastle	2	Hydraulic	51Kn	5	9 mt/min
Poop	2	Hydraulic	51Kn	5	12 mt/min

15.3 Anchors and Windlasses

Windlass motive Power (steam, hydraulic)	Hydraulic
Hauling power	92 Kn
Brake holding capacity	25 Tonnes
Date of last test	Genn. 2007
Anchor type	NAF (HHP) 1980 material GS 45
Weight	2,1 Tonnes
Is spare carried	
Cable diameter	Type U3 40 Mm
No of shackles port	8
No of shackles starboard	9

15.4 Windage

Windage on ballast draught	150 M2
Windage full loaded	750 M2

A16 NAVIGATIONAL EQUIPMENT

Is the following equipment fitted :		YES	NO
16.1	Magnetic compass FUSELLI	X	
16.2	Gyro compass and repeaters SPERRY	X	
16.3	Radars DECCA BRIDGEMASTER II	X	
16.4	Radar plotting equipment		X
16.5	Arpa DECCA ONLY 3 CM. RADAR	X	
16.6	Echo sounder SKIPPER	X	
16.7	Speed/Distance indicator CONSILIUM MARINE	X	
16.8	Doppler log		X
16.9	Rudder angle, RPM, controllable pitch and Thrusters indicators MAN - ULSTEIN	X	
16.10	Rate of turn indicator		X
16.11	Radio D.F.		
16.12	Navtex receivers MARAK	X	
16.13	Satellite navigator GPS NR 3 UNITS Raitheon Leica	X	
16.14	Decca navigator		X
16.15	Loran C		X
16.16	Sextants GLH 130-40 CHINA	X	
16.17	Signal lamp (aldis) KELVIN HOUGHES	X	
16.18	Course recorder EPSON LX 300	X	
16.19	Engine order printer		X
16.20	What chart outfit coverage is provided if limited, indicate areas covered	X NAVAREA III, II	
16.21	Formal chart correction system in use	X	

A17 COMMUNICATION EQUIPMENT

Is the following equipment fitted :

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

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SECTION
B

B1 CARGO - GENERAL INFORMATION

- 1.1 List products which the ship is certified to carry
- Anidrous Ammonia**
Butadiene
Butano (Iso & Normal)
Butano /Propano mixtures
Butylene
Propane (Pure)
Propane (Commercial max 2,5 mol% ethane in liquid phase)
Propylene
Vinil chloride monomer
- 1.2 Minimum allowable tank temp. **Minus 48°C**
- 1.3 Maximum permissible tank pressure **8 Bar/g**
- 1.4 List grades which can be transported simultaneously **2 grades (only one refrigerated)**
- 1.5 List grades which can be loaded or discharged simultaneously **2 grades**
- 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. **one**

B2 CARGO TANKS

- 2.1 No. and type of cargo tanks **Nr. 2 type "C" cylindrical**
- 2.2 Maximum allowable relief valve setting **8 Bar/g**
- 2.3 Safety valve set pressure - if give range for pilot valve **U.S.C.G. 5 BAR/g- I.M.O. 8 BAR/g PILOT 3 BAR/g**
- 2.4 Maximum vacuum **0,75 BAR/g**
- 2.5 Maximum cargo density **0,972 kg/cm³**
- 2.6 Maximum rate of cool-down **10°C/hr**
- 2.7 State any limitations regarding filled tanks **NO**
- 2.8 State allowable combinations of filled and empty tanks

B3 CARGO TANK CAPACITIES

Complete the following table

TANK	Capacity CBM	Capacity CBM	PROPANE	AMMONIA	BUTANE	VCM
	100%	98%	Tonnes -41°C	Tonnes -32°C	Tonnes -0,5°C	Tonnes -14°C
1		1915	1110	1300	1150	1860
2		2000	1160	1360	1200	1540
TOTALS		3915	2270	2660	2350	3400

TANK	PROPYLENE	BUTADIENE
	Tonnes -46°C	Tonnes -3°C
1	1170	1245
2	1220	1300
TOTALS	2390	2545

B4 LOADING RATES

4.1 From refrigerated storage

PRODUCT	RATE (Tonnes/hr)	
	With vapour return	Without return
BUTANE	350	350
PROPANE	250	250
AMMONIA	350	350
V.C.M.	400	400
BUTADIENE	350	350
PROPYLENE	300	300

4.8 From pressure storage

PRODUCT	Temp. at Manifold	RATE (Tonnes/hr)	
		With vapour return	Without return
BUTANE	from 0° to 30°	300	300
PROPANE	0°	250	250
PROPANE	+10°	230	170
PROPANE	+20°	200	90
PROPANE	+30°	150	50
PROPYLENE	+15°		120

B5 DISCHARGING - GENERAL

Cargo pumps

5.1	Type of pumps	Deepwell "Deswell 150-3-1 single sunction –multistage-radial split line shaft one
5.2	Number per tank	one
5.3	Rate (per pump)	250 m3/hr
5.4	Delivery head	120 mlc
5.5	Maximum density	0.972 kg/m3
	Booster pumps	
5.6	Type of pump	Booster "Desboost 125" single stage –centrifugal
5.7	Number	one
5.8	Rate (per pump)	250 m3/hr
5.9	Delivery head	120 mlc
5.10	Maximum density	0.680 kg/m3

B6 DISCHARGE PERFORMANCES

Full cargo discharge times (using all main pumps)

		MANIFOLD		Hours	
		BACK PRESSURE		With vapour return	Without return
6.1	From refrigerated				
6.2		1 bar	with two deepwell	8	8
6.3		5 bar	“ “ “	8	8
6.4		10 bar	“ “+ booster	13	13
<hr/>					
		MANIFOLD		Hours	
		BACK PRESSURE		With vapour return	Without return
6.5	Pressurized				
6.6		1 bar	with two deepwell	--	--
6.7		5 bar	“ “ “	8	8
6.8		10 bar	“ “ “ + booster	8	8

B7 UNPUMPABLES

	TANK NO.	1	2	3	4	5	6	TOTAL TONNES
7.1	Vapour	5.7	5.8					11.5
7.2	Liquid	0.7	0.8					1.5
7.3							Total quantity	13

B8 VAPORISING UNPUMPABLES

8.1	Process used	
	Time to vaporise liquid unpumpables remaining after full cargo discharge :	
8.2	- Propane	1 Hr
8.3	- Butane	5 Hrs
8.4	- Ammonia	6 Hrs
8.5	- Propylene	1 Hr
8.6	-	- hrs
8.7	-	- hrs

B9 RELIQUEFACTION PLANT

9.1	Plant design conditions	Air temperature 45°C Sea temperature 32° C
	Plant type :	
9.2	Single stage/direct	<input type="checkbox"/> no
9.3	Two stage/direct	<input type="checkbox"/> yes
9.4	Simple cascade	<input type="checkbox"/> no
9.5	Coolant type	Sea water
	Compressors	
9.6	Type	Sulzer 2k 140 - 2F two cylinder-double action-piston labyrinth-alternating
9.7	Number	2 units
9.8	Capacity (per unit)	Varies with gas handled : about 360 m3/hr
9.9	Are they oil-free	YES

B10 COOLING CAPACITY

State cooling capacity (in Kcal/hr) for :		sea water 15°	sea water 32°	
10.1	Propane at minus 42°C	80.000	60.000	Kcal/hr
10.2	at minus 20°C	200.000	170.000	Kcal/hr
10.3	at minus 5°C	380.000	320.000	Kcal/hr
10.4	Butane at minus 5°C	-	110.000	Kcal/hr
10.5	Propylene at minus 47°C	80.000	60.000	Kcal/hr
10.6	Ammonia at minus 33°C	120.000	100.000	Kcal/hr
10.7	Butadiene at minus 4°C		111.000	Kcal/hr
10.8	V.C.M.	115.000	102.000	Kcal/hr
10.9	Butylene		103.000	Kcal/hr

B11 CARGO TEMPERATURE LOWERING CAPABILITY (AT SEA)

Time taken to lower the temperature of :		sea water 15°	sea water 32°
11.1	Propane from +10°C to -42°C	Hrs 165	250
11.2	- 5°C to -42°C	Hrs 150	230
11.3	-38°C to -42°C	Hrs 36	60
11.4	+10°C to -0.5°C	Hrs 12	18
11.5	Butane from +20°C to -0.5°C	Hrs 90	90
11.6	+10°C to -0.5°C	Hrs 52	52
11.7	Ammonia from +15°C to -33°C	Hrs 245	275
11.8	+15°C to -0.5°C	Hrs 45	50
11.9	Propylene from + 5°C to -45°C	Hrs 155	190
11.10	+ 1°C to -12°C	Hrs 24	28
11.11	- 42°C to -45°C	Hrs 24	28
11.12	Butadiene from +15°C to -3°C	Hrs 75	75
11.13	- 3°C to +2°C	Hrs 24	24
11.14	Butylene from - 15°C to -5°C	Hrs 80	80
11.15	- 5°C to -2°C	Hrs 30	30
11.16	V.C.M. from -14°C to -1°C	Hrs 60	70
11.17	from +15°C to -1°C	Hrs 45	55

B12 INERT GAS

Main inert gas and nitrogen plant

12.1	Type of system	SmithSinus G. In.350-6 Buca stoichiometric combustion of D.O.
12.2	Capacity	350 Nm3/hr
12.3	Composition of inert gas	O2 max 0,5% with CO max 1000 ppm O2 max 0,1% with CO max 200 ppm CO2 about 14% SO2 max 10ppm N2 balance
12.4	Lowest dewpoint achievable	at 760 mmHg - 40°C
12.5	Used for	tank inerting / gas freeing

B13 CARGO TANK INERTING/DE-INERTING

13.1	Time taken from fresh air to under 5% O2 at -25°C dewpoint	18Hrs
	Time taken from cargo vapour to fully inert at -25°C dewpoint	16s
13.2	When : Inert gas density less than product	Hrs

Inert gas density greater than product

hrs

B14 GAS FREEING TO FRESH AIR

- 14.1 Plant used **Cargo Compressor (2 units)**
Plus dry air compressor G.I.
- 14.2 Time taken from fully inerted condition to fully breathable fresh air **12 hrs**

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	50 Hrs				
BUTANE		50 Hrs			
PROPYLENE			50 Hrs		
AMMONIA				50 Hrs	
VCM					50 Hrs

B16 DECK TANK CAPACITY

- 16.1 Propane capacity N.A
- 16.2 Butane capacity N.A
- 16.3 Ammonia capacity N.A
- 16.4 Nitrogen capacity N.A

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	35 m3	6	
17.3	BUTANE	15 m3	2	
17.4	AMMONIA	10m3	5	
17.5	VINYL	20m3	2	

B18 VAPORISER

- 18.1 Type of vaporiser N.A.
- 18.2 Number fitted N.A.
- 18.3 Capacity (per unit) N.A m3/hr vapour
- 18.4 Liquid supply rate N.A.m3/hr liquid
- 18.5 Delivery temperature °N.A. °C

B19 BLOWER

- 19.1 Type of blower N.A.
- 19.2 Rated capacity N.A. m3/hr
- 19.3 Delivery pressure N.A

B20 CARGO RE-HEATER

20.1	Type of re-heater	Horizontal Shell & Tube
20.2	Number fitted	1
20.3	Heating medium	Sea water
20.4	Discharge rates with sea water at 15°C to raise product temperature:	
	for propane from -42°C to -5°C	220 cbm/hr
20.5	for ammonia from -33°C to 0°C	140 cbm/hr

B21 HYDRATE CONTROL

21.1	Freezing point temperature of Depressant	- 85°C
21.2	Quantity of Depressant carried	25 litres
21.3	Means of injection	Manual pump

B22 CARGO MEASUREMENT

	LEVEL GAUGES	
21.1	Are level gauges local or remote	Both
21.2	Manufacturer	Enraf Henri System
21.3	Type	Nonius UA 806M N
21.4	Rated accuracy	10 mm
21.5	Certifying authority	S.G.S.
	TEMPERATURE GAUGES	
22.6	Manufacturer	.Temp. gauges local
22.7	Type	
22.8	Rated accuracy	2°C
22.9	Certifying authority	
	PRESSURE GAUGES	
22.10	Manufacturer	Manometers local
22.11	Type	
22.12	Rated accuracy	200 gr.
22.13	Certifying authority	
	OXYGEN ANALYSER	
22.14	Manufacturer	
22.15	Type	MSA mod.245 RA+ALTAIR MSA
	FIXED GAS DETECTOR	
22.16	Manufacturer	n.a.
22.17	Type	
22.18	No of points detected	
	PORTABLE GAS DETECTOR	
22.19	Number	3
22.20	Manufacturer	2MSA + 1DRAGGER
22.21	Type	LV + PACK EX +PACK EX 2
	TOXIC GAS INDICATOR	
22.22	Number	2
22.23	Type	MSA AURER
	TOXIC GAS INDICATOR TUBES	
22.24	Number	8 BOXES PER 10 TUBES
22.25	Products	VINYLCLHORIDE+HYDROCARBONS+OLEOFINE+SULPHURE DE HYDROGENO
		SEP 2008-SEP.2009
22.26	Exp.dates	
	TANKSCOPE	
22.27	Type	MSA mod. IIB

B23 CARGO SAMPLING

23.1 Fill the following table

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

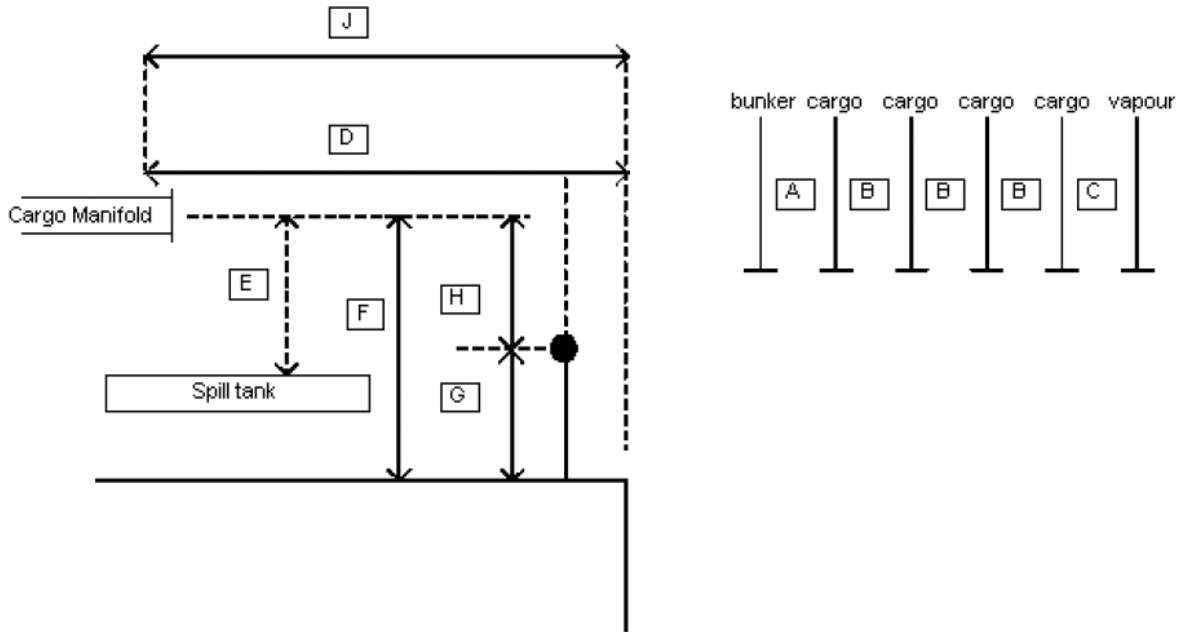
23.2 Can sample be drawn from:

- Tank vapour outlet **YES**
- Manifold liquid line **NO**
- Manifold vapour line **NO**
- Pump discharge line **YES**

23.3 State connection type and size valve with pipe

|

B24 CARGO MANIFOLD ARRANGEMENTS



- Distance A bunker manifold to cargo manifold
- Distance B cargo manifold to cargo manifold
- Distance C cargo manifold to vapour return manifold
- Distance D manifolds to ship's rail
- Distance E spill tank grating to centre of manifold
- Distance F main deck to centre of manifold
- Distance G maindeck to top of rail
- Distance J manifold to ship side

- 16300 Millimetres**
- 1230 Millimetres**
- 1230 Millimetres**
- 1330 Millimetres**
- 1100 Millimetres**
- 1100 Millimetres**
- 790 Millimetres**
- 3100 Millimetres**

B25 CARGO MANIFOLD REDUCERS

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

25.1	AISI class 300	8"X 6"
25.2		8"X4"
25.3		
25.4	AISI class 300 to class 150	8"X4"
25.5		
25.6		
25.7	AISI class 150	6"X4"
25.8		5"X4" - 4"X3"

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	YES
	If not give details	
26.4	State SWL at maximum outreach	1.5 tonnes