

GAS FORM-C

CLIPPER VENUS



«Industry leading provider of LPG and petrochemical tonnage»

Information in the CForm is not guaranteed and is based on best possible information.

BASED ON:
OCIMF/SIGTTO
Ship Information Questionnaire for Gas Carriers
2nd Edition 1998

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Solvang ASA dates back to 1936. From very modest beginnings, the shipping company has now developed into one of the world's leading transporters of LPG and petrochemical gases. Solvang ASA has its headquarters in Stavanger, with offices in Oslo and the Philippines.

Solvang has a fleet of modern and efficient vessels - all built in the accordance with the most up to date specifications and fitted with new and efficient technology. Perhaps of greater importance than the modern technology is the way in which the vessels are operated – the people onboard. Good seamanship represents the very core of our business, and we place a firm focus on this area in the form of education, working on attitudes and training.

On every single sailing, we are required to demonstrate the full range of our experience and expertise. Our strength lies in reliable, high-quality deliveries. It is our goal to maintain a steady course towards the future, at the same time as making good use of the experience we have gained.

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1. SECTION A – GENERAL INFORMATION

1.1 PRINCIPAL SHIP PARTICULARS

A1	PRINCIPAL SHIP PARTICULARS		CLIPPER VENUS
1.0	Date Questionnaire Completed		18.08.2017
1.1	Name of vessel		Clipper Venus
1.2	LR/IMO Number		IMO 9731042
1.3	Last Previous Name		N/A
1.3.1	Date of Name change		N/A
1.4	Second Last Name Change		N/A
1.4.1	Date of Name change		N/A
1.5	Third Last Name Change		N/A
1.5.1	Date of Name change		N/A
1.6	Fourth Last Name Change		N/A
1.6.1	Date of Name change		N/A
1.7	Flag		NIS
1.8	Port Of Registry		Stavanger
1.9	Official Number		
1.10	Call Sign		LATU7
1.11	VSAT		+44 2036955298/299/300
1.12	Fleet 77		N/A
1.13	Fax		N/A
1.14	Mini – M		N/A
1.15	E-mail		master.clipper.venus@solvangship.no
1.16	GSM Mobile		+4790038799
1.17	SAT C		
1.18	Vessel's MMSI Number		257 665 000
1.19	Max tank pressure	UNIT	
1.19.1	(1) Pressurized	[bar g]	
1.19.2	(2) Semi- Refrigerated	[bar g]	
1.19.3	(3) Refrigerated	[bar g]	0,40 (Harbour)/0,275 (Sea)
1.20	Minimum tank temperature	UNIT	
1.20.1	(1) Pressurized	[°C]	
1.20.2	(2) Semi- Refrigerated	[°C]	
1.20.3	(3) Refrigerated	[°C]	-50
A1	OWNERSHIP AND OPERATION		
1.21	REGISTERED OWNER		P/R LGC DA
1.22	Visitor's address		Strandkaaien 36
1.22.1	City		N-4005 Stavanger
1.22.2	Country		Norway
1.23	Postal address		P.O. Box 90
1.23.1	City		N-4001 Stavanger
1.23.2	Country		Norway
1.24	Office Telephone Number		+47 51 84 84 00
1.25	Office Fax Number		+47 51 84 84 11
1.26	Office Telex Number		
1.27	Office e-mail Address		solvang-vlgc@solvangship.no
1.28	Number of Years Vessel Owned		2,0
1.29	NAME OF TECHNICAL OPERATOR		Solvang ASA
1.30	Visitor's address		Strandkaaien 36
1.30.1	City		N-4005 Stavanger
1.30.2	Country		Norway
1.31	Postal address		P.O. Box 90
1.31.1	City		N-4001 Stavanger
1.31.2	Country		Norway
1.32	Office Telephone Number		(+47) 51 84 84 00

1.33	Office Fax Number		(+47) 51 84 84 11
1.34	Office Telex Number		
1.35	Office e-mail Address		solvang-vlgc@solvangship.no
1.36	Number of Years as vessel Operator		2,0
1.37	Total number of vessels, Operator		23
1.38	COMMERCIAL OPERATOR		Solvang ASA
1.39	Visitor's address		Haakon VII's gt 6
1.39.1	City		N-0121 Oslo
1.39.2	Country		Norway
1.40	Postal address		P.O.Box 1734 Vika
1.40.1	City		N-0121 Oslo
1.40.2	Country		Norway
1.41	Office Telephone Number		(+47) 22 47 19 50
1.42	Office e-mail Address		chartering@solvangship.no
1.42.1	Office e-mail Address 2		operation@solvangship.no
1.43	Number of Years as vessel Operator		2,0
1.44	Builder		Hyundai HI
1.45	Name of Yard Vessel Built At		Ulsan, Korea
1.46	Hull Number		2710
1.47	Date Keel Laid		09.04.2015
1.48	Date Launched		19.06.2015
1.49	Date Delivered		12.08.2015
1.50	Date of Completion of Major Hull Changes (If Any)		N/A
1.51	If Changes were made, specify changes and yard		N/A
A1	CLASSIFICATION	UNIT	CLIPPER VENUS
1.52	Classification Society	[Text]	DNV GL
1.53	Class Notation	[Text]	+1A1 TANKER FOR LIQUIFIED GAS
1.53.1	Cont.	[Text]	2G, E0, TMON, BIS, BWM-T
1.53.2	Cont.	[Text]	COAT-PSPC(B), NAUTICUS (NB), Plus, NAUT-OC
1.54	If Class Society Changed, Name of Previous society	[Text]	N/A
1.55	If Class Society Changed, Date of Change	[Date]	N/A
1.56	Built in accordance with Regulations:		Approval recieved
1.56.1	IMO	[Yes/No]	YES
1.56.2	USCG	[Yes/No]	YES
1.56.3	RINA	[Yes/No]	NO
1.56.4	Other	[Yes/No]	NO
1.57	IMO Certification Certificate of Fitness		Approval recieved
1.57.1	IGC	[Yes/No]	YES
1.57.2	A328	[Yes/No]	NO
1.57.3	A329	[Yes/No]	NO
1.57.4	Letter of compliance	[Yes/No]	NO
1.57.5	Issued By	[Text]	DNV GL
1.58	Unattended Machinery Space certificate	[Yes/No]	YES (24hr)
A1	TONNAGES	UNIT	CLIPPER VENUS
1.59	Nett Registered Tonnage	[NT]	14016
1.60	Gross Tonnage	[GT]	37366
1.61	Suez Canal Tonnage		
1.61.1	Net Tonnage	[NT]	33622,97
1.61.2	Gross Tonnage	[GT]	39045,64
1.62	Panama Canal Tonnage		
1.62.1	Net Tonnage	[NT]	14016
1.62.2	Gross Tonnage	[GT]	37532

1.2 HULL DIMENSIONS

A2	HULL DIMENSIONS	UNIT	CLIPPER VENUS
2.1	Length Overall	[m]	199,0
2.2	Length Between Perpendiculars	[m]	194,0
2.3	Distance Bow to Bridge	[m]	162,6
2.4	Distance Bridge Front to Mid-Point Manifold	[m]	66,6
2.5	Distance Bow to Mid-Point Manifold	[m]	96,1
2.6	Extreme Breadth	[m]	33,2
2.7	Extreme Depth	[m]	20,8
2.8	Summer Draught	[m]	11,5
2.9	Corresponding Deadweight	[ton]	42543,0
2.10	Light Displacement/weight	[ton]	15759,0
2.11	Loaded Displacement (Summer)	[ton]	58302,0
2.12	Cargo Tank Cubic Capacity (100% full)	[m3]	60185,0
2.13	Distance from Keel to Highest Point (With mast down)	[m]	48,3
2.14	Air Draught normal ballast (With mast down)	[m]	41,5

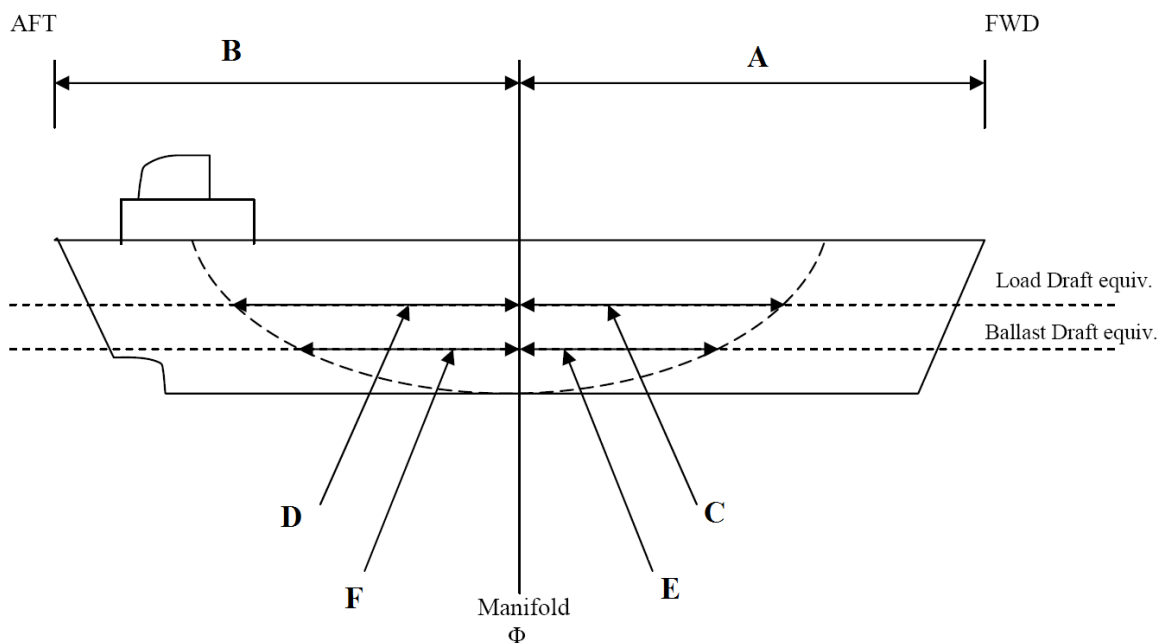
1.3 IMMERSION

A3	IMMERSION	UNIT	CLIPPER VENUS
3.1	Normal Ballast Draught	[TPC]	52,46
3.1.1	Draught	[m]	6,58
3.2	Loaded Draught	[TPC]	58,28
3.2.1	Draught	[m]	11,52

1.4 LOADED PARTICULARS

A4	LOADED PARTICULARS	UNIT	CLIPPER VENUS		
4.1	Cargo:		Propane	n-Butane	Ammonia
4.2	Density:	[ton/m3]	0,58	0,601	0,682
4.3	Cargo	[ton]	34218,00	35450	40350
4.4	Bunkers	[ton]	1863,20	1863,2	1410
4.5	DO	[ton]	247,50	247,5	240
4.6	Fresh Water	[ton]	283,80	283,8	283,8
4.7	Stores/Spares	[ton]	115	115	115
4.8	Lube Oil	[ton]	114,9	114,9	114,9
4.9	Ballast	[ton]			
4.10	Deadweight Const.	[ton]	102	102,00	102,00
4.11	Draught - Forward	[m]	10,54	10,60	11,52
4.11.1	Aft	[m]	10,54	10,88	11,52
4.11.2	Equiv.	[m]	10,54	10,74	11,52

1.5 PARALLEL MID-BODY DIMENSIONS



A5	PARALLEL MID-BODY DIMENSIONS	UNIT	CLIPPER VENUS
5.1	A Manifold to FWD	[m]	96,05
5.2	B Manifold to AFT	[m]	102,95
5.3	Loaded draft equiv-		11,52
5.3.1	C Manifold to FWD side tangent line	[m]	39,6
5.3.2	D Manifold to AFT side tangent line	[m]	57,95
5.4	Ballast draft equiv.		6,75
5.4.1	E Manifold to FWD	[m]	32,9
5.4.2	F Manifold to AFT	[m]	42,09

1.6 BUNKER CAPACITIES

A6	BUNKER CAPACITIES	UNIT	CLIPPER VENUS
6.1	HFO	[Grade]	IFO 380 (Standard)
6.1.1	Capacity @ 100 %	[m3]	1920,4
6.2	LSHFO	[Grade]	N/A
6.2.1	Capacity @ 100 %	[m3]	N/A
6.3	Diesel Oil	[Grade]	DO
6.3.1	Capacity @ 100 %	[m3]	297,2

1.7 FUEL CONSUMPTION DETAILS

A7	FUEL CONSUMPTION DETAILS	UNIT	CLIPPER VENUS
7.1	LOADED CONDITION		*About
7.2	Average speed over 12 months	[kn]	16,00
7.3	Average consumption, Main engine	[ton/day]	35
7.4	Consumption, AUX		
7.4.1	Butane	[ton/day]	3
7.4.2	Propane/Ammonia	[ton/day]	4-6
7.5	Average consumption, AUX		
7.5.1	Propane/Ammonia	[ton/day]	4,5
7.5.2		[ton/day]	
7.6	BALLAST CONDITION		
7.7	Average speed over 12 months	[kn]	16
7.8	Average consumption, Main engine	[ton/day]	33
7.9	Average consumption, AUX	[ton/day]	3
7.10	PORT/IDLE		
7.11	Average consumption, AUX, Loading	[ton/day]	6,5
7.12	Average consumption, AUX, Discharging	[ton/day]	5
7.13	Average consumption, AUX, Idle	[ton/day]	3,5
7.14	Average consumption, Boiler (depending on weather)	[ton/day]	0-1,0
7.15	OTHER		
7.16	INCN (When operating) - MDO/MGO	[ton/day]	0,2
7.17	IGG-plant (When operating)	[ton/day]	0,2
7.18	ME CONSUMPTION GRAPH/KNOTS		LOADED BALLAST
7.18.1	16	[ton/day]	35,0 33,0
7.18.2	15	[ton/day]	28,0 26,0
7.18.3	14	[ton/day]	24,0 22,0
7.18.4	13	[ton/day]	21,0 19,0
7.18.5	12	[ton/day]	19,0 17,0

****Consumption of AUX will increase with 0,2-1,0 MT/24h when systems for exhaust gas cleaning is running, depending on sulfur content in fuel oil, load of engines, alkalinity, degree of cleaning, etc**

1.8 MAIN ENGINE PARTICULARS

A8	MAIN ENGINE PARTICULARS	UNIT	CLIPPER VENUS
8.1	Main Engine Make and Type	[Text]	MAN B&W 5S60ME-C8.2
8.2	No of Units	Pcs	1
8.3	Maximum Continuous Rating (MCR)	[kW]	9350
8.3.1	RPM	[RPM]	103,3
8.4	Total Available Power	kW	11 900
8.5	Normal service Power	kW	8 415

1.9 AUXILIARY PLANT

A9	AUXILIARY PLANT	UNIT	CLIPPER VENUS
9.1	Make and Type of Auxiliary Generators	[Text]	Himsen 8H21/32
9.2	Main Generators	[Pcs]	
9.2.1	No of Units	[Pcs]	3
9.2.2	Maximum Generator Output per Unit	[kW]	1 280
9.3	Generators, other	[Yes/No]	NO
9.3.1	No of Units	[Pcs]	N/A

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9.3.2	Maximum Generator Output per Unit	[kW]	N/A
9.4	Shaft Generator	[kW]	N/A
9.5	Total Available Power	[kW]	3840
9.6	Emergency Generator	[kW]	130
9.7	Emergency Fire Pump	[Text]	
9.7.1	Type	[Text]	Vertical Centrifugal
9.7.2	Delivery Pressure	[Bar]	10
9.7.3	Motive Power	[Text]	Electric
9.7.4	If Electrical, Indicate Power Required in kW	[kW]	50
9.8	Steering Gear Type		2 ram / 4 cylinders
9.8.1	kW to Steer the Vessel with One Pump Unit	[kW]	55/11

1.10 POWER/SPEED INFORMATION

A10	POWER/SPEED INFORMATION	UNIT	CLIPPER VENUS
10.1	Trial Data		
10.1.1	NCR	[kW]	8 415
10.1.2	MCR	[kW]	9 350
10.1.3	Speed	[kn]	16,2
10.1.4	Draught	[m]	7,5
10.2	Normal Service Speed		
10.2.1	NCR	[kW]	8415
10.2.2	MCR	[kW]	9350
10.2.3	Speed	[kn]	16
10.2.4	Draught	[m]	11,516

1.11 THRUSTERS

A11	THRUSTERS	UNIT	CLIPPER VENUS
11.1	Make and Type	[Text]	N/A
11.2	No. Installed	[Pcs]	N/A
11.3	Location and Rated Bollard Pull or kW output	[kW]	N/A

1.12 FRESH WATER

A12	FRESH WATER	UNIT	CLIPPER VENUS
12.1	Capacity of Distilled Tanks	[ton]	N/A
12.2	Capacity of F/D.W. Ts	[ton]	283,80
12.3	Daily Consumption	[ton/day]	6,00
12.4	Daily Evaporator Output	[ton/day]	20,00

1.13 BALLAST CAPACITIES AND PUMPS

A13	BALLAST CAPACITIES AND PUMPS	UNIT	CLIPPER VENUS
13.1	Tank Capacities		Capacity [m3] Tanks [Pcs]
13.1.1	Forepeak	[Col]	1 055,40 1
13.1.2	Wing or Side tanks	[Col]	5574,2 8
13.1.3	Aft Peak	[Col]	904,4 1
13.1.4	Double bottom tanks	[Col]	8782 8
13.1.5	Other	[Col]	

13.1.6	Total	[Col]	16 316,30	18
13.2	Ballast Pumps			
13.2.1	Capacity per pump	[m3/h]	800	
13.2.2	Model	[Text]	MDC350C	
13.2.3	Type	[Text]	Electric	
13.2.4	Setting	[Text]	Vertical Centrifugal	
13.3	No of Pumps	[Pcs]	2	
13.4	Total Capacity	[m3/h]	1600	
13.5	Location	[Text]	Engine Room	
13.6	Control Location	[Text]	ECR/CCR/BRIDGE	

1.14 MOORING

A14	MOORING EQUIPMENT	UNIT	CLIPPER VENUS			
14.1	Mooring wires (On drums)		FWD	FWD DECK	AFT DECK	POOP
14.1.1	Number	[Pcs]				
14.1.2	Diameter	[mm]				
14.1.3	Length	[m]				
14.1.4	Maximum Breaking Load	[ton]				
14.2	Mooring wire tails		FWD	FWD DECK	AFT DECK	POOP
14.2.1	Number	[Pcs]				
14.2.2	Type	[Text]				
14.2.3	Diameter	[mm]				
14.2.4	Length	[m]				
14.2.5	Maximum Breaking Load	[ton]				
14.3	Mooring ropes (On drums)		FWD	FWD DECK	AFT DECK	POOP
14.3.1	Number	[Pcs]	6	2	2	6
14.3.2	Type	[Text]	Neoflex	Neoflex	Neoflex	Neoflex
14.3.3	Diameter	[mm]	64	64	64	64
14.3.4	Length	[m]	220	220	220	220
14.3.5	Maximum Breaking Load	[ton]	75	75	75	75
14.4	Mooring winches		FWD	FWD DECK	AFT DECK	POOP
14.4.1	Number	[Pcs]	3	1	1	3
14.4.2	[S]ingle/[D]ouble drums	[S/D]	D	D	D	D
14.4.3	Split drums	[Yes/No]	Yes	Yes	Yes	Yes
14.4.4	Motive power	[Text]	Elec.-hyd.	Elec.-hyd.	Elec.-hyd.	Elec.-hyd.
14.4.5	Heaving power	[ton]	19,2	19,2	19,2	19,2
14.4.6	Brake capacity	[ton]	45/60	45/60	45/60	45/60
14.4.7	Hauling speed	[m/s]	15	15	15	15
14.5	Wires/ropes not on drums		WIRES	ROPES	EM'GENCY	
14.5.1	Number	[Pcs]		4		
14.5.2	Type	[Text]		Neoflex		
14.5.3	Diameter	[mm]		64		
14.5.4	Length	[m]		220		
14.5.5	Maximum Breaking Load	[ton]		75		

A14	ANCHORS AND WINDLASSES	UNIT	CLIPPER VENUS
14.5.1	Windlass Motive Power (e.g. Steam, Hydraulic)	[Text]	Hydraulic
14.5.2	Hauling Power	[ton]	29
14.5.3	Brake Holding Power	[ton]	207
14.5.4	Anchor Type	[Text]	Stockless HHP
14.5.5	Weight	[kg]	7 510
14.5.6	Is Spare Carried	[Yes/No]	NO

14.5.7	Cable Diameter	[mm]	78
14.5.8	No of Shackles Port	[Pcs]	12
14.5.9	No of Shackles Starboard	[Pcs]	12
14.6	TOWING EQUIPMENT		
14.6.1	Is Ship fitted with a Towing Bracket AFT(drum)	[Yes/No]	YES
14.6.2	If Yes, state SWL	[ton]	200
14.6.3	Is Towing Chain provided	[Yes/No]	YES
14.6.4	Dimensions of Towing Wire – Diameter	[mm]	57
14.6.5	Length	[m]	86
14.7	Windage on Ballast Draught		
14.7.1	End-on	[m2]	250
14.7.2	Lateral	[m2]	3530

Mooring diagram is provided in the appendix.

1.15 NAVIGATIONAL EQUIPMENT

A15	NAVIGATIONAL EQUIPMENT	UNIT	CLIPPER VENUS
15.1	Magnetic Compass	[Yes/No]	YES
15.2	Off Course Alarm – Magnetic	[Yes/No]	YES
15.3	Gyro Compass	[Yes/No]	YES
15.3.1	Specify number	[Pcs]	2
15.4	Off Course Alarm – Gyro	[Yes/No]	YES
15.5	Bridge Repeaters	[Yes/No]	YES
15.5.1	Specify Number	[Pcs]	6
15.6	Radar 3 GHz	[Yes/No]	YES
15.7	Radar 9 GHz	[Yes/No]	YES
15.8	Are Radars Gyro Stabilized	[Yes/No]	YES
15.9	Radar Plotting Equipment	[Yes/No]	YES
15.10	ARPA	[Yes/No]	YES
15.11	ECDIS (Electric Display and Information System)	[Yes/No]	YES
15.11.1	Make/Type	[Text]	Kongsberg/K-Bridge
15.12	Depth Echo Sounder with Recorder	[Yes/No]	YES
15.13	Depth Echo Sounder without Recorder	[Yes/No]	NO
15.14	Speed/Distance Indicator	[Yes/No]	YES
15.15	Doppler Log	[Yes/No]	YES
15.16	Speed of Approach Doppler	[Yes/No]	YES
15.17	Rudder Angle Indicator	[Yes/No]	YES
15.18	Rudder Angle Indicator on Each Bridge Wing	[Yes/No]	YES
15.19	R.P.M Indicator	[Yes/No]	YES
15.20	R.P.M Indicator on Each Bridge Wing	[Yes/No]	YES
15.21	Controllable Propeller Pitch Indicator	[Yes/No]	N/A
15.22	Thruster (s) indicator	[Yes/No]	N/A
15.23	Rate of turn Indicator	[Yes/No]	YES
15.24	Radio Direction Finder	[Yes/No]	NO
15.25	NAVTEX Receiver	[Yes/No]	YES
15.26	GPS	[Yes/No]	YES
15.27	Transit SATNAV	[Yes/No]	NO
15.28	DECCA navigator	[Yes/No]	NO
15.29	Omega	[Yes/No]	NO
15.30	Loran C	[Yes/No]	NO
15.31	Weather Route System	[Yes/No]	YES
15.32	Sextant(s)	[Yes/No]	YES
15.33	Signal Lamp ALDIS	[Yes/No]	YES
15.34	Anemometer	[Yes/No]	YES
15.35	Engine Order Recorder	[Yes/No]	YES
15.36	Course Recorder	[Yes/No]	YES
15.37	Steering motor controls controls fitted on bridge wings	[Yes/No]	YES
15.38	Is bridge Equipped with a “Dead Man” Alarm Equipment	[Yes/No]	YES
15.39	What chart outfit coverage is provided	[Yes/No]	
15.39.1	Worldwide	[Yes/No]	YES
15.39.2	Limited	[Yes/No]	NO
15.39.3	If Limited Please Indicate	[Text]	N/A
15.40	Formal Chart Correction System in use	[Yes/No]	YES
15.41	Electronic Chart System in use	[Yes/No]	YES

1.16 COMMUNICATIONS EQUIPMENT

A16	COMMUNICATIONS EQUIPMENT	UNIT	CLIPPER VENUS
16.1	Main Transmitted Including Radio Telephone Distress Frequency	[Yes/No]	YES
16.2	Main Receiver Including Radio Telephone Distress Frequency	[Yes/No]	YES
16.3	Radio Telephone Distress Frequency Watch Receiver	[Yes/No]	NO
16.4	Main Radio Antenna	[Yes/No]	YES
16.5	Reserve Radio Antenna	[Yes/No]	NO
16.6	Main and Reserve Installations Electrically Separate and Independent	[Yes/No]	YES
16.7	2182 kHz Bridge auto Alarm	[Yes/No]	NO
16.8	Alarm Signal Generating Device	[Yes/No]	NO
16.9	VHF Radio (s)	[Yes/No]	YES
16.9.1	Specify Number	[Pcs]	3
16.10	Portable VHF/UHF Radios	[Yes/No]	YES
16.10.1	Specify Type and Number	[Pcs]	VHF[3PCS], UHF[4PCS]
16.11	Are Sets Intrinsically Safe	[Yes/No]	VHF[NO], UHF[YES]
16.12	Inmarsat Satellite System	[Yes/No]	YES
16.13	Specify System Type A, B, C, F or VSAT	[Text]	FBB, VSAT
16.14	Is the ship equipped as per GMDSS Requirements	[Yes/No]	YES
16.15	If Yes, which area of operation is vessel certified to operate in	[Text]	A1, A2, A3
16.15.1	EPIRB	[Yes/No]	YES
16.15.2	SARTS	[Yes/No]	YES
16.16	Emergency Lifeboat Transceiver	[Yes/No]	Incl. EPIRB
16.17	At least Three Survival craft Two-way Radio Telephone Apparatus	[Yes/No]	YES
16.18	Full Set of Publications	[Yes/No]	YES

2. SECTION B – CARGO SYSTEMS

2.1 GENERAL INFORMATION

B1	CARGO - GENERAL INFORMATION		CLIPPER VENUS	
1.1	List Products Which the Ship is Certified to Carry			
1.1.1	1.	Ammonia, anhydrous		
1.1.2	2.	Butadiene		
1.1.3	3.	Butane		
1.1.4	4.	Butane/propane mixture		
1.1.5	5.	Butylenes		
1.1.6	6.	Mixed C4 cargoes		
1.1.7	7.	Propane		
1.1.8	8.	Propylene		
1.1.9	9.			
1.1.10	10.			
1.1.11	11.			
1.1.12	12.			
1.1.13	13.			
1.1.14	14.			
1.1.15	15.			
1.1.16	16.			
1.1.17	17.			
1.1.18	18.			
1.1.19	19.			
1.1.20	20.			
1.1.21	21.			
1.1.22	22.			
1.1.23	23.			
1.1.24	24.			
1.2	Transport and Carriage Condition		UNIT	
1.3	Minimum Allowable Tank Temperature		[Celsius]	-50
1.3.1	Maximum Allowable Tank Pressure (Seagoing setting)		[bar g]	0,275
1.3.2	Maximum Allowable Tank Pressure (Harbour setting)		[bar g]	0,4
1.4	Grades which can be Loaded or Discharged Simultaneously		[Pcs]	2
1.5	Grades which can be Transported Simultaneously		[Pcs]	2
1.6	Number of Products Re-liquefied Simultaneously		[Pcs]	2
1.7	State Natural Tank Segregations (Possible combinations)		UNIT	
1.7.1	1.		[Tank]	1+3 & 2+4
1.7.2	2.		[Tank]	1+3+4 & 2
1.7.3	3.		[Tank]	1+2+3+4

2.2 CARGO TANKS

B2	CARGO TANKS	UNIT	CLIPPER VENUS
2.1	Cargo Tanks		
2.1.1	Type	[Text]	Type A
2.1.2	Material	[Text]	Carbon Manganese LT
2.2	Maximum Allowable Relief Valve setting	[bar g]	0,4
2.3	Safety Valve Set Pressure – If Variable Give Range of Pilot Valves		
2.3.1	Seagoing setting	[bar g]	0,275
2.3.2	Harbour setting	[bar g]	0,4
2.4	Maximum Vacuum	[bar g]	0,05
2.5	Maximum Cargo Density (98% full)	[kg/m3]	690
2.6	Maximum Rate of Cool-Down	[C/h]	10

2.7	State any Limitations regarding Partially Filled Tanks	[Text]	
2.7.1	Cont.	[Text]	
2.8	State Allowable Combinations of Filled and Empty Tanks	[Text]	
2.8.1	Cont.	[Text]	

2.3 CARGO TANK CAPACITIES

B3	CARGO TANK CAPACITIES	UNIT	CLIPPER VENUS				
3.1	Capacity	Tank	1	2	3	4	Total
3.1.1	100 %	[m3]	12923	15939	15938	15400	60200
3.1.2	98 %	[m3]	12665	15620	15619	15092	58996
3.2	Cargo						
3.2.1	iso-butane	[ton]	7523	9278	9278	8965	35044
3.2.2	Propane	[ton]	7345	9060	9059	8753	34218
3.2.3	Butadiene	[ton]	8245	10169	10168	9825	38406
3.2.4	Propylene	[ton]	7725	9528	9528	9206	35988
3.2.5	Ammonia	[ton]	8612	10622	10621	10263	40117
3.2.6	Butylene/Butenes	[ton]	7523	9278	9278	8965	35044
3.2.7	n-butane	[ton]	7611	9388	9387	9070	35457
3.2.8	Ethylene	[ton]					

Cargoes may not be applicable for vessel. Check which cargoes the vessel is certified to carry.

2.4 LOADING RATES

VR = Vapour Return, W/O VPR = Without Vapour Return

B4	LOADING RATES		UNIT	CLIPPER VENUS			
				REFRIGERATED		PRESSURE	
4.1	Cargo		[m3/h]	VR	W/O VR	VR	W/O VR
4.1.1	1	iso-butane	[m3/h]	4200	1700 (-6°C)		
4.1.2	2	Propane	[m3/h]	4200	2400 (-42°C)		
4.1.3	3	Butadiene	[m3/h]	4200	2200 (+1°)		
4.1.4	4	Propylene	[m3/h]	4200	1700 (-43°C)		
4.1.5	5	Ammonia	[m3/h]	4200	1700 (-30°C)		
4.1.6	6	n-butane	[m3/h]	4200	1400 (+6°)		
4.1.7	7		[m3/h]				
4.1.8	8		[m3/h]				
4.1.9	9		[m3/h]				
4.1.10	10		[m3/h]				
4.1.11	11		[m3/h]				
4.1.12	12		[m3/h]				
4.1.13	13		[m3/h]				
4.1.14	14		[m3/h]				
4.1.15	15		[m3/h]				
4.1.16	16		[m3/h]				
4.1.17	17		[m3/h]				
4.1.18	18		[m3/h]				
4.1.19	19		[m3/h]				
4.1.20	20		[m3/h]				

2.5 DISCHARGING – GENERAL

Pumping curves for cargo main pumps and booster pumps are given in the appendix.

B5	DISCHARGING – GENERAL	UNIT	CLIPPER VENUS
5.1	Cargo Pumps	[Text]	Deepwell
5.1.1	Type of Pumps	[Text]	Centrifugal
5.1.2	Number per Tank	[Pcs]	2
5.1.3	Rate (per pump)	[m3/h]	600
5.1.4	Delivery Head	[mlc]	120
5.1.5	Maximum Density	[kg/m3]	690
5.2	Booster Pumps		
5.2.1	Type of Pumps	[Text]	Centrifugal
5.2.2	Number	[Pcs]	2
5.2.3	Rate (per pump)	[m3/h]	600
5.2.4	Delivery Head	[mlc]	115
5.2.5	Maximum Density	[kg/m3]	610

2.6 DISCHARGE PRESSURE

B6	DISCHARGE PERFORMANCE	UNIT	CLIPPER VENUS	
6.1	Fully Refrigerated, Full Cargo Discharge Times (all pumps):		VR	W/O VR
6.1.1	Manifold Back Pressure (1 kg/cm2) x	[h]	14	14
6.1.2	Manifold Back Pressure (5 kg/cm2) x	[h]	24	24
6.1.3	Manifold Back Pressure (10 kg/cm2) ^	[h]	50	50
6.2	Pressurized, Full Cargo Discharge Times (all pumps):		VR	W/O VR
6.2.1	Manifold Back Pressure (1 kg/cm2) ^	[h]		
6.2.2	Manifold Back Pressure (5 kg/cm2) ^	[h]		
6.2.3	Manifold Back Pressure (10 kg/cm2) ^	[h]		

x = Based on largest single tank volume

^ = Based on discharging tanks one at a time

2.7 UNPUMPABLES

B7	UNPUMPABLES	UNIT	CLIPPER VENUS
7.1	Unpumpables, liquid		
7.1.1	Tank 1	[m3]	10
7.1.2	Tank 2	[m3]	10
7.1.3	Tank 3	[m3]	10
7.1.4	Tank 4	[m3]	10
7.1.5	Total	[m3]	40

2.8 VAPORISING UNPUMPABLES

B8	VAPORISING UNPUMPABLES	UNIT	CLIPPER VENUS
8.1	Process Used	[Text]	Hot Gas / Puddle heating
8.2	Time to Vaporize Liquid Unpumpables After Discharge:		
8.2.1	Propane	[h]	8
8.2.2	Butane	[h]	12
8.2.3	Ammonia	[h]	24
8.2.4		[h]	
8.2.5		[h]	

2.9 RELIQUEFACTION PLANT

B9	RELIQUEFACTION PLANT	UNIT	CLIPPER VENUS
9.1	Plant Design Conditions		
9.1.1	Air Temperature	[°C]	45
9.1.2	Sea Temperature	[°C]	32
9.2	Plant Type		
9.2.1	Single Stage/Direct	[Yes/No]	NO
9.2.2	Two Stage / Direct	[Yes/No]	YES
9.2.3	Three Stage / Direct	[Yes/No]	
9.2.4	Coolant Type	[Text]	Seawater
9.3	Compressors		
9.3.1	Type	[Text]	Sulzer + Burckhardt
9.3.2	Model	[Text]	2K160-2F
9.3.3	Number	[Psc]	3
9.3.4	Capacity (per unit)	[m3/h]	Varies
9.3.5	Are they oil free?	[Yes/No]	YES

2.10 COOLING CAPACITY

B10	COOLING CAPACITY	UNIT	CLIPPER VENUS	
10.1	State Cooling Capacity (per compressor, 2-stage @ - 0.4 bar g)		SW 32 [°C]	SW 15 [°C]
10.1.1	1 Propane @ -42 [°C]	[kcal/h]	480000	
10.1.2	2 Propane @ -20 [°C]	[kcal/h]	300000	
10.1.3	3 Propane @ -5 [°C]	[kcal/h]		
10.1.4	4 Butane @ -42 [°C]	[kcal/h]		
10.1.5	5 Butane @ -20 [°C]	[kcal/h]		
10.1.6	6 Butane @ -5[°C]	[kcal/h]	480000	
10.1.7	7	[kcal/h]		

2.11 CARGO TEMP. LOWERING CAPABILITY

B11	CARGO TEMPERATURE LOWERING CAPIBILITY	UNIT	CLIPPER VENUS
11.0	Time taken to lower the temp of:		
11.1	Propane from ...0 [°C] to -42 [°C]	[h]	
11.2	-5[°C]to -42[°C]	[h]	
11.3	-38[°C] to -42[°C]	[h]	140
11.4	+20[°C] to -0,5[°C]	[h]	
11.5	+10[°C] to -0,5[°C]	[h]	
11.6	Butane from +20[°C] to -0.5[°C]	[h]	
11.7	+5[°C] to -0.5[°C]	[h]	120
11.8	Iso-butane -4[°C] to -11[°C]	[h]	150
11.9	Butadiene from +20[°C] to -5[°C]	[h]	140
11.10	Propylene from -41[°C] to -47[°C]	[h]	180
11.11	Ammonia from -15[°C] to -33[°C]	[h]	220

2.12 INERT GAS

B12	INERT GAS	UNIT	CLIPPER VENUS
12.1	Main IG Plant		
12.1.1	Type of System	[Text]	Combustion
12.1.2	Capacity	[m3/h]	5500
12.1.3	Type of Fuel Used	[Text]	MGO
12.1.4	Composition of I.G.		
12.1.5	Max O2	[%]	0,5
12.1.6	Max CO2	[%]	14
12.1.7	Max Nox	[%]	Traces
12.1.8	Max N2	[%]	Balance
12.2	Lowest Dewpoint Achievable	[°C]	-40
12.3	Used for	[Text]	Purging
12.4	Auxiliary IG or Nitrogen Plant		N/A
12.4.1	Type of System	[Text]	N/A
12.4.2	Capacity	[m3/h]	N/A
12.5	Lowest Dewpoint Achievable	[°C]	N/A
12.6	Used for	[Text]	N/A
12.7	Nitrogen generator installed?	[Yes/No]	NO
12.7.1	Liquid storage Capacity	[m3]	N/A
12.7.2	Daily Boil-Off Loss	[m3]	N/A
12.7.3	Maximum Supply Pressure	[Bar]	N/A
12.7.4	Supply Capacity	[m3/h]	N/A
12.7.5	Used For	[Text]	N/A
12.7.6	HP Nitrogen	[Nm3]	N/A

2.13 CARGO TANK INTERTING/DE-INERTING

B13	CARGO TANK INTERTING/DE-INERTING	UNIT	CLIPPER VENUS
13.1	Time Taken From Fresh Air to Under 5% O2 at -25oC Dewpoint	[h]	48
13.2	Time taken from cargo Vapor to Fully Inert at - 25oC Dewpoint when:		
13.2.1	IG density less than product	[h]	36
13.2.2	IG density greater than product	[h]	48

2.14 GAS FREEING TO FRESH AIR

B14	GAS FREEING TO FRESH AIR	UNIT	CLIPPER VENUS
14.1	Plant Used	[Text]	Gas free fans
14.1.1	Number of fans	[Pcs]	4
14.1.2	Total capacity	[m3/h]	40000
14.2	Time taken from Fully Inert Condition to Fully Breathable Air	[h]	4,5

2.15 CHANGING CARGO GRADES

The table below show the number of hours needed to change grades from the removal of unpumpables to tanks fit to load. The quantity of inert gas consumed during the operation is also indicated.

B15	CHANGING CARGO GRADES	UNIT	CLIPPER VENUS	
15.1	From propane to:		[h]	[m3]
15.1.1	Iso-butane	[COL]		
15.1.2	Ammonia	[COL]	96	120000
15.2	From Iso-butane to:		[h]	[m3]
15.2.1	Propane	[COL]		
15.2.2	Ammonia	[COL]	96	120000
15.3	From ammonia to:		[h]	[m3]
15.3.1	Propane	[COL]	165	120000
15.3.2	Iso-butane	[COL]	136	120000

2.16 DECK TANK CAPACITIES

B16	DECK TANK CAPACITIES	UNIT	CLIPPER VENUS
16.1	Deck tank	[Yes/No]	NO
16.2	Deck tank capacities		N/A
16.2.1	1 Propane	[ton]	N/A
16.2.2	2 Ammonia	[ton]	N/A
16.2.3	3 Ethylene	[ton]	N/A
16.3	Maximum Allowable Relief Valve Setting	[bar g]	N/A
16.4	Lowest Permissible Temperature	[°C]	N/A
16.5	Materials	[Text]	N/A

2.17 PRE-LOADING CONDITIONS

The table below indicates time and quantity of coolant required to cool down cargo tanks from ambient temperature and fully gassed up state sufficient to allow loading to commence.

B17	PRE-LOADING CONDITIONS	UNIT	CLIPPER VENUS		
17.1	Product		Quantity [ton]	VPR [h]	W/O VPR [h]
17.1.1	Propane	[COL]	350	24	48
17.1.2	Butane	[COL]	250	18	24
17.1.3	Butadiene	[COL]	250	24	24
17.1.4	Propylene	[COL]	350	24	48
17.1.5	Ammonia	[COL]	350	24	48
17.1.6	VCM	[COL]			

2.18 VAPORISER

B18	VAPORISER	UNIT	CLIPPER VENUS
18.1	Type of Vaporizer	[Text]	Shell and tube
18.2	Number Fitted	[Pcs]	1
18.3	Capacity (per unit) – Propane	[Nm3/h]	4800
18.3.1	Liquid Supply rate	[m3/h]	10
18.3.2	Delivery temperature	[°C]	
18.4	Capacity (per unit) – Ammonia	[Nm3/h]	4800
18.4.1	Liquid Supply rate	[m3/h]	10
18.4.2	Delivery temperature	[°C]	-33
18.5		[Nm3/h]	
18.5.1		[m3/h]	
18.5.2		[°C]	

2.19 BLOWER

B19	BLOWER	UNIT	CLIPPER VENUS
19.1	Type of Blower	[Text]	Gas Free fans/Electric fans
19.2	Number fitted	[Pcs]	4
19.3	Rated Capacity (per unit)	[Nm ³ /h]	10000
19.4	Delivery Pressure	[Bar]	0,12

2.20 CARGO RE-HEATER

Cargo re-heater capacities are given in the appendix.

B20	CARGO RE-HEATER	UNIT	CLIPPER VENUS
20.1	Type of re-heater	[Text]	Shell & Tube
20.2	Number Fitted	[Pcs]	1
20.3	Heating Medium	[Medium]	Seawater or Glycol
20.4	Discharge rates, SW = 15[°C], to raise product temperature:		
20.4.1	Propane from -42[°C] to 0[°C]	[ton/h]	597
20.4.2	Ammonia from -33[°C] to 0[°C]	[ton/h]	354
20.5	Cargo Heater Curve:	[Yes/No]	YES

2.21 HYDRATE CONTROL

B21	HYDRATE CONTROL	UNIT	CLIPPER VENUS
21.1	Type of Depressant	[Medium]	Ethanol
21.2	Depressant Freezing Point Temperature	[°C]	-114
21.3	Max capacity of depressant	[Liter]	1800
21.4	Means of Injection	[Text]	Hand pump
21.5	Any other system used	[Text]	Hot gas

2.22 CARGO MEASUREMENT

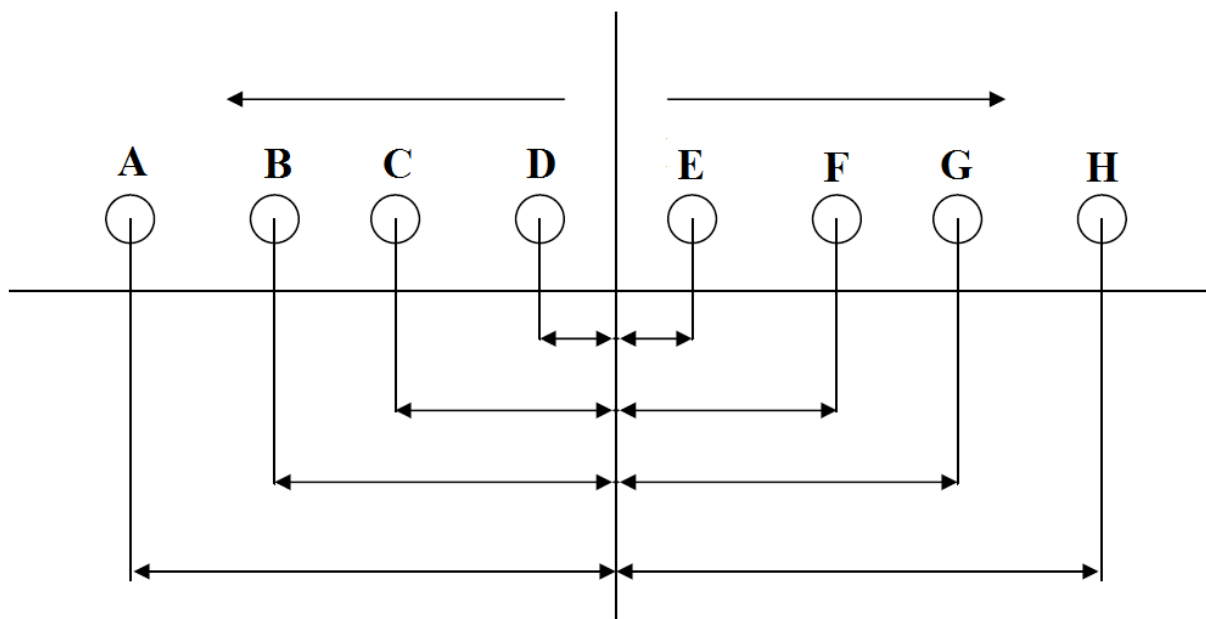
B22	CARGO MEASUREMENT	UNIT	CLIPPER VENUS
22.1	Level Gauges		
22.1.1	Are level gauges Local or Remote	[Text]	Both
22.1.2	Manufacturer	[Text]	Henri Systems Holland BV
22.1.3	Type	[Text]	FTLG 807
22.1.4	Rated Accuracy	[-]	1mm
22.1.5	Certifying Authority	[Text]	Intertek
22.2	Temperature Transmitter		
22.2.1	Manufacturer	[Text]	
22.2.2	Type	[Text]	PT 100
22.2.3	Rated Accuracy	[-]	0.41 deg C
22.2.4	Certifying Authority	[Text]	Intertek
22.3	Pressure Transmitter		
22.3.1	Manufacturer	[Text]	Yokogawa Electronic Corp.
22.3.2	Type	[Text]	EJA530A
22.3.3	Rated Accuracy	[-]	0.005 bar
22.3.4	Certifying Authority	[Text]	Intertek
22.4	Oxygen Analyzer		

22.4.1	Manufacturer	[Text]	Riken Keiki
22.4.2	Type	[Text]	GX8000
22.4.3	Lowest Level Measurable		0%
22.5	Fixed Gas Analyzer		
22.5.1	Manufacturer	[Text]	Riken Keiki
22.5.2	Type	[Text]	Magnetic
22.6	Cargo Tank Calibration Tables		
22.6.1	Are Cargo Tank Calibration tables available	[Yes/No]	YES
22.6.2	Measuring Company	[Text]	H1 Total Marine Service
22.6.3	Certifying Authority	[Text]	Intertek
22.6.4	Calibration calculated tocm ½ cm.....	[Yes/No]	YES
22.6.5	Tables established tocmcm.....mm	[Yes/No]	YES
22.6.6	Trim and List corrections Available	[YES/NO]	YES
22.6.7	Temperature Corrections available	[YES/NO]	YES
22.6.8	Float Gauge Tape Corrections Available	[YES/NO]	YES

2.23 CARGO SAMPLING

B23	CARGO SAMPLING	UNIT	CLIPPER VENUS			
23.1	Cargo tank sample level	[Tank]	1	2	3	4
23.1.1	Top	[Yes/No]	Yes	Yes	Yes	Yes
23.1.2	Middle	[Yes/No]	Yes	Yes	Yes	Yes
23.1.3	Bottom	[Yes/No]	Yes	Yes	Yes	Yes
23.2	Can sample be drawn from?					
23.2.1	Tank Vapor Outlet	[Yes/No]	YES			
23.2.2	Manifold Liquid Line	[Yes/No]	YES			
23.2.3	Manifold Vapor Line	[Yes/No]	YES			
23.2.4	Pump Discharge Line	[Yes/No]	YES			
23.3	State connection					
23.3.1	Type	[Text]	male			
23.3.2	Size	[Inch]	1/2			

2.24 CARGO MANIFOLD



B24	CARGO MANIFOLD	UNIT	CLIPPER VENUS			
24.1	Distance from center of manifold to:					
24.1.1	Stern	[m]	102,95			
24.1.2	Bow	[m]	96,05			
24.1.3	A	[mm]	6200			
24.1.4	B	[mm]	5450			
24.1.5	C	[mm]	3450			
24.1.6	D	[mm]	1150			
24.1.7	E	[mm]	1150			
24.1.8	F	[mm]	3450			
24.1.9	G	[mm]	5450			
24.1.10	H	[mm]				
24.2	Flange		Duty [Bar]	ASA	Size ["]	[R]aised/[F]lat
24.2.1	A	[COL]	Fuel Oil	150	8	R
24.2.2	B	[COL]	Diesel Oil	150	4	R
24.2.3	C	[COL]	Cargo Liquid	300	14	R
24.2.4	D	[COL]	Cargo Vapour	150	10	R
24.2.5	E	[COL]	Cargo Vapour	150	10	R
24.2.6	F	[COL]	Cargo Liquid	300	14	R
24.2.7	G	[COL]	Fuel Oil	150	8	R
24.2.8	H	[COL]				
24.3	Height above uppermost continuous deck	[mm]	2089			
24.4	Distance from ship side	[mm]	4235			
24.5	Height above load waterline	[mm]	11400			
24.6	Height above light waterline	[mm]	19300			

2.25 CARGO REDUCERS

B25	CARGO REDUCERS	CLIPPER VENUS
25.0	ANSI 300	ANSI 300 -150
25.1	2 off 16"NB 300# ' 14"NB 300#	2 off 14"NB 300# ' 16"NB 150#
25.2	2 off 14"NB 300# ' 12"NB 300#	2 off 14"NB 300# ' 14"NB 150#
25.3	2 off 14"NB 300# ' 10"NB 300#	2 off 14"NB 300# ' 12"NB 150#
25.4	2 off 14"NB 300# ' 8"NB 300#	2 off 14"NB 300# ' 10"NB 150#
25.5		2 off 14"NB 300# ' 8"NB 150#
25.6		
25.7		
25.8		
25.9		
25.0	ANSI 150	FUEL
25.1	2 off 10"NB 150# ' 12"NB 150#	12" x 8"
25.2	2 off 10"NB 150# ' 8"NB 150#	10" x 8"
25.3	2 off 10"NB 150# ' 6"NB 150#	8" x 8"
25.4	2 off 10"NB 150# ' 10"NB 150#	8" x 6"
25.5	1 off 10"NB 150# ' 4"NB 300#	
25.6		
25.7		
25.8		
25.9		

2.26 CONNECTION TO SHORE FOR ESD/COM SYSTEMS

B26	CONNECTIONS TO SHORE FOR ESD AND COM. SYSTEMS	UNIT	CLIPPER VENUS
26.1	Is ESD connection to Shore available?	[Yes/No]	YES
26.1.1	System	[Text]	Electrical & Pneumatic
26.1.2	Type of plug	[Text]	SIGTTO
26.3	Is Hose or cables Available on Board	[Yes/No]	YES
26.3.1	Specify Length	[m]	29
26.3.2	Specify type	[Text]	Electrical

2.27 MANIFOLD DERRICK/CRANE

B27	MANIFOLD DERRICK/CRANE	UNIT	CLIPPER VENUS
27.1	Is Manifold Derrick Provided?	[Yes/No]	NO
27.2	Is Manifold Crane Provided?	[Yes/No]	YES
27.3	Is Lifting equipment Same P&SB?	[Yes/No]	NO
27.3.1	If NO, give details	[Text]	Center
27.3.2	Maximum outreach	[m]	22
27.3.3	Capacity at max. Outreach	[ton]	7,5

2.28 STORES HANDLING

B28	STORES HANDLING	UNIT	CLIPPER VENUS
28.1	Number of cranes	[Pcs]	2
28.1.1	Location(s)	[Text]	P/S Bridge deck

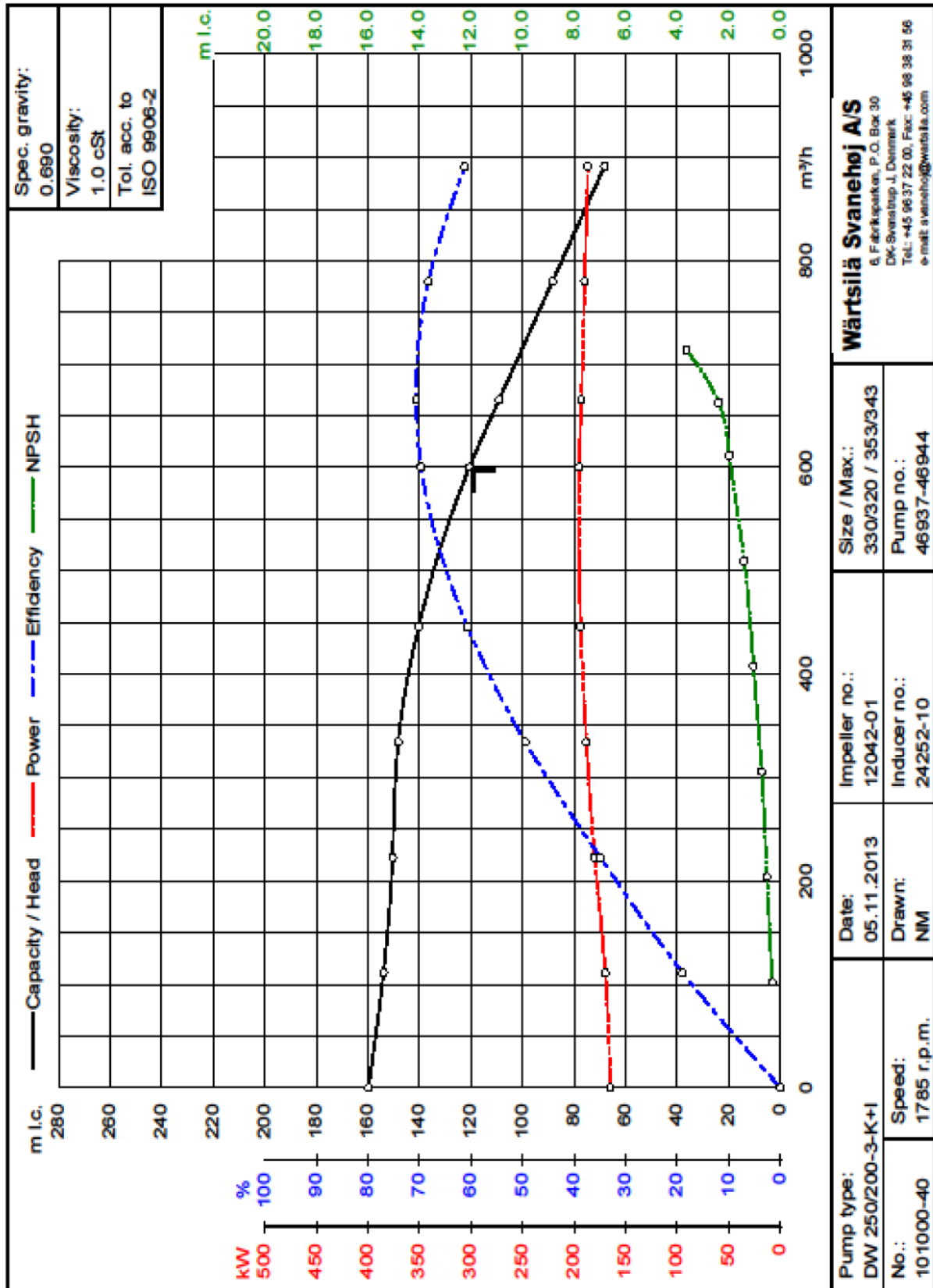
3. ADDITIONAL INFORMATION

CODE	C1	NOx factor	UNIT	CLIPPER VENUS
1.1.0	Main engine			
1.1.1		Power	[kW]	9350
1.1.2		RPM	[RPM]	103,3
1.1.3		NOx limit	[g/kWh]	17
1.1.4		NOx factor	[g/kWh]	11,56
1.1.5		EIAPP	[Ref]	EIAPP -1875-3-B
1.1.6		Issued	[Date]	04.06.2015
1.2.0	Auxiliary engine 1			
1.2.1		Power	[kW]	1280
1.2.2		RPM	[RPM]	720
1.2.3		NOx limit	[g/kWh]	12,1
1.2.4		NOx factor	[g/kWh]	9,22
1.2.5		EIAPP	[Ref]	EIAPP-1866-7-A
1.2.6		Issued	[Date]	04.06.2015
1.3.0	Auxiliary engine 2			
1.3.1		Power	[kW]	1280
1.3.2		RPM	[RPM]	720
1.3.3		NOx limit	[g/kWh]	12,1
1.3.4		NOx factor	[g/kWh]	9,22
1.3.5		EIAPP	[Ref]	EIAPP-1866-8-A
1.3.6		Issued	[Date]	04.06.2015
1.4.0	Auxiliary engine 3			
1.4.1		Power	[kW]	1280
1.4.2		RPM	[RPM]	720
1.4.3		NOx limit	[g/kWh]	12,1
1.4.4		NOx factor	[g/kWh]	9,22
1.4.5		EIAPP	[Ref]	EIAPP-1866-9-A
1.4.6		Issued	[Date]	04.06.2015
1.5.0	Auxiliary engine 4			
1.5.1		Power	[kW]	
1.5.2		RPM	[RPM]	
1.5.3		NOx limit	[g/kWh]	
1.5.4		NOx factor	[g/kWh]	
1.5.5		EIAPP	[Ref]	
1.5.6		Issued	[Date]	
CODE	C2	EGCS/SCRUBBER	UNIT	CLIPPER VENUS
2.1.0	Main engine			
2.1.1		Scrubber installed	[Yes/No]	YES
2.1.2		Maker	[Text]	Wärtsila
2.1.3		Type	[Text]	Open-loop
2.1.4		VGP compliant	[Yes/No]	YES
2.2.0	Auxiliary engines			
2.2.1		Scrubber installed	[Yes/No]	YES
2.2.2		Maker	[Text]	Wärtsila
2.2.3		Type	[Text]	Open-loop
2.2.4		VGP compliant	[Yes/No]	YES
CODE	C3	HEAT RECOVERY	UNIT	CLIPPER VENUS
3.1.0	Main engine			
3.1.1		Economizer installed	[Yes/No]	YES
3.1.2		Type	[Text]	0
3.1.3		Capacity	[kW]	0
3.1.4	Auxiliary engines			
3.1.5		Economizer installed	[Yes/No]	YES (AE2&3)
3.1.6		Type	[Text]	0
3.1.7		Capacity	[kW]	0
CODE	C4	OTHER RELEVANT TECHNICAL INFORMATION	UNIT	CLIPPER VENUS
4.0	Rudder type		[Text]	Becker rudder
4.0.1		Number of rudders	[Pcs]	1

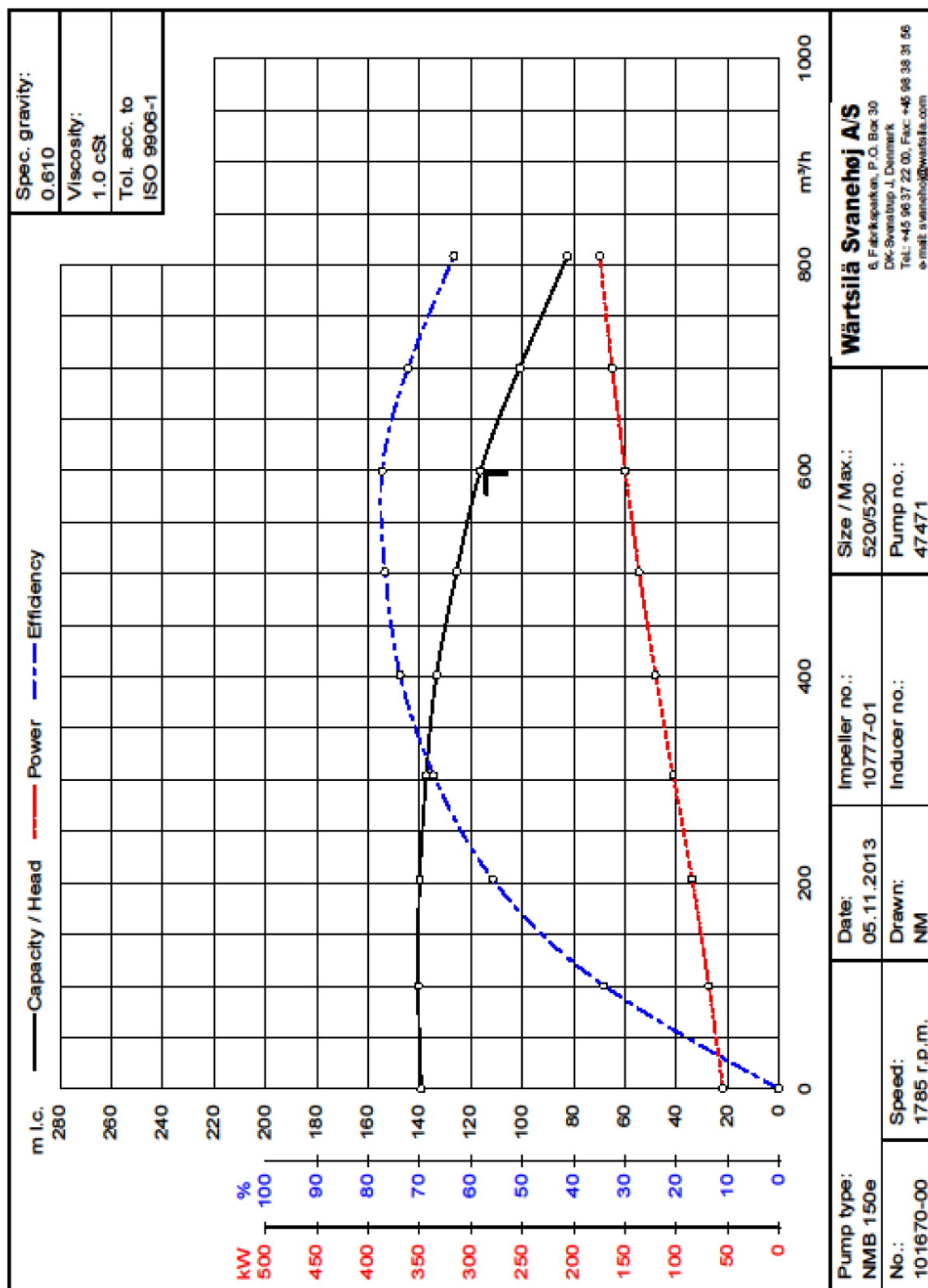
4.1	Type of propeller	[Text]	Fixed propeller
4.1.1	Blades	[Pcs]	4
4.2	Mewis Duct	[Yes/No]	YES
CODE	C5 ENVIRONMENTAL/PERFORMANCE TECHNOLOGIES INSTALLED	UNIT	CLIPPER VENUS
5.0	EEDI (Energy Efficiency Design Index)	[-]	6,14
5.1	ESI (Environmental Ship Index) - not confirmed	[-]	25,91

4. APPENDIX/DRAWINGS

4.1 CARGO PUMPS



4.2 BOOSTER PUMPS



4.3 RE-HEATER CAPACITY, AMMONIA

Ammonia

Cargo Heater Design

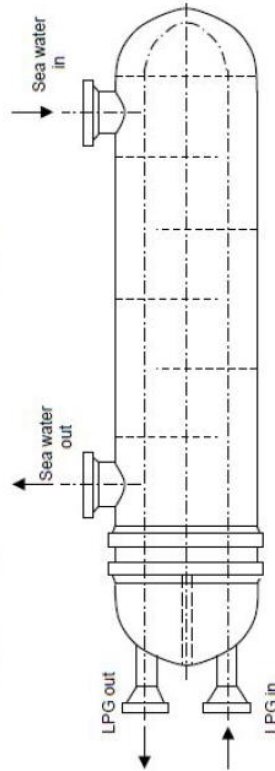
Wärtsilä Oil & Gas Systems type: 240/323/2U Ti
Tube bundle in titan (ASTM B338 Gr 2), U type

Operating Conditions

Ammonia
Cargo inlet Temperature -33 °C
Cargo outlet temperature 0 °C
Sea water consumption 800 m³/h

Example based on Design Case:

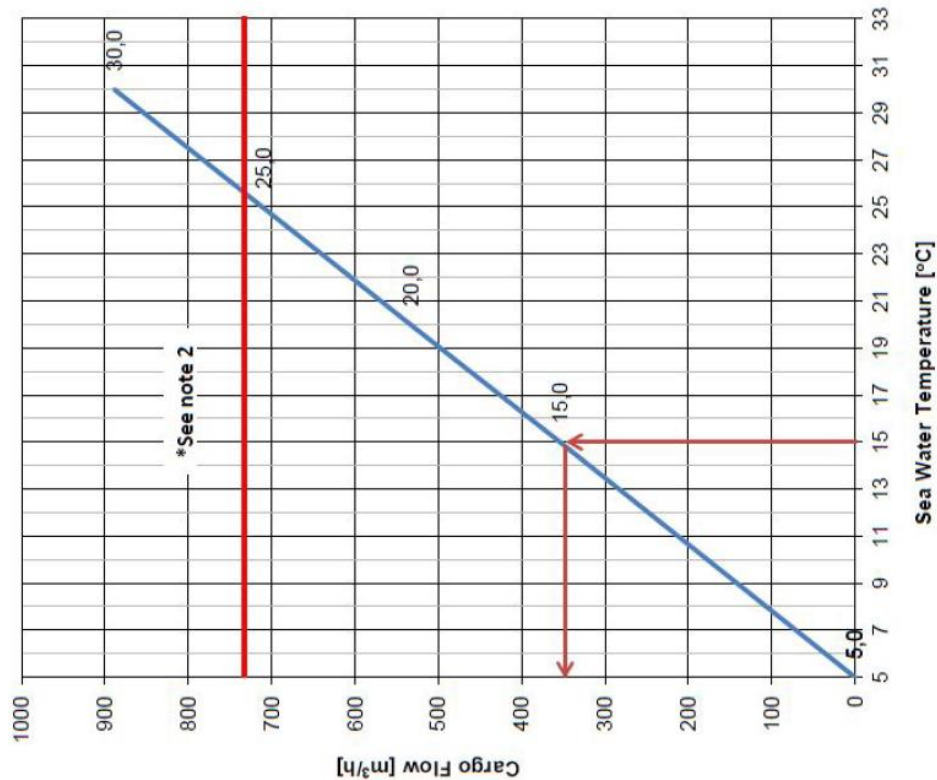
Sea water temp. 15,0 °C
Found capacity 354 m³/h



Note:

1. Sea water outlet temperature should not be less than 5 °C
2. Max cargo flow through cargo heater shall not exceed 730 m³/hr
3. Nominal capacity.
Project: 400854/855/877
Customer:

Cargo Heater Capacity Ammonia



Date	Sign.	Scale	Capacity Diagram
Draw. 8.7.2015	LL		Cargo Heater/Vaporizer
Design 8.7.2015	LL		240/323/2U Ti
Check. 8.7.2015	FO		
Wärtsilä Oil & Gas Systems a.s Norway			Project: 400854/855/877
			Customer:
			Page: 4 of: 6

4.5 MOORING DIAGRAM

The diagram below illustrates the position of Winch Mounted Wires (W) and Ropes (R) together with Open (O) and Closed (C) Fairleads. Indicate also the position of mooring Bitts (B)

