

**INTERTANKO Standard Gas Form - LPG**

<b>1. GENREAL INFORMATION</b>					
1.1	Vessels Name (IMO number):	Clipper Sky (9277943)			
1.2	Flag/Port of Registry:	Norway - STAVANGER			
1.3	Date delivered/Builder:	19.03.2004 / KAWASAKI SAKIDE SHIPYARD			
1.4	Hull Type:	Double Bottom			
1.5	Call sign/MMSI:	LAZ05 / 257309000			
1.6	Vessels contact:	VSAT + 44 122 467 2508 Capt office , + 44 122 467 clipper.sky@solvanship.no			
<b>Classification</b>					
1.7	Classification society:	DNV			
1.8	Class notation:	+1A1 -Tanker for Liquefied Gas EO PLUS-1 TMON NAUTICUS (Newbuilding)			
1.9	Previous Classification Society (if applicable) / Date of Classification Society Change	N/A			
1.10	EEDI Rating:	N/A			
1.11	Does the ship have a Condition Assessment Programme (CAP) rating? What is the latest CAP rating (if applicable):	Yes (1)			
<b>Ownership and Operation / QI</b>					
1.12	Registered Owner:	LS-LBR 5 CO. LTD 80 BROAD STREET MONROVIA, LIBERIA Liberia Tel: - Email: -			
1.13	Technical Operator:	Solvang ASA Strandkaien 36, N-4005, Stavanger, Norway Norway Tel: +4751848400 Telex: Not Applicable Email: maritime.vetting@solvanship.no Company IMO#: 1242256			
1.14	Commerial Operator:	Solvang ASA Haakon VII Gate 6, 5th Floor N-0161 Oslo Norway Norway Tel: +47 22 47 19 54 Fax: Not Applicable Telex: Not Applicable Email: operation@solvanship.no			
1.15	Qualified Individual:	Hudson Marine Management Services 4350 Haddonfield rd suit 302 Penncauken New Jersey 08109 USA Tel: 1-856 342 7500 Fax: +1 856 342 8888 Email: reporting@hmms-usa.com			
<b>Insurance</b>					
1.16	P & I Club - Full style:	Gard P&I (Bermuda) Ltd.			
<b>Dimensions</b>					
1.17	Type of vessel (Fully ref/ semi ref/ pressurized):	Fully ref			
1.18	Length overall (LOA):	204,95 Metres			
1.19	Extreme Breadth (Beam):	32,20 Metres			
1.20	Distance bow to bridge:	138,00 Metres			
1.21	Parallel body distances	<b>Lightship</b>	<b>Normal Ballast</b>	<b>Summer Dwt</b>	
	Parallel body length:	80,00 Metres	88,00 Metres	92,50 Metres	
	Aft to mid-point manifold:	54,30 Metres	54,30 Metres	58,80 Metres	
	Fwd to mid-point manifold:	33,70 Metres	33,70 Metres	33,70 Metres	
<b>Tonnages</b>					
1.22	Gross Tonnage:	35158,00 Tonnes			
1.23	Net Tonnage:	11146,00 Tonnes			
1.24	Suez Canal Tonnage Gross(SCGT)/ Net(SCNT):	37041,75	32374,58		
	Panama Canal Net Tonnage:	29120,00			
<b>Loadline information</b>					
1.25	Loadline:	<b>Freeboard</b>	<b>Draft</b>	<b>Deadweight</b>	<b>Displacement</b>
	Summer	8,220 Metres	12,020 Metres	44617 MT	60681 MT
	Winter	8,470 Metres	11,770 Metres	43203 MT	59267 MT
	Tropical	7,970 Metres	12,270 Metres	46219 MT	62097 MT
	Normal Ballast Condition:	13,240 Metres	7,000 Metres	17450 MT	33514 MT
1.26	FWA/TPC at summer draft:	267 mm		56,00 MT	
1.27	Does vessel have multiple SDWT? If so, please enter Maximum deadweight (mt)	No			
<b>2 DEADWEIGHTS</b> *All cargoes listed are as per Certificate of Fitness					
	<b>Cargo</b>	<b>Draft Foré (m)</b>	<b>Draft Aft' (m)</b>	<b>Draft Mean (m)</b>	<b>Corresponding Deadweight (mt)</b>

2.1	Ammonia anhydrous (98,0%)	12,00	12,00	12,00	41762
2.2	Butadiene (98,0%)				
2.3	Butane (98,0%)	11,30	11,30	11,30	36044
2.4	Butane-propane (%)				
2.5	Butylene (98,0%)				
2.6	Propane (98,0%)	10,51	10,84	10,67	36044
2.7	Propylene (98,0%)				

<b>3. CARGO TANK CAPACITIES</b> *All cargoes listed are as per Certificate of Fitness						
		<b>Density</b>	<b>Tank 1 (m3)</b>	<b>Tank 2 (m3)</b>	<b>Tank 3 (m3)</b>	<b>Tank 4 (m3)</b>
3.1	100% Capacity		14436	14849	14849	15226
3.2	98% Capacity		14147	14552	14552	14921
3.3	Ammonia anhydrous	0,680	9620,2	9895,4	9895,4	10146,6
3.4	Butadiene	0,651	9209,9	9473,4	9473,4	9713,9
3.5	Butane	0,573	8106,4	8338,3	8338,3	8550,0
3.6	Butane-propane	0,594	8403,5	8643,9	8643,9	8863,4
3.7	Butylene	0,620	8771,3	9022,3	9022,3	9251,3
3.8	Propane	0,580	8205,4	8440,2	8440,2	8654,5
3.9	Propylene	0,610	8629,8	8876,7	8876,7	9102,1

<b>4. DECK MACHINERY</b>						
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<b>Mooring</b>						
4.1	Number Of Mooring Winches:	Forecast: 3 Maindeck Fwd: 1 Maindeck Aft: 1 Poopdeck: 3				
4.2	Mooring lines on drum (Number/Length/Diameter)	Forecast: 6/220,00 m/68,00 Maindeck Fwd: 2/220,00 m/68,00 Maindeck Aft: 2/220,00 m/68,00 Poopdeck: 6/220,00 m/68,00				
4.3	Mooring lines (Material)	Forecast: KARAT MAXI / TIMM MASTER Maindeck Fwd: KARAT MAXI Maindeck Aft: KARAT MAXI Poopdeck: KARAT MAXI / TIMM MASTER				
4.4	Number of Mooring lines onboard:	20				
4.5	Ship design minimum breaking load (mt):	84,0				
4.6	Winch Brake holding Capacity (mt):	Forecast: 67,00 Maindeck Fwd: 67,00 Maindeck Aft: 67,00 Poopdeck: 67,00				

<b>Lifting Equipment</b>						
4.7	Number of Cranes:	Cranes: 1 x 7.5 Tonnes 1 x center midship 7.5 tons 2 x pt/stbd aft 4 tons				
4.8	SWL Of Cranes(mt):	Cranes: 1 x 7.5 Tonnes 1 x center midship 7.5 tons 2 x pt/stbd aft 4 tons				

<b>5. MACHINERY AND PROPULSION</b>						
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<b>Engines</b>		<b>No</b>	<b>Power (KW)</b>	<b>Make/Type</b>	
5.1	Main Engine:	1	11275	Kawasaki-Man B&W 5SMC-C	
5.2	Auxiliary Engine:	3	0	Man B&W Holeby 5L28/32H & 7L28/32H	
5.3	Main Engine - Type of fuel used:	HFO			
5.4	Auxiliary Engine - Type of fuel used:	VLSFO			

<b>Propulsion</b>						
5.5	Propeller number and type:	Fixed				
5.6	Bow Thruster Power (if fitted):	1632,00				

<b>Bunkers</b>						
5.7	Capacity of bunker tanks:	Fuel oil:3404,20 Diesel oil: 1113,80				
5.8	Ballast Tank Capacity (100%):	349687,2				

<b>6. CARGO HANDLING</b>						
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<b>Discharging General</b>						
6.1	Number of Cargo Tanks:	4				
6.2	Cargo Pumps:	<b>Type</b>	<b>No Per Tank</b>	<b>Run simultaneously at full capacity</b>	<b>Rate per pump (m3 per hour)</b>	
		Centrifugal	2	8	500 (m3/hour)	

6.3	Number and Capacity of Booster Pumps:	2 - 500 (m3/hour)											
6.4	Max loading rate for homogenous cargo (without vapour return):	4000											
6.5	Max loading rate for homogenous cargo per manifold (without vapour return):	2000											
<b>Unpumpables</b>													
6.6	Total Unpumpables:	<table border="1"> <thead> <tr> <th>Tank Number</th> <th>Unpumpable (m3)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>8</td> </tr> <tr> <td>2</td> <td>8</td> </tr> <tr> <td>3</td> <td>8</td> </tr> <tr> <td>4</td> <td>8</td> </tr> </tbody> </table>	Tank Number	Unpumpable (m3)	1	8	2	8	3	8	4	8	
Tank Number	Unpumpable (m3)												
1	8												
2	8												
3	8												
4	8												
<b>Transport and Carriage Conditions</b>													
6.7	What is the minimum/maximum permissible tank pressure?	-0,05Kp/Sq. cm	0,40Kp/Sq. cm										
6.8	What is the minimum/maximum permissible tank temperature?	-50 °C	N/A										
6.9	Does the vessel have a cargo heater? If yes, stat capacity of cargo heater	Yes											
6.10	Number and capacity of Vapouriser	Yes											
6.11	Number and capacity of Cargo Deck Tanks	1 1 Propane: 208,8 2 Ammonia: 244,8 3 Ethylene: 204,84											
6.12	IS ESD shore connection available? If yes, state type of connection	<table border="1"> <tr> <td>Yes</td> <td></td> </tr> <tr> <td>If yes, is the ESD system pneumatic?</td> <td>Yes</td> </tr> <tr> <td>If yes, is the ESD system electrical?</td> <td>Yes</td> </tr> <tr> <td>If yes, is the ESD system fiber optic?</td> <td>Yes</td> </tr> </table>		Yes		If yes, is the ESD system pneumatic?	Yes	If yes, is the ESD system electrical?	Yes	If yes, is the ESD system fiber optic?	Yes		
Yes													
If yes, is the ESD system pneumatic?	Yes												
If yes, is the ESD system electrical?	Yes												
If yes, is the ESD system fiber optic?	Yes												
6.13	Maximum number of grades that can be loaded/carried/discharged simultaneously with complete segregation	2											
6.14	No. of products that can be conditioned by the reliquefaction plant simultaneously	2											
<b>7. INERT GAS</b>													
<b>Main IG Plant</b>													
7.1	Inert Gas system fitted:	Yes											
7.2	Inert Gas Capacity:	5500,00											
7.3	Inert Gas - Lowest dew point achievable:	-40,00											
<b>Nitrogen</b>													
7.4	N2 Plant fitted:	No											
7.5	N2 Generating Plant - Lowest dew point achievable:	-40,00											
<b>8. RELIQUEFACTION PLANT</b>													
8.1	Coolant Type:	Seawater											
8.2	Manufacturer/type of compressors:	Sulzer	Reciprocating										
8.3	Number and capacity of compressors:	4	2024.00 m3/hour										
8.4	Are compressors oil free?:	Yes											
<b>Plant Design Conditions</b>													
8.5	Design temperature conditions - Air:	45.00 °C											
8.6	Design temperature conditions - Sea:	32.00 °C											
<b>9. MANIFOLD</b>													
9.1	Type of manifold valve:	Butterfly											
9.2	Manifold Layout (Fwd to Aft):	Cargo Manifold Dimension A: 100 Cargo Manifold Dimension B: 200 Cargo Manifold Dimension C: 350 Cargo Manifold Dimension D: 250 Cargo Manifold Dimension E: 250 Cargo Manifold Dimension F: 350 Cargo Manifold Dimension G: 200											
9.3	Do manifold arrangements comply with SIGTTO standards?:	Yes											
9.4	Liquid manifold size:	356											
9.5	Vapour manifold size:	254											
9.6	Are local pressure gauges fitted outboard of the manifold valve:	No											

9.7	<b>Pipe Flange</b>				
	<b>Pipe Flange letter</b>	<b>Duty</b>	<b>Rating (bar)</b>	<b>Size</b>	<b>Raised/Flat face</b>
	A		10.00	100.00	Raised
	B	Fuel Oil	10.00	150.00	Flat Face
	C	Cargo	25.00	356.00	Raised
	D	Vapour	10.00	254.00	Raised
	E	Vapour	10.00	254.00	Raised
	F	Cargo	25.00	356.00	Raised
	G	Fuel Oil	10.00	150.00	Flat Face

**Dimensions**

9.8	Bow to center manifold (BCM)/Stern to center manifold (SCM):	103 Metres	102 Metres		
9.9	Distance manifold to ship side:	3500 mm			
9.10	Height above uppermost continuous deck:	1246 mm			
9.11	Height of the manifold connections above the waterline at light condition:	15600 mm			
9.12	Height of the manifold connections above the waterline at loaded condition:	9900 mm			
9.13	<b>Reducers:</b>	<b>No.</b>	<b>Flange Rating</b>	<b>Size</b>	<b>Length</b>
	ANSI Class 300:	18	25 bar	406 mm	450 mm
	ANSI Class 300 to 150:	8	25 bar	406mm	450 mm
	ANSI Class 150:	10	25 bar	250 mm	450 mm

<b>10.</b>	<b>SHIP TO SHIP TRANSFER</b>	
10.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquidified Gas, as applicable)?	Yes

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