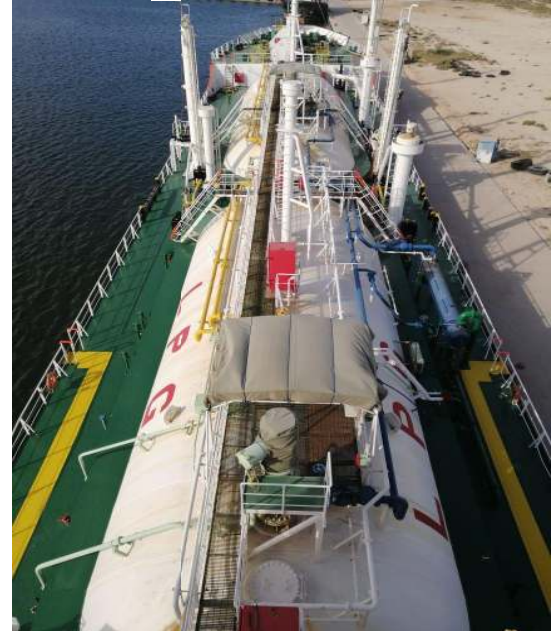


FORM "C"



1.0 GENERAL

Name of ship:

Registered Owner:

Flag:

Port of registry:

Year built:

Yard:

Speed:

Maximum range:

Maximum fresh water capacity:

Maximum ballast capacity:

Class:

Class notation:

Ice Class:

IMO/LR no:

USCG compliance:

FORM "C"

2.0 HULL

GRT/NRT International:	3494 / 1049
GRT/NRT Suez:	3780.47 / 2866.29
GRT/NRT Panama:	3832.63 / 2627.69
LOA:	99.75m
LBP:	92.00 m
Breadth:	15.80m
Depth:	7.50m
Tropical draft/total deadweight:	5.691m /4392
Summer (LPG) draft/total deadweight:	5.863m / 4392
Summer (VCM) draft/total deadweight:	
Winter draft/total deadweight:	5.741m / 4392
Air draft when in ballast:	30.18 m
Lightship displacement:	2158.80
Bow thruster Y/N:	No
Make bow thruster:	N/A
Capacity bow thruster:	N/A

FORM " C "

3.0 COMMUNICATION/NAVIGATIONAL EQUIPMENT

Call sign:	TBD
Radio telephonie:	MMSI TBD
VHF:	Furuno FS 5000
Radar:	NORTHROP GRUMAN(Sperry Marine) X band. Model 65817C NORTHROP GRUMAN(Sperry Marine) S Band. Model 65920-ATAG-8A
GMDSS(no./type):	SAILOR TT-3000E/certified sea areas 1,2 & 3
Gyro (no./type):	YOKOGAWA CMZ 300X , four repeaters
Satcom B phone:	n/a
Satcom B telefax:	n/a
Satcom B telex:	n/a
Satcom Ctelex:	n/a
E-mailaddress:	management@horizonoffshoreservices.com

4.0 MAIN ENGINE

Type of main engine:	Akasaka Mitsubishi 3600 PS
Number:	1
Maximum output:	2647 kW
Grade fuel used:	MGO/IFO . Current in use GO 4.37 cst @ 40 c deg
Consumption/day:	GO 10.14mt/d @ 80% load
Maximum bunker capacity:	IFO 456.9 m3 ,

5.0 AUXILIARIES

Type of auxiliary engine:	Yanmar. Model: S165 - LHN
Number:	2
Output each:	264.78 Kw / 300 kva
Grade fuel used:	GO 4.37 cst @ 40 c deg, 10888 k.cal / kg
Consumption/day:	1.3 mt/d/engine @ 180 kw
Maximum bunker capacity:	86.9 m3

FORM "C"

6.0 CARGO INSTALLATION

Products:

Propylene, Propane, VCM, N-Butane, ISO Butane, Butadiene, P/B mixture, ISO Butylene, Isoprene, Raffinate 1, Raffinate 2, C4

Condition of transport:

2PG

Maximum tank pressure:

17.7kg/cm2

Minimum tank pressure:

0.0

Minimum tank temperature:

18.0kg/cm2

IMO safety valve setting of cargo tanks:

USCG safety valve setting of cargo tanks:

7.0 kg/cm2

Nr. of max. products to be transported:

2

TANK CAPACITY					
VOLUME M3			0.6814 Ammonia -33.4 dgr.C.	0.653 Butadiene -4.5dgr.C.	0.596 Iso-butane -12dgr.C.
Tank	100%	98%			
1	1655.184 M3	1622.080 M3	1105.285MT	1059.221 MT	966.759MT
2	1655.419 M3	1622.310 M3	1105.442MT	1059.368 MT	966.896MT
TOTAL	3310.602 M3	3244.39 M3	2210.727 MT	2118.59 MT	1933.655 MT
TANK CAPACITY					
VOLUME M3			0.6 N-butane -0.5 dgr.C.	0.5822 Propane -42.8 dgr.C.	0.6136 Propylene -47.7 dgr.C.
Tank	100%	98%			
1	1655.184 M3	1622.080M3	973.248 MT	944.374 MT	995.308 MT
2	1655.419 M3	1622.310M3	973.386 MT	944.508 MT	995.449 MT
TOTAL	3310.602 M3	3244.39 M3	1946.634MT	1888.882MT	1990.757MT
TANK CAPACITY					
VOLUME M3			0.83 Propylene-Oxide 95%	0.972 VCM -13.8 dgr.C.	
Tank	100%	98%			
1	1655.183 M3	1622.080 M3	1346.326 MT	1576.661 MT	
2	1655.419 M3	1622.310 M3	1346.517 MT	1576.885 MT	
TOTAL	3310.602 M3	3244.39 M3	2692.843 MT	3153.546 MT	

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7.0 CARGO PUMPS

<u>DEEPWELL</u> <u>PUMPS</u>	Type:	Niigata Worthington 14M-160-4
	Number:	2 (1 per tank)
	Capacity:	300 m3/hour
	Dischargehead:	140 mlc @ SG 0.948
	Maximum specificgravity:	0.972 kg/m3
<u>BOOSTER</u> <u>PUMPS</u>	Type:	N/A
	Number:	N/A
	Capacity:	N/A
	Discharge head:	N/A
	Maximum specificgravity:	N/A

8.0 LOADING RATE

W I T H G A S R E T U R N	
Ammonia:	
Propane:	150 m3/hr with cargo reheater. 200-250m3/hr without reheater
Propylene:	150 m3/hr with cargo reheater. 200-250m3/hr without reheater

9.0 DISCHARGE CAPACITY

Number of deepwells in parallel:	2
Capacity of deepwells:	300 m3/hour
Number of boosters:	nil
Capacity of boosters:	n/a
Capacity of deepwells and booster(s) in series:	n/a

10.0 DISCHARGE CAPACITY WITH HEATING UP SEAWATER +15 DEGREES CENTIGRADE

Ammonia from -34 dgr. C. upto -10 dgr. C.:	
Propane from -42 dgr. C. up to -10 dgr. C.:	@-30 dgr 290 m3/hour
Propylene from -48 dgr. C. upto -10 dgr. C.:	
Heating up cargo enroute?:	yes
Emergency pumping device:	pressurizing cargo tanks / discharge with booster pump(s)
Cargo vaporiser?:	No

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11.0 CARGO COMPRESSORS

Type: MIKUNI JUKOGYO. Model DNL-710HB2GST21

Number: 2

Capacity: 467m3/hr

12.0 INERT GAS PLANT

Make: Kashiwa Co Ltd

Type: KASHIWA – PEABODY HOLMES TYPE

Capacity: 250 Nm3/hour

Supply pressure: 9kg/cm2

Composition of inert gas: Nitrogen: 84-85%
Carbon dioxide: 14%
Oxygen: 0.5%
Carbon monoxide: 0.1
Sulfur dioxide: 10 ppm
Dew point: -45gr.C. at 760 mm HG

Inert gas storage on board?: No

13.0 MEASURING APPARATUS

Level gauges (local indication) type/make/number per tank: Umjereni C/ 1 per tank

Level gauges (remote indication) Available?/if yes, number per tank? YES at W/H

Pressure gauges (local indication) type/number per tank: Schveder/ 1 per tank

Pressure gauges (remote indication) Available?/if yes, number per tank? No. locally at each tank dome only

Temperature gauges (local indication) type/number per tank: 3 per tank

Temperature gauges (remote indication) Available?/if yes, number per tank? no

FORM "C"

13.0 MEASURING APPARATUS

Sampling level(local indication): top, middle, bottom	Closed loop sampling(y/n): Yes
Connection (local indication):	

14.0 CARGO LINES

Size cargo manifolds:
 N.B 3 cargo manifolds are fitted at midship on each side P&S and are arranged in 1 liquid connection and 2 vapour connections on either side of liquid connection

Liquid cross over (system I): 8" ASA 300
Liquid crossover(systemII):
Vapour crossover(systemI): 5" ASA 300
Vapour cross over (system II): 5" ASA 300

Distances Manifolds			
	SCM56.0 m	BCM43.60 m.	
<u>STERN</u>	_____		<u>BOW</u>
<i>LiquidI</i>	56.0 m		<i>Liquid I</i>
<i>Vapour I</i>	54.47 m		<i>Vapour I</i>
<i>VapourII</i>	57.50m		<i>Vapour II</i>
<i>LiquidII</i>			<i>Liquid II</i>
	V1	L1V2	
Distance cargo manifold flange to side of drip tray: 1.50 m			
Distance cargo manifold from side: 2.50 m			

FORM "C"

14.0 CARGO LINES

Height cargo manifold:

above deck to centre line of flange:

1.1 m

above drip tray to centre line of flange:

above water line when light ship:

4.8 m

when loaded up to summer mark:

2.75 m.

from keel:

The following reducers are on board; number/size/length:

Liquid reducers: 8"-10"/300x300, 8"-6"/300x300, 8"-6"/300x150, 8"-5"/300x300, 8"-4"/300x300, 8"-3"/300x300
Vapour reducers: 5"-6"/300x150, 5"-4"/300x150, 5"-4"/300x300, 5"-3"/300x150, 5"-3"/300x300, 5"-2"/300x150, 5"-2"/300x300

15.0 CRANES

Number of cranes:

2

SWL (of each crane):

1 X 0.9 t + 1 x 4t

Location of crane(s):

1x4t at cargo manifoldP&S
1x 0.9 t aft