Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_

**SHIP'S INFORMATION QUESTIONNAIRE FOR L.P.G. CARRIERS**

JANUARY 2021 EDITION

**A1. PRINCIPAL SHIP PARTICULARS**

1.1 Name of Ship \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.2 Registered Owner \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Address \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Telephone \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.3 Manager or Operator \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Address \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.4 Flag \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.5 Port of Registry \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.6 Official No. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.7 Call Sign \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.8 Inmarsat no. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.9 LR/IMO No. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.10 Previous Name(s) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.11 Builder \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.12 Date of Delivery/ Keel Laid ------------------------------------

1.13 Classification Society \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.14 Gross Registered Tonnage \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.15 Net Registered Tonnage \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.16 Suez Tonnage Gross / Net \_\_\_\_\_\_\_\_\_\_\_\_\_/\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.17 Panama Tonnage Gross / Net \_\_\_\_\_\_\_\_\_\_\_\_\_/\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.18 IMO Certification

NO

YES

 Certificate of Fitness - IGC

YES

NO

 - A328

YES

NO

 - A329

YES

NO

 Letter of compliance

 issued by \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1.19 Date Questionnaire Compiled \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**A2. HULL DIMENSIONS**

2.1 Length Overall \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

2.2 Length Between Perpendiculars \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

2.3 Extreme Breadth \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

2.4 Extreme Depth \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

2.5 Summer Draught \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

2.6 Corresponding Deadweight \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Tones

2.7 Light Displacement \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Tones

2.8 Loaded Displacement (Summer) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Tones

2.9 Cargo Tank Cubic Capacity (100% full) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.3

2.10 Distance from Keel to Highest Point \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

2.11 Air Draught (with normal ballast) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m.

**A3. BALLAST PARTICULARS**

 Normal Maximum

3.1 Ballast Quantity (Salt Water) \_\_\_\_\_\_\_\_\_\_ Tons \_\_\_\_\_\_\_\_\_ Tons

3.2 Bunkers, Stores, etc. \_\_\_\_\_\_\_\_\_\_ Tons \_\_\_\_\_\_\_\_\_ Tons

3.3 Draught - Forward \_\_\_\_\_\_\_\_\_\_ m. \_\_\_\_\_\_\_\_\_ m.

 - Aft \_\_\_\_\_\_\_\_\_\_ m. \_\_\_\_\_\_\_\_\_ m.

 - Mean \_\_\_\_\_\_\_\_\_\_ m. \_\_\_\_\_\_\_\_\_ m.

**A4. ACCOMMODATION**

Owner guarantees that air condition system is fully operational. Yes No

Owner guarantees that v/l has suitable and sufficient fresh water on board. Yes No

Pilot cabin is good condition. Yes No

Note:

Owners are requested to arrange suitable accommodation for the Loading Master and his crew of 3 seamen. The Loading Master will be accommodated in the vessel’s pilot cabin. Crew will not use ship’s hospital.

**A5. MAIN ENGINE PARTICULARS**

5.1 Main Engine Make and Type \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

5.2 No of units \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

5.3 Total Available Power \_\_\_\_\_\_\_\_\_\_\_\_\_ HP

5.4 Normal Service Power \_\_\_\_\_\_\_\_\_\_\_\_\_ HP

**A6. THRUSTERS**

6.1 Make and Type \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

6.2 No. Installed \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

6.3 Location and Rated Bollard pull \_\_\_\_\_\_\_\_\_\_\_\_\_\_/\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_/\_\_\_\_\_\_\_\_\_\_\_\_\_

### A7. MOORING EQUIPMENT

7.1 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

|  |
| --- |
| **Mooring Ropes (On Drums)** |
|  | **No.** | **Type** | **Dia.** | **Length** | **MBL** |
| **Forecastle** |  |  |  |  |  |
| **Fwd Main Deck** |  |  |  |  |  |
| **Aft Main Deck** |  |  |  |  |  |
| **Poop** |  |  |  |  |  |

|  |
| --- |
| **Other Mooring Lines** |
|  | **No.** | **Type** | **Dia.** | **Length** | **MBL** |
| **Mooring Wires not on Drums** |  |  |  |  |  |
| **Mooring Ropes not on Drums** |  |  |  |  |  |
| **Emergency Towing Wires (Fire Wires)** |  |  |  |  |  |

7.2 MOORING WINCHES

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **No.** | **Serving Single or Double Drums** | **Split Drums (Yes/No)** | **Motive Power** **(Steam, Hydraulic)** | **Heaving Power (tones)** | **Brake Capacity (tons)** | **Hauling Speed (m/sec)** |
| **Forecastle** |  |  |  |  |  |  |  |
| **Fwd. Main Deck** |  |  |  |  |  |  |  |
| **Aft Main Deck** |  |  |  |  |  |  |  |
| **Poop** |  |  |  |  |  |  |  |

7.3 ANCHORS AND WINDLASSES

 Windlass Motive Power (e.g. Steam, Hydraulic) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Hauling Power \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ tons

 Brake Holding Power \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ tons

 Anchor Type \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Weight \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ tons

YES

NO

 Is Spare Carried

 Cable Diameter \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ mm

 No. of Shackles Port \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 No. of Shackles Starboard \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**B1. CARGO - GENERAL INFORMATION**

1.1 List Products, which the ship is certified to carry \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Transport and Carriage Conditions

1.2 Minimum allowable tank temperature \_\_\_\_\_\_\_\_\_\_\_ C

1.3 Maximum permissible tank pressure \_\_\_\_\_\_\_\_\_\_\_ Bar

**B2. CARGO TANKS**

2.1 Type of Cargo Tanks \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

2.2 Maximum Allowable Relief Valve Setting \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Bar

2.3 Safety valve set pressure - if variable give range for pilot valves \_\_\_\_\_\_\_\_\_

2.4 Maximum vacuum \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

2.5 Maximum cargo density \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ kg/m3

2.6 Maximum rate of cool-down \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ C/hour

2.7 State any limitations regarding partially filled tanks \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

2.8 State allowable combinations of filled and empty tanks \_\_\_\_\_\_\_\_\_\_\_\_\_

**B3. DISCHARGING - GENERAL**

Cargo Pumps

3.1 Type of pumps \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

3.2 Number per tank \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

3.3 Rate (per pump) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_m3/hour

3.4 Delivery head \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ mlc

3.5 Maximum density \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ kg/m3

Booster Pump

3.6 Type of pump \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

3.7 Number per tank \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

3.8 Rate (per pump) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_m3/hour

3.9 Delivery head \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ mlc

3.10 Maximum density \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ kg/m3

 **Pumping Curves**

Insert in the space below copies of Pumping Curves for Cargo Pumps and Booster Pumps.

**B4. INERT GAS**

**Main I.G. Plant**

4.1 Type of System \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

4.2 Capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3/hour

4.3 Composition of I.G. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

4.4 Lowest dew point achievable \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ C

4.5 Used for \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Auxiliary I.G. Plant**

4.6 Type of System \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

4.7 Capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3/hour

4.8 Composition of I.G. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

4.9 Lowest dewpoint achievable \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ C

4.10 Used for \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Nitrogen**

4.11 Liquid storage capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3

4.12 Daily boil-off loss \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3

4.13 Maximum supply pressure \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ kg/cm2

4.14 Supply capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_m3/hour

4.15 Used for \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

### B5 . DECK TANK CAPACITIES

5.1 Propane capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3

5.2 Butane capacity \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ m3

### B6. CARGO MANIFOLD

 Bow …………. m Stern…………m

A B C D E F G H

 ……m …….m

 …….m ………m

 …….m ………m

Notes:

 1. Indicate liquid, vapor and nitrogen lines

 2. Indicate pipe grouping for separate system.

 3. Indicate fuel oil connection.

 4. Indicate flange rating.

 5. Show any cross manifold arrangement.

 6. Indicate distances from centerline of manifold.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| PipeFlange | Duty | Rating | Size | Raised ® orFlat (F) Face |
| A |  |  |  |  |
| B |  |  |  |  |
| C |  |  |  |  |
| D |  |  |  |  |
| E |  |  |  |  |
| F |  |  |  |  |
| G |  |  |  |  |
| H |  |  |  |  |

### B7 . CARGO MANIFOLD REDUCERS

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

7.1 ANSI Class 300 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

7.2 ANSI Class 300 to Class 150 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

7.3 ANSI Class 150 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**B.8. INSPECTION BY TERMINAL OPERATOR**

The terminal operator shall have the right to inspect the vessel prior to or during loading/ discharging at the terminal.

**B.9. STATEMENT**

I hereby confirm that to the best of my knowledge, all information given obove is correct, and I am aware of the consequences should it be found to be incorrect.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 DATE PLACE SIGNATURE

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

NAME (BLOCK LETTERS) COMPANY