Example – Liquefied Natural Gas Ship to Ship compatibility questionnaire

Ship's Name:

Date:

Documents to be forwarded with this questionnaire:

- General arrangement plans.
- Mooring arrangements.
- Vessel Particulars Questionnaire (VPQ).

Ship's Name:

Ship Contact Details

Tel:
Fax:
Tlx:
Mobile:
Email:
MMSI:

Owner Contact Details

Name:
Address:
Tel:
Fax:
Tlx:
Email:

Technical Managers

Name:
Address:
Tel:
Fax:
Tlx:
Email:

Commercial Managers

Name:
Address:
Tel:
Fax:
Tlx:
Email:

Charterer

Name:
Address:
Tel:
Fax:
Tlx:
Email:

Ship's Name:

General

Call sign:
IMO number:
Flag:
Port of registry:
Date of delivery:
Classification Society:
Class notation:

Dimensions

Length Overall (LOA):
Length BP:
Breadth moulded:
Depth moulded:
Keel to masthead:

Tonnages

Gross tonnage:
Net tonnage:

Loadline

Summer deadweight:
Displacement:
Normal loaded draught:
Normal loaded freeboard:
Normal ballast draught:
Normal ballast freeboard:

Propulsion

Type of engine:

MCR: HP at: RPM
NCR: HP at: RPM

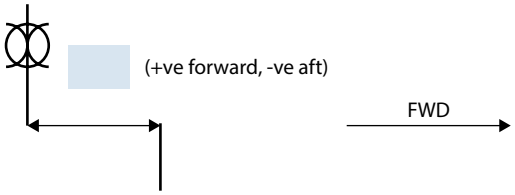
Type of propeller:
Bow thruster: Number:
Power/unit: HP
Stern thruster: Number:
Power/unit: HP

Crew

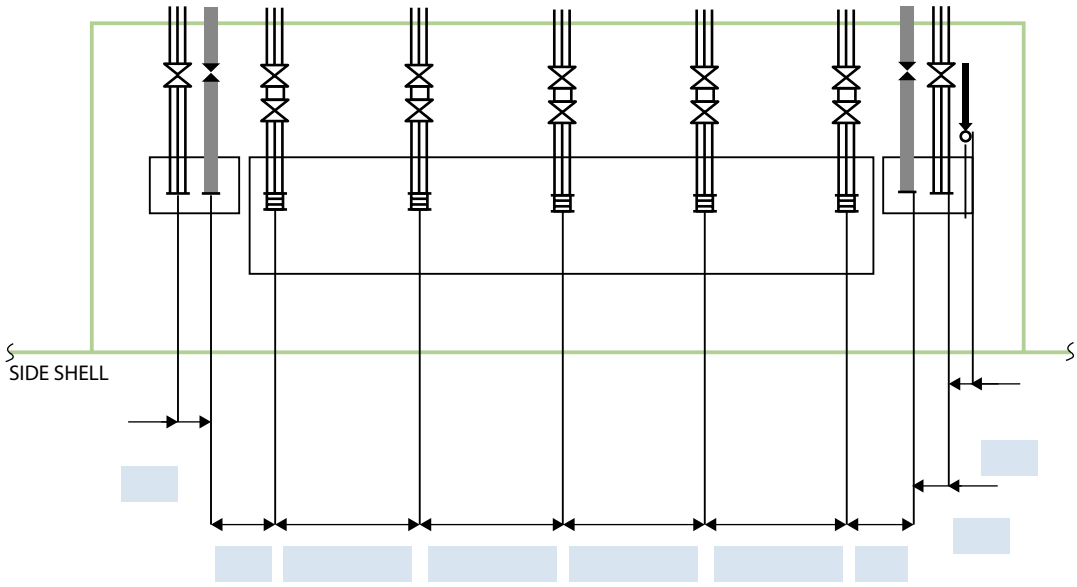
Common language on board:
Are officers and the manifold watch proficient in English?

Ship's Name:

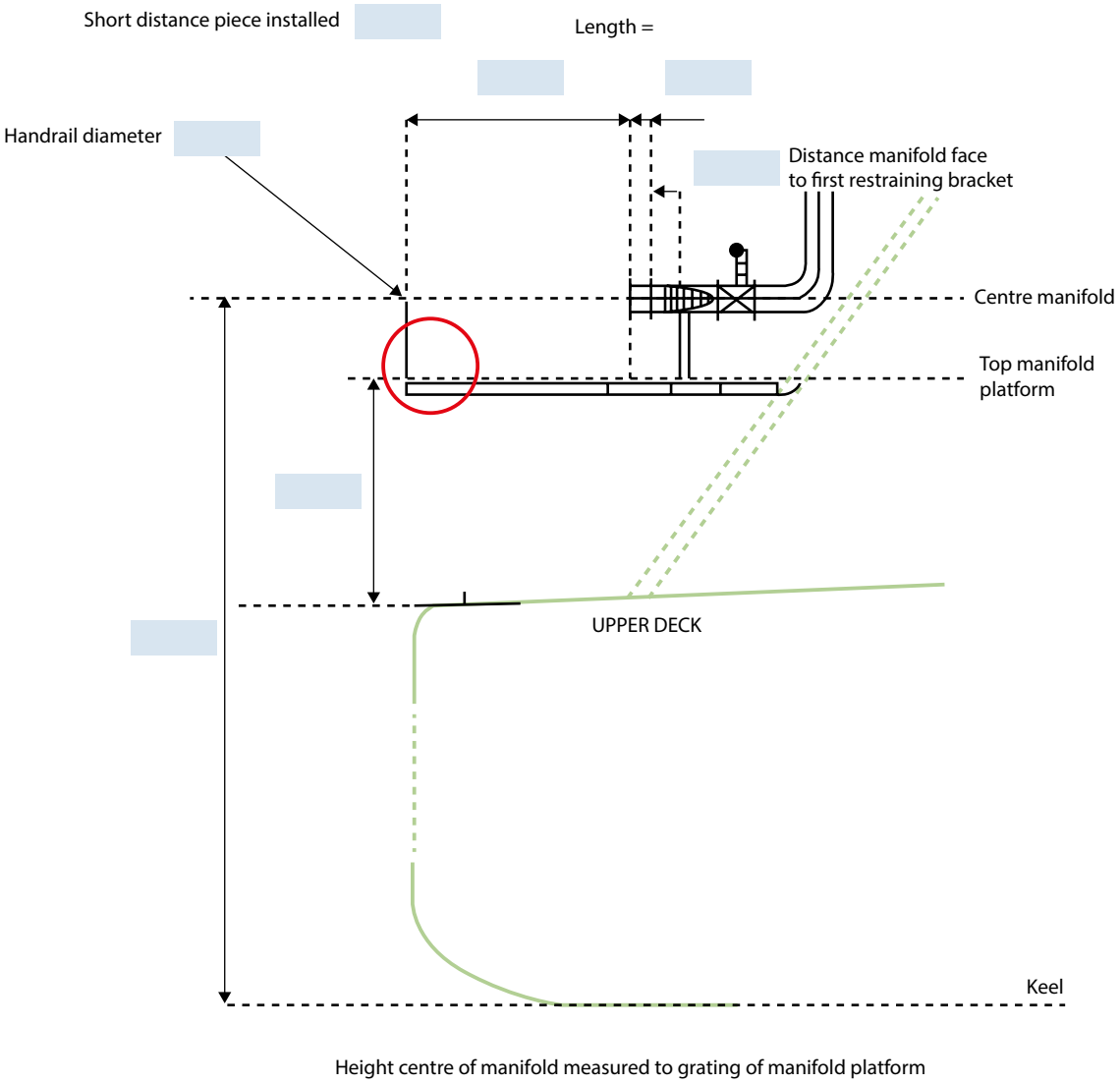
Indicate distances in mm



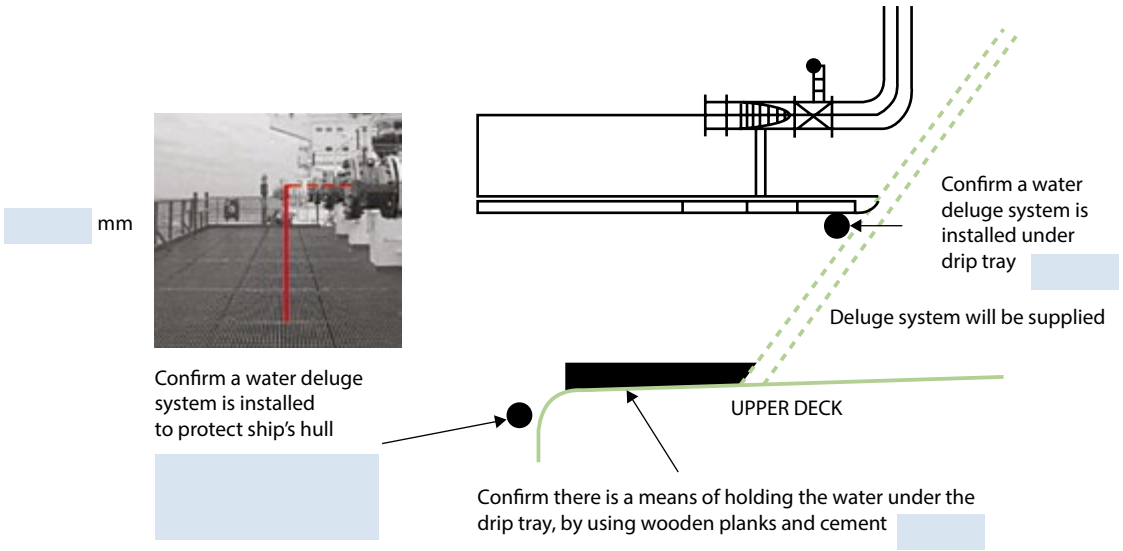
State liquid or vapour size:					
Flange ANSI:					
Face size (inches):					
Thickness (mm):					
Flange face:					



Type of manifold valves:	
Number and types of reducers:	

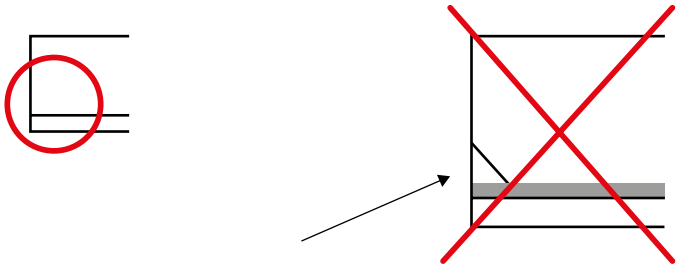


Height centre of manifold measured to grating of manifold platform



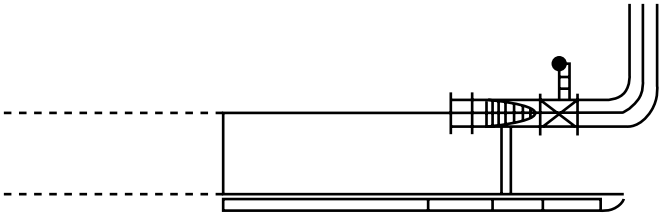
No obstructions (railing supports or others) between railing stanchions and manifold platform:

Are obstructions removable?



No inclination between ship's manifold and manifold platform:

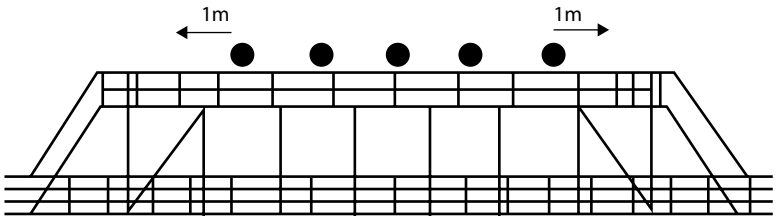
State degree of inclination:



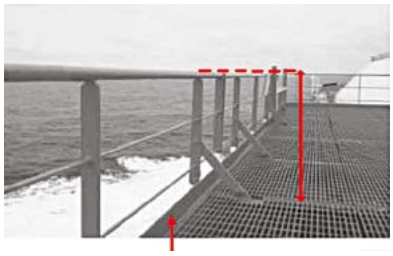
Confirm strainer is not obstructing any (bypass) valve or others:

No obstructions over full handrail from 1m outwards (as per drawing)?

Indicate possible obstructions in text box below:



Height of railing measured to grating of manifold platform: mm



Confirm gutter plate installed

Height: mm

Insert a picture as per example below for port and starboard side:

Confirm the centrelines of the manifolds are marked as shown on the grating.

Click to insert port side picture

(to upload picture please download this form to your device)

Click to insert starboard side picture

(to upload picture please download this form to your device)

Cargo containment system:

		1	2	3	4	5
Capacity 98.5%	Per tank:	m³	m³	m³	m³	m³
	Total:	0 m³				
Sloshing limits	Lower:					
	Higher:					

State the maximum time needed to re-arrange the cargo tanks to be out of the sloshing limits, at any moment during discharging at a rate of 5,400m³/hr: hrs

Maximum cargo tank working pressure: kPa

Tank pressure relief valve settings: kPa

Cargo pumps	Capacity:	m³/hr	Spray pumps	Capacity:	m³/hr
	Number:			Number:	
	Head:	m		Head:	m

Maximum pressure at manifold:

Gas to shore counter fitted: Type:

Gas from shore counter fitted: Type:

Gas to engine counter fitted: Type:

Boil Off Gas (BOG) burning capacity: t/h

Reliquefaction fitted:

If yes, capacity:

N_2 plant	Capacity:	N m³/hr
	Working pressure:	MPa
	Max O_2 content:	%Vol
	Type of connection:	

Hose handling	Cranes:	
	Number:	
	SWL:	t

Maximum outreach of the ship's side: m

Approved for personnel transfer?

LBP:		m	Normally length of the ship's waterline when loaded
Breadth:		m	
Depth:		m	Measured from keel to main deck
Target (ship's manifold):		m	Forward from midships (negative if aft of midships)
		m	Above deck level
End-on projected windage area:		m^2	Above main deck
Side projected windage area:		m^2	Above main deck
Current drag data based on:			Conventional or cylindrical bow
Wind drag data based on:			Prismatic or spherical
Wave motion data based on:			Prismatic or user-defined
Distance main deck to keel:		m	

Starboard Side

Mooring Lines on Winches

	Fairlead Distances				Winch Brake	Line				Tail Rope		
	From AP to Fairlead	Centreline to Fairlead	Height Above Main Deck	Fairlead to Winch		Size	Type	BL	Length	Size	Type	BL
No.	m	m	m	m	Tonne	mm		Tonne	m	mm		Tonne
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20												

Mooring Bitts and Enclosed Fairleads

	SWL	From AP to Fairlead	Centreline to Fairlead	Height Above Main Deck	Distance to Bollard	Bollard SWL	<35m from Centre	Capstan	
No.	Tonne	m	m	m	m	Tonne	y/n	y/n	Capacity
1									
2									
3									
4									
5									
6									
7									
8									

LBP:		m	Normally length of the ship's waterline when loaded
Breadth:		m	
Depth:		m	Measured from keel to main deck
Target (ship's manifold):		m	Forward from midships (negative if aft of midships)
		m	Above deck level
End-on projected windage area:		m^2	Above main deck
Side projected windage area:		m^2	Above main deck
Current drag data based on:			Conventional or cylindrical bow
Wind drag data based on:			Prismatic or spherical
Wave motion data based on:			Prismatic or user-defined
Distance main deck to keel:		m	

Port Side

Mooring Lines on Winches

	Fairlead Distances				Winch Brake	Line				Tail Rope		
	From AP to Fairlead	Centreline to Fairlead	Height Above Main Deck	Fairlead to Winch		Size	Type	BL	Length	Size	Type	BL
No.	m	m	m	m	Tonne	mm		Tonne	m	mm		Tonne
1												
2												
3												
4												
5												
6												
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19												
20												

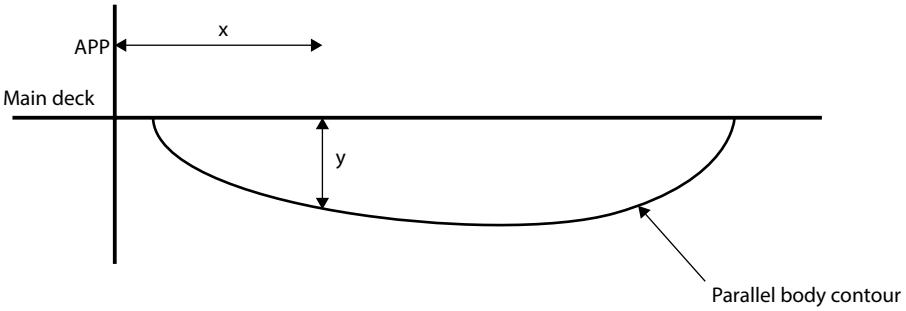
Mooring Bitts and Enclosed Fairleads

	SWL	From AP to Fairlead	Centreline to Fairlead	Height Above Main Deck	Distance to Bollard	Bollard SWL	<35m from Centre	Capstan	
No.	Tonne	m	m	m	m	Tonne	y/n	y/n	Capacity
1									
2									
3									
4									
5									
6									
7									
8									

Is ship fitted with 2 x 2 soft spring ropes between spring wire and rope tail, connected by Mandal or Tonsberg shackles?

LBP m

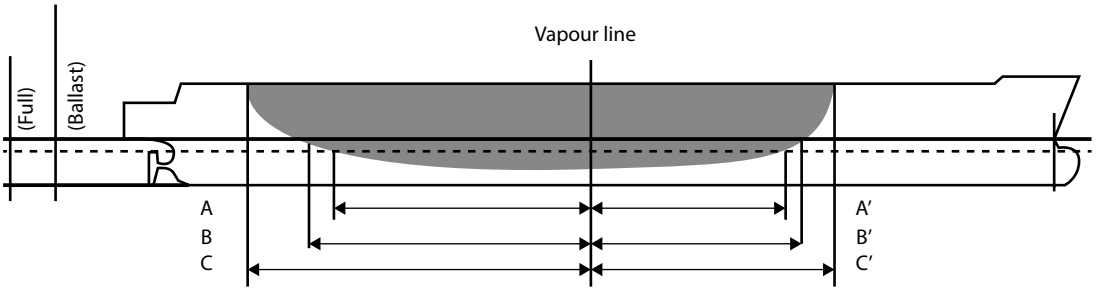
Parallel body contour for ballast condition



Indicate below the vertical distances from main deck to parallel body contour in ballast condition for different distances (1 to 12) to APP.

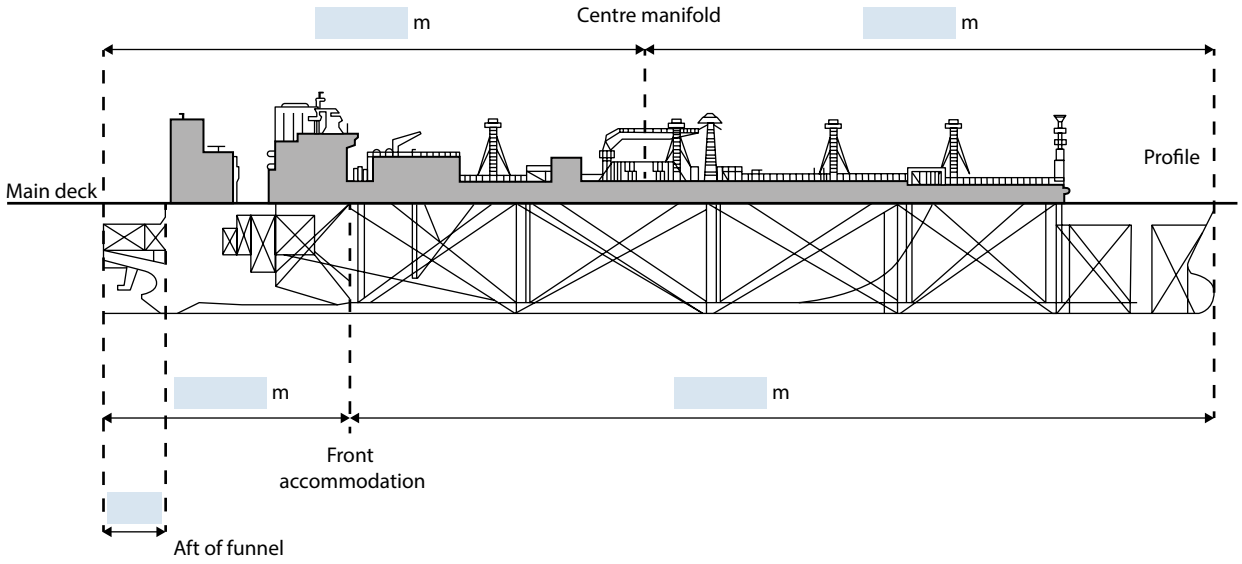
Parallel Body Counter	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Distance in m from APP X												
Depth in m from main deck Y												

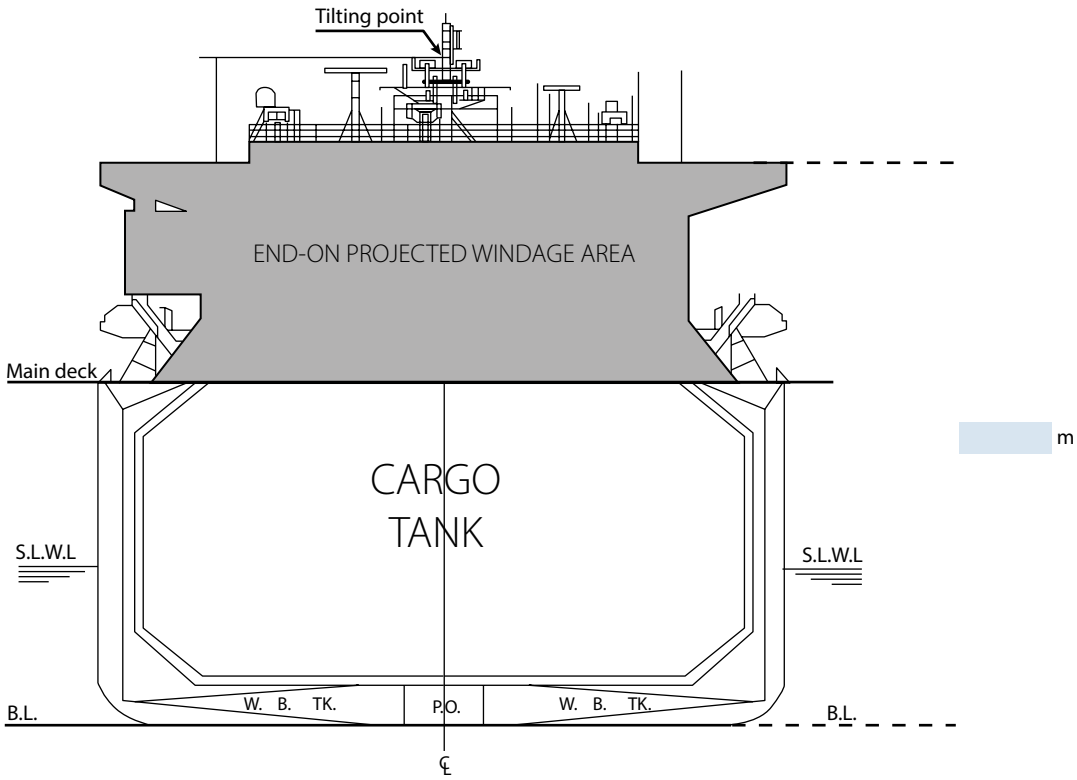
Parallel body length for different conditions



Ballast:	A=		m	A'=	m
Full laden:	B=		m	B'=	m
Main deck:	C=		m	C'=	m

Hull pressure limit: t/m^2





Emergency Shutdown (ESD) links

Optical fibre:		
Connector type:		
Connection point position to centre manifold:		m
Pneumatic:		
Connector type:		
Connection point position to centre manifold:		m
Setting pressure in MPa:		
Electrical:		
Connector type:		
Connection point position to centre manifold:		m
Include plug pin arrangement:		
Are ESD cables and/or hoses available?		
ESD valves closure time:		sec