



B.V. UNITED GAS CARRIERS

"UNIGAS INTERNATIONAL"

3011 ED Rotterdam, Netherlands

Flat "De Leuve"

Schiedamsedijk 50

Tel. (010) 14.20.33

Int. telex: 24696225564 (Operations)

24708 (Chartering)

Cable: UNIGASINTER

Mr J.F. Pinkman

Conoco Chemicals Company

P.O. BOX 2197

Houston, Texas 77001

U.S.A.

Received

OCT 30 1979

JOHN F. PINKMAN

Our ref.: HB/ml - 2742

Rotterdam, 24th October 1979

Dear John,

Re: Unigas VCM ship vent recovery systems
your letter dated 25th September 1979

./.. Please find enclosed a copy of the piping diagram of our 5000 cbm type vessels. As can be observed, the incondensables can be directed via the strange gas separator into the vapour cross over and from here into the shore vapour return line.

During the loading operation on board m.t. Deltagas dated 8th October 1979, the direct type cooling unit was put in operation. It proved, however, that relative shortly after the start-up, the discharge temperature on the compressors became too high, i.e. above the maximum 90°C stipulated in the manufacturers manual. Consequently the plant had to be stopped. Afterwards on several occasions the cooling unit was put in service again, however, leading to the same undesired condition. Only after about 80% of the incondensables had been evacuated, it became possible to run the compressors on continuous basis with compressor discharge temperatures within the design specifications.

Based on information received from the vessel, we have come to the conclusion that the 1" vent pipe from the condensers is apparently not sufficient to handle the relative large volume of incondensables at the beginning of the loading operation. For this reason we will instruct the master of the next vessel, being m.t. Epsilongas, to start loading on the same manner as on board of the recent loading operation of m.t. Deltagas but simultaneously to keep the valve in the vapourline from the cargo tank to the shore vapour return line open.

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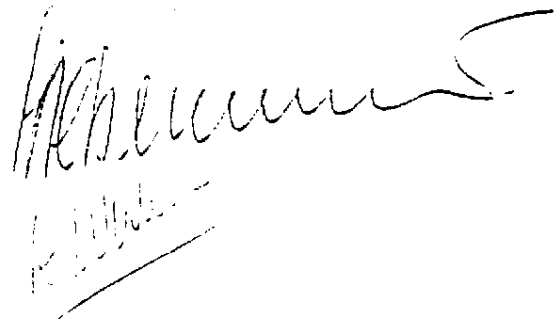
During the process of loading then to throttle down this valve smoothly over a certain period of time until the moment the 1" ventline can cope with it alone.

This method will not give 100% utilization of our vent recovery system but is the best that can be done under the prevailing circumstances.

Trust this described procedure will meet the approval of Jim de Bernardi and his staff,

Yours sincerely,

B.V. United Gas Carriers
"UNIGAS INTERNATIONAL"

A handwritten signature in dark ink, appearing to read 'H. de Bernardi', with a horizontal line underneath.

Encl.

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