

1. GENERAL INFORMATION	
1.1	Date updated: <span style="float: right;">Apr 17, 2019</span>
1.2	Vessel's name (IMO number): <span style="float: right;">Pgc Aratos (9251779)</span>
1.3	Vessel's previous name(s) and date(s) of change: <span style="float: right;">Syn Alcor (Oct 25, 2013) Valdisole (Jan 24, 2006)</span>
1.4	Date delivered/Builder (where built): <span style="float: right;">Mar 06, 2003/CANTIERE NAVALE DI PESARO SRL</span>
1.5	Flag/Port of Registry: <span style="float: right;">Malta/Valletta</span>
1.6	Call sign/MMSI: <span style="float: right;">9HA3551/229723000</span>
1.7	Vessel's contact details (satcom/fax/email etc.): <span style="float: right;">Tel: +870773261426 Fax: +870773261425 Email: pgcaratos@speedmailplus.com</span>
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): <span style="float: right;">Gas</span>
1.9	Type of hull: <span style="float: right;">Double Side</span>
Ownership and Operation	
1.10	Registered owner - Full style: <span style="float: right;">Aratos Maritime Ltd 80 Broad str. Monrovia Liberia Tel: +302106912010 Fax: +302106912272 Telex: Not Applicable Email: paradise@paradisenet.gr</span>
1.11	Technical operator - Full style: <span style="float: right;">Paradise Navigation SA 4-6 Solomou str. 15451 Psychiko, Greece Tel: +302106912010 Fax: +302106912272 Telex: Not Applicable Email: paradise@paradisenet.gr Company IMO#: 0027898</span>
1.12	Commercial operator - Full style: <span style="float: right;">Gasmare Synergy SRL Via Varese 25G, Sarrono Italy Tel: +390296700267 Fax: +390296704282 Telex: Not Applicable Email: gasmare@gasmare.it</span>
1.13	Disponent owner - Full style:
Insurance	
1.14	P & I Club - Full Style: <span style="float: right;">GARD Gard AS Service box 600, N-4809 Arendal, Norway Tel: +47 3701 9100 Fax: +47 3702 4810 Email: companymail@gard.no</span>
1.15	P & I Club pollution liability coverage/expiration date: <span style="float: right;">1,000,000,000 US\$ <span style="margin-left: 50px;">Feb 20, 2020</span></span>
1.16	Hull & Machinery insured by - Full Style: <span style="float: right;">Gard AS</span> (Specify broker or leading underwriter)
1.17	Hull & Machinery insured value/expiration date: <span style="float: right;">22,000,000 US\$ <span style="margin-left: 50px;">Dec 31, 2019</span></span>
Classification	
1.18	Classification society: <span style="float: right;">Nippon Kaiji Kyokai</span>
1.19	Class notation: <span style="float: right;">NS, MNS M(0) Liquefied Gas Carrier Type 2 G, In water Survey</span>
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: <span style="float: right;">No</span>
1.21	If classification society changed, name of previous and date of change: <span style="float: right;">Registro Italiano Navale, Oct 25, 2013</span>
1.22	Does the vessel have ice class? If yes, state what level: <span style="float: right;">No,</span>
1.23	Date/place of last dry-dock: <span style="float: right;">Feb 13, 2018/Antwerp</span>
1.24	Date next dry dock due/next annual survey due: <span style="float: right;">Feb 12, 2021 <span style="margin-left: 50px;">Feb 11, 2019</span></span>
1.25	Date of last special survey/next special survey due: <span style="float: right;">Feb 12, 2018 <span style="margin-left: 50px;">Feb 28, 2023</span></span>
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating: <span style="float: right;">Yes, 1</span>

Dimensions					
1.27	Length overall (LOA):		122.86 Metres		
1.28	Length between perpendiculars (LBP):		115.50 Metres		
1.29	Extreme breadth (Beam):		19.05 Metres		
1.30	Moulded depth:		9.51 Metres		
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:		34.50 Metres		
1.32	Distance bridge front to center of manifold:		33.48 Metres		
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):		64.39 Metres	58.47 Metres	
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		22.00 Metres	26.00 Metres	35.00 Metres
	Aft to mid-point manifold:		23.00 Metres	28.00 Metres	36.00 Metres
	Parallel body length:		45 Metres	54 Metres	71 Metres
Tonnages					
1.35	Net Tonnage:		2,527.00		
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):		7,605.00		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):		7,488.00		
1.38	Panama Canal Net Tonnage (PCNT):		6,439.00		
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.51 Metres	8.00 Metres	9,328.70 Metric Tonnes	13,221.30 Metric Tonnes
	Winter:				
	Tropical:				
	Lightship:		2.98 Metres	-	3,892.60 Metric Tonnes
	Normal Ballast Condition:	4.21 Metres	5.30 Metres	4,080.00 Metric Tonnes	7,980.00 Metric Tonnes
1.40	FWA/TPC at summer draft:		160.00 Millimetres	20.60 Metric Tonnes	
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:		No		
1.42	Constant (excluding fresh water):				
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?		<p>a) Open Seas -The UKC to exceed 50% of the vessels current maximum static draft and no further UKC calculations required</p> <p>b) For sailing in confined waters, excluding Channels, Fairways and alongside a terminal - Where the UKC is less than 50% of the vessels current maximum static draft the vessel shall maintain a minimum UKC of 10% of the current maximum static draft not falling short of 1.0m, after taking into account applicable dynamic factors</p> <p>c) For sailing in Channels and Fairways - Whilst Underway the minimum UKC required is 1.5% of the moulded breadth of the vessel, but not less than 0.6m, after taking into account applicable dynamic factors.</p> <p>d) Whilst moored at Sea Island Terminals / SBM / Open Locations - Minimum UKC of 15% of the current maximum static draft not falling short of 1.5m, after taking into account applicable dynamic factors</p> <p>e) Whilst berth alongside a terminal or at CBM - 1.5% of the moulded breadth of the vessel, not falling short of 0.3m, after taking into account applicable dynamic factors</p>		
1.44	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast	
	Summer deadweight:		26.50 Metres	0 Metres	
	Normal ballast:		28.50 Metres	0 Metres	
	Lightship:		31.52 Metres	0 Metres	

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.2	Safety Radio Certificate (SRC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023

2.3	Safety Construction Certificate (SCC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.4	International Loadline Certificate (ILC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.6	International Ship Security Certificate (ISSC):	Jun 18, 2015	Not Applicable	Jun 09, 2018	Jun 18, 2020
2.7	Maritime Labour Certificate (MLC):	Jun 17, 2015	N/A	Feb 12, 2018	Jun 16, 2020
2.8	ISM Safety Management Certificate (SMC):	Jun 18, 2015	Not Applicable	Jun 09, 2018	Jun 18, 2020
2.9	Document of Compliance (DOC):	Apr 19, 2018	Mar 30, 2018		Apr 28, 2023
2.10	USCG Certificate of Compliance (USCGCOC):	Mar 06, 2018	Apr 05, 2019		Mar 06, 2020
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Not Applicable	N/A	N/A	Not Applicable
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 01, 2018	N/A	N/A	Feb 20, 2020
2.13	Liability for the Removal of Wrecks Certificate (WRC)''	Feb 01, 2018	N/A	N/A	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	Oct 30, 2016	N/A	N/A	Oct 30, 2019
2.15	Certificate of Class (COC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Feb 12, 2018	N/A	N/A	Feb 28, 2023
2.17	Certificate of Fitness (COF):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.17.1	Noxious Liquids Substance Certificate (NLS)	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023
2.18	International Energy Efficiency Certificate (IEEC):	Mar 31, 2015	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Feb 12, 2018	Feb 12, 2018		Feb 28, 2023

#### Documentation

2.20	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?		Yes
2.22	Is the ITF Special Agreement on board (if applicable)?		Yes
2.23	ITF Blue Card expiry date (if applicable):		Oct 23, 2019

<b>3.</b>	<b>CREW</b>		
3.1	Nationality of Master:	Romanian	
3.2	Number and nationality of Officers:	7	Romanian
3.3	Number and nationality of Crew:	10	Romanian, Filipino
3.4	What is the common working language onboard:	English	
3.5	Do officers speak and understand English?	Yes	
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: Paradise Navigation SRL 231 Mamaia Blvd 1st Fl, Office no. 1 900001 Constanta, Romania Tel: +40341146156 Fax: Not Applicable Telex: Not Applicable Email: crew@paradisenet.gr	Ratings: Paradise Navigation SRL 231 Mamaia Blvd 1st Fl, Office no. 1 900001 Constanta, Romania Tel: +40341146156 Fax: Not Applicable Telex: Not Applicable Email: crew@paradisenet.gr

<b>4.</b>	<b>FOR USA CALLS</b>		
4.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter?	Yes	
4.2	Qualified individual (QI) - Full style:	Gallagher Marine Systems Inc	
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	Resolve Marine	

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<b>5. SAFETY/HELICOPTER</b>		
5.1	Is the vessel operated under a Quality Management System? If Yes, what type of system? (ISO9001 or IMO Resolution A.741(18) as amended):	Yes IMO Resolution A.741(18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?	No
5.2.1	If Yes, state whether winching or landing area provided:	
5.2.2	If Yes, what is the diameter of the circle provided:	

<b>6. COATING/ANODES</b>					
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No	Not Applicable		No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes

<b>7. BALLAST</b>					
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	400 Cu. Metres/Hour	74 Metres
	Ballast Eductors:				

<b>8. CARGO-LPG</b>			
8.1	Does the vessel comply with GC/IGC Code requirements?	Yes	
8.2	What is the minimum/maximum permissible tank pressure?	0.75 Kp/Sq. Centimetre	5.70 Kp/Sq. Centimetre
8.3	What is the minimum permissible tank temperature?	-104.00 Degrees Celsius	
8.4	Number of cargo tanks and total cubic capacity (98%):	2	8,826 Cu. Metres
8.5	Capacity (98%) of each natural segregation with double valve (specify tanks):		
8.6	Deck tank(s) capacity (98%):	Ammonia: Butane: Propane:	
8.7	What is vessel Ship Type? What type and of what material are the cargo tanks constructed?	, Other	
8.8	Maximum allowable relief valve setting:	5.70 Bar Gauge	
8.9	What is total SBT capacity and percentage of SDWT vessel can maintain?	3,568.00 Cu. Metres	38.00 %

<b>Reliquefaction Plant</b>			
8.10	Number and capacity of compressors:	2	1,200.00 Cu. Metres/Hour
8.11	Manufacturer/type of compressors:	Sulzer 2K 160-20 / Other	
8.12	Max % Ethane the re-liquefaction plant can handle:		

<b>Cargo Handling and Pumping Systems</b>			
8.13	What is the maximum number of grades that can be loaded/carried/discharged simultaneously with complete segregation and without risk of contamination?	2	
8.14	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No,	
8.15	Max loading rate for homogenous cargo (without vapour return):		
8.16	Max loading rate for homogenous cargo per manifold (without vapour return):		

<b>Cargo Control Room</b>			
8.17	Is ship fitted with a Cargo Control Room (CCR)?	Yes	
8.18	Can tank innage/ullage/pressure/temperature/reliquefaction plant status be read from the CCR?	Innage/Ullage: Yes Pressure: Yes Temperature: Yes Plant Status: Yes	

<b>Gauging and Sampling</b>				
8.19	Gauges:	Manufacturer	Type	Rated Accuracy
	Level gauges:	Enraf Nonius	Float	1.00 %
	Temperature gauges:	ABB	Digital	
	Pressure gauges:	ABB	Digital	
8.20	Sampling connection type and size:	Other		8.00 Millimetres

<b>Cargo Manifolds and Reducers</b>				
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8.21	Do manifold arrangements comply with SIGTTO standards?				Yes				
8.22	What type of valves are fitted at manifold:				Butterfly				
8.23	Manifold distance from center of manifold:				Dimension A: Dimension B: Dimension C: 1,250.00 Millimetres Dimension D: 1,250.00 Millimetres Dimension E: 1,250.00 Millimetres Dimension F: 1,250.00 Millimetres Dimension G: Dimension H:				
8.24	Distance manifold to ships side:				4,300.00 Millimetres				
8.25	Distance manifold height above uppermost continuous deck:				1,200.00 Millimetres				
8.26	Manifold height above light/load waterline:				10,200.00 Millimetres	7,500.00 Millimetres			
8.27	Distance from rail of compressor room/platform to presentation flanges:				5.70 Millimetres				
8.28	Distance from deck of compressor room/platform to center of manifold:								
8.29	Reducers:	No.	Flange Rating	Size	Length				
	ANSI Class 300:	1	35.00 bar	200.00 Millimetres	500.00 Millimetres				
	ANSI Class 300 to 150:	1	35.00 bar	200.00 Millimetres	500.00 Millimetres				
	ANSI Class 150:	2	35.00 bar	150.00 Millimetres	500.00 Millimetres				
8.30	Reducers additional comments:								
8.31	Pipe flanges: (specify flange letter, duty, rating, size and face)				Pipe Flange letter	Duty	Rating (bar)	Size	Raised/Flat face
					C	Cargo		200.00	Raised
					D	Vapour		150.00	Raised
					E	Vapour		100.00	Raised
					F	Cargo		150.00	Raised
8.32	Are local pressure gauges fitted outboard of the manifold valves?				Yes				
<b>IG Plant/Nitrogen</b>									
8.33	Type of system:				Other				
8.34	Capacity:				900.00 Cu. Metres/Hour				
8.35	Type of fuel used:				Medium Diesel Oil				
8.36	Composition of IG:				Percent				
	Oxygen:				0.20 %				
	CO2:				14.00 %				
	IG-NOx:				0.00 %				
	IG-N2:				0.00 %				
8.37	N2 purity percentage/capacity generated by N2 generator:				Capacity				
	95%:								
	98%:								
	99.5%:								
8.38	Lowest dew point achievable:				-50.00 Degrees Celsius				
8.39	Nitrogen liquid storage capacity:								
<b>Cargo Pumps</b>									
8.40	How many cargo pumps can be run simultaneously at full capacity:				4				
8.41	Pumps	No./Tank	Type	Rate Per Pump	At What Head (sg=1.0)				
	Cargo pumps:	2	Deepwell	250.00 Cu. Metres/Hour	120.00 Metres Liquid Column				
	Booster pumps:	1	Other	250.00 Cu. Metres/Hour	120.00 Metres Liquid Column				
<b>Cargo Re-Heater/Vaporiser</b>									
8.42	Cargo re-heaters/vaporizers:				LPG Heater/ Vaporizer	Vaporizer			
	Type:				Tube				
	Heating medium:								

<b>9.</b>	<b>MOORING</b>					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					

	Main deck aft:					
	Poop deck:					
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	44.00 Millimetres	PP/PE + PES	200.00 Metres	36.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	48.00 Millimetres	Estalon	200.00 Metres	43.60 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	48.00 Millimetres	Estalon	200.00 Metres	43.60 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	6	48.00 Millimetres	Estalon	200.00 Metres	43.60 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Single Drum	Hydraulic	21.10 Metric Tonnes	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Single Drum	Hydraulic	21.09 Metric Tonnes	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6			
	Main deck fwd:		2			
	Main deck aft:					
	Poop deck:		8			

#### Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:				9/10
9.8	Type/SWL of Emergency Towing system forward:			Not Applicable	
9.9	Type/SWL of Emergency Towing system aft:			Not Applicable	
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern				

#### Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:				70.00 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:				50.00 Metric Tonnes

#### Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 4.00 Tonnes center
9.13	Accommodation ladder direction:				Aft
	Does vessel have a portable gangway? If yes, state length:				Yes,

#### Single Point Mooring (SPM) Equipment

9.14	Does the vessel meet the recommendations in the latest edition of OCIMF 'Recommendations for Equipment Employed in the Bow Mooring of Conventional Tankers at Single Point Moorings (SPM)'?				No
9.15	If fitted, how many chain stoppers:				
9.16	State type/SWL of chain stopper(s):				
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				
9.18	Distance between the bow fairlead and chain stopper/bracket:				0 Metres
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				N/A

#### 10. PROPULSION

10.1	Speed			Maximum	Economical
	Ballast speed:				
	Laden speed:				
10.2	What type of fuel is used for main propulsion/generating plant:			IFO 380	Diesel oil

10.3	Type/Capacity of bunker tanks:	Fuel Oil: 610 Cu. Metres Diesel Oil: 192 Cu. Metres Gas Oil: 0 Cu. Metres		
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Controllable		
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	4,320 Kilowatt	MAK
	Aux engine:	3	900 Kilowatt	Caterpillar
	Power packs:			
	Boilers:	1		Aalborg (thermal oil circ., no steam capacity)
<b>Bow/Stern Thruster</b>				
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 540.00 bhp		
10.7	What is brake horse power of stern thruster (if fitted):	No,		
<b>Emissions</b>				
10.8	Main engine IMO NOx emission standard:	Tier II		
10.9	Energy Efficiency Design Index (EEDI) rating number:	n/a		

<b>11.</b>	<b>SHIP TO SHIP TRANSFER</b>			
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes		
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:	3.80 Metres		
11.3	Date/place of last STS operation:	09 December 2016, Rio Grande		

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	Propylene / Essentia / Houston - Cartagena Propylene / Essentia / Houston - Cartagena Propylene / Essentia / Houston - Cartagena		
12.2	Has vessel been involved in a pollution, grounding, serious casualty, unscheduled repair or collision incident during the past 12 months? If yes, provide details:	Pollution: No, Grounding: No, Casualty: No, Repair: No, No Collision: No,		
12.3	Date and place of last Port State Control inspection:	Oct 05, 2018 / Cartagena, Colombia		
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No No outstanding deficiencies		
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Call Owners for details		
12.6	Date/Place of last SIRE inspection:	Feb 05, 2019 / Cartagena, Colombia		
12.6.1	Date/Place of last CDI inspection:	Dec 07, 2017 / Midia		
12.7	Additional information relating to features of the ship or operational characteristics:			

Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.com))