

1.	GENERAL INFORMATION		
1.1	Date updated:	Apr 17, 2019	
1.2	Vessel's name (IMO number):	Pgc Periklis (9796171)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	Jul 07, 2017/Kyokuyo Shipyard Corporation	
1.5	Flag/Port of Registry:	Malta/Valletta	
1.6	Call sign/MMSI:	9HA4614/248 329 000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773939745 Fax: Email: pgcperiklis@infinityfleet.net	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Gas	
1.9	Type of hull:	Double Side	
Ownership and Operation			
1.10	Registered owner - Full style:	Periklis Maritime Ltd AJELTAKE ROAD, AJELTAKE ISLAND MAJURO Tel: +302106912010 Fax: +302106912272 Telex: 215433 Email: paradise@paradisenet.gr	
1.11	Technical operator - Full style:	Paradise Navigation SA 4-6 Solomou str. 3rd Floor, 15451 Psychiko Greece Tel: +302106912010 Fax: +302106912272 Telex: 215433 Email: paradise@paradisenet.gr Company IMO#: 0027898	
1.12	Commercial operator - Full style:	Gasmare Synergy SRL Via Varese 25G, Sarrono Greece Tel: +390296700267 Fax: +390296704282 Email: gasmare@gasmare.it	
1.13	Disponent owner - Full style:		
Insurance			
1.14	P & I Club - Full Style:	Gard AS PO Box 789 Stoa 4809 Arendal, Norway Tel: +4790524100 Fax: +4737025599 Email: companymail@gard.no Web: www.gard.no	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2019
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Gard AS	
1.17	Hull & Machinery insured value/expiration date:	25,000,000 US\$	Dec 31, 2019
Classification			
1.18	Classification society:	Bureau Veritas9CA60D1A-539F-4639-9AC3-42193F12EDF6	
1.19	Class notation:	BV, BV I+HULL+Mach Liquefied Gas Carrier, CPS(WBT), BWT MON-SHAFT IWS	
1.20	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:	No	
1.21	If classification society changed, name of previous and date of change:	, Not Applicable	
1.22	Does the vessel have ice class? If yes, state what level:	No,	
1.23	Date/place of last dry-dock:	Jul 07, 2017/Kyokuyo Shipyard, Japan	
1.24	Date next dry dock due/next annual survey due:	Jul 07, 2022	Jul 07, 2019
1.25	Date of last special survey/next special survey due:	Jul 07, 2017	Jul 07, 2022
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,	

Dimensions						
1.27	Length overall (LOA):			117.02 Metres		
1.28	Length between perpendiculars (LBP):			110.14 Metres		
1.29	Extreme breadth (Beam):			19.20 Metres		
1.30	Moulded depth:			9 Metres		
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			36.15 Metres		
1.32	Distance bridge front to center of manifold:			39.29 Metres		
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			54.70 Metres	62.30 Metres	
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:			11.43 Metres	39.79 Metres	
	Aft to mid-point manifold:			25.30 Metres	14.95 Metres	
	Parallel body length:			39.731 Metres	54.236 Metres	
Tonnages						
1.35	Net Tonnage:			2,095		
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			6,248		
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			5,872.66		
1.38	Panama Canal Net Tonnage (PCNT):			5,310		
Loadline Information						
1.39	Loadline		Freeboard	Draft	Deadweight	Displacement
	Summer:		2.23 Metres	6.81 Metres	6,861 Metric Tonnes	10,831 Metric Tonnes
	Winter:		2.37 Metres	6.67 Metres	6,583 Metric Tonnes	10,553 Metric Tonnes
	Tropical:		2.08 Metres	6.96 Metres	7,142 Metric Tonnes	11,112 Metric Tonnes
	Lightship:		6.13 Metres	2.91 Metres	-	3,970 Metric Tonnes
	Normal Ballast Condition:		5.11 Metres	3.93 Metres	1,696 Metric Tonnes	5,666 Metric Tonnes
1.40	FWA/TPC at summer draft:			137 Millimetres	19.66 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?			a) Open Seas - 15% of the deepest draft not falling short of 2m b) Inside port - 10% of the deepest draft, not falling short of 1m c) Confined waters - 10% of the deepest draft, not falling short of 1m d) Coastal and restricted waters - 10% of the deepest draft, not falling short of 1m e) At SPM/CBM and alongside - 1,5% of the ship's beam, not falling short of 0,30m		
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast	
	Summer deadweight:			29.35 Metres	0 Metres	
	Normal ballast:			31.61 Metres	0 Metres	
	Lightship:			33.24 Metres	0 Metres	

2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022
2.2	Safety Radio Certificate (SRC):	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022
2.3	Safety Construction Certificate (SCC):	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022
2.4	International Loadline Certificate (ILC):	Jul 12, 2017	Jul 20, 2018		Dec 06, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022
2.6	International Ship Security Certificate (ISSC):	Dec 17, 2017	Not Applicable	Not Applicable	Dec 17, 2022
2.7	Maritime Labour Certificate (MLC):	Dec 17, 2017	N/A		Dec 17, 2022
2.8	ISM Safety Management Certificate (SMC):	Dec 17, 2017	Not Applicable	Not Applicable	Dec 17, 2022

2.9	Document of Compliance (DOC):	Mar 30, 2018	Mar 30, 2018		Apr 28, 2023
2.10	USCG Certificate of Compliance (USCGCOC):		Not Applicable		
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Not Applicable	N/A	N/A	
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2018	N/A	N/A	Feb 20, 2019
2.13	Liability for the Removal of Wrecks Certificate (WRC)"	Feb 20, 2018	N/A	N/A	Feb 20, 2019
2.14	U.S. Certificate of Financial Responsibility (COFR):	Aug 08, 2017	N/A	N/A	Aug 08, 2020
2.15	Certificate of Class (COC):	Jul 07, 2017	Jul 20, 2018		Jul 06, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jul 12, 2017	N/A	N/A	Jul 06, 2022
2.17	Certificate of Fitness (COF):	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022
2.17.1	Noxious Liquids Substance Certificate (NLS)	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022
2.18	International Energy Efficiency Certificate (IEEC):	Jul 07, 2017	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jul 12, 2017	Jul 20, 2018		Jul 06, 2022

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):				Jul 10, 2019

3.	CREW				
3.1	Nationality of Master:	Filipino			
3.2	Number and nationality of Officers:	8	Filipino		
3.3	Number and nationality of Crew:	8	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: CROSSWORLD MARINE S.A. 71, Possidonos Ave.& A.G. Papandreou Street, Glyfada, GR-166 74 Athens, GREECE Tel: +30 210 8983474 Fax: +30 210 8983276 Email: oper.athens@crossworldmarine.com	Ratings: CROSSWORLD MARINE S.A. 71, Possidonos Ave.& A.G. Papandreou Street, Glyfada, GR-166 74 Athens, GREECE Tel: +30 210 8983474 Fax: +30 210 8983276 Email: oper.athens@crossworldmarine.com		

4.	FOR USA CALLS				
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 200 CENTURY PARKWAY, SUITE D MT. LAUREL, NEW JERSEY, USA 08054 Tel: +17036834700 Fax: +18566423945 Email: info@chgms.com			
4.3	Oil Spill Response Organization (OSRO) - Full style:	National Response Corporation 350 SUNRISE HIGHWAY, BUILDING 200, SUITE 200, GREAT RIVER, NY 11739 Tel: +16312249141 Fax: +16312249082			
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	Resolve Marine Group Inc			

5.	SAFETY/HELICOPTER				
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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 Res 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:	

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No			No
	Ballast tanks:	Yes	Pure Epoxy NOA 60 HS-N (by Nippon Paints)	Whole Tank	Yes

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	500 Cu. Metres/Hour	
	Ballast Eductors:	0	n/a		

8.	CARGO-LPG				
8.1	Does the vessel comply with GC/IGC Code requirements?	Yes			
8.2	What is the minimum/maximum permissible tank pressure?				18.04 Kp/Sq. Centimetre
8.3	What is the minimum permissible tank temperature?	-10 Degrees Celsius			
8.4	Number of cargo tanks and total cubic capacity (98%):	2	0 Cu. Metres		
8.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	98%			
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?	,			
8.8	Maximum allowable relief valve setting:	17.70 Bar Gauge			
8.9	What is total SBT capacity and percentage of SDWT vessel can maintain?	2,065.93 Cu. Metres			

Reliquefaction Plant					
8.10	Number and capacity of compressors:				
8.11	Manufacturer/type of compressors:	/			
8.12	Max % Ethane the re-liquefaction plant can handle:				

Cargo Handling and Pumping Systems					
8.13	What is the maximum number of grades that can be loaded/carried/discharged simultaneously with complete segregation and without risk of contamination?	1			
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):				

Cargo Control Room					
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: N/A			

Gauging and Sampling					
8.19	Gauges:	Manufacturer	Type	Rated Accuracy	
	Level gauges:	Musasino Co. Ltd.		1 %	
	Temperature gauges:	Hyonda Instruments Corp.	Drip-proof type	2 %	
	Pressure gauges:	Nagano Keiki Co. Ltd.	Weather proof	1.60 %	
8.20	Sampling connection type and size:				10.50 Millimetres

Cargo Manifolds and Reducers					
8.21	Do manifold arrangements comply with SIGTTO standards?	Yes			

8.22	What type of valves are fitted at manifold:	Globe				
8.23	Manifold distance from center of manifold:	Dimension A: 1,200 Millimetres Dimension B: 1,300 Millimetres Dimension C: 2,290 Millimetres Dimension D: 930 Millimetres Dimension E: 2,200 Millimetres Dimension F: 5,120 Millimetres Dimension G: 6,800 Millimetres Dimension H: 0 Millimetres				
8.24	Distance manifold to ships side:					
8.25	Distance manifold height above uppermost continuous deck:					
8.26	Manifold height above light/load waterline:					
8.27	Distance from rail of compressor room/platform to presentation flanges:					
8.28	Distance from deck of compressor room/platform to center of manifold:	38,700 Millimetres				
8.29	Reducers:	No.	Flange Rating	Size	Length	
	ANSI Class 300:					
	ANSI Class 300 to 150:					
	ANSI Class 150:					
8.30	Reducers additional comments:	None (ANSI #300-250A X ANSI #300-300A 12" 1 pc ANSI #300-250A X ANSI #300-200A 8" 1 pc ANSI #300-250A X ANSI #300-150A 6" 1 pc ANSI #300-250A X ANSI #300-125A 5" 1 pc ANSI #300-250A X ANSI #300-100A 4" 1 pc ANSI #300-250A X ANSI #300-80A 3" 1 pc ANSI #300-250A X ANSI #150-250A 10" 1 pc ANSI #300-250A X ANSI #150-200A 8" 1pc ANSI #300-250A X ANSI #150-150A 6" 1 pc ANSI #300- 250A X ANSI #150-125A 5" 1 pc ANSI #300-150A x ANSI #300-200A 8" 1 pc ANSI #300-150A x ANSI #300-125A 5" 1 pc ANSI #300-150A x ANSI #300-100A 4" 1 pc ANSI #300-150A x ANSI #300-80A 3" 1 pc ANSI #300-150A x ANSI #300-50A 2" 1 pc ANSI #300-150A x ANSI #150-200A 8" 1 pc ANSI #300-150A x ANSI #150-150A 6" 1 pc ANSI #300-150A x ANSI #150-125A 5" 1 pc ANSI #300-150A x ANSI #150-100A 4" 1 pc ANSI #300-150A x ANSI #150-80A 3" 1 pc) ANSI				
8.31	Pipe flanges: (specify flange letter, duty, rating, size and face)	Pipe Flange letter	Duty	Rating (bar)	Size	Raised/Flat face
		A	Liquid System I	300	254	R
		B	Vapor System I	300	152	R
		C	BVapor System II	300	152.4	R
8.32	Are local pressure gauges fitted outboard of the manifold valves?	Yes				
IG Plant/Nitrogen						
8.33	Type of system:					
8.34	Capacity:	400 Cu. Metres/Hour				
8.35	Type of fuel used:					
8.36	Composition of IG:	Percent				
	Oxygen:					
	CO2:					
	IG-NOx:					
	IG-N2:	99.90 %				
8.37	N2 purity percentage/capacity generated by N2 generator:	Capacity				
	95%:					
	98%:					
	99.5%:					
8.38	Lowest dew point achievable:	60 Degrees Celsius				
8.39	Nitrogen liquid storage capacity:					

Cargo Pumps						
8.40	How many cargo pumps can be run simultaneously at full capacity:				2	
8.41	Pumps	No./Tank	Type	Rate Per Pump	At What Head (sg=1.0)	
	Cargo pumps:	1		400 Cu. Metres/Hour	110 Metres Liquid Column	
	Booster pumps:	1		300 Cu. Metres/Hour	110 Metres Liquid Column	
Cargo Re-Heater/Vaporiser						
8.42	Cargo re-heaters/vaporizers:			LPG Heater/ Vaporizer	Vaporizer	
	Type:					
	Heating medium:					

9. MOORING						
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:	4	52 Millimetres	PPL	220 Metres	58.80 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	52 Millimetres	PPL	220 Metres	58.80 Metric Tonnes
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	52 Millimetres	PPL	220 Metres	58.80 Metric Tonnes
	Main deck fwd:	8	40 Millimetres	PPL	220 Metres	32 Metric Tonnes
	Main deck aft:	4	52 Millimetres	PPL	220 Metres	58.80 Metric Tonnes
	Poop deck:	8	40 Millimetres	PPL	180 Metres	32 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	dbl	Hydraulic	24.75 Metric Tonnes	Manual
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	dbl	Hydraulic	24.75 Metric Tonnes	Manual
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		4		9	
	Main deck fwd:		4		6	
	Main deck aft:		4		4	
	Poop deck:		4		7	

Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				9/10	
9.8	Type/SWL of Emergency Towing system forward:					
9.9	Type/SWL of Emergency Towing system aft:					
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:				24.983 Metric Tonnes	
9.11	What is SWL of bollard on poop deck suitable for escort tug:				45.989 Metric Tonnes	

Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 1 x 5 Tonnes Center	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:					

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:	
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:	15.10 Knots (WSNP)	13.30 Knots (WSNP)
	Laden speed:	13.90 Knots (WSNP)	12.50 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:	HFO, MGO	HFO, MGO
10.3	Type/Capacity of bunker tanks:	Fuel Oil: 500.80 Cu. Metres Diesel Oil: Gas Oil: 81.40 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	Fixed	
10.5	Engines	No	Capacity
	Main engine:	1	2,640 Kilowatt
	Aux engine:	2	480 Kilowatt
	Power packs:	0	
	Boilers:	1	0.60 Metric Tonnes/Hour
Bow/Stern Thruster			
10.6	What is brake horse power of bow thruster (if fitted):	Yes, 415 bhp	
10.7	What is brake horse power of stern thruster (if fitted):	No,	
Emissions			
10.8	Main engine IMO NOx emission standard:	Tier II	
10.9	Energy Efficiency Design Index (EEDI) rating number:	KOBO/RZU/20170607171621	

11. SHIP TO SHIP TRANSFER		
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:	4 Metres
11.3	Date/place of last STS operation:	Nov 14, 2018 - Male

12. RECENT OPERATIONAL HISTORY		
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	1) LPG mix / OTI / SOHAR - PAPIVAV 2) LPG mix / OTI / SOHAR - Colombo 3) LPG mix / OTI / SOHAR - Male/Colombo
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, Collision: No,
12.3	Date and place of last Port State Control inspection:	Sep 28, 2017 / Mongla
12.4	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No
12.5	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.	Contact owners for details
12.6	Date/Place of last SIRE inspection:	Jun 22, 2018 / Male
12.6.1	Date/Place of last CDI inspection:	Feb 05, 2018 / MALE
12.7	Additional information relating to features of the ship or operational characteristics:	

