| | | | |
|---|---|---|---|
| **1.** | **GENERAL INFORMATION** | | |
| 1.1 | Date updated: | May 02, 2019 | |
| 1.2 | Vessel's name (IMO number): | PGC Eirini (9800178) | |
| 1.3 | Vessel's previous name(s) and date(s) of change: | Not Applicable | |
| 1.4 | Date delivered/Builder (where built): | Mar 05, 2018/Kyokuyo Shipyard - Shimonoseki, Japan | |
| 1.5 | Flag/Port of Registry: | Malta/Valletta | |
| 1.6 | Call sign/MMSI: | 9HA4714/248586000 | |
| 1.7 | Vessel's contact details (satcom/fax/email etc.): | Tel: 424858610<br>Fax: Not Applicable<br>Email: pgceirini@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: | Eirini Maritime Ltd<br>AJELTAKE ROAD, AJELTAKE ISLAND MAJURO<br>Marshall Islands<br>Marshall Islands<br>Tel: +302106912010<br>Fax: +302106912272<br>Telex: 215433<br>Email: paradise@paradisenet.gr | |
| 1.11 | Technical operator - Full style: | Paradise Navigation SA<br>4-6 Solomou str. 3rd Floor, 15451 Psychiko<br>Greece<br>Greece<br>Tel: +302106912010<br>Fax: +302106912272<br>Email: paradise@paradisenet.gr<br>Company IMO#: 0027898 | |
| 1.12 | Commercial operator - Full style: | Gasmare Synergy SRL<br>Via Varese 25G, Sarrono<br>Italy<br>Italy<br>Tel: +390296700267<br>Fax: +390296704282<br>Email: gasmare@gasmare.it | |
| 1.13 | Disponent owner - Full style: | Not Applicable | |
| **Insurance** | | | |
| 1.14 | P & I Club - Full Style: | Gard AS | |
| 1.15 | P & I Club pollution liability coverage/expiration date: | 1,000,000,000 US$ | Feb 20, 2020 |
| 1.16 | Hull & Machinery insured by - Full Style:<br>(Specify broker or leading underwriter) | Gard AS | |
| 1.17 | Hull & Machinery insured value/expiration date: | 30,000,000 US$ | Dec 31, 2019 |
| **Classification** | | | |
| 1.18 | Classification society: | Nippon Kaiji Kyokai | |
| 1.19 | Class notation: | Liquefied Gas Carrier Type 2G, Performance Standard to Protective Coatings for dedicated Seawater Ballast Tanks in All Type of Ships and Double-side Skin Spaces of Bulk Carrier,( Noise Code ), (IWS) (PSCM), (IHM) CHG, MPP,LSA,RCF,AFS,BWM | |
| 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: | Mar 05, 2018/Shimonoseki - Japan | |
| 1.24 | Date next dry dock due/next annual survey due: | Mar 05, 2023 | Mar 05, 2019 |
| 1.25 | Date of last special survey/next special survey due: | Mar 05, 2018 | Mar 05, 2023 |

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| 1.26 | If ship has Condition Assessment Program (CAP), what is the latest overall rating: | | | No, | |
| **Dimensions** | | | | | |
| 1.27 | Length overall (LOA): | | | | 117.03 Metres |
| 1.28 | Length between perpendiculars (LBP): | | | | 110.00 Metres |
| 1.29 | Extreme breadth (Beam): | | | | 19.20 Metres |
| 1.30 | Moulded depth: | | | | 9.50 Metres |
| 1.31 | Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: | | | 36.64 Metres | |
| 1.32 | Distance bridge front to center of manifold: | | | | 39.40 Metres |
| 1.33 | Bow to center manifold (BCM)/Stern to center manifold (SCM): | | | 56.80 Metres | 60.20 Metres |
| 1.34 | Parallel body distances | | Lightship | Normal Ballast | Summer Dwt |
| | Forward to mid-point manifold: | | | 12.30 Metres | 18.21 Metres |
| | Aft to mid-point manifold: | | | 30.00 Metres | 37.70 Metres |
| | Parallel body length: | | | 42.30 Metres | 55.91 Metres |
| **Tonnages** | | | | | |
| 1.35 | Net Tonnage: | | | | 2,164.00 |
| 1.36 | Gross Tonnage/Reduced Gross Tonnage (if applicable): | | | 7,211.00 | |
| 1.37 | Suez Canal Tonnage - Gross (SCGT)/Net (SCNT): | | | 8,362.70 | 6,763.74 |
| 1.38 | Panama Canal Net Tonnage (PCNT): | | | | 6,110.00 |
| **Loadline Information** | | | | | |
| 1.39 | Loadline | Freeboard | Draft | Deadweight | Displacement |
| | Summer: | 2.72 Metres | 6.80 Metres | 6,612.00 Metric Tonnes | 10,830.26 Metric Tonnes |
| | Winter: | 2.87 Metres | 6.67 Metres | 6,335.00 Metric Tonnes | 10,553.00 Metric Tonnes |
| | Tropical: | 2.58 Metres | 6.96 Metres | 6,893.00 Metric Tonnes | 11,111.00 Metric Tonnes |
| | Lightship: | | | - | 4,218 Metric Tonnes |
| | Normal Ballast Condition: | 5.12 Metres | 4.42 Metres | 2,211.00 Metric Tonnes | 6,430.00 Metric Tonnes |
| 1.40 | FWA/TPC at summer draft: | | | 137.00 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 -The UKC to exceed 50% of the vessel's current maximum static draft and no further UKC calculations required<br>b)For sailing in confined waters, excluding Channels, Fairways and alongside a terminal - Where the UKC is less than 50% of the vessel's 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<br>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 factors4.<br>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<br>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 | |
| 1.44 | What is the max height of mast above waterline (air draft) | | | Full Mast | Collapsed Mast |
| | Summer deadweight: | | | 29.84 Metres | 0 Metres |
| | Normal ballast: | | | 32.14 Metres | 0 Metres |
| | Lightship: | | | 0 Metres | 0 Metres |

| 2. | CERTIFICATES | Issued | Last Annual | Last Intermediate | Expires |
|---|---|---|---|---|---|
| 2.1 | Safety Equipment Certificate (SEC): | Mar 05, 2018 | Mar 20, 2019 | | Mar 05, 2023 |
| 2.2 | Safety Radio Certificate (SRC): | Mar 05, 2018 | Mar 20, 2019 | | Mar 05, 2023 |
| 2.3 | Safety Construction Certificate (SCC): | Mar 05, 2018 | Mar 20, 2019 | | Mar 05, 2023 |
| 2.4 | International Loadline Certificate (ILC): | Mar 05, 2018 | Mar 20, 2019 | | Mar 05, 2023 |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | Dec 26, 2018 | Mar 20, 2019 | | Mar 04, 2023 |
| 2.6 | International Ship Security Certificate (ISSC): | Jun 29, 2018 | Not Applicable | Not Applicable | Jun 29, 2023 |
| 2.7 | Maritime Labour Certificate (MLC): | Jun 30, 2018 | N/A | | Jun 29, 2023 |
| 2.8 | ISM Safety Management Certificate (SMC): | Jun 29, 2018 | Not Applicable | Not Applicable | Jun 29, 2023 |
| 2.9 | Document of Compliance (DOC): | Mar 19, 2018 | Mar 30, 2018 | | Apr 28, 2023 |
| 2.10 | USCG Certificate of Compliance (USCGCOC): | Jun 28, 2018 | Jun 28, 2018 | | Jun 28, 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 20, 2019 | N/A | N/A | Feb 20, 2020 |
| 2.13 | Liability for the Removal of Wrecks Certificate (WRC)" | Feb 20, 2019 | N/A | N/A | Feb 20, 2020 |
| 2.14 | U.S. Certificate of Financial Responsibility (COFR): | Mar 05, 2018 | N/A | N/A | Mar 05, 2021 |
| 2.15 | Certificate of Class (COC): | Mar 05, 2018 | Mar 20, 2019 | | Mar 05, 2023 |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC): | Mar 05, 2018 | N/A | N/A | Mar 04, 2023 |
| 2.17 | Certificate of Fitness (COF): | Mar 05, 2018 | Mar 20, 2019 | | Mar 05, 2023 |
| 2.17.1 | Noxious Liquids Substance Certificate (NLS) | | | | Mar 05, 2023 |
| 2.18 | International Energy Efficiency Certificate (IEEC): | Mar 05, 2018 | N/A | N/A | N/A |
| 2.19 | International Air Pollution Prevention Certificate (IAPPC): | Mar 05, 2018 | Mar 20, 2019 | | Feb 05, 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): | | | Mar 04, 2020 | |

| 3. | CREW | | | |
|---|---|---|---|---|
| 3.1 | Nationality of Master: | | Romanian | |
| 3.2 | Number and nationality of Officers: | | 8 | Romanian, Filipino |
| 3.3 | Number and nationality of Crew: | | 9 | 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: CROSSWORLD MARINE S.A<br>71, Possidonos Ave.& A.G. Papandreou Street,<br>Glyfada, 166 74, Greece<br>Tel: +30 210 8983474<br>Fax: +30 210 8983276<br>Email: oper.athens@crossworldmarine.com | Ratings: CROSSWORLD MARINE S.A<br>71, Possidonos Ave.& A.G. Papandreou Street,<br>Glyfada, 166 74, Greece<br>Tel: +30 210 8983474<br>Fax: +30 210 8983276<br>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<br>200 CENTURY PARKWAY, SUITE D MT. LAUREL, NEW JERSEY, USA 08054<br>Tel: +17036834700<br>Fax: +18566423945 | |

| | | |
|---|---|---|
| | | Email: info@chgms.com |
| 4.3 | Oil Spill Response Organization (OSRO) - Full style: | National Response Corporation<br>350 SUNRISE HIGHWAY, BUILDING 200, SUITE 200, GREAT RIVER, NY 11739<br>Tel: +16312249141<br>Fax: +16312249082<br>Email: clientservices@nrcc.com |
| 4.4 | Salvage and Marine Firefighting Services (SMFF) - Full Style: | Resolve Marine |

| **5.** | **SAFETY/HELICOPTER** | |
|---|---|---|
| 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<br>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: | N/A | | | N/A |
| | 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: | | | | |

| **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? | 0.00 Kp/Sq. Centimetre | 8.50 Kp/Sq. Centimetre |
| 8.3 | What is the minimum permissible tank temperature? | -51.00 Degrees Celsius | |
| 8.4 | Number of cargo tanks and total cubic capacity (98%): | 2 | 4,146.60 Cu. Metres |
| 8.5 | Capacity (98%) of each natural segregation with double valve (specify tanks): | No. 1 tank 98% 3445.9 m3<br>No. 2 tank 98% 3445.3 m3 | |
| 8.6 | Deck tank(s) capacity (98%): | Ammonia: 80.30 Cu. Metres<br>Butane: 80.30 Cu. Metres<br>Propane: 80.30 Cu. Metres | |
| 8.7 | What is vessel Ship Type? What type and of what material are the cargo tanks constructed? | , 2PG CARBON-MANGALESE STEEL | |
| 8.8 | Maximum allowable relief valve setting: | 8.50 Bar Gauge | |
| 8.9 | What is total SBT capacity and percentage of SDWT vessel can maintain? | 3,792.22 Cu. Metres | 59 % |
| **Reliquefaction Plant** | | | |
| 8.10 | Number and capacity of compressors: | 2 | 740.00 Cu. Metres/Hour |
| 8.11 | Manufacturer/type of compressors: | Burckhardt / Reciprocating | |
| 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? | 2 | |
| 8.14 | Are there any cargo tank filling restrictions?<br>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): | 600 Cu. Metres/Hour | |
| 8.16 | Max loading rate for homogenous cargo per manifold (without vapour return): | 300 Cu. Metres/Hour | |
| **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<br>Pressure: Yes<br>Temperature: Yes | |

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|---|---|---|---|---|---|
| | | | | Plant Status: | |
| **Gauging and Sampling** | | | | | |
| 8.19 | Gauges: | | Manufacturer | Type | Rated Accuracy |
| | | Level gauges: | MUSASINO CO., LTD. | Float | |
| | | Temperature gauges: | HYODA INSTRUMENTS | Drip-proof type | |
| | | Pressure gauges: | NAGANO KEIKI CO.,LTD | Weather proof type | 1.60 % |
| 8.20 | Sampling connection type and size: | | | Screw | 8.00 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: 1,310.00 Millimetres<br>Dimension B: 1,110.00 Millimetres<br>Dimension C: 1,800.00 Millimetres<br>Dimension D: 1,120.00 Millimetres<br>Dimension E: 4,774.00 Millimetres<br>Dimension F: 7,160.00 Millimetres<br>Dimension G: 6,814.00 Millimetres<br>Dimension H: 2,050.00 Millimetres | |
| 8.24 | Distance manifold to ships side: | | | | 1,800.00 Millimetres |
| 8.25 | Distance manifold height above uppermost continuous deck: | | | | 1,260.00 Millimetres |
| 8.26 | Manifold height above light/load waterline: | | | 6,056.00 Millimetres | 4,774.00 Millimetres |
| 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: | | | | |
| 8.29 | Reducers: | No. | Flange Rating | Size | Length |
| | ANSI Class 300: | 8 | 35.00 bar | 200.00 Millimetres | 500.00 Millimetres |
| | ANSI Class 300 to 150: | 9 | 35.00 bar | 200.00 Millimetres | 500.00 Millimetres |
| | ANSI Class 150: | | | | |
| 8.30 | Reducers additional comments: | | | | |
| 8.31 | Pipe flanges:<br>(specify flange letter, duty, rating, size and face) | | | **Pipe Flange letter** / **Duty** / **Rating (bar)** / **Size** / **Raised/Flat face**<br>A / Liquid system I / 300.00 / 203.20 / R<br>B / Vapour system I / 150.00 / 101.60 / R<br>C / Vapour system II / 150.00 / 101.60 / 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: | | | | |
| 8.35 | Type of fuel used: | | | | |
| 8.36 | Composition of IG: | | | | Percent |
| | | | Oxygen: | | |
| | | | CO2: | | |
| | | | IG-NOx: | | |
| | | | IG-N2: | | |
| 8.37 | N2 purity percentage/capacity generated by N2 generator: | | | | Capacity |
| | | | 95%: | | |
| | | | 98%: | | |
| | | | 99.5%: | | |
| 8.38 | Lowest dew point achievable: | | | | |
| 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) |

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|---|---|---|---|---|---|
| | Cargo pumps: | 1 | | 260.00 Cu. Metres/Hour | 120.00 Metres Liquid Column |
| | Booster pumps: | 2 | | 260.00 Cu. Metres/Hour | 120.00 Metres Liquid Column |
| **Cargo Re-Heater/Vaporiser** | | | | | |
| 8.42 | Cargo re-heaters/vaporizers: | | | LPG Heater/ Vaporizer | Vaporizer |
| | Type: | | | Shell | Seawater |
| | Heating medium: | | | Seawater | |

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| **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 | 40.00 Millimetres | PPL | 220.00 Metres | 32.00 Metric Tonnes |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 4 | 40.00 Millimetres | PPL | 220.00 Metres | 32.00 Metric Tonnes |
| 9.4 | Other lines | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 40.00 Millimetres | PPL | 220.00 Metres | 32.00 Metric Tonnes |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 4 | 40.00 Millimetres | PPL | 220.00 Metres | 32.00 Metric Tonnes |
| 9.5 | Winches | No. | No. Drums | Motive Power | Brake Capacity | Type of Brake |
| | Forecastle: | 2 | Double Drums | Hydraulic | 25.60 Metric Tonnes | Manual |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | 2 | Double Drums | Hydraulic | 25.60 Metric Tonnes | Manual |
| 9.6 | Bitts, closed chocks/fairleads | | No. Bitts | SWL Bitts | No. Closed Chocks | SWL Closed Chocks |
| | Forecastle: | | 4 | 45.10 Metric Tonnes | 9 | 45.10 Metric Tonnes |
| | Main deck fwd: | | 4 | 13.70 Metric Tonnes | 4 | 13.70 Metric Tonnes |
| | Main deck aft: | | 4 | 45.10 Metric Tonnes | 4 | 45.10 Metric Tonnes |
| | Poop deck: | | 4 | 24.50 Metric Tonnes | 7 | 24.50 Metric Tonnes |
| **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: | | | | | 62.70 Metric Tonnes |
| 9.11 | What is SWL of bollard on poop deck suitable for escort tug: | | | | | 62.70 Metric Tonnes |
| **Lifting Equipment/Gangway** | | | | | | |
| 9.12 | Derrick/Crane description (Number, SWL and location): | | | | Cranes: 1 x 5.00 Tonnes Center | |
| 9.13 | Accommodation ladder direction: | | | | | |
| | Does vessel have a portable gangway? If yes, state length: | | | | | , |

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| **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 | |

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| **10.** | **PROPULSION** | | | |
| 10.1 | Speed | | Maximum | Economical |
| | Ballast speed: | | 14.10 Knots (WSNP) | 12.50 Knots (WSNP) |
| | Laden speed: | | 13.50 Knots (WSNP) | 12.00 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: 506 Cu. Metres<br>Diesel Oil: 91 Cu. Metres<br>Gas Oil: | |
| 10.4 | Is vessel fitted with fixed or controllable pitch propeller(s): | | Fixed | |
| 10.5 | Engines | No | Capacity | Make/Type |
| | Main engine: | 1 | 2,640 Kilowatt | Makita / MAN B&W 6L35MC6.1 |
| | Aux engine: | 3 | 680 Kilowatt | Taiyo Electric Co., Ltd. FE 547B-8 |
| | Power packs: | | | |
| | Boilers: | 1 | 0.60 Metric Tonnes/Hour | |
| **Bow/Stern Thruster** | | | | |
| 10.6 | What is brake horse power of bow thruster (if fitted): | | Yes, 415.72 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: | | 13.9 g CO2/ton-mile | |

| | | |
|---|---|---|
| **11.** | **SHIP TO SHIP TRANSFER** | |
| 11.1 | Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquified Gas, as applicable)? | Yes |
| 11.2 | What is maximum outreach of cranes/derricks outboard of the ship's side: | 5.10 Metres |
| 11.3 | Date/place of last STS operation: | N/A, New ship |

| | | |
|---|---|---|
| **12.** | **RECENT OPERATIONAL HISTORY** | |
| 12.1 | Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): | 1) Butane /Repsol / Cartagena - Mohammedia<br>2) Butane /Repsol / Algeciras - Nador<br>3) Butane /Repsol / La Coruna- Bilbao |
| 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,<br>Grounding: No,<br>Casualty: No,<br>Repair: No,<br>Collision: No, |
| 12.3 | Date and place of last Port State Control inspection: | Aug 30, 2018 / Brindisi, Italy |
| 12.4 | Any outstanding deficiencies as reported by any Port State Control? If yes, provide details: | No<br>n/a |
| 12.5 | Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*:<br>** "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: | Nov 26, 2018 / Grangemouth, UK |
| 12.6.1 | Date/Place of last CDI inspection: | Oct 04, 2018 / Daesan, S.Korea |
| 12.7 | Additional information relating to features of the ship or operational characteristics: | N/A |

Form completed on http://www.q88.com/integration.aspx Please email support@q88.com an updated copy if this is not the latest version.