

1. GENERAL INFORMATION			
1.1	Date updated:	May 03, 2019	
1.2	Vessel's name (IMO number):	PGC Patreas (9796169)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	May 22, 2017/Kyokuyo Shipyard Corporation, Japan	
1.5	Flag/Port of Registry:	Malta/Valletta	
1.6	Call sign/MMSI:	9HA4579/248 253 000	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870773939695 Fax: n/a Email: pgcpatreas@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 Hull	
Ownership and Operation			
1.10	Registered owner - Full style:	Patreas Maritime Ltd Ajeltake Road, Ajeltake Island, Maduro Marshall Islands	
1.11	Technical operator - Full style:	Paradise Navigation SA 4-6 Solomou str. 15451 Psychiko Greece Tel: +302106912010 Fax: +302106912272 Email: paradise@paradisenet.gr Company IMO#: 5970954	
1.12	Commercial operator - Full style:	Gasmare Synergy SRL Via Varese 25G, Sarrono Italy Tel: +390296700267 Fax: +390296704282 Email: gasmare@gasmare.it	
1.13	Disponent owner - Full style:	n/a	
Insurance			
1.14	P & I Club - Full Style:	GARD 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, 2020
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 Veritas	
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:	,	
1.22	Does the vessel have ice class? If yes, state what level:	No,	
1.23	Date/place of last dry-dock:	May 22, 2017/Kyokuyo Shipyard, Japan	
1.24	Date next dry dock due/next annual survey due:	May 22, 2022	May 21, 2019
1.25	Date of last special survey/next special survey due:	May 22, 2017	May 22, 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):	110.00 Metres	
1.29	Extreme breadth (Beam):	19.20 Metres	

1.30	Moulded depth:				9.00 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:				39.287 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:		15.733 Metres		19.249 Metres
	Aft to mid-point manifold:		20.998 Metres		34.987 Metres
	Parallel body length:		36.731 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):		6,943.97		5,872.66
1.38	Panama Canal Net Tonnage (PCNT):				5,310
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.22 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:	6.09 Metres	2.91 Metres	-	3,970 Metric Tonnes
	Normal Ballast Condition:	5.11 Metres	3.889 Metres	1,696 Metric Tonnes	5,666 Metric Tonnes
	Segregated Ballast Condition:				
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?			<p>a) Open Seas -The UKC to exceed 50% of the vessel's 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 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</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 factors⁴.</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:		29.34 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):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.2	Safety Radio Certificate (SRC):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.3	Safety Construction Certificate (SCC):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.4	International Loadline Certificate (ILC):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.6	International Ship Security Certificate (ISSC):	Nov 09, 2017			Nov 09, 2022
2.7	Maritime Labour Certificate (MLC):	Nov 09, 2017	N/A		Nov 09, 2022
2.8	ISM Safety Management Certificate (SMC):	Nov 09, 2017			Nov 09, 2022
2.9	Document of Compliance (DOC):	Apr 19, 2018	Mar 30, 2018		Apr 28, 2023
2.10	USCG Certificate of Compliance (USCGCOC):				
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):	May 25, 2017	N/A	N/A	May 25, 2020
2.15	Certificate of Class (COC):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	May 22, 2017	N/A	N/A	May 21, 2022
2.17	Certificate of Fitness (COF):	May 22, 2017	Jul 22, 2018		May 21, 2022
2.18	International Energy Efficiency Certificate (IEEC):	May 22, 2017	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	May 22, 2017	Jul 22, 2018		May 21, 2022

Documentation

2.20	Owner warrant that vessel is member of ITOPIF 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):		May 21, 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

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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 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:	

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
	Slop tanks:	N/A			N/A

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	500 Cu. Metres/Hour	12 Metres
	Ballast Eductors:				

8.	CARGO				
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:				N/A,
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):	2			7,394.40 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):	98%			
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	N/A			
8.3	Number of slop tanks and total cubic capacity (98%):				
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:				
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:				
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?				2,065.93 Cu. Metres
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes			
Cargo Handling and Pumping Systems					
8.4	How many grades/products can vessel load/discharge with double valve segregation:				2
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No			
8.6	Max loading rate for homogenous cargo	With VECS		Without VECS	
	Loaded per manifold connection:				
	Loaded simultaneously through all manifolds:				
Cargo Control Room					
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes			
8.8	Can tank innage/ullage be read from the CCR?	Yes			
Gauging and Sampling					
8.9	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,			
	What type of fixed closed tank gauging system is fitted:	Floating			
	Are high level alarms fitted to the cargo tanks? If Yes, indicate whether to all tanks or partial:	Yes, All			
8.9.1	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes			
8.9.2	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	Yes,			
8.10	Number of portable gauging units (example- MMC) on board:				
Vapor Emission Control System (VECS)					
8.11	Is a vapour return system (VRS) fitted?	N/A			

8.12	Number/size of VECS manifolds (per side):		
8.13	Number/size/type of VECS reducers:		
Venting			
8.14	State what type of venting system is fitted:		
Cargo Manifolds and Reducers			
8.15	Total number/size of cargo manifold connections on each side:	3/2x6" vapor, 1x10" liquid - each side	
8.16	What type of valves are fitted at manifold:	KLCB SUS	
8.17	What is the material/rating of the manifold:	KLF8 (JIS 20K)/	
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes	
8.18	Distance between cargo manifold centers:	1,500 Millimetres	
8.19	Distance ships rail to manifold:	2,290 Millimetres	
8.20	Distance manifold to ships side:	2,350 Millimetres	
8.21	Top of rail to center of manifold:	270 Millimetres	
8.22	Distance main deck to center of manifold:	1,200 Millimetres	
8.23	Spill tank grating to center of manifold:	1,200 Millimetres	
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	6.32 Metres	3.40 Metres
8.25	Number/size/type of reducers:	None (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) ANSI	
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No,	
Heating			
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled
	Cargo Tanks:		No
	Slop Tanks:		N/A
8.28	Maximum temperature cargo can be loaded/maintained:	45.0 °C / 113.0 °F	45 °C / 113 °F

8.28.1	Minimum temperature cargo can be loaded/maintained:	-10.0 °C / 14.0 °F	-10.0 °C / 14.0 °F		
Inert Gas and Crude Oil Washing					
8.29	Is an Inert Gas System (IGS) fitted/operational?	Yes/Yes			
8.29.1	Is a Crude Oil Washing (COW) installation fitted/operational?	N/A/N/A			
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Nitrogen Generator			
Cargo Pumps					
8.31	How many cargo pumps can be run simultaneously at full capacity:	2			
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	2	Deep Well	400 M3/HR	110 Meters 110 Meters
	Cargo Eductors:				
	Stripping:				
8.33	Is at least one emergency portable cargo pump provided?	Yes			

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:	8	40 Millimetres	PPL	180 Metres	32 Metric Tonnes
	Poop deck:	4	52 Millimetres	PPL	220 Metres	58.80 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	24.50 Metric Tonnes	Manual
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	2	Double Drums	Hydraulic	24.50 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:	380	MGO/Diesel	
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	Make/Type
	Main engine:	1	2,640 Kilowatt	MAN B&W 6L35MC6.1
	Aux engine:	2	530 Kilowatt	Daihatsu 6DL-16AE
	Power packs:	2		Taiyo Electric Co / FE 540L-6
	Boilers:	1	0.75 Metric Tonnes/Hour	Alpha Laval / Aalborg OC
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:	13.6		

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: Dec 01, 2018 - Sohar

12. RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last): 1) Temryuk - Samsun / AYGAZ / LPG 2) Temryuk - Burgas / AYGAZ / LPG Mix 3) Odessa - Yarimca / AYGAZ / LPG MiiX
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: N/A
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)*: Contact Owners for details

	<i>* "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	
12.6	Date/Place of last SIRE inspection:	Nov 26, 2018 / Porbandar
12.7	Additional information relating to features of the ship or operational characteristics:	

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

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