

1. VESSEL DESCRIPTION	
1.1	Date updated: Jan 01, 2018
1.2	Vessel's name (IMO number): Gas Ionian (9522271)
1.3	Vessel's previous name(s) and date(s) of change: Not Applicable
1.4	Date delivered / Builder (where built): Jan 04, 2012 / STX Off Shore & Shipbuilding Co. Ltd
1.5	Flag / Port of Registry: Liberia / MONROVIA
1.6	Call sign / MMSI: D5A07 / 636015414
1.7	Vessel's contact details (satcom/fax/email etc.): Tel: 765092129/765092130 Fax: 765092131 Email: master.gasionian@amosconnect.com
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC): Other
1.9	Type of hull: Double Side
Classification	
1.10	Classification society: Korean Register
1.11	Class notation: +100A5 IW,ERS,BWM,NLST2D21 GAS CARRIER TYPE-2G, +MC, AUT, CM-PC.
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details: No (MEMORANDUMS)
1.13	If classification society changed, name of previous and date of change: DNV GL, Feb 13, 2017
1.14	IMO type, if applicable: 1,2,3
1.15	Does the vessel have ice class? If yes, state what level: No, N/A
1.16	Date / place of last dry-dock: Feb 13, 2017 / Dubai, U.A.E.
1.17	Date next dry dock due / next annual survey due: Feb 12, 2022 Feb 13, 2018
1.18	Date of last special survey / next special survey due: Feb 13, 2017 Feb 12, 2022
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating: No, N/A
1.20	Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? N/A Not Applicable
Dimensions	
1.21	Length overall (LOA): 120.40 Metres
1.22	Length between perpendiculars (LBP): 112.40 Metres
1.23	Extreme breadth (Beam): 19.80 Metres
1.24	Moulded depth: 11.20 Metres
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: 36.48 Metres 33.178 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM): 57.52 Metres 62.50 Metres
1.27	Distance bridge front to center of manifold: 34.90 Metres
1.28	Parallel body distances
	Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold: 13.50 Metres 18.75 Metres 27.45 Metres
	Aft to mid-point manifold: 26.55 Metres 34.05 Metres 46.15 Metres
	Parallel body length: 40.05 Metres 52.80 Metres 73.60 Metres
1.29	FWA/TPC at summer draft: 180.00 Millimetres 20.40 Metric Tonnes
1.30	Constant (excluding fresh water):
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel? DEEP SEA: DOUBLE DEEPEST DRAFT SHALLOW WATER: 10% OF DRAFT WHERE MEAN VALUE IS NOT LESS THAN 0.50 METERS
1.32	What is the max height of mast above waterline (air draft)
	Lightship: Full Mast Collapsed Mast
	Normal ballast: 21.70 Metres 18.398 Metres
	At loaded summer deadweight: 33.21 Metres 29.908 Metres
	27.67 Metres 24.368 Metres
Tonnages	
1.33	Net Tonnage: 2,741.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable): 9,134.00
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): 10,240.00 7,747.67

1.36	Panama Canal Net Tonnage (PCNT):	7,712.00
Ownership and Operation		
1.37	Registered owner - Full style:	Cloe Shipping & Trading Ltd 80 Broad Street, Monrovia Liberia Liberia Tel: +302108980446 Fax: +302109680964/+30210 Telex: 210385BENE/214286BEN Email: BENELUX@OTENET.GR Web: N/A Company IMO#: N/A
1.38	Technical operator - Full style:	Benelux Overseas Inc. 48, Possidonos ave. Glyfada 16675 GREECE Greece Tel: +302108980446 Fax: +302109680964/+30210 Telex: 210385BENE/214286BEN Email: info@benelux-ship.com Web: N/A Company IMO#: N/A
1.39	Commercial operator - Full style:	PISCES VESSEL CONSULTANTS LLC 204, Al Khaleej Centre, Mankhool Road, Bur Dubai. P.O. Box 47160, Dubai, (U.A.E.) United Arab Emirates Tel: +97143516747 Fax: +97143516757 Email: ops@piscsvessel.com Web: www.piscsvessel.com
1.40	Disponent owner - Full style:	N/A N/A Tel: N/A Fax: N/A Telex: N/A Email: N/A Web: N/A

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.2	Safety Radio Certificate (SRC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.3	Safety Construction Certificate (SCC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.4	International Loadline Certificate (ILC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.6	ISM Safety Management Certificate (SMC):	Jul 08, 2017	Not Applicable	Jul 07, 2022
2.7	Document of Compliance (DOC):	Sep 29, 2016	Oct 13, 2017	Sep 28, 2021
2.8	USCG Certificate of Compliance (COC):	Not Applicable	Not Applicable	Not Applicable
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Not Applicable	Not Applicable	Not Applicable
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2017	Not Applicable	Feb 20, 2018
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:	Jul 26, 2017	Not Applicable	Jan 26, 2018
2.12	U.S. Certificate of Financial Responsibility (COFR):	Not Applicable	Not Applicable	Not Applicable
2.13	Certificate of Class (COC):	Jul 03, 2017	Not Applicable	Jan 03, 2022
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.15	Certificate of Fitness (COF):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.16	International Energy Efficiency Certificate (IEEC):	Feb 13, 2017	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	Jul 08, 2017	Not Applicable	Jul 07, 2022
2.18	International Air Pollution Prevention Certificate (IAPPC):	Feb 13, 2017	Not Applicable	Jan 03, 2022
2.19	Maritime Labour Certificate (MLC):	Oct 30, 2013	Not Applicable	Aug 15, 2018
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)?	
2.23	ITF Blue Card expiry date:	

3.	CREW	
3.1	Nationality of Master:	Ukrainian
3.2	Number and Nationality of Officers:	7 Filipino, Russian,Ukraine
3.3	Number and Nationality of Crew:	11 FILIPINO, RUSSIAN
3.4	What is the common working language onboard:	ENGLISH
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p>Officers: SEA SERVICE SHIPPING CO. SA SEA SERVICE SHIPPING CO.SA: VIA LUGANETTO, 3 6962 VIGANELLO (LUGANO-CH). Tel: + 41 91 9761360 Fax: + 41 91 9761365 Email: CREW@SEASERVICE.CH Web: WWW.SEASERVICE.CH</p> <p>Crew: MARIMAR SHIPPING CO. MARIMAR SHIPPING CO. 1055 UNIT 3 METROPOLITAN TOWN HOMES, METROPOLITAN AVE., SAN ANTONIO VILLAGE 1203 MAKATI CITY, PHILIPPINES. Tel: + 632 8976364 Fax: + 632 8968720 Email: GMARIMAR@PLDSDL.NET</p>

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?	N/A
4.2	Qualified individual (QI) - Full style:	N/A N/A Tel: N/A Fax: N/A Telex: N/A Email: N/A Web: N/A
4.3	Oil Spill Response Organization (OSRO) - Full style:	N/A GL Emergency Response Service, emergency telephone Tel: +(49)4036149199 Fax: +(49)4036149325 Telex: N/A Email: ers@gl-group.com Web: www.dnvgl.com

5.	CARGO AND BALLAST HANDLING	
Double Hull Vessels		
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	No,

Loadline Information					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2.41 Metres	8.81 Metres	10,431.00 Metric Tonnes	15,322.70 Metric Tonnes
	Winter:	2.60 Metres	8.63 Metres	10,042.20 Metric Tonnes	14,933.90 Metric Tonnes
	Tropical:	2.23 Metres	9.00 Metres	10,821.50 Metric Tonnes	15,713.20 Metric Tonnes
	Lightship:	7.91 Metres	3.31 Metres	Not Applicable	4,891.70 Metric Tonnes
	Normal Ballast Condition:	5.87 Metres	5.34 Metres	3,552.61 Metric Tonnes	8,444.40 Metric Tonnes
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			N/A	
Cargo Tank Capacities					
5.4	Number of cargo tanks and total cubic capacity (98%):			8,927.054 Cu. Metres	
5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):			98 % Seg#1: 4464.533 m3 (COT#1) 98 % Seg#2: 4462.521 m3 (COT#2)	
5.6	Number of slop tanks and total cubic capacity (98%):			0 Cu. Metres	
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):			SBT	
SBT Vessels					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?			3,222.00 Cu. Metres	29.00 %
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:			N/A	
Cargo Handling and Pumping Systems					
5.12	How many grades/products can vessel load/discharge with double valve segregation:				2
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:			Yes Max 3,000 cub mtrs, per cargo tank for the following cargoes. Diethyl ether, Ethylamine, Ethylene oxide/Propylene oxide mixture with an ethylene oxide content of not more than 30% by mass, Isoprene, Isopropylamine, Propylene Oxide, Vinyl ethyl ether	
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	1	VERTICAL /	450 M3/HR	120 Metres
		1	CENTRIFUGAL PUMP WITH DOUBLE MECHANICAL SEAL	450 M3/HR	120 Metres
	Cargo Eductors:		N/A		
	Stripping:		N/A		
	Ballast Pumps:	2	VERTICAL SINGLE STAGE, CENTRIFUGAL, SELF-PRIMING	150 Cu. Metres/Hour	25 Metres
Ballast Eductors:	18	SEA WATER DRIVEN TYPE	50 Cu. Metres/Hour	15 Metres	
5.15	Max loading rate for homogenous cargo per manifold connection:			450 Cu. Metres/Hour	
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:			900.00 Cu. Metres/Hour	
5.17	How many cargo pumps can be run simultaneously at full capacity:			TWO	
Cargo Control Room					
5.18	Is ship fitted with a Cargo Control Room (CCR)?			Yes	
5.19	Can tank innage / ullage be read from the CCR?			Yes	
Gauging and Sampling					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?			Yes	
5.21	What type of fixed closed tank gauging system is fitted:			FLOAT TYPE	

5.22	Number of portable gauging units (example- MMC) on board:					
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:				Yes, All	
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:				Yes (HENRI SYSTEM FTLG 807 FLOAT TYPE LEVEL GAUGE.), FLOAT TYPE / CARGO TANK DOMES: 1 AND 2	
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:				Yes,	
Vapor Emission Control System (VECS)						
5.26	Is a Vapour Emission Control System (VECS) fitted?				Yes	
5.27	Number/size of VECS manifolds (per side):		2	300 Millimetres		
5.28	Number / size / type of VECS reducers:					
Venting						
5.29	State what type of venting system is fitted:				VENT RISER	
Cargo Manifolds and Reducers						
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?				Yes	
5.31	Total number / size of cargo manifold connections on each side:				4 / 200.00 Millimetres	
5.32	What type of valves are fitted at manifold:				BUTTERFLY, HYDRAULIC VALVE	
5.33	What is the material/rating of the manifold:				SUS316L /	
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:					
5.35	Distance between cargo manifold centers:				4,200.00 Millimetres	
5.36	Distance ships rail to manifold:				2,100.00 Millimetres	
5.37	Distance manifold to ships side:				2,100.00 Millimetres	
5.38	Top of rail to center of manifold:				200.00 Millimetres	
5.39	Distance main deck to center of manifold:				3,000.00 Millimetres	
5.40	Spill tank grating to center of manifold:				1,200.00 Millimetres	
5.41	Manifold height above the waterline in normal ballast / at SDWT condition:		8.82 Metres	5.41 Metres		
5.42	Number / size / type of reducers:				1 x 203/254mm (8/10") 1 x 203/203mm (8/8") 2 x 203/152mm (8/6") 2 x 152/152mm (6/6") 2 x 152/102mm (6/4") ANSI	
5.43	Is vessel fitted with a stern manifold? If yes, state size:				N/A,	
Heating						
5.44	Cargo / slop tanks fitted with a cargo heating system?		Type	Coiled	Material	
	Cargo Tanks:		Shell & Tube Heat Exchange with titanium Tubes			
	Slop Tanks:					
5.45	Maximum temperature cargo can be loaded / maintained:				-48.0 °C / -54.4 °F -48 °C / -54.4 °F	
5.46	Minimum temperature cargo can be loaded / maintained:				15.0 °C / 59.0 °F -10.0 °C / 14.0 °F	
Coating / Anodes						
5.47	Tank Coating	Coated	Type	To What Extent	Anodes	
	Cargo tanks:	N/A	Not Applicable	N/A	N/A	
	Ballast tanks:	Yes	EPOXY	FULLY COATED	Yes	
	Slop tanks:	N/A	N/A	N/A		
6. INERT GAS AND CRUDE OIL WASHING						
6.1	Is a Crude Oil Washing (COW) installation fitted / operational?				N/A / N/A	
6.2	Is an Inert Gas System (IGS) fitted / operational?				Yes / Yes	
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Nitrogen Generator	
7. MOORING						
7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength

	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56.00 Millimetres	POLYPROPYLENE+POLYSTER	220.00 Metres	60.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	56.00 Millimetres	POLYPROPYLENE+POLYSTER	220.00 Metres	60.00 Metric Tonnes
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	8	56.00 Millimetres	POLYPROPYLENE+POLYSTER	200.00 Metres	57.80 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	8	55.00 Millimetres	POLYPROPYLENE+POLYSTER	200.00 Metres	57.80 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	DOUBLE DRUM	HYDRAULIC POWER PACK	45.60 Metric Tonnes	
	Main deck fwd:	0	N/A	N/A		
	Main deck aft:	0	N/A	N/A		
	Poop deck:	2	DOUBLE DRUM	HYDRAULIC POWER PACK	45.60 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		6	64 Metric Tonnes	5	64 Metric Tonnes
	Main deck fwd:		0		0	
	Main deck aft:		0		0	
	Poop deck:		4	64 Metric Tonnes	4	64 Metric Tonnes
Anchors/Emergency Towing System						
7.7	Number of shackles on port / starboard cable:				11 / 11	
7.8	Type / SWL of Emergency Towing system forward:				Not Applicable	
7.9	Type / SWL of Emergency Towing system aft:				Not Applicable	
Escort Tug						
7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				Not Applicable 46.00 Metric Tonnes	
7.11	What is SWL of bollard on poop deck suitable for escort tug:				46.00 Metric Tonnes	
Bow/Stern Thruster						
7.12	What is brake horse power of bow thruster (if fitted):				N/A,	
7.13	What is brake horse power of stern thruster (if fitted):				N/A,	
Single Point Mooring (SPM) Equipment						
7.14	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)'?					
7.15	If fitted, how many chain stoppers:				0	
7.16	State type / SWL of chain stopper(s):				Not Applicable	
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:					
7.18	Distance between the bow fairlead and chain stopper/bracket:					
7.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:				Yes Not Applicable	

Lifting Equipment		
7.20	Derrick / Crane description (Number, SWL and location):	Derricks: 2 x 0.3 Tonnes, Cranes: 1 x 4 Tonnes - 1 Cargo hose handling crane - midship - max outboard 2.9 meters - swl 4 mt - 1 Provision crane - poop deck stbd side - max outboard 3.15 meters - swl 1.5 mt - 2 bunker hose handling davits - port and stbd sides poop deck in front of accommodation. swl 0.3 mt - Engine room crane - swl 1.5 mt
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:	5.00 Metres
Ship To Ship Transfer (STS) / Helicopter Operations		
7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:	No,

8. MISCELLANEOUS				
Engine				
8.1	Speed		Maximum	Economic
	Ballast speed:		15 Knots (WSNP)	12 Knots (WSNP)
	Laden speed:		14 Knots (WSNP)	11.50 Knots (WSNP)
8.2	What type of fuel is used for main propulsion / generating plant:		HFO/MDO/LSFO/LSMDO	HFO/MGO/LSHFO/LSMDO
8.3	Type / Capacity of bunker tanks:		Fuel Oil: 973 Cu. Metres Diesel Oil: 151.90 Cu. Metres Gas Oil: 0 Cu. Metres	
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Fixed	
8.5	Engines	No	Capacity	Make/Type
	Main engine:	1		STX/MAN-B&W (7S35MC-C Mk7)
	Aux engine:	3		Four stroke diesel engine - MAN 6L21/31 3 x 1,100
	Power packs:			
	Boilers:	1	1.20 Metric Tonnes/Hour	BOILER MISSION TM OC AALBORG No 24514 21901
Emissions				
8.6	Main engine IMO NOx emission standard:		Tier II	
8.7	Energy Efficiency Design Index (EEDI) rating number:			
Insurance				
8.8	P & I Club - Full Style:		WEST OF ENGLAND BP 841, 33 BOULEVARD PRINCE HENRI L-1724 LUXEMBOURG Tel: +3524700671 Fax: +352225253 Email: mail@westpandi.com Web: www.westpandi.com	
8.9	P & I Club pollution liability coverage / expiration date:		1,000,000,000 US\$	Feb 20, 2018
8.10	Hull & Machinery insured by - Full Style:		TALBOT 60 Threadneedle Street London EC2R 8HP United Kingdom Tel: +442075503500	
8.11	Hull & Machinery insured value / expiration date:		28,000,000.00 US\$	Dec 18, 2017
Recent Operational History				
8.12	Date and place of last Port State Control inspection:		Jul 04, 2017 / Mesaieed, Qatar	

8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No
8.14	Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? If yes, full description:	Pollution: No, N/A Grounding: No, Casualty: No, Collision: No,
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	1-st Last : VCM / Muntajat / Mesaieed, Qatar - Ratnagiri/Cuddalore, India 2-nd Last: VCM / Muntajat / Mesaieed, Qatar - Cuddalore, India 3-rd Last: VCM / Muntajat / Mesaieed, Qatar - Cuddalore, India
8.16	Date/place of last STS operation:	n/a
Vetting		
8.17	Date of last SIRE inspection:	Sep 25, 2017
8.18	Date of last CDI inspection:	Apr 26, 2017
8.19	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>	
Additional Information		
8.20	Additional information relating to features of the ship or operational characteristics:	

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