1.	**VESSEL DESCRIPTION**			
1.1	Date updated:		Sep 03, 2015	
1.2	Vessel's name:		Gaschem Caribic	
1.3	IMO number:		9371684	
1.4	Vessel's previous name(s) and date(s) of change:		Not Applicable	
1.5	Date delivered:		Jan 25, 2011	
1.6	Builder (where built):		Severnav Shipyard, Turnu Severin, Romania	
1.7	Flag:		Liberia	
1.8	Port of Registry:		Monrovia	
1.9	Call sign:		A8UB4	
1.10	Vessel's satcom phone number:		+870 772001899	
	Vessel's fax number:		(Fleet BB) +870 783184473	
	Vessel's telex number:		(Sat C) 463708867 OR (SAT C) 463708868	
	Vessel's email address:		gaschemcaribic@les-raisting.de	
1.11	Type of vessel:		Gas	
1.12	Type of hull:		Double Bottom	
Classification				
1.13	Classification society:		Germanischer Lloyd	
1.14	Class notation:		+100 A5 with freeboard 3.315 m NAV-O ERS NLS Liquefied Gas Tanker Type -2G / MC AUT INERT	
1.15	If Classification society changed, name of previous society:			
1.16	If Classification society changed, date of change:		Not Applicable	
1.17	IMO type, if applicable:		N/A	
1.18	Does the vessel have ice class? If yes, state what level:		No,	
1.19	Date / place of last dry-dock:		Not Applicable	Not Applicable
1.20	Date next dry dock due		Jan 24, 2016	
1.21	Date of last special survey / next survey due:		Not Applicable	Jan 24, 2016
1.22	Date of last annual survey:		Mar 28, 2015	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			
1.24	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	
Dimensions				
1.25	Length Over All (LOA):			129 Metres
1.26	Length Between Perpendiculars (LBP):			122.43 Metres
1.27	Extreme breadth (Beam):			17.80 Metres
1.28	Moulded depth:			11.90 Metres
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		35 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		59.65 Metres	69.35 Metres
1.31	Distance bridge front to center of manifold:			40 Metres
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	10.53 Metres	17.12 Metres	19.25 Metres
	Aft to mid-point manifold:	25.88 Metres	38.88 Metres	40.78 Metres
	Parallel body length:	36.41 Metres	44.49 Metres	58.31 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:		179 Millimetres	19.20 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		31.65 Metres	0 Metres
	Normal ballast:		29.85 Metres	0 Metres
	At loaded summer deadweight:		26.40 Metres	0 Metres
Tonnages				
1.35	Net Tonnage:		2,202	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):		7,313	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		7,939	6,085

1.38	Panama Canal Net Tonnage (PCNT):				6,196
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	3.315 Metres	8.60 Metres	9,305 Metric Tonnes	13,735 Metric Tonnes
	Winter:	3.315 Metres	8.60 Metres	9,133 Metric Tonnes	13,735 Metric Tonnes
	Tropical:	3.315 Metres	8.60 Metres	9,133 Metric Tonnes	13,735 Metric Tonnes
	Lightship:	8.50 Metres	3.35 Metres		4,600 Metric Tonnes
	Normal Ballast Condition:	6.75 Metres	5.15 Metres	2,935 Metric Tonnes	7,535 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?				
Ownership and Operation					
1.42	Registered owner - Full style:			Chemgas Schiffahrts GmbH & Co. MT " NEISSE " KG Koenigstrasse 23, D - 26789 LEER, GERMANY Tel: +49-491-9288 0 Fax: +49-491-9288 201 Telex: Not Applicable Email: inspection-tanker@hartmann-reederei.de	
1.43	Technical operator - Full style:			Hartmann Gas Carriers Germany GmbH & Co. KG Koenigstrasse 23, D - 26789 LEER, GERMANY Tel: +49-491-9288 0 Fax: +49-491-9288 201 Telex: Not Applicable Email: inspection-tanker@hartmann-reederei.de Company IMO#: 1220552	
1.44	Commercial operator - Full style:			Gaschem Services GmbH & Co. KG Am Sandtorkai 77 - 9th Floor, 20457 Hamburg / Germany Tel: +49-40-325870 0 Fax: +49-40-325870 70 Email: gaschem@gaschem.de	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 01, 2012	Mar 28, 2015	Jan 24, 2016
2.2	Safety Radio Certificate:	May 09, 2011	Mar 28, 2015	Jan 24, 2016
2.3	Safety Construction Certificate:	Jan 02, 2012	Mar 28, 2015	Jan 24, 2016
2.4	Loadline Certificate:	May 24, 2011	Mar 28, 2015	Jan 24, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 24, 2011	Mar 28, 2015	Jan 24, 2016
2.6	Safety Management Certificate (SMC):	Jun 22, 2011	May 06, 2014	May 27, 2016
2.7	Document of Compliance (DOC):	Dec 17, 2012	Feb 13, 2015	Dec 29, 2017
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Not Applicable		Not Applicable
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Jan 06, 2015		Feb 20, 2016
2.11	U.S. Certificate of Financial Responsibility (COFR):	Jan 14, 2014		Jan 14, 2017
2.12	Certificate of Fitness (Chemicals):	May 09, 2011	Mar 28, 2015	Jan 24, 2016
2.13	Certificate of Fitness (Gas):	May 31, 2011	Mar 28, 2015	Jan 24, 2016
2.14	Certificate of Class:	Dec 30, 2011	Mar 28, 2015	Jan 24, 2016

2.15	International Ship Security Certificate (ISSC):	Jun 21, 2011	May 06, 2014	May 27, 2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	May 09, 2011		Jan 24, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Jan 30, 2012	Mar 28, 2015	Jan 24, 2016
Documentation				
2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:		Yes	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:		Yes	

3.	**CREW MANAGEMENT**	
3.1	Nationality of Master:	German
3.2	Nationality of Officers:	German, Polish, Filipino, Ukranian
3.3	Nationality of Crew:	Filipino, Polish, Croatian
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Hartmann Schiffahrts GmbH & Co.KG Koenigstrasse 23, 26789 Leer, Germany Tel: +49-491-92 88 0 Fax: +49-491-92 88 201 Telex: Not Applicable Email: inspection-tanker@hartmann-reederei.de Crew: Seagiant Shipmanagement Ltd Hartmann House, 32 Miltonos Street, CY-3051 Limassol/Cyprus Tel: +357 25 585 439 Fax: +357 25 585 686 Email: personnel@intership-cyprus.com
3.5	What is the common working language onboard:	English
3.6	Do officers speak and understand English:	Yes
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	Yes

4.	**HELICOPTERS**	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	N/A
4.2	If Yes, state whether winching or landing area provided:	

5.	**FOR USA CALLS**	
5.1	Has the vessel Operator submitted a Vessel Spill Response Plan to the US Coast Guard which has been approved by official USCG letter:	Yes
5.2	Qualified individual (QI) - Full style:	ECM Maritime Services Tel: +1-609-5140202
5.3	Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Response Corporation Tel: +1-800-259 6772, +1- Fax: +1-703-326 5660
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	N/A

6.	**CARGO AND BALLAST HANDLING**	
Double Hull Vessels		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	No
6.2	If Yes, is bulkhead solid or perforated:	
Cargo Tank Capacities		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	
6.4	Total cubic capacity (98%, excluding slop tanks):	8,227 Cu. Metres
6.5	Slop tank(s) capacity (98%):	0 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	

6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):		SBT	
SBT Vessels				
6.8	What is total capacity of SBT?		1,737 Cu. Metres	
6.9	What percentage of SDWT can vessel maintain with SBT only:		19 %	
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)		Yes	
Cargo Handling				
6.11	How many grades/products can vessel load/discharge with double valve segregation:		2	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		1,250 Cu. Metres/Hour	
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		1,020 Cu. Metres/Hour	
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		No Not Applicable	
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	21	Centrifugal	170 M3/HR
	Stripping:			
	Eductors:			
	Ballast:	2	Centrifugal	150 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
Cargo Control Room				
6.17	Is ship fitted with a Cargo Control Room (CCR):		Yes	
6.18	Can tank innage / ullage be read from the CCR:		Yes	
Gauging and Sampling				
6.19	Can ship operate under closed conditions in accordance with ISGOTT:		Yes	
6.20	What type of fixed closed tank gauging system is fitted:		Floating	
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:		Yes	
6.23	Number/size of VRS manifolds (per side):			100 Millimetres
Venting				
6.24	State what type of venting system is fitted:		mast riser	
Cargo Manifolds				
6.25	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment':		Yes	
6.26	What is the number of cargo connections per side:		2	
6.27	What is the size of cargo connections:			203 Millimetres
6.28	What is the material of the manifold:		Stainless Steel	
Manifold Arrangement				
6.29	Distance between cargo manifold centers:			4,500 Millimetres
6.30	Distance ships rail to manifold:			3,100 Millimetres
6.31	Distance manifold to ships side:			3,200 Millimetres
6.32	Top of rail to center of manifold:			330 Millimetres
6.33	Distance main deck to center of manifold:			1,100 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:		7.50 Metres	4.40 Metres
6.35	Number / size reducers:		1 x 100/75mm (4/3") 1 x 100/100mm (4/4") 1 x 250/200mm (10/8") 1 x 150/100mm (6/4") 2 x 200/150mm (8/6")	
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:		No	

6.37	If stern manifold fitted, state size:			
Cargo Heating				
6.38	Type of cargo heating system?		MPHE	
6.39	If fitted, are all tanks coiled?		No	
6.40	If fitted, what is the material of the heating coils:			
6.41	Maximum temperature cargo can be loaded/maintained:			
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	Not Applicable	
	Ballast tanks:	Yes	Whole Tank	fully coated
	Slop tanks:	N/A		
6.43	If fitted, what type of anodes are used:			

7.	**INERT GAS AND CRUDE OIL WASHING**	
7.1	Is an Inert Gas System (IGS) fitted:	Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Nitrogen Generator
7.3	Is a Crude Oil Washing (COW) installation fitted:	N/A

8.	**MOORING**					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	50 Millimetres	PP/PE Tipto winch	110 Metres	55.60 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	50 Millimetres	PP/PE Tipto winch	110 Metres	55.60 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimetres	PP/PE Tipto-Eight	220 Metres	54 Metric Tonnes
	Main deck fwd:	1				
	Main deck aft:					
	Poop deck:	4	56 Millimetres	PP/PE Tipto-Eight	220 Metres	54 Metric Tonnes
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2	Double Drums	33 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			2	Double Drums	33 Metric Tonnes
8.6	Mooring bitts				No.	SWL
	Forecastle:				9	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:				5	
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					

Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:		
8.9	Type / SWL of Emergency Towing system aft:		
Anchors			
8.10	Number of shackles on port cable:		
8.11	Number of shackles on starboard cable:		
Escort Tug			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	24 Metric Tonnes	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		27 Metric Tonnes
Bow/Stern Thruster			
8.14	What is brake horse power of bow thruster (if fitted):	612 bhp	456.36 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):		0 Kilowatt
Single Point Mooring (SPM) Equipment			
8.16	Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)':	N/A	
8.17	Is vessel fitted with chain stopper(s):	No	
8.18	How many chain stopper(s) are fitted:	0	
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		
8.22	Distance between the bow fairlead and chain stopper/bracket:		
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	N/A	
Lifting Equipment			
8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 4 Tonnes,	
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		2 Metres
Ship To Ship Transfer (STS)			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	No	

9.	**MISCELLANEOUS**		
Engine Room			
9.1	What type of fuel is used for main propulsion?	IFO 380	
9.2	What type of fuel is used in the generating plant?	MGO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	761.20 Cu. Metres	209.80 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
Insurance			
9.5	P & I Club - Full Style:	SKULD	
9.6	P & I Club coverage - pollution liability coverage:	1,000,000,000 US$	
Port State Control			
9.7	Date and place of last Port State Control inspection:	Aug 12, 2015 / Houston	
9.8	Any outstanding deficiencies as reported by any Port State Control:	No	
9.9	If yes, provide details:	N/A	
Recent Operational History			
9.10	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 , N/A Serious casualty: No , N/A Collision: No , N/A	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Ethylene / Mitsubishi / Houston - Antwerp, Butene+CC4 / PMI / Houston - Coatzacoalcos+Tampico, Butene / Evonik / Antwerp - Houston	

Vetting		
9.12	Date/Place of last SIRE Inspection:	Jun 25, 2015 / Houston
9.13	Date/Place of last CDI Inspection:	Jan 09, 2015 / Kaarsto
9.14	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.*	INEOS

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