

1.	VESSEL DESCRIPTION		
1.1	Date updated:	12.08.2015	
1.2	Vessel's name:	LEONID KOMOGORTSEV	
1.3	IMO number:	9262170	
1.4	Vessel's previous name(s) and date(s) of change:	MT MORINA, 02.10.2014	
1.5	Date delivered:	20.02.2004	
1.6	Builder (where built):	Celik Tekhne Shipyard, Turkey	
1.7	Flag:	Russia	
1.8	Port of Registry:	Novorossiysk	
1.9	Call sign:	UDGW	
1.10	Vessel's satcom phone number:		
	Vessel's fax number:	N/a	
	Vessel's telex number:	N/a	
	Vessel's email address:	I.Komogortsev.dtk@mail.ru	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double hull	
Classification			
1.13	Classification society:	Russian Maritime Register of Shipping	
1.14	Class notation:	KM ☆ ICE2 AUT2 OIL TANKER (ESP)	
1.15	If Classification society changed, name of previous society:	American Bureau of Shipping	
1.16	If Classification society changed, date of change:	10.09.2014	
1.17	IMO type, if applicable:	IMO Type 2	
1.18	Does the vessel have ice class? If yes, state what level:	YES / Ice1	
1.19	Date / place of last dry-dock:	24 .02. 2014	Turkey
1.20	Date next dry dock due	20.02.2017	
1.21	Date of last special survey / next survey due:	24.02.2014	February 2019
1.22	Date of last annual survey:	20.05. 2015	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	N/A	
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):	119.10 m	
1.26	Length Between Perpendiculars (LBP):	112.19 m	
1.27	Extreme breadth (Beam):	16.90 m	
1.28	Moulded depth:	8.40 m	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	36.20 m	N/A
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	58.80 m	60.30 m
1.31	Distance bridge front to center of manifold:	35.60 m	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	24.10 m	26.70 m
	Aft to mid-point manifold:	23.80 m	26.70 m
	Parallel body length:	48.0 m	53.40 m
1.33	FWA at summer draft / TPC immersion at summer draft:	140 mm	16.835 mt
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	33.94 m	0.000 m
	Normal ballast:	31.77 m	0.000 m
	At loaded summer deadweight:	29.45	0.000 m
Tonnages			
1.35	Net Tonnage:	2240	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	4471	N/A
1.37	Suez Canal Tonnage – Gross (SCGT) / Net (SCNT):	5204.58	4090.86

1.38	Panama Canal Net Tonnage (PCNT):			3816	
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.673 m	6.755 m	6937.6 mt	9934.6 mt
	Winter:	1.813 m	6.615 m	6702.1 mt	9699.1 mt
	Tropical:	1.533 m	6.895 m	7175.4 mt	10172.4 mt
	Lightship:	6.172 m	2.256 m	0	2997.0 mt
	Normal Ballast Condition:	4.001 m	4.427 m	3230 mt	6227 mt
1.40	Does vessel have multiple SDWT?			NO	
1.41	If yes, what is the maximum assigned deadweight?			N/A	
Ownership and Operation					
1.42	Registered owner - Full style:			DATA SHIPPING LIMITED 35A, Regent Str., Jasmine Court P.O.Box 1777 Belize Cite, Belize Tel: +357 2585 9720; Fax: +357 2574 8778 E-mail: erbs_shipping@transbunker.com	
1.43	Technical operator - Full style:			Far-Eastern Tanker Company Ltd, 1A, Odesskaya Street, Vanino, Khabarovsk reg., Russia, 682860 Tel: +7 495 42137 51102; Fax: +7 495 42137 51046; E-mail: tanker@dtk.transbunker.ru	
1.44	Commercial operator - Full style:			Far-Eastern Tanker Company Ltd, 1A, Odesskaya Street, Vanino, Khabarovsk reg., Russia, 682860 Tel: +7 495 42137 51102; Fax: +7 495 42137 51046; E-mail: tanker@dtk.transbunker.ru	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	31 TH OCT. 2014	N/A	20 TH FEB. 2019
2.2	Safety Radio Certificate:	31 TH OCT. 2014	N/A	20 TH FEB. 2019
2.3	Safety Construction Certificate:	31 TH OCT. 2014	N/A	20 TH FEB. 2019
2.4	Loadline Certificate:	31 TH OCT. 2014	N/A	20 TH FEB. 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	31 TH OCT. 2014	N/A	20 TH FEB. 2019
2.6	Safety Management Certificate (SMC):	15.06.2015	04.05.2015	03 rd MAY 2020
2.7	Document of Compliance (DOC):	28 TH NOV 2013	03 TH DEC. 2014	08 TH DEC. 2018
2.8	USCG (specify: COC, LOC or COI):	N/A		
2.9	Civil Liability Convention Certificate (CLC):	19 TH AUG. 2015		24 TH AUG. 2016
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	19 TH AUG. 2015		24 TH AUG. 2016
2.11	U.S. Certificate of Financial Responsibility (COFR):	N/A		
2.12	Certificate of Fitness (Chemicals):		N/A	
2.13	Certificate of Fitness (Gas):	N/A		
2.14	Certificate of Class:	20 TH May. 2015	20.05.2015	20 TH MAY. 2019
2.15	International Ship Security Certificate (ISSC):	20 TH May. 2015	20 TH May 2015	19 TH MAY 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	31 TH OCT. 2014		20 TH FEB. 2019
2.17	International Air Pollution Prevention Certificate (IAPP):	31 TH OCT. 2014	N/A	20 TH FEB. 2019
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:	RUSSIAN	
3.2	Nationality of Officers:	RUSSIAN	
3.3	Nationality of Crew:	RUSSIAN	
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Far Eastern Tanker Company Ltd IMO No. 5157422	
3.5	What is the common working language onboard:	RUSSIAN	
3.6	Do officers speak and understand English:	YES	
3.7	In case of Flag Of Convenience, is the ITF Special Agreement on board:	N/A	

4.	HELICOPTERS		
4.1	Can the ship comply with the ICS Helicopter Guidelines:	NO	
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:	NO	
5.2	Qualified individual (QI) - Full style:	NO	
5.3	Oil Spill Response Organization (OSRO) -Full style:	NO	
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	NO	

6.	CARGO AND BALLAST HANDLING			
Double Hull Vessels				
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	YES		
6.2	If Yes, is bulkhead solid or perforated:	Solid		
Cargo Tank Capacities				
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg.#1 (No.1 P/S): 658.44 m3 Seg.#2 (No.2 P/S): 1479.16 m3 Seg.#3 (No.3 P/S): 1273.84 m3 Seg.#4 (No.4 P/S): 1574.52 m3 Seg.#5 (No.5 P/S): 1274.04 m3 Seg.#6 (No.6 P/S): 1464.66 m3		
6.4	Total cubic capacity (98%, excluding slop tanks):	7881.18 m3		
6.5	Slop tank(s) capacity (98%):	156.52 m3		
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	156.52 m3		
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?	2890.54 m3		
6.9	What percentage of SDWT can vessel maintain with SBT only:	23.0%		
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:	13		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	450 m3/hr		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	1,237 m3/hr		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	NO		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	12	Marflex mdpd-100	200 m3/hr
		1	Marflex mdp-80	100 m3/hr
		1	Marflex msp-80 portable	70 m3/hr

	Stripping:	N/A		
	Eductors:	N/A		
	Ballast:	2	Desmi-Electric	250 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	6 pumps/1200 m3/hr		
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:	SAAB Tank radar system		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes/All tanks		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	1 Port/Starboard	150 mm	
Venting				
6.24	State what type of venting system is fitted:	Separate High velocity PV System		
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:	13+2 & 1 Aft Side		
6.27	What is the size of cargo connections:	150 mm + 250 mm & 250 mm		
6.28	What is the material of the manifold:	Stainless steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	860 mm		
6.30	Distance ships rail to manifold:	3800 mm		
6.31	Distance manifold to ships side:	3950 mm		
6.32	Top of rail to center of manifold:	800 mm		
6.33	Distance main deck to center of manifold:	10" 2430 mm/6" 2080 mm		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	6294 m	4103 m	
6.35	Number / size reducers:	4 x 250/200 mm 4 x 200/150 mm 2 x 150/125 mm 2 x 150/100 mm		
Stern Manifold				
6.36	Is vessel fitted with a stern manifold:	Yes		
6.37	If stern manifold fitted, state size:	250 mm		
Cargo Heating				
6.38	Type of cargo heating system?	Thermal oil		
6.39	If fitted, are all tanks coiled?	YES		
6.40	If fitted, what is the material of the heating coils:	Stainless steel		
6.41	Maximum temperature cargo can be loaded/maintained:	85 °C	66 °C	
Tank Coating				
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks	Epoxy	Sigma Phenguard	Whole Tank
	Ballast tanks:	Epoxy	Sigma Phenguard	Whole Tank
	Slop tanks:	Epoxy	Sigma Phenguard	Whole Tank
6.43	If fitted, what type of anodes are used:	Zink		
7. INERT GAS AND CRUDE OIL WASHING				
7.1	Is an Inert Gas System (IGS) fitted:	NO		
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	NO		
7.3	Is a Crude Oil Washing (COW) installation fitted:	NO		
8. MOORING				

8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	5	64 mm	Mixo 40-60	220 m	76 mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	56 mm	Mixo 40-60	220 m	56 mt
8.4	Other mooring lines		Diameter	Material	Length	Breaking Strength
	Forecastle:	5	64 mm	Mixo 40-60	220 m	76 mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	1	56 mm	Mixo 40-60	220 m	56 mt
8.5	Mooring winches			No.	# Drums	Brake Capacity
	Forecastle:			2 Port/Starboard	2	22 mt
	Main deck fwd:					
	Main deck aft:					
	Poop deck:			2 Port/Starboard	2	22 mt
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	50 mt
	Main deck fwd:				2	50 mt
	Main deck aft:				2	50 mt
	Poop deck:				4+1	50 mt+80 mt
8.7	Closed chocks and/or fairleads of enclosed type					
	Forecastle:				11+5	50 mt+80 mt
	Main deck fwd:				2	50 mt
	Main deck aft:				2	50 mt
	Poop deck:				9+3	50 mt+80 mt
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				22 mm/35 m	30.5 mt
8.9	Type / SWL of Emergency Towing system aft:				22 mm/35 m	30.5 mt
Anchors						
8.10	Number of shackles on port cable:				9	
8.11	Number of shackles on starboard cable:				9	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				40 mt	
8.13	What is SWL of bollard on poopdeck suitable for escort tug:				40 mt	
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				Rolls Royce Ulstein transverse thrusters 400 BHP	300KW
8.15	What is brake horse power of stern thruster (if fitted):				N/A	N/A
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):				N/A	

8.18	How many chain stopper(s) are fitted:	N/A
8.19	State type of chain stopper(s) fitted:	N/A
8.20	Safe Working Load (SWL) of chain stopper(s):	N/A
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	N/A
8.22	Distance between the bow fairlead and chain stopper/bracket:	N/A
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):	Gurdesan-Midship Cranes: 1 x 5 mt Gurdesan-Aft Starboard: 1 x 2 mt
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	2 m/7 m
Ship To Ship Transfer (STS)		
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):	YES

9.	MISCELLANEOUS		
Engine Room			
9.1	What type of fuel is used for main propulsion?	Main Engine MAN 5L35MC-VSB 3250 KW AT 210 RPM Fuel: HFO-380 cst	
9.2	What type of fuel is used in the generating plant?	MGO (3 x Demp/MAN Gen.) Diesel/500 kw/Turbo Alternator/1500 rpm/400V	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	332.59 m3	60.36 m3
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	PITCH PROPELLERS	
Insurance			
9.5	P & I Club - Full Style:	OJSC"SOGAZ INSURANCE GROUP" ,10 Akademika Sakharova Avenue,Moscow,107078,Russia	
9.6	P & I Club coverage - pollution liability coverage:	US\$ 1.000 million	
Port State Control			
9.7	Date and place of last Port State Control inspection:	02.09.2015/Nakhodka -Russia.	
9.8	Any outstanding deficiencies as reported by any Port State Control:	NO	
9.9	If yes, provide details:		
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:	NO	
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	GAS OIL/JAT OIL/GASOLINE	
Vetting			
9.12	Date/Place of last SIRE Inspection:	24.07.2013 ALIAGA / IZMIR	
9.13	Date/Place of last CDI Inspection:	11.10.2010 ANTALYA / TURKEY	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.	18.03.2013 ADRIATIC VETTING 28.08.2013 OMV PO VETTING 24.09.2013 TUPRAS VETTING 23.10.2013 ADRIATIC VETTING 17.11.2013 RNA VETTING	

Version 3 ([INTERTANKO](#) / [Q88.com](#))