

<b>1. GENERAL INFORMATION</b>			
1.1	Date updated:	Jan 22, 2019	
1.2	Vessel's name (IMO number):	Leo (9066473)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered/Builder (where built):	/	
1.5	Flag/Port of Registry:	Malaysia/PORT KELANG	
1.6	Call sign/MMSI:	9MVP2/533130401	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: Fax: +6012 271 8123 Email: my.leo.pkg@gmail.com	
1.8	Type of vessel (as described in Form A or Form B Q1.11 of the IOPPC):	Oil Tanker	
1.9	Type of hull:	Double Bottom	
<b>Ownership and Operation</b>			
1.10	Registered owner - Full style:	FULTON MARINE SDN BHD 19-E Level 19, Top Glove Tower,16 Pesiaran Setia Dagang Setia Alam, Seksyen U13, 40170 Shah Alam Selangor, Malaysia Tel: +603 3359 3355 Fax: +603 3362 5500 Email: marine@fultonn.com	
1.11	Technical operator - Full style:	FULTONN PETROLEUM SDN BHD 19-E Level 19,Top Glove Tower,16 Pesiaran Setia Dagang, Setia Alam, Seksyen U13,40170 Shah Alam Selangor. Malaysia Tel: +603 3359 3355 Fax: +603 3362 5500 Email: marine@fultonn.com	
1.12	Commercial operator - Full style:	FULTONN MARINE SDN BHD 19-E Level 19 Top Glove Tower, 16 Pesiaran Setia Dagang Setia Alam, Seksyen U13,40170 Shah Alam, Selangor. Malaysia Tel: +603 3359 3355 Fax: +60 3 3362 5500 Email: marine@fultonn.com	
1.13	Disponent owner - Full style:		
<b>Insurance</b>			
1.14	P & I Club - Full Style:	Loadestar Marine Limited 4 Floor,88 Leadnhall Street London EC3A 3BP, United Kingdom	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Dec 13, 2019
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	MSIG	
1.17	Hull & Machinery insured value/expiration date:	3,717,100 US\$	May 19, 2019
<b>Classification</b>			
1.18	Classification society:	Nippon Kaiji Kyokai	
1.19	Class notation:		
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:	N/A,	
1.23	Date/place of last dry-dock:	Sep 26, 2018/ST Marine Singapore	
1.24	Date next dry dock due/next annual survey due:	Dec 29, 2020	Mar 29, 2019
1.25	Date of last special survey/next special survey due:	Dec 30, 2015	Dec 29, 2020
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	,	
<b>Dimensions</b>			
1.27	Length overall (LOA):	104.81 Metres	
1.28	Length between perpendiculars (LBP):	97.83 Metres	
1.29	Extreme breadth (Beam):	15.50 Metres	

1.30	Moulded depth:			7.65 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			31.00 Metres	
1.32	Distance bridge front to center of manifold:			26.50 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			47.80 Metres	48.80 Metres
1.34	Parallel body distances	Lightship	Normal Ballast	Summer Dwt	
	Forward to mid-point manifold:	51.20 Metres	51.20 Metres		
	Aft to mid-point manifold:				
	Parallel body length:				
Tonnages					
1.35	Net Tonnage:			1,482	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			3,245	
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):				
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	1.376 Metres	6.30 Metres	4,993 Metric Tonnes	6,827 Metric Tonnes
	Winter:	1.59 Metres	6.24 Metres	4,800 Metric Tonnes	6,700 Metric Tonnes
	Tropical:	1.32 Metres	6.50 Metres	5,180 Metric Tonnes	6,950 Metric Tonnes
	Lightship:	5.79 Metres	2.30 Metres	-	1,834 Metric Tonnes
	Normal Ballast Condition:	5.03 Metres	2.80 Metres	820 Metric Tonnes	2,670 Metric Tonnes
	Segregated Ballast Condition:				
1.40	FWA/TPC at summer draft:			122.00 Millimetres	1,220 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?				
1.44	What is the max height of mast above waterline (air draft)			Full Mast	Collapsed Mast
	Summer deadweight:			24.70 Metres	0 Metres
	Normal ballast:			27.50 Metres	0 Metres
	Lightship:			28.97 Metres	0 Metres

<b>2.</b>	<b>CERTIFICATES</b>	<b>Issued</b>	<b>Last Annual</b>	<b>Last Intermediate</b>	<b>Expires</b>
2.1	Safety Equipment Certificate (SEC):	Jan 03, 2019	Jan 03, 2019		Dec 29, 2020
2.2	Safety Radio Certificate (SRC):	Jan 03, 2019	Jan 03, 2019		Dec 29, 2020
2.3	Safety Construction Certificate (SCC):	Jan 03, 2019	Jan 15, 2018		Dec 29, 2020
2.4	International Loadline Certificate (ILC):	Jan 03, 2019	Oct 11, 2018		Dec 29, 2020
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jan 03, 2019	Jan 15, 2018	Oct 11, 2018	Dec 29, 2020
2.6	International Ship Security Certificate (ISSC):	Jan 04, 2019			May 28, 2019
2.7	Maritime Labour Certificate (MLC):	Jan 04, 2019	N/A		May 28, 2019
2.8	ISM Safety Management Certificate (SMC):	Jan 04, 2019			May 28, 2019
2.9	Document of Compliance (DOC):	Nov 02, 2018			May 01, 2019
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Jan 08, 2019	N/A	N/A	Dec 13, 2019
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 08, 2019	N/A	N/A	Dec 13, 2019
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Jan 08, 2019	N/A	N/A	Dec 13, 2019
2.14	U.S. Certificate of Financial Responsibility (COFR):		N/A	N/A	
2.15	Certificate of Class (COC):	Jan 03, 2019			Dec 29, 2020
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jan 03, 2019	N/A	N/A	Dec 29, 2020
2.17	Certificate of Fitness (COF):				
2.18	International Energy Efficiency Certificate (IEEC):	May 11, 2016	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jan 03, 2019	Jan 15, 2018	Oct 11, 2018	Dec 29, 2020
<b>Documentation</b>					

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):	

3.	CREW		
3.1	Nationality of Master:		Indonesian
3.2	Number and nationality of Officers:	6	Indonesia / Bangladesh
3.3	Number and nationality of Crew:	6	Indonesia /Malaysia
3.4	What is the common working language onboard:		English / Indonesia
3.5	Do officers speak and understand English?		Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: N/A	Ratings: N/A

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:	
4.3	Oil Spill Response Organization (OSRO) - Full style:	
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	

<b>5.</b>	<b>SAFETY/HELICOPTER</b>				
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):				
5.2	Can the ship comply with the ICS Helicopter Guidelines?			Yes	
5.2.1	If Yes, state whether winching or landing area provided:			Winching	
5.2.2	If Yes, what is the diameter of the circle provided:				

<b>6.</b>	<b>COATING/ANODES</b>				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	Epoxy	Whole Tank	No
	Ballast tanks:	Yes	Epoxy	Whole Tank	Yes
	Slop tanks:	N/A			

<b>7.</b>	<b>BALLAST</b>				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	1	Centrifugal	300 Cu. Metres/Hour	
	Ballast Eductors:				

8.	CARGO				
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			Yes, Solid	
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):			5 Port / Stbd	5,291.991 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):				
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):				
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:			
<b>SBT Vessels</b>				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?		1,708.43 Cu. Metres	
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:		Yes	
<b>Cargo Handling and Pumping Systems</b>				
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.:		Yes	
8.6	Max loading rate for homogenous cargo		With VECS	Without VECS
	Loaded per manifold connection:			500 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:			
<b>Cargo Control Room</b>				
8.7	Is ship fitted with a Cargo Control Room (CCR)?		No	
8.8	Can tank innage/ullage be read from the CCR?		No	
<b>Gauging and Sampling</b>				
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:		No,	
8.10	Number of portable gauging units (example- MMC) on board:		1	
<b>Vapor Emission Control System (VECS)</b>				
8.11	Is a vapour return system (VRS) fitted?		Yes	
8.12	Number/size of VECS manifolds (per side):		2	150 Millimetres
8.13	Number/size/type of VECS reducers:			
<b>Venting</b>				
8.14	State what type of venting system is fitted:		High Velocity Vent	
<b>Cargo Manifolds and Reducers</b>				
8.15	Total number/size of cargo manifold connections on each side:		/250 Millimetres	
8.16	What type of valves are fitted at manifold:		Other	
8.17	What is the material/rating of the manifold:		Cast Steel/	
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:		207 Millimetres	
8.19	Distance ships rail to manifold:		263 Millimetres	
8.20	Distance manifold to ships side:			
8.21	Top of rail to center of manifold:			
8.22	Distance main deck to center of manifold:		104 Millimetres	
8.23	Spill tank grating to center of manifold:			
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:			
8.25	Number/size/type of reducers:		None	
8.26	Is vessel fitted with a stern manifold? If yes, state size:		No,	
<b>Heating</b>				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:		Yes	SS
	Slop Tanks:	N/A	No	
8.28	Maximum temperature cargo can be loaded/maintained:			
8.28.1	Minimum temperature cargo can be loaded/maintained:			
<b>Inert Gas and Crude Oil Washing</b>				
8.29	Is an Inert Gas System (IGS) fitted/operational?		N/A/N/A	
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:			
<b>Cargo Pumps</b>				

8.31	How many cargo pumps can be run simultaneously at full capacity:					
8.32	Pumps	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	2	Screw	1200 M3/HR		
	Cargo Eductors:					
	Stripping:					
8.33	Is at least one emergency portable cargo pump provided?					

9.	<b>MOORING</b>					
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	56 Millimetres	POLy-Propylene	50 Metres	
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	56 Millimetres	Poly-Propylene	50 Metres	
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	4	Double Drums			
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	4	Double Drums			
9.6	Bitts, closed chocks/fairleads	No. Bitts		SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:	4		4 Metric Tonnes		
	Main deck fwd:					
	Main deck aft:				6	27 Metric Tonnes
	Poop deck:	2		27 Metric Tonnes		

#### Anchors/Emergency Towing System

9.7	Number of shackles on port/starboard cable:	9/9				
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				Fire Wire	

#### Escort Tug

9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	31 Metric Tonnes				
9.11	What is SWL of bollard on poop deck suitable for escort tug:	31 Metric Tonnes				

#### Lifting Equipment/Gangway

9.12	Derrick/Crane description (Number, SWL and location):				Derricks: 1 x 0.9 Tonnes Center	
9.13	Accommodation ladder direction:				Midship	
	Does vessel have a portable gangway? If yes, state length:				Yes,	

#### 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)'?					
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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:	

10.	PROPULSION			
10.1	Speed		Maximum	Economical
	Ballast speed:			
	Laden speed:			
10.2	What type of fuel is used for main propulsion/generating plant:		MFO	MGO
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 215.59 Cu. Metres Diesel Oil: Gas Oil: 88.16 Cu. Metres	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):		Controllable	
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	2,941 Kilowatt	AKASAKA A45
	Aux engine:	2	540 Kilowatt	YANMAR S165-SN
	Power packs:			
	Boilers:	1	100 Metric Tonnes/Hour	MIURA CO LTD /AUX TOH
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		Yes, 395 bhp	
10.7	What is brake horse power of stern thruster (if fitted):		,	
Emissions				
10.8	Main engine IMO NOx emission standard:			
10.9	Energy Efficiency Design Index (EEDI) rating number:			

<b>11.</b>	<b>SHIP TO SHIP TRANSFER</b>		
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 Metres	
11.3	Date/place of last STS operation:	03 Jan 2019	

<b>12.</b>	<b>RECENT OPERATIONAL HISTORY</b>		
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):	MFO	
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:	Oct 17, 2018 / Port Kelang Authority Malaysia	
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)*: * "Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.		
12.6	Date/Place of last SIRE inspection:	/	
12.7	Additional information relating to features of the ship or operational characteristics:		

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