

1. VESSEL DESCRIPTION			
1.1	Date updated:	Nov 05, 2014	
1.2	Vessel's name:	Ds Vision	
1.3	IMO number:	9522178	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Mar 25, 2011	
1.6	Builder (where built):	Dalian Shipbuilding Industry Co. Ltd	
1.7	Flag:	Liberia	
1.8	Port of Registry:	Monrovia	
1.9	Call sign:	A8XV4	
1.10	Vessel's satcom phone number:	870 773 209 192	
	Vessel's fax number:	870 783 973 060	
	Vessel's telex number:	463 709 627	
	Vessel's email address:	dsvision@dst-fleet.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:		
1.14	Class notation:	DNV+1A1 Tanker for Oil, ESP, NAUTICUS (Newbuilding), E0, TMON	
1.15	If Classification society changed, name of previous society:	N/A	
1.16	If Classification society changed, date of change:		
1.17	IMO type, if applicable:	N/A	
1.18	Does the vessel have ice class? If yes, state what level:	No, n/a	
1.19	Date / place of last dry-dock:	Not Applicable	n/a
1.20	Date next dry dock due	Mar 24, 2016	
1.21	Date of last special survey / next survey due:		
1.22	Date of last annual survey:	Not Applicable	
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 Not Applicable	
Dimensions			
1.25	Length Over All (LOA):	330 Metres	
1.26	Length Between Perpendiculars (LBP):	316 Metres	
1.27	Extreme breadth (Beam):	60 Metres	
1.28	Moulded depth:	29.70 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	60.67 Metres	
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	163.55 Metres	166.45 Metres
1.31	Distance bridge front to center of manifold:	114.45 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	68.50 Metres	85.30 Metres
	Aft to mid-point manifold:	29.50 Metres	59.60 Metres
	Parallel body length:	98 Metres	144.90 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	477 Millimetres	186.40 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	57.424 Metres	0 Metres
	Normal ballast:	49.321 Metres	0 Metres
	At loaded summer deadweight:	39.17 Metres	0 Metres
Tonnages			
1.35	Net Tonnage:	99,003	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	157,039	125,775
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	157,339.69	148,207.15
1.38	Panama Canal Net Tonnage (PCNT):		
Loadline Information			
1.39	Loadline	Freeboard	Draft
		Deadweight	Displacement

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

	Summer:	8.218 Metres	21.50 Metres	297,344.90 Metric Tonnes	339,134 Metric Tonnes
	Winter:	8.666 Metres	21.052 Metres	289,384.20 Metric Tonnes	331,173 Metric Tonnes
	Tropical:	7.77 Metres	21.948 Metres	305,327 Metric Tonnes	347,116.30 Metric Tonnes
	Lightship:	26,454 Metres	3.246 Metres		41,789.30 Metric Tonnes
	Normal Ballast Condition:	19.65 Metres	10.048 Metres	102,086.50 Metric Tonnes	143,875.80 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:			DS-Rendite-Fonds GmbH & Co. sechshundsechzigste Schifffahrt KG Stockholmer Allee 53 44269 Dortmund Germany Tel: +49-231-557-173-201 Fax: +49-231-557-17399 Telex: Not Applicable Email: at@dr-peters.de	
1.43	Technical operator - Full style:			DS Tankers GmbH & Co. KG Domstrasse, 17 20095 Hamburg Germany Tel: +49 40 226 223 860 Fax: +49 40 226 223 870 Telex: Not Applicable Email: op@ds-tankers.com	
1.44	Commercial operator - Full style:			China Shipping Development (Hong Kong) Wytex Limited Room 602, 6/F., China Insurance Group Building, 141 Bes Voeux Road Central, Hong Kong. Tel: +852 2280 7839 Fax: +852 2858 1266 Telex: Not Applicable Email: Not Applicable	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Aug 30, 2011	Mar 18, 2012	Mar 24, 2016
2.2	Safety Radio Certificate:	Aug 30, 2011	Mar 18, 2012	Mar 24, 2016
2.3	Safety Construction Certificate:	Aug 30, 2011	Mar 18, 2012	Mar 24, 2016
2.4	Loadline Certificate:	Aug 30, 2011	Mar 18, 2012	Mar 24, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Aug 30, 2011	Mar 18, 2012	Mar 24, 2016
2.6	Safety Management Certificate (SMC):	Aug 18, 2011	Not Applicable	Aug 17, 2016
2.7	Document of Compliance (DOC):	Oct 01, 2009	Sep 13, 2011	Sep 21, 2014
2.8	USCG (specify: COC, LOC or COI):			
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2013		Feb 20, 2014
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2013		Feb 20, 2014
2.11	U.S. Certificate of Financial Responsibility (COFR):	Aug 12, 2011		Aug 12, 2014
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	Aug 30, 2011	Not Applicable	Mar 24, 2016

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.15	International Ship Security Certificate (ISSC):	Aug 18, 2011		Aug 17, 2016
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 30, 2011		Mar 24, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 30, 2011	Mar 18, 2012	Mar 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 ITOFF 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, Ukrainian
3.3	Nationality of Crew:	Russian, Filipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: DS Scanmar Crewing Services GmbH Domstrasse 17 20095 Hamburg Germany Tel: +49 40 767961210 Fax: +49 40 767961260 Telex: Not Applicable Email: crewing@ds-scanmar.de Crew: DS Scanmar Crewing Services Inc. 2/F Royal Enterprise Building 2227 Chino Roces Ave., Macati City, Philippines 1231 Tel: 63 2 819 1013 loc 19 Fax: 63 2 816 7494 Telex: Not Applicable Email: ds@scanmar.com.ph
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:	Yes
4.2	If Yes, state whether winching or landing area provided:	Landing

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:	Hudson Marine Management Services Ferry Terminal Bldg. Suite 300, 2 Aquarium Dr., Camden, NJ 0813 Tel: +18563427500 Fax: +18563428888
5.3	Oil Spill Response Organization (OSRO) -Full style:	National Response Corporation 3500 Sunrise Highway, Ste.T-103, Great River, New York 1179, USA Tel: +18008994672 Fax: +6312249086
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	Yes

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: 112051 m3 (1 P/S, 3 C, 4 P/S, Slop P/S) Seg#2: 97681 m3 (2 P/S, 4 C, 5 P/S)
-----	---	---

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		Seg#3: 123571 m3 (1 C, 2C, 3 P/S, 5 C)		
6.4	Total cubic capacity (98%, excluding slop tanks):	324,599.60 Cu. Metres		
6.5	Slop tank(s) capacity (98%):	8,704.80 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?	99,569.20 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	34.20 %		
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:	3		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	6,800 Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	16,500 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes 98% of capacity		
Pumping Systems				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	6	Centrifugal	5500 M3/HR
	Stripping:	1	KPH200 (Steam Driven, Worthington Type) Reciprocating	200 Cu. Metres/Hour
	Eductors:	2	CPJ250-300-350	630 Cu. Metres/Hour
	Ballast:	2	CVL450 Centrifugal	3,000 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:	3		
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:	Enraf Marine System		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	All		
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	500 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	High Velocity PV valves		
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:	4		
6.27	What is the size of cargo connections:	500 Millimetres		
6.28	What is the material of the manifold:	steel		
Manifold Arrangement				
6.29	Distance between cargo manifold centers:	3,000 Millimetres		
6.30	Distance ships rail to manifold:	3,610 Millimetres		
6.31	Distance manifold to ships side:	4,870 Millimetres		
6.32	Top of rail to center of manifold:	750 Millimetres		
6.33	Distance main deck to center of manifold:	2,100 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	21.75 Metres	10.30 Metres	

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

6.35	Number / size reducers:	8 x 650/500mm (26/20") 4 x 650/400mm (26/16") 4 x 650/300mm (26/12") 4 x 500/400mm (20/16") 2 x 500/300mm (20/12")
------	-------------------------	--

Stern Manifold

6.36	Is vessel fitted with a stern manifold:	N/A
6.37	If stern manifold fitted, state size:	

Cargo Heating

6.38	Type of cargo heating system?	n/a
6.39	If fitted, are all tanks coiled?	N/A
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	N/A
	Ballast tanks:	Yes	Balloyx HB Jotun	100%
	Slop tanks:	Yes		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:		Yes
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas	
7.3	Is a Crude Oil Washing (COW) installation fitted:		Yes

8.	MOORING					
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42 Millimetres	Galvanized Steel Wire	275 Metres	113.90 Metric Tonnes
	Main deck fwd:	6	42 Millimetres	Galvanized Steel Wire	275 Metres	113.90 Metric Tonnes
	Main deck aft:	4	42 Millimetres	Galvanized Steel Wire	275 Metres	113.90 Metric Tonnes
	Poop deck:	6	42 Millimetres	Galvanized Steel Wire	275 Metres	113.90 Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	96 Millimetres	Nylon Rope	11 Metres	156 Metric Tonnes
	Main deck fwd:	6	96 Millimetres	Nylon Rope	11 Metres	156 Metric Tonnes
	Main deck aft:	4	96 Millimetres	Nylon Rope	11 Metres	156 Metric Tonnes
	Poop deck:	6	96 Millimetres	Nylon Rope	11 Metres	156 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	80 Millimetres	Polyester	300 Metres	115 Metric Tonnes
	Main deck fwd:			Not Applicable		
	Main deck aft:			Not Applicable		
	Poop deck:	2	80 Millimetres	Polyester	300 Metres	115 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		69 Metric Tonnes
	Main deck fwd:	3		Double Drums		69 Metric Tonnes
	Main deck aft:	2		Double Drums		69 Metric Tonnes
	Poop deck:	3		Double Drums		69 Metric Tonnes
8.6	Mooring bitts			No.		SWL

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

	Forecastle:	2	129 Metric Tonnes
	Main deck fwd:	8	129 Metric Tonnes
	Main deck aft:	6	129 Metric Tonnes
	Poop deck:	4	129 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:	6	148 Metric Tonnes
	Main deck fwd:	20	148 Metric Tonnes
	Main deck aft:	14	148 Metric Tonnes
	Poop deck:	13	148 Metric Tonnes

Emergency Towing System

8.8	Type / SWL of Emergency Towing system forward:	YT2000-F	203.90 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:	YT2000-A	203.90 Metric Tonnes

Anchors

8.10	Number of shackles on port cable:	14
8.11	Number of shackles on starboard cable:	14

Escort Tug

8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	148 Metric Tonnes	600 X 450
8.13	What is SWL of bollard on poopdeck suitable for escort tug:	129 Metric Tonnes	

Bow/Stern Thruster

8.14	What is brake horse power of bow thruster (if fitted):	0 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)':	Yes
8.17	Is vessel fitted with chain stopper(s):	Yes
8.18	How many chain stopper(s) are fitted:	2
8.19	State type of chain stopper(s) fitted:	Tongue
8.20	Safe Working Load (SWL) of chain stopper(s):	350 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:	76 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:	3,451 Millimetres
8.23	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes

Lifting Equipment

8.24	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 20 Tonnes, midship port and starboard
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:	6.70 Metres

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?	IFO380	
9.2	What type of fuel is used in the generating plant?	IFO380	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	6,246.40 Cu. Metres	286.20 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	

Insurance

9.5	P & I Club - Full Style:	GARD P&I
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:	
-----	---	--

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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:	Pollution: No, Grounding: No , Serious casualty: No , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
Vetting		
9.12	Date/Place of last SIRE Inspection:	
9.13	Date/Place of last CDI Inspection:	
9.14	Recent Oil company inspections/screenings (To the best of owners knowledge and without guarantee of acceptance for future business)*: <i>* Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	

Version 3 (www.Intertanko.com / www.Q88.com)Form completed on www.Q88.com Please email support@q88.com an updated copy if this is not the latest version.