

1.	GENERAL INFORMATION		
1.1	Date updated:	Jan 17, 2020	
1.2	Vessel's name (IMO number):	Ds Vision (9522178)	
1.3	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.4	Date delivered / Builder (where built):	Mar 25, 2011 / DALIAN SHIPBUILDING INDUSTRY CO.LTD	
1.5	Flag / Port of Registry:	Liberia / Monrovia	
1.6	Call sign / MMSI:	A8XV4 / 636 092 174	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: 870 773701097 Fax: N/A Email: dsvision.master@dstfleet.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 Hull	

Ownership and Operation

1.10	Registered owner - Full style:	DS-Rendite-Fonds GmbH & Co. sechsunndsechzigste Schifffahrt KG Stockholmer Allee 53 44269 Dortmund Germany Germany Tel: 49-40-226223860 Fax: 49-40-226223870 Telex: Not Applicable Email: op@ds-tankers.com	
1.11	Technical operator - Full style:	DS Tankers GmbH & Co. KG Domstrasse, 17 20095 Hamburg Germany Germany Tel: 49 40 226223860 Fax: 49 40 226223870 Telex: Not Applicable Email: op@ds-tankers.com Company IMO#: 5424816	
1.12	Commercial operator - Full style:	COSCO SHIPPING ENERGY TransportationCo.Ltd Company Address: Room 1515, 118 Yuanshen Road, Shanghai 200120, P.R.China China Tel: 86 21 65967256 Fax: 86 21 68757944 Telex: 33696 SHXTB CN Email: vlccops@coscoshipping.com	
1.13	Disponent owner - Full style:	COSCO SHIPPING Tanker(Shanghai)Co., Ltd. A-529, No.188 Yesheng Road, China (Shanghai) Pilot Free Trade Zone, Shanghai Email: vlccops@coscoshipping.com	

Insurance

1.14	P & I Club - Full Style:	GARD BERMUDA Tel: +47 97 55 92 45 Email: rolf.thore.roppestad@gard.no	
1.15	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2020
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	GEORG DUNCKER HAMBURG, GERMANY	
1.17	Hull & Machinery insured value / expiration date:	119,640,000 US\$	Dec 31, 2020

Classification

1.18	Classification society:	Det Norske Veritas	
1.19	Class notation:	+1A1 Tanker for Oil BIS E0 ESP NAUTICUS (Newbuilding) TMON	
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:	N/A,	
1.22	Does the vessel have ice class? If yes, state what level:	No, n/a	
1.23	Date / place of last dry-dock:	Mar 07, 2016 / Singapore	

1.24	Date next dry dock due / next annual survey due:	Mar 03, 2021	Jan 17, 2020
1.25	Date of last special survey / next special survey due:	Jan 17, 2019	Jan 17, 2020
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	No,	
Dimensions			
1.27	Length overall (LOA):	330.00 m	
1.28	Length between perpendiculars (LBP):	316.00 m	
1.29	Extreme breadth (Beam):	60.00 m	
1.30	Moulded depth:	29.70 m	
1.31	Keel to masthead (KTM) / Keel to masthead (KTM) in collapsed condition, if applicable:	60.67 m	m
1.32	Distance bridge front to center of manifold:	114.45 m	
1.33	Bow to center manifold (BCM) / Stern to center manifold (SCM):	163.55 m	166.45 m
1.34	Parallel body distances:	Lightship	Normal Ballast
	Forward to mid-point manifold:	68.50 m	85.30 m
	Aft to mid-point manifold:	29.50 m	59.60 m
	Parallel body length:	98 m	144.90 m
			Summer Dwt
			95.90 m
			85.40 m
			181.30 m
Tonnages			
1.35	Net Tonnage:	99,003.00	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	157,039.00	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
	Summer:	8.20 m	21.50 m
	Winter:	8.67 m	21.05 m
	Tropical:	7.77 m	21.95 m
	Lightship:	26.34 m	3.36 m
	Normal Ballast Condition:	19.65 m	10.05 m
	Segregated Ballast Condition:	19.65 m	10.05 m
			Deadweight
			339,134.00 MT
			331,173.00 MT
			347,116.30 MT
			41,789.00 MT
			143,875.80 MT
			143,875.80 MT
1.40	FWA/TPC at summer draft:	477.00 mm	177.90 MT
1.41	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:	No	
1.42	Constant (excluding fresh water):	MT	
1.43	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?	Open Sea Passage: 20%* VL max draft Coastal Passage: 15%* vl max draft Port/harbour transit: 10%* VL max draft Canals: as per local navigation rules Alongside (including final approaches to berth): 0.30 metres (for vessels <30m breadth) 1.5% of ships beam (for vessels = 30m breadth) At CBM/SPM: UKC to be determined against the depth of water, where the SPM / CBM is located and applied as detailed in requirements above as appropriate, but never less than 1.0m.	
1.44	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Summer deadweight:	39.17 m	0 m
	Normal ballast:	50.01 m	0 m
	Lightship:	57.31 m	0 m
2.	CERTIFICATES	Issued	Last Annual
2.1	Safety Equipment Certificate (SEC):	Feb 16, 2018	Jan 18, 2019
2.2	Safety Radio Certificate	Feb 16, 2018	Jan 18, 2019
			Last Intermediate
			Jan 18, 2019
			Expires
			Mar 24, 2021

	(SRC):				
2.3	Safety Construction Certificate (SCC):	Feb 16, 2018	Jan 18, 2019	Jan 18, 2019	Mar 24, 2021
2.4	International Loadline Certificate (ILC):	Feb 16, 2018	Jan 18, 2019		Mar 24, 2021
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Feb 16, 2018	Jan 18, 2019	Jan 18, 2019	Mar 24, 2021
2.6	International Ship Security Certificate (ISSC):	Aug 02, 2016		Jan 17, 2019	Aug 17, 2021
2.7	Maritime Labour Certificate (MLC):	Aug 23, 2018	Not Applicable		Sep 13, 2023
2.8	ISM Safety Management Certificate (SMC):	Aug 02, 2016		Jan 17, 2019	Aug 17, 2021
2.9	Document of Compliance (DOC):	Aug 28, 2019			Sep 21, 2024
2.10	USCG Certificate of Compliance (USCGCOC):	Mar 18, 2015	Mar 18, 2015		Mar 18, 2017
2.11	Civil Liability Convention (CLC) 1992 Certificate:	Feb 20, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Feb 20, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.13	Liability for the Removal of Wrecks Certificate (WRC):	Feb 20, 2019	Not Applicable	Not Applicable	Feb 20, 2020
2.14	U.S. Certificate of Financial Responsibility (COFR):	Jan 01, 2020	Not Applicable	Not Applicable	Dec 31, 2020
2.15	Certificate of Class (COC):	Feb 16, 2018	Jan 18, 2019	Jan 18, 2019	Mar 24, 2021
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Mar 07, 2016	Not Applicable	Not Applicable	Mar 24, 2021
2.17	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable	Not Applicable
2.18	International Energy Efficiency Certificate (IEEC):	Feb 16, 2018	Not Applicable	Not Applicable	Not Applicable
2.19	International Air Pollution Prevention Certificate (IAPPC):	Feb 16, 2018	Jan 18, 2019	Jan 18, 2019	Mar 24, 2021

Documentation

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):	Mar 24, 2020

3. CREW

3.1	Nationality of Master:	Ukrainian
3.2	Number and nationality of Officers:	9 Russian, Ukrainian, Latvian
3.3	Number and nationality of Crew:	13 Filipino, Ukrainian
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:	Officers: DSTanker Services GmbH Domstrasse 17 20095 Hamburg Germany Tel: 49 40 767961210 Fax: 49 40 767961260

	<p>Telex: Not Applicable Email: crewing@ds-crewing.de</p> <p>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: fleet1a@scanmar.com.ph</p>
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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?	Yes
4.2	Qualified individual (QI) - Full style:	Hudson Marine Management Services Ferry Terminal Bldg. Suite 300, 2 Aquarium Dr., Camden, NJ 0813 Tel: +18563427500 Fax: +18563428888
4.3	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
4.4	Salvage and Marine Firefighting Services (SMFF) - Full Style:	

5. SAFETY/HELICOPTER

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):	Yes IMO Resolution A.741(18)
5.2	Can the ship comply with the ICS Helicopter Guidelines?	Yes
5.2.1	If Yes, state whether winching or landing area provided:	Landing
5.2.2	If Yes, what is the diameter of the circle provided:	26.00 m

6. COATING/ANODES

Tank Coating

6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No	Not Applicable	N/A	Yes
	Ballast tanks:	Yes	Balloyx HB Jotun	100 %	Yes
	Slop tanks:	Yes	GPO MARINE SUPER EX 21	Whole Tank	

7. BALLAST

7.1	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	3,000 m3/hr	35 m
	Ballast Eductors:	2	CPJ300-300-350	400 m3/hr	29 m

8. CARGO-OIL

Double Hull Vessels

8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:	Yes, Solid
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Cargo Tank Capacities

8.2	Number of cargo tanks and total cubic capacity (98%):	324,599.60 m3
8.2.1	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) Seg#3: 123571 m3 (1 C, 2C, 3 P/S, 5 C)
8.2.2	IMO class (Oil/Chemical Ship Type 1, 2 or 3):	N/A
8.3	Number of slop tanks and total cubic capacity (98%):	2 8,704.80 m3

8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:	Seg#1: 112051 m3 (1 P/S, 3 C, 4 P/S, Slop P/S)		
8.3.2	Residual/Retention oil tank(s) capacity (98%), if applicable:	m3		
SBT Vessels				
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?	99,569.50 m3	34.20 %	
8.3.4	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes		
Cargo Handling and Pumping Systems				
8.4	How many grades/products can vessel load/discharge with double valve segregation:	3		
8.5	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	Yes 98% of capacity		
8.6	Max loading rate for homogenous cargo	With VECS	Without VECS	
	Loaded per manifold connection:	m3/hr	6,800 m3/hr	
	Loaded simultaneously through all manifolds:	m3/hr	16,500.00 m3/hr	
Cargo Control Room				
8.7	Is ship fitted with a Cargo Control Room (CCR)?	Yes		
8.8	Can tank innage / ullage be read from the CCR?	Yes		
Gauging and Sampling				
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:	Enraf Marine System		
	Are overfill (high) alarms fitted? 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:	4		
Vapor Emission Control System (VECS)				
8.11	Is a Vapour Emission Control System (VECS) fitted?	Yes		
8.12	Number/size of VECS manifolds (per side):	2	500 mm	
8.13	Number / size / type of VECS reducers:	4 PCS 20" X 16"/ ANSI 2 PCS 20" X 12"/ ANSI		
Venting				
8.14	State what type of venting system is fitted:	High Velocity PV valves		
Cargo Manifolds and Reducers				
8.15	Total number / size of cargo manifold connections on each side:	4 / 650.00 mm		
8.16	What type of valves are fitted at manifold:	Batterfly		
8.17	What is the material/rating of the manifold:	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:	3,000.00 mm		
8.19	Distance ships rail to manifold:	3,610.00 mm		
8.20	Distance manifold to ships side:	4,600.00 mm		
8.21	Top of rail to center of manifold:	750.00 mm		
8.22	Distance main deck to center of manifold:	2,100.00 mm		
8.23	Spill tank grating to center of manifold:	900.00 mm		
8.24	Manifold height above the waterline in normal ballast / at SDWT condition:	21.75 m	10.30 m	
8.25	Number / size / type of reducers:	8 x 650/500mm (26/20") 4 x 650/400mm (26/16") 4 x 650/300mm (26/12") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No, mm		
Heating				
8.27	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material

	Cargo tanks:	n/a		No		
	Slop tanks:					
8.28	Maximum temperature cargo can be loaded / maintained:					
8.28.1	Minimum temperature cargo can be loaded / maintained:					
Inert Gas and Crude Oil Washing						
8.29	Is an Inert Gas System (IGS) fitted / operational?				Yes / Yes	
8.29.1	Is a Crude Oil Washing (COW) installation fitted / operational?				Yes / Yes	
8.30	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:				Flue Gas	
Cargo Pumps						
8.31	How many cargo pumps can be run simultaneously at full capacity:				3	
8.32	Pumps:	No.	Type	Capacity	At What Head (sg=1.0)	
	Cargo Pumps:	3	Centrifugal	5500 M3/HR	145 Meters 145 Meters 145 Meters	
	Cargo Eductors:	2	CPJ250-300-350	630 m3/hr	m	
	Stripping:	1	KPH200 (Steam Driven, Worthington Type) Reciprocating	200 m3/hr	160 m	
8.33	Is at least one emergency portable cargo pump provided?					
9. MOORING						
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42.00 mm	Galvanized Steel Wire	275.00 m	113.90 MT
	Main deck fwd:	6	42.00 mm	Galvanized Steel Wire	275.00 m	113.90 MT
	Main deck aft:	4	42.00 mm	Galvanized Steel Wire	275.00 m	113.90 MT
	Poop deck:	6	42.00 mm	Galvanized Steel Wire	275.00 m	113.90 MT
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	96.00 mm	Nylon Rope	11.00 m	156.00 MT
	Main deck fwd:	4	96.00 mm	Nylon Rope	11.00 m	156.00 MT
	Main deck aft:	4	96.00 mm	Nylon Rope	11.00 m	156.00 MT
	Poop deck:	6	96.00 mm	Nylon Rope	11.00 m	156.00 MT
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		mm		m	MT
	Main deck fwd:		mm		m	MT
	Main deck aft:		mm		m	MT
	Poop deck:		mm		m	MT
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	80.00 mm	Polyester	300.00 m	115.00 MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	3	80.00 mm	Polyester	300.00 m	115.00 MT
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Dbl	Hyd	69.00 MT	Band Brake
	Main deck fwd:	3	Dbl	Hyd	69.00 MT	Brake
	Main deck aft:	2	Dbl	Hyd	69.00 MT	Brake
	Poop deck:	3	Dbl	Hyd	69.00 MT	Brake
9.6	Bits, closed chocks/fairleads	No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks	
	Forecastle:	2	129 MT	6	148 MT	
	Main deck fwd:	8	129 MT	20	148 MT	
	Main deck aft:	6	129 MT	14	148 MT	

	Poop deck:	4	129 MT	13	148 MT
Anchors/Emergency Towing System					
9.7	Number of shackles on port / starboard cable:	14 / 14			
9.8	Type / SWL of Emergency Towing system forward:	YT2000-F	203.90 MT		
9.9	Type / SWL of Emergency Towing system aft:	YT2000-A	203.90 MT		
9.10.1	What is size of closed chock and/or fairleads of enclosed type on stern:	600 X 450			
Escort Tug					
9.10.2	What is SWL of closed chock and/or fairleads of enclosed type on stern:	148.00 MT			
9.11	What is SWL of bollard on poop deck suitable for escort tug:	129.00 MT			
Lifting Equipment/Gangway					
9.12	Derrick / Crane description (Number, SWL and location):	Cranes: 2 x 20.00 Tonnes midship port and starboard			
9.13	Accommodation ladder direction:	Aft			
	Does vessel have a portable gangway? If yes, state length:	Yes	12 m		
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)'?	Yes			
9.15	If fitted, how many chain stoppers:	2			
9.16	State type / SWL of chain stopper(s):	Tongue	350.00 MT		
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:	76.00 mm			
9.18	Distance between the bow fairlead and chain stopper/bracket:	3.45 m			
9.19	Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size:	Yes			
10. PROPULSION					
10.1	Speed		Maximum	Economical	
	Ballast speed:		14.50 Kts (WSNP)	9.50 Kts (WSNP)	
	Laden speed:		14.00 Kts (WSNP)	10.00 Kts (WSNP)	
10.2	What type of fuel is used for main propulsion / generating plant:	VLSFO (IFO380)	VLSFO (IFO380)		
10.3	Type / Capacity of bunker tanks:	Fuel Oil: 6,246.40 m3 Diesel Oil: 286.20 m3 Gas Oil: 0 m3			
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):	No			
10.5	Engines	No	Capacity	Make/Type	
	Main engine:	1	22,932 Kw	MAN-B&W 7380MC	
	Aux engine:	3	Kw	WARTSILA A6L20	
	Power packs:		m3		
	Boilers:	2	90.00 MT/Hr	AALBORG	
Bow/Stern Thruster					
10.6	What is brake horse power of bow thruster (if fitted):	N/A, bhp			
10.7	What is brake horse power of stern thruster (if fitted):	N/A, bhp			
Emissions					
10.8	Main engine IMO NOx emission standard:				
10.9	Energy Efficiency Design Index (EEDI) rating number:				
11. SHIP TO SHIP TRANSFER					
11.1	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?	Yes			
11.2	What is maximum outreach of cranes / derricks outboard of the ship's side:	6.70 m			
11.3	Date/place of last STS operation:	18 July 2019 Quinzhou			

12.	RECENT OPERATIONAL HISTORY	
12.1	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	
12.2	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, Casualty: No, Repair: No, Not Applicable Collision: No,
12.3	Date and place of last Port State Control inspection:	Sep 05, 2019 / RIZHAO, CHINA
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)*: <i>**"Approvals" are not given by Oil Majors and ships are accepted for the voyage on a case by case basis.</i>	Contact owner for details.
12.6	Date / place of last SIRE inspection:	Sep 05, 2019 / RIZHAO, CHINA
12.7	Additional information relating to features of the ship or operational characteristics:	Nil

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