

1.	GENERAL INFORMATION		
1.1	Date updated:	Jul 11, 2018	
1.2	Vessel's name (IMO number):	DS Vida (9293741)	
1.3	Vessel's previous name(s) and date(s) of change:	Sea Fortune 1 (Jun 01, 2018) Sea Fortune (Feb 18, 2006)	
1.4	Date delivered/Builder (where built):	Dec 02, 2003/Nantong COSCO Kawasaki Ship Engineering Co. Ltd.	
1.5	Flag/Port of Registry:	Liberia/Monrovia	
1.6	Call sign/MMSI:	D5QZ7/6360 92859	
1.7	Vessel's contact details (satcom/fax/email etc.):	Tel: +870 773 503 404 Fax: n/a Email: dsvida.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 NR. 100 VLCC SEA FORTUNE GMBH & CO. TANKSCHIFF KG Stockholmer Allee 53, 44269 Dortmund Germany Tel: +49 231 55 71 73 0 Fax: +49 231 55 71 73 9 Email: info@dr-peters.de	
1.11	Technical operator - Full style:	DS Tankers GmbH & Co. KG Domstrasse 17, 20095 Hamburg Germany Tel: +49 40 22 622 38 60 Fax: +49 40 22 622 38 70 Email: op@ds-tankers.com Company IMO#: 5424816	
1.12	Commercial operator - Full style:	MAGELLAN Chartering Services GmbH Domstrasse 17 20095 Hamburg Germany Tel: +49 (0)40 378654-15 Fax: +49 (0)40 378654-32 Email: chartering@magchart.de Web: www.magchart.de	
1.13	Disponent owner - Full style:	MAGELLAN Chartering Services GmbH Domstrasse 17 20095 Hamburg, Germany Tel: +49 (0)40 378654-15 Fax: +49 (0)40 378654-32 Email: chartering@magchart.de Web: www.magchart.de	
Insurance			
1.14	P & I Club - Full Style:	GARD Kittelsbuktveien 31, NO- 4836 Arendal P.O. Box 789 Stoa, NO-4809 Arendal Norway Tel: +47 37 01 91 00 Fax: +47 37 02 48 10 Email: companymail@gard.no	
1.15	P & I Club pollution liability coverage/expiration date:	1,000,000,000 US\$	Feb 20, 2019
1.16	Hull & Machinery insured by - Full Style: (Specify broker or leading underwriter)	Georg Duncker Alter Wall 2-8, 20457 Hamburg, Germany Tel: (49) 40 37 60 04 Fax: (49) 40 37 27 87	
1.17	Hull & Machinery insured value/expiration date:	14,700,000 US\$	Dec 31, 2018
Classification			
1.18	Classification society:	DNV GL	
1.19	Class notation:	1A1 Tanker for oil E0 ESP NAUTICUS (Newbuilding) VCS (2, B)	

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:			No,	
1.23	Date/place of last dry-dock:			Jan 08, 2017/Dubai Drydocks, UAE	
1.24	Date next dry dock due/next annual survey due:			Dec 02, 2018	Nov 01, 2018
1.25	Date of last special survey/next special survey due:			Dec 18, 2013	Dec 02, 2018
1.26	If ship has Condition Assessment Program (CAP), what is the latest overall rating:			No,	
Dimensions					
1.27	Length overall (LOA):			333.00 Metres	
1.28	Length between perpendiculars (LBP):			320.00 Metres	
1.29	Extreme breadth (Beam):			60.00 Metres	
1.30	Moulded depth:			29.30 Metres	
1.31	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable:			65.75 Metres	
1.32	Distance bridge front to center of manifold:			117.25 Metres	
1.33	Bow to center manifold (BCM)/Stern to center manifold (SCM):			163.50 Metres	169.50 Metres
1.34	Parallel body distances		Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:		36.90 Metres	86.50 Metres	86.60 Metres
	Aft to mid-point manifold:		29.10 Metres	63.20 Metres	87.40 Metres
	Parallel body length:		66.00 Metres	149.70 Metres	174.00 Metres
Tonnages					
1.35	Net Tonnage:			96,326	
1.36	Gross Tonnage/Reduced Gross Tonnage (if applicable):			159,730	
1.37	Suez Canal Tonnage - Gross (SCGT)/Net (SCNT):			160,895.25	144,942.02
1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	8.48 Metres	20.88 Metres	299,097 Metric Tonnes	344,300 Metric Tonnes
	Winter:	8.92 Metres	20.44 Metres	291,087 Metric Tonnes	336,290 Metric Tonnes
	Tropical:	8.05 Metres	21.31 Metres	307,111 Metric Tonnes	352,314 Metric Tonnes
	Lightship:	25.97 Metres	3.39 Metres	-	45,203 Metric Tonnes
	Normal Ballast Condition:	20.01 Metres	9.35 Metres	94,947 Metric Tonnes	140,150 Metric Tonnes
	Segregated Ballast Condition:				
1.40	FWA/TPC at summer draft:			466 Millimetres	184.60 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?			Open Sea Passage : 20%* Coastal Passage : 15%* Port/harbour transit : 10%* Canals: as per local navigation rules Alongside (including final approaches to berth): 0.30 meters (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:			44.87 Metres	0 Metres
	Normal ballast:				0 Metres

Lightship:	62.36 Metres	0 Metres
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2.	CERTIFICATES	Issued	Last Annual	Last Intermediate	Expires
2.1	Safety Equipment Certificate (SEC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018
2.2	Safety Radio Certificate (SRC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018
2.3	Safety Construction Certificate (SCC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018
2.4	International Loadline Certificate (ILC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018
2.6	International Ship Security Certificate (ISSC):	Jun 01, 2018			Nov 30, 2018
2.7	Maritime Labour Certificate (MLC):	Jun 01, 2018	N/A		Nov 30, 2018
2.8	ISM Safety Management Certificate (SMC):	Jun 01, 2018			Nov 30, 2018
2.9	Document of Compliance (DOC):	Oct 01, 2014	Oct 05, 2017		Sep 21, 2019
2.10	USCG Certificate of Compliance (USCGCOC):				
2.11	Civil Liability Convention (CLC) 1992 Certificate:	May 25, 2018	N/A	N/A	Feb 20, 2019
2.12	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	May 25, 2018	N/A	N/A	Feb 20, 2019
2.13	Liability for the Removal of Wrecks Certificate (WRC):	May 25, 2018	N/A	N/A	Feb 20, 2019
2.14	U.S. Certificate of Financial Responsibility (COFR):		N/A	N/A	
2.15	Certificate of Class (COC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018
2.16	International Sewage Pollution Prevention Certificate (ISPPC):	Jun 03, 2018	N/A	N/A	Dec 02, 2018
2.17	Certificate of Fitness (COF):				
2.18	International Energy Efficiency Certificate (IEEC):	Jun 03, 2018	N/A	N/A	N/A
2.19	International Air Pollution Prevention Certificate (IAPPC):	Jun 03, 2018	Nov 01, 2017		Dec 02, 2018

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):	

3.	CREW	
3.1	Nationality of Master:	Ukrainian
3.2	Number and nationality of Officers:	9 Georgian, Russian, Ukrainian, Latvian, Polish
3.3	Number and nationality of Crew:	15 Ukrainian, Filipino, Georgian
3.4	What is the common working language onboard:	English
3.5	Do officers speak and understand English?	Yes
3.6	If Officers/ratings employed by a manning agency - Full style:	Officers: DS Scanmar Crewing, Germany Domstrasse 17, 20095 Hamburg, Germany DS Scanmar Crewing Tel: +49-40-767-961-238 Fax: +49 40 767 961-260 Email: crewing@ds-crewing.de Ratings: SCANMAR MARITIME SERVICES, INC. 2227 ROYAL ENTERPRISE BLDG, CHINO ROCES AVENUE, MAKATI CITY, PHILIPPINES 1200. Tel: 00 63 8191013 TO 17 Fax: 00 63 816-7494 / 817 Email: info@scanmar.com.ph

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?	No
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:	

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
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:	9.50 Metres

6.	COATING/ANODES				
6.1	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	Yes	EPOXY	Bottom 1.5m high and Top of Tanks 1.5m below	No
	Ballast tanks:	Yes	EPOXY	Whole Tank	Yes
	Slop tanks:	Yes	EPOXY	Bottom 1.5m high and Top 1.5 below	No

7.	BALLAST				
7.1	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Ballast Pumps:	2	Centrifugal	3,000 Cu. Metres/Hour	35 Metres
	Ballast Eductors:	2	Other	300 Cu. Metres/Hour	4.50 Metres

8.	CARGO				
Double Hull Vessels					
8.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:				,
Cargo Tank Capacities					
8.2	Number of cargo tanks and total cubic capacity (98%):			15	324,699.382 Cu. Metres
8.2.1	Capacity (98%) of each natural segregation with double valve (specify tanks):			Seg#1: 91837.5 m3 (1C, 4C, 3P/S, SLOP/S) Seg#2: 136158.7 m3 (2C, 5C, 1P/S, 4P/S) Seg#3: 96709.3 m3 (3C, 2P/S, 5P/S, SLOP/P)	
8.3	Number of slop tanks and total cubic capacity (98%):			2	10,692.192 Cu. Metres
8.3.1	Specify segregations which slops tanks belong to and their capacity with double valve:			Seg#1: 91837.5 m3 (1C, 4C, 3P/S, SLOP/S) Seg#3: 96709.3 m3 (3C, 2P/S, 5P/S, SLOP/P)	
8.3.2	Residual/retention oil tank(s) capacity (98%), if applicable:				
SBT Vessels					
8.3.3	What is total SBT capacity and percentage of SDWT vessel can maintain?			101,867.70 Cu. Metres	35 %
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.:				No
8.6	Max loading rate for homogenous cargo			With VECS	Without VECS
	Loaded per manifold connection:				5,500 Cu. Metres/Hour
	Loaded simultaneously through all manifolds:			18,000 Cu. Metres/Hour	18,000 Cu. Metres/Hour
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:	Radar		
	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:	Yes,		
8.10	Number of portable gauging units (example- MMC) on board:	3		
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	400 Millimetres	
8.13	Number/size/type of VECS reducers:	16 inch		
Venting				
8.14	State what type of venting system is fitted:	VV and Mast Riser		
Cargo Manifolds and Reducers				
8.15	Total number/size of cargo manifold connections on each side:	3/650 Millimetres		
8.16	What type of valves are fitted at manifold:	Butterfly		
8.17	What is the material/rating of the manifold:	Welded Steel (stpy 400) / ANSI B16.5/		
8.17.1	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?			
8.18	Distance between cargo manifold centers:	3,000 Millimetres		
8.19	Distance ships rail to manifold:	4,500 Millimetres		
8.20	Distance manifold to ships side:	4,600 Millimetres		
8.21	Top of rail to center of manifold:	700 Millimetres		
8.22	Distance main deck to center of manifold:	2,100 Millimetres		
8.23	Spill tank grating to center of manifold:	900 Millimetres		
8.24	Manifold height above the waterline in normal ballast/at SDWT condition:	22 Metres	10.522 Metres	
8.25	Number/size/type of reducers:	3 x 650/500mm (26/20") 6 x 650/400mm (26/16") 3 x 400/350mm (16/14") 3 x 400/300mm (16/12") 4 x 250/200mm (10/8") ANSI		
8.26	Is vessel fitted with a stern manifold? If yes, state size:	No,		
Heating				
8.27	Cargo/slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:	N/A	No	
	Slop Tanks:	Steam Pipe	Yes	Brass
8.28	Maximum temperature cargo can be loaded/maintained:	75.0 °C / 167.0 °F		
8.28.1	Minimum temperature cargo can be loaded/maintained:	0.0 °C / 32.0 °F		
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:	6	Centrifugal	5500 M3/HR
	Cargo Eductors:	1		800 Cu. Metres/Hour
	Stripping:	1	Reciprocating	275 Cu. Metres/Hour
8.33	Is at least one emergency portable cargo pump provided?	No		

9.	MOORING					
9.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42 Millimetres	Galv. Steel	307 Metres	120 Metric Tonnes
	Main deck fwd:	6	42 Millimetres	Galv. Steel	307 Metres	120 Metric Tonnes
	Main deck aft:	4	42 Millimetres	Galv. Steel	307 Metres	120 Metric Tonnes

	Poop deck:	6	42 Millimetres	Galv. Steel	307 Metres	120 Metric Tonnes
9.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	100 Millimetres	Polyamide multifilament	11 Metres	169 Metric Tonnes
	Main deck fwd:	6	100 Millimetres	Polyamide multifilament	11 Metres	169 Metric Tonnes
	Main deck aft:	4	100 Millimetres	Polyamide multifilament	11 Metres	169 Metric Tonnes
	Poop deck:	6	100 Millimetres	Polyamide multifilament	11 Metres	169 Metric Tonnes
9.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
9.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	40 Millimetres	Polypropylene	220 Metres	32 Metric Tonnes
	Main deck fwd:	1	80 Millimetres	Polypropylene	150 Metres	73 Metric Tonnes
	Main deck aft:					
	Poop deck:	2	96 Millimetres	Polypropylene	220 Metres	157 Metric Tonnes
9.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	90.50 Metric Tonnes	
	Main deck fwd:	3	Double Drums	Hydraulic	90.50 Metric Tonnes	
	Main deck aft:	2	Double Drums	Hydraulic	90.50 Metric Tonnes	
	Poop deck:	3	Double Drums	Hydraulic	90.50 Metric Tonnes	
9.6	Bits, closed chocks/fairleads		No. Bits	SWL Bits	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		2	115 Metric Tonnes	8	115 Metric Tonnes
	Main deck fwd:		6	115 Metric Tonnes	18	115 Metric Tonnes
	Main deck aft:		5	115 Metric Tonnes	12	115 Metric Tonnes
	Poop deck:		4	115 Metric Tonnes	13	115 Metric Tonnes
Anchors/Emergency Towing System						
9.7	Number of shackles on port/starboard cable:				14/14	
9.8	Type/SWL of Emergency Towing system forward:				Chain	200 Metric Tonnes
9.9	Type/SWL of Emergency Towing system aft:				Wire	200 Metric Tonnes
Escort Tug						
9.10	What is size/SWL of closed chock and/or fairleads of enclosed type on stern:				600 x 450	200 Metric Tonnes
9.11	What is SWL of bollard on poop deck suitable for escort tug:				115 Metric Tonnes	
Lifting Equipment/Gangway						
9.12	Derrick/Crane description (Number, SWL and location):				Cranes: 2 x 20 Tonnes Midsip (port and stbd)	
9.13	Accommodation ladder direction:					
	Does vessel have a portable gangway? If yes, state length:					
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):				Hinged Bar	200 Metric Tonnes
9.17	What is the maximum size chain diameter the bow stopper(s) can handle:				76 Millimetres	
9.18	Distance between the bow fairlead and chain stopper/bracket:				3,100 Metres	
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 Knots (WSNP)	14 Knots (WSNP)
	Laden speed:		13 Knots (WSNP)	12 Knots (WSNP)
10.2	What type of fuel is used for main propulsion/generating plant:		Heavy Fuel Oil (380cst.)	Heavy fuel oil or Diesel oil
10.3	Type/Capacity of bunker tanks:		Fuel Oil: 7,688 Cu. Metres Diesel Oil: 362 Cu. Metres Gas Oil:	
10.4	Is vessel fitted with fixed or controllable pitch propeller(s):			
10.5	Engines	No	Capacity	Make/Type
	Main engine:	1	22.65 Kilowatt	HUDONG HEAVY MACHINERY CO.LTD
	Aux engine:	3	880 Kilowatt	WARTSILA/6L20C2
	Power packs:			
	Boilers:	2	44 Metric Tonnes/Hour	
Bow/Stern Thruster				
10.6	What is brake horse power of bow thruster (if fitted):		No,	
10.7	What is brake horse power of stern thruster (if fitted):		,	
Emissions				
10.8	Main engine IMO NOx emission standard:		Tier I	
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 Liquified Gas, as applicable)?		Yes	
11.2	What is maximum outreach of cranes/derricks outboard of the ship's side:		6.10 Metres	
11.3	Date/place of last STS operation:			

12.	RECENT OPERATIONAL HISTORY			
12.1	Last three cargoes/charterers/voyages (Last/2nd Last/3rd Last):		1st Last BASRAH LIGHT Crude Oil 2nd Last OMAN EXPORT BLEND Crude Oil 3rd Last OMAN EXPORT BLEND Crude Oil	
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:		Aug 03, 2016 / 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>			
12.6	Date/Place of last SIRE inspection:		/	
12.7	Additional information relating to features of the ship or operational characteristics:			

Revised 2018 ([INTERTANKO/Q88.com](http://www.intertanko.com))

Form completed on <http://www.q88.com/integration.aspx> Please email support@q88.com an updated copy if this is not the latest version.