

1. VESSEL DESCRIPTION	
1.1	Date updated: Oct 09, 2015
1.2	Vessel's name (IMO number): DS Commander (9174397)
1.3	Vessel's previous name(s) and date(s) of change: Front Commander (Jul 26, 2012)
1.4	Date delivered / Builder (where built): Jul 01, 1999 / HYUNDAI HEAVY INDUSTRIES Co.S.Korea
1.5	Flag / Port of Registry: Liberia / Monrovia
1.6	Call sign / MMSI: C6QO5 / 308278000
1.7	Vessel's contact details (satcom/fax/email etc.): Tel: +870773908351, +870773908350 Fax: +870764337867 Email: ds.commander@vessel.wallem.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
<b>Classification</b>	
1.10	Classification society: Nippon Kaiji Kyokai
1.11	Class notation: + 1A1 Tanker for Oil ESP E0 NAUT-OC LCS(DIS) CSA-1
1.12	Is the vessel subject to any conditions of class, class extensions, outstanding memorandums or class recommendations? If yes, give details:
1.13	If classification society changed, name of previous and date of change: DNV GL, Oct 04, 2014
1.14	IMO type, if applicable: N/A
1.15	Does the vessel have ice class? If yes, state what level: No,
1.16	Date / place of last dry-dock: Feb 04, 2015 / Shekou, China
1.17	Date next dry dock due / next annual survey due: Jul 01, 2017
1.18	Date of last special survey / next special survey due: Feb 04, 2015 Jul 01, 2019
1.19	If ship has Condition Assessment Program (CAP), what is the latest overall rating: No, 2
1.20	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? No
<b>Dimensions</b>	
1.21	Length overall (LOA): 334.45 Metres
1.22	Length between perpendiculars (LBP): 320.00 Metres
1.23	Extreme breadth (Beam): 58.05 Metres
1.24	Moulded depth: 31.04 Metres
1.25	Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable: 67.11 Metres
1.26	Bow to center manifold (BCM) / Stern to center manifold (SCM): 168.22 Metres 166.23 Metres
1.27	Distance bridge front to center of manifold: 113.38 Metres
1.28	Parallel body distances
	Lightship Normal Ballast Summer Dwt
	Forward to mid-point manifold: 83.05 Metres 85.30 Metres 85.92 Metres
	Aft to mid-point manifold: 43.85 Metres 59.93 Metres 74.98 Metres
	Parallel body length: 126.90 Metres 145.23 Metres 160.90 Metres
1.29	FWA/TPC at summer draft: 521 Millimetres 169.54 Metric Tonnes
1.30	Constant (excluding fresh water):
1.31	What is the company guidelines for Under Keel Clearance (UKC) for this vessel?
1.32	What is the max height of mast above waterline (air draft)
	Full Mast Collapsed Mast
	Lightship: 64.05 Metres 0 Metres
	Normal ballast: 56.00 Metres 0 Metres
	At loaded summer deadweight: 44.40 Metres 0 Metres
<b>Tonnages</b>	
1.33	Net Tonnage: 109,583.00
1.34	Gross Tonnage / Reduced Gross Tonnage (if applicable): 157,863.00
1.35	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): 158,299.80 148,188.77
1.36	Panama Canal Net Tonnage (PCNT):
<b>Ownership and Operation</b>	

1.37	Registered owner - Full style:	DS-Rendite-Fonds Nr. 91 VLCC Front Commander GmbH & Co. Tankschiff KG Stockholmer Allee 53, 44269 Dortmund, Germany
1.38	Technical operator - Full style:	Ds Tankers GmbH & Co. KG Domstrasse 17 20095 Hamburg, Germany Tel: +4940 226223860 Fax: +49 40 226223870 Telex: Not Applicable Email: Email: op@ds-tankers.com Web: www.ds-tankers.com Company IMO#: 5424816
1.39	Commercial operator - Full style:	MAGELLAN Chartering Services GmbH Domstrasse 17  20095 Hamburg, Germany Tel: +49 40 378 654-13 Fax: n/a Telex: n/a Email: teu@magchart.de Web: n/a
1.40	Disponent owner - Full style:	HYUNDAI GLOVIS CO., LTD. 512, Yeongdong-daero, Gangnam-gu, Seoul, 135-791, Korea Tel: +82-2-6191-9922 Fax: n/a Telex: n/a Email: tanker@glovis.net Web: n/a

2.	CERTIFICATION	Issued	Last Annual	Expires
2.1	Safety Equipment Certificate (SEC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.2	Safety Radio Certificate (SRC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.3	Safety Construction Certificate (SCC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.4	International Loadline Certificate (ILC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.6	ISM Safety Management Certificate (SMC):	May 14, 2015		Mar 28, 2020
2.7	Document of Compliance (DOC):	Jan 25, 2014		Apr 17, 2017
2.8	USCG Certificate of Compliance (COC):			
2.9	Civil Liability Convention (CLC) 1992 Certificate:	Jan 14, 2015	Not Applicable	Feb 20, 2016
2.10	Civil Liability for Bunker Oil Pollution Damage Convention (CLBC) Certificate:	Jan 14, 2015	Not Applicable	Feb 20, 2016
2.11	Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE) Certificate:		Not Applicable	
2.12	U.S. Certificate of Financial Responsibility (COFR):	May 04, 2015	Not Applicable	Apr 04, 2018
2.13	Certificate of Class (COC):	May 08, 2015	Not Applicable	Jul 31, 2019
2.14	International Sewage Pollution Prevention Certificate (ISPPC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.15	Certificate of Fitness (COF):	Not Applicable	Not Applicable	Not Applicable
2.16	International Energy Efficiency Certificate (IEEC):	Apr 07, 2015	Not Applicable	Not Applicable
2.17	International Ship Security Certificate (ISSC):	May 14, 2015		Mar 28, 2020
2.18	International Air Pollution Prevention Certificate (IAPPC):	Apr 07, 2015	Not Applicable	Jul 31, 2019
2.19	Maritime Labour Certificate (MLC):	Mar 30, 2015	Not Applicable	Mar 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:			
2.21	Does vessel have in place a Drug and Alcohol Policy complying with OCIMF guidelines for Control of Drugs and Alcohol Onboard Ship?			
2.22	Is the ITF Special Agreement on board (if applicable)?			
2.23	ITF Blue Card expiry date:			
3.	<b>CREW</b>			

3.1	Nationality of Master:	Indian
3.2	Number and Nationality of Officers:	9 Indian, Austrian, Burmese
3.3	Number and Nationality of Crew:	14 Filipino
3.4	What is the common working language onboard:	
3.5	Do officers speak and understand English?	
3.6	If Officers/Crew employed by a Manning Agency - Full style:	<p><b>Officers:</b></p> <p>Domstrasse 17 20 095 Hamburg Germany Tel: +49-40-767-961-238 Fax: +49-40-767-961-260 Telex: n/a Email: crewing@ds-crewing.com Web: www.ds-crewing.de</p> <p><b>Crew:</b></p> <p>SCANMAR MARITIME SERVICES INC. Ground Floor, Royal Enterprise Building 2227 Chino Roces Avenue, Makati City 1200 Tel: ++632-8121319 to 22 Fax: + +632-8167494 Telex: n/a Email: ds@scanmar.com.ph Web: www.scanmar.com.ph</p>

<b>4.</b>	<b>FOR USA CALLS</b>	
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:	<p>O'Brien's Oil Pollution Service 2000 Old Spanish Trail, Slidell, LA 70458 USA Tel: +1 985 781 0804 Fax: +1 985 781 0580 Telex: Not Applicable Email: commandcenter@obriensrm.com</p>
4.3	Oil Spill Response Organization (OSRO) - Full style:	<p>National Response Corporation 3500 Sunrise highway, Suite T103, Great river, New York NY 11739 USA Tel: +1 631 224 9141 Fax: +1 631 224 9082 Telex: Not Applicable Email: iocdo@nrcc.com</p>

<b>5.</b>	<b>CARGO AND BALLAST HANDLING</b>				
<b>Double Hull Vessels</b>					
5.1	Is vessel fitted with centerline bulkhead in all cargo tanks? If Yes, solid or perforated:			No,	
<b>Loadline Information</b>					
5.2	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	8.323 Metres	22.723 Metres	311.168 Metric Tonnes	352,992 Metric Tonnes
	Winter:	8.796 Metres	22.25 Metres	303,170 Metric Tonnes	344,994 Metric Tonnes
	Tropical:	7.85 Metres	23.198 Metres	319,207 Metric Tonnes	361,031 Metric Tonnes
	Lightship:	27.99 Metres	3.06 Metres	Not Applicable	41,823.80 Metric Tonnes
	Normal Ballast Condition:	20.93 Metres	10.12 Metres	104,658.00 Metric Tonnes	146,482.00 Metric Tonnes
5.3	Does vessel have multiple SDWT? If yes, please provide all assigned loadlines:			Yes	
<b>Cargo Tank Capacities</b>					
5.4	Number of cargo tanks and total cubic capacity (98%):			336,031.60 Cu. Metres	

5.5	Capacity (98%) of each natural segregation with double valve (specify tanks):	Seg#1: 117494 m3 (1C, 2C, 4C, 5P, 5S) Seg#2: 112360 m3 (3C, 1P, 1S, 4P, 4S, SLP, SLS) Seg#3: 113208 m3 (5C, 2P, 2S, 3P, 3S)			
5.6	Number of slop tanks and total cubic capacity (98%):		7,029.60 Cu. Metres		
5.7	Specify segregations which slops tanks belong to and their capacity with double valve:				
5.8	Residual/Retention oil tank(s) capacity (98%), if applicable:				
5.9	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT			
<b>SBT Vessels</b>					
5.10	What is total SBT capacity and percentage of SDWT vessel can maintain?	100,730.00 Cu. Metres	33.18 %		
5.11	Does vessel meet the requirements of MARPOL Annex I Reg 18.2:	Yes			
<b>Cargo Handling and Pumping Systems</b>					
5.12	How many grades/products can vessel load/discharge with double valve segregation:	3			
5.13	Are there any cargo tank filling restrictions? If yes, specify number of slack tanks, max s.g., ullage restrictions etc.:	No			
5.14	Pumps	No.	Type	Capacity	At What Head (sg=1.0)
	Cargo Pumps:	3	Centrifugal	5000 M3/HR	
	Cargo Eductors:	2	Other	700 Cu. Metres/Hour	
	Stripping:	1	Reciprocating	450 Cu. Metres/Hour	
	Ballast Pumps:	2	Centrifugal	3,000 Cu. Metres/Hour	35 Metres
	Ballast Eductors:	1	Liquid Driven	400 Cu. Metres/Hour	25 Metres
5.15	Max loading rate for homogenous cargo per manifold connection:	7,936 Cu. Metres/Hour			
5.16	Max loading rate for homogenous cargo loaded simultaneously through all manifolds:	20,500.00 Cu. Metres/Hour			
5.17	How many cargo pumps can be run simultaneously at full capacity:	3			
<b>Cargo Control Room</b>					
5.18	Is ship fitted with a Cargo Control Room (CCR)?	Yes			
5.19	Can tank innage / ullage be read from the CCR?	Yes			
<b>Gauging and Sampling</b>					
5.20	Can cargo be transferred under closed loading conditions in accordance with ISGOTT 11.1.6.6?	Yes			
5.21	What type of fixed closed tank gauging system is fitted:	SAAB Tank Radar			
5.22	Number of portable gauging units (example- MMC) on board:	3			
5.23	Are overfill (high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes,			
5.24	Are cargo tanks fitted with multipoint gauging? If yes, specify type and locations:	,			
5.25	Is gauging system certified and calibrated? If no, specify which ones are not calibrated:	Yes,			
<b>Vapor Emission Control System (VECS)</b>					
5.26	Is a Vapour Emission Control System (VECS) fitted?	Yes			
5.27	Number/size of VECS manifolds (per side):	2	400 Millimetres		
5.28	Number / size / type of VECS reducers:				
<b>Venting</b>					
5.29	State what type of venting system is fitted:	Mastriser and P/V Valves			
<b>Cargo Manifolds and Reducers</b>					
5.30	Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment'?	Yes			
5.31	Total number / size of cargo manifold connections on each side:	3 / 650 Millimetres			
5.32	What type of valves are fitted at manifold:	Butterfly			
5.33	What is the material/rating of the manifold:	Steel /			
5.34	Does the vessel have a Common Line Manifold connection? If yes, describe:				
5.35	Distance between cargo manifold centers:	3,000.00 Millimetres			
5.36	Distance ships rail to manifold:	4,360.00 Millimetres			
5.37	Distance manifold to ships side:	4,600.00 Millimetres			
5.38	Top of rail to center of manifold:	750.00 Millimetres			
5.39	Distance main deck to center of manifold:	1,810.00 Millimetres			
5.40	Spill tank grating to center of manifold:	900.00 Millimetres			

5.41	Manifold height above the waterline in normal ballast / at SDWT condition:	22.86 Metres	10.323 Metres
5.42	Number / size / type of reducers:	6 x 660.4/508mm (26/20") 6 x 660.4/406.4mm (26/16") 3 x 660.4/304.8mm (26/12") 2 x 304.8/254mm (12/10") 1 x 304.8/203.2mm (12/8")	
5.43	Is vessel fitted with a stern manifold? If yes, state size:	No,	

#### Heating

5.44	Cargo / slop tanks fitted with a cargo heating system?	Type	Coiled	Material
	Cargo Tanks:			
	Slop Tanks:			
5.45	Maximum temperature cargo can be loaded / maintained:			
5.46	Minimum temperature cargo can be loaded / maintained:			

#### Coating / Anodes

5.47	Tank Coating	Coated	Type	To What Extent	Anodes
	Cargo tanks:	No			Yes
	Ballast tanks:	Yes	Tar Epoxy	Whole Tank	Yes
	Slop tanks:	Yes	Tar Epoxy	Whole Tank	

#### 6. INERT GAS AND CRUDE OIL WASHING

6.1	Is a Crude Oil Washing (COW) installation fitted / operational?	Yes /
6.2	Is an Inert Gas System (IGS) fitted / operational?	Yes /
6.3	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:	Flue Gas

#### 7. MOORING

7.1	Wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	42.00 Millimetres	Galvanized Steel	280.00 Metres	125.00 Metric Tonnes
	Main deck fwd:	6	42.00 Millimetres	Galvanized Steel	280.00 Metres	125.00 Metric Tonnes
	Main deck aft:	4	42.00 Millimetres	Galvanized Steel	280.00 Metres	125.00 Metric Tonnes
	Poop deck:	6	42.00 Millimetres	Galvanized Steel	280.00 Metres	125.00 Metric Tonnes
7.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	96.00 Millimetres	Nylon	11.00 Metres	169.00 Metric Tonnes
	Main deck fwd:	6	96.00 Millimetres	Nylon	11.00 Metres	169.00 Metric Tonnes
	Main deck aft:	4	96.00 Millimetres	Nylon	11.00 Metres	169.00 Metric Tonnes
	Poop deck:	6	96.00 Millimetres	Nylon	11.00 Metres	174.00 Metric Tonnes
7.3	Ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:					
	Main deck fwd:					
	Main deck aft:					
	Poop deck:					
7.4	Other lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	80.00 Millimetres	8-strand, Plaited high grade syntetic compaund	220.00 Metres	125.00 Metric Tonnes
	Main deck fwd:					
	Main deck aft:					
	Poop deck:	3	80.00 Millimetres	8-strand, Plaited high grade syntetic compaund	220.00 Metres	125.00 Metric Tonnes
7.5	Winches	No.	No. Drums	Motive Power	Brake Capacity	Type of Brake
	Forecastle:	2	Double Drums	Hydraulic	68.00 Metric Tonnes	
	Main deck fwd:	3	Double Drums	Hydraulic	68.00 Metric Tonnes	
	Main deck aft:	2	Double Drums	Hydraulic	68.00 Metric Tonnes	

	Poop deck:	3	Double Drums	Hydraulic	68.00 Metric Tonnes	
7.6	Bitts, closed chocks/fairleads		No. Bitts	SWL Bitts	No. Closed Chocks	SWL Closed Chocks
	Forecastle:		3			
	Main deck fwd:		6			
	Main deck aft:		4			
	Poop deck:		4			

#### Anchors/Emergency Towing System

7.7	Number of shackles on port / starboard cable:				14 / 14	
7.8	Type / SWL of Emergency Towing system forward:			2 Chafing Chain Stoppers		200 Metric Tonnes
7.9	Type / SWL of Emergency Towing system aft:			Pusnes ETS200-D		200 Metric Tonnes

#### Escort Tug

7.10	What is size / SWL of closed chock and/or fairleads of enclosed type on stern:				600 x 450	142 Metric Tonnes
7.11	What is SWL of bollard on poop deck suitable for escort tug:					142 Metric Tonnes

#### Bow/Stern Thruster

7.12	What is brake horse power of bow thruster (if fitted):			No,		
7.13	What is brake horse power of stern thruster (if fitted):			,		

#### Single Point Mooring (SPM) Equipment

7.14	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
7.15	If fitted, how many chain stoppers:				2	
7.16	State type / SWL of chain stopper(s):			Tongue Type		200.00 Metric Tonnes
7.17	What is the maximum size chain diameter the bow stopper(s) can handle:					76.00 Millimetres
7.18	Distance between the bow fairlead and chain stopper/bracket:					3,350 Millimetres
7.19	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

7.20	Derrick / Crane description (Number, SWL and location):				Cranes: 2 x 20.00 Tonnes Midship Port & Starboard	
7.21	What is maximum outreach of cranes / derricks outboard of the ship's side:					8.00 Metres

#### Ship To Ship Transfer (STS) / Helicopter Operations

7.22	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum, Chemicals or Liquefied Gas, as applicable)?					Yes
7.23	Can the ship comply with the ICS Helicopter Guidelines? If Yes, state whether winching or landing area provided and diameter of the circle provided:			Yes, Landing		13.00 Metres

### 8. MISCELLANEOUS

#### Engine

8.1	Speed			Maximum		Economic
	Ballast speed:					
	Laden speed:					
8.2	What type of fuel is used for main propulsion / generating plant:			HFO 380 cSt		HFO 380 cSt
8.3	Type / Capacity of bunker tanks:			Fuel Oil: 7,993.90 Cu. Metres Diesel Oil: 393.50 Cu. Metres Gas Oil: 0 Cu. Metres		
8.4	Is vessel fitted with fixed or controllable pitch propeller(s):			Fixed		
8.5	Engines	No		Capacity		Make/Type
	Main engine:					
	Aux engine:	3				
	Power packs:					
	Boilers:	2		50.00 Metric Tonnes/Hour		

#### Emissions

8.6	Main engine IMO NOx emission standard:					
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8.7	Energy Efficiency Design Index (EEDI) rating number:		
<b>Insurance</b>			
8.8	P & I Club - Full Style:	GARD Kittelsbuktveien 31, 4836 Arendal, Norwegen Tel: +47 37 01 91 00 Email: <a href="mailto:companymail@gard.no">companymail@gard.no</a> Web: <a href="http://www.gard.no">www.gard.no</a>	
8.9	P & I Club pollution liability coverage / expiration date:	1,000,000,000 US\$	Feb 20, 2016
8.10	Hull & Machinery insured by - Full Style:		
8.11	Hull & Machinery insured value / expiration date:		Apr 01, 2016
<b>Recent Operational History</b>			
8.12	Date and place of last Port State Control inspection:	Jul 20, 2015 / Rizhao	
8.13	Any outstanding deficiencies as reported by any Port State Control? If yes, provide details:	No	
8.14	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, Collision: No,	
8.15	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	Last: Arab Medium C.O., Arab Heavy C.O., Arab Light C.O. / Shell / Ras Tanura to Rizhao and Qingdao, China. 2nd Last: Arab Medium, Kuwait Export, Das Crude, Qatar Marine /Shell /Ras Tanura, Mina Al Ahmadi, Das Island, Halul Island to disport Singapore. 3rd Last: HSO RMK-500 & LSFO RMG-380/Shell / Rotterdam - Nipa Singapore & TG Bin, Malaysia.	
8.16	Date/place of last STS operation:		
<b>Vetting</b>			
8.17	Date of last SIRE inspection:	N/A	
8.18	Date of last CDI inspection:		
8.19	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>	N/A	
<b>Additional Information</b>			
8.20	Additional information relating to features of the ship or operational characteristics:		

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