

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Nov 05, 2014	
1.2	Vessel's name:	Ds Venture	
1.3	IMO number:	9522180	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Sep 28, 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:	A8XV5	
1.10	Vessel's satcom phone number:	870 773 209 046	
	Vessel's fax number:	870 783 976 542	
	Vessel's telex number:	463 710 916	
	Vessel's email address:	dsventure@dst-fleet.com	
1.11	Type of vessel:	Oil Tanker	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Det Norske Veritas	
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:	Not Applicable	
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:		
1.19	Date / place of last dry-dock:	Not Applicable	
1.20	Date next dry dock due	Sep 28, 2016	
1.21	Date of last special survey / next survey due:	Not Applicable	Not Applicable
1.22	Date of last annual survey:	Sep 04, 2012	
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	
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	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	157,339.69	148,207.15

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.38	Panama Canal Net Tonnage (PCNT):				
Loadline Information					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	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 Schiffahrt 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: +86-21-68769288 Fax: +86-21-68757944 Telex: 33696 SHXTB CN Email: chartering@cstanker.com	
1.45	Disponent owner - Full style:				

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Nov 17, 2011	Sep 04, 2012	Sep 28, 2016
2.2	Safety Radio Certificate:	Nov 17, 2011	Sep 04, 2012	Sep 28, 2016
2.3	Safety Construction Certificate:	Nov 17, 2011	Sep 04, 2012	Sep 28, 2016
2.4	Loadline Certificate:	Nov 17, 2011	Sep 04, 2012	Sep 28, 2016
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Nov 17, 2011	Sep 04, 2012	Sep 28, 2016
2.6	Safety Management Certificate (SMC):	Feb 01, 2012	Not Applicable	Jan 31, 2017
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):	Jan 31, 2012		Jan 31, 2015
2.12	Certificate of Fitness (Chemicals):			
2.13	Certificate of Fitness (Gas):			
2.14	Certificate of Class:	Sep 28, 2011	Sep 04, 2012	Dec 28, 2016

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.15	International Ship Security Certificate (ISSC):	Feb 01, 2012	Not Applicable	Jan 31, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Nov 17, 2011		Sep 28, 2016
2.17	International Air Pollution Prevention Certificate (IAPP):	Nov 17, 2011	Sep 04, 2012	Sep 28, 2016

Documentation

2.18	Does vessel have all updated publications as listed in the Vessel Inspection Questionnaire, Chapter 2- Question 2.24, as applicable:	
2.19	Owner warrant that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:	

3. CREW MANAGEMENT

3.1	Nationality of Master:	Russian
3.2	Nationality of Officers:	Russian, Ukrainian, Georgian
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:	Yes
5.2	Qualified individual (QI) - Full style:	Hudson Marine Management Service Tel: +1 703 326 56 17 Fax: +1 703 326 56 60
5.3	Oil Spill Response Organization (OSRO) -Full style:	Marine Spill Response Corp Tel: +1 856 342 75 00 Fax: +1 856 342 88 88
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	

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):	
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:	

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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:			
6.13	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:			
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:			
Vapor Emission Control				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	2	20 Millimetres	
Venting				
6.24	State what type of venting system is fitted:	Independent		
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:	650 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	
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")		

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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?			
6.39	If fitted, are all tanks coiled?			
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	No	N/A
	Ballast tanks:	Yes	Balloxy HB Jotun	100%
	Slop tanks:	Yes		
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
	Forecastle:				2	
	Main deck fwd:				8	
	Main deck aft:				6	
	Poop deck:				4	

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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,
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:	
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:	
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 ,
------	---	-----------------------------------

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

		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:	N/A
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.