

**INTERTANKO'S STANDARD TANKER
CHARTERING QUESTIONNAIRE 88 (Q88)**

Version 3

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1. VESSEL DESCRIPTION

- | | |
|--|---|
| 1.1 Date updated: | May 05, 2013 |
| 1.2 Vessel's name: | Torm Saone |
| 1.3 IMO number: | 9295323 |
| 1.4 Vessel's previous name(s) and date(s) of change: | Saone (Jan 19, 2008) |
| 1.5 Date delivered: | Jul 23, 2004 |
| 1.6 Builder (where built): | Hyundai Mipo Dockyard, Ulsan South Korea |
| 1.7 Flag: | Denmark International |
| 1.8 Port of Registry: | Kobenhavn |
| 1.9 Call sign: | OYMM2 |
| 1.10 Vessel's satcom phone number: | + 45 8988 0383 / + 45 8988 2165 / + 870 773 234 437 |
| Vessel's fax number: | + 870 783 207 780 |
| Vessel's telex number: | 422 057 010(SAT-C) |
| Vessel's email address: | Master.torm.saone@amosconnect.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: | +1A1, Tanker for Oil ESP, Tanker for Oil and Chemicals ESP, Ship type 3, EO, ICE-1A, VCS-2, LCS(S.I.D), Clean |
| 1.15 If Classification society changed, name of previous society: | New Building |
| 1.16 If Classification society changed, date of change: | Not Applicable |
| 1.17 IMO type, if applicable: | 3 |
| 1.18 Does the vessel have ice class? If yes, state what level: | Yes , 1A |
| 1.19 Date / place of last dry-dock: | Jul 18, 2009 Gdansk |
| 1.20 Date next dry dock due | Jul 23, 2014 |
| 1.21 Date of last special survey / next survey due: | Jul 18, 2009 Jul 23, 2014 |
| 1.22 Date of last annual survey: | Jun 19, 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? | No |
| Dimensions | |
| 1.25 Length Over All (LOA): | 182.55 m |
| 1.26 Length Between Perpendiculars (LBP): | 175 m |
| 1.27 Extreme breadth (Beam): | 27.38 m |

1.28 Moulded depth:			16.7 m
1.29 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		46.96 m	m
1.30 Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		92.18 m	90.82 m
1.31 Distance bridge front to center of manifold:			56.71 m
1.32 Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold:	39.64 m	56.54 m	58.12 m
Aft to mid-point manifold:	36.07 m	48.82 m	60.64 m
Parallel body length:	75.71 m	105.36 m	118.76 m
1.33 FWA at summer draft / TPC immersion at summer draft:		250 mm	46.15 MT
1.34 What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
Lightship:		44.474 m	0 m
Normal ballast:		40.21 m	0 m
At loaded summer deadweight:		35.743 m	0 m

Tonnages

1.35 Net Tonnage:	10126	
1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable):	23246	
1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	24313.36	20859
1.38 Panama Canal Net Tonnage (PCNT):		23246

Loadline Information

1.39 Loadline	Freeboard	Draft	Deadweight	Displacement
Summer:	5.514 m	11.217 m	36986 MT	46003 MT
Winter:	5.747 m	10.98 m	35913 MT	44931 MT
Tropical:	5.281 m	11.45 m	38063 MT	47081 MT
Lightship:	14.259 m	2.486 m		9017.5 MT
Normal Ballast Condition:	9.95 m	6.75 m	17355.6 MT	26373.1 MT

1.40 Does vessel have multiple SDWT?	Yes	
1.41 If yes, what is the maximum assigned deadweight?		36986 MT

Ownership and Operation

1.42 Registered owner - Full style:	VesselCo 3K/S c/o Torm A/S Tuborg Havnevej 18,2900 Hellerup, Danmark Tel: +45 39 17 92 00 Fax: +45 3917 9124 Telex: +55 22315 torm dk Email: vetting@torm.com
1.43 Technical operator - Full style:	Torm A/S Tuborg Havnevej 18 DK-2900 Hellerup Denmark Tel: +45 39 17 92 00 Fax: +45 39 17 91 24 Telex: NA

Email: vetting@torm.com

1.44 Commercial operator - Full style:

Torm A/S

Tuborg Havnevej 18, DK-2900 Hellerup,
Denmark

Tel: 45 39 17 93 88

Fax: +45 39 17 91 19

Telex: Not Applicable

Email: operations@torm.com

1.45 Disponent owner - Full style:

Torm A/S

Tuborg Havnevej 182900 HellerupDenmark

Tel: +45 39179200

Email: operations@torm.com

Web: www.torm.com

2. CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1 Safety Equipment Certificate:	Sep 15, 2009	Jun 19, 2012	Jul 23, 2014
2.2 Safety Radio Certificate:	Nov 17, 2010	Jun 19, 2012	Jul 23, 2014
2.3 Safety Construction Certificate:	Sep 15, 2009	Jun 19, 2012	Jul 23, 2014
2.4 Loadline Certificate:	Jul 30, 2009	Jun 19, 2012	Jul 23, 2014
2.5 International Oil Pollution Prevention Certificate (IOPPC):	Nov 18, 2010	Jun 19, 2012	Jul 23, 2014
2.6 Safety Management Certificate (SMC):	Jun 02, 2009	Mar 15, 2011	Jun 06, 2013
2.7 Document of Compliance (DOC):	Apr 23, 2013	Jul 27, 2012	May 01, 2018
2.8 USCG (specify: COC, LOC or COI):		Dec 17, 2009	
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):	May 13, 2012		May 13, 2015
2.12 Certificate of Fitness (Chemicals):	Nov 11, 2009	Jul 20, 2010	Jul 23, 2014
2.13 Certificate of Fitness (Gas):	Not Applicable		
2.14 Certificate of Class:	Sep 24, 2009	Jun 19, 2012	Jul 23, 2014
2.15 International Ship Security Certificate (ISSC):	Jun 02, 2009		Jun 06, 2013
2.16 International Sewage Pollution Prevention Certificate (ISPPC)	Sep 04, 2009		Jul 23, 2014
2.17 International Air Pollution Prevention Certificate (IAPP):	Sep 04, 2009	Jul 20, 2010	Jul 23, 2014

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 ITOPF and will remain so for the entire duration of this voyage/contract: Yes

3. CREW MANAGEMENT

- 3.1 Nationality of Master: New Zealander
- 3.2 Nationality of Officers: Indian, New Zealander
- 3.3 Nationality of Crew: Indian
- 3.4 If Officers/Crew employed by a Manning Agency - Full style: Officers: TORM SHIPPING INDIA PVT LTD
2nd Floor, Leela Business Park, Andheri Kurla Road, Andheri (E), Mumbai 400 059. India
Tel: 91 22 4033 3777
Fax: 91 22 6640 7350
Telex: N/A
Email: crewing.india@torm.com
Crew: TORM SHIPPING INDIA PVT LTD
2nd Floor, Leela Business Park, Andheri Kurla Road, Andheri (E), Mumbai 400 059. India
Tel: 91 22 4033 3777
Fax: 91 22 4033 3755
Telex: N/A
Email: crewing.india@torm.com
- 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: Winching

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: Gallagher Marine Systems L.L.C.
100 Century Parkway, Suite 130 Mount Laurel, New Jersey 08054
Tel: 1 703 683 4700
Fax: 1 856 642 3945
Telex: na
Email: info@chgms.com

5.3 Oil Spill Response Organization (OSRO) -Full style: NRC
National Rseponse corporation 3500 Sunrise
highway suite 103 Great River New York
11739 USA
Tel: 631 2249141
Fax: 631 224 9126
Email: bbell@nrcc.com

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: No

6.2 If Yes, is bulkhead solid or perforated:

Cargo Tank Capacities

6.3 Capacity (98%) of each natural segregation with double valve (specify tanks):
Seg#1: 6016.8 m3 (P & S)
Seg#2: 7186 m3 (P & S)
Seg#3: 7170.2 m3 (P & S)
Seg#4: 7194.8 m3 (P & S)
Seg#5: 7170.2 m3 (P & S)
Seg#6: 6340.4 m3 (P & S)

6.4 Total cubic capacity (98%, excluding slop tanks): 41078.4 m3

6.5 Slop tank(s) capacity (98%): 878 m3

6.6 Residual/Retention oil tank(s) capacity (98%), if applicable: 63.5 m3

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? 18940.2 m3

6.9 What percentage of SDWT can vessel maintain with SBT only: 47 %

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: 7

6.12 Maximum loading rate for homogenous cargo per manifold connection: 1760 m3/hr

6.13 Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds: 5280 m3/hr

6.14 Are there any cargo tank filling restrictions. If yes, please specify: Yes
- The max. filling height percentage for any tank with SG=1.55 is 66%. - The tank filling restrictions for intermediate SG's(between 1.025 and 1.55) shall be according with following formula " %Height filling=(1.025*100)/X as percentage " (where

X=intermediate SG)

Pumping Systems

6.15 Pumps:	No.	Type	Capacity
Cargo:	12	Submerged, Fixed, Centrifugal	320 M3/HR
	2	Submerged, Fixed, Centrifugal	150 M3/HR
Stripping:		N/A	m3/hr
Eductors:		N/A	m3/hr
Ballast:	2	Framo	750 m3/hr

6.16 How many cargo pumps can be run simultaneously at full capacity:

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:	Radar
6.21 Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:	Yes, to all tanks

Vapor Emission Control

6.22 Is a vapor return system (VRS) fitted:	Yes	
6.23 Number/size of VRS manifolds (per side):	2	300 mm

Venting

6.24 State what type of venting system is fitted:	High velocity vents
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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:	7
6.27 What is the size of cargo connections:	300 mm
6.28 What is the material of the manifold:	St. Steel

Manifold Arrangement

6.29 Distance between cargo manifold centers:		2000 mm
6.30 Distance ships rail to manifold:		4400 mm
6.31 Distance manifold to ships side:		4600 mm
6.32 Top of rail to center of manifold:		1100 mm
6.33 Distance main deck to center of manifold:		2100 mm
6.34 Manifold height above the waterline in normal ballast / at SDWT condition:	11.80 m	7.33 m
6.35 Number / size reducers:	12 x 400/300mm (16/12") 2 x 400/250mm (16/10") 6 x 300/300mm (12/12") 7 x 300/250mm (12/10") 6 x 300/200mm (12/8")	

Stern Manifold

- 6.36 Is vessel fitted with a stern manifold: Yes
- 6.37 If stern manifold fitted, state size: 300 mm

Cargo Heating

- 6.38 Type of cargo heating system: Heating coil
- 6.39 If fitted, are all tanks coiled? Yes
- 6.40 If fitted, what is the material of the heating coils: Stainless Steel
- 6.41 Maximum temperature cargo can be loaded/maintained: 73.9 °C / 165.0 °F 57.2222 °C / 135 °F

Tank Coating

- | | | | |
|--|--------|----------------------|----------------|
| 6.42 Are cargo, ballast and slop tanks coated? | Coated | Type | To What Extent |
| Cargo tanks: | Yes | Hempadur 15500 Epoxy | Whole Tank |
| Ballast tanks: | Yes | Whole Tank | Whole Tank |
| Slop tanks: | Yes | Hempadur 15500 | Whole Tank |
- 6.43 If fitted, what type of anodes are used: Zinc

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: IG Generator
- 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: | | mm | Not Applicable | m | MT |
| | Main deck fwd: | | mm | Not Applicable | m | MT |
| | Main deck aft: | | mm | Not Applicable | m | MT |
| | Poop deck: | | mm | Not Applicable | m | MT |
- | | | | | | | |
|-----|----------------|-----|----------|----------------|--------|-------------------|
| 8.2 | Wire tails | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | mm | Not Applicable | m | MT |
| | Main deck fwd: | | mm | Not Applicable | m | MT |
| | Main deck aft: | | mm | Not Applicable | m | MT |
| | Poop deck: | | mm | Not Applicable | m | MT |
- | | | | | | | |
|-----|--------------------------|-----|----------|----------------------|--------|-------------------|
| 8.3 | Mooring ropes (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | 4 | 52 mm | Karatmaxi/Polysteel | 220 m | 52 MT |
| | Main deck fwd: | 2 | 52 mm | Polymix | 220 m | 45.4 MT |
| | Main deck aft: | 2 | 52 mm | Polysteel | 220 m | 45.4 MT |
| | Poop deck: | 4 | 52 mm | Karatmaxi / Poly Mix | 220 m | 52 MT |

8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	52 mm	kARAT MAXI	220 m	53.1 MT
	Main deck fwd:		mm	Not Applicable	m	MT
	Main deck aft:		mm	Not Applicable	m	MT
	Poop deck:	2	52 mm	KARAT MAXI	220 m	53.1 MT
8.5	Mooring winches	No.			# Drums	Brake Capacity
	Forecastle:	2			Double Drums	30.6 MT
	Main deck fwd:	1			Double Drums	30.6 MT
	Main deck aft:	1			Double Drums	30.6 MT
	Poop deck:	2			Double Drums	30.6 MT
8.6	Mooring bitts				No.	SWL
	Forecastle:				4	64 MT
	Main deck fwd:				6	52 MT
	Main deck aft:				4	52 MT
	Poop deck:				6	64 MT
8.7	Closed chocks and/or fairleads of enclosed type				No.	SWL
	Forecastle:				2	64 MT
	Main deck fwd:				8	46 MT
	Main deck aft:				8	46 MT
	Poop deck:				3	64 MT
Emergency Towing System						
8.8	Type / SWL of Emergency Towing system forward:				KETA 45F (Tongue Type Chain Stopper)	200 MT
8.9	Type / SWL of Emergency Towing system aft:				KETA 20 A	100 MT
Anchors						
8.10	Number of shackles on port cable:				11	
8.11	Number of shackles on starboard cable:				11	
Escort Tug						
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:				64 MT	1060 x 470 mm
8.13	What is SWL of bollard on poopdeck suitable for escort tug:					64 MT
Bow/Stern Thruster						
8.14	What is brake horse power of bow thruster (if fitted):				1222 bhp	911.24 Kw
8.15	What is brake horse power of stern thruster (if fitted):				bhp	0 Kw
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:				1	

8.19 State type of chain stopper(s) fitted:	Tongue Type	
8.20 Safe Working Load (SWL) of chain stopper(s):		200 MT
8.21 What is the maximum size chain diameter the bow stopper(s) can handle:		76 mm
8.22 Distance between the bow fairlead and chain stopper/bracket:		2700 mm
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 0 Millimetres	

Lifting Equipment

8.24 Derrick / Crane description (Number, SWL and location):	Cranes: 1 x 10 Tonnes center	
8.25 What is maximum outreach of cranes / derricks outboard of the ship's side:		7.33 m

Ship To Ship Transfer (STS)

8.26 Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquified Gas, as applicable):	Yes	
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9. MISCELLANEOUS

Engine Room

9.1 What type of fuel is used for main propulsion?	HFO, in special area LSFO and in harbour LSMGO	
9.2 What type of fuel is used in the generating plant?	Normally HFO, but in EU port MGO	
9.3 Capacity of bunker tanks - IFO and MDO/MGO:	2466.6 m3	0 m3 367.2 m3
9.4 Is vessel fitted with fixed or controllable pitch propeller(s)?	Fixed Pitch	

Insurance

9.5 P & I Club - Full Style:	BRITANNIA Regis House45 King William StreetLondon EC4R9ANUnited Kingdom Tel: +44(0)2074073588 Fax: +44(0)2074033942 Web: www.britanniapandi.com	
9.6 P & I Club coverage - pollution liability coverage:	1000000000 US\$	

Port State Control

9.7 Date and place of last Port State Control inspection:	Nov 11, 2011 / St. Petersburg	
9.8 Any outstanding deficiencies as reported by any Port State Control:	No	
9.9 If yes, provide details:	N.A	

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 , N/A Grounding: No , N/A Serious casualty: No , Collision: No ,	
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9.11 Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): Contact owner for details

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)*: Contact owner for details.

**Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis.*

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