

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

Version 3

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1. VESSEL DESCRIPTION
- 1.1 Date updated: May 02, 2014
- 1.2 Vessel's name: Torm Gudrun
- 1.3 IMO number: 9199127
- 1.4 Vessel's previous name(s) and date(s) of change: Not Applicable
- 1.5 Date delivered: May 16, 2000
- 1.6 Builder (where built): Hyundai Heavy Industries,Korea
- 1.7 Flag: Denmark International
- 1.8 Port of Registry: KÅEBENHAVN
- 1.9 Call sign: OWCY2
- 1.10 Vessel's satcom phone number: 870 773 150 711
- Vessel's fax number: 870 783 201 897
- Vessel's telex number: 322064513
- Vessel's email address: Master.Torm.Gudrun@Rydex.No
- 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,EO,LCS(SI),CSA-1,VCS2
- 1.15 If Classification society changed, name of previous society: Lloyds Register
- 1.16 If Classification society changed, date of change: Jan 06, 2006
- 1.17 IMO type, if applicable:

1.18	Does the vessel have ice class? If yes, state what level:		, N/A
1.19	Date / place of last dry-dock:	May 02, 2010	Qingdao
1.20	Date next dry dock due		May 02, 2015
1.21	Date of last special survey / next survey due:	May 02, 2010	May 31, 2015
1.22	Date of last annual survey:		May 23, 2013
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):			243.85 m
1.26	Length Between Perpendiculars (LBP):			234 m
1.27	Extreme breadth (Beam):			42.035 m
1.28	Moulded depth:			21.02 m
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):		48.28 m	m
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):		120.27 m	123.47 m
1.31	Distance bridge front to center of manifold:			82.15 m
1.32	Parallel body distances:	Lightship	Normal Ballast	Summer Dwt
	Forward to mid-point manifold:	55.4 m	56 m	56.40 m
	Aft to mid-point manifold:	45.8 m	46.4 m	62.40 m
	Parallel body length:	72.8 m	102.4 m	118.80 m
1.33	FWA at summer draft / TPC immersion at summer draft:		318.00 mm	90.90 MT
1.34	What is the max height of mast above waterline (air draft)		Full Mast	Collapsed Mast
	Lightship:		45.991 m	0 m
	Normal ballast:		41.30 m	0 m
	At loaded summer deadweight:		34.06 m	0 m

Tonnages

1.35	Net Tonnage:	29612	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	57031	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):	58842.48	52931.5
1.38	Panama Canal Net Tonnage (PCNT):		0

Loadline Information

1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	6.847 m	14.190 m	99965.00 MT	116174.00 MT
	Winter:	7.015 m	14.020 m	98432.00 MT	114641.00 MT
	Tropical:	6.552 m	14.485 m	102667.00 MT	118876.00 MT
	Lightship:	18.747 m	2.289 m		16208.6 MT
	Normal Ballast Condition:	14.137 m	6.90 m	35999.8 MT	52208.4 MT
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?				101155 MT

Ownership and Operation

1.42	Registered owner - Full style:	VesselCo 1 K/S c/o TORM A/S Tuborg Havnevej 18 , DK-2900 Hellerup Denmark Tel: +45 3917 9200 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 3917200 Fax: +45 39179124 Telex: + 55 22315 torm dk Email: vettting@torm.com
1.44	Commercial operator - Full style:	LR2 Management K/S ,as agent to Owners Tuborg Havnevej 18, DK-2900 Hellerup, Denmark

Tel: +45 3363 4845
 Fax: +45 3917 9126
 Telex: Not Applicable
 Email: operations@lr2pool.com

1.45 Disponent owner - Full style:

TORM A/S
 Tuborg Havnevej 18,DK-2900 Hellerup,Denmark
 Tel: +45-39179200
 Fax: +45-39179126
 Telex: 40902
 Email: operations@lr2pool.com

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Jun 21, 2010	May 23, 2013	May 31, 2015
2.2	Safety Radio Certificate:	Jun 21, 2010	May 23, 2013	May 31, 2015
2.3	Safety Construction Certificate:	Jun 21, 2010	May 23, 2013	May 31, 2015
2.4	Loadline Certificate:	Jul 01, 2010	May 23, 2013	May 31, 2015
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 10, 2011	May 23, 2013	May 31, 2015
2.6	Safety Management Certificate (SMC):	May 22, 2012	Not Applicable	Jan 11, 2017
2.7	Document of Compliance (DOC):	Apr 23, 2013	Not Applicable	May 01, 2018
2.8	USCG (specify: COC, LOC or COI): Not Applicable	Not Applicable	Sep 15, 2002	Not Applicable
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2014		Feb 20, 2015
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 20, 2014		Feb 20, 2015
2.11	U.S. Certificate of Financial Responsibility (COFR):	May 13, 2012		May 13, 2015
2.12	Certificate of Fitness (Chemicals):	Not Applicable		Not Applicable
2.13	Certificate of Fitness (Gas):	Not Applicable		Not Applicable
2.14	Certificate of Class:	Jun 04, 2010	May 23, 2013	May 31, 2015

2.15	International Ship Security Certificate (ISSC):	May 22, 2012	Not Applicable	Jan 11, 2017
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Aug 03, 2010		May 31, 2015
2.17	International Air Pollution Prevention Certificate (IAPP):	Aug 03, 2010	Not Applicable	May 31, 2015

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:			Yes

3. CREW MANAGEMENT

3.1	Nationality of Master:		Filipino	
3.2	Nationality of Officers:		FILIPINO, INDIAN,CROATIAN.	
3.3	Nationality of Crew:		FILIPINO	
3.4	If Officers/Crew employed by a Manning Agency - Full style:		Officers: TORM SHIPPING PHILS. 7th FLOOR SALCEDO TOWER, 169 HV DELA COSTA STREET SALCEDO VILLAGE MAKATI CITY, PHILIPPINES Tel: +63 2 988 6500 Fax: +63 2 988 6565, +632 Email: mhrph@torm.com Crew: TORM SHIPPING PHILS. 7th FLOOR SALCEDO TOWER, 169 HV DELA COSTA STREET SALCEDO VILLAGE MAKATI CITY, PHILIPPINES Tel: +63 2 988 6500 Fax: +63 2 988 6565 Email: mhrph@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: Corbett & Holt, L.L.C.
600 New Hampshire Ave. N.W.Suite 1150WA DC
20037 / USA
Tel: 202-3372500 /202-337
Fax: 202-3377090
Telex: 49681595
Email: qi@corbettandholt.com
- 5.3 Oil Spill Response Organization (OSRO) -Full style: Marine Spill Response Corp(MSRC)
455 Spring Park Place#200,Herndon,VA,USA
Tel: +1-703-326-5600 (24
Fax: +1-800-635-6772
Telex: N/A
Email: n/a
- 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: 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):	Seg#1: 117581.9 m3 (1 p/s,2 p/s,3 p/s,4 p/s,5 p/s,6 p/s and slop p/s)	
6.4	Total cubic capacity (98%, excluding slop tanks):		115536.4 m3
6.5	Slop tank(s) capacity (98%):		2171.9 m3
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:		262 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?		38005.8 m3
6.9	What percentage of SDWT can vessel maintain with SBT only:		36.90 %
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:	4	
6.12	Maximum loading rate for homogenous cargo per manifold connection:		3000 m3/hr
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:		9900 m3/hr
6.14	Are there any cargo tank filling restrictions. If yes, please specify:		Yes 98 percent

Pumping Systems

6.15	Pumps:	No.	Type	Capacity
	Cargo:	4	Centrifugal	2000 M3/HR
	Stripping:	1	Reciprocating	250 m3/hr
	Eductors:	2	Team Tec Eductor	400 m3/hr
	Ballast:	2	Centrifugal	3000 m3/hr
6.16	How many cargo pumps can be run simultaneously at full capacity:	4		

Cargo Control Room

6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes
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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:	All	
Vapor Emission Control			
6.22	Is a vapor return system (VRS) fitted:		Yes
6.23	Number/size of VRS manifolds (per side):	2	406.4 mm
Venting			
6.24	State what type of venting system is fitted:	INDIVIDUAL PV VALVES/BREAKER & MAST RISER	
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:		400 mm
6.28	What is the material of the manifold:	Steel	
Manifold Arrangement			
6.29	Distance between cargo manifold centers:		2500 mm
6.30	Distance ships rail to manifold:		4600 mm
6.31	Distance manifold to ships side:		4800 mm
6.32	Top of rail to center of manifold:		700 mm
6.33	Distance main deck to center of manifold:		1800 mm
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	15.55 m	8.630 m
6.35	Number / size reducers:	4 x 400/200mm (16/8") 4 x 400/250mm (16/10")	

4 x 400/300mm (16/12")
 1 x 300/200mm (12/8")
 1 x 250/200mm (10/8")

Stern Manifold

- 6.36 Is vessel fitted with a stern manifold: No
- 6.37 If stern manifold fitted, state size: 0 mm

Cargo Heating

- 6.38 Type of cargo heating system? Steam
- 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: 68.3 Â°C / 154.9 Â°F 57.2222 Â°C / 135 Â°F

Tank Coating

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

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: | 6 | 32 mm | STEEL WIRE | 220 m | 72 MT |

	Main deck fwd:	2	32 mm	STEEL WIRE	220 m	72 MT
	Main deck aft:	2	32 mm	STEEL WIRE	220 m	72 MT
	Poop deck:	6	32 mm	STEEL WIRE	220 m	72 MT
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	6	72 mm	Multi Nylon	11 m	102 MT
	Main deck fwd:	2	72 mm	Multi Nylon	11 m	102 MT
	Main deck aft:	2	72 mm	Multi Nylon	11 m	102 MT
	Poop deck:	6	72 mm	Multi Nylon	11 m	102 MT
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 mm	0	0 m	0 MT
	Main deck fwd:	0	0 mm	0	0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	0	0 mm	0	0 m	0 MT
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	64 mm	Polyester Combi	220 m	75 MT
	Main deck fwd:	0	0 mm		0 m	0 MT
	Main deck aft:	0	0 mm	0	0 m	0 MT
	Poop deck:	4	64 mm	Superflex	200 m	75 MT
8.5	Mooring winches			No.	# Drums	Brake Capacity
			Forecastle:	2	Double Drums	43 MT
			Main deck fwd:	1	Double Drums	43 MT
			Main deck aft:	1	Double Drums	43 MT
			Poop deck:	2	Double Drums	43 MT
8.6	Mooring bitts				No.	SWL
				Forecastle:	4	78 MT

Main deck fwd:	4	78 MT
Main deck aft:	4	78 MT
Poop deck:	6	78 MT

8.7 Closed chocks and/or fairleads of enclosed type

	No.	SWL
Forecastle:	8	MT
Main deck fwd:	8	MT
Main deck aft:	8	MT
Poop deck:	14	MT

Emergency Towing System

8.8 Type / SWL of Emergency Towing system forward:	Chafing Chain	200 MT
8.9 Type / SWL of Emergency Towing system aft:	Pusnes ETS 200 D	200 MT

Anchors

8.10 Number of shackles on port cable:	13
8.11 Number of shackles on starboard cable:	13

Escort Tug

8.12 What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	73 MT	110 Millimeters
8.13 What is SWL of bollard on poopdeck suitable for escort tug:		78 MT

Bow/Stern Thruster

8.14 What is brake horse power of bow thruster (if fitted):	0 bhp	0 Kw
8.15 What is brake horse power of stern thruster (if fitted):	0 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:	2
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: | 2880 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
Millimeters |

Lifting Equipment

- | | | |
|------|--|--|
| 8.24 | Derrick / Crane description (Number, SWL and location): | Cranes: 1 x 15 Tonnes
Hose Crane-center, Provision crane port & starboard |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | 4.8 m |

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? | HFO 380 CST |
| 9.2 | What type of fuel is used in the generating plant? | HFO 380 CST |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | 2845.6 m3 225.6 m3
0 m3 |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | Fixed Pitch |

Insurance

- | | | |
|-----|--------------------------|---|
| 9.5 | P & I Club - Full Style: | SKULD
Assuranceforeningen SKULD (Gjensidig), SKULD
Mutual Protection and Indemnity Association
(Bermuda) Ltd P.O Box 1376 Vika, N-0114 Oslo,
Norway
Tel: +47 22 00 22 00
Fax: +47 22 42 42 22 |
|-----|--------------------------|---|

Email: osl@skuld.com

Web: www.skuld.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:

Apr 23, 2013 / Novo

9.8 Any outstanding deficiencies as reported by any Port State Control:

No

9.9 If yes, provide details:

None

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 , nil
Grounding: No , n/a
Serious casualty: No ,
Collision: No , nil

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:

Mar 31, 2014 / Falkonara

9.13 Date/Place of last CDI Inspection:

N/A

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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