

<b>1.</b>	<b>VESSEL DESCRIPTION</b>		
1.1	Date updated:	Sep 01, 2010	
1.2	Vessel's name:	Ellen Knutsen	
1.3	IMO number:	8910134	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Dec 30, 1991	
1.6	Builder (where built):	ASTILLEROS ESPANOL S.A	
1.7	Flag:	Norway	
1.8	Port of Registry:	Haugesund	
1.9	Call sign:	LAKZ4	
1.10	Vessel's satcom phone number:	7645 64175	
	Vessel's fax number:	7645 64179	
	Vessel's telex number:	Not Applicable	
	Vessel's email address:	ellen.knutsen@knutsenoas.no	
1.11	Type of vessel:	Chemical	
1.12	Type of hull:	Double Hull	
<b>Classification</b>			
1.13	Classification society:	Det Norske Veritas	
1.14	Class notation:	DNV +1A1,Tanker for oil and Chemicals, ESP, E0, ICE-1A	
1.15	If Classification society changed, name of previous society:	Det Norske Veritas	
1.16	If Classification society changed, date of change:		
1.17	IMO type, if applicable:		
1.18	Does the vessel have ice class? If yes, state what level:	Yes, 1A at 8,0m draft	
1.19	Date / place of last dry-dock:	Jul 23, 2009	Gdansk
1.20	Date next dry dock due	Not Applicable	
1.21	Date of last special survey / next survey due:	Feb 28, 2007	Jan 31, 2012
1.22	Date of last annual survey:	Jul 23, 2009	
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	
<b>Dimensions</b>			
1.25	Length Over All (LOA):	141.5 Metres	
1.26	Length Between Perpendiculars (LBP):	134.86 Metres	
1.27	Extreme breadth (Beam):	23.29 Metres	
1.28	Moulded depth:	11.8 Metres	
1.29	Keel to Masthead (KTM) / KTM in collapsed condition (if applicable):	36.5 Metres	Metres
1.30	Bow to Center Manifold (BCM) / Stern to Center Manifold (SCM):	60.61 Metres	81 Metres
1.31	Distance bridge front to center of manifold:	51.29 Metres	
1.32	Parallel body distances:	Lightship	Normal Ballast Summer Dwt
	Forward to mid-point manifold:	26 Metres	26 Metres 36 Metres
	Aft to mid-point manifold:	34 Metres	34 Metres 53 Metres
	Parallel body length:	60 Metres	60 Metres 89 Metres
1.33	FWA at summer draft / TPC immersion at summer draft:	193 Millimetres	30.365 Metric Tonnes
1.34	What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast
	Lightship:	33.81 Metres	0.0 Metres
	Normal ballast:	30.205 Metres	0.0 Metres
	At loaded summer deadweight:	27.486 Metres	0.0 Metres
<b>Tonnages</b>			
1.35	Net Tonnage:	4,766	
1.36	Gross Tonnage / Reduced Gross Tonnage (if applicable):	11,433	
1.37	Suez Canal Tonnage - Gross (SCGT) / Net (SCNT):		

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1.38	Panama Canal Net Tonnage (PCNT):				0
<b>Loadline Information</b>					
1.39	Loadline	Freeboard	Draft	Deadweight	Displacement
	Summer:	2,813 Metres	9.014 Metres	17,071 Metric Tonnes	23,424 Metric Tonnes
	Winter:	3,001 Metres	8.826 Metres	16,499 Metric Tonnes	22,852 Metric Tonnes
	Tropical:	2,625 Metres	9.202 Metres	17,642 Metric Tonnes	23,995 Metric Tonnes
	Lightship:	9,137 Metres	2.69 Metres		6,353 Metric Tonnes
	Normal Ballast Condition:	553 Metres	6.295 Metres	9,202 Metric Tonnes	15,555 Metric Tonnes
1.40	Does vessel have multiple SDWT?			No	
1.41	If yes, what is the maximum assigned deadweight?			0 Metric Tonnes	
<b>Ownership and Operation</b>					
1.42	Registered owner - Full style:			KNUTSEN OAS SHIPPING AS SMEDASUNDET 40, P.O. BOX 2017, N-5504 HAUGESUND, NORWAY Tel: +47-52704000 Fax: +47-52704040 Telex: Not Applicable Email: vetting@knutsenoas.com	
1.43	Technical operator - Full style:			Not Applicable 2 Queen's Cross, Aberdeen, AB15 4YB, Scotland Tel: + 44 1224 618 420 Fax: + 44 1224 624 891 Telex: Not Applicable Email: technical.aberdeen@knutsenoas.com	
1.44	Commercial operator - Full style:			Not Applicable Fax: + 47 8502 8022	
1.45	Disponent owner - Full style:			KNUTSEN OAS SHIPPING A/S SMEDASUNDET 40 P.O. BOX 2017 N-5504 HAUGESUND NORWAY Tel: 004752704000 Fax: 004752704040 Telex: (045) 412 737 Email: operations@knutsenoas.com	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Feb 28, 2007	Mar 27, 2010	Jan 31, 2012
2.2	Safety Radio Certificate:	Jan 23, 2007	Mar 27, 2010	Jan 31, 2012
2.3	Safety Construction Certificate:	Feb 16, 2007	Mar 27, 2010	Jan 31, 2012
2.4	Loadline Certificate:	Feb 06, 2007	Mar 27, 2010	Jan 31, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jan 23, 2007	Mar 27, 2010	Jan 31, 2012
2.6	Safety Management Certificate (SMC):	Jul 11, 2007	May 16, 2007	Jun 29, 2012
2.7	Document of Compliance (DOC):	Oct 28, 2010	Oct 28, 2009	Dec 13, 2014
2.8	USCG (specify: COC, LOC or COI): LOC	May 01, 2009		May 01, 2011
2.9	Civil Liability Convention Certificate (CLC):	Feb 20, 2011		Feb 20, 2011
2.10	Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC):	Feb 03, 2010		Feb 20, 2011
2.11	U.S. Certificate of Financial Responsibility (COFR):	Feb 25, 2008		Feb 25, 2011
2.12	Certificate of Fitness (Chemicals):	May 07, 2007		Jan 31, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Dec 20, 2007	Jul 23, 2009	Jan 31, 2012

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2.15	International Ship Security Certificate (ISSC):	May 01, 2009	May 01, 2009	May 30, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jan 23, 2007		Jan 31, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Jan 25, 2007	Mar 27, 2010	Jan 31, 2012

**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

<b>3.</b>	<b>CREW MANAGEMENT</b>	
3.1	Nationality of Master:	Norwegian
3.2	Nationality of Officers:	Norway, Philippines
3.3	Nationality of Crew:	Philipinos
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Not Applicable Lapa International Crewing Agents and Training Centre.,33-3a, Kr. Valdemara Str., Riga LV-1010, Latvia Tel: +47 41492000 OR + 37 Email: pavel.salins@lapa.lv Crew: KOAS, Manila C/O Eagle Clarc Shpg., 3/F NAESS House, 2215 Leon Guinto St., Malate, Manila 1004 , The Philippines Tel: + 632 536 0755 Fax: + 632 525 2285 Email: eagleclarc@pacific.net.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:	

<b>4.</b>	<b>HELICOPTERS</b>	
4.1	Can the ship comply with the ICS Helicopter Guidelines:	No
4.2	If Yes, state whether winching or landing area provided:	Winching

<b>5.</b>	<b>FOR USA CALLS</b>	
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:	Lars Hanøy Tel: 0047 52704085
5.3	Oil Spill Response Organization (OSRO) -Full style:	ECM
5.4	Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling:	

<b>6.</b>	<b>CARGO AND BALLAST HANDLING</b>	
<b>Double Hull Vessels</b>		
6.1	Is vessel fitted with centerline bulkhead in all cargo tanks:	
6.2	If Yes, is bulkhead solid or perforated:	Solid
<b>Cargo Tank Capacities</b>		
6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	
6.4	Total cubic capacity (98%, excluding slop tanks):	16,372.1 Cu. Metres
6.5	Slop tank(s) capacity (98%):	30 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	Cu. Metres

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6.7	Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT):	SBT		
<b>SBT Vessels</b>				
6.8	What is total capacity of SBT?	8,289.19 Cu. Metres		
6.9	What percentage of SDWT can vessel maintain with SBT only:	48.56		
6.10	Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2)	Yes		
<b>Cargo Handling</b>				
6.11	How many grades/products can vessel load/discharge with double valve segregation:	24		
6.12	Maximum loading rate for homogenous cargo per manifold connection:	Cu. Metres/Hour		
6.13	Maximum loading rate for homogenous cargo loaded simultaneously through all manifolds:	2,000 Cu. Metres/Hour		
6.14	Are there any cargo tank filling restrictions. If yes, please specify:	Yes Max 2.1 / m3		
<b>Pumping Systems</b>				
6.15	Pumps:	No.	Type	Capacity
	Cargo:	6	Centrifugal	240 M3/HR
		4	Centrifugal	200 M3/HR
		10	Centrifugal	120 M3/HR
		5	Centrifugal	70 M3/HR
	Stripping:	0		0 Cu. Metres/Hour
	Eductors:	0		0 Cu. Metres/Hour
	Ballast:	2	Centrifugal	500 Cu. Metres/Hour
6.16	How many cargo pumps can be run simultaneously at full capacity:			
<b>Cargo Control Room</b>				
6.17	Is ship fitted with a Cargo Control Room (CCR):	Yes		
6.18	Can tank innage / ullage be read from the CCR:	Yes		
<b>Gauging and Sampling</b>				
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:	SAAB		
6.21	Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial:			
<b>Vapor Emission Control</b>				
6.22	Is a vapor return system (VRS) fitted:	Yes		
6.23	Number/size of VRS manifolds (per side):	Millimetres		
<b>Venting</b>				
6.24	State what type of venting system is fitted:	High velocity P/V valve system		
<b>Cargo Manifolds</b>				
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:	24		
6.27	What is the size of cargo connections:	152.4		
6.28	What is the material of the manifold:	SS		
<b>Manifold Arrangement</b>				
6.29	Distance between cargo manifold centers:	500 Millimetres		
6.30	Distance ships rail to manifold:	5,100 Millimetres		
6.31	Distance manifold to ships side:	5,100 Millimetres		
6.32	Top of rail to center of manifold:	1,450 Millimetres		
6.33	Distance main deck to center of manifold:	2,400 Millimetres		
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	8.6 Metres	5.21 Metres	
6.35	Number / size reducers:	2 x 152/203mm (6/8") 1 x 203/254mm (8/10") 1 x 254/305mm (10/12") 6 x 102/152mm (4/6") 1 x 152/254mm (6/10")		

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<b>Stern Manifold</b>			
6.36	Is vessel fitted with a stern manifold:	No	
6.37	If stern manifold fitted, state size:	0 Millimetres	
<b>Cargo Heating</b>			
6.38	Type of cargo heating system?	Coils	
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 °C / 154.4 °F	
<b>Tank Coating</b>			
6.42	Are cargo, ballast and slop tanks coated?	Coated	Type To What Extent
	Cargo tanks:	No	
	Ballast tanks:	Yes	Whole Tank Good
	Slop tanks:		Stainless Steel
6.43	If fitted, what type of anodes are used:	Aluminum	

<b>7. INERT GAS AND CRUDE OIL WASHING</b>	
7.1	Is an Inert Gas System (IGS) fitted: No
7.2	Is IGS supplied by flue gas, inert gas (IG) generator and/or nitrogen:
7.3	Is a Crude Oil Washing (COW) installation fitted: No

<b>8. MOORING</b>						
8.1	Mooring wires (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:		Millimetres	Not Applicable	Metres	Metric Tonnes
	Main deck fwd:		Millimetres	Not Applicable	Metres	Metric Tonnes
	Main deck aft:		Millimetres	Not Applicable	Metres	Metric Tonnes
	Poop deck:		Millimetres	Not Applicable	Metres	Metric Tonnes
8.2	Wire tails	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	0	0 Millimetres		0 Metres	0 Metric Tonnes
8.3	Mooring ropes (on drums)	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	4	56 Millimetres	ESTALON	220 Metres	540 Metric Tonnes
	Main deck fwd:	1	56 Millimetres	ESTALON	220 Metres	540 Metric Tonnes
	Main deck aft:	1	56 Millimetres	ESTALON	220 Metres	540 Metric Tonnes
	Poop deck:	4	56 Millimetres	ESTALON	220 Metres	540 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	2	56 Millimetres	ESTALON	220 Metres	540 Metric Tonnes
	Main deck fwd:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Main deck aft:	0	0 Millimetres		0 Metres	0 Metric Tonnes
	Poop deck:	2	56 Millimetres	ESTALON	220 Metres	540 Metric Tonnes
8.5	Mooring winches	No.		# Drums		Brake Capacity
	Forecastle:	2		Double Drums		24 Metric Tonnes
	Main deck fwd:	1		Double Drums		24 Metric Tonnes
	Main deck aft:	1		Double Drums		24 Metric Tonnes
	Poop deck:	2		Double Drums		24 Metric Tonnes
8.6	Mooring bitts	No.				SWL
	Forecastle:	6				4 Metric Tonnes
	Main deck fwd:	4				3 Metric Tonnes
	Main deck aft:	2				0 Metric Tonnes
	Poop deck:	6				0 Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.				SWL
	Forecastle:					Metric Tonnes

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	Main deck fwd:		Metric Tonnes
	Main deck aft:		Metric Tonnes
	Poop deck:		Metric Tonnes
<b>Emergency Towing System</b>			
8.8	Type / SWL of Emergency Towing system forward:		0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		0 Metric Tonnes
<b>Anchors</b>			
8.10	Number of shackles on port cable:	11	
8.11	Number of shackles on starboard cable:	10	
<b>Escort Tug</b>			
8.12	What is SWL and size of closed chock and/or fairleads of enclosed type on stern:	32 Metric Tonnes	0
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		32 Metric Tonnes
<b>Bow/Stern Thruster</b>			
8.14	What is brake horse power of bow thruster (if fitted):	800 bhp	596.56 Kilowatt
8.15	What is brake horse power of stern thruster (if fitted):	0 bhp	0 Kilowatt
<b>Single Point Mooring (SPM) Equipment</b>			
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):		No
8.18	How many chain stopper(s) are fitted:	0	
8.19	State type of chain stopper(s) fitted:		
8.20	Safe Working Load (SWL) of chain stopper(s):		0 Metric Tonnes
8.21	What is the maximum size chain diameter the bow stopper(s) can handle:		0 Millimetres
8.22	Distance between the bow fairlead and chain stopper/bracket:		0 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 0
<b>Lifting Equipment</b>			
8.24	Derrick / Crane description (Number, SWL and location):		Cranes: 2 x 5 Tonnes,
8.25	What is maximum outreach of cranes / derricks outboard of the ship's side:		5 Metres
<b>Ship To Ship Transfer (STS)</b>			
8.26	Does vessel comply with recommendations contained in OCIMF/ICS Ship To Ship Transfer Guide (Petroleum or Liquefied Gas, as applicable):		Yes

<b>9.</b>	<b>MISCELLANEOUS</b>		
<b>Engine Room</b>			
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 / MDO 1 SHAFT	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	775 Cu. Metres	84 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	
<b>Insurance</b>			
9.5	P & I Club - Full Style:	SKULD Ruseløkkvn. 26, Oslo, Norway Mailing address: P.O. Box 1376 Vika, 0114 Oslo, Norway	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	
<b>Port State Control</b>			
9.7	Date and place of last Port State Control inspection:	/	
9.8	Any outstanding deficiencies as reported by any Port State Control:	N/A	
9.9	If yes, provide details:		
<b>Recent Operational History</b>			
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 ,	

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		Serious casualty: , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	TBA
<b>Vetting</b>		
9.12	Date/Place of last SIRE Inspection:	
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>	BP

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