

1.	VESSEL DESCRIPTION		
1.1	Date updated:	Sep 01, 2010	
1.2	Vessel's name:	Synnove Knutsen	
1.3	IMO number:	9007207	
1.4	Vessel's previous name(s) and date(s) of change:	Not Applicable	
1.5	Date delivered:	Jul 08, 1992	
1.6	Builder (where built):	ASTILLEROS ESPANOL S.A	
1.7	Flag:	Norway International	
1.8	Port of Registry:	Haugesund	
1.9	Call sign:	LAOO4	
1.10	Vessel's satcom phone number:	323798510	
	Vessel's fax number:	325798511	
	Vessel's telex number:	325798512	
	Vessel's email address:	synnove.knutsen@knutsenoas.com	
1.11	Type of vessel:	Chemical	
1.12	Type of hull:	Double Hull	
Classification			
1.13	Classification society:	Det Norske Veritas	
1.14	Class notation:	+1A1 ICE-1A(for max draught 8.00m) Tanker for oil and chemicals ESP E0	
1.15	If Classification society changed, name of previous society:	n/a	
1.16	If Classification society changed, date of change:		
1.17	IMO type, if applicable:	2	
1.18	Does the vessel have ice class? If yes, state what level:	Yes, DNV +1A1, Tanker for oil and chemicals, E0, ICE-1A	
1.19	Date / place of last dry-dock:	Oct 12, 2009	
1.20	Date next dry dock due	Jul 31, 2012	
1.21	Date of last special survey / next survey due:	Not Applicable	Jul 31, 2012
1.22	Date of last annual survey:	Nov 17, 2009	
1.23	If ship has Condition Assessment Program (CAP), what is the latest overall rating:	0	
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):	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:	33.3 Metres	26 Metres 36 Metres
	Aft to mid-point manifold:	34.3 Metres	34 Metres 53 Metres
	Parallel body length:	67.6 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
Tonnages			
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):		

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

1.38	Panama Canal Net Tonnage (PCNT):				0
Loadline Information					
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	24,585 Metric Tonnes
	Lightship:	9,137 Metres	2.69 Metres		6,353 Metric Tonnes
	Normal Ballast Condition:	5,553 Metres	6.295 Metres	9,202 Metric Tonnes	15,555 Metric Tonnes
1.40	Does vessel have multiple SDWT?			Yes	
1.41	If yes, what is the maximum assigned deadweight?			17,071 Metric Tonnes	
Ownership and Operation					
1.42	Registered owner - Full style:			Knutsen Kjemikalie Tanker II K c/o 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:			Knutsen OAS Shipping AS Smedasundet 40, P.O.Box 2017, N-5504 Haugesund, Norway Tel: +47 52 70 40 00 Fax: +47 52 70 40 40 Telex: Not Applicable Email: firmapost@knutsenoas.com	
1.44	Commercial operator - Full style:			Knutsen OAS Shipping c/o Knutsen OAS Shipping AS, SMEDASUNDET 40, P.O. BOX 2017, N-5504 HAUGESUND, NORWAY Tel: +47 52 70 40 00 Fax: +47 52 70 40 40 Telex: Not Applicable Email: firmapost@senoas.com	
1.45	Disponent owner - Full style:			Knutsen OAS Shipping AS SMEDASUNDET 40 P.O. BOX 2017 N-5504 HAUGESUND NORWAY Tel: +4752704000 Fax: +4752704040 Telex: N/A Email: tank.cht@clipper-group.com	

2.	CERTIFICATION	Issued	Last Annual or Intermediate	Expires
2.1	Safety Equipment Certificate:	Aug 14, 2007	Aug 07, 2010	Jul 31, 2012
2.2	Safety Radio Certificate:	Aug 06, 2007	Aug 07, 2010	Jul 31, 2012
2.3	Safety Construction Certificate:	Jul 02, 2007	Aug 07, 2010	Jul 31, 2012
2.4	Loadline Certificate:	Jul 27, 2007	Aug 07, 2010	Jul 31, 2012
2.5	International Oil Pollution Prevention Certificate (IOPPC):	Jun 25, 2007	Aug 07, 2010	Jul 31, 2012
2.6	Safety Management Certificate (SMC):	Jun 21, 2007	May 29, 2009	May 01, 2012
2.7	Document of Compliance (DOC):	Dec 22, 2009	Not Applicable	Dec 13, 2014
2.8	USCG (specify: COC, LOC or COI): COC	Apr 11, 2009		Apr 11, 2011
2.9	Civil Liability Convention Certificate (CLC):	May 20, 1998		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):	Nov 17, 2009	Nov 17, 2009	Jul 31, 2012
2.13	Certificate of Fitness (Gas):	Not Applicable		
2.14	Certificate of Class:	Jan 02, 2008	Nov 17, 2009	Jul 31, 2012

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

2.15	International Ship Security Certificate (ISSC):	May 29, 2009		Jun 06, 2014
2.16	International Sewage Pollution Prevention Certificate (ISPPC)	Jun 25, 2007		Jul 31, 2012
2.17	International Air Pollution Prevention Certificate (IAPP):	Jul 19, 2007	Nov 17, 2009	Jul 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

3. CREW MANAGEMENT

3.1	Nationality of Master:	Norwegian
3.2	Nationality of Officers:	Norwegian and Philipino
3.3	Nationality of Crew:	Phillipino
3.4	If Officers/Crew employed by a Manning Agency - Full style:	Officers: Knutsen OAS Shipping AS Smedasundet 40,P.O.box 2017,N-5504 Haugesund, Norway Tel: +47 52 70 40 00 Fax: +47 52 70 40 40 Telex: Not Applicable Email: firmapost@knutsenoas.com Crew: EAGLE CLARC SHIPPING PHILS., INC. 3rd Floor, NAESS House 2215 Leon Guinto Street Malate, Manila PHILIPPINES 1004 Tel: (+63-2) 525-2285; (+ Fax: (+63-2) 484-0215 Telex: Not Applicable Email: eagleclarc@eagleclarc.bayandsl.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:	

4. HELICOPTERS

4.1	Can the ship comply with the ICS Helicopter Guidelines:	No
4.2	If Yes, state whether winching or landing area provided:	

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:	ECM Maritime 64 Danbury Road Wilton, CT 06897-4406 Tel: 203-761-6030 Fax: 203-761-6085 Email: ecm@ecmmaritime.com
5.3	Oil Spill Response Organization (OSRO) -Full style:	ECM Maritime N/A Tel: ECM Maritime Fax: N/A
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:	
6.2	If Yes, is bulkhead solid or perforated:	Solid
Cargo Tank Capacities		

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

6.3	Capacity (98%) of each natural segregation with double valve (specify tanks):	
6.4	Total cubic capacity (98%, excluding slop tanks):	14,513 Cu. Metres
6.5	Slop tank(s) capacity (98%):	1,861.26 Cu. Metres
6.6	Residual/Retention oil tank(s) capacity (98%), if applicable:	Cu. Metres
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?	8,288.9 Cu. Metres
6.9	What percentage of SDWT can vessel maintain with SBT only:	49.8
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:	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:	No Not Applicable
Pumping Systems		
6.15	Pumps:	No. Type Capacity
	Cargo:	6 Centrifugal 240 M3/HR 4 Centrifugal 200 M3/HR 10 Centrifugal 120 M3/HR 4 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:	
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:	
Vapor Emission Control		
6.22	Is a vapor return system (VRS) fitted:	Yes
6.23	Number/size of VRS manifolds (per side):	Millimetres
Venting		
6.24	State what type of venting system is fitted:	High Velocity P/V Valves
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:	24
6.27	What is the size of cargo connections:	1,524
6.28	What is the material of the manifold:	SS
Manifold Arrangement		
6.29	Distance between cargo manifold centers:	500 Millimetres
6.30	Distance ships rail to manifold:	5,000 Millimetres
6.31	Distance manifold to ships side:	4,450 Millimetres
6.32	Top of rail to center of manifold:	1,400 Millimetres

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

6.33	Distance main deck to center of manifold:	2,550 Millimetres
6.34	Manifold height above the waterline in normal ballast / at SDWT condition:	7.727 Metres 5.213 Metres
6.35	Number / size reducers:	1 x 305/254mm (12/10") 1 x 254/203mm (10/8") 1 x 203/153mm (8/6") 6 x 153/102mm (6/4")

Stern Manifold

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

Cargo Heating

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:	68.0 °C / 154.4 °F 78 °C / 172.4 °F

Tank Coating

6.42	Are cargo, ballast and slop tanks coated?	Coated	Type	To What Extent
	Cargo tanks:	No	Not Applicable	n/a
	Ballast tanks:	Yes	Whole Tank	Good
	Slop tanks:		Stainless Steel	
6.43	If fitted, what type of anodes are used:	Pitguard		

7. INERT GAS AND CRUDE OIL WASHING

7.1	Is an Inert Gas System (IGS) fitted:	N/A
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:	N/A

8. MOORING

8.1	Mooring wires (on drums)	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
8.2	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	52 Millimetres	Estalon	220 Metres	50 Metric Tonnes
	Main deck fwd:	1	52 Millimetres	Estalon	220 Metres	50 Metric Tonnes
	Main deck aft:	1	52 Millimetres	Estalon	220 Metres	50 Metric Tonnes
	Poop deck:	4	52 Millimetres	Estalon	220 Metres	50 Metric Tonnes
8.4	Other mooring lines	No.	Diameter	Material	Length	Breaking Strength
	Forecastle:	3	52 Millimetres	Estalon	220 Metres	50 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:	3	52 Millimetres	Estalon	220 Metres	50 Metric Tonnes
8.5	Mooring winches	No.	# Drums	Brake Capacity		
	Forecastle:	2	Double Drums	30 Metric Tonnes		
	Main deck fwd:	1	Single Drum	30 Metric Tonnes		
	Main deck aft:	1	Single Drum	30 Metric Tonnes		
	Poop deck:	2	Double Drums	30 Metric Tonnes		
8.6	Mooring bitts	No.	SWL			
	Forecastle:	6	Metric Tonnes			

INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

	Main deck fwd:	2	Metric Tonnes
	Main deck aft:	2	Metric Tonnes
	Poop deck:	6	Metric Tonnes
8.7	Closed chocks and/or fairleads of enclosed type	No.	SWL
	Forecastle:		Metric Tonnes
	Main deck fwd:		Metric Tonnes
	Main deck aft:		Metric Tonnes
	Poop deck:		Metric Tonnes
Emergency Towing System			
8.8	Type / SWL of Emergency Towing system forward:		0 Metric Tonnes
8.9	Type / SWL of Emergency Towing system aft:		0 Metric Tonnes
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:	0 Metric Tonnes	0
8.13	What is SWL of bollard on poopdeck suitable for escort tug:		32 Metric Tonnes
Bow/Stern Thruster			
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
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)':	No	
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	
Lifting Equipment			
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	
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 IF 380 CST	
9.2	What type of fuel is used in the generating plant?	HFO	
9.3	Capacity of bunker tanks - IFO and MDO/MGO:	765.9 Cu. Metres	84.6 Cu. Metres 0 Cu. Metres
9.4	Is vessel fitted with fixed or controllable pitch propeller(s)?	Controllable Pitch	

Insurance

9.5	P & I Club - Full Style:	SKULD Postboks 1376 Vika 0114 OSLO Norway	
9.6	P & I Club coverage - pollution liability coverage:	1000000000	

Port State Control

9.7	Date and place of last Port State Control inspection:	/	
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INTERTANKO'S STANDARD TANKER CHARTERING QUESTIONNAIRE 88 (Q88)

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, Nerefco Terminal spilt 40 litres to vsls deck. Grounding: No , Serious casualty: , Collision: No ,
9.11	Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last):	TBA
Vetting		
9.12	Date/Place of last SIRE Inspection:	Aug 21, 2008 / Moerdijk
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>	SHELL / BP / CDI / STATOILHYDRO

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