Version 3

| 1.1 Date updated: | | TANKO 3 STANDARD TANKER CHARTERING QUES | HOMAINE OU (400) | | Version 3 |
|--|-------|---|------------------|----------------|----------------|
| 1.2 Vessel's name: | 1. | VESSEL DESCRIPTION | | 1 | |
| 1.3 MO number: 9612272 1.4 Vessel's previous name(s) and date(s) of change: 1.4 1.5 Date delivered: 1.5 Da | 1.1 | Date updated: | | June 18, 2018 | |
| 1.4 Vessel's previous name(s) and date(s) of change: N/A | 1.2 | Vessel's name: | | MT ELISE | |
| 1.5 Date delivered: June 01, 2011 1.6 Builder (where built): Mauritius 1.7 Flag: Mauritius 1.8 Port of Registry: Port Louis 1.8 Port of Registry: Port Louis 1.9 Cell signt: 38RV 1.10 Vessel's satcom phone number: 1.0 Vessel's satcom phone number: 1.10 Vessel's fax number: 1.11 Vessel's fax number: 1.12 Type of vessel: Power of the satisfaction | 1.3 | IMO number: | 9612272 | | |
| Builder (where built): Mauritius Mau | 1.4 | Vessel's previous name(s) and date(s) of change: | | N/A | |
| Flag: | 1.5 | Date delivered: | | June 01, 2011 | |
| Flag: | 1.6 | Builder (where built): | | | |
| 1.8 Port of Registry: Port Louis 3BRV | 1.7 | , | | Mauritius | |
| 1.9 Call sign: 3BRV Vessel's aton umber: Vessel's fax number: Vessel's fax number: Vessel's telex number: Vessel's mail address: Double Hull 1.12 Type of vessel: Bunkering Tanker 1.13 Classification society: Bureau Veritas 1.14 Classification society: Bureau Veritas 1.15 If Classification society changed, name of previous society: If Classification society changed, date of change: If Classification society changed, date of change changed change changed c | | | Port Louis | | |
| Vessel's satrom phone number: | | | | | |
| Vessel's fax number: Vessel's telex number: Vessel's telex number: Vessel's telex number: Vessel's email address: 1.12 Type of vessel: 1.12 Type of hull: Classification 1.13 Classification society: 1.14 Class notation: 1.15 If Classification society changed, name of previous society: 1.16 If Classification society changed, name of previous society: 1.17 IMO type, if applicable: 1.18 Des the vessel have loc class? If yes, state what level: 1.19 Date / place of last dry-dock: 1.20 Date of last special survey / next survey due: 1.21 2 Date of last special survey / next survey due: 1.22 Date of last special survey / next survey due: 1.23 If ship has Condition Assessment Program (CAP), what is the latest overall rating: 1.24 Dose the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS): If yes, what is the expiry date? 1.25 Length Over All (LOA): 2.6 Length Between Perpendiculars (LBP): 2.7 Extreme breadth (Beam): 2.8 Moulded depth: 2.9 Keel to Masthead (KTM) / KTM in collapsed condition (if applicable): 2.9 Parallel body distances: 3.1 Distance bridge front to center of manifold: 4.1 On indi-point manifold: 4.1 On indi-point manifold: 4.2 Praval to mid-point manifold: 4.3 What is the max height of mast above waterline (air draft) 4.4 Ioaded summer deadweight: Normal ballast: 4. At loaded summer deadweight: Normal Sallast: 4. At loaded summer deadweight: | | | | OBICV | |
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| Vessel's email address: 1.11 Type of vessel: 1.12 Type of hull: 2. Double Hull 3. Classification society: 4. Class notation: 1.13 Classification society changed, name of previous society: 1.14 Classification society changed, name of previous society: 1.15 If Classification society changed, name of previous society: 1.16 If Classification society changed, name of previous society: 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: 1.19 Date next dry dock due 1.21 Date of last special survey / next survey due: 1.22 Date of last special survey / next survey due: 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? 2. 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? 2. Length 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? 2. Length 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? 3. Length 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? 3. Length Over All (LOA): 49.9 Metres 3. Moulded depth: 49.9 Metres 3. Metres 3. Moulded depth: 49.9 Metres 49.9 Metre | | | | | |
| 1.11 Type of vessel: Double Hull Dou | | | | | |
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| Distance bridge front to center of manifold: 1.32 Parallel body distances: Eightship Normal Ballast Summer Dwt Forward to mid-point manifold: Aft to mid-point manifold: Parallel body length: 1.33 FWA at summer draft / TPC immersion at summer draft: 1.34 What is the max height of mast above waterline (air draft) Eightship: Normal ballast: At loaded summer deadweight: Fonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | 1.29 | Keel to Masthead (KTM) / KTM in collapsed condition (if | applicable): | | |
| Parallel body distances: Forward to mid-point manifold: Aft to mid-point manifold: Parallel body length: 1.33 FWA at summer draft / TPC immersion at summer draft: 1.34 What is the max height of mast above waterline (air draft) Lightship: Normal ballast: At loaded summer deadweight: Fonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): Lightship: Normal Ballast Summer Dwt Summ | 1.30 | Bow to Center Manifold (BCM) / Stern to Center Manifol | d (SCM): | | |
| Forward to mid-point manifold: Aft to mid-point manifold: Parallel body length: 1.33 FWA at summer draft / TPC immersion at summer draft: 1.34 What is the max height of mast above waterline (air draft) Lightship: Normal ballast: At loaded summer deadweight: Fonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | 1.31 | Distance bridge front to center of manifold: | | | |
| Aft to mid-point manifold: Parallel body length: 1.33 FWA at summer draft / TPC immersion at summer draft: 1.34 What is the max height of mast above waterline (air draft) Lightship: Normal ballast: At loaded summer deadweight: Tonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | 1.32 | Parallel body distances: | Lightship | Normal Ballast | Summer Dwt |
| Parallel body length: 1.33 FWA at summer draft / TPC immersion at summer draft: 1.34 What is the max height of mast above waterline (air draft) Lightship: Normal ballast: At loaded summer deadweight: Tonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | | Forward to mid-point manifold: | | | |
| 1.33 FWA at summer draft / TPC immersion at summer draft: 1.34 What is the max height of mast above waterline (air draft) Lightship: Normal ballast: At loaded summer deadweight: Tonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | | Aft to mid-point manifold: | | | |
| Mhat is the max height of mast above waterline (air draft) Lightship: Normal ballast: At loaded summer deadweight: Tonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | | Parallel body length: | | | |
| Lightship: Normal ballast: At loaded summer deadweight: Fonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | 1.33 | | | | |
| Normal ballast: At loaded summer deadweight: Fonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | 1.34 | | t) | Full Mast | Collapsed Mast |
| At loaded summer deadweight: Fonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | | | | | |
| Tonnages 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | | | | | |
| 1.35 Net Tonnage: 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | _ | | | | |
| 1.36 Gross Tonnage / Reduced Gross Tonnage (if applicable): 493 | - | | | <u> </u> | |
| | | | | | 1 |
| 1.37 Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | 1.36 | | e): | 493 | |
| | 1.37 | Suez Canal Tonnage - Gross (SCGT) / Net (SCNT): | | | |

| | I | | | | |
|---------------------|-----------------------------------|------------------|--------|-------------------------------|----------------|
| 1.38 | Panama Canal Net Tonnage (PC | SNT): | | | |
| Load 1.39 | Loadline | Freeboard | Droft | Doodwoight | Dianlacement |
| 1.39 | Summer: | Freeboard | Draft | Deadweight | Displacement |
| | | | | | |
| | Winter: | | | | |
| | Tropical: | | | | |
| | Lightship: | | | | |
| | Normal Ballast Condition: | | | | |
| 1.40 | Does vessel have multiple SDW | | | | |
| 1.41 | If yes, what is the maximum assi | gned deadweight? | | | |
| | ership and Operation | | | T | |
| 1.42 | Registered owner - Full style: | | | Oceanis Bunkering Ltd | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 1.43 | Technical operator - Full style: | | | DDS KNOWLEDGE CI MARITIME) | ENTER LTD (DDS |
| | | | | | |
| 1.44 | Commercial operator - Full style: | | | | |
| 1.77 | Commercial operator - Full Style. | | | | |
| | | | | | |
| 1.45 | Disponent owner - Full style: | | | | |
| | | | | | |
| 2. | CERTIFICATION | | Issued | Last Annual or Intermediate | Expires |
| 2.1 | Safety Equipment Certificate: | | | | |
| 2.2 | Safety Radio Certificate: | | | | |

| 2. | CERTIFICATION | Issued | Last Annual or Intermediate | Expires | | |
|-------|--|--------|--------------------------------|---------|--|--|
| 2.1 | Safety Equipment Certificate: | | | | | |
| 2.2 | Safety Radio Certificate: | | | | | |
| 2.3 | Safety Construction Certificate: | | | | | |
| 2.4 | Loadline Certificate: | | | | | |
| 2.5 | International Oil Pollution Prevention Certificate (IOPPC): | | | | | |
| 2.6 | Safety Management Certificate (SMC): | | | | | |
| 2.7 | Document of Compliance (DOC): | | | | | |
| 2.8 | USCG (specify: COC, LOC or COI): COC | | | | | |
| 2.9 | Civil Liability Convention Certificate (CLC): | | - | | | |
| 2.10 | Civil Liability for Bunker Oil Pollution Damage Convention Certificate (CLBC): | | - | | | |
| 2.11 | U.S. Certificate of Financial Responsibility (COFR): | | | | | |
| 2.12 | Certificate of Fitness (Chemicals): | | | | | |
| 2.13 | Certificate of Fitness (Gas): | | | | | |
| 2.14 | Certificate of Class: | | | | | |
| 2.15 | International Ship Security Certificate (ISSC): | | | | | |
| 2.16 | International Sewage Pollution Prevention Certificate (ISPPC) | | - | | | |
| 2.17 | International Air Pollution Prevention Certificate (IAPP): | | | | | |
| Docui | mentation | | | | | |
| 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: | |
| 3.2 | Nationality of Officers: | |
| 3.3 | Nationality of Crew: | |
| | If Officers/Crew employed by a Manning Agency - Full style: | |
| | | |
| 3.5 | What is the common working language onboard: | |
| 3.6 | Do officers speak and understand English: | |
| 3.7 | In case of Flag Of Convenience, is the ITF Special Agreement on board: | |
| | | |
| | HELICOPTERS | |
| 4.1 | Can the ship comply with the ICS Helicopter Guidelines: | |
| 4.2 | If Yes, state whether winching or landing area provided: | |
| | | |
| | 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: | |
| 5.2 | Qualified individual (QI) - Full style: | |
| 5.3 | Oil Spill Response Organization (OSRO) -Full style: | |
| 5.4 | Has technical operator signed the SCIA / C-TPAT agreement with US customs concerning drug smuggling: | |
| | | |
| 6. | CARGO AND BALLAST HANDLING | |
| Double | e Hull Vessels | |
| 6.1 | Is vessel fitted with centerline bulkhead in all cargo tanks: | |
| 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): | |

| 6.4 | Total cubic capacity (98%, excluding slop tanks): | | | | | |
|--------|--|------|----------|----------|--|--|
| 6.5 | Slop tank(s) capacity (98%): | | | | | |
| 6.6 | Residual/Retention oil tank(s) capacity (98%), if applicable: | | | | | |
| 6.7 | Does vessel have Segregated Ballast Tanks (SBT) or Clean Ballast Tanks (CBT): | | | | | |
| SBT V | essels | | | | | |
| 6.8 | What is total capacity of SBT? | | | | | |
| 6.9 | What percentage of SDWT can vessel maintain with SBT only: | | | | | |
| 6.10 | Does vessel meet the requirements of MARPOL Annex I Reg 18.2: (previously Reg 13.2) | | | | | |
| Cargo | Handling | | <u> </u> | | | |
| 6.11 | How many grades/products can vessel load/discharge with double valve segregation: | 9 | | | | |
| 6.12 | Maximum loading rate for homogenous cargo per manifold connection: | | | | | |
| 6.13 | Maximum loading rate for homogenous cargo loaded simultaneously thr all manifolds: | ough | | | | |
| 6.14 | Are there any cargo tank filling restrictions. If yes, please specify: | | | | | |
| Pump | ing Systems | | | | | |
| 6.15 | Pumps: | No. | Type | Capacity | | |
| | Cargo: Slop tanks | | | | | |
| | Stripping: | | | | | |
| | Eductors: | | | | | |
| | Ballast: | | | | | |
| 6.16 | How many cargo pumps can be run simultaneously at full capacity: | | | | | |
| | T | | | | | |
| 6.17 | Is ship fitted with a Cargo Control Room (CCR): | | | | | |
| 6.18 | Can tank innage / ullage be read from the CCR: | | | | | |
| | ing and Sampling | | T | | | |
| 6.19 | Can ship operate under closed conditions in accordance with ISGOTT: | | | | | |
| 6.20 | What type of fixed closed tank gauging system is fitted: | | | | | |
| 6.21 | Are overfill (high-high) alarms fitted? If Yes, indicate whether to all tanks or partial: | | | | | |
| | Emission Control | | | | | |
| 6.22 | Is a vapor return system (VRS) fitted: | | | | | |
| 6.23 | Number/size of VRS manifolds (per side): | | | | | |
| Ventir | ng | | • | - | | |
| 6.24 | | | | | | |
| Cargo | Manifolds | | | | | |
| 6.25 | Does vessel comply with the latest edition of the OCIMF 'Recommendations for Oil Tanker Manifolds and Associated Equipment': | | | | | |
| 6.26 | What is the number of cargo connections per side: | | | | | |
| 6.27 | What is the size of cargo connections: | | | | | |
| 6.28 | | | | | | |
| | old Arrangement | | T | | | |
| 6.29 | Distance between cargo manifold centers: | | | | | |
| 6.30 | Distance ships rail to manifold: | | | | | |
| 6.31 | Distance manifold to ships side: | | | | | |
| 6.32 | Top of rail to center of manifold: | | | | | |
| 6.33 | Distance main deck to center of manifold: | | | | | |
| 6.34 | Manifold height above the waterline in normal ballast / at SDWT condition | n: | | | | |

| 6.35 | Number / size reducers: | | | | | | |
|-------|--------------------------------------|----------|------------------------|------------|----------|--------|-------------------|
| Stern | Manifold | | | | | | |
| 6.36 | Is vessel fitted with a stern | manifo | old: | | | | |
| 6.37 | If stern manifold fitted, state | e size: | | | | | |
| Cargo | Heating | | | | | | |
| 6.38 | Type of cargo heating system | em? | | | | | |
| 6.39 | If fitted, are all tanks coiled | ? | | | | | |
| 6.40 | If fitted, what is the materia | l of the | heating coils: | | | | |
| 6.41 | Maximum temperature care | go can | be loaded/maintained: | : | | | |
| Tank | Coating | , | | | | | |
| 6.42 | Are cargo, ballast and slop | tanks | coated? | | Coated | Туре | To What Extent |
| | Cargo tanks: | | | | | | |
| | Ballast tanks: | | | | | | |
| | Slop tanks: | | | | | | |
| 6.43 | If fitted, what type of anode | s are | used: | | | | |
| | | | | | | | |
| 7. | INERT GAS AND CRUDE | OIL W | ASHING | | | | |
| 7.1 | Is an Inert Gas System (IGS) fitted: | | | | | | |
| 7.2 | Is IGS supplied by flue gas | , inert | gas (IG) generator and | l/or nitro | ogen: | | |
| 7.3 | Is a Crude Oil Washing (Co | OW) in | stallation fitted: | | | | |
| | | | | | | | |
| 8. | MOORING | | | | | | |
| 8.1 | Mooring wires (on drums) | No. | Diameter | | Material | Length | Breaking Strength |
| | Forecastle: | | | | | | |
| | Main deck fwd: | | | | | | |
| | Main deck aft: | | | | | | |
| | Poop deck: | | | | | | |
| 8.2 | Wire tails | | Diameter | | Material | Length | Breaking Strength |
| | 1 | | 1 | 1 | | | |

| 8. | MOORING | | | | | |
|-----|--------------------------|-----|----------------|----------------|---------|-------------------|
| 8.1 | Mooring wires (on drums) | No. | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.2 | Wire tails | | Diameter | Material | Length | Breaking Strength |
| | Forecastle: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 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: | | | | | |
| | Main deck fwd: | | | | | |
| | Main deck aft: | | | | | |
| | Poop deck: | | | | | |
| 8.5 | Mooring winches | | | No. | # Drums | Brake Capacity |
| | | | Forecastle: | | | |
| | | | Main deck fwd: | | | |
| | Main deck aft: | | | | | |
| | | | | Double Drums | | |
| 8.6 | Mooring bitts | | • | | No. | SWL |
| | | | | Forecastle: | | |
| | | | | Main deck fwd: | | |

| | Main deck aft: | | |
|------------|--|-----|-----|
| | Poop deck: | | |
| 8.7 | Closed chocks and/or fairleads of enclosed type | No. | SWL |
| | Forecastle: | | |
| | Main deck fwd: | | |
| | Main deck aft: | | |
| | Poop deck: | | |
| Emer | gency Towing System | | T |
| 8.8 | Type / SWL of Emergency Towing system forward: | | |
| 8.9 | Type / SWL of Emergency Towing system aft: | | |
| Ancho | | | |
| 8.10 | Number of shackles on port cable: | | |
| 8.11 | Number of shackles on starboard cable: | | |
| Escor | | | T |
| 8.12 | What is SWL and size of closed chock and/or fairleads of enclosed type on stern: | | |
| 8.13 | What is SWL of bollard on poopdeck suitable for escort tug: | | |
| | Stern Thruster | | T |
| 8.14 | What is brake horse power of bow thruster (if fitted): | | |
| 8.15 | What is brake horse power of stern thruster (if fitted): | | |
| | 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)': | | |
| 8.17 | Is vessel fitted with chain stopper(s): | | |
| 8.18 | How many chain stopper(s) are fitted: | | |
| 8.19 | State type of chain stopper(s) fitted: | | |
| 8.20 | Safe Working Load (SWL) of chain stopper(s): | | |
| 8.21 | What is the maximum size chain diameter the bow stopper(s) can handle: | | |
| 8.22 | Distance between the bow fairlead and chain stopper/bracket: | | |
| 8.23 | Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size: | | |
| Lifting | g Equipment | | |
| 8.24 | Derrick / Crane description (Number, SWL and location): | | |
| 8.25 | What is maximum outreach of cranes / derricks outboard of the ship's side: | | |
| Ship 1 | 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): | | |
| 0 | MISCELLANEOUS | | |
| 9. | MISCELLANEOUS e Room | | |
| 9.1 | What type of fuel is used for main propulsion? | | |
| 9.1 | What type of fuel is used in the generating plant? | | |
| 9.3 | Capacity of bunker tanks - IFO and MDO/MGO: | | |
| | | | |
| 9.4 | Is vessel fitted with fixed or controllable pitch propeller(s)? | | |
| Insura | | | |
| 9.5 | P & I Club - Full Style: | | |
| 9.6 | P & I Club coverage - pollution liability coverage: | | |
| | | | |
| 9.7 9.8 | Date and place of last Port State Control inspection: Any outstanding deficiencies as reported by any Port State Control: | | |
| - | | | |
| 9.9 | If yes, provide details: | | |

| Recer | t 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: | |
| 9.11 | Last three cargoes / charterers / voyages (Last / 2nd Last / 3rd Last): | |
| Vettin | g | |
| 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)*: * Blanket "approvals" are no longer given by Oil Majors and ships are accepted for the voyage on a case by case basis. | |
| | | |

Version 3 (INTERTANKO /)