

Port Papers and Checklists (Refuelling Operations)

Port: SHELL SARNIA (North Dock)

Date: June 14/25

Vessel & IMO Number: Fure Viten 9898204

Refuelling Ticket Number: 147

Requisition Number:

GMAS Clearance Number: KX 0249

Item No.	Document Description	Complete: Yes / No / N/A
1	Pre-Arrival Checklist & Post Departure Checklist	Yes
2	Ship / Shore Safety Checklist (Parts A & B)	Yes
3	Port Timesheet	Yes
4	Bunkers Delivery Note	Yes
5	Fuel Meter Receipts	Yes
6	Fueling approval form (print off email from trading and attach)	Yes
Additional documents included as necessary:		
7	K36A - Tax Exemptions Form (Req. for all non-Canadian vessels)	Yes
8	Letters of Protest	No

These port papers have been reviewed and determined to have been satisfactorily completed.

PTL. Scott Brubaker Date: June 15/25

Pre-Arrival Checklist - Jetty Operations Fueller

To be completed 1-2 hours prior to vessel's arrival		
TERMINAL: SARNIA (North Dock)		VESSEL: <u>Fure Viten</u>
REQ No.	ETA DATE: <u>June 14 / 25</u>	
Item	Item Description	Yes No
1.	Has approval to fuel vessel been given by Shell trading? (Print off and attach)	✓
2.	Have the Pre-Arrival Questionnaire been received and confirmed correct?	✓
3.	Is berth, product & pipeline available?	✓
4.	Has mooring gang, depot and other relevant personnel been informed?	✓
5.	Is depot ready to load or receive, including a test of the sump high level alarm?	✓
6.	Are radios fully charged with spare batteries available?	✓
7.	Is lifting equipment operational, in good order and ready for use?	✓
8.	Is the depot/jetty firefighting system ready for immediate use?	✓
9.	Has all PPE been checked, including life vests, and confirmed to be in good order?	✓
10.	Is lighting in the Terminal and on the jetty in good order?	✓
11.	Is sampling equipment ready and in good order?	✓
12.	Have shore manifold valves and lines been correctly set and checked?	✓
13.	Have you visually checked the dock piping, loading hoses and they are free of leaks?	✓
14.	Has PTL been notified and confirmed minimum ERT staffing available?	✓
15.	Is there containment boom available for use and available boat for deployment?	✓
16.	Do you have the relevant documentation ready for the ship's arrival (SDS, Ship/shore check list, transfer agreement, etc)?	✓
17.	Is the jetty access ways free from obstructions with the control barriers and safety signs in place?	✓
18.	Ensure that no unauthorized maintenance work is ongoing in the jetty area?	✓
19.	Has a visual inspection of ship/shore electrical isolation flanges been made?	✓
20.	Are there spare gaskets available?	✓
21.	Test of dock ESDs. (Open both XV-919 & XV-920 and test pushbutton on the Dock. Verify both valves close)	✓
22.	Is the jetty housekeeping in good order?	✓

Checked By: David Harrison Date: June 14 / 25 Time: 18:00

Post Departure Checklist - Jetty Operations Fueller

Item	Item Description	Yes	No
1.	Is there any visible damage to the jetty?		<input checked="" type="checkbox"/>
<p>Note any visible Damage (and issue Letter of Protest):</p>			
2.	Are the bunker manifolds locked, hoses and lines drained?	<input checked="" type="checkbox"/>	
3.	Is the shore line isolated and moveable equipment secured?	<input checked="" type="checkbox"/>	
4.	Is the jetty access ways free of obstructions, the control barriers and safety signs stored?	<input checked="" type="checkbox"/>	
5.	Have the portable radios and batteries been returned to vessel?	<input checked="" type="checkbox"/>	
6.	Is the jetty clear of rubbish and is the general housekeeping in good order?	<input checked="" type="checkbox"/>	
7.	Have all logbooks / timesheets / port paperwork / LOP's been fully completed?	<input checked="" type="checkbox"/>	

Checked By: Alex Herrera Date: June 15/22 Time: 00³⁰

SHIP/SHORE SAFETY CHECK LIST

Ship's Name: Fure Viten Date & Time of Arrival: June 14, 2025 Berth: North Dock, SMC

Part A General – Physical Checks		Ship	Terminal	Code	Remarks
1.	There is safe access between the ship and shore.	✓	✓	R	
2.	The ship is securely moored.	✓	✓	R	
3.	The agreed ship/shore communication system is operative.	✓	✓	A R	Main: Portable Radios Back up: Verbal
4.	Fire hoses and fire-fighting equipment is positioned & ready for immediate use on ship & shore.	✓	✓	R	
5.	Bunker hoses, pipelines & manifolds are in good condition, properly rigged, pressure tested within the last 12 months & appropriate for the service intended.	✓	✓		
6.	The bunker transfer system is sufficiently isolated & drained to allow safe removal of blank flanges prior to connection.	✓	✓		
7.	Scuppers & 'save-alls' on board are effectively plugged and drip trays are in position and empty.	✓		R	
8.	Temporarily removed scupper plugs will be constantly monitored.	✓		R	
9.	Shore spill containment & sumps are correctly managed.		✓	R	
10.	Unused bunker connections are properly secured with blank flanges fully bolted on the ship and shore.	✓			
11.	All ballast & bunker tank lids are closed.	✓			Location MOSBY
12.	Sea & overboard discharge valves, are closed & sealed.	✓			
13.	All external doors, ports & windows in the accommodation, stores & machinery spaces are closed. Engine room vents may be open.	✓		R	
14.	The ship's emergency fire control plans are located externally.	✓			

Part B General – Verbal Verification		Ship	Terminal	Code	Remarks
15.	The ship is ready to move under its own power.	✓		P R	
16.	There is an effective deck watch in attendance on board & adequate supervision of operations on the ship & in the terminal.	✓	✓	R	
17.	There are sufficient personnel on board & ashore to deal with an emergency.	✓	✓	R	
18.	The procedures for bunker handling has been agreed.	✓	✓	A R	
19.	Bunkering will be stopped by ship or shore? (indicate in remarks column)	✓	✓	A	Stop By: <u>Shore</u>
20.	Material safety data sheets (SDS) for the fuel transfer have been provided.	✓	✓	P R	
21.	The emergency signal & shutdown procedure to be used by the ship & shore have been explained & understood	✓	✓	A	
22.	The hazards associated with toxic substances in the bunker being handled have been identified and understood.	✓	✓		H ₂ S Content <10 PPM
23.	An International Shore Fire Connection is available.	✓	✓		

Part B General – Verbal Verification		Ship	Terminal	Code	Remarks
24. The agreed tank venting system will be used.		✓	✓	A R	Method
25. Independent high level alarms, if fitted, are operational & have been tested, tank levels will be monitored regularly.		✓		A R	
26. Adequate electrical insulating means are in place in the ship/shore connection.			✓	A R	Insulating flange installed in loading arm
27. Are precautions in place to prevent potential ignition sources from hazards such as smoking, lighting and portable electronics.		✓	✓	A R	
7. Hand torches (flashlights) are of an approved type.		✓	✓		
29. Fixed VHF/UHF transceivers & AIS equipment are on the correct power mode or switched off.		✓			
8. Portable VHF/UHF transceivers are of an approved type.		✓	✓		
31. The ship's main radio transmitter aerials are earthed & radars are switched off.		✓			
32. There is provision for an emergency escape.		✓	✓		See current Port Information Book
33. The maximum wind and swell criteria for operations has been agreed.		✓	✓	A	Stop bunkers at: 25kts Disconnect at: 30kts Unberth at: 35kts
34. Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate.		✓	✓	A	
35. Primary and secondary muster points in the event of an emergency have been identified and muster location schematic issued to vessel.		✓	✓		See current Port Information Book
36. All additional services have been arranged with Shell approved external contractors and agreed as to the sequence of events during the port call.		✓	✓		
37. Agreement that pressurized air will be used to clear all hoses prior to disconnection.		✓	✓		Shore supplied air

DECLARATION

We, the undersigned, have checked the above items in Parts A and B, in accordance with the instructions and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items coded 'R' in the Check List should be re-checked at intervals not exceeding 6 hours.

If to our knowledge the status of any item changes, we will immediately inform the other party.

A – Agreement or procedure that should be identified in the Remarks Column or communicated in some other form.

P – Permission. In the case of a negative answer to the statement marked 'P', operations should not be conducted without the written permission from the appropriate authority.

R – Re-check. This indicates items to be rechecked at the appropriate interval, as agreed between both parties, at periods stated in the declaration.

Receipt of *Ship or Shore (*delete one that is not applicable) UHF/VHF Radio

I the undersigned have received a communications radio for the purpose of communicating between relevant parties during vessel operations. I will ensure that the radio is returned to the upon completion of all operations and prior to the vessel's departure.

Ship		For Shore	
Name	<i>Friedrich von Manteuffel</i>	Name	<i>Alan Hutton</i>
Rank	<i>YE</i>	Position	<i>Dock Operator</i>
Signature	<i>[Signature]</i>	Signature	<i>[Signature]</i>
Date & Time	<i>14 Jan 2023 / 2245</i>	Date & Time	<i>14 Jan 2023 / 2245</i>

PORT TIMESHEET

(All times local)

VESSEL & IMO NUMBER: Fure Viten 9898204

PORT: Shell Samia (North Dock)

DATE	TIME	ACTIVITY
	2155	FIRST LINE ASHORE
	2215	ALL FAST
	2225	HOSES CONNECTED
	2250	SAFETY CHECKLIST COMPLETED
	2300	COMMENCED REFUELLING
	2356	COMPLETED REFUELLING
	0010	VESSEL LOADED FIGURES CALCULATED
	0016	TRANSFER PAPERWORK COMPLETED
	0025	HOSES ARMS DISCONNECTED
	0027	VESSEL UNMOORED

DELAYS AND SERVICE PROVIDERS DURING PORTCALL

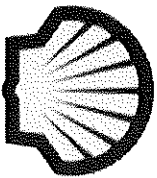
(Include times for any Service Providers to ship i.e. Slop, Caustic, Lube Trucks)

DATE	TIME Start/Finish	ACTIVITY

In the event that ship's valves are closed on board without giving ample warning to the terminal, I recognize that the ship is solely responsible for any damage caused by excess pressure to supplier's bunkering equipment or any resulting spillage/overflow of oil.

In the event that I am unable to accommodate the full quantity ordered above, I accept that my Principals may be liable for any handling charges and any other expenses incurred on the shut-out quantity.

For Ship		For Shore	
Name	Paul Smith	Name	Paul Smith
Rank	Captain	Position	Dock Operator
Signature	[Signature]	Signature	[Signature]
Date & Time	14 June 2023 12245	Date & Time	14 June 2023



SHELL Sarnia Manufacturing Centre
150 St Clair Pkwy, Corunna, ON N0N 1G0, Canada
519-481-1245

Bunkers Delivery Note

Vessel Fure Viten

IMO Number 9898204

Chief Engineer FREDERICK ALAN MACHAN

Port Sarnia

Declaration that bunker fuel supplied conforms with MARPOL Annex VI

We declare that the fuel oil supplied is in conformity with Regulation 18.3 of this Annex and that the sulphur content of the fuel oil supplied does not exceed:

Please mark (x) in the applicable box(es) below.

<input checked="" type="checkbox"/>	the limit value given by Regulation 14.4 of this Annex; or
<input type="checkbox"/>	the purchaser's specified limit value, on the basis of the purchaser's notification that the fuel oil is intended to be used:

1. in combination with an equivalent means of compliance in accordance with Regulation 4 of this Annex; or
2. is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction and control technology

Machan, Alan

SMC Representative

Signature 

Grade to Load	Qty Loaded (MT)	Gallons (US gal)	Est. Load Temp (°C)
HFO 380	0.0	0.0	
MGO	100.1	31105.48131	17.7

I understand that the measured or calculated properties will be as follows

Grade & Sulphur Content (% m/m by ISO8754)		Viscosity (ISO 3140)		Density (ISO 3675)
HFO 380	% m/m	mm ² /s at	50 °C	kg/m ³ at 15°C
MGO	0.08 % m/m	2.35 mm ² /s at	40 °C	849.90 kg/m ³ at 15°C

Bunkering (MARPOL Annex VI)


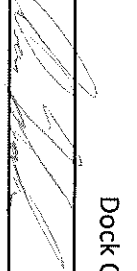
Samples will be drawn from the bunker manifold of the delivery dock. (If no, comment below)

Yes / No

COMMENTS:

Bunker Samples

Grade Loaded		Sample Seal Number		
HFO 380	MARPOL		SHELL #1	
	VESSEL		SHELL #2	
MGO	MARPOL	58000249	VESSEL	58000250

Ship	Shore
Name: <u>FREDERICK ALAN MACHAN</u>	Name: <u>Machan, Alan</u>
Rank: <u>Chief Engineer</u>	Position: <u>Dock Operator</u>
Signature: 	Signature: 
Date & Time: <u>6/14/2025 / 00:03</u>	Date & Time: <u>6/14/2025</u>

Chief Engineer
M/T Fure Viten



Load Summary for Marine Oil

This delivery is in Litres. Other unit of measure are Metric unless otherwise indicated.

Date: June 14, 2025

Company Name:		Fuel Amount (MT):	100
Ship Name:	Fure Viten	Ticket Number:	147
		Req #:	

Operator: Alan Nactan

Tank Information		Viscosity (cSt)	Density (kg/m3)	Sulfur (% by mass)	Flash (Deg C)
Bunker Tank:	69	597.98	985.90	2.24	85.50
Cutter Tank:	7	2.35	849.90	0.08	66.40

Requested Blend		Actual Blend			
Blend Type	HFO 380	Blend Type	380		
Viscosity	380 cSt	Viscosity	380.0 cSt		
Density	991 kg/m³	Density	979.6 kg/m³		
		API	13.0 ° API		
		Sulphur	2.1 % m/m		
Cutter Ratio:		4.7			

Comments	
Signatures	
Chief Engineer:	<u>Frederick Juvon Nactan</u>
Operator:	<u>Alan Nactan</u>

NORTH FUELING TERMINAL
SHELL CANADA PRODUCTS LTD
150 ST. CLAIR PKWY, CORUNNA, ON, NON 1G0

VESSEL: FURE VITON

(MM/DD/YYYY)
Load Date: 06/14/25

REQUISITION #:

Batch Start: 23:00

BOL #: 0147

Batch End: 23:58

** TICKET IS NOT AN OFFICIAL BILL OF LADING**

LOAD DATA

PRESET NUMBER	PRODUCT NAME	TEMP (DEG.C)	GROSS VOLUME (Liter)	VCF	NET VOLUME @15DEG.C (Liter)
02	MDO	17.70C	118007L		117747L
02	MDO	17.70C	118007L	0.9978	117747L

TOTALS:

118007L

117747L

CHIEF ENGINEER: F. Augustus

Chief Engineer
M/T Fure Viton

DOCK OPERATOR: [Signature]

Sarnia Manufacturing Centre (S.M.C.) - Pre Arrival Questionnaire (Refuelers)

To be completed at least 48 hours prior at arrival

Email: gxsccansnarefmarine@shell.com

Fax: 519 481 2105

Security Gate: (519) 481-1245

Transfer Pump House Operator (519) 481-1245

1	Vessel Name	9898204	IMO or Official #	
2	ETA (mm/dd/yyyy @ XX:XX)	13/06/2025 C		
3	Last Port Of Call	Montreal		
4	Vessel's Contact Number	0046 31 354 4		
5	The vessel will have a Great Lakes Pilot (or Exemption) during port call?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
6	Is all vessel's navigation & mooring equipment in good working order?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
7	Arrival Displacement (Max 60,000MT/59,052LT)			
8	Length Overall / Distance from Aft Bunker Manifold to Transom	149,9 m		
9	Vessels Security Level?	MARSEC		
10	Are all vessel trading certificates valid and within date?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
11	Expiry date for Certificate of Class			
12	Expiry date for Bunker Liability Insurance Coverage.			
13	Will the vessel allow shore leave, crew change etc.?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
14	Will the vessel require Customs & Immigration Clearance?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
15	Vessel will provide safe access per maritime industry standards.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
16	Fuel required	MGO	Max. Flow Rate	200 m3/hr
	Quantity M/T	100	Blend CST/ Viscosity	
17	Fuel required		Max. Flow Rate	
	Quantity M/T		Blend CST/ Viscosity	
18	Storing	<input checked="" type="checkbox"/> Yes	Caustic Soda	<input type="checkbox"/> Yes <input type="checkbox"/> No
19	Waste Oil	<input type="checkbox"/> Yes	Sewage	<input type="checkbox"/> Yes <input type="checkbox"/> No
20	All lifting operations will be in compliance with Port Information Book and industry standards			
				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21	Does the vessel have any special requirements, please list.			
22	Confirm SMC Port Information Book (2025) has been received and vessel complies with requirements.			
				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
23	Crew member will witness metering and sampling?			
				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

River Water Level Assessment for Clearance

(a)	(b)	(c)	(d)	(e)
Available draft at the North Dock	Water Level from CHS Point Edward (519) 344-0263 CHS Link	C=A+B Total available water at the dock	Vessel Max Draft in meters	E=C-D Difference in max draft to available water
8.4	0.5	8.9	8	0.9

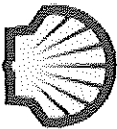
CHS Link -

<https://tides.gc.ca/en/stations/11940>

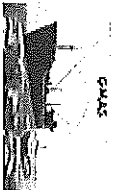
Submit Completed Pre-Arrival Questionnaire

Humble, Brad SCAN-DRM/C/A3113

From: Martins, Renee STCAN-STO/PAM32
Sent: Monday, June 9, 2025 3:03 PM
To: GX SCAN SNAREFMARINE
Subject: FURE VITEN (IMO No: 9898204) - Auto Assessment Clearance Result - Approved with Mitigations - KX0249



Group Maritime Assurance System



Please note that this is a confidential communication between our two companies and as such must not be passed on or disclosed to any third party.

This clearance refers to the positive vetting of the subject vessel for use at the requested safe port / berths as per the HSSE & SP Control Framework, Transport Manual Maritime Safety.

Where applicable, the vessel particulars have been compared against known berth parameters in GMAAS and the vessel is compatible with one or more berths at the nominated location/s. Please ensure final due diligence for the nominated berth, including any applicable draft restrictions, is conducted as per normal operational procedures.

Please ensure that all proposed fixtures are compliant with any relevant Trade Control Laws (including Sanctions) and our Company's Policy. If you receive conflicting data during your due diligence checks please advise afeteam@shell.com so that GMAAS can be updated accordingly.

If the proposed voyage passes through a known Maritime Security Zone (MSZ), before the vessel can be fixed for the voyage, a mandatory MARSEC security approval is required. MARSEC are copied on clearances involving Maritime Security Zone (MSZ).

Sanction Risk	Low
Program	
Sanction Risk Waiver	Not Required
Request Id	1874084
Requestor	R Martins
Additional Requestor	

Clearance Result	Approved with Mitigations
Requires Maturing?	No
Clearance No	KX0249
Start Date	09-Jun-2025
End Date	20-Jun-2025
External Reference	
Freight Terms	No Freight Contract

Cargo Terms	3rd Party Bunker/Slop Service
Requestor	R Martins
Additional Requestor	

Assets / Activities:

Vessel Name	Location Name	Activity Name
FURE VITEN	Shell Sarnia North Dock	Receive Bunkers

Mitigation:

Asset Name	Asset Type	Required Action
Sarnia	Port	Request Flighted Spongy Moth Cert & last 2years port of call list from vessel & pass to Canada Agent
Sarnia	Port	V/L to have spongy moth cert, if having visited Ports in Far-East Asia in the last 2 years
Shell Sarnia Manufacturing Center(Sarnia)	Terminal	Vessels calling from sea have a max allowable beam of 23.8 meters due to the Seaway locks.

Assessed By	Auto Assessed
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Request Id	1874084
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Companies within the Shell Trading business may monitor, record and archive corporate communications for legal, regulatory and/or business purposes. Such communications will be controlled by Shell Energy North America (US) LP on behalf of all Shell Trading entities within the United States and by Shell International Trading and Shipping Company Ltd for all other Shell Trading entities ("Shell"). Shell processes such corporate communications, including any communications transferred to and/or received from third parties, across various corporate communication channels (e.g., e-mail, voice call, instant messaging, etc.) in a legally compliant manner. Do not include any personal data, including sensitive personal data, in your corporate communications and do not transfer or share any personal data that you may receive from a third party. Any communication deemed to include personal data will be reported as a data privacy breach. To understand how Shell processes your personal data, please refer to the Shell Global Privacy Notice at link <https://www.shell.com/privacy/ex-employee-notice.html>.

Humble, Brad SCAN-DRM/C/A3113

From: Carlo Fuentes <cfu@gibunkering.com>
Sent: Tuesday, June 10, 2025 1:48 PM
To: Dailey, Chance W STUSCO-STP/311; GX SCAN SNAREFMARINE
Cc: Tardif, Natalie STCAN-STP/311; Dadie, Ghislain Y STUSCO-STP/311; Martins, Renee STCAN-STO/PAM32; Zwonar, Shawn STUSCO-STP/31
Subject: RE: FURE VTEN - Sarmia (Pipe)

Some people who received this message don't often get email from cfu@gibunkering.com. [Learn why this is important](#)

Think Secure. This email is from an external source.

Hi Chance,

Well noted below, thanks.

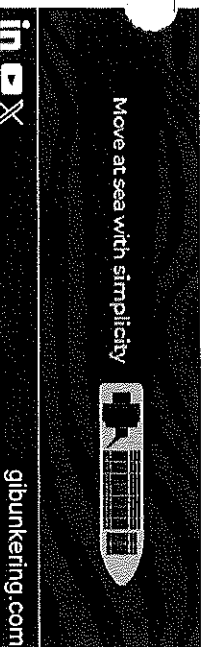


Carlo Fuentes
Senior Bunker & Lubricant Trader
M: +1 514 516 8179
T: +1 450 259 1791



GLANDER
INTERNATIONAL
BUNKERING

Est. 1961



From: Chance.Dailey3@shell.com <Chance.Dailey3@shell.com>
Sent: Tuesday, June 10, 2025 1:46 PM
To: GXSCANSNAREFMARINE@shell.com
Cc: Natalie.Tardif@shell.com; Ghislain.Dadie@shell.com; R.Martins@shell.com; Shawn.Zwonar@shell.com; Carlo Fuentes <cfu@gibunkering.com>
Subject: RE: FURE VTEN - Sarmia (Pipe)

Hi Shell Sarmia team,

The fueling of this vessel is approved.

Carlo – please find attached the Pre-Arrival questionnaire and Sarmia Port Information Pack. Please share with vessel. Thanks!

Chance



Chance Dailey
Marine Fuel Account Manager

Shell Trading (US) Company Inc.
1000 Main St, 11th Floor, Houston, TX USA, 77002
Cell: 1.713.259.0057 ***Please note my new cell number
chance.dailey3@shell.com

Our group mail box is:
GXTRShellAmericasBunkerSales@shell.com

From: Zwonar, Shawn STUSCO-STP/31 <Shawn.Zwonar@shell.com>
Sent: Monday, June 9, 2025 1:43 PM
To: Carlo Fuentes <cfu@gibunkering.com>
Cc: Tardif, Natalie STCAN-STP/311 <Natalie.Tardif@shell.com>; GX TR ShellAmericasBunkerSales <GXTRShellAmericasBunkerSales@shell.com>; Dadie, Ghislain Y STUSCO-STP/311 <Ghislain.Dadie@shell.com>
Subject: Re: FURE VITEN - Sarnia (Pipe)

Confirmed! Thanks Carlo

Sent from my iPhone

On Jun 9, 2025, at 1:17 PM, Carlo Fuentes <cfu@gibunkering.com> wrote:

Think Secure. This email is from an external source.

Hi Shawn,

Pleased to confirm this order. Recap as follows:

Vessel: FURE VITEN
Port: Sarnia
Berth : Middle Dock
Date: Around 15-18th June

LSMGO: 100 MTS

NOTE: ETA 13/am Sarnia and ready 15/am for cargo and then to Cestar dock 15-18
Preferred bunkering date on the 15th – please coordinate with agents.

Agents: LOLA

Kindly confirm back, thanks!

Best regards,

<image001.png> Carlo Fuentes
Senior Bunker Trader

M: +1 514 516 8179
T: +1 450 259 1791

SHIPS STORES DECLARATION AND CLEARANCE CERTIFICATE
CERTIFICAT DE DÉCLARATION DE PROVISIONS DE BORD ET DE SORTIE

Certificate no. - N° du certificat

Date Year Month Day

2012 5 16 14

Supplier name - Nom fournisseur

Shell Canada

Supplier address - Adresse fournisseur

150 St. Clair Parkway

☒ Ship stores
Approvisionnements de bord

☐ Equipment furnishings
Équipement mobilier

☐ Repairs
Réparations

☐ Oceanic cable supplies
Câbles océaniques (fournitures)

No. of packages or in bulk
Nombre de colis ou en vrac

Quantity and description of goods supplied
Quantité et désignation des marchandises fournies

Remarks
Remarques

Bulk

MDO - 117747 L.

1. I hereby certify that the goods described above were received on board the ship/aircraft
Je certifie par les présentes que les marchandises désignées ci-dessus ont été reçues à bord du navire ou de l'aéronef

Signature name - Aircraft number - Nom du navire (matricule de l'aéronef)
FIRE VITEN

At A Coruna on this
Place - Endroit ce

14th

day of June

Signature (office of ship or aircraft - Officier du navire ou de l'aéronef)
FIRE VITEN 14 June 2012

I hereby certify that the information given above is true and complete in every respect and that the vessel/aircraft
Je certifie par les présentes que les renseignements donnés ci-dessus sont exacts et complets en tous points et que le navire ou l'aéronef

FIRE VITEN

qualifies for ships stores under classification No.
réunit les conditions voulues pour obtenir des provisions de bord selon le classement n°

Name of vessel/aircraft number

Nom du navire (matricule de l'aéronef)

Signature of supplier - Signature du fournisseur
16 June 2012

CLEARANCE CERTIFICATE - CERTIFICAT DE SORTIE
(Do not use this area - N'utilisez rien ici)

3. The ship/aircraft as specified above qualifies for ships stores as stated and cleared/departed on a voyage/flight to
Le navire ou l'aéronef désigné ci-dessus réunit les conditions voulues pour obtenir des provisions de bord déclarés et a obtenu son certificat de sortie pour ensuite entreprendre un voyage ou un vol vers

Name of country (or customs office in Canada)
Nom du pays (ou bureau de douane au Canada)
(A) For fishing ships show duration of voyage
S'il s'agit d'un navire de pêche, indiquez la durée du voyage days

On Le
Date of clearance - departure - Date de sortie (départ)
Signature (Customs officer - Agent de douane)

(B) In case of unusual delay in clearance explain:
Si la délivrance du certificat de sortie donne lieu à un retard prolongé, donnez des explications :

Instructions
(For supplier - Pour le fournisseur)

Section 2 is to be completed by inserting the classification number applicable to the ship or aircraft receiving supplies subject to drawback under the Goods Imported and Exported Refund and Drawback Regulations.
(A) Lorsque vous remplirez la partie 2, il faudra indiquer le numéro de classement applicable au navire ou à l'aéronef qui reçoit les fournitures pouvant faire l'objet d'un drawback en vertu du Règlement sur le remboursement et le drawback relatifs aux marchandises importées et exportées.

(B) La demande de drawback doit être accompagnée de l'original du présent formulaire.

Customs date stamp
Timbre dateur de douane



Request to witness sampling

To: Fuel Supplier / Supplier's Representative

Vessel: FUELE VITEN

Port of Registry: DANISO

IMO No.: 9898204

Grade of Fuel Ordered: MGO

Bunkering Port: SINGAPORE SINGAPORE Bunkering Date: 14-June-2007

This vessel uses the VPS Fuel Test service for checking the quality of the fuels delivered to it. The Ship's staff will be carefully drawing a representative sample during the course of this bunkering operation. The sample will be drawn as a continuous drip sample at the point of Custody Transfer.

The sample will then be split into three parts bottled, labelled and sealed and distributed as follows:

- One bottle will be forwarded to VPS for analysis which will be reported back to the owner.
Seal Number(s): ~~1111~~ 1229394
- The second bottle will be offered to yourselves the fuel supplier.
Seal Number(s): 1229393
- The third bottle will be retained onboard.
Seal Number(s): 1229392
- In the event that the supplier does not fulfill the obligation to provide a MARPOL sample or in case it is not taken as per the guidelines in MEPC.182(59) the vessel may decide to prepare a fourth bottle which will be retained onboard as MARPOL Annex VI sample. See FQT manual 2 for more information.
Seal Number(s): 1229391
- Cubitainer Seal Number(s):

In view of the importance of taking a representative sample of the fuel being delivered, we hereby request a representative from yourselves, or a representative acting on your behalf, to witness sample-taking and the subsequent labelling and sealing of the sample bottles.

Master / Chief Engineer:

Supplier's Representative:

Name (print) FUELE VITEN

Name (Print) Alan Huan

Signature Chief Engineer

Signature Alan Huan

Ship's Stamp M/T Fure Viten

Supplier's Stamp

Date 14-June-2007

Date 14-June-2007

Please note with effective from 1st October 2007, the Maritime and Port Authority of Singapore (MPA) requires five bottles of fuel samples to be collected and distributed for every bunker delivery in Singapore. Please refer to <http://www.mpa.gov.sg> for more information on bunkering procedures applicable to Singapore.

