

**Offshore Support Vessels – Atlantic Region Operations  
EOI / Prequalification Reference 8.5.1.099  
Bulletin 003**

Husky Energy Inc. (Husky) is providing the following information in response to queries received from supplier(s) in relation to the above referenced EOI / Pre-qualification document.

<i>Question #1</i>	<i>“Please clarify the term “air gap”. Is this vertical distance from landing platform on installation to the sea surface or is this horizontal distance between the vessel and the installation?”</i>
<b>HUSKY RESPONSE</b>	
Wording in EOI	4.7 -The proposed vessel(s) design should have flexibility to incorporate a walk to work gangway system capable of servicing an airgap of up to 32.5 m and maintain operability in a minimum sea state of 4.5m hs. It is envisioned that the walk to work gangway is module in design and could be shared between the proposed vessel(s) as operational requirements demand.
Additional Comments	In the context above the term “Air Gap” should be read to mean the vertical clearance between the water surface and the landing location of the walk to work system.

<i>Question #2</i>	<i>“Please clarify number, location and details of landing area on installation”</i>
<b>HUSKY RESPONSE</b>	
Response provided to question #2 in EOI / Prequalification Reference 8.5.1.099 Bulletin 002	<p>The WHP (Well Head Platform) design and layout is subject to continued modifications and review. The design team is currently working through the locations of potential W2W (in service) landing locations and a schematic for the purposes of this EOI is not available at this time.</p> <p>In general, 3 to 4 landing locations on different sides of the installation are envisioned. The platform design base has strict weight and space restrictions and any W2W system must be engineered to keep receptacle structure as light as possible with minimal footprint. Forces exerted on the platform structure from a W2W system should be nominal.</p> <p>A detailed W2W (walk to work) integration analysis will be completed during the bid stage with respondents invited to proceed. Full schematics and integration drawings will be developed at this point.</p>

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<i>Question #3</i>	<i>“When checking pt 4.5 MTRB Board we understand that Transport Canada has a requirement for that IP or SPS crew of larger number of 12, the vessel needs to be certified as a Passenger Vessel. However in the Classification regulation there is only mentioned SPS. Does Transport Canada accept SPS during the technical review MTRB or does the vessel needs to be certified as a Passenger vessel?”</i>
<b>HUSKY RESPONSE</b>	
Reference in Wording in EOI	<p>3.1 The vessel(s) must be classed by a recognized international classification agency, (IACS member) and maintain notations (DNV or equivalent). Indicative notations <u>may</u> include but <u>are not limited to</u>: *1A, Offshore Service Vessel (AHTS), S, NAUT (OSV), Fire Fighter 2, E0, LFL 2, Clean, COMF-V/C, DYNPOS AUTR, SF, ICE (1A), DK +, Winterized (Basic), OILREC, SPS, BWM, Walk2work</p> <p>4.5 A Marine Technical Review Board (MTRB of Canada) submission / approval will be required for the transportation of offshore workers; capacity shall be equal to statutory complement less the crew, please see note below concerning additional berth capacity.</p> <p>4.6 A Minimum berth capacity for 40 persons plus crew, Vessel(s) should have flexibility and regulatory approval to increase that to meet a down staffing requirement of 144 persons. Indicatively this would be greater than or equal to 72 persons + crew on any two of the proposed vessel(s).</p>
Guidance in Prequalification Questionnaire	<p>MTRB is the Marine Transportation Review Board in Canada. A submission / approval will be required for the transportation of offshore workers; capacity shall be equal to statutory complement less the crew, please see note below concerning additional berth capacity.</p> <p>The proposed vessel(s) shall have a minimum berth capacity for 40 persons plus crew. Vessels should have capacity flexibility and regulatory approval to increase that to meet a down staffing requirement.</p> <p>The vessel(s) must support a platform down staffing of 144 persons (in addition to any crew or supernumeraries) for short duration stays. While varying concepts of achieving this down staffing will be considered, in general a split of this number between any two (2) vessels is anticipated. Indicatively, this would be greater than or equal to 72 persons + crew on any two vessels within the proposed fleet(s).</p>

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Additional Comments	<p>Husky Energy cannot comment as to classification rules, their interface with, or the interpretation of flag state regulations. There are different avenues to explore that may satisfy the stated requirements. It is certainly the decision of the proponent as to how the stated requirements are best achieved.</p> <p>It is anticipated that proposed vessels would be “delegated to class” and likely fall under “acceptance of an alternative regulatory regime for inspection, construction and safety equipment”.</p>
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<i>Question #4</i>	<i>“For how long time should we assume the maximum requirement of 72 persons will be onboard the vessel?”</i>
<b>HUSKY RESPONSE</b>	
Wording in EOI	4.6 – Berth Space. A minimum berth capacity for 40 persons plus crew, Vessel(s) should have flexibility and regulatory approval to increase that to meet a down staffing requirement of 144 persons. Indicatively this would be greater than or equal to 72 persons + crew on any two of the proposed vessel(s).
Additional Comments	The full potential of 72 POB per vessel is only anticipated for short duration stays likely between 24 and 96 hours. The vessel should however accommodate a minimum berth capacity for 40 persons plus crew for unlimited durations as indicated in 4.6 of the EOI.

<i>Question #5</i>	<i>“The potential down staffing requirement of 144 personnel is supposed to be distributed on two vessels. How is this supposed to be carried out as only one of the vessels are intended to have a W2W system?”</i>
<b>HUSKY RESPONSE</b>	
	It is envisioned that vessel to vessel personnel transfer would be completed utilizing the fitted walk to work system.

<i>Question #6</i>	<i>“What is the reason behind the length limitation of 100 m?”</i>
<b>HUSKY RESPONSE</b>	
	100m was selected due to local berthage capacity, availability, and operational flexibility. Additionally, engineering of the platforms which the vessel(s) may service have limits in terms of impact risk.

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<i>Question #7</i>	<i>“Is there any breadth and/or draught restrictions for the vessel?”</i>
<b>HUSKY RESPONSE</b>	
	Breadth and draught restrictions have not been stipulated. If a vessel(s) were proposed with excessive length to draft or length to breadth ratios, further evaluation and clarifications may be required. The vessel must be able to work within the port of St. John’s, NL.

<i>Question #8</i>	<i>“Is the operational criteria of 4.5m Hs for the W2W system absolute? What is the reason behind this requirement?”</i>
<b>HUSKY RESPONSE</b>	
	The operational minimum of 4.5 m Hs was stipulated to allow for maximum workability of the system, which is critical to the vessel’s industrial mission. 4.5m Hs reflects the upper end of sea states that current producers of W2W systems are targeting. While not an absolute, as sea states and vessel motions are dynamic, it is intended to be a baseline achievable value for evaluation.

<i>Question #9</i>	<i>“With respect to Walk2 Work, what is the freedom for heading of the vessel?”</i>
<b>HUSKY RESPONSE</b>	
	As expanded in the response to question #2, three to four landing areas are being identified on different sides of the installation as to allow vessels to optimize heading. A detailed W2W (walk to work) integration analysis will be completed during the bid stage with respondents invited to proceed.