

Offshore Support Vessels – Atlantic Region Operations
EOI / Prequalification Reference 8.5.1.099
Bulletin 001

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>Is LFL mandatory? The requirement is not very clear and implies it should be considered as a minimum specification but then also mentions it should be considered as an option?</i>
HUSKY RESPONSE	
Wording in EOI	3.12 - Future operational requirements may require the carriage and transfer capability of methanol in bulk. Consideration should be given to the ability to carry this product and class notation as an option.
Requested information in Prequalification Questionnaire	3.12 - Is the proposed vessel(s) classed for and able to carry low flashpoint fuel (methanol) in bulk? Can this feature be retrofitted easily later in the vessels operating life?
Guidance in Prequalification Questionnaire	3.12 - Future operational requirements may require the carriage and transfer of methanol in bulk. While not a requirement, consideration will be given the ability to carry and transfer methanol as an option.
Additional Comments	<p>Currently there is no present or future field requirements for the carriage of methanol in bulk. The team at Husky believes this feature may become a requirement during the proposed vessel(s) charter period(s) and the outfit or ability to outfit such a system is technically desirable. The cost benefit of fitting such a system will be weighed and evaluated at the bid stage.</p> <p>While not a mandatory outfit requirement, the response to the prequalification question will be evaluated in the EOI. Indicatively, we would generally expect a proponent to specify if a methanol system is fitted or can be fitted (including capacity) in the case of existing tonnage, and in the case of new tonnage can the design accommodate a system or have/has provisions in the build for future ease of outfit.</p>

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<p><i>Question #2</i></p>	<p><i>The contract term 5 to 10 years is very wide. To build vessels, clearly 10 years is much more attractive than 5, especially if we are talking about multiple vessels. Any chance this window could be narrowed down or be more specific i.e. vessel 1 and 2 10 years, vessel 3, 5 years?</i></p>
<p>HUSKY RESPONSE</p>	
<p>Wording in EOI</p>	<p>For guidance, Husky is considering long term vessel support requirements for the region. Vessel charter durations are anticipated to range from 5 to 10 years plus renewal options</p>
<p>Additional Comments</p>	<p>Currently Husky is completing a long-term demand model to determine the specific charter periods and optimal renewal options. It is well understood that longer periods will result in better fleet economies and subsequently more robust commitments. The specific requirements will be identified prior to the invitation to bid process and may allow for varying models.</p> <p>For the purposes of responding to this EOI we anticipate that 2 vessels will be required out to year 10 with renewal options to at least year 15 and 1 vessel will be required to year 7 with renewal options to at least year 12. Please note the above statement is indicative and subject to change.</p>