
**Atlantic Region
Expression of Interest (EOI) / Prequalification
Offshore Support Vessels – Atlantic Region Operations
Reference 8.5.1.099**

Husky Energy Inc. (Husky) is seeking Expressions of Interest (EOI's) and prequalification responses from interested companies for the provision of **Offshore Support Vessels** for its Atlantic Region Operations.

General Requirements

Interested companies must be qualified to conduct the work scope as outlined herein and are asked to demonstrate their capabilities and experience via a formal response to the prequalification questionnaire on Husky's website under **Reference No. 8.5.1.099**. The prequalification questionnaire is largely based on Husky Operational Integrity Management System (HOIMS) and contains detailed questions regarding your company's technical, HSE-Q and commercial capabilities.

Husky strongly supports providing opportunities to Canadian and, in particular, Newfoundland and Labrador companies and individuals, on a commercially competitive basis. Companies will be required to complete a Canada/Newfoundland and Labrador Benefits Questionnaire as part of the Prequalification process. Husky also encourages the participation of members of designated groups (women; Aboriginal peoples; persons with disabilities; and members of visible minorities) and corporations or cooperatives owned by them, in the supply of goods and services.

Interested companies should submit a response for this Scope of Work electronically via Ariba, Husky's online sourcing platform. To receive access to Ariba, please send the following information to don.reid@huskyenergy.com no later than 7 days prior to the submission deadline:

Company Legal Name:	
Company Full Address:	
Company Phone Number (Main):	
Contact Full Name:	
Contact Phone Number:	
Contact Email Address:	

Formal responses are due to be submitted in Ariba no later than **6-August-2018 at 3:00 (NST)**. For all queries relating to this EOI/Prequalification, please contact:

Name: Don Reid, Sr. Contracts Analyst
Phone: (709) 724-4611
Email: don.reid@huskyenergy.com

Please note that any updates, bulletins or clarifications to the above noted Expression of Interest/Prequalification will be posted on the Husky website accessible by the following link:

<http://www.huskyenergy.com/operations/procurement-opportunities.asp>

Please check periodically during the pre-submission period for any updates that may be posted.

Offshore Support Vessels – Atlantic Region Operations Reference 8.5.1.099 General Description and Scope of Work Overview

In support of the White Rose Development Project, Husky requires the services of a qualified and experienced contractor for the provision of **Offshore Support Vessels for its Atlantic Region Operations**.

Husky is requesting expressions of interest and pre-qualification submissions for the provision of vessel(s) with supporting management to support Husky's Atlantic Region Operations from 2021 through 2036.

The vessel(s) will serve a primary role as offshore support vessels (OSV) providing logistics and field support for the SeaRose FPSO, West White Rose Platform, and other assets or facilities as may be required during the period of hire.

Companies responding to this EOI will be evaluated on the details contained in their submission. Commercial and contractual terms will be addressed with those companies who are invited to submit proposals at the bid stage.

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. Husky's anticipated field support requirements will entail 3 vessels, with potential additional support for certain seasonal requirements such as ice management.

The proposed vessel(s) shall have the capacity to remain at sea for extended periods (minimum of 4 – 6 weeks) and be of a modern DP2 efficient and clean design. The vessel(s) must meet all local (East Coast Canada) regulatory requirements. The vessel(s) must maintain compliance with the Atlantic Canada Standby Vessel Guidelines (AC-SBV) and the requirements for dual standby in accordance with Husky's "Condition 33 Specification". Additionally, the vessel(s) firefighting capabilities must be compliant with FiFi 2 with foam capability. Vessels will be engaged in work scopes including, but not limited to, ice management, towage, anchor handling, offshore crew transfers, supply, and potentially supporting a walk to work (W2W) system.

Respondents are expected to provide details as to how they meet, exceed, mitigate or plan to meet, exceed, or mitigate each line item of the appended Prequalification Questionnaire with associated guidance and criteria. For the purposes of this EOI, vessel deliveries between Q4 2020 and Q2 2021 are required, with specific delivery dates to be determined. Efforts have been made to keep the specifications as **generic** as possible. Unless otherwise stated, all specifications outside of regulatory requirements or compliance should be interpreted as "**as per or equivalent to**". For consistency purposes, DNV-GL notations have been used as a guide. Submissions containing equivalent or similar notations as assigned by any IACS member meet the intent of this EOI.

The attached "Summary of Expectations" is organized into four categories:

- 1.0 Expectations of Vessel Managers
- 2.0 Compliance
- 3.0 General Vessel Requirements
- 4.0 Specific Requirements to Support Role and Operator

SUMMARY OF EXPECTATIONS

Section 8 - Technical Requirements of the Pre-qualification Questionnaire are referenced to these categories. For example, Question 1.2.1 is the first question relating to Expectation 1.2 – Fleet Management Team.		
1.0 - Expectations of Vessel Managers		
	<i>Section</i>	<i>Standard</i>
1.1	HSEQ Management Expectations	<p>HSEQ performance expectations must be clearly defined, included, and documented in the performance management process for all individuals assigned HSEQ responsibilities. Senior leadership must be assigned responsibilities within the HSEQ Management System which include, but not limited to, oversight of HSEQ procedures, personnel training, action tracking, KPI development / measurement / management, development, and implementation of industry best practices. Qualifying bidders may be required to present in detail, on the mechanics of the SMS and proposed onshore support. The respondent(s) must have in place (a) dedicated HSEQ management representative(s) who:</p> <ul style="list-style-type: none"> • Have/has clearly defined roles, responsibilities, qualifications, and authority for ensuring that the HSEQ management system(s) and their requirements are established, implemented and maintained. • Have/has direct and regular access to the company’s most senior leader for the purposes of communicating and driving the HSEQ management system requirements. • Are/is permanently located in the main port of operation for the duration of the charter.
1.2	Fleet Management Team	<p>Respondents shall include a corporate profile and identify the key shore-side individuals responsible for the day to day operation of the vessel(s) The respondent(s) shall indicate how local shore support, in whatever form may be required, will be provided to address any issues or concerns raised by the charterer in a prompt and agreed time frame. This will include supporting charterer with technical requests for both routine and special tasks related to the vessel.</p> <p>The expectation is that there will be local shore support for technical and operations support. At a minimum, dedicated local resources are expected for:</p> <ul style="list-style-type: none"> • Operations • Technical • HSEQ and; • Crewing <p>In addition, commercial and contract management support should be outlined. Responding companies shall provide a detailed description of the organization proposed to provide this support.</p>

Offshore Support Vessels – Atlantic Region Operations - Reference 8.5.1.099
SUMMARY OF EXPECTATIONS

1.3	Crewing	<p>The vessel(s) shall be Canadian crewed consistent with the employment provisions of the Atlantic Accord Implementation Act. All crew shall be trained and certified in accordance with the requirements of local legislation. Newfoundland and Labrador crews are preferred and Canada-Newfoundland and Labrador content will be considered in the evaluation process. Where qualified and certified personnel for strategic positions are not available a succession plan may be considered.</p> <p>Vessel shall have the ability to perform 24hr DP activities with a two-person DP bridge watch system. The DP bridge and engineering watch keeping personnel shall meet the minimum requirements of IMCA M 117.</p> <p>The minimum required crewing complement for each vessel shall be 14 people. This is to meet the requirements of Husky's Condition 33 Specification for Dual Standby Operations. Additional operators and service personnel may be required on the service vessel to support a walk to work system and/or additional ad hoc projects.</p>
1.4	New Building Potential	<p>Respondents proposing new build(s) shall have and provide a history and experience profile of executing new construction, including details of: project management, the yards and designs utilized, and the construction team(s) experience matrix. The construction team shall have experience in new construction.</p>
1.5	Refit or Modification	<p>Respondents proposing a vessel(s) that require refit or modification to meet criteria shall have and provide a history and experience profile of similar project management, including details of: the yards & designs utilized and the refit team(s) experience matrix. The refit team shall have experience in vessel refits and repairs.</p>

2.0 - Compliance

	Section	Standard
2.1	General Compliance	<p>The vessel(s) must be Canadian registered. The vessel and operator must comply with all applicable laws, regulations, and industrial guidance to operate in Canada, and maintain convention documents for unlimited operations in accordance with SOLAS, MARPOL, STCW, MLC, BWM, CLC, AFS, FUND, LL 66, Tonnage 69, etc.</p>
2.2	Standby Compliance	<p>All vessel(s) are to have and maintain a valid "Letter of Compliance" (LOC) and satisfy all requirements of the "Atlantic Canada Standby Vessel Guidelines" and standards for a Dual Safety Standby role with a minimum survivor capacity of 275 persons in accordance with Husky's "Condition 33 Specification.</p>
2.3	TOSH	<p>The proposed vessel(s) and safety systems will, if selected, be audited against the local shelf state regulator's (C-NLOPB) occupational health and safety regulations (Currently TOSH -Transitional Occupational Safety and Health Regulations). All audit items are to be closed prior to vessel(s) delivery.</p>

Offshore Support Vessels – Atlantic Region Operations - Reference 8.5.1.099
SUMMARY OF EXPECTATIONS

2.4	Offshore Worker Transportation	The vessel(s) will be required to transport offshore workers. Facilities and procedures must conform to the “Code of Practice- Transportation of Employees by vessel to or from a Workplace in the Offshore Petroleum Industry – Newfoundland and Labrador” and/or relevant codes in force at the time of operation.
2.5	Fire Fighting	The vessel shall be fitted classed with FiFi 2 and have FiFi 3 foam capacity.

3.0 - General Vessel Requirements

	Section	Standard
3.1	Classification	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
3.2	Age	The vessel(s) age at time of delivery to be less than 5 years old.
3.3	Size	Less than or equal to 100m LOA due to local berth restrictions. The vessel(s) design shall maximize laydown area and operability with considerations for a walk to work system, including vessel motions. RAOs will be evaluated at the bid stage.
3.4	Ice Class	Greater than or equal to DNV GL 1A or equivalent.
3.5	Deck Area (laydown)	Greater than 800m ² clear deck space
3.6	Cargo System / Underdeck Capacities	A cargo system for offshore supply operations. Indicative underdeck capacities should include: <ul style="list-style-type: none"> • Fuel (vessel and cargo) 1000m³(16-1800 ocean towing). • Potable Water 800m³ (RO System on board) • Brine (Specific Gravity 2.0) 600m³ • Base Oil 260m³ • Liquid Mud (Specific Gravity 2.0) 500m³ • Drill Water 1000m³ • Recovered Oil 1000m³ • Dry bulk capacity 4 tanks or more / 300m³
3.7	Anchor handling capabilities	The vessel(s) require a winch and dual anchor handling package sized for vessel capability and bollard pull.
3.8	Bollard Pull	>/= 180 t continuous bollard pull.
3.9	DP Equipment and Capability	Vessels shall be equipped with dynamic positioning equipment corresponding to equipment class 2 or 3, (IMO / MSC Circular 645, Chapter 2 – Equipment Classes) with class notation DYNPOS AUTR or AUTRO issued by DNV or equivalent and be fitted with all equipment required for White Rose field operations. The proposed vessel's design should demonstrate increased station keeping capability in the event of a worst case identified failure. As an example, high “Environmental Regularity Numbers”.

Offshore Support Vessels – Atlantic Region Operations - Reference 8.5.1.099
SUMMARY OF EXPECTATIONS

3.10	Comfort Class	Proposed vessels are expected to have a “comfort class” notation.
3.11	Environmental considerations	Green Vessel Design with fuel efficient propulsion and power system.
3.12	Low Flashpoint Carriage / Methanol	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.
3.13	Spill Response	Vessel to be outfitted and classed for oil recovery with > 1,000 m ³ capacity. Dispersant storage capability is required and should be a minimum of 6m ³ . The vessel shall have the capability to supply hydraulic power to the deck to support oil recovery equipment.
3.14	Sister Ships	For operating efficiencies, consideration will be given to sister ships and/or ships that share common navigation, cargo, machinery and propulsion systems or components

4.0 - Specific Requirements to Support Role and Operator

	Section	Standard
4.1	Communication Equipment	In addition to statutory communication equipment the communication system shall be capable of streaming video and voice communication without interruption and a fiber optic internal communication system including networked cameras in key areas
4.2	Ice Management General	An additional HPR through hull penetration must be incorporated into the vessel to allow for side scan sonar for iceberg survey. A water cannon which can be controlled for the management of ice, delivering 3600m ² /hour is required and the vessel must be equipped with an ice radar (to be specified in bid process).
4.3	Ice Management (Storage and Towing)	The vessel(s) must have the ability to attach a floating hawser or ice berg tow net configuration around an iceberg to deflect an iceberg. The vessel is required to have motorized storage reels capable of storing 1200 meters of 8 inch tow rope and an ice berg tow net
4.4	Fuel Monitoring	A Nautical Controls Solutions FuelTrax fuel monitoring system or equivalent is required for all vessel(s). The vessel supplier must be able to show compatibility to Nautical Control FuelTrax data management system
4.5	Offshore worker transportation	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.
4.6	Berth space	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).

Offshore Support Vessels – Atlantic Region Operations - Reference 8.5.1.099**SUMMARY OF EXPECTATIONS**

4.7	Walk to Work Flexibility	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.
4.8	Daughter Craft	Husky Energy is considering the use of a daughter craft incorporated in the vessel design to support close standby / dual standby duties.
4.9	Deck Power	The proposed vessel(s) generator configuration must be able to supply clean power to the deck spread while maintaining full Class 2 DP status. This to support future installs/reefers and activities.