PFCollins
International Trade Solutions

FAST TRACK

Application for Vessel Temporary Admission to the Coasting Trade of Canada

1. DETAILS OF THE VESSEL

(a) Name / Registry / IMO

Boa Barge 37 / Norway / N/A – not propelled

(b) Category and Type

Semi Submersible Heavy Lift and Launching Cargo Barge

(c) Summary of Technical Specifications

Gross Tonnage	15,185
Deadweight	29,500
Length:	152 m
Width:	38 m
Draught:	6.92 m

(d) Special Characteristics of Vessel

The Boa Barge 37 has a large free deck area with a high point load deck capacity in order to safely and adequately receive the cargo from the Heavy Lift Vessel.

In order to discharge the cargo, a large freeboard is required as well in the Port of Argentia, NL.

See vessel specifications in **APPENDIX A**.

2. SCOPE OF WORK

(a) Geographical Location

The Boa Barge 37 will support prepping, loading, transporting, and unloading the cranes between Halifax, NS, Mulgrave, NS, and Argentia, NL as described below:

Halifax, NS – Vessel Preparation
Offshore Cargo Loading (Transfer from Crane Vessel to Barge) in Chedebucto Bay
Mulgrave Marine Terminal — west cargo to deck (no new cargo added)
Port of Argentia, NL- discharge cargo

ST. JOHN'S
251 East White Hills Road
St. John's, NL A1A 5X7
Tel: (709) 726-7596
Fax: (709) 739-5939
stjohns@pfcollins.com

HALIFAX
10 Morris Drive, Unit 22
Dartmouth, NS B3B 1K8
Tel: (902) 496-1500
Fax: (902) 496-1506
halifax@pfcollins.com

MONCTON
795 Main Street, Suite 300
Moncton, NB E1C 1E9
Tel: (506) 801-8861
Fax: (506) 382-9771
moncton@pfcollins.com

CALGARY
#250 7326 10 Street NE
Calgary, AB T2E 8X1
Tel: (403) 275-6550
Fax: (403) 275-6520
calgary@pfcollins.com

(b) Details of Operation

Hibernia Management and Development Company (HMDC), operator of the Hibernia platform located offshore Newfoundland and Labrador, requires a barge to transport, remove and install the new Hibernia pedestal deck cranes via a heavy-lift, semi-submersible crane vessel. HMDC intends to use the Thialf - currently working offshore Nova Scotia – for this scope of work. The Thialf is due to arrive at the Hibernia platform in July 2020 to execute the pedestal crane lifts and then return to Nova Scotia to complete its work scope during the 2020 season.

Due to unforeseen COVID related delays with the work offshore Nova Scotia, there currently is a high risk of not being able to execute the crane replacement using the Thialf. As such, a barge is now required to be ready to accept the cranes when they arrive in Nova Scotia in mid-July and transport them to a storage location until such time that an installation vessel becomes available.

(c) Special Characteristics or Requirements

The cargo is two (2) x 300 tonnes of offshore cranes, including seafastenings.

1. Deck strength capable of 20 Te/m2.
2. Minimum barge size of 400 ft x 100 ft required
3. Specified loading and maximum specified point loading of 200 Te.
4. Deck cargo space requirements min 85m x 32m
5. Freeboard required is 4m
6. Suitable space around perimeter of cargo for tagging of cargo in all directions
7. Barge to be in Class with recent survey

(d) CBSA Office of Importation

Halifax, NS

(e) CBSA Office of Accounting

Halifax, NS

3. REASONS FOR A FAST TRACK APPLICATION

(a) Reasons the Minimum Advance Notice of 30 Days Could Not Be Provided

Hibernia Management and Development Company (HMDC), operator of the Hibernia platform located offshore Newfoundland and Labrador, has contracted Heerema Marine Contractors (HMC) to transport, remove and install the new Hibernia pedestal deck cranes via their heavy-lift, semi-submersible crane vessel, the Thialf, currently working offshore Nova Scotia.

The Thialf is to come to the Hibernia platform in July 2020 to execute the pedestal crane lifts and return to Nova Scotia to complete its work scope during the 2020 season.

However, due to unforseen COVID related delays with the work offshore Nova Scotia, there currently is a risk of not being able to execute the crane replacement. As such, a barge is now required to be ready to accept the cranes when they arrive in Nova Scotia in mid-July and transport to a storage location until a suitable vessel is available to perform the crane removal and installation activities.

(b) Date the Applicant Became Aware of the Requirement or Opportunity to Conduct the Proposed Activity

HMDC became aware of the need for the vessel on June 1, 2020 and proceeded to source a suitable vessel to take possession of the cranes and transport them to a Canadian storage location. They identified the Boa Barge 37 as available to do the work and then had to confirm the technical capability of the vessel and scope of work required to utilize the barge for the transport of the cranes.

(c) Canadian Operators of Canadian-Registered Ships Contacted Prior Application Filing

Atlantic Towing Limited and McKeil Marine Limited were contacted. Canadian flagged vessels were offered however none that were technically suitable were available during the period required. However, Atlantic Towing Limited offered the foreign vessel Boa Barge 37 as it is available to them through an affiliate company.

(d) Detailed Description of the Economic Consequences of not Obtaining a Coasting Trade Licence in Terms of Negative Impact on Business or Communities

Due to schedule delays related primarily to the COVID-19 pandemic, a barge is now required to preserve the possibility of executing the Hibernia crane replacement during 2020 using the vessel of opportunity (the semi-submersible crane vessel Thialf) which is available this year only in Canadian waters. Without a technically acceptable barge, this work activity will have to be re-scheduled for a future year resulting in a delay in optimization and environmental benefits from the crane replacement, as well as potential significant incremental costs to execute the work using alternate arrangements and logistical support.

The Hibernia platform cranes are essential to maintaining production operations on the Hibernia platform and the provision of food, water and supplies for the approximately 260 personnel on board. These cranes provide a critical service to an essential sector of the provincial economy and the crane replacement will ensure safe and reliable future operation on the Hibernia platform.

4. PERIOD OF TIME FOR WHICH PERMISSION IS REQUIRED

Start Date:	On or about July 1, 2020
Completion Date:	On or about September 23, 2020
Permission Required By:	June 29, 2020

It is anticipated that this work scope will take between 3-4 weeks but could last up to 12 weeks.

5. ADDITIONAL APPLICATION INFORMATION

(a) Changes to the Dates Proposed

The dates cannot change due to the delivery timeframe of replacement cranes. The cranes are currently en route to Canada and will require transport to a storage location until the installation can be performed.

(b) Reasons Why the Applicant Determined No Alternative But to Import the Foreign Vessel

Our client is not aware of any vessels of this class being available for the scope of work detailed in the proceeding application in Canada.

(c) Names of Operators of Canadian-Registered Ships Who Have Been Contacted Before the Filing of This Application

Atlantic Towing Limited and McKeil Marine Limited were contacted. No Canadian vessel was offered, however, Atlantic Towing offered the foreign vessel Boa Barge 37 as it is available to them through an affiliate company.

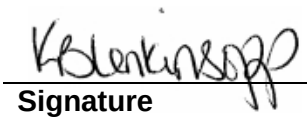
6. BACKGROUND INFORMATION

This application is made under provisions of the *Coasting Trade Act*, *Oceans Act* and the *Customs and Excise Offshore Application Act*.

7. DETAILS OF THE APPLICANT / CLIENT

Applicant (on behalf of client):	PF Collins International Trade Solutions
Contact:	Kelly Blenkinsopp
Email:	kblenkinsopp@pfcollins.com
Telephone:	709-738-6514
Fax:	709-726-1798
Name of Client:	Atlantic Towing Limited

8. SIGNATURE OF APPLICANTS AUTHORIZED REPRESENTATIVE



Signature

June 18, 2020

Date

BOA

- Submersible to 12.5 m forward / 16.7 m aft above deck
- Launching of jackets up to 10,000 t
- Heavy cargo up to 30,000 t
- Voluminous cargo up to 5,150 m^2
- Extreme deck strength of 35 t/m^2
- Ballast water treatment system
- Ice Class ICE-C
- Bilge keels

BOA**BARGE 37**

Semi Submersible Heavy Lift and Launching Cargo Barge

BOABARGE 37

General Information

Vessel's Name	BOABARGE 37
Flag	Norwegian, NOR
Port of Registry	Trondheim
Call Sign	LG8610
Class Society	DNV
Class Notations	+1A1 ICE-C DK(+) DAT(-10)C -'Barge for Deck Cargo'
Year built	2015
Builder	Nanjing Wujiazui Shipbuilding Co. Ltd.
Place built	Nanjing, China
Owner	Boa Barges AS
Manager	Boa Offshore AS

Dimensions

Length, Overall	152 m (498.7 ft)
Breadth, Moulded	38 m (124.7 ft)
Depth, Moulded	9.15 m (30 ft)
Draught - Max	6.92 m (22.7 ft)
Draught - Min	1.50 m (4.9 ft)
Air Draught (from keel to top of mast)	29.95 m (98.3 ft)
Web Frame Spacing	2 m (6.6 ft)
Long. Stiffener Spacing	0.61 m (2.0 ft)
Gross Tonnage	15,185 t
Net Tonnage	4,555 t

Cargo Capacities

Deadweight (T = 6.920 m)	29,500
Deck space	5,150 m^2
Deck strength	35 t/m^2
Launching Capacity	up to 10,000 t jacket

Submerging Depths

Submerging (Without floatation tanks) when grounding at stern	12.5 m (41 ft) above deck fwd 16.7 m (54.8 ft) above deck aft
Submerging (free floating) with 15 m (49.2 ft) high floatation tanks positioned aft on main deck	12.5 m (41 ft) above deck fwd 13.0 m (42.6 ft) above deck aft
2 additional floating tanks for free floating submerging operations	LxBxH: 20 m x 4.575 m x 15 m

Tank Capacities

Ballast tanks	46,000 m^3
Bilge tanks	35 m^3
Sewage	14.8 m^3
Fresh water	25 m^3
Fuel (MDO)	45 m^3
Lub. Oil Store	0.64 m^3
Hydr. Oil Store	1.28 m^3
Misc. Oil Store	0.64 m^3

Ballast System

Ballast Pumps (Diesel Driven)	2 x 5,200 m^3/hr
Ballast Pumps (Electric Driven)	2 x 750 m^3/hr
Service Pump (Electric Driven)	1 x 900 m^3/hr
Ballast Tanks	27 in pontoon, 2 in deckhouse
Remote operated pumps, valves and sounding system from control room	
Ejector stripping system for all ballast tanks	

Power Supply

Main Generators	2 x 310 kVA (2 x 248 Kw), 440 V, 60 Hz 1 x 210 kVA (1 x 168 Kw), 440 V, 60 Hz
Work Generator	1 x 37 kVA (1 x 30 Kw), 440 V, 60 Hz
Equipment on deck	230 V and 440 V
Shore Power Connections	230 V and 440 V

Anchor & Mooring Equipment

Anchor Winches	2 x hydraulic winches
Anchors	2 x SPEK 6900 kg, 2 x 330 m x 64 mm K3
Capstans	3 x 12 t pull
Work Winches	2 x double drum on winch deck
Rope Capacities	220 m x 40 mm (721.8 ft x 1.57 in) 150 m x 60 mm (492.1 ft x 2.36 in)
Bollards	Size 500, Capacity SWL 100 t

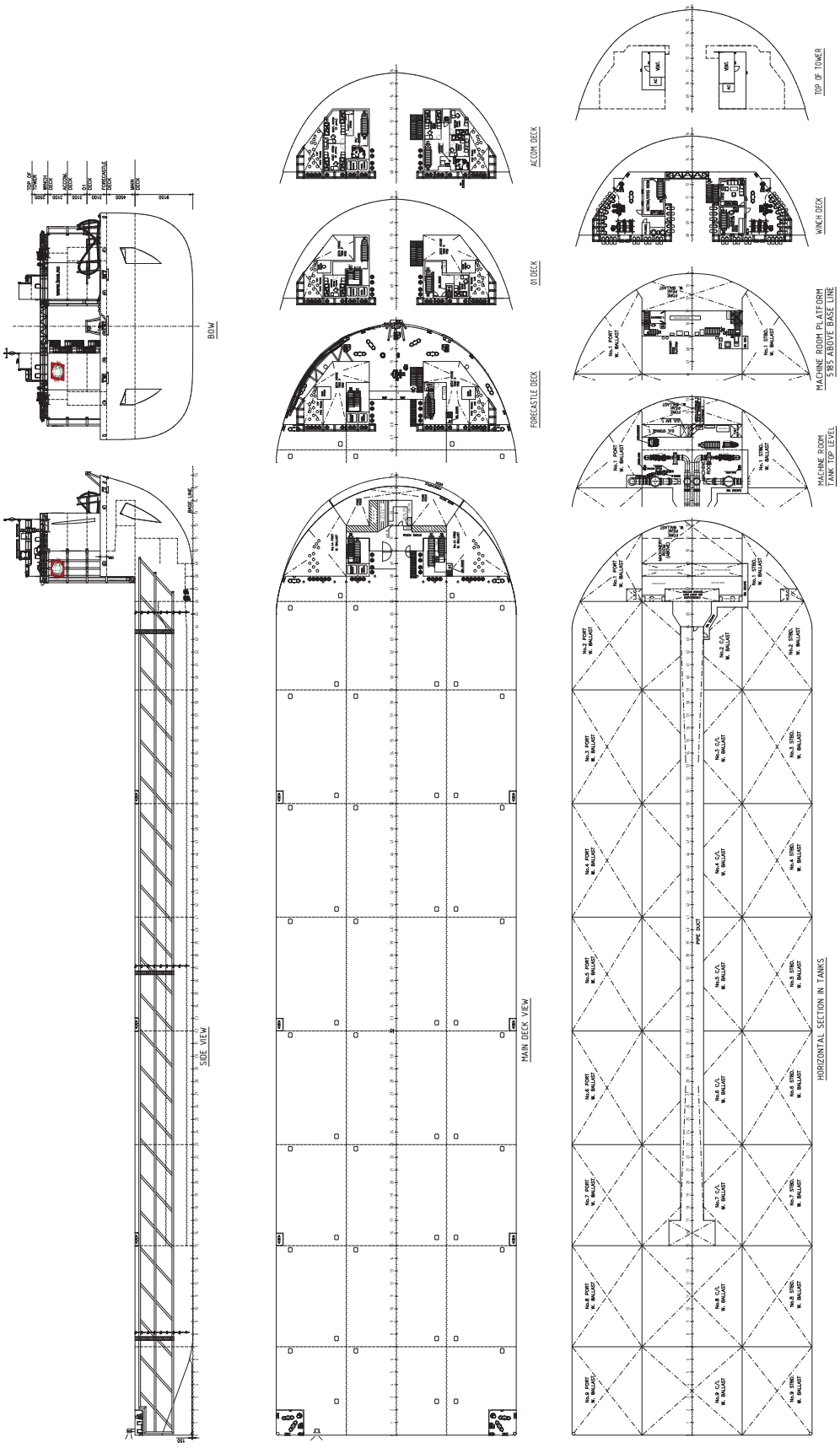
Towing Equipment

Towing Bridle	Each legs 26.5 m (87 ft), tow plate and 9 m (29.5 ft) long fore runner
Bridle chain	78mm K3, MBL 4500 KN, Max. Bollard Pull 208.5 t
Recovery System	Recovery winch and A-frame with chain on forecastle deck
Emergency Towing	152 m x 80 mm wire installed in a rack on forecastle deck, port side
Towing Brackets	3 forward 750 t MBL, 2 aft 300 t MBL

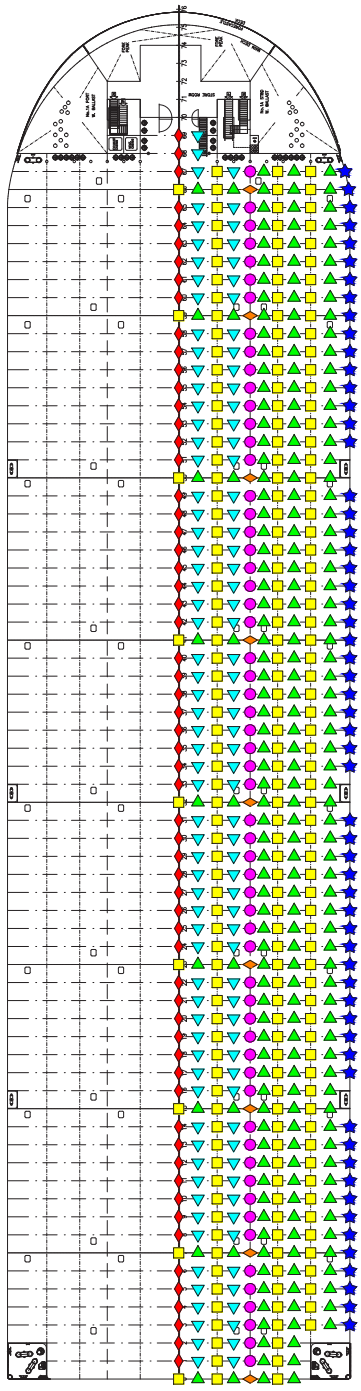
Accommodations

Accommodations	20 beds
Day Room	1
Meeting Room	1

General arrangement



Deck load capacity plan



- 865 t (1,35x1)
- 830 t (1.25x1)
- 800 t (1.25x1)
- 780 t (1.25x1)
- 735 t (1.25x1)
- 590 t (1.25x1)
- 510 t (1.25x1)

Notes:
- Point loads stated in the table are maximum capacity point loads and line loads, dynamic forces to be considered in each loading case. Maximum capacity point load / line load = Static load + Dynamic loads.
- Footprint areas are relative to barge width x length

CORPORATE HEADQUARTERS

BOA Offshore AS
Strandveien 43
7067 Trondheim
Norway
+47 73 99 11 99
chartering@boa.no

www.boa.no