PFCollins
International Trade Solutions

251 East White Hills Road
St. John's, NL, A1C 5W4
Phone: 709-726-7596
Fax: 709-739-5939

Date: May 9, 2022

Recipients:

Canadian Transportation Agency (Email)
Email: maritime@cta-otc.gc.ca

Canada Border Services Agency (Email)
Email: coastingtrade-cabotage@cbsa-asfc.gc.ca

Subject: Coasting Trade Application – "Altera Thule"

Pages: 7

Good Day Melanie / Celine,

We are requesting processing of a coasting trade application for the above vessel. The proceeding documentation will provide details of the application and demonstrate necessary regulatory requirements.

Should you require clarification on any points in the application or have any questions in general, please contact the undersigned.

Regards,

Ron Malone CCS , CTCS | Consulting & Compliance Manager

PF Collins International Trade Solutions
rmalone@pfcoliins.com

PFCollins
International Trade Solutions

Application for Vessel Temporary Admission to the Coasting Trade of Canada

1. DETAILS OF THE VESSEL

(a) Name / Registry / IMO

Altera Thule / Norwegian / IMO 9895264

(b) Category and Type

Dynamic Position Shuttle Tanker

(c) Summary of Technical Specifications

Gross Tonnage:	85,762 MT
Deadweight:	148,166 MT
Length:	279.5 m
Width:	49 m
Draught:	17.2 m

(d) Special Characteristics of Vessel

The Shuttle Tanker shall as minimum hold the below DNV class or equivalent for other class societies:

+1A1, TANKER FOR OIL ESP, PLUS, E0, DYNPOS-AUTR, ESV-DP(HIL), F-AMC, OPP-F, BOW LOADING, HELDK-SH, NAUT-AW, TMON, CLEAN DESIGN, COMF V(3)C(3), CSR, CSA-FLS, CCO, VCS-2

Vessel is required to meet the following functional specification for the required transportation service:

- DP 2 (Dynamic Positioning), including BLOM Data Logger
- Bow Loading System compatible with offshore loading arrangements
- 1,000,000-barrel cargo capacity with three (3) double valve segregation
- LOA min 180m / max 280m
- Parallel mid-body distance greater than 50m forward and 40m aft.
- Cargo heating capacity to increase heat from 32C to 37C within 24 hours
- Twin skeg/ twin screw or single screw with azimuth thrusters
- Controllable pitch propellor
- Cargo pumping capacity 12,000M3/ hr
- Helideck

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calgary@pfcollins.com

- Automated or computerized performance monitoring and reporting system
- Ballast Water Treatment System
- Fitted with an Ice Detection Radar
- 2 DP operating consoles, including the following position reference systems:
  - DARPS
  - ARTEMIS
  - HPR HiPAP
  - Radius

Refer to *Attachments 1 and 2* for further specific details. Please note *Attachment 2* provides photos/ diagrams of some of the specification as noted in *Attachment 1*.

2. SCOPE OF WORK

(a) Geographical Location

The Altera Thule will load and transport a quantity of approx. 960,000 barrels of crude oil per voyage from the following offshore facilities, located in the Grand Banks region of Newfoundland and Labrador:

- Hibernia Field
- Hebron Field
- Terra Nova Field
- White Rose Field

The crude oil loaded at the above locations will be transported directly to the nominated discharge terminal. The primary discharge terminal is the transshipment terminal located at Whiffen Head, NL. Subject to schedule availability, the crude oil may be transported directly to a terminal at one of the following locations:

- Point Tupper, NS
- Saint John, NB
- Portland, ME

(b) Details of Operation

Service Requirement

The Altera Thule will be providing two separate requirements as follows:

- Replacement Capacity – To provide supplemental transportation capacity for the existing Canadian flagged fleet of shuttle tankers during their scheduled dry-docking program scheduled for the summer and fall of 2022.

- Additional Capacity – To provide contingent capacity during the winter season due to operational impacts as a result adverse weather conditions.

Service Schedule

The Altera Thule will be required to perform approximately twenty-seven (27) offshore liftings, for the period as noted in section 2. The tentative lift dates are provided in *Attachment 14*.

The schedule is subject to change due to facility requirements, weather, or vessel service interruption within the shuttle tanker pool.

(c) Special Characteristics or Requirements

In addition to the requirements noted in section 1(d), the vessel crew shall have specialized training in dynamic positioning and offshore loading operations, in addition to specialized oil tanker training and qualifications. For additional information please refer to *Attachments 3 and 4*.

To supplement this application, Altera has complied with the regulations regarding the use of temporary foreign workers, the labour market impact assessment (LMIA) process from Employment and Social Development Canada as well as the application for work permits from Immigration, Refugees and Citizenship Canada. A summary of the process is as follows:

January 26, 2022

Altera submitted a request (*Attachment 5*) to the Seafarers' International Union of Canada (SIU) for the provision of a letter of concurrence for experienced qualified crew for the first crew of the Altera Thule, scheduled to arrive in Canada May 2022. Included with the communication to the SIU, Altera included all job postings, all job descriptions (*Attachment 6*), competence requirements for a NIS Shuttle Tanker (*Attachment 3*), and the UKOOA Officer Matrix (*Attachment 4*).

February 1, 2022

The SIU responded to Altera confirming positions that had qualified Canadians (refer to

Attachment 7).

February 10, 2022

Altera initiated the LMIA process with job postings for positions identified by the SIU on Career Beacon, Indeed, and Job Bank.

March 15, 2022

Altera emailed the SIU requesting to provide letter of concurrence for relief crew of the Altera Thule (*Attachment 8*).

March 21, 2022

The SIU responded to Altera confirming positions that had qualified Canadians (refer to *Attachment 9*).

March – April 2022

Altera reviewed all applicants from identified by the SIU and external job postings, conducted interviews with qualified Canadian candidates. Successful candidates received an employment offer.

April 20, 2022

Altera submitted the application for work permits to Immigration, Refugees and Citizenship Canada.

(d) CBSA Office of Importation

St. John's, NL

(e) CBSA Office of Accounting

St. John's, NL

3. PERIOD OF TIME FOR WHICH PERMISSION IS REQUIRED

Start Date:	On or about May 19, 2022
Completion Date:	On or about May 18, 2023
Permission Required By:	On or about May 19, 2022

4. ADDITIONAL APPLICATION INFORMATION

(a) Changes to the Dates Proposed

The dates cannot change due to contract obligations.

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

Our client has reached out to the Operators noted in section (c) below and no vessels were offered for the scope of work detailed in the proceeding application in Canada. The received correspondence is referenced in *Attachments 10-13*.

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

- Algoma Tankers
- Desgagnes
- Woodwards
- Irving

5. LEGISLATIVE BACKGROUND INFORMATION

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

6. DETAILS OF THE APPLICANT / CLIENT

Applicant (on behalf of client):	PF Collins International Trade Solutions
Contact:	Ron Malone
Email:	rmalone@pfcollins.com
Telephone:	709-738-6516
Fax:	709-739-5939
Name of Client:	Altera (Atlantic) Chartering ULC

7. SIGNATURE OF APPLICANTS AUTHORIZED REPRESENTATIVE

Ron Malone
Signature

May 9, 2022
Date

Canada Border Services Agency | Agence des services frontaliers du Canada

PROTECTED A when completed
PROTÉGÉ A une fois rempli

APPLICATION FOR VESSEL TEMPORARY ADMISSION TO THE COASTING TRADE OF CANADA- COASTING TRADE LICENCE REQUIRED

Pursuant to the *Coasting Trade Act*, December 1, 1992, and P.C. 1990-939 *Vessel Duties Reduction or Removal Regulations*

Questions concerning the CBSA licensing process should be directed to:
Canada Border Services Agency
Commercial Registration Unit
191 Laurier Ave. W., 12th Floor
Ottawa ON K1A 0L8
Fax: (613) 946-0242
E-mail: coastingtrade-cabotage@cbsa-asfc.gc.ca

Questions concerning the Canadian Transportation Agency's process should be directed to:
Canadian Transportation Agency
Rail and Marine Determinations Division
15 Eddy Street
Gatineau QC K1A 0N9
Telephone: (819) 997-8354
Fax: (819) 934-0631
E-mail: maritime@cta-otc.gc.ca
website: www.otc-cta.gc.ca

Please provide the following details and attach your summary of the request for vessel temporary importation (print or type).

DEMANDE D'ADMISSION TEMPORAIRE D'UN NAVIRE POUR FINS DE CABOTAGE AU CANADA - LICENCE DE CABOTAGE REQUISE

Conformément à la *Loi sur le cabotage* du 1er décembre 1992 et au *Règlement sur la diminution ou la suppression des droits de douane sur les navires* (C.P. 1990-939)

Pour toutes questions concernant la procédure douanière :
Agence des services frontaliers du Canada
Unité de l'agrément commercial
191, av. Laurier O., 12e étage
Ottawa (Ontario) K1A 0L8
Télécopieur : 613-946-0242
Courriel : coastingtrade-cabotage@cbsa-asfc.gc.ca

Pour toutes questions s'adressant à l'Office des transports du Canada :
Office des transports du Canada
Division des déterminations relatives aux transports ferroviaire et maritime
15, rue Eddy
Gatineau (Québec) K1A 0N9
Téléphone : 819-997-8354
Courriel : maritime@cta-otc.gc.ca
Site Web : www.otc-cta.gc.ca

Veuillez remplir le présent formulaire en lettres moulée, et annexer le sommaire de votre demande d'importation temporaire.

1. Characteristics of vessel - Caractéristiques du navire

(a) Name of vessel - Nom du navire	(b) Country of Registry - Pays d'immatriculation
Altera Thule	New Build - To be Norwegian Flagged

(c) Category/Type vessel - Catégorie/type de navire: Shuttle Tanker

(d) Gross register tonnage - Jauge brute	(e) Deadweight tonnage capacity Port en lourd	(f) Summer draft Tirant d'eau d'été	(g) Passenger berth capacity (cruise ship) Nombre de couchettes pour passagers (navire de croisière)
85,762mt	148,166mt	17.2m	

2. Complete description of the proposed engagement/operation - Description complète de l'affectation ou de l'opération proposée

(a) Geographical location(s) including origin, destination, and all points/ports to be served
Lieux géographiques (y compris le point d'origine, la destination et tous les autres points ou ports à desservir)
As per attached.

(b) Details of cargo (including tonnage) or other marine activity - Description de la cargaison (y compris le tonnage) ou des autres activités maritimes
As per attached.

(c) Number of passengers (excursion) Nombre de passagers (excursion)	(d) Special characteristics or requirements Caractéristiques ou besoins spéciaux
N/A	As per attached.

(e) CBSA office of importation Bureau de l'ASFC à l'importation	(f) CBSA office of accounting Bureau comptable de l'ASFC
St. John's, NL	St. John's, NL

(g) Period for which permission is required (maximum 12 months) Période pour laquelle la licence est requise (durée maximale de 12 mois)	(h) Starting date Date du début des activités	(i) Completion date Date de fin des activités
1 Year	May 19 2022	May 18, 2023

3. Details of the Importer - Détail de l'importateur

(a) Legal Entity Name of Importer and Address - Nom juridique de l'importation et address	(b) Operating Name of Business - Nom opérationnel de l'entreprise
Altera (Atlantic) Chartering ULC	Same

4. Details of the Canadian applicant/broker/agent - Détails du demandeur canadien, son courtier ou son mandataire

(a) Company Name and Address - Nom d'entreprise et l'adresse		(b) Telephone No. - Nº de téléphone	(c) Fax No. - Nº de télécopieur
PF Collins International Trade Solutions P.O. Box 5514 St. John's, NL	Postal code - Code postal: A1C 5W4	709-738-6516	709-739-5939
		(d) E-mail address - Addresse électronique: rmalone@pfcollins.com	

(e) Signature of applicant or authorized representative - Signature du demandeur ou du représentant autorisé: Ron Malone

(f) Date: May 9/22

(g) Name of Applicant of Authorized Representative - Nom de demandeur ou représentant autorisé
Ron Malone - P F Collins International Trade Solutions

Dans ce formulaire, toutes les expressions désignant des personnes visent à la fois les hommes et les femmes.

Canada

Load Facility	Load Date	Discharge Facility	Discharge Date
Hebron/ White Rose	17-18 June	Whiffen Head	21-22 June
Hebron	26 June	Whiffen Head	28-29 June
Hebron/ White Rose	4-5 July	Whiffen Head	8-9 July
Hebron/ White Rose	14-15 July	Whiffen Head	18-19 July
Hibernia	24-25 July	Whiffen Head	27-28 July
Hibernia	5-6 Aug	Whiffen Head	8-9 Aug
Hibernia	14-15 Aug	Whiffen Head	17-18 Aug
Hibernia	27-28 Aug	Whiffen Head	30-31 Aug
Hebron	10-11 Sep	Whiffen Head	13-14 Sep
Hebron	22-23 Sep	Whiffen Head	25-26 Sep
Hebron	05-06 Oct	Whiffen Head	08-09 Oct
Hebron/ White Rose	18-19 Oct	Whiffen Head	21-22 Oct
Hebron/WhiteRose	31 Oct – 01 Nov	Whiffen Head	03-04 Nov
Hebron/ WhiteRose	12-13 Nov	Whiffen Head	15-16 Nov
Hebron	25-26 Nov	Whiffen Head	28-29 Nov
Hebron	07-08 Dec	Whiffen Head	10-11 Dec
Hebron	20-21 Dec	Whiffen Head	23-24 Dec
Hebron/WhiteRose	01-02 Jan	Whiffen Head	04-05 Jan
Hebron	15-16 Jan	Whiffen Head	18-19 Jan
Hebron	29-30 Jan	Whiffen Head	01-02 Feb
Hebron	12-13 Feb	Whiffen Head	15-16 Feb
Hebron/WhiteRose	26-27 Feb	Whiffen Head	01-02 March
Hibernia	11-12 March	Whiffen Head	14-15 March
Hebron	26-27 March	Whiffen Head	29-30 March
Hebron/WhiteRose	10-11 April	Whiffen Head	13-14 March
Hebron	24-25 April	Whiffen Head	27-28 April
Hebron	08-09 May	Whiffen Head	11-12 May

Schedule D – Functional Specifications Supplemental Photos/ Images

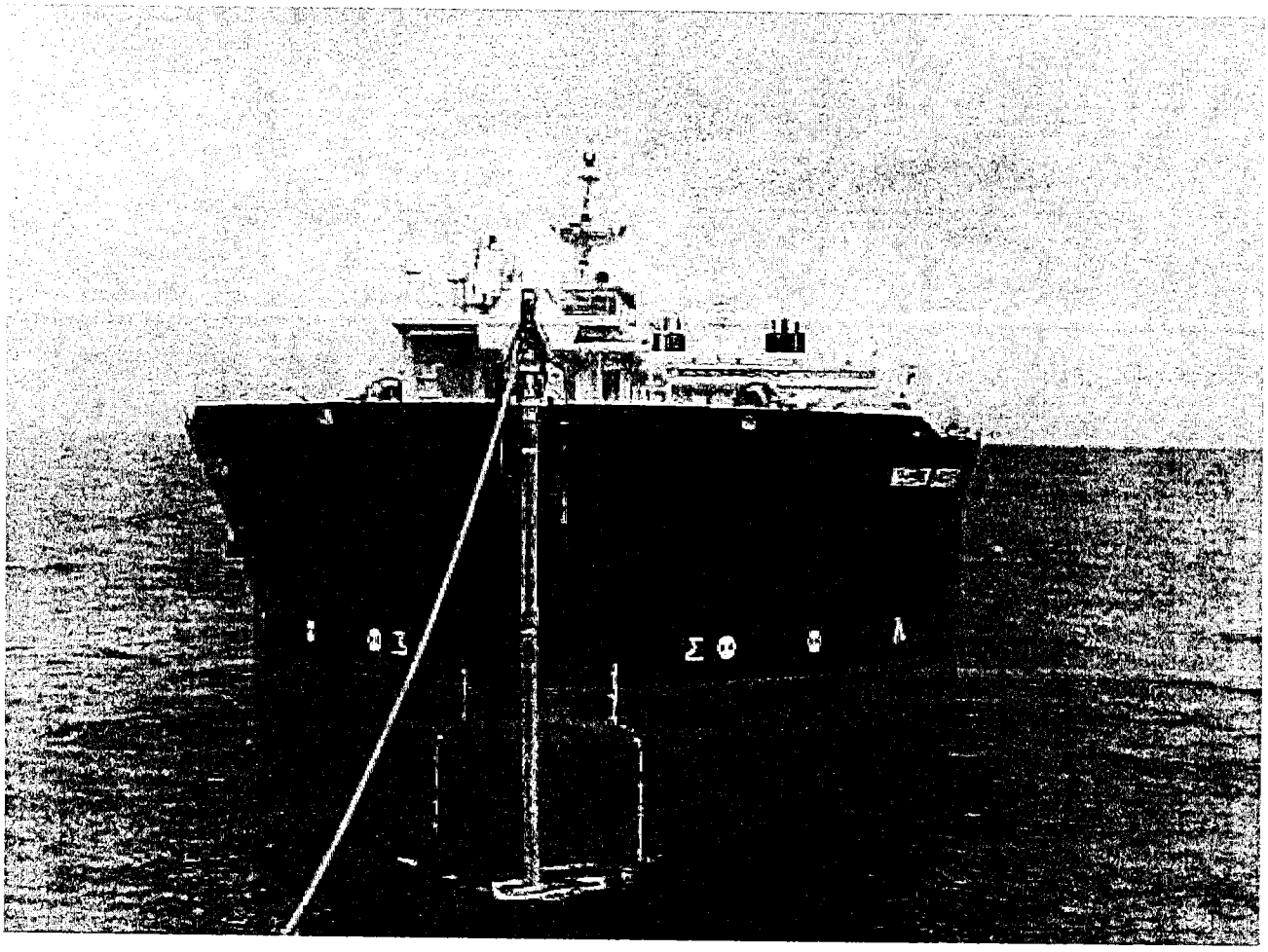

Photo 1 – General Bow Loading Interface

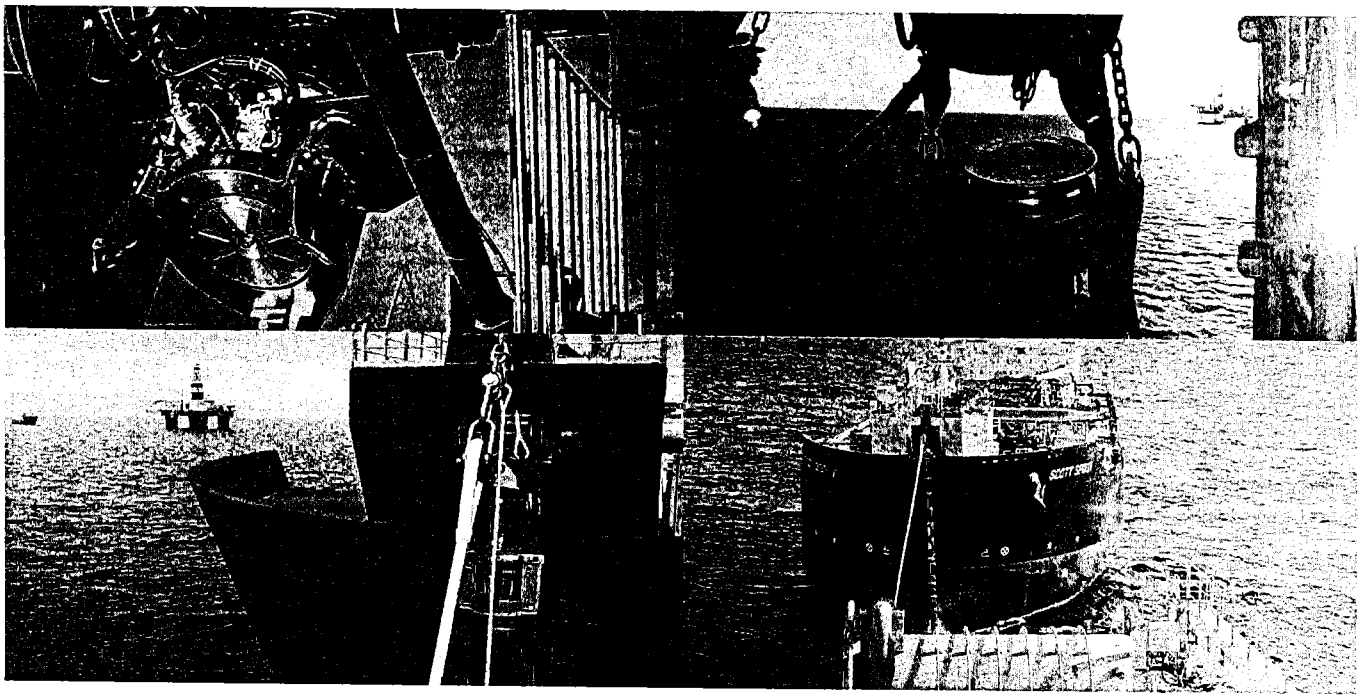

Photo 2 – Bow Loading Coupler/ Hose Connection

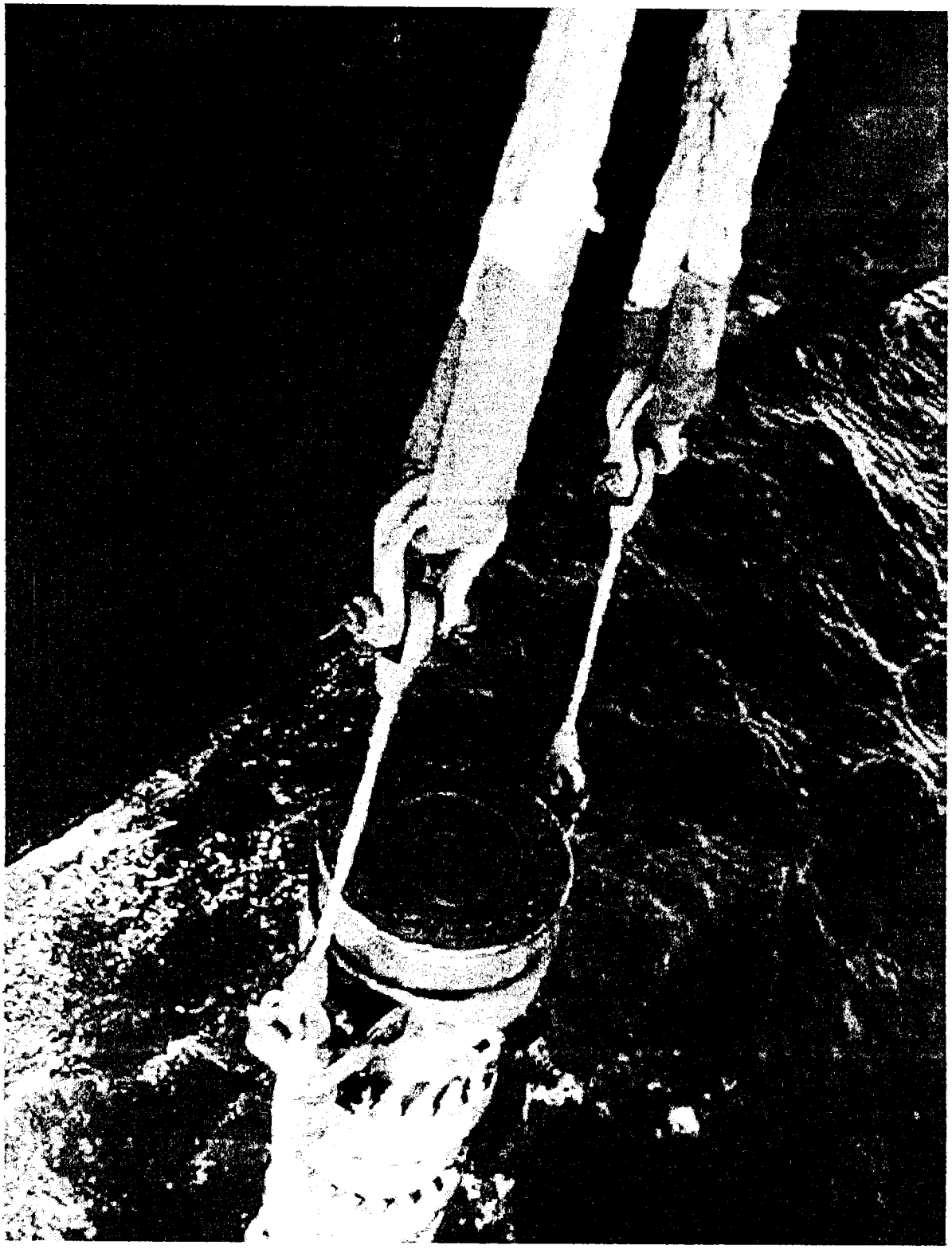

Photo 3 – Offshore Terminal Loading Hose Arrangement

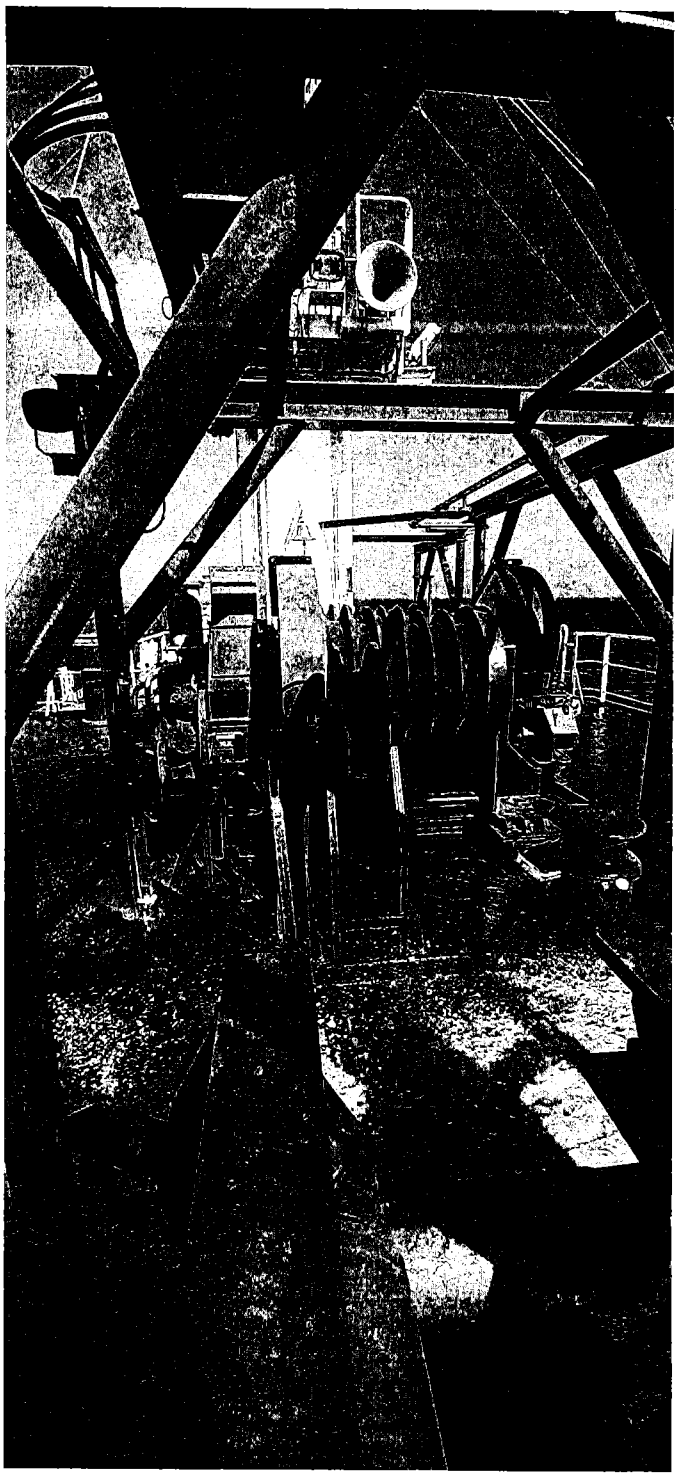

Photo 4 – 70mt Traction Winch Arrangement (required to pick offshore hose arrangement)

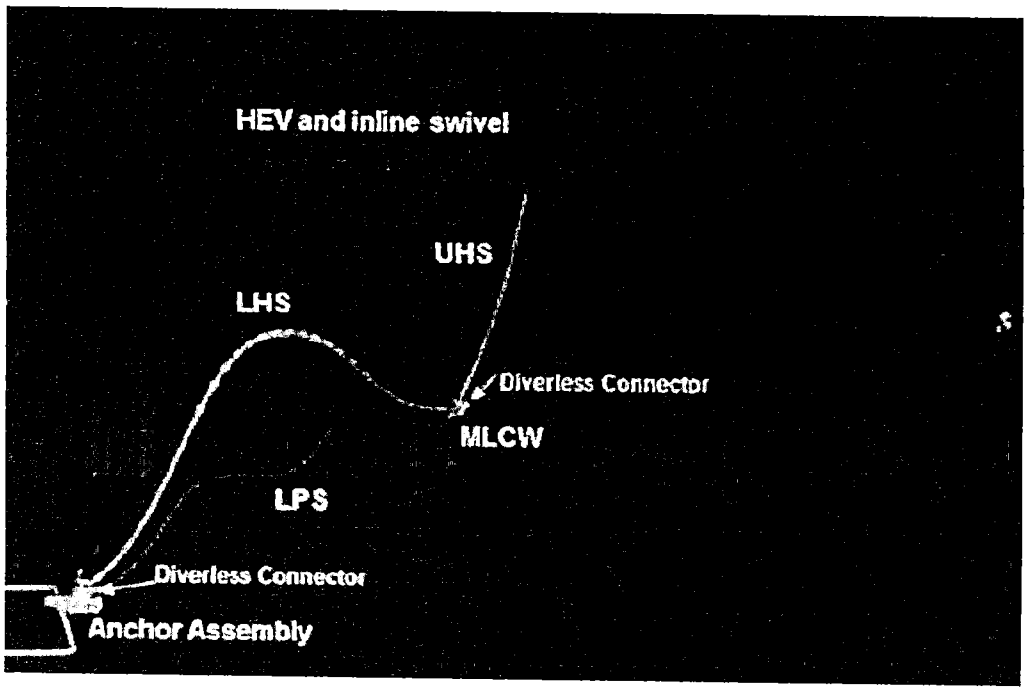

Image 1 – Offshore Loading Overview

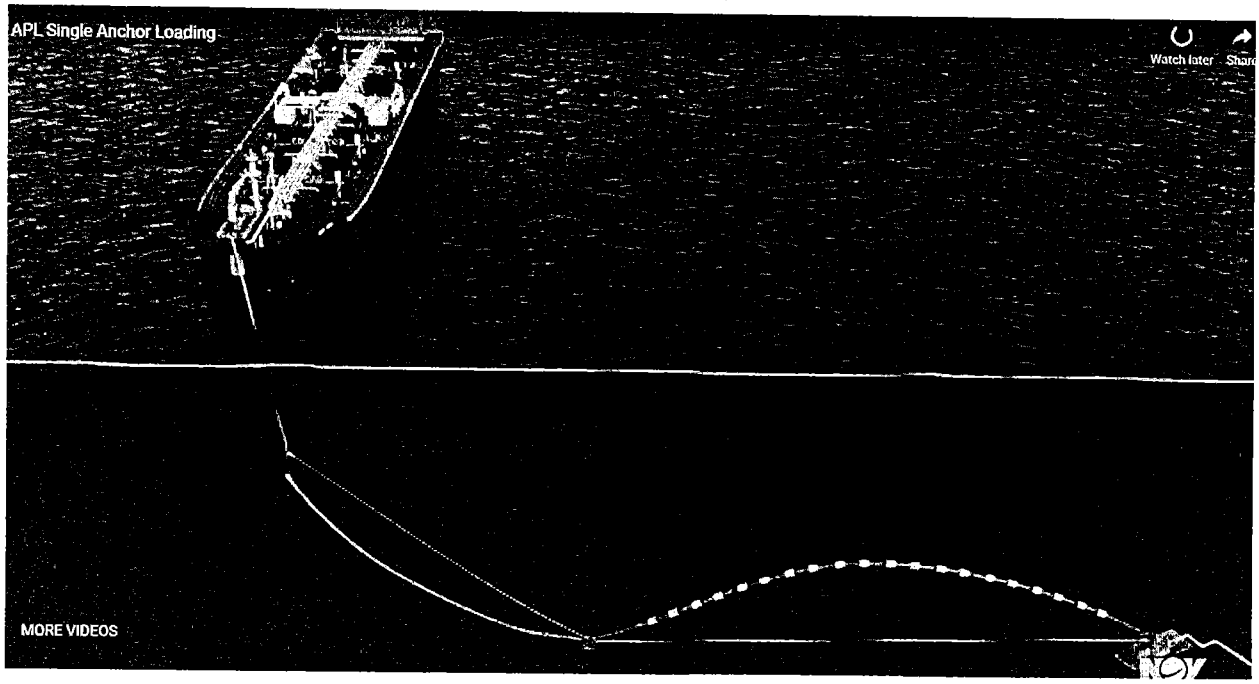

Image 2 – Offshore Loading Overview

Image 3 – Chain Stopper Overview

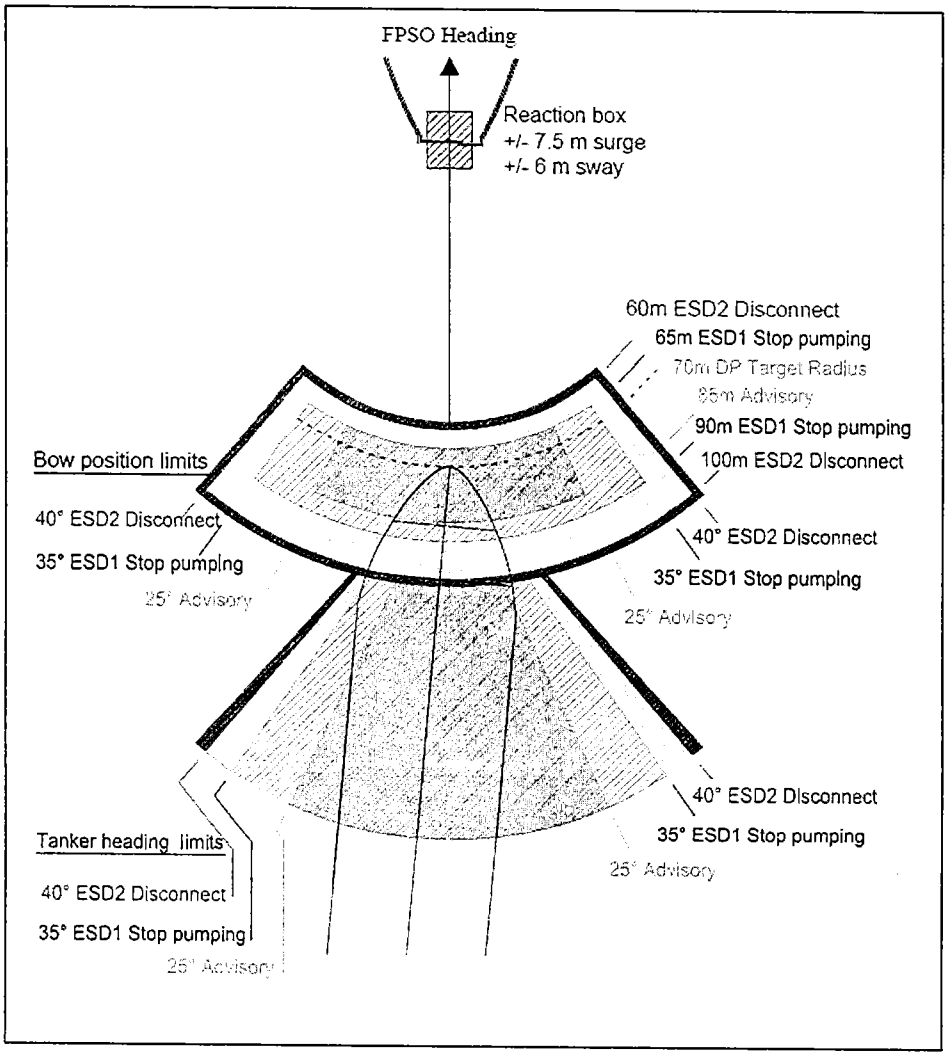

Image 4 – Tanker Operating Limits

Note: Vessel must maintain position with DP – no mooring arrangements are in place to maintain vessel in position.

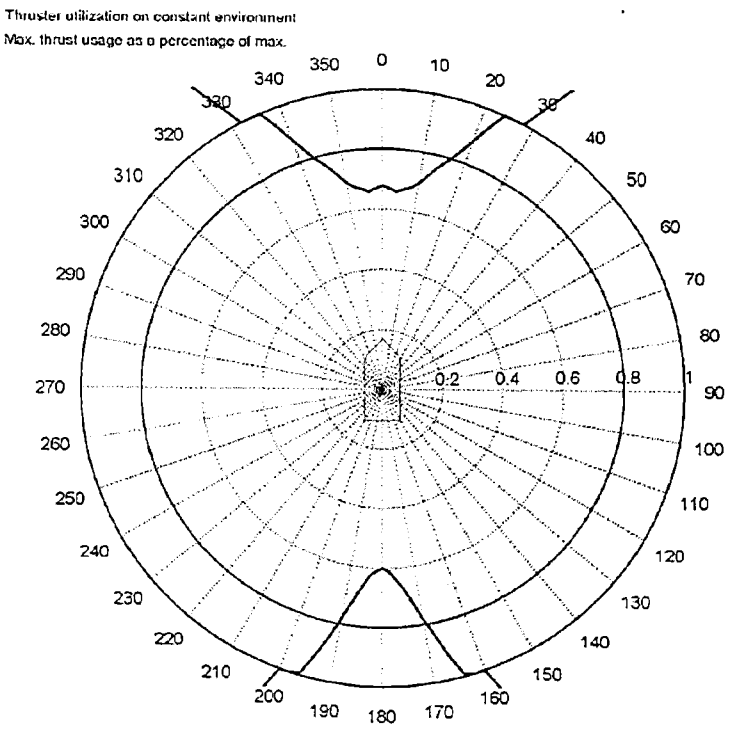

Image 5 – DP Capability for Worst Case Failure

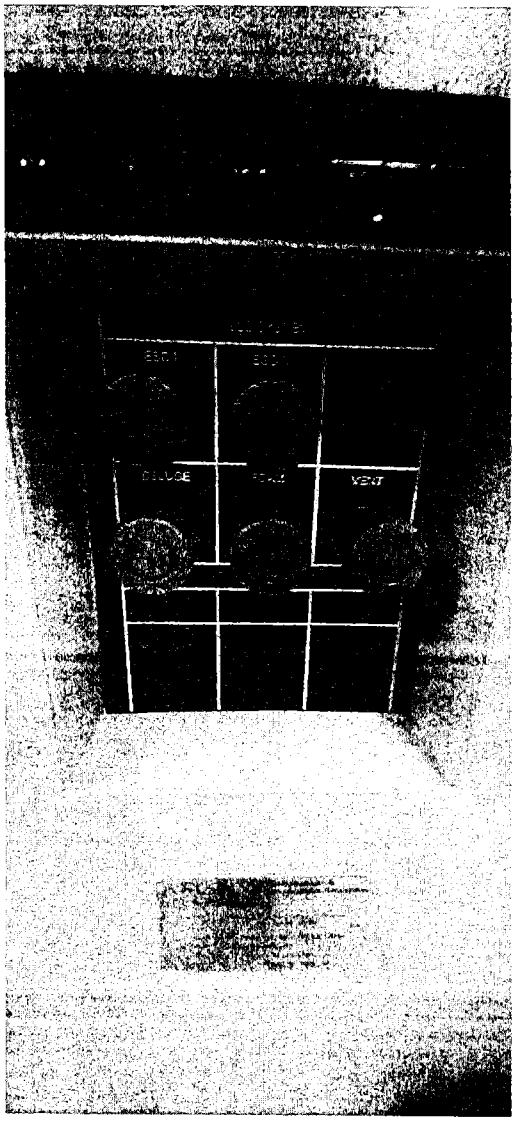

Photo 5 – Emergency Stop/ Disconnect System

Photo 6 – Integrated Bridge DP/ Cargo Control System

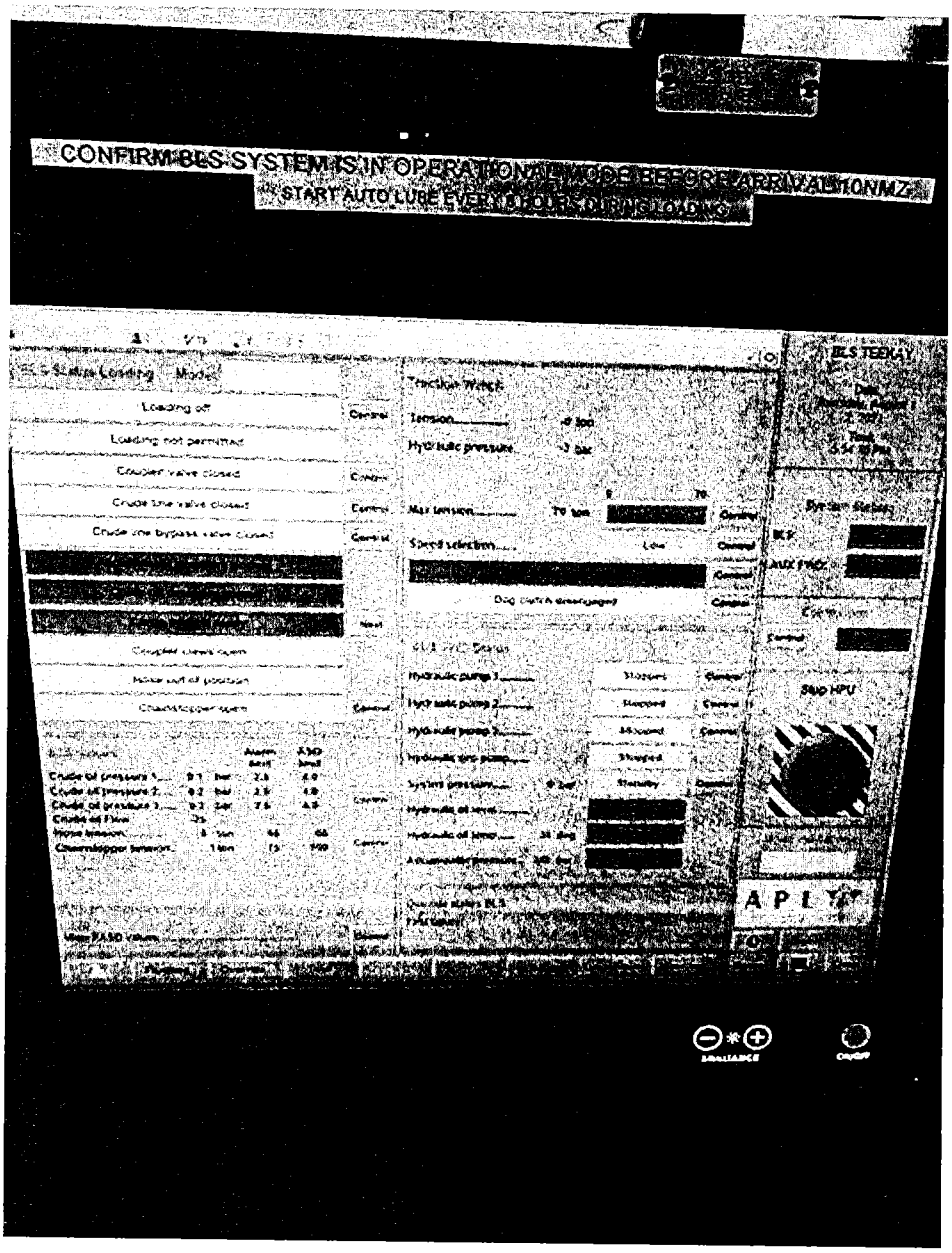

Photo 7 –Bridge 'Green Line' Control System

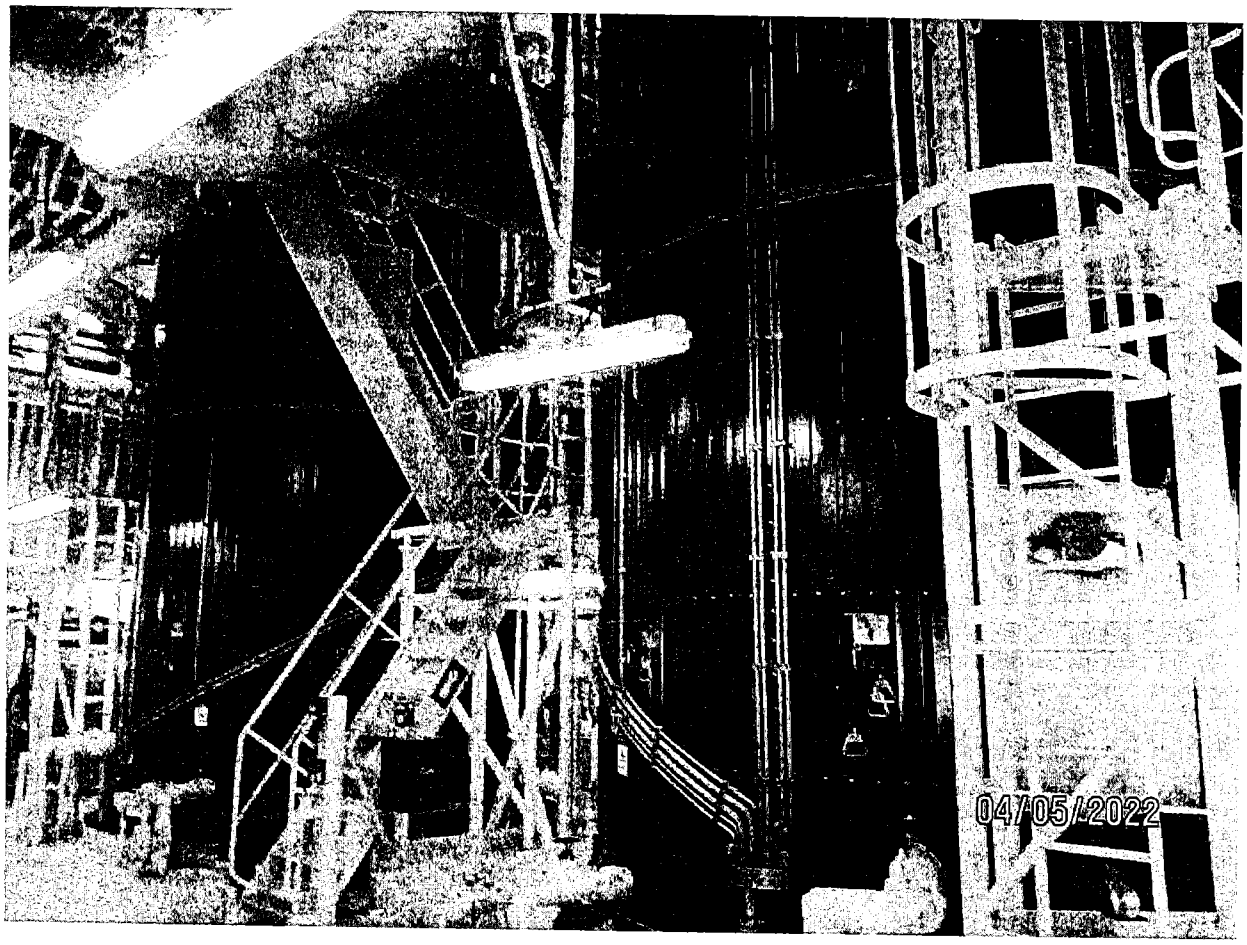

Photo 8 – Boilers for Cargo Heating

Schedule D – Functional Specifications for Vessels

1. All Vessels shall comply with all relevant rules and regulations of the International Maritime Organization, the International Transport Workers' Federation, the European Union, Canada, the United States of America, and any other rules and regulations applicable at the ports or places to which the Vessel(s) may be ordered.

2. All Vessels shall be fully classed with Det Norsk Veritas, Lloyds Register of Shipping, American Bureau of Shipping or any other International Association of Class Societies acceptable to Charterer, acting reasonably.

3. All Vessels to have dynamic positioning capability as defined by DNV class notation DYNPOS-AUTR (DP II) or IACS equivalent with redundancy in technical design or equivalent.

4. All Vessels shall be equipped with a Bow Loading System for cargo loading. Each Vessel in its entirety shall be capable of loading from all of the Offshore Loading Facilities and the Terminal and discharging at the Terminal without any modification required to the Offshore Loading Facilities or the Terminal.

5. Features of the Vessels shall be consistent with the "Operational and Technical Requirements for Offshore Loading Shuttle Tankers" document issued by the Norwegian Oil & Gas Association.

6. Capacity range of 1,000,000 barrels +/- 5%.

7. All cargo and slop tanks to have heating capacity installed and shall be capable of heating the cargo according to Voyage Charter Party.

8. All Vessels shall comply with the further specifications set forth in Appendix 1 to this Schedule D.

Appendix 1 to Schedule D – Functional Specifications for Vessels

1. General Requirements

1.	Vessel Type:	Motor tanker for oil / Crude Oil carriers
2.	Trading Range:	Worldwide within Institute Warranty Limits subject to Clause 3a of the Voyage Charter Party
3.	Cargoes:	Crude Oil and petroleum products
4.	Segregations:	Three (3) double valve segregations
5.	Flag:	Canadian flag
6.	Compliance:	Vessel to be built to meet the following minimum standards: • national and international rules and regulations, including USCG rules for foreign flag tankers trading to US ports • North Sea offshore operators minimum technical and operational requirement for offshore loading shuttle tankers, ExxonMobil Marine Environmental, Safety and Quality Assurance Criteria for Seagoing Vessels in ExxonMobil Affiliate Service, with additional criteria for term chartered tonnage (MESQAC) latest edition

2. Vessel Particulars

(a) Reference Systems: Vessel to be equipped with at least three (3) independent reference systems, operating on different principles.

(b) Class: Vessel to be classed to DNV CSA-FLS2 PLUS notation (extended structural design) or equivalent.

(c) Hull/Machinery:

(i) twin skeg/twin screwed or single screw and azimuths;

(ii) controllable pitch propeller;

(iii) machineries, auxiliary, main engine, thrusters and generators designed for rapid variations during dynamic positioning operations; and

(iv) low SOx and NOx emission machinery with cost effective abatement systems to meet NA ECA requirements.

(d) Heating: all cargo and slop tanks to have heating coils installed, and shall be capable of heating the cargo in accordance with Clause 3.6 of this Appendix 1.

(e) Warranty Speed: warranty speed of 14.5 knots on laden sea passage up to but including Beaufort Force Five (5).

(f) Cargo Discharge: Vessel to be capable of discharging a full cargo in maximum fourteen (14) hours.

(g) Helicopter Deck: certified and designed for landing of helicopters used for personnel transport in the Basin and in accordance with Clause 3.8 of this Appendix 1.

3. Functional Requirements

3.1 Hull and Class Notation

(a) Design to CSR or Harmonised Structural rules for North-Atlantic trade (25 years) and be classified by one the following class societies: DNV, ABS, LR or BV.

(b) Cargo and ballast tanks designed for any degree of filling in order to avoid structural damage due to sloshing.

(c) Capable of fulfilling the requirements of the class notations in the table below while conducting tandem-operations, OLS-operations and direct offloading:

	Class Notation Functionality Required
DNV Class Notations (or equivalent for other class societies)	+1A1 TANKER FOR OIL ESP PLUS(NB) E0 DYNPOS-AUTR ESV-DP(HIL)(NB) F-AMC OPP-F BOW LOADING HELDK-SH(NB) NAUT-AW(NB) TMON CLEAN DESIGN(NB) COMF V(3)C(3)(NB) CSR(NB) CSA-FLS1(NB) CCO(NB)

3.2 DP System

(a) DP equipment class for Vessel offshore loading is DP Class 2 in accordance with IMO MSC/Circ.645, 1994.

(b) Auditing, testing and acceptance of the DP system shall be in accordance with IMO MSC/Circ.645, 1994 and IMCA 112 UKOOA, 1993.

(c) Accelerated model build-up capability.

(d) Failure Mode and Effect Analysis (in this Appendix 1, "**FMEA**") desk top study and trials shall be conducted by an independent 3rd party and approved by class in accordance with IMCA M 166, 2002.

(e) Annual DP trials shall be conducted in accordance with IMCA M 190, 2011.

(f) Full FMEA trial shall be performed with intervals not exceeding 5 years.

3.3 DP Reference Systems

(a) Vessel must be equipped with at least three (3) independent reference systems operating on different principles. The DGPS system shall be equipped with a minimum of two (2) independent differential satellite positioning systems. The differential correction signals shall be from different sources and separately provided.

(b) Vessel must use an interface of differential satellite positioning systems and shall be in accordance with IMCA M 141, 1997.

(c) Key personnel involved in DP operations shall have a minimum training and experience in accordance with IMO MSC/Circ. 738 and IMCA M 117, 2006.

(d) The following Hardware in the Loop (in this Clause 3.3(d), "**HIL**") testing standards shall apply:

(i) Dynamic Positioning Control System (DP-HIL) shall be tested and certified according to DNV ESV-DP (HIL) notation or equivalent;

(ii) Power Management System (PMS-HIL) shall be tested and certified according to DNV Standard for Certification of HIL testing or equivalent; and

(iii) Steering, Propulsion and Thruster Control System (SPT-HIL) shall be tested and certified according to DNV Standard for Certification of HIL testing or equivalent.

3.4 Main Propulsion

(a) Vessels with single main engine shall have adequate safeguards to prevent drive off ahead following a single point failure.

(b) Main engine fuel rack shall be either alarmed to engine control room and bridge crash stop positions, or automatically limited and alarmed when in offtake mode to prevent excessive power if governor fails to high fuel position.

(c) Main engine(s) should still be power limited, fuel rack alarmed and fail stop to avoid the potential to fail full power.

(d) Where 'Azipods', 'Mermaids' or similar large azimuthing thrusters are used for main propulsion with electrical variable speed drives, the drive units should be arranged such that failure of a single thyristor or minor component does not result in loss of the thruster.

3.5 Performance

(a) the Vessel shall be equipped with an automated and computerized performance monitoring and reporting system able to transmit daily sea logs to Charterer automatically which data shall be stored for a period of three (3) Years. Such system shall be based on the following inputs:

(i) fully automated Vessel performance monitoring system;

(ii) MIP sensors for main engine(s), crank angle, combustion and fuel injection;

(iii) fuel oil mass flow-meter(s) with temperature compensating for main engine(s), auxiliary engine(s) and boiler(s); and

(iv) high performance rudders like high lift rudder.

3.6 Cargo & Ballast System

(a) Capable of handling three (3) different grades of cargoes simultaneously, where segregation shall be obtained by means of at least double valves in series.

(b) Loading rate >= 12000 m^3/hour .

(c) Total cargo tank capacity (nominal) equal 1,000,000 barrels (+/- 5%), (minimum 940,000 barrels net @ 15 degrees C); the designed cargo pump capacity shall be equal to or above 12,000 m^3/hour.

(d) The cargo pumps, including stripping pumps, shall be designed for a back-pressure of 145 meter level gauge (measured at the cargo pump) and be able to handle the following crude assays from the Offshore Loading Fields:

Crude Properties	Range
API Gravity, API	17° to 38°
Pour Point, °C	-5°C to 18°C
Viscosity, centistokes	
@ 25°C	5 to 350
@ 40°C	3 to 125

(e) A tank heating system shall be provided for the cargo oil tanks and slop tanks to meet the following requirements:

Tanks	Heating Condition	Ambient Condition
Cargo tanks	Heating of cargo (98% tank volume, (SG=0.94) from 32°C to 37°C within 24 hours	Sea Water: 5°C Air: 0°C
Slop tanks	Heating of oily water (50% tank volume, (SG=1.025) from 15°C to 66°C within 24 hours	Sea Water: 5°C Air: 0°C

*Note that average temperature loss over voyage (loading + transit + discharge) = 2.2 - 2.5°C per 24 hours.

(f) Provision to flush the OLS export hose and HEV when requested by OLS with hot water/oily residues; wax breakdown temperature of 65 °C.

3.7 Bow Loading Equipment

(a) All Vessels shall be equipped with a Bow Loading System (in this Clause 3.7, "**BLS**") for cargo loading. BLS shall provide a system for connecting a Vessel to an OLF with the purpose of offloading Crude Oil from such OLF. The loading hose from the OLF shall be connected to the BLS loading manifold on the ship by means of a hydraulic coupler.

(b) All equipment shall be provided, installed and tested in accordance with Clause 3.1(c) of this Appendix 1.

(c) The BLS philosophy (i.e. "green line") will be manually or automatically initiated ESD 1 and ESD 2 (or any other software/hardware modifications). When the "green line" is completed, a "loading permit" signal shall be transmitted to the adjacent offloading installation via the telemetry system. Any interruption in the "green line" shall automatically initiate an ESD1 on the Vessel and the shutdown of the offloading from the installation.

(d) A telemetry system, securing a safe start, control and stop of the cargo export from the OLF to the Vessel, shall be installed. System reliability shall be achieved by the use of duplicated fail-safe telemetry systems operating in parallel and duplicated UHF radio transceivers with automatic changeover.

(e) Vessels designed for BLS loading operations where parts of the export line/offloading hose (i.e. system from OLF cargo pumps to the Vessel manifold) is submerged shall be equipped with an online flow-monitoring system.

(f) A DP data logger shall be provided as part of the DP system. Recorded data shall be electronically stored and made available for Charterer or field operator(s) on request.

(g) DP capability shall be documented by means of capability plots in accordance with IMCA M 140, 2000 for worst single failure mode in accordance with the approved FMEA.

(h) The DP capability plots shall be relevant for the planned operations, and shall reflect the following conditions:

(i) OLF specific equipment on deck;

(ii) OLF specific draught and loading conditions;

(iii) site specific metocean data;

(iv) wind, waves and current shall be coincident in direction;

(v) local environmental phenomena (e.g., ice loads, loop current, etc.);

(vi) additional external forces (e.g. hawser tension); and

(vii) thrust losses due to dynamic effects and other interactions.

(i) A HAZOP at the 'design' stage is to be followed by a FMEA for the BLS and cargo loading system for each Vessel prior to offshore loading. These shall be made available for Charterer review.

(j) The BLS and cargo loading system shall as a minimum be designed and verified according to these requirements:

(i) A single failure, in the cargo loading and storage system, shall not lead to a pressure rise exceeding the design pressure of the cargo loading and storage system.

(ii) No single failure is to cause a single-configured valve to close or open uncontrolled.

(iii) The Vessel shall under all circumstances be able to execute a controlled ESD 1 and ESD 2 operation.

(iv) Each active component shall be designed with a fail-safe specification.

3.8 Helideck

(a) The helideck shall be located off centre line and as close as possible to the mid ship area. Location both fore and aft of the manifold area is acceptable.

(b) The helideck shall be designed for EH101 type helicopter.

(c) The helideck shall be equipped for night operation and for operation under reduced visibility.

(d) The Vessel shall be provided with permanently installed aeronautical VHF radios and a non-directional radio beacon.

(e) The Vessel shall be equipped with a pitch, roll and heave monitoring system reflecting the actual instant motions of the helideck centre, in accordance with CAP 437 guidelines. The recordings shall be properly displayed at the bridge and, if applicable, in the bow control room.

3.9 Others

(a) Auto-Connection: Vessel should be capable of retrieving and repositioning the hose for connection on its own thus obviating the need for PSV assistance within the DP environmental envelope. The angular retrieval envelope of the hose pick-up should be no less than 80 degrees off the bow.

(b) Ballast Water Treatment System: Vessel is to have installed a ballast water treatment system suitable for the Basin which must be fully approved by the Charterer and must account for water properties of the Basin.

(c) Stack Scrubber System: Any stack scrubber system must be fully compliant with Applicable Laws and meet the efficacy standards set by the NA ECA requirements. The stack scrubber system must be designed for 3.5% m/m of the sulfur content of the fuel oil and where the stack exhaust output is proven not to exceed 0.1% m/m sulfur content.

(d) Ice Detection Radar: Vessel is to be fitted with at least one standalone radar with enhanced ice detection capability.

From: Vanoostveen, Michael <
Sent: May 6, 2022 4:15 PM
To: Paul White <
Cc: Jason Eddy McCulligh, Jo-Anne
Subject: Re: possible flag waiver application

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Thanks Paul. We can agree that Algoma does not appear to have a suitable or available vessel for that particular work at this time. That said, that would not be the only basis on which we would consider objecting to the application.

Mike Vanoostveen

Get Outlook for Android

From: Paul White >
Sent: Friday, May 6, 2022 2:30:14 PM
To: Vanoostveen, Michael
Cc: Jason Eddy
Subject: RE: possible flag waiver application

Caution: External Email - Think Before You Click; Courriel Externe - Reflechissez avant de cliquer

Thank you Michael

The vessel specification we have provided has the functional specification defined. I have visited the Algoma website to review your fleet but did not see a vessel meeting the specifications we have described. To assist in your internal assessment of your fleet and ability to perform the work, I have attached a photo supplement which should assist in clarifying the operational requirements.

As communicated previously, Algoma is the only operator that has not replied to our request. Would appreciate your response soonest and I am available to discuss any clarifications you have that would assist.

Best regards,
Paul White

+1 709 6820592

From: Fred Constantine
Sent: 05/05/2022 1:44 PM
To: Jason Eddy
Cc: Shuttle Canada Scheduling; Paul White
Subject: Re: Shuttle Tanker Requirement

Follow Up Flag: Follow up
Flag Status: Flagged

No availability for this request on our end Jason

Get Outlook for iOS

From: Jason Eddy
Sent: Thursday, May 5, 2022 1:42:56 PM
To: Fred Constantine
Cc:
Subject: Shuttle Tanker Requirement

Good day Frederick

Hope this email finds you well.

We have a requirement for a DP Class 2, Suezmax shuttle tanker (refer attachment 1 regarding vessel functional spec for further information) for a period of up to 12 months, starting mid-May 2022. The vessel service is for lifting crude oil from the offshore production facilities located on the Grand Banks of Newfoundland for transportation and delivery to one (1) or more Canadian ports. Please find attached detailed schedule with loading and discharge dates. The dates may change depending on customers requirements, weather delays or vessel interruption. The crude oil loaded at the offshore facilities will be transported directly to a nominated discharge terminal. The primary discharge terminal is the transshipment terminal located at Whiffen Head, NL. Subject to schedule availability, the crude oil may be transported directly to a terminal at one of the following locations:

- Point Tupper, NS
- Saint John, NB
- Portland, ME

We request your confirmation of having a suitable Canadian flagged vessel, meeting this specification, available for this period. If not, please confirm you have no objection to us applying for a Coasting Trading Application for our foreign flag vessel.

Please note the attachments will be included in our CTA application. Please feel free to contact me if you have any questions.

Best regards,

Jason Eddy

Scheduling and Voyage Manager
Shuttle Operations
Altera Infrastructure Shuttle & Storage

+1 709 770 5098

altera
INFRASTRUCTURE

From: Beauchamp Jacques
Sent: 05/05/2022 6:31 PM
To: Jason Eddy
Cc:
Subject: RE: Shuttle Tanker Requirement

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Jason, Paul;

I confirm that Desgagnes/Petro-Nav has no vessel to fulfill the requirement.

Jacques

Jacques Beauchamp
Petro-Nav Inc.

From: Jason Eddy
Sent: May 5, 2022 12:17 PM
To: Beauchamp Jacques
Subject: Shuttle Tanker Requirement

ATTENTION : L'émetteur de ce courriel est externe à Desgagnés / The sender of this email is external to Desgagnés

Good day Jacques

Hope this email finds you well.

We have a requirement for a DP Class 2, Suezmax shuttle tanker (refer attachment 1 regarding vessel functional spec for further information) for a period of up to 12 months, starting mid-May 2022. The vessel service is for lifting crude oil from the offshore production facilities located on the Grand Banks of Newfoundland for transportation and delivery to one (1) or more Canadian ports. Please find attached detailed schedule with loading and discharge dates. The dates may change depending on customers requirements, weather delays or vessel interruption. The crude oil loaded at the offshore facilities will be transported directly to a nominated discharge terminal. The primary discharge terminal is the transshipment terminal located at Whiffen Head, NL. Subject to schedule availability, the crude oil may be transported directly to a terminal at one of the following locations:

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- Portland, ME

We request your confirmation of having a suitable Canadian flagged vessel, meeting this specification, available for this period. If not, please confirm you have no objection to us applying for a Coasting Trading Application for our foreign flag vessel.

Please note the attachments will be included in our CTA application. Please feel free to contact me if you have any questions.

Best regards,

Jason Eddy

Scheduling and Voyage Manager
Shuttle Operations
Altera Infrastructure Shuttle & Storage

+1 709 770 5098

altera
INFRASTRUCTURE

From: McGarity, Lori
Sent: 05/05/2022 2:23 PM
To: Jason Eddy
Cc:
Subject: RE: Shuttle Tanker Requirement

Follow Up Flag: Follow up
Flag Status: Flagged

Good Day Jason,

Hope you are doing well.

Thank you for the message. Irving Oil has no available vessel to offer during this time and therefore has no objection to a flag waiver.

All the best,
Lori

Lori McGarity
Charterer
Marine Division
Irving Oil Commercial GP

ICE ID: lmcgarity

From: Jason Eddy
Sent: Thursday, May 5, 2022 1:14 PM
To: McGarity, Lori
Cc:

Subject: [EXTERNAL] Shuttle Tanker Requirement

Good day Lori

Hope this email finds you well.

We have a requirement for a DP Class 2, Suezmax shuttle tanker (refer attachment 1 regarding vessel functional spec for further information) for a period of up to 12 months, starting mid-May 2022. The vessel service is for lifting crude oil from the offshore production facilities located on the Grand Banks of Newfoundland for transportation and delivery to one (1) or more Canadian ports. Please find attached detailed schedule with loading and discharge dates. The dates may change depending on customers requirements, weather delays or vessel interruption. The crude oil loaded at the offshore facilities will be transported directly to a nominated discharge terminal. The primary discharge terminal is the transshipment terminal located at Whiffen Head, NL. Subject to schedule availability, the crude oil may be transported directly to a terminal at one of the following locations:

- Point Tupper, NS
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- Portland, ME

We request your confirmation of having a suitable Canadian flagged vessel, meeting this specification, available for this period. If not, please confirm you have no objection to us applying for a Coasting Trading Application for our foreign flag vessel.

Please note the attachments will be included in our CTA application. Please feel free to contact me if you have any questions.

Best regards,
Jason Eddy

Scheduling and Voyage Manager
Shuttle Operations
Altera Infrastructure Shuttle & Storage