

## APPLICATION FOR VESSEL TEMPORARY ADMISSION TO THE COASTING TRADE OF CANADA

### 1. VESSEL DETAILS

#### (a) Name / Registry

Pioneering Spirit / Valletta, Malta

#### (b) Category and Type

Platform installation/decommissioning and pipelay

#### (c) Summary of Technical Specifications

Gross Tonnage	:	403,342 t
Net Tonnage	:	121,002 t
Deadweight	:	413,733 t
Length overall	:	382.0 m
Length between perpendiculars	:	370.0 m
Width	:	123.75 m
Depth	:	30.0 m
Draught	:	10-27 m

#### (d) Vessel Special Characteristics

- 100 A1 Heavy Lift and Heavy Cargo Ship, upper deck aft of frame 43 strengthened for load of 15t/m<sup>2</sup>; Helicopter landing area, LA, IWS, LI EP (B, G, N, O, P, S)
- Ice Class IC FS
- LMC, DP (AAA), PSMR with following descriptive note: Pipelaying vessel, Ship Right (BWMP), split bow forward of frame 99
- Lifting Systems/Cranes Capacity:
  - Topsides Lift System Capacity: 48,000 t
  - Jacket Lift System: 20,000 t
  - Special Purpose crane of 5,000 t at 35 m (115 ft) main hoist capacity
  - Special Purpose crane of 600 t at 20 m
  - 3 x Pipe transfer cranes of 50 t at 55 m (108 ft) main hoist capacity

### 2. SCOPE OF WORK

#### (a) Geographical Location

The Pioneering Spirit will be lifting and installing the West White Rose topside on a Concrete Gravity Structure (CGS) in the White Rose oilfield which is situated on the northeastern part of the Grand Banks, in the Jeanne D 'Arc Basin, approximately 350 km East of Newfoundland and Labrador (NL).

**(b) Operation Details**

Excalibur Marine Contractors S.A. (EMC) was awarded a contract by Cenovus Energy for the installation of the West White Rose topside using the platform installation/decommissioning and pipelay vessel Pioneering Spirit. The scope of work assigned to EMC consists of lifting off the Cenovus Energy supplied and (onshore) installed Single Lift Platform (SLP) with ballast equipment and ladder, and transportation and backloading of both items with Pioneering Spirit inshore Bull Arm, NL. Subsequently, Pioneering Spirit will lift the topside from a Cenovus Energy chartered Heavy Lift Vessel onto the Pioneering Spirit (topside transfer) in Bull Arm and transport the topside from this transfer location to the White Rose field, and install the topside on the CGS. Upon completion of the topside installation, EMC's operations will be complete.

The expected execution duration in Canadian waters is 6-7 days, depending on weather. The requested window of 3 months is due to the preparatory work which Cenovus is undertaking (e.g. dredging an exit channel for the CGS tow, gravel dumping at the CGS location, CGS installation, ongoing construction and completion of the topside, timely topside transportation to Canada, etc.), in addition to other scheduling factors, such as prior commitments of Pioneering Spirit in 2025. The current offshore installation window is within July 18, 2025, and September 2, 2025, with the target to start the offshore work with Pioneering Spirit as early as possible within that window. The rationale behind the requested 3-month window is to allow for unexpected schedule changes because of all the dependencies.

**(c) Special Characteristics or Requirements**

The heaviest component to be lifted by the Pioneering Spirit weighs approx. 23,000 t, at a lift elevation of approx. 27 m above sea level.

**(d) CBSA Office of Importation**

St. John's

**(e) CBSA Office of Accounting**

St. John's

**PERIOD OF TIME FOR WHICH PERMISSION IS REQUIRED**

Start date	:	<b>July 1, 2025</b>
Completion date	:	<b>September 30, 2025</b>
Permission required by	:	<b>April 30, 2024</b>

**3. ADDITIONAL APPLICATION INFORMATION**

**(a) Changes to the Dates Proposed**

The dates cannot change due to the contractual obligations of EMC towards Cenovus.

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

There are no Canadian Flag ships available with the lift capability required for the scope of work as detailed in the proceeding application.

#### 4. LEGISLATIVE BACKGROUND INFORMATION

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

#### 5. DETAILS OF THE APPLICANT / CLIENT

Applicant (on behalf of client):	Mathers Logistics NL Ltd
Contact:	Cynthia Lohnes
Telephone:	709-745-8077 or 709-725-3694
Name of Client:	Excalibur Marine Contractors, S.A.

#### 6. SIGNATURE OF APPLICANT'S AUTHORIZED REPRESENTATIVE



\_\_\_\_\_  
**Signature**

**April 26, 2024**

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**Date**

## Attachment A – Vessel Specifications



# Pioneering Spirit

Dynamically positioned platform installation/decommissioning and pipelay vessel

IMO / LR. No.	9593505
Name	<i>Pioneering Spirit</i>
Former names	<i>Pieter Schelte</i>
Year	2014
Builder details	Daewoo Shipbuilding & Marine Engineering Co. Ltd.
Yard No.	3401
Type	Platform installation/decommissioning and pipelay
Owner	Société d'Exploitation du Pioneering Spirit
Operators or managers	Allseas Engineering B.V.
Classifications	*100 A1 Heavy lift and heavy cargo ship, upper deck aft of frame 43 strengthened for load of 15 t/m <sup>2</sup> ; helicopter landing area, LA, *IWS, LI, EP (B, G, N, O, P, S), ice class 1C FS *LMC, DP (AAA), PSMR* with following descriptive note: Pipelaying vessel, ShipRight (BWMP), split bow forward of frame 99
Port of registry	Valletta, Malta
Call sign	9HA4112
GMDSS - MMSI No.	249110000
Gross tonnage	403,342 t
Net tonnage	121,002 t
Deadweight	413,733 t
Light ship weight (LSW)	193,218.8 t (ex-DSME, excl. heavy lifting appliances)
Dimensions (excl. stinger)	L <sub>oa</sub> 382.0 m x L <sub>pp</sub> 370.0 m x B <sub>mld</sub> 123.75 m x D <sub>MLD</sub> 30.0 m
Other structural features	Split bow, forward of frame 99
Transit draught	11.5 m
Maximum draught	27.0 m
Minimum draught	10.0 m
Air draught (bridge)	56.89 m above the waterline (at 26.0 m draught)
Maximum speed	14 knots
Bunker capacity	HFO 16,573.2 m <sup>3</sup> MDO 5,091.2 m <sup>3</sup>
Potable water capacity	1442.6 m <sup>3</sup>
Helideck	Maximum take-off weight 12.8 t, suitable for Sikorsky S-61 and S-92 helicopters
Quarters	571 pers. in 1 and 2 berth cabins
Safety	Lifeboats for 100% crew capacity on each vessel side. 24 x 25 pers. Life rafts distributed equally to ship sides. Life jackets and immersion suits for at least 100% crew capacity. 1 rescue boat on each side of the vessel.

Lifting systems/cranes	Topsides Lift System capacity: 48,000 t Jacket Lift System capacity: 20,000 t Special purpose crane of 5000 t at 35 m (115 ft) main hoist capacity Special purpose crane of 600 t at 20 m 3 x pipe transfer cranes of 50 t at 55 m (108 ft) main hoist capacity
Pipelay equipment	Double-joint factory (with 5 line-up stations and 2 stations for combined external and internal welding, 6 welding stations for double joints, 1 NDT station and 6 coating stations, 4 x 500 t (2000 t) tensioners, pipe handling capacity for pipe diameters 2-68-inch OD
Engines	8 x 11,200 kW diesel generator sets
Thrusters	12 x 6050 kW electric driven non-retractable, fixed pitch, variable speed azimuth type
Dynamic positioning	LR DP (AAA) fully redundant Kongsberg K-Pos DP-22 and 2 x cJoy system
Navigational and other equipment	4 x GMDSS, Inmarsat C, Inmarsat F, Iridium Portables, Iridium Pilot, Iridium Transceiver, Private SAT 2 x C/KU + KA Band, Kongsberg K-Bridge® Autopilot, 4 Gyros, Echo Sounder, Doppler log, 4 x DGNSS + 2 x GPS, VHF's, X & S Band Radar, ECDIS, 4 x DWTW, Radius, 2 x CyScan, PHINNS