

1 Q. Hatch states in its May 16<sup>th</sup>, 2012 correspondence found at Appendix A the  
2 following: "The structural analysis performed in 2011 showed that under controlled  
3 conditions, with fully functional fenders at a docking velocity of 0.125 m/sec, the  
4 jetty structure was structurally sound. This study also showed that under controlled  
5 conditions only one fender on either the North or South end of the jetty was  
6 required to safely transfer the ships docking force into the structure. The critical  
7 statement here is the fenders have to be functioning as designed." Is Hydro's  
8 revised docking procedures resulting in conditions whereby only one fender on  
9 either the North or South end of the jetty is required?

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12 A. While the current docking practice does reduce the load on the fenders generated  
13 during the docking process, there is no margin for error. The recommended repairs  
14 will provide the required safety factor necessary to allow for human or mechanical  
15 error as is outlined in the correspondence attached to the response to CA-NLH-4.