

1 Q. In Board Order No. P.U. 5(2012), page 13, the Board stated that:

2 *"In the circumstances the Board finds that Hydro should proceed to*
3 *conduct the inspections prior to doing any of the work. After the*
4 *inspections Hydro can apply for approval to do the work which is*
5 *shown to be necessary in the circumstances."*
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7 Please explain how, in putting forth this Application, Hydro has complied with the
8 Order of the Board to *"...conduct the inspections prior to doing any of the work."*
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11 A. In response to Board Order No. P.U. 5(2012), it is Hydro's understanding that there
12 were two inspections to be completed – inspections pertaining to both the gravity
13 fenders and the steel piles and anodes. Hydro maintains that it has completed the
14 required inspections on the gravity fender system. As stated on page 9 of the
15 report, Hydro has engaged Hatch Engineering Ltd. (Hatch) to conduct an inspection
16 of the gravity fenders, on an annual basis, since the implementation of the
17 temporary repairs in 2008. Observations made during the inspections have
18 confirmed that the fenders are seizing, as they are unable to achieve the full range
19 of motion. It is believed that the seizing is due to corrosive buildup on the hinged
20 connections, wear in the pins and plates, and misalignment resulting from the
21 fenders rubbing and leaning against the support piles. As a consequence none of
22 the fenders can be considered fully functional and must be repaired and/or
23 replaced. Due to the structural make-up of the gravity fenders the ability to
24 conduct a detailed "hands-on" inspection is restricted. When assembled, and
25 acting as a single unit, the vast majority of the fender components are hidden from
26 view and, given the sheer size and magnitude of the assembly, dismantling of the
27 system to complete an inspection is impractical. The most viable alternative for

28 measuring the fender condition is achieved through the observation of the fender
29 system under operating conditions – a fully functional fender provides a level of
30 comfort that all components are operating as per the design intent.

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32 With respect to the sacrificial anodes, the cost to replace these components has
33 been removed from the proposal and Hydro has only included a cost to conduct the
34 inspection of the steel piles and anodes. Hydro's request to conduct this
35 inspection, in conjunction with the jetty repairs, is based on a desire to complete
36 the inspection at the lowest possible cost. By grouping the inspection costs within
37 the much larger scope of repair work it is believed that the greatest discount on
38 inspection costs can be achieved. Once Hydro has received the results of the
39 inspection, a determination can be made as to any required future proposal for
40 work related to the steel piles and anodes.