

1 **Q. Re: B-7, Upgrade Marine Terminal – Holyrood \$5,859,600 in 2012**

2 Describe the contingency plan Hydro now has in place to mitigate any
3 consequences arising from the deficiencies identified with the Marine Terminal,
4 including how the recommendations from Hatch in Appendix B (for example,
5 limiting the length of ships and controlling the approach velocity of docking vessels)
6 have been incorporated in the contingency plan.

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9 **A.** Vessels nominated by the fuel oil supplier are approved by Hydro on a case-by-case
10 basis prior to charter. They must be less than 55,000 DWT, within the length limits
11 of 146 to 200 m and not laden beyond 35 ft draft. Bow-thrusted vessels are
12 preferred since they can be berthed with one tug as opposed to two tugs. Ship side
13 berthing operations are entirely controlled by the APA pilot and dependent on his
14 interpretation of weather and sea state. The pilot controls the vessel approach
15 speed by manipulation of ship propulsion systems in conjunction with tug vessel
16 support. Berthing is controlled well below the approach speed threshold noted by
17 Hatch though the terminal is not equipped to measure speed at the jetty.
18 Supplemental information may be found in the response to P2-CA-NLH-9 and P2-
19 PUB-NLH-29.