

GIBSON SHIPPING AGENCY INC.

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Cote St. Catherine, QC, Canada

(Lat. 45° 24' 26" N, Long. 073° 35' 27" W)

Loading Steel Scrap

General information:

Cote Sainte Catherine:

Located in the Seaway after the 2nd lock
Westward direction.

Information can be found on the
Canadian Sailing direction
CEN 300E or and CEN 301E

Berthing:

Port or Stbd Side Alongside To Wharf no.4

Tugs:

N/A

Airdraft:

35.50 M

LOA:

225.50 M

Beam:

23.80 M

Draft:

8.08 M FW

Restriction:

Seaway Restrictions

from water level to the highest point in
the Ship "Mast" or "Antena" Minus Vsl's Draft
Not Allowed

Bunkers:

Owners Must Guarantee Twin Decker Pontoons
are removable and Vessel can Trade as a single
decker

Twin Decker:

Cargo operation:

Method of Loading:

2 ship's Crane, using 2 Shore Bins

RPH:

Ship's Crane: 150 mt/ Crane / hr

Working hours:

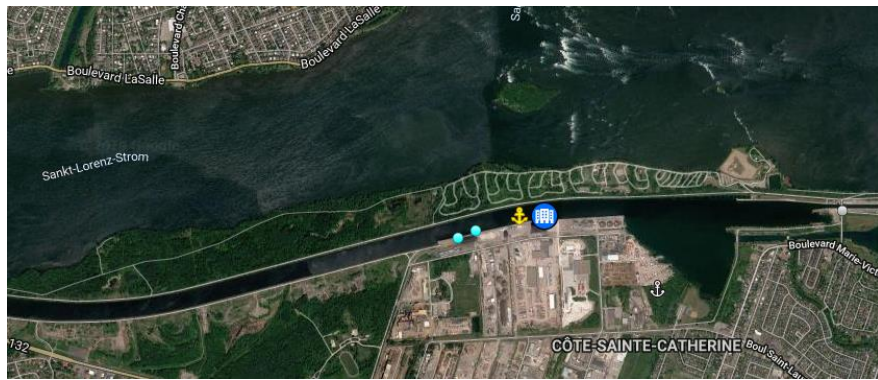
Monday to Thursday 0700-2300hrs

Friday 0700-1500hrs

Stowage factor:

1.00 CBM/MT

Loading via two ship cranes / shore bins



Seaway Regulations

1. All Vessel's equipment in good working conditions.
2. Two (2) vhf fitted in wheelhouse, one connected to emergency power.
3. Seaway fairleads turning hand free (double roller fairleads (two horizontal and two vertical) only when using seaway wires for mooring (item f below)
4. Vessel must be equipped with:
 - a. Wrong way pitch alarm or wrong way alarm in engine room extend to wheel house (be operational. 8 sec delay)
 - b. AIS system with DGPS (and not GPS) AIS must be sending DGPS signal
5. Landing boom not required when using linesmen service in locks.
6. All seaway U.S. and Canadian charts updated and corrected (will be supplied at Montreal on rental basis)
7. Vsl Will Proceed On her Soft Line providing Mooring Certificate On Board (Elongation Maximum 20%)
8. Two (2) anchor buoys (will be supplied at Montreal anchorage)
9. Four (4) heaving line: 30m long x 15-17mm diameter (5/8") (it will be supplied at Montreal anchorage)
10. Maximum seaway
 - a. Draft: 8.08 meters - Fresh Water
 - b. Loa: 225.50 meters
 - c. Beam: 23.80 meters
 - d. Airdraft: 35.50 meters (From Water Level To The Highest Point On The Ship's Mast Or Antena, minus Vsl's Draft)
11. Astern anchor:
 - a. Compulsory for vessels with LOA exceeding 115 meters
 - b. Permanent waivers for vessel with LBP not exceeding 110 meters
 - c. Waivers can be obtained for round trip until next dry docking
12. Minimum 9 crew member (including master/ 2 off/ 2 ENG)
13. Mooring Lines
 - A. Uniform thickness throughout their length
 - B. Diameter not greater than 28mm for wire line and not greater than 64mm for approved synthetic lines
 - C. Fitted with a hand spliced eye or Flemish type mechanical Seaway Practices and Procedures (March 2019) Page 9 of 59 spliced eye not less than 2.4 m long for wire lines and 1.8 m long spliced eye for approved synthetic lines;
 - D. Sufficient strength to check the ship
 - E. Be arranged so that they may be led to either side of the ship as required.
 - F. Certified and a test certificate for each mooring line containing information on breaking
 - G. Strength, material type, elongation and diameter shall be available onboard for inspection.
 - H. Unless otherwise permitted by an officer, ships greater than 200 m shall only use wire mooring lines with a breaking strength that complies with the minimum specifications set out in the table to this section for securing a ship in lock chambers.
 - I. Synthetic lines must be used for mooring at approach walls when using tie-up services at tie-up walls and docks within the Seaway. Elongation of synthetic lines shall not exceed 20%.

14. Mooring Table

VSL'S LOA	LENGTH OF MOORING LINE	BREAKING STRENGTH
40 m or more but not more than 60 m	110 m	10 MT
more than 60 m but not more than 90 m	110 m	15 MT
more than 90 m but not more than 120 m	110 m	20 MT
more than 120 m but not more than 180 m	110 m	28 MT
more than 180 m but not more than 225.5 m	110 m	35 MT

