

Ship docking at Orca Quarry

Photo by Rob Morris



The CSL ACADIAN approaches the Polaris Mineral Corp's Orca Sand and Gravel ship-loading terminal just northwest of Port McNeill (roughly across from Pulteney Point and the western end of Malcolm Island) always from the north. The ship's overall length is too long for transiting Seymour Narrows and other inside waters so the ship takes the outside route around Cape Scott. Tugs turn it end-for-end then push it in alongside the terminal so, when loaded, it can head straight back out

to the Pacific and on down to San Francisco where it unloads. Doing the October 4, 2007 ship-docking in these photos was Seaspan International's 1800-hp SEASPAN CORSAIR and Delta Tug and Barge's 2200-hp CINDY MOZEL. Island Tug and Barge of Vancouver has been coordinating the tug requirements with the coast pilots and CSL International's (the US-based subsidiary of Canada Steamship Lines) agent, Empire Shipping of Vancouver. Presently 'tugs-of-convenience' that are in the vicinity of Port McNeill are being recruited. Meanwhile there is talk of a dedicated tug or tugs being built for the ship-docking work at the Orca terminal.

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In the photo (far left) Grant LaFlamme, Orca's ship-loader foreman, and his crew secure the ship's aft spring lines on one of the terminal's three mooring dolphins. The business end of the quadrant ship-loader is to upper left. Alert Bay Towing does the lines work and their tug BROUGHTON WARRIOR (photo left) was running the CSL ACADIAN's bow and stern lines to the mooring buoys located upstream and downstream of the mooring dolphins.



Photo by Rob Morris

Orca Sand and Gravel's Keith Balcke gives Sharla Hole Pelosse a lift up to the CSL ACADIAN's main deck. Sharla is a partner in Coal Harbour-based Hoqwesa Holdings which performs sub-agent duties on behalf of Empire Shipping for the CSL International ships arriving and departing the Orca terminal. The CSL ACADIAN has a Ukrainian master and crew, as do most of CSL International's foreign-flagged ships.



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The quadrant ship-loader is located 1600 ft off the shoreline of Vancouver Island. At the top of the photo is the 5,000 tonnes/hour load-out conveyor. (See: *Big Lift with a Little Luck: Orca Quarry's Ship-loader at Port McNeill* in WM, January 2007 and *First Aggregate Shipments from Orca Quarry* in News in the September 2007 issue.) The Liberian-flagged 803' x 105' x 44' CSL ACADIAN ex CABOT, one of CSL International's 'new-generation' of self-discharging bulk products carriers, has a 74,517 deadweight tonnes capacity and a bowthruster and has been the most frequent ship at the Orca facility (it was the first ship to be loaded on March 23, 2007). It departed on October 5, 2007 with 72,605 tonnes – half the load was sand, the other half was gravels mixed to the requirements of Polaris Mineral Corp's San Francisco customer, Shamrock Materials. Twenty ship-loads are projected for 2007 and 33 loads through 2008.