



MULTI-BEAM SONAR
BATHYMETRIC SURVEY

BELLA COOLA - SMALL CRAFT HARBOUR



Date: Monday, Monday, July 23, 2018

Hydrographic Survey, Bella Coola

Introduction:

CRA-Canada Surveys Inc. was selected to perform a Multi-beam Sonar bathymetric survey of the Small Craft Harbour at Bella Coola, BC.

The purpose of the survey was to create a Seabed surface for engineering inspection purposes at the Bella Coola Small Craft Harbour site.

CRA-Canada Surveys was required to collect data, process an ASCII data set, produce a surface in Chart Datum and produce a short report.

Methodology:

Multi-beam Hydrographic Survey -Methodology

The Multi-beam bathymetric data was collected using a state-of-the-art hydrographic system. The Reson SeaBat 7125 SV2 also called a multi-beam sonar system collects data in a swath configuration. This gives a higher resolution and larger data set compared to a single transducer echo sounder. This system consists of a single transducer multi-beam array. Coupled with a motion, heading sensor, RTK GPS positioning system, and velocimeter. The complete system produces accurate depth measurements (IHO standards) over a 140-degree swath. The motion sensor accurately tracks the sonar beam in addition it will also correct for the RTK GPS antenna movement. This data set was then reduced for heave, pitch, and roll. Sound velocity and tidal corrections were applied real time to the data. Hypack Hysweep software was used post process and to statistically select data from a 0.25 meter bin sizes to produce a final X,Y,Z ASCII data set.

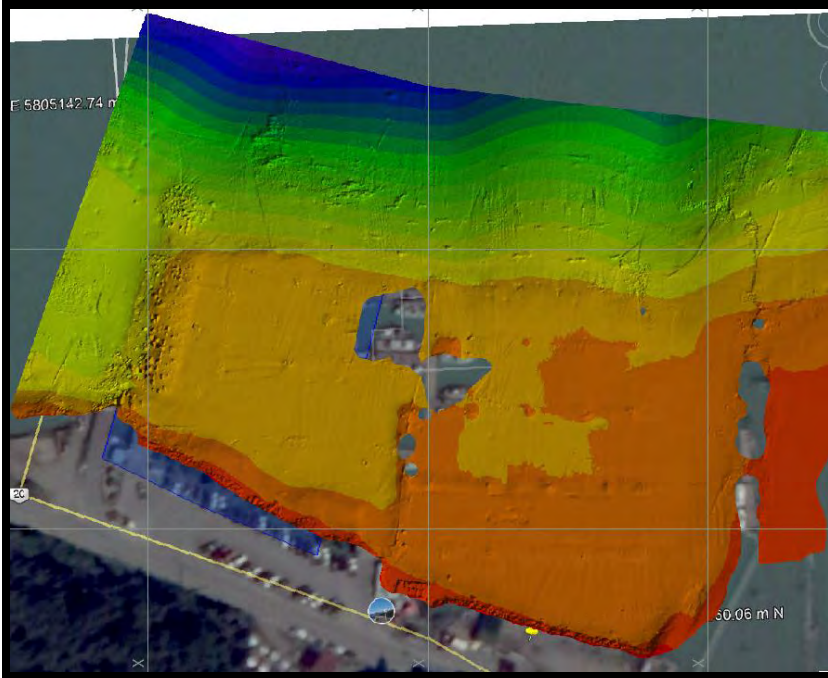
Project Limitations

This survey was a challenging hydrographic survey.

The survey required navigating the survey Vessel at close quarters with parked vessels. In and out of marina race ways.

Coverage was limited in some areas due to the large amount of commercial fish boats that were rafted up at the dock. Owners of these boats were waiting for a salmon fishery to open.

Many of the vessels were occupied and had there sonar systems running (quite typical) which created extra noise in the water column. This can make it difficult to get good bottom tracking.



Coverage Area of the survey

Bathymetric Survey Equipment:

The following equipment was provided:

- Reson 7125 SV2 swath bathymetry system 140-degree width
- TSS DSM-05 Heave, Pitch, Roll, Motion Sensor
- Hemishpere's VS 110 heading and Position sensor
- AML Minos-x, Velocimeter
- HYPACK/ Hysweep software
- Single Beam Echo Sounder and 200khz Transducer
- Data collection/processing computers with multiple com-ports
- Trimble GNSS R8 GPS receiver and GNSS Base station
- Truck and Survey ready Coast Guard approved 18' survey vessel

Field Activity:

- | | |
|--------------------|---|
| July-2-3, 2018 | - mobilization to Bella Coola from, Chilliwack BC |
| July 4, 2018 | -Tailboard meeting
-Supply Stantec with Zodiac inflatable boat for dock inspection
-Launch vessel – set GPS Base Station control point
- Tie into existing CHS and geodetic control points
- Calibrate Multi-beam Sonar
-Start Acquisition of Multi-beam Sonar Data
-Complete Survey 8:00pm
-End of field work |
| July 5-7 | -Demobe back to Chilliwack, BC |
| July18th-23rd 2018 | -Data Processing-file compilation & Report writing |
| July 23rd, 2018 | -Final data and report were prepared and submitted. |

Horizontal Control: NAD 83 - UTM Zone 9N

Horizontal positioning for this project was achieved by using a Real-time Kinematic GPS receiver and base station. This is based on using a TRIMBLE GNSS RTKGPS Receiver, The receiver has a horizontal accuracy of a +/-0.05m of a meter real-time.

Vertical Datum: Chart Datum

Vertical positioning for this project was achieved by using a GNSS RTKGPS Base station and Rover. The base station was set over a known point, and field crew checked into known control points. Control point used is listed below. Geoid model Ht 2.0, Conversion to Geodetic 2.685m

Base station Control points were set using RTK GPS corrections and later tied to:



BM's tied 2018 Survey. Bella Coola Harbour

#1 Unique Number: 98C9105
 Station Name: Bella Coola, B.C.
 Benchmark Condition: Good Setting: HORIZONTAL Type: Bronze Tablet
 Agency: CHS Last Inspected: 2009
 Description:
 At the Bella Coola BC Ferries Terminal, set in concrete in the northeast corner of the dock, a bronze tablet inscribed, "Hydrographic Service, Canada BM 98C9105"

Holding Benchmark	Datum Name	Elevation (metres)	Status
NO	CD	6.572	ACTIVE
NO	CGVD28(HTv2)2010	3.948	ACTIVE

Unique Number: 66C9522 20-1966
 Station Name: Bella Coola, B.C.
 Latitude: 52.373 ° N Longitude: 26.79 ° W
 Established: 1966
 Benchmark Condition: Good
 Type: Bronze Tablet
 Agency: CHS Last Inspected: 2013

Holding Benchmark	Datum Name	Elevation (metres)	Status
NO	CD	7.9	ACTIVE
NO	GSC	5.215	ACTIVE

It was found that benchmarks in the area have slightly different published values for the datum conversion between Chart and Geodetic. We found 0.061m difference between the two CHS bench marks listed above. However the previous plan from 93-03-24 used BM 20-1966 so we held that value for our conversion. To ensure both data sets are referenced to the same datum.

#3 BM Tied #887004 Geodetic Monument
N 5805056.644
E 6500095.965
Elevation: 4.621 CGVD28

CRA Control Point

Pt# 100 PPP Nail set
N 5804960.320
E 650237.185
Elevation: 3.550 CGVD28



Personnel:

Senior Hydrographer- Alex Howden ASTTBC
Survey Tech.- Reece Howden SAIT- Survey Student

Deliverables:

- Hydrographic xyz data file
- Contours and Image showing coverage PDF and Auto Cad Format
- DEM Civil 3D format
- Report in PDF Format



CRA Canada Surveys INC.

3859 Joyce Drive
Cultus Lake, BC
V2R 5A5

Ph. 604-824-9609 Cell. 604-845-0174

































December 2022

Week Type	Route	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		
		Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart
Week One	10	/	/	/	/	/	/	/	/	/	/	/	1			2			3			
													Prince Rupert Klemtu	11:00	Bella Bella Port Hardy	01:00	02:00					
	11												Prince Rupert Skidegate	10:00	22:00	Prince Rupert	07:00					
28A													Bella Coola Ocean Falls Shearwater	14:45	19:00	19:35	22:45	23:15	Bella Bella Shearwater	00:00	01:25	00:40
Week Two		4			5			6			7			8			9			10		
	10	Bella Bella Klemtu Prince Rupert	01:00 05:30 16:00	02:00 06:30				Prince Rupert	20:00	Bella Bella Port Hardy Bella Bella	06:30 13:45 23:30	07:30 17:15	Bella Bella Prince Rupert	00:30 11:00	Prince Rupert Klemtu	11:00 20:30	11:00 21:30	Bella Bella Port Hardy	01:00 09:00	02:00 18:00		
	11	Prince Rupert	22:00	Skidegate Prince Rupert	06:00 17:00	10:00 22:00	Skidegate Prince Rupert	06:00 16:30	10:00	Prince Rupert Skidegate	14:30 21:00	00:30	Skidegate Prince Rupert	00:30 07:00								
	28A	Shearwater Bella Bella Shearwater Ocean Falls Bella Coola	01:30 02:15 03:40 07:20 12:15	02:00 02:55 04:10 08:05											Bella Coola Ocean Falls Shearwater	14:45 19:00 22:45	19:35 23:15	Bella Bella Shearwater	00:00 01:25	00:40		
Week One		11			12			13			14			15			16			17		
	10	Bella Bella Klemtu Prince Rupert	01:00 05:30 16:00	02:00 06:30											Prince Rupert *	17:00		Klemtu Bella Bella Port Hardy *	01:30 05:30 13:00	02:30 06:30 19:00		
	11	Prince Rupert	22:00	Skidegate Prince Rupert	06:00 17:00	10:00 22:00	Skidegate Prince Rupert	06:00 17:00	10:00	CREW	Prince Rupert Skidegate	10:00 17:00	22:00	Prince Rupert	07:00							
28A	Shearwater Bella Bella Shearwater Ocean Falls Bella Coola	01:30 02:15 03:40 07:20 12:15	02:00 02:55 04:10 08:05											Bella Coola Ocean Falls	19:25 23:40	19:35	Ocean Falls Shearwater Bella Bella Shearwater	00:15 03:25 04:40 06:05	00:40 03:55 05:20			
Week Two		18			19			20			21			22			23			24		
	10	Bella Bella Klemtu Prince Rupert	01:00 05:30 16:00	02:00 06:30				Prince Rupert	20:00	Bella Bella Port Hardy Bella Bella	06:30 13:45 23:30	07:30 17:15	Bella Bella Prince Rupert	00:30 11:00	Prince Rupert Klemtu	11:00 20:30	11:00 21:30	Bella Bella Port Hardy	01:00 09:00	02:00 18:00		
	11	Prince Rupert	22:00	Skidegate Prince Rupert	06:00 17:00	10:00 22:00	Skidegate Prince Rupert	06:00 16:30	10:00		Prince Rupert Skidegate	14:30 21:00	00:30	Skidegate Prince Rupert	00:30 07:00							
28A	Shearwater Bella Bella Shearwater Ocean Falls Bella Coola	01:30 02:15 03:40 07:20 12:15	02:00 02:55 04:10 08:05											Bella Coola Ocean Falls Shearwater	14:45 19:00 22:45	19:35 23:15	Bella Bella Shearwater	00:00 01:25	00:40			
Week One		25			26			27			28			29			30			31		
	10	Bella Bella Klemtu Prince Rupert	01:00 05:30 16:00	02:00 06:30											Prince Rupert Klemtu	11:00 20:30	11:00 21:30	Bella Bella Port Hardy	01:00 09:00	02:00 18:00		
	11	Prince Rupert	22:00	Skidegate Prince Rupert	06:00 17:00	10:00 22:00	Skidegate Prince Rupert	06:00 17:00	10:00	CREW	Prince Rupert Skidegate	10:00 17:00	22:00	Prince Rupert	07:00							
28A	Shearwater Bella Bella Shearwater Ocean Falls Bella Coola	01:30 02:15 03:40 07:20 12:15	02:00 02:55 04:10 08:05											Bella Coola Ocean Falls Shearwater	14:45 19:00 22:45	19:35 23:15	Bella Bella Shearwater	00:00 01:25	00:40			

February 2023

Week Type	Route	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday																									
		Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart																							
Week Two	10	/			/			/			1			2			3			4																									
	Bella Bella 06:30 07:30										Bella Bella 11:00 00:30			Prince Rupert 11:00 00:30			Prince Rupert 11:00 00:30			Bella Bella 01:00 02:00																									
	Port Hardy 13:45 17:15										Prince Rupert 14:30 21:00			Skidegate 14:30 00:30			Skidegate 14:30 00:30			Port Hardy 09:00 18:00																									
11	/			/			/			/			/			/			/			/																							
28A																									/			/			/			/			/			/			/		
Bella Bella 01:00 02:00																																													
Klemtu 05:30 06:30			Klemtu 17:00 22:00			Klemtu 06:00 10:00			Klemtu 06:00 10:00			Klemtu 07:00 11:00																																	
Week One	10	Prince Rupert 16:00			Skidegate 06:00 10:00			Skidegate 06:00 10:00			CREW			Prince Rupert 10:00 20:00			Bella Bella 07:00 11:00			Prince Rupert 07:00																									
	11	Prince Rupert 22:00			Prince Rupert 17:00 22:00			Prince Rupert 17:00			CREW			Bella Bella 19:00 20:00			Bella Bella 17:30 18:30			Prince Rupert 11:00 22:00																									
	28A	Shearwater 01:30 01:30			Shearwater 01:30 01:30			Shearwater 01:30 01:30			Bella Coola 13:05 13:05			Shearwater 17:55 17:55			Ocean Falls 18:00 18:00			Ocean Falls 00:35 00:35																									
	Bella Bella 02:15 02:55			Bella Bella 02:15 02:55			Bella Bella 02:15 02:55			Ocean Falls 17:20 17:55			Bella Bella 18:45 19:25			Bella Coola 04:50 04:50																													
Week Two	10	Shearwater 03:40 04:10			Shearwater 03:40 04:10			Shearwater 03:40 04:10			Bella Bella 21:05 21:35			Shearwater 20:10 20:40			Bella Bella 21:35 22:35			Bella Coola 04:50 04:50																									
	11	Ocean Falls 07:20 08:05			Ocean Falls 07:20 08:05			Ocean Falls 07:20 08:05			Bella Bella 22:20 23:00			Ocean Falls 23:50 23:50			Bella Bella 21:35 22:35			Bella Coola 04:50 04:50																									
	28A	Bella Coola 12:15			Bella Coola 12:15			Bella Coola 12:15			Shearwater 23:50 23:50			Bella Bella 21:35 22:35			Bella Coola 04:50 04:50																												
Week Two	10	/			/			Prince Rupert 20:00			15			16			17			18																									
	11	Prince Rupert 06:00 22:00			Skidegate 06:00 10:00			Skidegate 06:00 10:00			Bella Bella 06:30 07:30			Bella Bella 11:00 00:30			Prince Rupert 09:00 09:00			Port Hardy 05:00 09:00																									
	28A	Prince Rupert 06:00 22:00			Prince Rupert 17:00 22:00			Prince Rupert 16:30			Port Hardy 13:45 17:15			Prince Rupert 11:00 00:30			Klemtu 17:30 18:30			Bella Bella 15:00 16:00																									
Week One	10	Bella Bella 23:30			Bella Bella 23:30			Bella Bella 23:30			Bella Bella 23:30			Bella Bella 23:30			Bella Bella 23:30			Klemtu 19:00 20:00																									
	11	Prince Rupert 04:00			Prince Rupert 10:20 11:20			Bella Bella 13:00 14:00			CREW			Prince Rupert 10:00 20:00			Prince Rupert 07:00 11:00			Bella Bella 01:00 02:00																									
	28A	Bella Bella 14:30 15:30			Bella Bella 14:30 15:30			Bella Bella 14:30 15:30			Prince Rupert 23:59			Prince Rupert 17:00 22:00			Prince Rupert 20:30 21:30			Port Hardy 09:00 18:00																									
Week Two	10	Port Hardy 22:00			Port Hardy 22:00			Port Hardy 22:00			Prince Rupert 07:00			Prince Rupert 07:00			Prince Rupert 07:00			Bella Bella 01:00 02:00																									
	11	Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 17:00 22:00			Skidegate 17:00 22:00			Bella Bella 09:00 18:00																									
	28A	Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Bella 00:00 00:40																									
Week Two	10	Prince Rupert 07:00			Prince Rupert 07:00			Prince Rupert 07:00			Prince Rupert 07:00			Prince Rupert 07:00			Prince Rupert 07:00			Bella Bella 00:00 00:40																									
	11	Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 13:00 16:00			Skidegate 13:00 16:00			Bella Bella 01:25 01:25																									
	28A	Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Bella Coola 02:20			Shearwater 01:25 01:25																									
Week Two	10	Bella Bella 01:00 02:00			Bella Bella 01:00 02:00			Bella Bella 01:00 02:00			/			/			/			/																									
	11	Klemtu 05:30 06:30			Klemtu 05:30 06:30			Klemtu 05:30 06:30			/			/			/			/																									
	28A	Prince Rupert 16:00			Prince Rupert 16:00			Prince Rupert 16:00			/			/			/			/																									

March 2023

Week Type	Route	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday					
		Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart	Terminal	Arrival	Depart			
Week Two	10	/			/			/			1			2			3			4					
	11										Bella Bella	06:30	07:30	Bella Bella	11:00	00:30	Prince Rupert	14:30	00:30	Prince Rupert	20:30	21:30	Bella Bella	01:00	02:00
	28A										Port Hardy	13:45	17:15	Prince Rupert	21:00	14:30	Bella Coola	14:45	00:00	Ocean Falls	19:00	19:35	Shearwater	01:25	00:40
Week One	10	5			6			7			8			9			10			11					
	11	Bella Bella	01:00	02:00										Prince Rupert *	17:00		Klemtu	02:00	03:00						
	28A	Klemtu	05:30	06:30	Prince Rupert	16:00	22:00	Skidegate	06:00	10:00	Prince Rupert	17:00	22:00	Skidegate	06:00	10:00	Prince Rupert	07:00	14:00	19:00					
Week Two	10	12			13			14			15			16			17			18					
	11	Prince Rupert	22:00		Skidegate	06:00	10:00	Prince Rupert	16:30		Prince Rupert	21:00	14:30	Skidegate	07:00	00:30									
	28A	Shearwater	01:30	01:30										Bella Coola	19:55	14:45	Bella Bella	00:00	00:40						
Week One	10	19			20			21			22			23			24			25					
	11	Bella Bella	01:00	02:00										Prince Rupert	11:00	11:00	Port Hardy *	06:00	20:00						
	28A	Klemtu	05:30	06:30	Prince Rupert	16:00	22:00	Skidegate	06:00	10:00	Prince Rupert	17:00	22:00	Skidegate	06:00	10:00	Prince Rupert	07:00	23:59						
Week Two	10	26			27			28			29			30			31			/					
	11	Prince Rupert	22:00		Skidegate	06:00	10:00	Prince Rupert	16:30		Prince Rupert	21:00	14:30	Skidegate	07:00	00:30									
	28A	Shearwater	02:50	02:50										Bella Coola	14:45	14:45	Ocean Falls	19:00	19:35						

REVISION	DESCRIPTION	DATE	BY
P1	ISSUED FOR CLIENT REVIEW		
A	ISSUED FOR CONSTRUCTION		
B	REVISED AS SHOWN		

A. Number of sheets		B. Number of sheets	
C. Project name		D. Drawing title	
E. Client name		F. Drawing number	
G. Date		H. Scale	
I. Author		J. Checker	
K. Designer		L. Approver	
M. Date		N. Status	

A. Number of sheets		B. Number of sheets	
C. Project name		D. Drawing title	
E. Client name		F. Drawing number	
G. Date		H. Scale	
I. Author		J. Checker	
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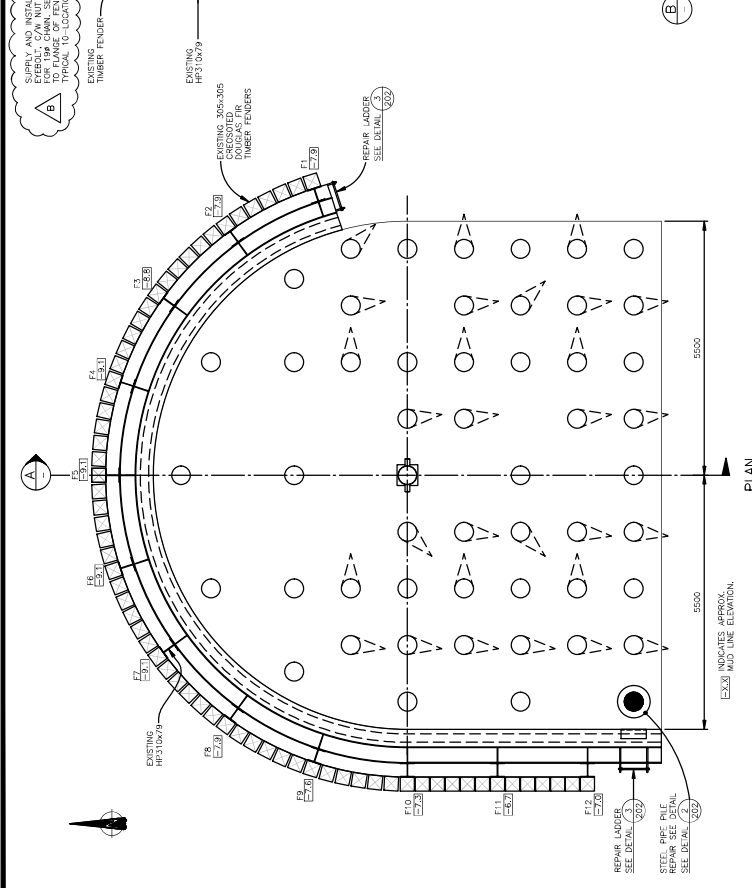
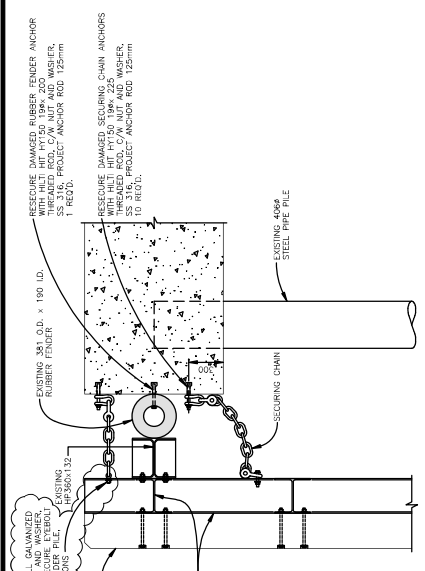
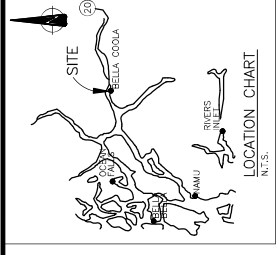
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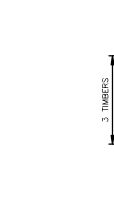
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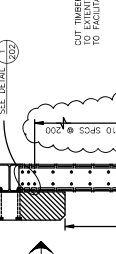
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 F. Drawing number
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 M. Date
 N. Status



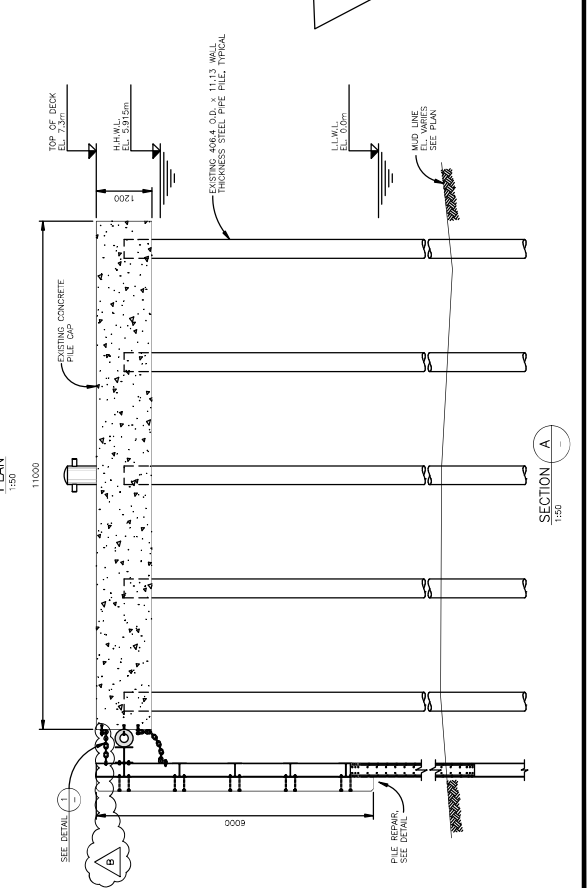
DETAIL 1:20



VIEW 1:25



PILE REPAIR DETAIL 1:25



SECTION A 1:50

DRAWING LIST:
 01676-00-201 - PLAN, SECTION AND DETAILS
 01676-00-200 - MISCELLANEOUS DETAILS

NOTES:

1. DETAILED REQUIREMENTS FOR MATERIALS, FABRICATION AND CONSTRUCTION SHALL BE PROVIDED TO THE CONTRACTOR FOR CONFORMANCE. CERTAIN CONTRACTS ARE REFERENCED BELOW. IN THE EVENT OF CONFLICT, THE SPECIFICATION SHALL GOVERN.
2. THE CONTRACTOR SHALL NOTIFY THE HARBOUR MASTER OF ANY WORK AND FOR TEMPORARY CLOSURE OF CONSTRUCTION MATERIALS PRIOR TO COMMENCEMENT.
3. ALL WORK SHALL CONFORM TO THE CANADIAN LABOUR CODE, THE B.C. BUILDING CODE, THE INDUSTRIAL HEALTH AND SAFETY REGULATIONS, FEDERAL, PROVINCIAL OR LOCAL APPLICATION OR BY-LAW OF BELLA COOLA.
4. THE CONTRACTOR SHALL COMPLY WITH FEDERAL, PROVINCIAL AND LOCAL REGULATIONS FOR THE PROTECTION OF THE ENVIRONMENT AND THE OASIS FOR PROTECTION OF PRODUCTS TO THE ENVIRONMENT.
5. SUBMIT DETAILS OF PROPOSED WORK METHODS TO ENGINEER PRIOR TO PROCEEDING WITH THE WORK. OBTAIN APPROVAL FROM THE ENGINEER FOR THE PROPOSED WORK METHODS AND SURFACE SOLE TO THE APPROVAL.
6. ALL WORKING DRAWINGS, DETAILS AND SURFACE SOLE TO THE APPROVAL SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO COMMENCEMENT OF FABRICATION.
7. STRUCTURAL STEEL FABRICATOR SHALL BE CERTIFIED UNDER CSA S400.1 AND CSA S400.2.
8. LEAN MIX CONCRETE WITH MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 25 MPA OR APPROVED NON-SHRINK GROUT.
9. REINFORCING BARS SHALL BE AT LEAST 10% ABOVE THE MINIMUM AS PER MANUFACTURER'S RECOMMENDATIONS.
10. REMOVE ALL DEBRIS AND SURPLUS MATERIALS FROM THE SITE AND SATISFACTION OF THE DRAWING.
11. BOLTS, NUTS AND WASHERS TO ASTM A325, L190.
12. STAINLESS STEEL THREADED ROD AND NUTS TO ASTM A193-A194.
13. INSTALL H-TI ADHESIVE SYSTEM IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
14. SURFACES SHALL RECEIVE 2 COATS, 200 MICRONS EACH DRY FILM THICKNESS OF EPOXY PAINT TO BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
15. REMOVE ALL DEBRIS AND SURPLUS MATERIALS FROM THE SITE AND SATISFACTION OF THE DRAWING.

RYZUK GEOTECHNICAL
Engineering & Materials Testing

28 Crease Avenue, Victoria, BC, V8Z 1S3 Tel: 250-475-3131 Fax: 250-475-3611 www.ryzuk.com

June 22, 2017
File No. 540-54

British Columbia Ferry Services Inc.
Suite 500 – 1321 Blanshard Street
Victoria, BC
V8W 0B7

Attn: Steve Mayall, Senior Project Manager – Terminal Construction

Re: Bella Coola Ferry Terminal
Test Pile Investigation

As requested, we attended the referenced site to complete a test pile investigation in the berth area of the Bella Coola Terminal. The purpose of the exploration was to assess subsurface soils conditions beneath the mudline and to determine depth to bedrock or other competent stratum for new piles that could be required as part of future terminal upgrade works. The following summarizes the results of the test pile investigation and provides preliminary geotechnical recommendations. Our work was completed in accordance with, and subject to, the attached Terms of Engagement.

SITE DESCRIPTION

The Bella Coola Ferry Terminal is located on the interior central coast of BC near the mouth of the Bella Coola River. The existing terminal is a single berth, located in an approximately north-south orientation, on the south side of the inlet. The terminal is located immediately adjacent to the west side of the existing Government wharf, and currently relies on the existing government wharf piles for pontoon and dolphin support. The ramp abutment currently consists of a steel sheet pile retaining structure.

The existing shoreline immediately surrounding the terminal generally consists of 0.3 to 0.9 m diameter riprap reinforced slopes. Immediately across the road from the terminal is an exposed bedrock bluff, which slopes down towards the water. Blasting has been locally completed for the highway. The bedrock was observed to generally consist of massive granitic igneous rock, with an estimated rock hardness of R4 to R5. Available bathymetric data indicates the seabed within the berth dips down moderately from the south to north, and is generally at between -5 to -7 m (chart) within the berth itself.

PROPOSED DEVELOPMENT

We understand that the project will involve a partial reconstruction of the terminal, including new pontoon supporting piles as well as new dolphin piles. The new terminal will utilize arrangement of vertical and possible battered steel pipe piles for support. While the design has yet to be finalized, it is expected that all piles will be subject to some element of vertical (compression/tension) and lateral loading, however the exact loading conditions are unknown at this time.

INVESTIGATION

The test piles were advanced by Sawchuck Pile Driving Ltd., under supervision by Ryzuk, at predetermined locations provided by others. The test pile investigation was limited to two working days onsite and the location and number of test piles were modified in the field based on time limitations access restraints as well as depth to competent soil layers. At the time of the investigation the Nimpkish Ferry was docked on the west side of the pontoon and undergoing engine overhaul.

In total, nine (9) test piles were completed on May 17 and 18, 2017. Four test piles were driven with a combination of vibratory and drop hammer methodology. In general, these piles were advanced with the vibratory hammer to roughly 5-15 m penetration, and then driven to depth with the drop hammer. The test piles were driven to either the limit of available pile length or until refusal was encountered on inferred bedrock. Penetration rates and blows per 0.3 m (1') were recorded during the driving process. On two of the driven piles, a Pile Driving Analyzer (PDA) was utilized to determine actual capacity of the pile, as well as to determine approximate shaft unit resistances from the soil at the time of driving.

The remaining five test piles were "probes" and were driven by vibratory hammer to depth, until the limit of pile length or until refusal was encountered on bedrock.

The test piles consisted of a 273.0 mm (10.75") outer diameter, 12.7 mm (0.5") wall, open ended steel pipe pile. The vibratory hammer consisted of an ICE Model 216D, and the drop hammer utilized was 2273 kg (5000 lbs).

Water depths were recorded at various times during driving of the test piles, and tidal data at the time of driving was utilized to estimate tide levels, and subsequently mudline elevation (Chart datum) for each test pile, at an approximately plus or minus 0.5 m accuracy.

The Test Pile locations were located based on existing site infrastructure to an accuracy of roughly +/- 2 m. Approximate test pile location are shown on the attached Location Plan, drawing 540-54-1.

In addition to the above, pile depth markings were observed on some of the octagonal concrete precast piles supporting the existing government wharf. Based on correlation of the markings with the depths to bedrock observed in the test piles, it appears that the wharf piles were driven to the bedrock surface. The pile depth markings were recorded in all observed locations, and bedrock elevations were estimated assuming that all the piles were driven to rock. This additional information is provided on the attached drawings, and has been used to help interpolate the bedrock profile of the site.

RESULTS & PRELIMINARY DESIGN RECOMMENDATIONS

Based on the results of the test piles, and observations of markings on the adjacent wharf piles, the sub seabed soils within the terminal were noted to consist of an overburden layer of soft/loose soil overlying an intermittent compact/stiff layer overlying bedrock. As expected, the bedrock profile slopes down from the south to the north, from roughly -17 m near the foreshore to deeper than -39.7 m (chart). A cross section along the east side of the terminal showing the soil layers and bedrock profile encountered is attached for reference in drawing 540-54-2, Blow count information recorded in the upper soft/loose material ranged from 2 to 7 blows per 0.3 m, utilizing a 1.5 m drop height, generally increasing with depth. Within the stiff/compact layer intermittently present above bedrock, blow counts ranged from 10- 32 blows per 0.3 m (1.5 m drop). Where bedrock was encountered, refusal was abruptly met, with the pile helmet and hammer bouncing off the pile. Detailed test pile logs for each driven test pile are attached for reference.

The test probes, TP17-04 to -09 were advanced with the vibratory hammer to depth, until refusal on bedrock was encountered or to the limit of the pile length. Depth of bedrock encountered at each pile location is shown on the attached Location Plan drawing.

A soil sample obtained from the seabed within the berth, indicate that the upper soil consists of a grey/blue silt, which is expected given the geological environment. We expect the overburden soils to consist of intermittent layers of silt and fine sands due to seasonal variation in sediment load and flux of the Bella Coola River.

As noted above, high strain dynamic testing was completed on test piles TP17-01 and TP17-02. Test with the Pile Driving Analyzer (PDA) was completed within the overburden soils (prior to refusal on rock) to better determine soil strengths and shaft friction characteristics of the overburden soils. CAPWAP analysis of a typical blow from each test pile, in soil (prior to refusal on bedrock), are attached for reference. In general, the average ultimate shaft resistance of the overburden soils was found to be limited, with 2 to 20 kPa was noted in the overburden soils. Note that the above values are ultimate values taken at the time of driving, and it is expected that shaft friction may increase somewhat given additional setup time to allow pore water pressures to dissipate.

The above values are the ultimate values obtained during driving, we recommend that an appropriate safety factor be utilized for design. We expect that all piles under compressive loading will need to be driven to end bear on/within the bedrock layer. We expect that the compressive capacities required could be easily achieved on the bedrock surface. As noted, uplift resistance (shaft friction) of the soft/loose overburden soils is limited. If additional uplift resistance is required, we would recommend the use of rock anchors, or consideration could be given to socketing the piles into the bedrock. Further information on required rock anchor length can be provided if necessary.

Upon extraction of the driven test piles, minor tip damage was observed, as shown in the picture below. The tip damage is likely the result of localized stress concentrations on the pile toe, due to contact with a sloping bedrock surface. Given the hardness of the rock, and sloping profile, we recommend that all pipe piles be driven with hardened Oslo tips. If rock anchors are required for additional uplift resistance, hollow or concrete plugged Oslo tips could be utilized.



Photograph 1. Tip Damage from Driven Piles

For lateral support, we recommend that the soils be modeled with the following parameters:

Layer	Recommended model	Phi	K (MPa/m)	e50	Su or UCS (kPa)
soft/loose overburden	Soft Clay (Matlock)	-	-	0.02	20
Stiff/compact layer	API SAND	32	10	-	-
Bedrock (if socketed)	Strong Rock	-	-	-	50,000

Table 1. Summary of recommended lateral pile analysis parameters.

Given the soft/loose nature of the upper soil layers, we recommend that some consideration be given to ignoring contribution to lateral and skin friction within the upper few meters.

CLOSURE

If you have any questions, or require additional information, please contact our office. We would be pleased to provide additional recommendations for final design, once loading conditions are finalized.

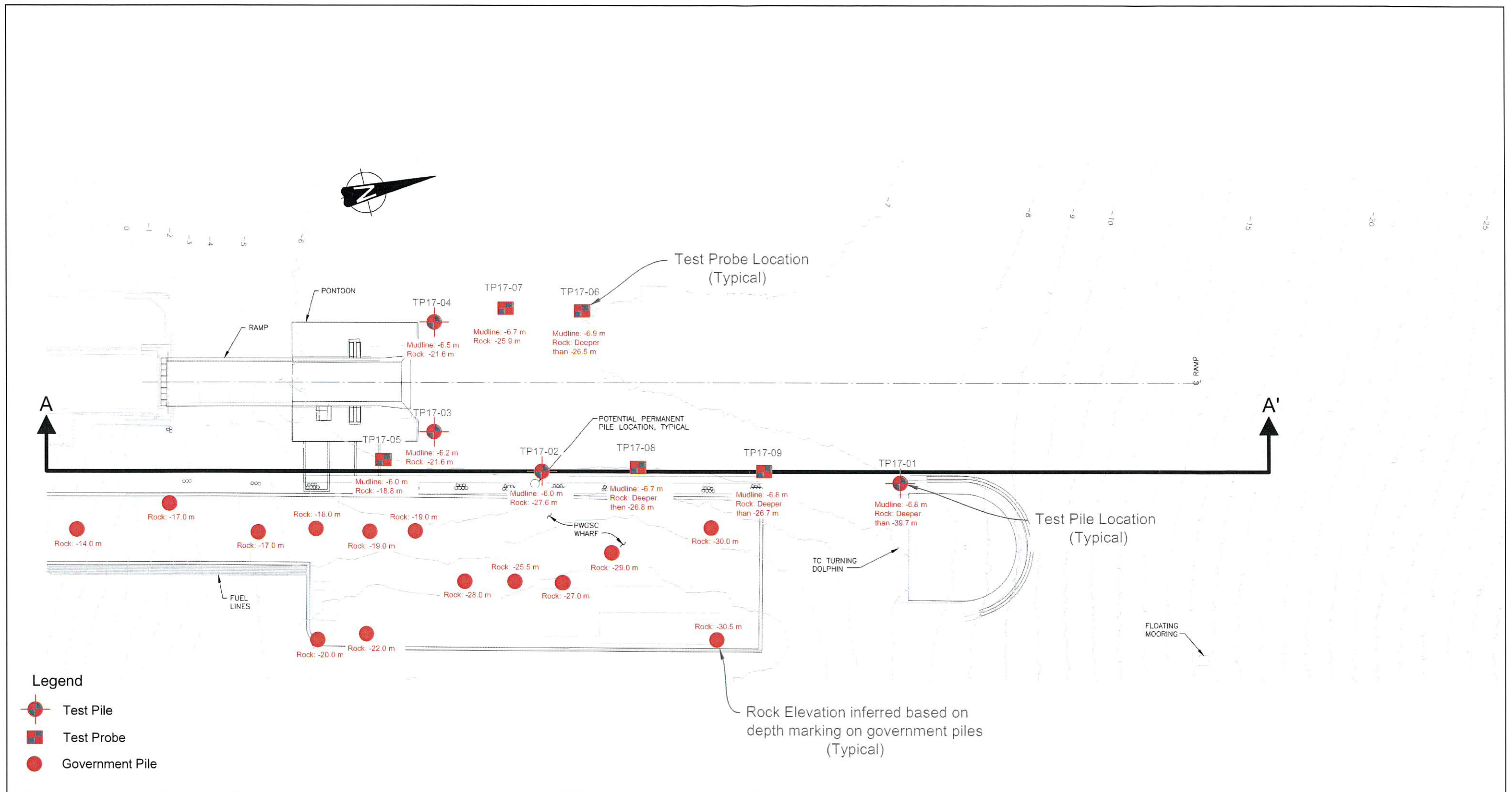
Yours very truly,
Ryzuk Geotechnical






Matt Mueller, P. Eng.
Project Engineer



- Attachments: Terms of Engagement
Location Plan, drawing No. 540-54-1
Test Pile Logs TP17-01 through TP17-04
Typical Section, drawing 540-54-2
CAPWAP Analysis Results TP17-01 & TP17-02



Legend

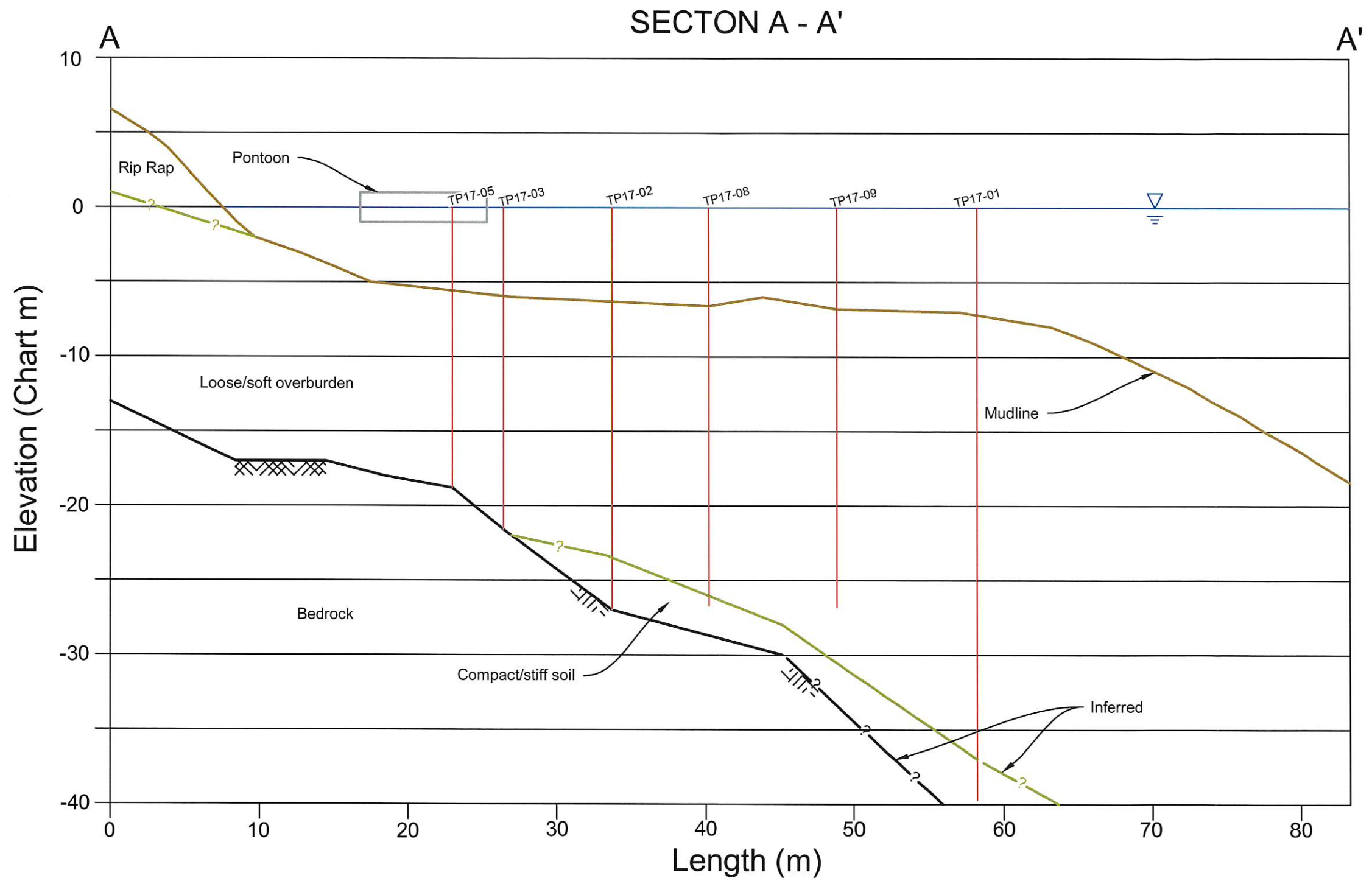
-  Test Pile
-  Test Probe
-  Government Pile

Notes:

1. Base plantaken from WorleyParsons Drawing No. 68-19-SK-001 dated May 9, 2017.
2. Estimated rock elevations from test piles and adjacent pile markings.
3. Elevations from adjacent dock based on pile length markings observed on pile, relative to deck elevation (+7.3 m chart). Based on the assumption that piles were driven to rock.
4. See drawing 8-540-54-2 for cross section details.



British Columbia Ferry Services Inc.		DRAWN SDJ
TEST PILE LOCATION PLAN Proposed Terminal Upgrades		DATE June, 2017
		APPROVED
Ferry Terminal	Bella Coola, B.C.	SCALE 1:250
RYZUK GEOTECHNICAL	Engineering & Materials Testing	DRAWING No. 8-540-54-1



Notes:

- See drawing 8-540-54-1 for location of cross section A - A'.



British Columbia Ferry Services Inc.		DRAWN SDJ
Terminal Section		DATE June, 2017
Proposed Terminal Upgrades		APPROVED
Bella Coola Ferry Terminal	Bella Coola, B.C.	SCALE 1:300
RYZUK GEOTECHNICAL Engineering & Materials Testing		DRAWING No. 8-540-54-2

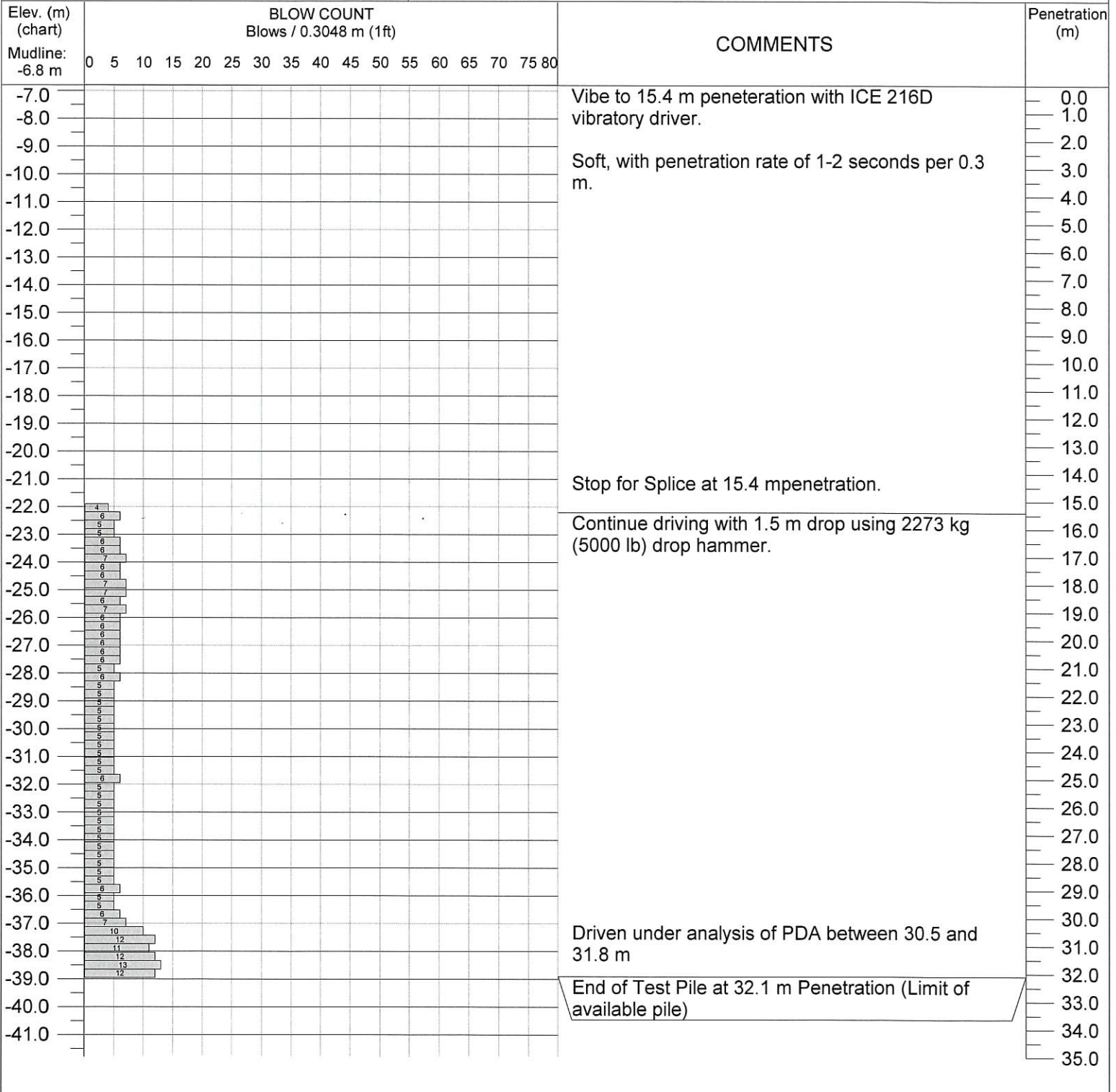


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TEST PILE LOG

TP17-01

Project: Bella Coola Test Piles Job #: 540-54
 Client: British Columbia Ferry Services Inc. Inspector: MGPM
 Location: Bella Coola, BC
 Drive Date: 5/17/2017
 Contractor: Sawchuck Pile Driving Ltd.
 Method: Vibratory and Drop Hammer
 Pile Type: 273 mm x 12.7 mm open ended steel pipe



COMMENTS: Chart elevations estimated based on tidal charts and water depths recorded onsite.
 Estimated accuracy +/- 0.5 m.

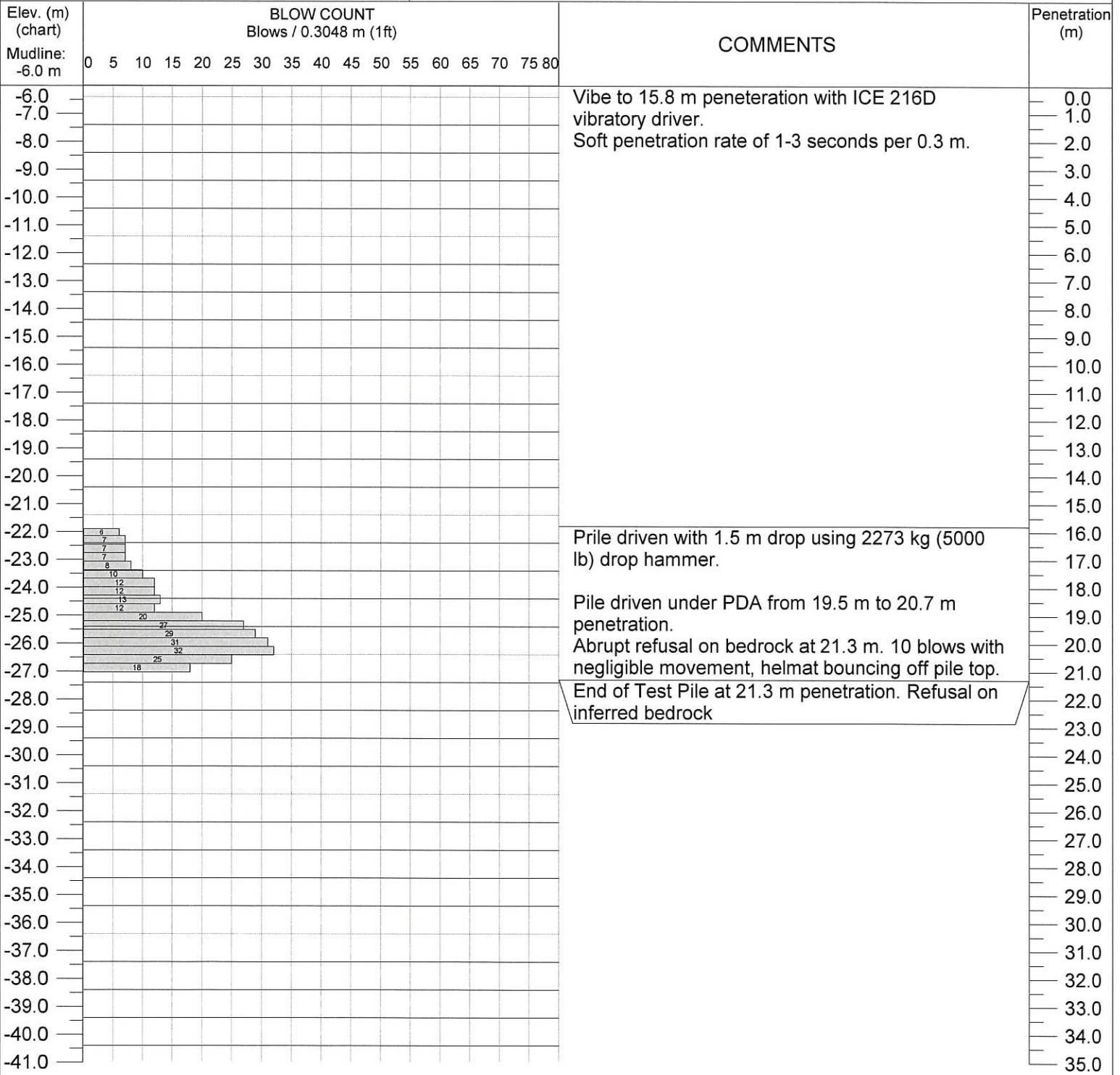


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TEST PILE LOG

TP17-02

Project: Bella Coola Test Piles Job #: 540-54
 Client: British Columbia Ferry Services Inc. Inspector: MGPM
 Location: Bella Coola, BC
 Drive Date: 5/17/2017
 Contractor: Sawchuck Pile Driving Ltd.
 Method: Vibratory and Drop Hammer
 Pile Type: 273 mm x 12.7 mm open ended steel pipe



COMMENTS: Chart elevations estimated based on tidal charts and water depths recorded onsite.
 Estimated accuracy +/- 0.5 m.



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TEST PILE LOG

TP17-03

Project: Bella Coola Test Piles Job #: 540-54
 Client: British Columbia Ferry Services Inc. Inspector: MGPM
 Location: Bella Coola, BC
 Drive Date: 5/17/2017
 Contractor: Sawchuck Pile Driving Ltd.
 Method: Vibratory and Drop Hammer
 Pile Type: 273 mm x 12.7 mm open ended steel pipe

Elev. (m) (chart)	BLOW COUNT		COMMENTS	Penetration (m)
	Blows / 0.3048 m (1ft)			
Mudline: -6.2 m	0	5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80		
-7.0			Vibe to 5.8 m penetration with ICE 216D Vibratory driver.	0.0
-8.0				1.0
-9.0			Soft, with penetration rate of 1 second per 0.3 m.	2.0
-10.0				3.0
-11.0				4.0
-12.0	4			5.0
-13.0	5		Continue driving with 1.5 m drop using 2273 kg (5000 lb) drop hammer	6.0
-14.0	4			7.0
-15.0	5			8.0
-16.0	4			9.0
-17.0	4			10.0
-18.0	4			11.0
-19.0	4			12.0
-20.0	3		Abrupt refusal on inferred bedrock at 15.5 m penetration.	13.0
-21.0	3			14.0
-22.0	3		End of Test Pile at 15.5 m penetration. Refusal on inferred bedrock	15.0
-23.0				16.0
-24.0				17.0
-25.0				18.0
-26.0				19.0
-27.0				20.0
-28.0				21.0
-29.0				22.0
-30.0				23.0
-31.0				24.0
-32.0				25.0
-33.0				26.0
-34.0				27.0
-35.0				28.0
-36.0				29.0
-37.0				30.0
-38.0				31.0
-39.0				32.0
-40.0				33.0
-41.0				34.0
				35.0

COMMENTS: Chart elevations estimated based on tidal charts and water depths recorded onsite.
 Estimated accuracy +/- 0.5 m.



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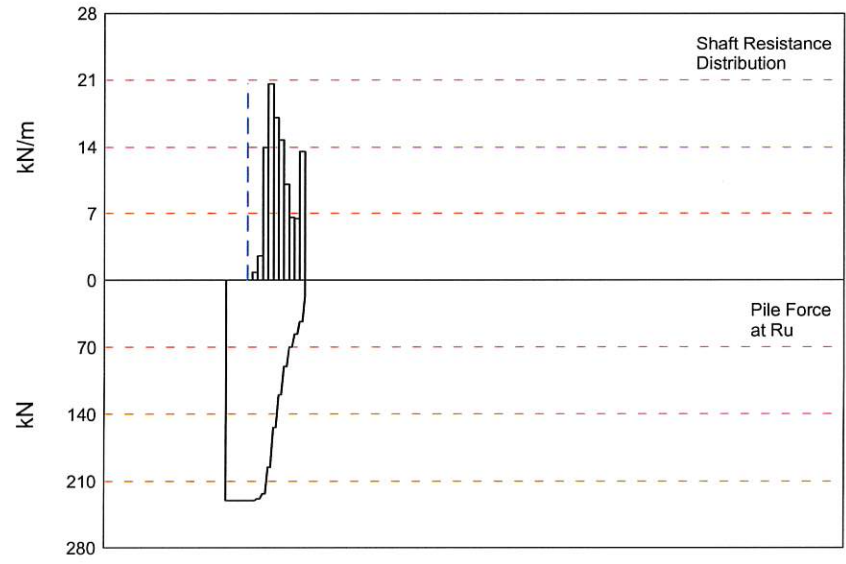
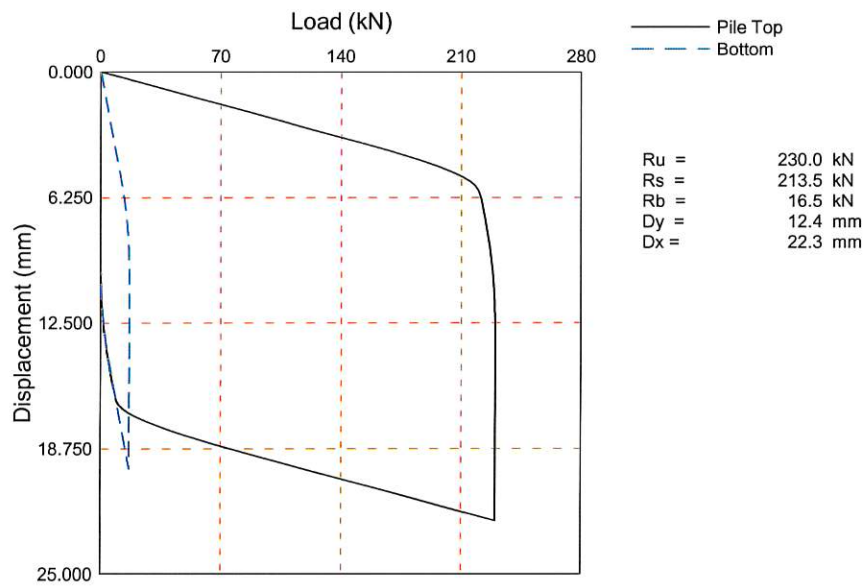
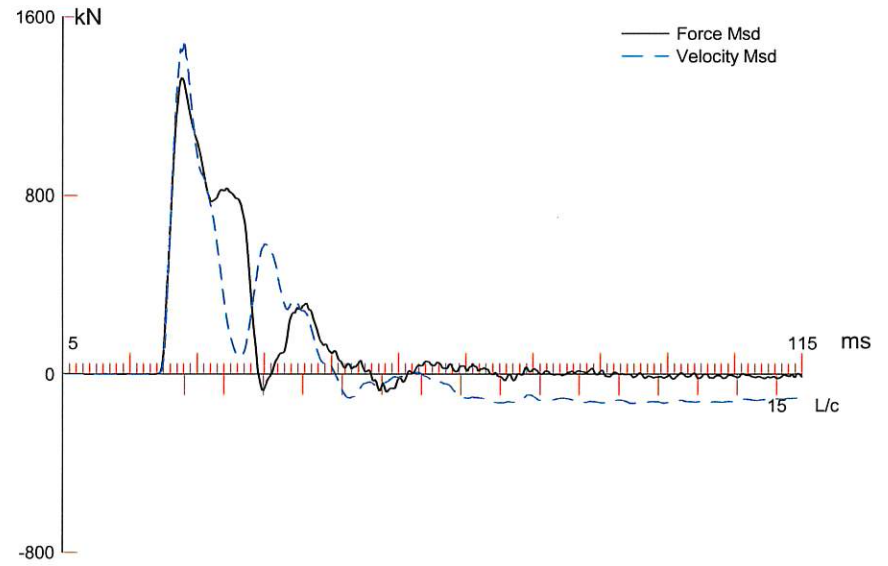
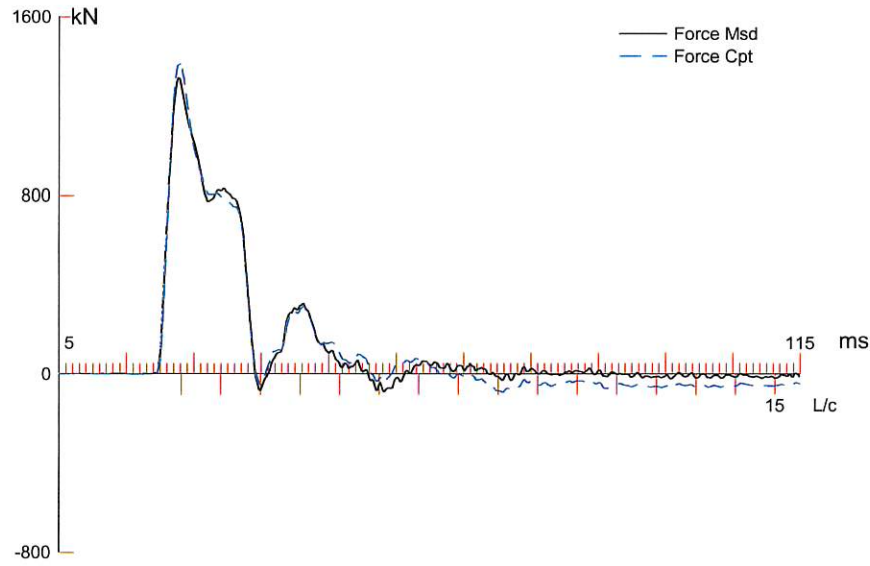
TEST PILE LOG

TP17-04

Project: Bella Coola Test Piles Job #: 540-54
 Client: British Columbia Ferry Services Inc. Inspector: MGPM
 Location: Bella Coola, BC
 Drive Date: 5/18/2017
 Contractor: Sawchuck Pile Driving Ltd.
 Method: Vibratory and Drop Hammer
 Pile Type: 273 mm x 12.7 mm open ended steel pipe

Elev. (m) (chart) Mudline: -6.5 m	BLOW COUNT Blows / 0.3048 m (1ft)																COMMENTS	Penetration (m)	
	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			80
-7.0																		Vibe to 7.3 m penetration with ICE 216D Vibratory driver.	0.0
-8.0																		Soft, with penetration rate of 1-2 seconds per 0.3 m	1.0
-9.0																			2.0
-10.0																			3.0
-11.0																			4.0
-12.0																			5.0
-13.0																			6.0
-14.0																			7.0
-15.0	2																	Continue driving with 1.5 m drop using 2273 kg (5000lb) drop hammer.	8.0
-16.0	2																		9.0
-17.0	3																		10.0
-18.0	2																		11.0
-19.0	2																		12.0
-20.0	2																		13.0
-21.0	2																	Abrupt refusal on inferred bedrock at 14.9 m penetration.	14.0
-22.0	2																	End of Test Pile at 14.9 m penetration. Refusal on inferred bedrock	15.0
-23.0																			16.0
-24.0																			17.0
-25.0																			18.0
-26.0																			19.0
-27.0																			20.0
-28.0																			21.0
-29.0																			22.0
-30.0																			23.0
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-36.0																			29.0
-37.0																			30.0
-38.0																			31.0
-39.0																			32.0
-40.0																			33.0
-41.0																			34.0
-42.0																			35.0
-43.0																			36.0

COMMENTS: Chart elevations estimated based on tidal charts and water depths recorded onsite.
 Estimated accuracy +/- 0.5 m.



BELLA COOLA; Pile: TEST PILE 2
 21.5 PEN; Blow: 70
 Ryzuk Geotechnical

Test: 17-May-2017 15:30:
 CAPWAP (R) 2006-3
 OP: MGPM

CAPWAP SUMMARY RESULTS

Total CAPWAP Capacity: 230.0; along Shaft 213.5; at Toe 16.5 kN

Soil Sgmt No.	Dist. Below Gages m	Depth Below Grade m	Ru kN	Force in Pile kN	Sum of Ru kN	Unit Resist. (Depth) kN/m	Unit Resist. (Area) kPa	Smith Damping Factor s/m
				230.0				
1	12.0	3.4	1.7	228.3	1.7	0.49	0.62	1.300
2	14.0	5.4	5.2	223.1	6.9	2.59	3.25	1.300
3	16.1	7.5	28.0	195.1	34.9	13.95	17.49	1.300
4	18.1	9.5	41.3	153.8	76.2	20.58	25.79	1.300
5	20.1	11.5	34.2	119.6	110.4	17.04	21.36	1.300
6	22.1	13.5	29.6	90.0	140.0	14.75	18.49	1.300
7	24.1	15.5	20.2	69.8	160.2	10.07	12.62	1.300
8	26.1	17.5	13.2	56.6	173.4	6.58	8.24	1.300
9	28.1	19.5	13.0	43.6	186.4	6.48	8.12	1.300
10	30.1	21.5	27.1	16.5	213.5	13.50	16.92	1.300
Avg. Shaft			21.3			9.93	12.44	1.300
Toe			16.5				281.88	0.200

Soil Model Parameters/Extensions	Shaft	Toe
Quake (mm)	3.000	7.500
Case Damping Factor	0.662	0.008
Unloading Quake (% of loading quake)	30	107
Reloading Level (% of Ru)	100	100
Unloading Level (% of Ru)	0	
Soil Plug Weight (kN)		0.50

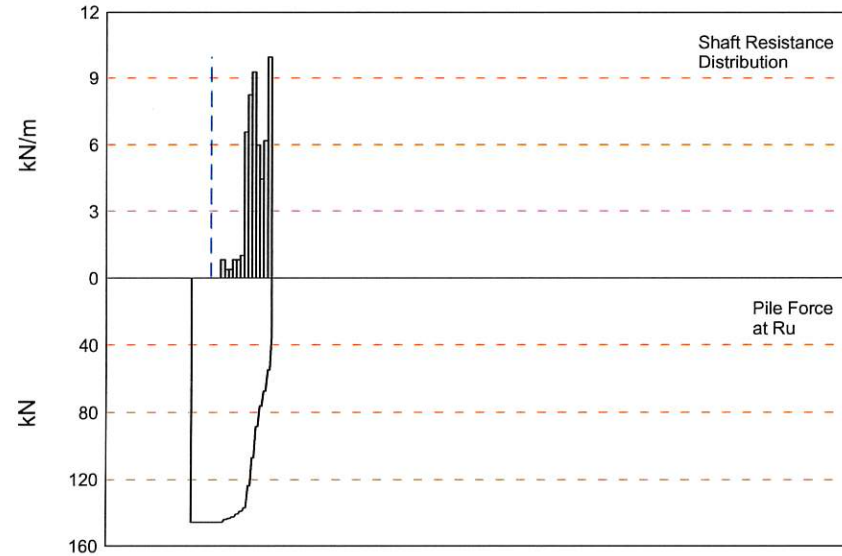
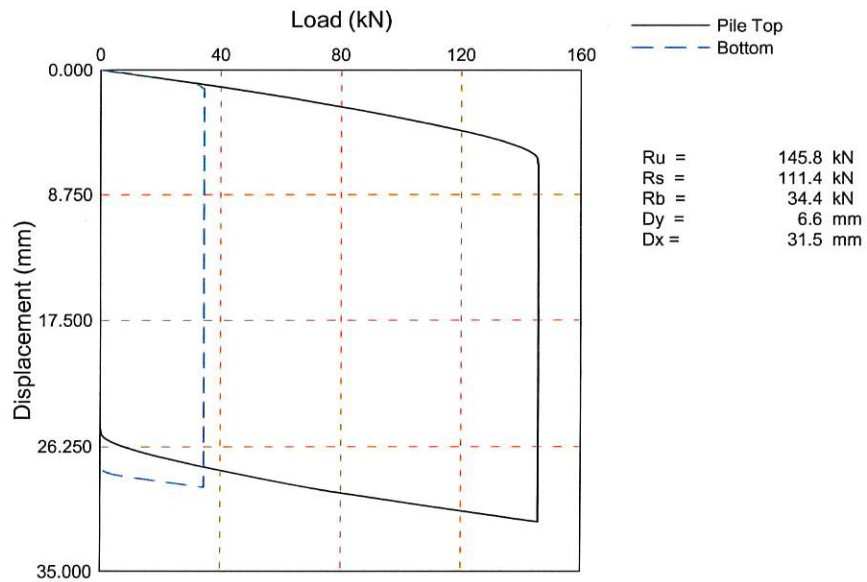
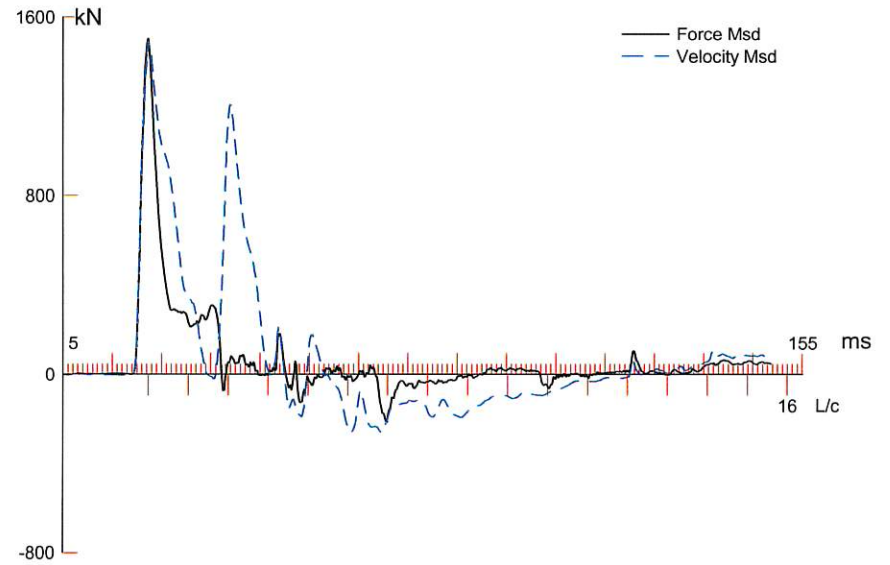
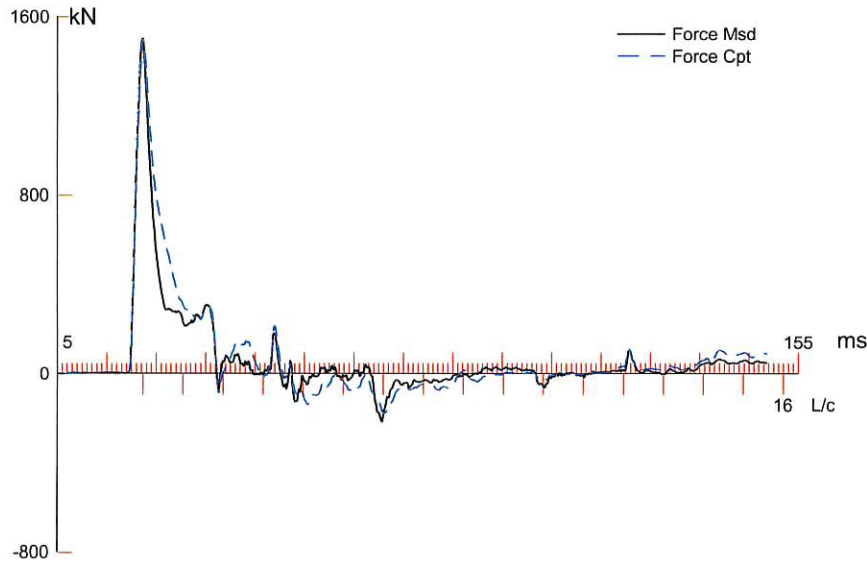
CAPWAP match quality = 9.24 (Wave Up Match) ; RSA = 0
 Observed: final set = 10.000 mm; blow count = 100 b/m
 Computed: final set = 19.599 mm; blow count = 51 b/m
 max. Top Comp. Stress = 145.1 MPa (T= 23.5 ms, max= 1.156 x Top)
 max. Comp. Stress = 167.8 MPa (Z= 16.1 m, T= 26.4 ms)
 max. Tens. Stress = -8.73 MPa (Z= 1.0 m, T= 71.1 ms)
 max. Energy (EMX) = 24.32 kJ; max. Measured Top Displ. (DMX)=32.08 mm

BELLA COOLA; Pile: TEST PILE 2
 21.5 PEN; Blow: 70
 Ryzuk Geotechnical

Test: 17-May-2017 15:30:
 CAPWAP (R) 2006-3
 OP: MGPM

EXTREMA TABLE

File Sgmt No.	Dist. Below Gages m	max. Force kN	min. Force kN	max. Comp. Stress MPa	max. Tens. Stress MPa	max. Trnsfd. Energy kJ	max. Veloc. m/s	max. Displ. mm
1	1.0	1397.4	-84.1	145.1	-8.73	24.32	3.6	31.826
2	2.0	1397.5	-82.3	145.2	-8.55	24.32	3.6	31.745
4	4.0	1397.5	-76.5	145.2	-7.95	24.32	3.6	31.564
6	6.0	1399.5	-78.3	145.4	-8.13	24.31	3.6	31.374
8	8.0	1408.2	-73.4	146.3	-7.62	24.31	3.6	31.167
10	10.0	1438.9	-77.6	149.5	-8.06	24.31	3.5	30.975
12	12.0	1499.2	-71.3	155.7	-7.40	24.30	3.4	30.804
14	14.0	1568.3	-71.5	162.9	-7.43	24.12	3.2	30.624
16	16.1	1615.7	-72.6	167.8	-7.54	23.57	3.0	30.543
18	18.1	1540.0	-65.2	160.0	-6.77	20.70	2.9	30.518
19	19.1	1374.1	-53.8	142.7	-5.58	16.46	2.8	30.528
20	20.1	1395.1	-52.6	144.9	-5.46	16.46	2.8	30.535
21	21.1	1259.0	-40.1	130.8	-4.16	12.86	3.0	30.549
22	22.1	1261.8	-41.4	131.1	-4.30	12.86	3.1	30.555
23	23.1	1116.5	-33.6	116.0	-3.49	9.64	3.3	30.568
24	24.1	1099.0	-32.6	114.2	-3.38	9.64	3.4	30.576
25	25.1	946.4	-45.7	98.3	-4.75	7.33	3.6	30.587
26	26.1	855.9	-31.1	88.9	-3.23	7.33	3.8	30.590
27	27.1	692.1	-29.4	71.9	-3.06	5.75	4.0	30.593
28	28.1	563.7	-19.0	58.6	-1.97	5.75	4.2	30.596
29	29.1	371.0	-15.3	38.5	-1.59	4.12	4.3	30.598
30	30.1	249.1	-12.0	25.9	-1.25	0.69	4.3	30.590
Absolute	16.1			167.8			(T =	26.4 ms)
	1.0				-8.73		(T =	71.1 ms)



CAPWAP SUMMARY RESULTS

Total CAPWAP Capacity: 145.8; along Shaft 111.4; at Toe 34.4 kN

Soil Sgmt No.	Dist. Below Gages m	Depth Below Grade m	Ru kN	Force in Pile kN	Sum of Ru kN	Unit Resist. (Depth) kN/m	Unit Resist. (Area) kPa	Smith Damping Factor s/m
				145.8				
1	11.1	0.8	0.0	145.8	0.0	0.00	0.00	0.000
2	13.2	2.9	0.0	145.8	0.0	0.00	0.00	0.000
3	15.2	4.9	0.0	145.8	0.0	0.00	0.00	0.000
4	17.2	6.9	1.7	144.1	1.7	0.84	0.98	1.295
5	19.2	8.9	0.8	143.3	2.5	0.40	0.46	1.295
6	21.3	11.0	0.8	142.5	3.3	0.40	0.46	1.295
7	23.3	13.0	1.7	140.8	5.0	0.84	0.98	1.295
8	25.3	15.0	1.7	139.1	6.7	0.84	0.98	1.295
9	27.3	17.0	2.1	137.0	8.8	1.04	1.21	1.295
10	29.4	19.1	13.3	123.7	22.1	6.57	7.66	1.295
11	31.4	21.1	16.7	107.0	38.8	8.25	9.62	1.295
12	33.4	23.1	18.8	88.2	57.6	9.29	10.83	1.295
13	35.4	25.1	12.1	76.1	69.7	5.98	6.97	1.295
14	37.5	27.2	9.0	67.1	78.7	4.45	5.18	1.295
15	39.5	29.2	12.5	54.6	91.2	6.17	7.20	1.295
16	41.5	31.2	20.2	34.4	111.4	9.98	11.63	1.295
Avg. Shaft			7.0			3.57	4.16	1.295
Toe			34.4				587.68	1.092

Soil Model Parameters/Extensions	Shaft	Toe
Quake (mm)	3.170	1.000
Case Damping Factor	0.344	0.090
Unloading Quake (% of loading quake)	30	100
Reloading Level (% of Ru)	100	100
Unloading Level (% of Ru)	0	
Soil Plug Weight (kN)		0.34

CAPWAP match quality = 7.14 (Wave Up Match) ; RSA = 0
 Observed: final set = 25.000 mm; blow count = 40 b/m
 Computed: final set = 22.582 mm; blow count = 44 b/m
 Replay Factor: F4:1.000; V3:1.000; V4:1.000;
 max. Top Comp. Stress = 144.1 MPa (T= 22.7 ms, max= 1.038 x Top)
 max. Comp. Stress = 149.6 MPa (Z= 29.4 m, T= 28.3 ms)
 max. Tens. Stress = -47.07 MPa (Z= 12.1 m, T= 36.7 ms)
 max. Energy (EMX) = 20.25 kJ; max. Measured Top Displ. (DMX)=39.37 mm

EXTREMA TABLE

File Sgmt No.	Dist. Below Gages m	max. Force kN	min. Force kN	max. Comp. Stress MPa	max. Tens. Stress MPa	max. Trnsfd. Energy kJ	max. Veloc. m/s	max. Displ. mm
1	1.0	1496.4	-219.7	144.1	-21.16	20.25	3.6	35.240
2	2.0	1496.0	-323.0	144.0	-31.10	20.25	3.6	35.260
4	4.0	1494.9	-428.0	143.9	-41.21	20.24	3.6	35.278
6	6.1	1493.9	-451.7	143.8	-43.49	20.23	3.6	35.262
8	8.1	1493.8	-475.5	143.8	-45.78	20.22	3.6	35.252
10	10.1	1493.7	-470.8	143.8	-45.33	20.21	3.6	35.221
12	12.1	1494.0	-488.8	143.9	-47.07	20.20	3.6	35.150
14	14.2	1495.9	-443.4	144.0	-42.69	20.19	3.5	35.233
16	16.2	1498.1	-406.7	144.2	-39.16	20.18	3.5	35.366
18	18.2	1491.0	-364.2	143.6	-35.07	19.97	3.5	35.528
20	20.2	1489.5	-352.9	143.4	-33.98	19.86	3.5	35.684
22	22.3	1489.6	-318.4	143.4	-30.66	19.76	3.5	35.792
24	24.3	1491.1	-291.8	143.6	-28.10	19.54	3.5	35.869
26	26.3	1506.5	-229.6	145.1	-22.11	19.33	3.4	35.922
28	28.3	1533.4	-207.3	147.7	-19.96	19.06	3.3	35.917
30	30.4	1504.1	-204.0	144.8	-19.64	17.41	3.2	35.849
32	32.4	1453.0	-177.7	139.9	-17.11	15.30	3.1	35.729
34	34.4	1382.1	-143.0	133.1	-13.77	12.85	3.4	35.580
36	36.4	1232.7	-166.2	118.7	-16.00	11.20	3.8	35.521
38	38.5	940.0	-135.9	90.5	-13.08	9.89	4.4	35.561
40	40.5	531.9	-79.5	51.2	-7.66	7.99	4.9	35.568
41	41.5	397.2	-53.8	38.2	-5.18	4.78	5.0	35.554
Absolute	29.4			149.6			(T =	28.3 ms)
	12.1				-47.07		(T =	36.7 ms)