

INTERNATIONAL LOAD LINE CERTIFICATE

ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS MODIFIED BY THE PROTOCOL OF 1988 RELATING THERETO UNDER THE AUTHORITY OF THE GOVERNMENT OF

UNITED STATES OF AMERICA Commandant, U.S. Coast Guard

By the American Bureau of Shipping

Particulars of Ship

Name of Ship	Distinctive Number or Letters	Port of Registry	Length (L) as defined in Article 2(8) (feet)	IMO Number ¹
CHATHAM PROVIDER	548003	JUNEAU	274'-6-3/4"	N/A

Freeboard assigned as:

* { A new ship
An existing ship

Type of Ship:

* { Type "A"
Type "B"
Type "B" with reduced freeboard
Type "B" with increased freeboard

* Delete whatever is inapplicable

Freeboard from Deck Line

Tropical	3	feet	5-1/4	inches (T)
Summer	3	feet	8-1/2	inches (S)
Winter	3	feet	11-3/4	inches (W)
Winter North Atlantic	4	feet	1-3/4	inches (WNA)
Timber tropical	N/A	feet	N/A	inches (LT)
Timber summer	N/A	feet	N/A	inches (LS)
Timber winter	N/A	feet	N/A	inches (LW)
Timber winter North Atlantic	N/A	feet	N/A	inches (LWNA)
Allowance for fresh water for all freeboards other than timber	3-1/4	inches		
For timber freeboards	-	inches		

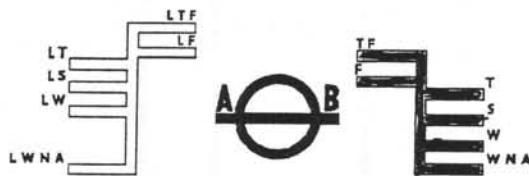
Load Line

3-1/4	inches above (S)
Upper edge of line through center of ring	
3-1/4	inches below (S)
5-1/4	inches below (S)
N/A	inches above (LS)
N/A	inches above (S)
N/A	inches below (LS)
N/A	inches below (LS)

The upper edge of the deck line from which these freeboards are measured is: opposite top of steel upper deck at side

STABILITY HAS BEEN CHECKED AND FOUND SATISFACTORY PROVIDED RESTRICTIONS SET FORTH IN U.S. COAST GUARD STABILITY LETTER DATED 24 JULY 1973 ARE OBSERVED.

THIS CERTIFICATE IS VALID FOR UNMANNED OPERATIONS ONLY



¹ In accordance with the IMO Ship Identification Number Scheme, adopted by resolution A.600(15).

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of article 14 of the Convention.
2. That the survey showed that the freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.

This certificate is valid until 23 SEPTEMBER 2009² subject to the annual surveys in accordance with article 14(1)(c) of the Convention

Completion date of survey on which this certificate is based: 4 NOVEMBER 2004

Issued at Seattle, WA

4 NOVEMBER 2004
Date of issue

Place of issue of Certificate

B.T. Hanson
Surveyor, American Bureau of Shipping



NOTES:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.
2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.
3. It is the owner's responsibility to furnish the master with approved information and instructions for loading and ballasting this vessel to provide guidance as to stability of the vessel under varying conditions of service and to avoid unacceptable stresses in the vessel's structure, as defined in 46 CFR 42.09-1.

The Winter North Atlantic Load Line applies only to vessels of 328 ft. in length or less, which enter any part of the North Atlantic Ocean during the winter months as defined by the Load Line Regulations in 46 CFR 42.30-5 and 42.30-35. The periods during which the other seasonal load lines apply in different parts of the world are sated in the Load Line Regulations 46 CFR 42.30-5 to 42.30-30, inclusive.

5. This Load Line Certificate will be cancelled by the Commandant, U. S. Coast Guard, if...
 - a) The annual surveys have not been carried out with three months either way of each anniversary date of the certificate.
 - b) The certificate is not endorsed to show that the ship has been surveyed as indicated in (a).
 - c) Material alterations have been made to the hull or superstructures such as would necessitate the assignment of an increased freeboard.
 - d) The fittings and appliance for the protection of the openings, guardrails, freeing ports, or the means of access to the crew's quarters have not been in as effective a condition as they were when the Certificate was issued.
 - e) The structural strength of the ship is lowered to such an extent that the ship is unsafe.
6. When this Certificate has expired or been cancelled, it must be delivered to the Assigning Authority.



² Insert the date of expiry as specified by the Administration in accordance with article 19(1) of the Convention. The day and the month of this date correspond to the anniversary date as defined in article 2(9) of the Convention, unless amended in accordance with article 19(8) of the Convention.

ENDORSEMENT FOR ANNUAL SURVEYS

THIS IS TO CERTIFY that, at an annual survey required by article 4(1)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual Survey:

Signed:

Shull SHULL
Surveyor, American Bureau of Shipping

Place:

SEATTLE WA

Date:

14 OCT '05

Annual Survey:

Signed:

Frank Y. Zink
Surveyor, American Bureau of Shipping

Place:

SEATTLE, WASHINGTON

Date:

5-October-2006

Annual Survey:

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:

Annual Survey:

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:

ANNUAL SURVEY IN ACCORDANCE WITH ARTICLE 19(8)(C)

THIS IS TO CERTIFY that, at a survey in accordance with article 19(8)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:

Endorsement to extend the certificate if valid for less than 5 years where article 19(3) applies

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with article 19(3) of the Convention, be accepted as valid until _____.

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:



ABS

TO info
ESWESW
KWA 1
A PR AR
EBD 100

5940/KAISER 628-629
24 July 1973

RECEIVED
JUL 27 1973
A. F. S.

L. E. Glosten & Associates, Inc.
Attn: Mr. D. H. Laible
71 Columbia Street
Seattle, Washington 98104

Gentlemen:

Subj: Kaiser Bolls 628 & 629
286' x 76' x 17', Barge
Deck Cargo/Containers, Ocean Service
Pose Launch & Tug Co.
Stability

Ref: (a) Glosten telegram to CCGD12(mnt) dated 2 July 1973
(b) Glosten letter to CCGD12(mnt) dated 2 July 1973
File: 7343

The stability of subject vessel is considered adequate for a freeboard assignment of not less than 3' 5" providing the following restrictions are met:

1. Not more than one pair of ballast tanks contains liquids.
2. Containers are not stacked higher than:

<u>Deepest Allowable Draft</u>	<u>Cargo VCG</u>
12'	25 ft.
12' 6"	23 ft.
13'	16 ft.
13' 6"	12 ft.
14' 6"	8 ft.

The information contained in this letter supersedes that contained in our letter of 6 July 1973, File: 5940/KAISER 628-629.

Sincerely,

WILLIAM N. SPENCE
Commander, U.S. Coast Guard
Chief, Merchant Marine Technical Branch
By direction of the District Commander

Cc: ABS, New York, N.Y.
OCMI, San Francisco, Ca.
ABS, San Francisco, Ca.

J. D. Vitkauskas/MT

24 Jul 73

TO info
ESW/ESW
KWA 1
A PR/AR
EBD 90

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24 July 1973

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Attn: Fr. D. H. Laible
71 Columbia Street
Seattle, Washington 98104

RECEIVED
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2. Containers are not stacked higher than:

<u>Deepest Allowable Draft</u>	<u>Cases VOG</u>
12'	29 ft.
12' 6"	29 ft.
13'	16 ft.
13' 6"	12 ft.
14' 6"	8 ft.

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Commander, U.S. Coast Guard
Chief, Merchant Marine Technical Branch
By direction of the District Commander

cc: ABS, New York, N.Y.
OCMI, San Francisco, Ca.
ABE, San Francisco, Ca.

J. D. Vitkauskas/MT

24 Jul 73

TO Info
ESWESW
KWA 7
A PR/AR
EBD 10

5940/KAISER 628-629
24 July 1973

RECEIVED
JUL 24 1973
A. F. S.

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24 Jul 73