



ABS

AMERICAS DIVISION

Stability Letter

June 4, 2002

Person in Charge, SOUTHEAST PROVIDER, O.N. 1123569
Gunderson Marine Hull 60, 360.0' x 100.0' x 22.0'
Unmanned Deck Cargo / Rail Car Barge (I)

You are responsible for maintaining this barge in a satisfactory stability condition at all times and for following the instructions and precautions listed below. All log entries required by 46 CFR 97.35 shall be made prior to getting underway for each voyage.

A stability test witnessed by ABS Americas on behalf of the U.S. Coast Guard, was conducted on the SOUTHEAST PROVIDER, at Tacoma, Washington, on 22 May, 2002. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the barge SOUTHEAST PROVIDER, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

OPERATING RESTRICTIONS

1. ROUTE: Operation on Exposed Waters is permitted for unmanned operations only.
2. FREEBOARD AND DRAFT: A maximum mean draft of 17 feet 1-1/2 inches is permitted. This corresponds to a minimum freeboard of 4 feet 11-1/4 inches from the main deck measured at amidships. Trim shall be minimized and shall not exceed 4 feet by the bow or the stern, as measured on the draft marks..
3. DECK CARGO: The height of cargo above the deck in any loading condition shall not exceed the following values:

<u>Mean Draft (ft.)</u>	<u>Maximum Allowable Cargo Height above Steel Deck</u>	<u>Maximum Allowable Cargo VCG above Steel Deck</u>
Up to 6.0	275'-5"	137'-8"
7.0	240'-6"	120'-3"
8.0	212'-7"	106'-3"
9.0	187'-10"	93'-11"
10.0	168'-1"	84'-0"
11.0	150'-10"	75'-5"
12.0	135'-10"	67'-11"
13.0	123'-8"	61'-10"
14.0	112'-8"	56'-4"
15.0	102'-6"	46'-8"
16.0	94'-1"	35'-6"
17.0	86'-3"	25'-1"
17'-1-1/2"	85'-4"	23'-10"



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SOUTHEAST PROVIDER
O.N. 1123569
Gunderson Marine Hull 60
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The maximum VCG's for intermediate draft values may be interpolated, or use the maximum VCG for the higher draft.

4. HULL OPENINGS: Any openings that could allow water to enter into the hull shall be kept closed when underway.
5. TANKS: The two (2) ballast tanks may be simultaneously loaded at any level. Any cross connections between port and starboard tank pairs shall be kept closed at all times while underway.
6. WATERTIGHT BULKHEADS: No watertight bulkheads may be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
7. WEIGHT CHANGES: This stability letter has been issued based upon the following light ship parameters:

Displacement:	3429.22	Long Tons
VCG:	15.40	Feet Above the Baseline
LCG:	178.65	Feet Aft of Frame 0

Any alteration resulting in a change in these parameters will invalidate this letter. No fixed ballast or other such weights may be added, removed, altered, and or relocated without the authorization and supervision of the cognizant OCMI. The barge is not fitted with permanent ballast.

8. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
9. LIST: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter, along with the Load Line Certificate, shall be maintained in a suitable location onboard the barge. It supersedes any stability information previously issued to the barge.

Thomas M. Gruber
Principal Engineer
ABS Americas



Refer to: TMG/tmg
File Ref: T-8-2

24 June, 2002

Fisker-Andersen & Whalen, Inc.
7911 Greenwood Ave., NW
Seattle, WA 98103
Attention: Michael J. Whalen

SUBJECT: "SOUTHEAST PROVIDER" ABSPID 42509RC
Gunderson Marine Hull 60
360.0' x 100.0' x 22.0'
Deck Cargo / Rail Car Barge (U.S. ON 1123569)
Stability Review on behalf of the U.S.C.G. – NVIC 3-97

Dear: Mr. Whalen,

We have your letter of 28 May, 2002 submitting five (5) copies of the following documents:

1. Dwg. No. 101-003-100-1, Intact Stability

for our stability review of the subject barge in association with a molded draft to the summer load line of 17'-1-1/2" (17'-2-1/4" extreme), corresponding to a 1966 Type "B-25%" vessel freeboard for unmanned operation of 4'-11-1/4", pursuant to Regulation 10 of the International Convention on Load Lines, 1966.

Having completed our review of the deadweight survey performed on the subject vessel on 22 May, 2002 at Marine Industries Northwest in Tacoma, Washington, we have found the following lightship characteristics acceptable:

Weight:	3429.22	Long Tons
VCG:	15.40	Feet Above Baseline
LCG:	178.65	Feet Aft of Frame 0

There is no permanent ballast on the vessel.

Having completed our review of the submitted stability calculations, we wish to advise that provided the subject barge is loaded in accordance with the operating restrictions contained in the stability letter, the barge will satisfy the requirements of the following regulations:

- a) 46 CFR 170.170 - Weather Criterion
- b) 46 CFR 174 Subpart B - Special Rules Pertaining to Deck Cargo Barges

Enclosed is the stability letter for the barge, issued by ABS Americas in accordance with USCG NVIC 3-97. It the owner's responsibility to ensure a copy of the letter is maintained in a suitable location with the Load Line Certificate on board the barge at all times.



Fisker-Andersen & Whalen, Inc.

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4 June, 2002

TMG/tmg

T-8-2

The following comment will be placed on the face of the Load Line certificate:

"This certificate is valid only so long as the operating restrictions in the vessel's stability letter, issued by ABS Americas and dated 4 June, 2002, are observed."

Three (3) copies of the submittal are returned herewith, stamped to indicate our review. One copy has been forwarded to the USCG Marine Safety Center. We have kept the remaining copy for our record and file.

Should you have any questions or we can be of any further assistance, please feel free to contact this office at any time.

Very truly yours,

A handwritten signature in black ink, appearing to read "T. Gruber", written over a horizontal line.

Thomas M. Gruber
Principal Engineer, Stability & Load Line Group
Ship Engineering Department
ABS Americas

Encl.

CC: USCG (G-MSC) w/p



ABS AMERICAS

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TELEFAX

DATE:	4 June, 2002	PAGE:	1 of 5
TO:	ABS Seattle	FILE REF:	T-8-2
ATTN:	Hanson	REFER TO:	TMG
FAX NO:		PID:	42509RC
FROM:	Thomas M. Gruber	CC:	Fisker Anderson & Whalen
SUBJECT:	"SOUTHEAST PROVIDER" Gunderson Hull 60 1966 Load Lines - Freeboard Assignment		206-706-3333 USCG G-MSC - K. McAvoy

The 1966 type "B-25%" freeboard assignment for the subject vessel, corresponding to the attached ABS stability letter dated 4 June, 2002, is as follows:

Center of Ring below upper edge of Deck Line:	4'-11-1/2"
Deck line located opposite top of main deck at side	
Trop Fresh above Ring	: 8-9/16"
Fresh above Ring	: 4-5/16"
Trop above Ring	: 4-1/4"
Summer through center of Ring	: ---
Winter below Ring	: 4-1/4"
Winter North Atlantic below Ring	: N/A

Midship point located 173.32' Aft of the Headlog	Load Line Length: 344.64
Corresponding Drafts Molded: 17'-1-1/2"	Extreme: 17'-2-1/4"

The Survey Department advises that provided you have taken a status and reviewed any outstanding recommendations with your lead Surveyor, it will be in order to conduct the necessary surveys for the issuance of a five month provisional load line certificate to the subject vessel.

Provided the form LL-11-D and the ABS Stability Letter dated 4 June, 2002, are sighted on board the vessel, a five month provisional Load Line certificate may be issued to the vessel reflecting the above marks. The following comment is to be placed on the face of the Load Line certificate:

This certificate is valid for unmanned operations, only so long as the operating restrictions in the vessel's stability letter, issued by ABS Americas and dated June 4, 2002, are observed.

Best regards



Thomas M. Gruber
Principal Engineer,
Ship Engineering Department