

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) (meters)	IMO Number ¹
"TAKU PROVIDER"	1020767	JUNEAU, ALASKA	94.27	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
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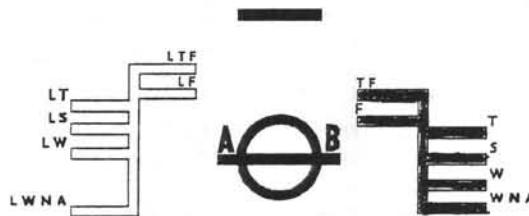
* Delete whatever is inapplicable

Freeboard from Deck Line				Load Line		
Tropical		feet	1197	mm (T)	87	mm above (S)
Summer		feet	1284	mm (S)	Upper edge of line through center of ring	
Winter		feet	1371	mm (W)	87	mm below (S)
Winter North Atlantic		feet	1421	mm (WNA)	137	mm below (S)
Timber tropical	N/A	feet	N/A	mm (LT)		mm above (LS)
Timber summer	N/A	feet	N/A	mm (LS)		mm above (S)
Timber winter	N/A	feet	N/A	mm (LW)		mm below (LS)
Timber winter North Atlantic	N/A	feet	N/A	mm (LWNA)		mm below (S)
Allowance for fresh water for all freeboards other than timber	87	mm				
For timber freeboards	N/A	mm				

The upper edge of the deck line from which these freeboards are measured is: OPPOSITE TOP OF STEEL deck at side

THIS CERTIFICATE IS VALID ONLY SO LONG AS THE OPERATING RESTRICTIONS IN THE VESSELS STABILITY LETTER ISSUED BY THE COAST GUARD MARINE SAFETY CENTER AND DATED 07 DECEMBER 1994 ARE OBSERVED.

THIS CERTIFICATE IS VALID FOR UNMANNED OPERATION 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 31 JANUARY 2010² 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: 31 JANUARY 2005

Issued at SEATTLE, WA.

31 JANUARY 2005
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.
4. 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 stated 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.



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:

Surveyor, American Bureau of Shipping

Place: _____

Date: _____

Annual Survey:

Signed:

Surveyor, American Bureau of Shipping

Place: _____

Date: _____

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

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
U.S. Coast Guard
Marine Safety Center

400 7th Street, S.W.
Washington, DC 20590-0001
Staff Symbol: MSC-1
Phone: (202) 366-6481

16710/P001481
Ser H1-9404092
7 December 1994

Person-in-Charge, TAKU PROVIDER

Subj: TAKU PROVIDER, O.N. 1020767
Gulf Coast Fabrication Hull 262
322'-2" x 90' x 18' Unmanned Deck Cargo Barge (I)
Stability Letter

You are responsible for maintaining this barge in a satisfactory stability condition at all times and for following the instructions and precautions listed below.

A deadweight survey, witnessed by ABS Americas on behalf of the U.S. Coast Guard, was conducted on the TONGASS PROVIDER, O.N. 1020768, a sistership of the subject vessel, at Lakeshore, Mississippi on 9 May 1994. On the basis of that survey, stability calculations have been performed. Results indicate that the stability of the barge TAKU 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.
2. FREEBOARD AND DRAFT: A freeboard of at least 4 feet 2-9/16 inches from the main deck measured at amidships must be maintained. This corresponds to a maximum mean keel draft of 13 feet 11-5/16 inches. Trim shall be minimized.
3. DECK CARGO: The height of cargo above the main deck in any loading condition shall not exceed two times the allowable vertical center of gravity (VCG) above the deck. Deck cargo shall be positively secured against shifting in a seaway prior to leaving protected waters. You are responsible for ensuring that the longitudinal strength of the vessel is not exceeded by improper weight distribution or insufficient "cargo to deck" contact points.

The height of the cargo VCG above the main deck shall not exceed the following:

<u>Keel Draft (ft-in)</u>	<u>Maximum Allowable Cargo VCG Above Deck (ft-in)</u>
8' - 0" and below	77' - 0"
9' - 0"	69' - 3"
10' - 0"	61' - 2"
11' - 0"	55' - 8"
12' - 0"	50' - 5"
13' - 0"	40' - 0"
13' - 11-5/16"	27' - 5"

Maximum VCG's for intermediate draft values may be interpolated, or use the maximum VCG value for the larger draft.

4. HULL OPENINGS: Any openings that could allow water to enter into the hull shall be kept closed at all times when underway.

16710/P001481
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Subj: TAKU PROVIDER, O.N. 1020767 STABILITY LETTER

5. WATERTIGHT BULKHEADS: No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).

6. WEIGHT CHANGES: This stability letter has been issued based upon the following light ship parameters:

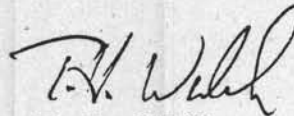
Displacement	1931.80 Long Tons
VCG	32.47 Feet Above the Baseline
LCG	156.21 Feet Aft of the Bow

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

7. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.

8. LIST: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter shall accompany the barge at all times. It supersedes any stability information previously furnished the barge.



T. H. WALSH
Captain, U. S. Coast Guard
Commanding Officer