

American Bureau of Shipping
SURVEY FOR LOAD LINES

Report No. NO14154

Date: 4 NOVEMBER 1994



INTERNATIONAL CONVENTION ON LOAD LINES, 1966
(IMCO STANDARD FORM)

RECORD OF CONDITIONS OF ASSIGNMENT

Name of Ship ~~SHIP~~ BARGE "TAKU PROVIDER"

Port of Registry JUNEAU, ALASKA

Nationality U.S.A.

Distinctive Number or Letters 1020767

Shipbuilders GULF COAST FABRICATION, INC., PEARLINGTON, MS.

Yard Number 262

Date of Build (~~Conversion~~) DECEMBER 1994

Freeboard assigned as a ship of Type B-25

Classification CONTEMPLATED ~~A1~~ BARGE

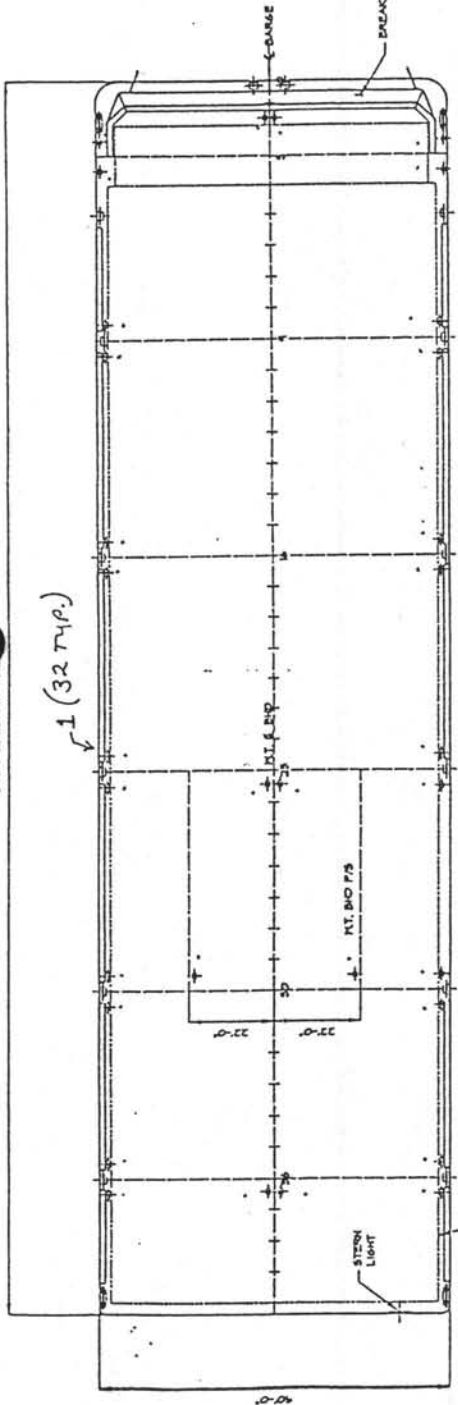
Date and place of initial survey 4 NOVEMBER 1994
GULF COAST FABRICATION, INC.
PEARLINGTON, MS.

PID 27507RC

1103 KENDAL AV. SUITE 1103

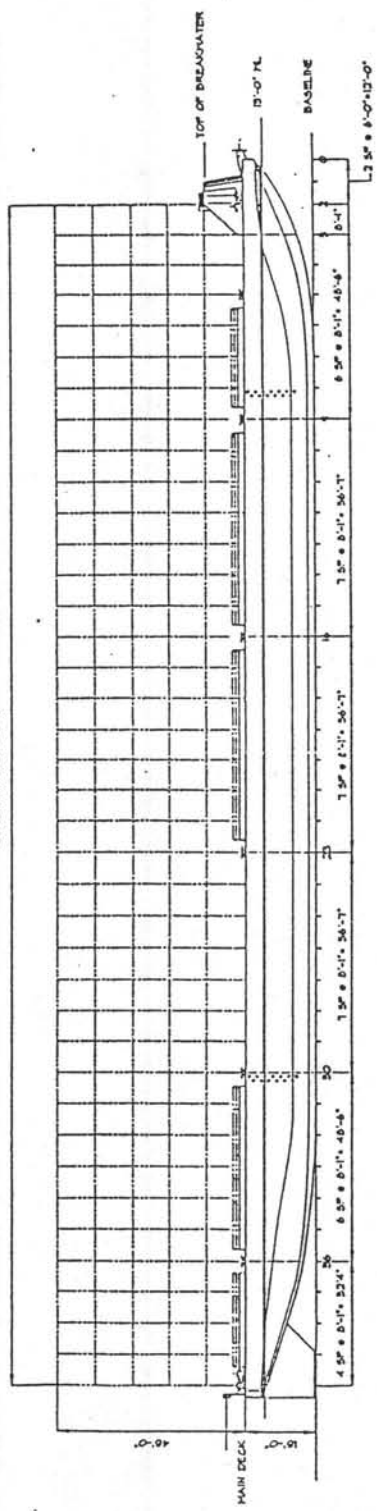
OVERALL LENGTH 112'-0"

1 (32 TYP.)



MAIN DECK ARRANGEMENT

36 CONTAINERS AT 8'-0"



OUTBOARD PROFILE

FILE FOR REFERENCE ONLY

NOV 30 1993

SURVEYOR'S COPY



HALF SIZE

Gulf Coast Fab Hull 222

CONTAINER RANGE FOR PACIFIC INFANTRY LINE	DATE	SCALE	BY
GENERAL ARRANGEMENT	11/30/93	1/8" = 1'-0"	ERIK ANDERSON

ERIK ANDERSON SURVEYOR INC.
 1000 W. 10TH AVENUE, SUITE 100
 ANCHORAGE, ALASKA 99501
 PHONE: 283-1111 FAX: 283-1112

NO. 27507RC

ABS — Report No. NO/4/54 Date 4 Nov 94

DOORWAYS IN SUPERSTRUCTURES, EXPOSED MACHINERY CASINGS AND DECKHOUSES PROTECTING OPENINGS IN FREEBOARD AND SUPERSTRUCTURE DECKS (Regs. 12, 17 & 18)

Location	Ref. No. on Sketch or Plan Page 2	Number and Size of Openings	Height of Sills	Closing Appliances	
				Type and Material	Number of Dogs
In forecastle bulkhead					
In bridge forward bulkhead					
In bridge after bulkhead		N/A			
In raised quarter deck bulkhead					
In poop bulkhead					
In exposed machinery casings on freeboard deck					

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VENTILATORS ON FREEBOARD AND SUPERSTRUCTURE DECKS (POSITIONS 1 AND 2) (Reg. 19)

Deck on which fitted	Number fitted	Coaming		Closing Appliances	Remarks
		Dimensions	Height		
				N/A	

(1) In vessels less than 100 meters (328 ft.)
 Closing Appliances: Are to have covers permanently attached. Indicate means of attachment, such as chained, hinged, etc., in Remarks column.
 (2) Coamings of ventilators which exceed 900 m/m (35½") in height are to be specially supported. Indicate means of support in Remarks column.

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CARGO PORT AND OTHER SIMILAR OPENINGS (Reg. 21)

Position of port	Dimensions of opening	Distance of lower edge from freeboard deck	Securing devices	Remarks
		N/A		

SCUPPERS, INLETS AND DISCHARGES (Reg. 22)

State if Scupper, Inlet, or Discharge	Number	Pipe		From	Vertical distance above top of keel			Number, Type and Material of Discharge Valves	Position of Controls State Whether Accessible or Operable From Freeboard Deck
		Diameter	Thickness		Material	Outlet in hull	Discharge		

MS — Mild steel
 CS — Cast steel
 GM — Gun metal

SD — Screw down
 ANR — Automatic non-return
 SD ANR — Screw down automatic non-return

NOTE: Symbols may be used at the discretion of the Surveyor.

FREEING PORTS (Reg. 24)

	Length of Bulwark	Height of Bulwark	Number and Size of Freeing Ports each side	Total Area each side	Required Area each side
Freeboard Deck After Well					
Forward Well			N/A		
Superstructure Deck					

State fore and aft position of each freeing port in relation to superstructure end bulkheads
 { After Well N/A
 Forward Well N/A

Particulars of shutters, bars or rails fitted to freeing ports: N/A

Height of lower edge of freeing port above deck: N/A

PROTECTION OF THE CREW (Regs. 25 & 26)

State particulars of bulwarks or guardrails on freeboard and superstructure decks: N/A

State details of lifelines, walkways, gangways or underdeck passageways where required to be fitted: N/A

Where is crew berthed? Indicate if unmanned. UNMANNED

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.

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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:

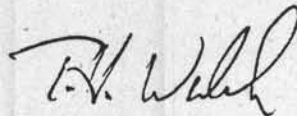
Displacement	1931.80 Long Tons
VCG	32.47 Feet Above the Baseline
LCG	156.21 Feet Aft of the Bow

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