

S-1

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)	IMO Number ¹
WHITTIER PROVIDER	1112117	Juneau, AK	397 Feet 11-1/16 Inches	N/A

Freeboard assigned as: New

Type of Ship: Type B - 25 Reduced

Freeboard from Deck Line

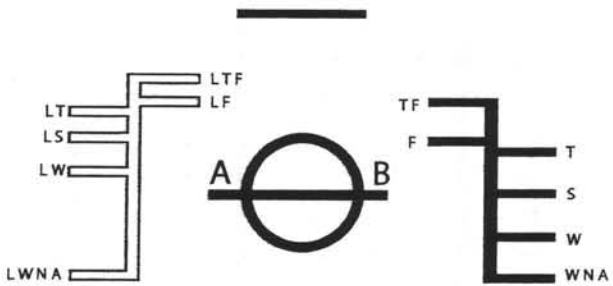
Load Line

Tropical	5 Feet 7-1/8 Inches	(T)	4-1/2 Inches	above (S)
Summer	5 Feet 11-5/8 Inches	(S)	Upper edge of line through center of ring	
Winter	6 Feet 4-1/8 Inches	(W)	4-1/2 Inches	below (S)
Winter North Atlantic	6 Feet 6-1/8 Inches	(WNA)	6-1/2 Inches	below (S)
Timber tropical	N/A	(LT)	N/A	above (LS)
Timber summer	N/A	(LS)	N/A	above (S)
Timber winter	N/A	(LW)	N/A	below (LS)
Timber winter North Atlantic	N/A	(LWNA)	N/A	below (LS)

Allowance for fresh water for all freeboards other than timber 4-9/16 Inches

For timber freeboards N/A

The upper edge of the deck line from which these freeboards are measured is: Opposite The Top of Upper Steel deck at side.



This certificate is valid only so long as the operating restrictions in the vessel's stability letter, issued by ABS Americas and dated 13 March 2006 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 ² **31 March 2011** subject to the annual surveys in accordance with article 14(1)(c) of the Convention.

Completion date of the survey on which this certificate is based: 15 August 2006

Issued at Seattle, Washington
Place of issue of certificate

15 August 2006
Date of issue

Mantey, Benjamin D, Seattle, WA
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.



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.