

U.S. Department
of Transportation
**United States
Coast Guard**



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16715/ALASKA PROVIDER
12 December 1984

J. Fisker-Andersen
6224 - 102nd Pl. N. E.
Kirkland, WA 98033

Subj: Barge ALASKA PROVIDER, O.N. 677 990
250' x 70' x 15' Deck Cargo Barge
Oceans
Alaska Marine Lines
Stability

- Ref: (a) Your letter dated 12 November 1984
(b) Telcon of 29 November 1984 between Mr. J. Fisker-Andersen and Mr. Ray Chang/mmt12
(c) Telecons of 10 December 1984 among LT M. Mallery/OCMI, Louisville, KY and LCDR B. Kelly and Mr. Ray Chang/mmt12
(d) Telcons of 11 December 1984 between LT. M. Mallery/OCMI, Louisville, KY and Mr. Ray Chang/mmt12

Gentlemen:

Pursuant to reference (d), the cognizant Officer in Charge Marine Inspection, Louisville, KY has determined that subject vessel is built to the same "lines" and "hull scantlings" as S.E. PROVIDER.

The stability of subject vessel has been reviewed with respect to loadline assignment. The subject vessel has adequate intact stability for all normal operating conditions in ocean service for a loadline draft of 11' - 10 3/4" (molded) provided the following conditions are complied with:

1. The vertical center of gravity of the deck cargo must not exceed the following values:

<u>Mean Draft Molded (ft)</u>	<u>Vertical Center of Gravity of Cargo (CVCG Above Main Deck (ft.))</u>	
11'-10 3/4"(loadline)	7'-9"	7.750
11'-0"	15'-8"	15.667
10'-0"	25'-3"	25.250
9'-0"	34'-4"	34.333
8'-0"	38'-11"	38.917
7'-0"	44'-4"	44.333
6'-0" and below	50'-5"	50.417

2. For intermediate drafts between tabulated values, the allowable CVCG table above must be interpolated, or the value for the deeper draft must be utilized.

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3. The maximum height of deck cargo must not exceed twice the height of the cargo's center of gravity (CVCG) above the main deck as shown in the table "Mean Draft vs Vertical Center of Gravity of Cargo", above.

4. No bulk liquid or ballast may be carried.

5. Trim by the stern must not exceed 2' - 6".

The restrictions (1) through (5) must be placed on or attached to the Loadline Certificate.

By copy of this letter, the American Bureau of Shipping has been notified of the acceptability of the subject vessel's stability.

Sincerely,



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

cc: OCMI, Louisville, KY
ABS, New York w/o
ABS, Jeffersonville, IN

RC/lbh 123/1(6.0)