



Stability Letter

September 24, 2008

Master, "KAMAKANI", O.N. 1215256
Gunderson Marine, Hull 77
438' x 105' x 25' Unmanned Deck Cargo 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 "KAMAKANI", at Coos Bay, Oregon on 5 September 2008. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the barge "KAMAKANI", 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 freeboard of a least 6 feet 11/16 inches from the main deck measured 10 inches aft of frame 24 must be maintained. This corresponds to a molded draft of 19 feet 1/4 inches. Trim shall be minimized.
3. DECK CARGO: Deck cargo must be positively secured against shifting prior to leaving protected water. The height and VCG of the deck cargo above the main deck shall not exceed the following:

<u>Molded Draft (ft)</u>	<u>Max Allowable Cargo VCG above Deck (ft)</u>	<u>Max Allowable Cargo Height above Deck (ft)</u>	<u>Deadweight (LT)</u>
Below 7.0	117.25	234.50	1961.60
8.00	104.50	209.00	2936.27
9.00	93.58	187.17	3932.39
10.0	84.17	168.42	4949.13
11.0	76.17	152.42	5985.81
12.0	69.25	138.58	7042.81
13.0	63.33	126.75	8120.07
14.0	58.25	116.50	9217.56
15.0	53.75	107.58	10335.79
16.0	49.83	99.75	11475.68
17.0	41.67	92.83	12637.98



"KAMAKANI"
O.N. 1215256
Gunderson Marine Hull 77
September 24, 2008
Page: 2

18.0	33.33	86.75	13824.55
19.0	25.08	81.00	15035.82
19.02	24.83	80.92	15060.28

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. WATERTIGHT BULKHEADS: No watertight bulkheads may 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:	4079.19	Long Tons
VCG:	17.25	Feet Above the Baseline
LCG:	0.19	Feet Aft of Frame 26

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.

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, 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