



### Stability Letter

22 August 2016

Person in Charge, "NAMAKANI" U.S. O.N. 1269153  
Gunderson Marine LLC, Hull 111  
438' (LOA) 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 42.07-20 shall be made prior to getting underway for each voyage.

A deadweight survey, witnessed by American Bureau of Shipping (ABS) on behalf of the U.S. Coast Guard was conducted on the "NAMAKANI" (U.S. O.N. 1269153) at Southern Oregon Marine, in Coos Bay, Oregon on 06 August 2016. On the basis of that survey, stability calculations have been performed. Results indicate that the stability of the "NAMAKANI" (U.S. O.N. 1269153) 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 maximum keel draft to the summer load line of 19 feet and 2 1/2 inches is permitted. This corresponds to a minimum freeboard of 5'-11-3/16" from opposite top of steel upper deck at side measured at amidships, which is 17 3/8" forward of Frame 26. Trim shall be minimized and limited from 3 feet aft to 3 feet forward.
3. **WEIGHT CHANGES:** This stability letter has been issued based upon the following lightship characteristics:

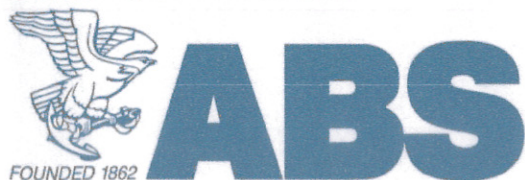
Weight:	4012.02	Long Tons	(4493.47	Short Tons)
VCG:	17.00	Feet above Baseline		
LCG:	212.19	Feet Aft of Frame 0		

\*VCG has been conservatively calculated from detailed weight-moment calculations.

Any alternations resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI) or ABS. This barge is not fitted with permanent ballast.

#### AMERICAS DIVISION

ABS PLAZA, 16855 NORTHCHASE DRIVE, HOUSTON, TX 77060, USA  
TEL: 1.281.877.6000 FAX: 1.281.877.6795 WEBSITE: [www.eagle.org](http://www.eagle.org)



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4. **DECK CARGO:**

a) The height and VCG of deck cargo above the wear deck shall not exceed the following:

<u>Mean Draft</u>	<u>Max Cargo Height</u>	<u>Max Cargo VCG</u>
19 ft - 2.50 in	47 ft - 6 in	23 ft - 9 in
19 ft - 0 in	51 ft - 0 in	25 ft - 6 in
18 ft - 0 in	67 ft - 6 in	33 ft - 9 in
17 ft - 0 in	84 ft - 0 in	42 ft - 0 in
16 ft - 0 in	99 ft - 9 in	49 ft - 10 in
15 ft - 0 in	107 ft - 8 in	53 ft - 10 in
14 ft - 0 in	116 ft - 7 in	58 ft - 3 in
13 ft - 0 in	126 ft - 10 in	63 ft - 5 in
12 ft - 0 in	138 ft - 9 in	69 ft - 4 in
11 ft - 0 in	152 ft - 6 in	76 ft - 3 in
10 ft - 0 in	168 ft - 7 in	84 ft - 3 in
9 ft - 0 in	187 ft - 4 in	93 ft - 8 in
8 ft - 0 in	209 ft - 2 in	104 ft - 7 in
7 ft - 0 in	234 ft - 8 in	117 ft - 4 in
6 ft - 0 in	264 ft - 3 in	132 ft - 1 in
4 ft - 11.0 in	302 ft - 0 in	151 ft - 0 in

b) Maximum Cargo Height shall not exceed two times the Maximum Cargo VCG.

c) Cargo shall be positively secured against shifting prior to leaving protected waters. When portable cargo stanchions are utilized on deck, they shall be considered part of the deck cargo, as their height is less than the allowable cargo height in any condition.

5. **HULL OPENINGS:** Any openings that could allow water to enter into the hull should be kept closed when underway.

6. **TANKS:**

a) Fresh water may be carried in the six designated ballast tanks (FWBLST2.P/S, FWBKS4.P/S, FWBLST7.P/S) at any level.

b) Fuel oil may be carried in GENFO.S at any level.

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

8. **BILGES:** The barge's bilges and voids shall be kept pumped to minimum contents at all times consistent with pollution prevention requirements.



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9. **LIST:** You should make every effort to determine the cause of any list of the vessel before taking corrective action.
10. **LIFTING:** Lifting operations are not authorized.

This stability letter, along with the Load Line Certificate and charts shall be maintained in a suitable location onboard the barge for the guidance of the Person in Charge.

Very truly yours,

Roy H. Bleiberg  
Vice President of Engineering  
ABS Americas

By:

  
William (Bill) Leyrer  
Managing Principal Engineer  
Ship Engineering Department

DATE: 8-23-16  
RECEIVED BY: Katherine  
ISSUED TO:  
VESSEL: Original-Katherine  
SOMAR: Jeff S. Mark B  
COOS BAY: KL → office docbook <sup>shared</sup>  
PORTLAND: Amanda R.