



Stability Letter

25 February 2005

Person in Charge, "PACIFIC TRADER", O.N. 1167137
 Gunderson Marine Hull 67, 380.0' x 96.0' x 23.0'
 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 "HAWAII TRADER" ON 1163234 a sister vessel to the "PACIFIC TRADER", at Seattle, Washington, on 5 November 2004. On the basis of that test and detailed weight calculations, stability calculations have been performed. Results indicate that the stability of the barge "PACIFIC TRADER", 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 mean draft of 17 feet 9-3/4 inches is permitted. This corresponds to a minimum freeboard of 5 feet 3 inches from the main deck measured at amidships. Trim shall be minimized and shall not exceed 2 feet 6 inches by the bow or the stern, as measured on the draft marks.
3. DECK CARGO: The height of cargo above the deck in any loading condition shall not exceed the following values:

| <u>Mean Draft (ft.)</u> | <u>Maximum Allowable Cargo Height above Steel Deck</u> | <u>Maximum Allowable Cargo VCG above Steel Deck</u> |
|-------------------------|--------------------------------------------------------|-----------------------------------------------------|
| Up to 5.0 | 270'-3" | 135'-1" |
| 6.0 | 234'-8" | 117'-4" |
| 7.0 | 204'-10" | 102'-5" |
| 8.0 | 179'-10" | 89'-11" |
| 9.0 | 159'-0" | 79'-6" |
| 10.0 | 141'-7" | 70'-9" |
| 11.0 | 126'-6" | 63'-3" |
| 12.0 | 114'-7" | 57'-3" |
| 13.0 | 104'-0" | 52'-0" |
| 14.0 | 94'-11" | 47'-5" |
| 15.0 | 78'-0" | 39'-0" |
| 16.0 | 61'-6" | 30'-9" |
| 17.0 | 45'-10" | 22'-11" |
| 17'-9-3/4" | 32'-10" | 16'-5" |



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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. TANKS: Up to six (6) ballast tanks may be simultaneously loaded at any level. Any cross connections between port and starboard tank pairs shall be kept closed at all times while underway.
6. WATERTIGHT BULKHEADS: No watertight bulkheads may be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).
7. WEIGHT CHANGES: This stability letter has been issued based upon the following light ship parameters:

| | | |
|---------------|---------|-------------------------|
| Displacement: | 3370.98 | Long Tons |
| VCG: | 16.04 | Feet Above the Baseline |
| LCG: | 3.98 | Feet Aft of Frame 23 |

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.

8. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
9. 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.

A handwritten signature in black ink, appearing to read "T. Gruber", written over a horizontal line.

Thomas M. Gruber
Principal Engineer
ABS Americas



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