



16710/P001481
Ser H1-9404092
7 December 1994

Person-in-Charge, TAKU PROVIDER

Subj: TAKU PROVIDER, O.N. 1020767
Gulf Coast Fabrication Hull 262
322'-2" x 90' x 18' Unmanned Deck Cargo Barge (I)
Stability Letter

You are responsible for maintaining this barge in a satisfactory stability condition at all times and for following the instructions and precautions listed below.

A deadweight survey, witnessed by ABS Americas on behalf of the U.S. Coast Guard, was conducted on the TONGASS PROVIDER, O.N. 1020768, a sistership of the subject vessel, at Lakeshore, Mississippi on 9 May 1994. On the basis of that survey, stability calculations have been performed. Results indicate that the stability of the barge TAKU PROVIDER, 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.
2. FREEBOARD AND DRAFT: A freeboard of at least 4 feet 2-9/16 inches from the main deck measured at amidships must be maintained. This corresponds to a maximum mean keel draft of 13 feet 11-5/16 inches. Trim shall be minimized.
3. DECK CARGO: The height of cargo above the main deck in any loading condition shall not exceed two times the allowable vertical center of gravity (VCG) above the deck. Deck cargo shall be positively secured against shifting in a seaway prior to leaving protected waters. You are responsible for ensuring that the longitudinal strength of the vessel is not exceeded by improper weight distribution or insufficient "cargo to deck" contact points.

The height of the cargo VCG above the main deck shall not exceed the following:

<u>Keel Draft (ft-in)</u>	<u>Maximum Allowable Cargo VCG Above Deck (ft-in)</u>
8' - 0" and below	77' - 0"
9' - 0"	69' - 3"
10' - 0"	61' - 2"
11' - 0"	55' - 8"
12' - 0"	50' - 5"
13' - 0"	40' - 0"
13' - 11-5/16"	27' - 5"

Maximum VCG's for intermediate draft values may be interpolated, or use the maximum VCG value for the larger draft.

4. HULL OPENINGS: Any openings that could allow water to enter into the hull shall be kept closed at all times when underway.

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5. WATERTIGHT BULKHEADS: No watertight bulkheads shall 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	1931.80 Long Tons
VCG	32.47 Feet Above the Baseline
LCG	156.21 Feet Aft of the Bow

Any alteration resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed, altered and/or relocated without the authorization and supervision of the 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 shall accompany the barge at all times. It supersedes any stability information previously furnished the barge.



T. H. WALSH
Captain, U. S. Coast Guard
Commanding Officer