



OPN: 1981180
TASK: 387656/SDM

30 October 2008

Columbia-Sentinel Engineers, Inc.
4000 Delridge Way SW, Suite 300
Seattle, Washington 98106
Attention: Paul Zankich

SUBJECT: "TOGIAK TRADER" ABS VID: 8124547
FMC Hull 19
240.0' x 60.0' x 15.0'
Deck Cargo Barge (U.S. ON 637310)
Stability Review on behalf of the U.S.C.G. – NVIC 3-97

Dear: Mr. Zankich,

We have your letter of 30 September 2008 submitting (4) copies of the following documents:

1. Deadweight Survey Data
2. Max VCG (Long Ton)
3. Max VCG (Short Ton)

for our stability review of the subject vessel in association with a molded draft to the summer load line of 11'-10-3/4" (11'-11-1/4" extreme), corresponding to a 1966 Type "B-25%" vessel freeboard for unmanned operation of 3'-1-3/4", pursuant to Regulation 10 of the International Convention on Load Lines, 1966.

Having completed our review of the Deadweight Survey, submittal item 1, conducted on the subject vessel on 25 September 2008 at Northland Services Terminal in Seattle, Washington, the following lightship characteristics have been found acceptable:

Weight:	1012.850	Long Tons
VCG:	10.998	Feet Above Baseline
LCG:	118.460	Feet Aft of Bow

There is no permanent ballast on the vessel.

Submittal item 1 is stamped "Approved".

Having completed our review of the stability calculations, submittal items 2 and 3, we wish to advise that provided the subject vessel is operated in accordance with the enclosed Stability Letter, the vessel will satisfy the requirements of the following regulations:

- a) 46 CFR 170.170 - Weather Criterion
- b) 46 CFR 174 Subpart B Special Rules Pertaining to Deck Cargo Barges



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Submittal items 2 and 3 are stamped "Examined".

Enclosed is the stability letter for the subject vessel, issued by ABS Americas in accordance with USCG NVIC 3-97. It is the owner's responsibility to ensure that a copy of this letter is posted under glass or other transparent material in the pilothouse so that all pages, including the attachments, are visible, for the guidance of the Master.

The following comment will be placed on the face of the Load Line certificate:

"This certificate is valid only so long as the operating restrictions in the vessel's stability letter, issued by ABS Americas and dated 30 October 2008, are observed. This certificate is valid for unmanned operations only"

Electronic copies of the document have been stamped to indicate our review and returned via email. One copy of each submittal shall be forwarded to the USCG Marine Safety Center upon their request. We have kept the remaining copy for our record and file.

Should you have any questions or we can be of any further assistance, please feel free to contact this office at any time.

Very truly yours,

A handwritten signature in black ink, appearing to read "T. Gruber", with a long horizontal line extending to the right.

Thomas M. Gruber
Principal Engineer, Stability & Load Line Group
Ship Engineering Department
ABS Americas

Encl.

CC: USCG (G-MSC) w/p



Stability Letter

October 30, 2008

Person in Charge, "TOGIAK TRADER", O.N. 637310
FMC, Hull 19
240.0' x 60.0' x 15.0' 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 "TOGIAK TRADER", in Seattle, Washington on 25 September 2008. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the barge "TOGIAK 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 freeboard of a least 3'-1-3/4" from the main deck measured at amidships, must be maintained. This corresponds to a molded draft of 11 feet 10-3/4 inches (11 feet 11-1/4 inches extreme). 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>
Up to 5.0	54.89	109.78	719.93
5.5	49.81	99.62	904.44
6.0	45.27	90.54	1090.60
6.5	41.38	82.76	1278.23
7.0	38.01	76.02	1467.45
7.5	33.90	70.00	1658.23
8.0	29.69	64.40	1850.40
8.5	25.91	59.70	2044.05
9.0	22.46	55.54	2239.24
9.5	19.26	51.58	2435.77
10.0	16.24	48.20	2633.86



10.5	13.36	45.16	2833.53
11.0	10.62	41.98	3033.94
11.5	6.95	39.38	3236.06
11.95	3.99	37.04	3419.21

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:	1012.850	Long Tons
VCG:	10.998	Feet Above the Baseline
LCG:	118.460	Feet Aft of Bow

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.

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

Thomas M. Gruber
Principal Engineer
ABS Americas