



16710/P000565
Ser H1-9401651
14 June 1994

Person-in-Charge, TONGASS PROVIDER

Subj: TONGASS PROVIDER, O.N. 1020768
Gulf Coast Fabrication Hull 253
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, at Lakeshore, Mississippi on 9 May 1994. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the TONGASS 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 should be minimized.
3. DECK CARGO: The height of cargo above the deck in any loading condition shall not exceed two times the allowable vertical center of gravity (VCG) above the deck. The cargo must be positively secured against shifting before leaving protected waters.

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.

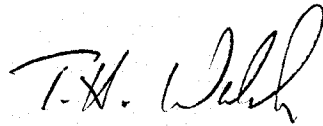
4. HULL OPENINGS: Any openings that could allow water to enter into the hull shall be kept closed at all times when underway.

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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: 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, 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.



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