

D033DG

HEADING (TRUE)	BEARING (TRUE)	RANGE (YDS)	REMARKS
228°			INITIAL HEADING
228°	232°	2260	ON INITIAL COURSE
228°	234°	1700	RIGHT FULL RUDDER ORDERED
230°	236°	1490	
252°	235°	1275	
275°	231°	1000	
316°	214°	850	
352°	198°	975	
022°	194°	1210	
053°	197°	1430	
087°	202°	1600	
115°	209°	1690	
151°	217°	1700	
183°	225°	1600	
218°	232°	1350	RUDDER AMIDSHIPS
228°	235°	1125	STEADY ON 228°

D034DG

HEADING (TRUE)	BEARING (TRUE)	RANGE (YDS)	REMARKS
333°			INITIAL HEADING
333°	315°	2125	ON INITIAL COURSE
333°	310°	1650	LEFT FULL RUDDER ORDERED
327°	307°	1475	
310°	303°	1250	
278°	302°	1050	
268°	305°	900	
236°	318°	750	
196°	337°	800	
157°	344°	1100	
113°	340°	1350	
079°	332°	1525	
050°	324°	1575	
022°	318°	1550	
343°	308°	1400	RUDDER AMIDSHIPS
333°	302°	1175	STEADY ON 333°

D035DG

U.S. Department  
of Transportation

United States  
Coast Guard



Commandant  
United States Coast Guard

Washington, D.C. 20593-0001  
Staff Symbol  
Phone

16710  
8 Apr 87

Master, M/V HUDSON, O.N. 666666

Subj: M/V HUDSON  
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V HUDSON at San Diego, California on 08 April 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V HUDSON, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. a. The vessel shall only be loaded according to the instructions on the attached LOADING DIAGRAM bearing U.S. Coast Guard approval stamp dated 8 April 1986.

b. Drilling fluids may be carried. The maximum specific gravity of the fluids shall not exceed 2.60.

c. The vessel may engage in towing operations when loaded in accordance with the attached LOADING DIAGRAM.

2. The height above the main deck of the center of gravity of the deck cargo shall not exceed the value shown on the LOADING DIAGRAM (3.0 feet). Such cargo must be positively secured against shifting prior to leaving protected waters.

3. Permanent ballast, in the form of 64.4 long tons of high density fluids (sg. = 2.87), is to be maintained in the after peak tank. No permanent ballast shall be added, removed, altered and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.

4. The maximum summer load line draft is 13 feet 8 3/8 inches. Trim shall be minimized and shall always result in a freeboard of at least 22 inches at the stern.

5. No more than one centerline or P/S pair of the following tanks may be partially filled at any one time: fuel oil, lube oil, potable water, ballast/cargo water, fuel oil day tanks, drilling fluid. Cross-connections between all port and starboard tank pairs shall be kept closed at all times when underway.

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6. Main deck hatches and weather doors to the forecastle and machinery spaces shall be kept closed and fully secured at all times when underway, except when actually used for transit under safe conditions.

7. Main deck freeing ports shall be maintained operable and completely unobstructed at all times.

8. Bilges shall be kept pumped to minimum content at all times.

9. Suitable tables or curves for determining the capacities of full or partially full tanks shall be maintained aboard the vessel.

10. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

This stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages and the diagram are visible. It supersedes any stability information previously furnished the vessel.

Sincerely,

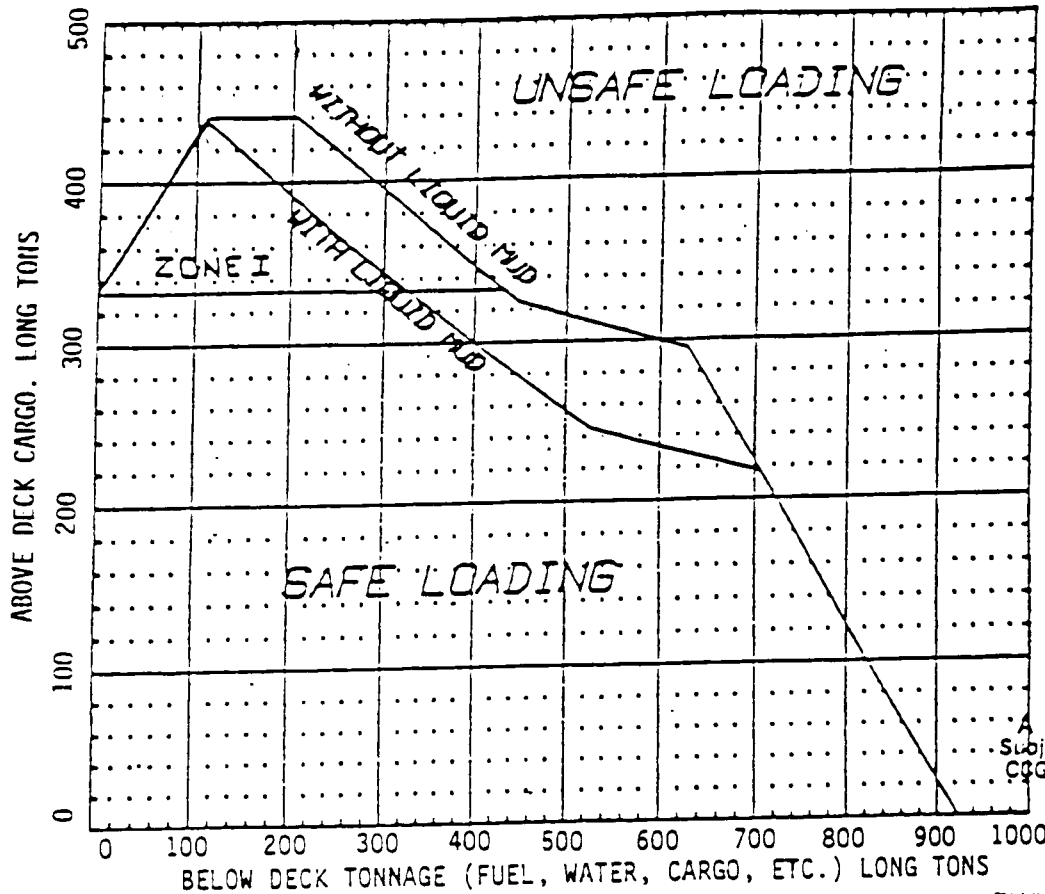


A. B. SEA  
Lieutenant Commander  
U.S. Coast Guard

Attachment: LOADING DIAGRAM for the subject vessel bearing U.S. Coast Guard approval stamp dated 8 April 1987

SEE NEXT PAGE FOR ATTACHMENT

D036DG  
Cont.



APPROVED  
 Subject to comments in  
 CGGD8 (MMT) letter of

APR 8 1985

*[Signature]*  
 Chief Engineer, Marine Inspection Branch  
 U.S. Coast Guard District Office  
 U.S. Coast Guard District Office

USCG STABILITY  
 LOADING INSTRUCTIONS

1. DRAW A VERTICAL LINE UP FROM 'BELOW DK' LOAD. DRAW HORIZONTAL LINE ACROSS FROM 'ABOVE DK' LOAD. IF THEY MEET BELOW THE CURVE THEN THE LOADING IS OK. IF THEY MEET ABOVE THE CURVE THEN YOU MUST CHANGE THE LOADING.
2. MAX. DECK CARGO VCG 3.00 FT ABOVE DECK.
3. WHEN OPERATING IN ZONE 1 (I.E. MORE THAN 334 LONG TONS OF DECK CARGO) THE FOREPEAK BALLAST TANK SHALL BE PRESSED FULL.

D036DG  
 Cont.

U.S. Department  
of Transportation

United States  
Coast Guard



Commandant  
United States Coast Guard

Washington, D C 20593-0001  
Staff Symbol  
Phone

16710  
13 May 87

Master, M/V SURVEYOR, O.N. 678678

Subj: M/V SURVEYOR  
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V SURVEYOR at New Orleans, Louisiana, on 7 May 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V SURVEYOR, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. A maximum of 78 persons may be carried. In no case shall the number of persons exceed that allowed on the Certificate of Inspection.
2. The drafts as read on the draft marks shall not exceed 6 feet 3 inches forward or 7 feet 1 inch aft. Trim should be minimized. A loadline is not authorized.
3. The height above the main deck of the center of gravity of deck cargo shall not exceed 2.0 feet. Such cargo must be positively secured before leaving protected waters.
4. A maximum of 50 long tons of deck cargo may be carried when no other below deck ballast or cargo is carried. When rig water is carried, a maximum of 35 long tons of deck cargo may be carried, and no other below deck cargo or ballast is permitted.
5. No permanent ballast or other such weights shall be added, removed, altered, and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
6. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
7. The watertight door in the bulkhead at frame 18 shall be closed and properly dogged at all times when underway except when actually used for transit under safe conditions.

D037DG

8. Cross-connections between all tank sets shall be kept closed at all times when underway.
9. Bilges shall be kept pumped to minimum content at all times.
10. Jet fuel may be carried on deck in eight DOT tanks. The total weight of the fuel and tanks shall not exceed 23.16 long tons and the vertical center of gravity shall not exceed 3 feet 6 inches above the deck. Such tanks must be positively secured against shifting in a seaway prior to leaving protected waters. Neither passengers nor other deck cargo shall be carried when such tanks are aboard the vessel.
11. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

This temporary stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages are visible. It supersedes any stability information previously furnished the vessel.

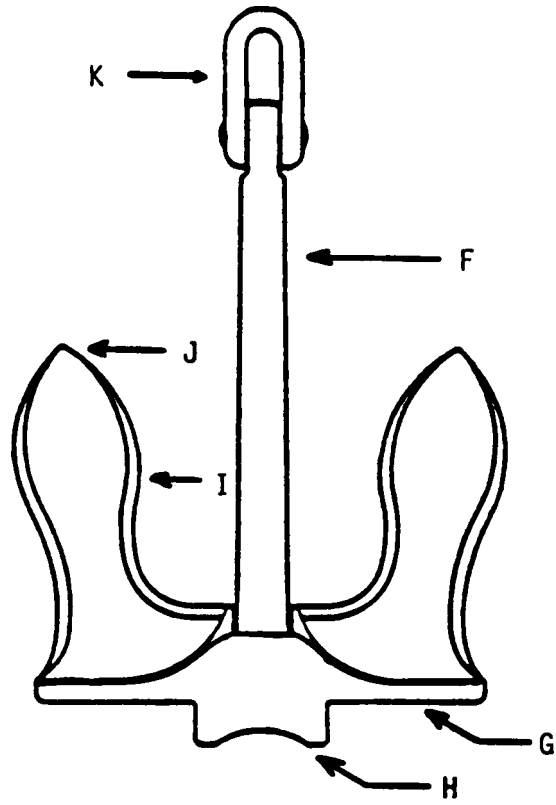
Sincerely,



W. T. DOOR  
Lieutenant Commander  
U.S. Coast Guard

D037DG  
Cont.



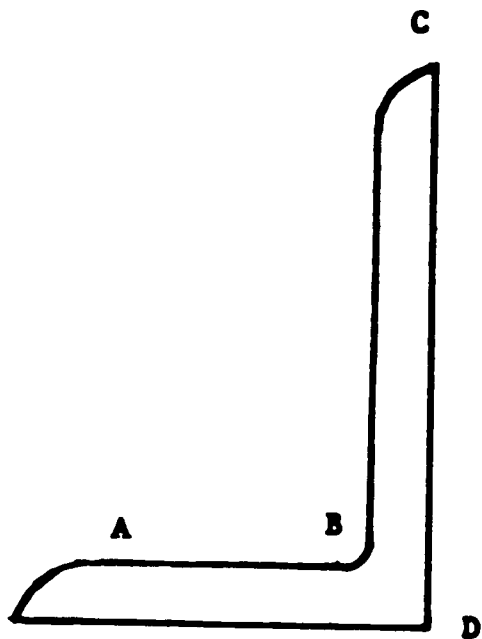


**D038DG**



**4HW/Y136/S/83  
NL/VL826**

**D039DG**



D040DG



1



2



3

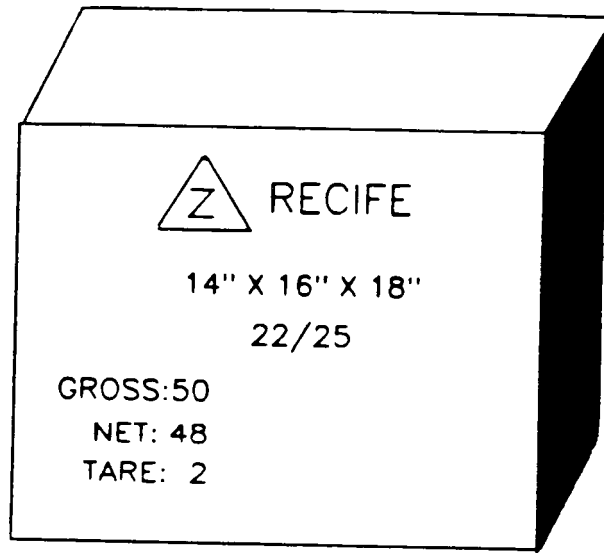


4

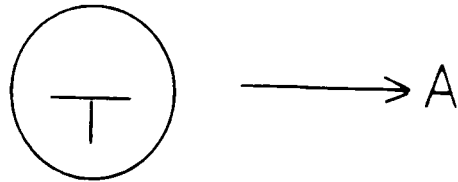


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D041DG



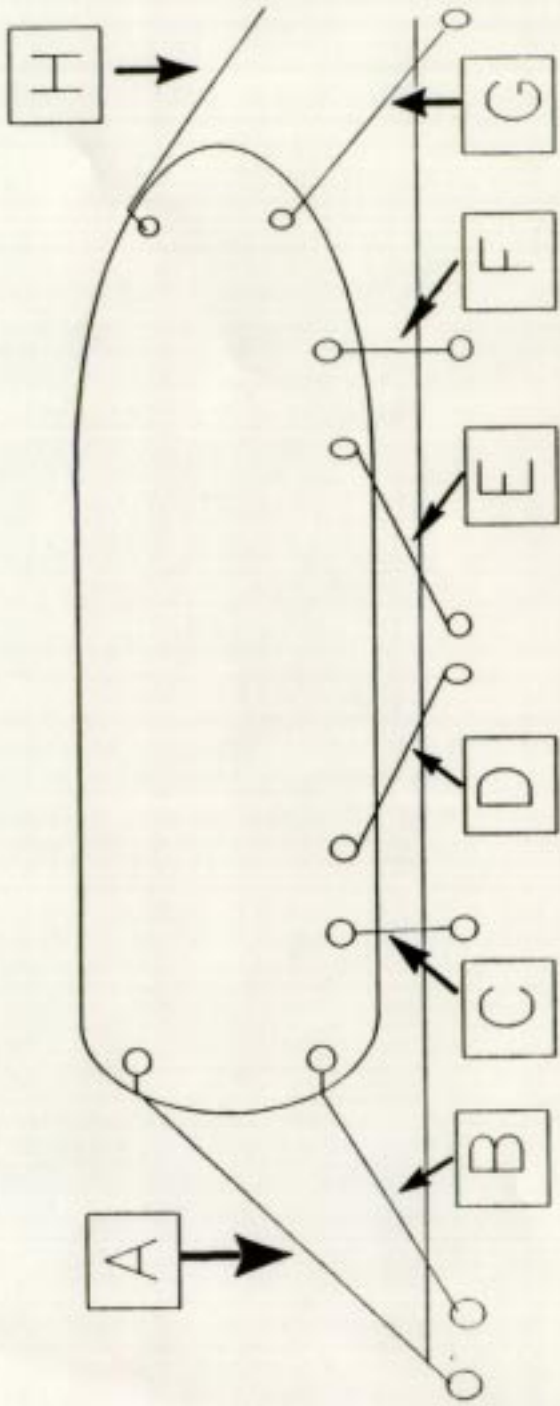
**D042DG**



YOKOHAMA → B

201/300 → C

**D043DG**



D044DG