



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.

6. Main deck hatches and weather doors to the forecabin 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.

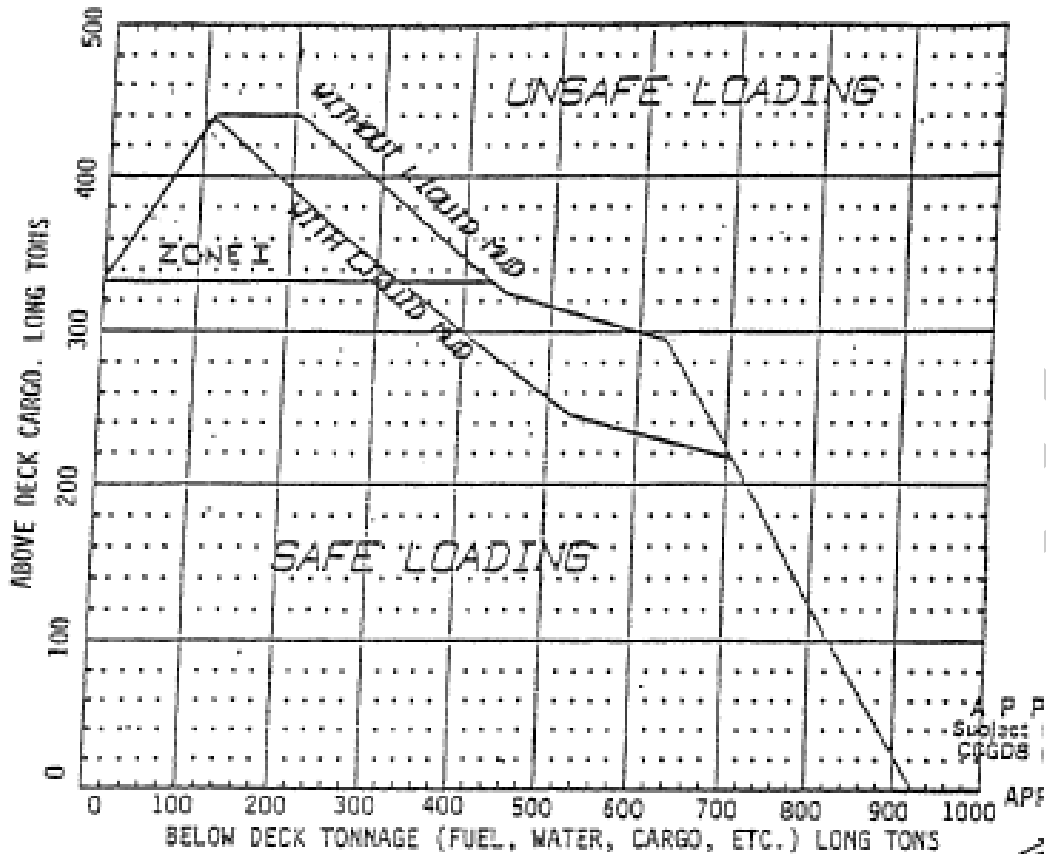
It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

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



Check Manual
to Correct
Copy On

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.

Sea