

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

2100 2ND ST SW, STOP 7102
WASHINGTON, DC 20593-7102
Staff Symbol: MSC-1
Phone: (202) 475-3401
Fax: (202) 475-3920
Email: msc@uscg.mil

STABILITY LETTER

16710/P009342
Serial: H1-1200789
February 9, 2012

Master, RICHARD L. BECKER, O. N. 577699
Offshore Trawlers, Inc. Hull No. 27
83.5' x 24' x 7' Small Passenger Vessel (T)

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

A stability test, witnessed by the U. S. Coast Guard, was conducted on the subject vessel, at Dania, Florida on June 25, 2003. On the basis of that test, stability calculations have been performed. Based on those stability calculations, additional weight moment calculations were performed to account for an increased average passenger weight. Results indicate that the stability of RICHARD L. BECKER, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

SUBDIVISION

When operated as indicated below, calculations indicate this vessel will remain afloat with any one major compartment flooded (one compartment subdivision). A major compartment is the total space between any two Main Transverse Watertight Bulkheads (MTWB's). For this vessel, the MTWB's are located at frames: 7, 12, 17, 32, and 40.

DAMAGE SURVIVAL

Calculations indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after bottom or side damage when damage is limited to any one major compartment and not more than 4 feet 9 inches inboard from the side of the hull. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized. The calculations do not specifically account for high winds, heavy seas or the movement of passengers to one side.

OPERATING RESTRICTIONS

1. ROUTE: Operation on Exposed Waters is permitted. Since the vessel's route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection.
2. PERSONNEL: A maximum of 46 persons may be carried on this vessel, of which 41 may be passengers. A maximum of 4 persons may be carried on the upper deck. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried may be further limited to that specified on the Certificate of Inspection.

Subj: RICHARD L. BECKER, O. N. 577699; Stability Letter

3. FREEBOARD AND DRAFT: The drafts shall not exceed 7 feet 8 inches on the forward draft marks and 8 feet 7 inches on the aft draft marks. Trim should be minimized.

4. WATERTIGHT DOORS AND BULKHEADS: No watertight doors or bulkheads shall be added without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI). For this vessel, the watertight bulkheads are located, referenced aft of Frame 0, at 14 feet 0 inches, 24 feet 0 inches, 34 feet 0 inches, 64 feet 0 inches and 80 feet 0 inches. There are no doors located in any MTWB's.

5. HULL OPENINGS: Any openings that could allow water to enter the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated.

6. WEIGHT CHANGES: This stability letter has been issued based upon the following light ship parameters:

Displacement	143.32	Long Tons (LT)
VCG	9.80	Feet Above the Baseline
LCG	45.19	Feet Aft of Frame 0

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 vessel is not fitted with fixed ballast.

7. TANKS: Any cross connections between port and starboard tanks pairs shall be kept closed at all times when underway if fitted.

8. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.

9. LIST: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

10. FREEING PORTS: Deck freeing ports and drains shall be maintained operable and completely unobstructed at all times.

11. DECK CARGO: A maximum of 38 LT of deck cargo may be carried. The maximum vertical center of gravity permitted for deck cargo as stowed is 3.0 feet above the deck. Cargo must be positively secured against shifting prior to leaving protected waters.

12. MAXIMUM LIFTING CAPACITY: The maximum lifting capacity of the vessel shall be in accordance with the attached lifting diagram. Since the lifting capacity is based upon other considerations in addition to stability, you are cautioned that the lifting capacity may be further limited to that specified on the Certificate of Inspection.

16710/P009342
Serial: H1-1200789
February 9, 2012

Subj: RICHARD L. BECKER, O. N. 577699; Stability Letter

This stability letter shall be posted under glass or other suitable transparent material at the operating station in the pilot house so that all pages are visible. It supersedes any stability information previously issued to the vessel.



W. R. ARGUIN JR
Commander, U.S. Coast Guard
By direction

Attachment: Crane Lifting Diagram for the RICHARD L. BECKER, bearing U. S. Coast Guard
Marine Safety Center Approval stamp dated September 7, 2004