



ORIGINAL

ABS AMERICAS

A DIVISION OF THE AMERICAN BUREAU OF SHIPPING

Stability Letter

17 March 2000

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Master: "BROOKS McCALL" O.N. 1093280
 C & G Boat Works Hull 44
 160' x 40' x 13'
 Oceanographic Research Vessel

You are responsible for maintaining this vessel 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.

An inclining test, witnessed by the American Bureau of Shipping (ABS) on behalf of the U.S. Coast Guard was conducted on the BROOKS McCALL O.N. 1093280 at Mobile, Alabama on 4 January 2000. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the BROOKS McCALL, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters. Provided the following restrictions are observed.

OPERATING RESTRICTIONS

1. ROUTE: Operation on exposed waters is permitted.
2. FREEBOARD AND DRAFT: The vessel's extreme draft shall not exceed 9'-3-3/8". This corresponds to a minimum freeboard of 3 feet 9-5/16 inches. Trim should be minimized.
3. TANKS: No more than one center line tank or port and starboard tank pair of fresh water and fuel oil may be partially filled at one time. Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
4. CARGO AND FLUID LOAD: Cargo may be carried in Survey Laboratory, Work Shop, and Auxiliary Machinery Room, and on Aft Main Deck. The height of cargo on Aft Main Deck should not exceed 10 feet above the Main Deck. Cargo and fluid load should be loaded in accordance with the attached Loading Chart bearing ABS stamp of 17 March 2000.
5. DECK CRANES: Deck crane (A-Frame) shall be used in accordance with manufacturer's recommendation.
6. WEIGHT CHANGES: This stability letter has been issued based on the following light ship parameters:

Lightship Weight:	478.40 long tons
VCG:	11.92 ft above baseline
LCG:	7.40 inches fwd FR 41

Any alterations resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed and/or relocated without the authorization and supervision of the cognizant OCMI or ABS. This vessel is not fitted with permanent ballast.

7. HULL OPENINGS: Any openings that could allow water to enter into the hull or deckhouse should be kept closed when rough weather or sea conditions exist or are anticipated. All internal watertight doors shall be kept closed except when actually used for passage.

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8. FREEDING PORTS: Deck freeing ports shall be maintained operable and completely unobstructed at all times.
9. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
10. WATERTIGHT BULKHEADS: No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI) or ABS.
11. 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 under glass or other transparent material in the pilothouse of the subject vessel so that all pages are visible.

Thomas M. Gruber
Principal Engineer
ABS Americas

- Attachments: 1. "Loading Chart" bearing ABS stamp dated 17 March 2000.
2. "Cargo Worksheet" bearing ABS stamp dated 17 March 2000.

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