

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

400 7TH Street S.W.
Washington, DC 20590-0001
Staff Symbol: MSC-1
Phone: (202)386-8421
Fax: (202)386-3877

16710/P003158
Ser H1-9603482
November 22, 1996

Kendall & Company
2710 Revere - 313
Houston, Texas 77098

Subj: J.W. POWELL, CG048781 *6506002*
American Marine Hull 922
150.0' x 35.0' x 12.0' Oceanographic Research Vessel (U)
Stability

Ref: (a) ABS Americas fax dated November 14, 1996
(b) Navigation and Vessel Inspection Circular 3-84:
"Stability Related Review Performed by the American
Bureau of Shipping for Load Lined U.S. Flag Vessels"

Dear Mr. Kendall:

The stability analysis for the subject vessel has been reviewed by ABS Americas on behalf of the U. S. Coast Guard, in accordance with the provisions of reference (b). Reference (a) indicates that ABS Americas has found the vessel's stability adequate for the issuance of a stability letter. The following comments apply:

1. An inclining experiment, witnessed by ABS Americas, was conducted on the J. W. POWELL, CG048781, at Galveston, Texas, on October 23, 1996. On the basis of that test, the following light ship values are approved for the subject vessel:

Displacement	475.82 Long Tons
VCG	10.89 Feet Above Baseline
LCG	0.90 Feet Aft of Frame 29

By copy of this letter, ABS Americas is advised that the stability of the subject vessel is satisfactory for a baseline draft to the summer load waterline of 9 feet (9 feet 0-3/8 inches extreme), which corresponds to a 1966 Type B freeboard of 3 feet 0-3/8 inches. ABS Americas is directed to place the following statement on the face of the Load Line Certificate:

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Commanding Officer
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400 7TH Street S.W.
Washington, DC 20000-0001
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STABILITY LETTER

16710/P003158
Ser H1-9603483
November 22, 1996

Master, J.W. POWELL, CG048781
American Marine Hull 922
150.0' x 35.0' x 12.0' Oceanographic Research Vessel (U)

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 ABS Americas, was conducted on the J.W. POWELL, CG048781, at Galveston, Texas, on October 23, 1996. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the J.W. POWELL, CG048781, 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 3 feet 3/8 inches from the main deck measured at amidships must be maintained. This corresponds to a maximum baseline draft of 9 feet (9 feet 0-3/8 inches extreme) measured at amidships. Trim should be minimized and should always result in freeboard at the stern of at least 20 inches. Amidships is located 2 feet 2-3/8 inches aft of Frame 28.
3. CARGO: Deck cargo may be carried in accordance with the following table:

Location	Height	VCG above deck	Cargo Height above deck
Main Deck	155.0 LT	6.0 feet	12.0 feet
Forecastle deck	50.0 LT	6.0 feet	12.0 feet
4. CRANES: The weights lifted by the onboard cranes shall not exceed the values in the following table:

Crane location	Maximum Load
Forecastle deck	5.36 LT
Side A-Frame	2.0 LT
5. TANKS: No more than one centerline tank or port and starboard tank pair of the following liquid types may be

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partially filled at one time: potable water, fuel oil, dirty oil, and ballast water. Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.

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

Displacement	475.82 Long Tons
VCG	10.89 Feet Above Baseline
LCG	0.90 Feet Aft of Frame 29

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 prior authorization. The 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.

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

9. FREELING PORTS: Deck freeing ports shall be maintained operable and completely unobstructed at all times.

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

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

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D. C. AURAND

Commander, U. S. Coast Guard

By Direction of the Commanding Officer

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This certificate is valid only so long as the operating restrictions in the vessel's stability letter, issued by the Coast Guard Marine Safety Center and dated November 22, 1996, are observed.

Enclosure (1) is the stability letter for the subject vessel. The owner is responsible for ensuring that the stability letter is posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible.

Should there be any questions please feel free to contact the project officer, Lieutenant DeWane Ray, at either of the above numbers.

Sincerely,



S. A. BILLIAN
Lieutenant Commander, U. S. Coast Guard
Chief, MODU Branch
By direction of the Commanding Officer

Encl: (1) Stability Letter for J. W. KENDALL, dated
November 22, 1996

Copy: ABS Americas (Stability/Loadline Group) w/ encl (1)