



Stability Letter

20 August 2009

Master, M/V RYLAN T, O.N. 1128385
Thoma-Sea, Hull 120
163.5' x 44.0' x 14.0'
Offshore Supply Vessel [L]
More than 16 Offshore Workers

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 42.07-20 shall be made prior to getting underway for each voyage.

A stability test witnessed by ABS Americas on behalf of the U.S. Coast Guard was conducted on the M/V RYLAN T, at New Iberia, Louisiana on 3 December 2008. On the basis of that test, stability calculations have been performed. Results indicate that the stability of the M/V RYLAN T, as presently outfitted and equipped, is satisfactory for the 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 a least 2 feet 4-1/2 inches from the main deck measured at amidships, must be maintained. This corresponds to a keel draft of 11 feet 10 inches measured at amidships. Trim should be minimized and always result in a freeboard of at least 20 inches measured at the stern.
3. TANKS:
 - a. No more than one centerline tanks or P/S tank pair of potable water, fuel oil, day tanks, ballast water and liquid mud may be partially filled at any one time.
 - b. Any cross connections between port and starboard tank pairs shall be kept closed at all times when underway.
 - c. The liquid mud tanks shall remain empty at all times.
4. DECK CARGO:
 - a. The lightship includes the following deck equipment: hydraulic machinery unit and pump, crane, A-frame, living quarters, mechanical room, three (3) winches, three (3) containers and four (4) coring weights. Deck equipment must be positively secured against shifting prior to leaving protected waters.
 - b. Additional deck cargo may be carried, but is limited to 100 LT and a maximum cargo height of 8 feet above the main deck. Deck cargo must be carried in accordance with the attached loading diagram. In order to use this diagram, you must maintain up-to-date tank loading information on board.

AMERICAS DIVISION

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

Displacement:	862.61	Long Tons
VCG:	15.02	Feet Above the Baseline
LCG:	0.05	Feet Fwd of Frame 40

Any alteration resulting in a change in these parameters will invalidate this letter. No fixed ballast or other such weights may be added, removed, altered, and or relocated without the authorization and supervision of the cognizant OCMI. There is no permanent ballast on board this vessel.

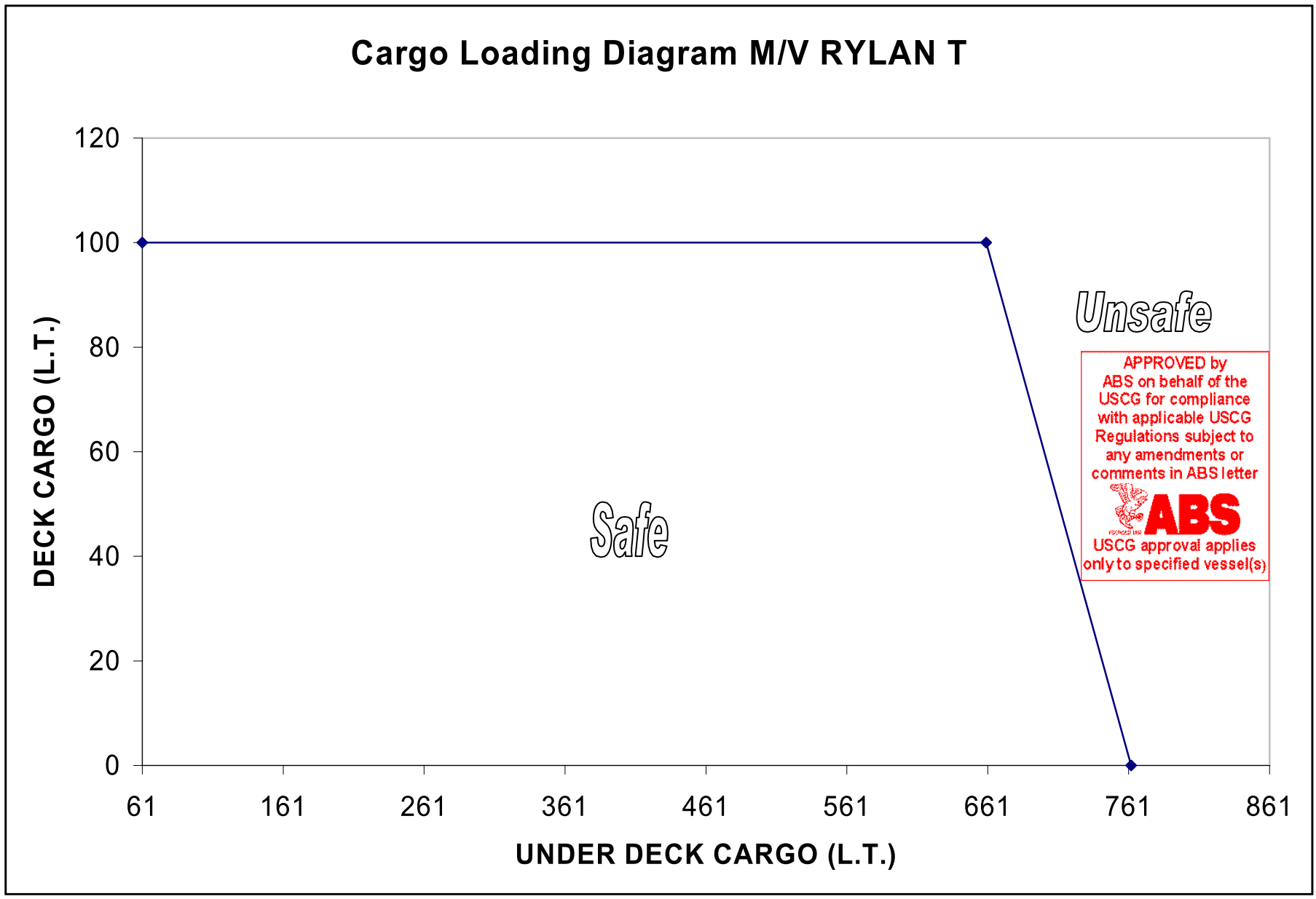
6. TOWING: The vessel is not authorized to engage in towing operations.
7. LIFTING: The weight lifted by the crane on the starboard side at frame 53 shall not exceed 2.5 long tons or the manufacturer's recommendations, whichever is less.
7. HULL OPENINGS: Any openings that could allow water to enter into the hull or deckhouse shall be kept closed when rough weather or sea conditions exist or are anticipated.
8. WATERTIGHT BULKHEADS: No watertight bulkheads may be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI). The Class 1 watertight door, located at frame 57 P in the Engine Room and leading to the emergency escape compartment, shall remain closed at all times except when being used for access.
9. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
10. FREEING PORTS: Deck freeing ports shall be maintained operable and completely unobstructed at all times.
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 posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages, including the Loading Diagram, are visible. It supersedes any stability information previously issued to the vessel.


Mahmood Billah
Sr. Managing Principal Engineer
Stability & Load Line Group, SED
ABS Americas

Attachment: a) Cargo Loading Diagram, for M/V RYLAN T, bearing the ABS Americas approval stamp dated 19 August 2009.


Cargo Loading Diagram M/V RYLAN T



Unsafe

Safe

APPROVED by
ABS on behalf of the
USCG for compliance
with applicable USCG
Regulations subject to
any amendments or
comments in ABS letter



USCG approval applies
only to specified vessel(s)