



I. General:

The stability characteristics of this vessel have been compared with the stability criteria required by the U.S. Coast Guard for fishing vessels in 46 CFR Part 28. It has been determined that the vessel should be operated under loading conditions which do not exceed those recommended below. The Master shall review these instructions before each port departure to verify that loading restrictions can be met for the expected operations.

II. Lightship Weight, Center of Gravity, and Watertight Integrity:

These instructions are based upon vessel loadings that are at stability criteria limits. Any changes made to the vessel that alter the vessel's weight, center of gravity, watertight integrity, gear loads or liquid consumption sequence could adversely affect the stability characteristics of this vessel. A Naval Architect shall be consulted to determine whether any changes void these instructions. This vessel is not equipped with solid ballast.

III. Freeboard & Trim:

This vessel should be operated with a minimum freeboard of at least six inches (6") at all times, measured from the top of the main deck steel at the lowest point down to the water. In some conditions, the vessel may have less than six inches (6") of freeboard. Loads should be reduced to maintain the minimum recommended freeboard. Trim shall be minimized within normal limits.

IV. Consumables:

Observe the following limits on consumable tankage:

- a. Fuel shall be consumed in the following order:
 - Fuel Oil Tank #4 Centerline (FO4.C)
 - Fuel Oil Tanks #1 Port/Stbd (FO1.P/S)
 - Fuel Oil Tanks #2 Port/Stbd (FO2.P/S)
 - Fuel Oil Tanks #3 Port/Stbd (FO3.P/S)
- b. The following tanks may be operated at any level:
 - Fuel Oil Day Tank Stbd (FODAY.S)
 - Fresh Water Tanks Port/Stbd (FW.P/S)
 - Hydraulic Oil Tank Port (HO.P)
 - Waste Oil Tank Port (WO.P)
 - Lubricating Oil Tanks
- c. For each consumable liquid, only one pair of port/stbd storage tanks, or one centerline storage tank may be slack at any time.
- d. Reduce the number of slack tanks to the minimum possible.
- e. All tank cross flooding valves shall be kept closed at all times.

V. Ballast Tanks

Observe the following limits on ballast tanks:

- a. The following ballast tanks must remain empty at all times:
 - Sea Water Ballast Tank Centerline (SWBALL.C)
- b. The following ballast tank may be kept at any level when the holds are empty or only the forward hold is full. It must be kept empty when both holds are full:
 - Fresh Water Ballast Tank Centerline (FWBALL.C)
- c. Empty ballast tanks shall be checked on a regular basis to ensure that water does not enter.
- d. Full ballast tanks shall be checked on a regular basis to ensure that the water level does not drop.

VI. Hold Tank Filling and Emptying Precautions:

Observe the following precautions when filling or emptying hold tanks:

- a. In order to decrease dynamic forces and free surface effects, hold tanks shall be filled and emptied with the greatest care, by seeking shelter or by assuming a favorable heading into the wind or sea.
- b. No more than one hold tank shall be filled or emptied at a time.
- c. When operating with sea water in a hold tank, precautions shall be taken to ensure that the tank is completely full and overflowing, and that the water level in the tank does not drop, causing free surface to develop.
- d. When operating with an empty hold tank, precautions shall be taken to ensure that the tank is completely empty and dry, and that water does not enter the tank causing free surface to develop.