

• INTRODUCTION

Based on an inclining test performed at Seattle on October 17, 1993, the light ship particulars of "DESTINATION" have been determined. With these data as a basis, the trim and stability characteristics have been computed for the vessel as configured for operations in Alaska waters. "DESTINATION" has adequate stability in all normal operating conditions, provided the recommendations and cautions below are adhered to.

This report contains information needed by the Master to assess the trim and stability of the vessel under normal operating conditions. A copy should be kept aboard and reviewed by anyone who will be operating the vessel. In addition, a copy of the Stability Letter included at the end of the report should be posted aboard the vessel. This report applies to "DESTINATION" and only to that vessel. The information contained herein is not valid for any other vessel. Also, if the vessel is modified or its service changed, this report would become invalid.

Uninspected commercial fishing industry vessels (without Loadlines) are regulated under the provisions of 46 CFR Part 28. The stability regulations therein are used as the basis for comparison in this report. (Note: Since the vessel is an alteration, rather than a new construction, the damage stability provisions of S28.580 are not applicable.)

The fishing vessel regulations require owners to have stability checked whenever substantial alterations are made to the vessel. These may be in the form of a major modification, or may be the result of a series of minor changes. The magnitude of changes that would constitute a "substantial alteration" for "DESTINATION" is identified in Part 3 of this report, along with instructions for tracking changes. The owner is responsible for complying with the stability regulations, and must keep track of changes made to the vessel so that the applicable calculations can be made if the "substantial alteration" limits are exceeded.

• INSTRUCTIONS FOR USING THIS REPORT

Part 1 is a discussion of loading and operating recommendations for the vessel, and includes general precautions for maintaining adequate stability. This is the most important section for the Master to read and understand, since it covers factors that the Master has some control over.

Part 2 presents a series of loading conditions, each showing the vessel's immersion, trim and stability characteristics. The loadings included are intended to cover a range of conditions that encompass all of the normal operating conditions for the vessel. There is no need to perform any calculations in order to determine safe loadings -- the procedure is to refer to the loading sheet closest to the actual or planned loading, and observe the cautions listed, if any.

The sketch included on each loading sheet shows the trimmed waterline, the location of the center of gravity, and cross-hatching to illustrate the various loads. The center of gravity mark (⊕) can be useful for determining the effect on stability from adding or removing weights.