



VII. King Crabbing Loads:

Crabbing gear and supplies assumed to be on board are as follows: crew (6) and effects, provisions, 6,000 lbs of bait. Do not exceed these loads at any time. Rectangular pots were assumed to weigh a maximum of 725 lbs each including lines & buoys, and measure 7'-0" x 7'-0" x 34". The maximum pot load depends on the status of fuel and the holds, as shown in the loading table on page 4. Pots were assumed stowed on deck in the following order: 71 pots in the first tier stowed on edge, 3 additional tiers of 27 pots each stowed flat. When operating in icing conditions described in section VIII, reduce the allowable pot load by 45 pots from the uppermost tier(s). Do not operate in conditions when this icing reduction results in a negative pot load.

VIII. Ice Loads:

The ice loads calculated for this report are USCG/IMO recommended standard ice loads for the Bering Sea. The standard ice load for this vessel is 15.21 long tons (34,063 lbs), which is equivalent to 1.32" on decks and 0.33" on the vessel's sides. Frequently, the vessel will encounter ice loads of greater magnitude than calculated for these instructions. Due to the lack of predictability in icing conditions, we strongly recommend that the vessel take action to minimize or avoid ice build-up by heading downwind or taking shelter. When operating in icing conditions make certain that free surface is a minimum, and reduce deck loads as described in section VII above.

IX. Use of Lifting Equipment at Sea:

This vessel is equipped with the following lifting equipment: Alaskan Marine Crane MCK-1240. Exercise extreme care when using lifting equipment at sea:

- a. Do not exceed the crane manufacturer's recommended maximum load or 1,500 lbs, whichever is less.
- b. Only one lifting device may be used at a time.
- c. The hook shall remain inside the bulwarks at all times.
- d. The crane booms shall be kept as low as possible during lifting operations.
- e. In general, never submerge more than 1/2 of the available freeboard to the main deck on either side of the vessel during lifting operations.

X. Weather Tightness and Seaworthiness:

All weather deck doors, air ports, and vents shall be closed and securely dogged when operating in heavy weather conditions. All watertight doors shall be kept closed except when used for passage. The vessel's bilges shall be kept pumped dry at all times. Freeing ports shall be kept clear and operable at all times. All voids shall be kept pumped to minimum content at all times, and checked on a regular basis to ensure that water does not enter causing free surface to develop.

The Master shall conduct and log an inspection of all exterior boundaries to ensure weather tightness before each fishing season. The inspection shall include intake and exhaust vents, airports, windows, doors, and trash chutes. The inspection shall include operability of closures, dogs, and the condition of sealing gaskets. Sea valves of open systems which would flood the vessel upon failure, hinged freeing ports, and deck scuppers shall also be inspected and logged. Deficiencies shall be corrected before departure.

The Master shall log all weight and buoyancy changes made to the vessel before each fishing season, including description, weight, and location. Where such changes are made, a Naval Architect shall be consulted to update this stability guidance as required by Section II.

XI. List:

Make every effort to determine the cause of any list of the vessel before taking corrective action. Pumping from full tanks or to empty tanks to correct list will cause an increase in free surface which will decrease the stability of the vessel.

XII. Responsibility and Obligations of the Master:

These limits of loading and instructions should ensure adequate stability under normal conditions. They are not intended, however, to replace the judgment of the Master, who must use every means at his disposal to ensure that the stability of the vessel is adequate to meet the sea and weather conditions encountered.

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