

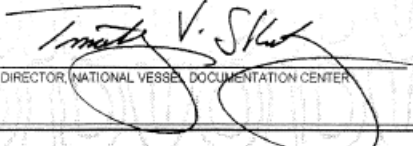



UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME HENRIETTA III		OFFICIAL NUMBER 693321	IMO OR OTHER NUMBER 61	YEAR COMPLETED 1985	
HAILING PORT WILMINGTON, NC		HULL MATERIAL STEEL		MECHANICAL PROPULSION YES	
GROSS TONNAGE 781 GT ITC 99 GRT	NET TONNAGE 276 NT ITC 83 NRT	LENGTH 149.5	BREADTH 34.0	DEPTH 7.0	
PLACE BUILT GUILD TN					
OWNERS CAPE FEAR RIVERBOATS INC			OPERATIONAL ENDORSEMENTS COASTWISE		
MANAGING OWNER CAPE FEAR RIVERBOATS INC 101 S WATER ST #1 WILMINGTON, NC 28401					
RESTRICTIONS NONE					
ENTITLEMENTS NONE					
REMARKS NONE					
ISSUE DATE FEBRUARY 23, 2012		 DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER			
THIS CERTIFICATE EXPIRES MARCH 31, 2013					
VDS 14795698					



United States of America
Department of Homeland Security
United States Coast Guard

Certification Date: 06 Mar 2013
Expiration Date: 06 Mar 2018
IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name: HENRIETTA III Official Number: 693321 Call Sign: WDA2208 Service: Passenger (Inspected)

Hailing Port: WILMINGTON NC Hull Material: Steel Horsepower: 590 Propulsion: Diesel Reduction

Place Built: GUILD TN, UNITED STATES Delivery Date: 27Dec1985 Date Keel Laid: 01Nov1984 Gross Tons: R-99 I-781 Net Tons: R-83 I-276 DWT: Length: R-149.5 I-149.5

Owner: CAPE FEAR RIVERBOATS INC
101 S. WATER ST # 1
WILMINGTON NC 28401
UNITED STATES

Operator: CAPE FEAR RIVER BOATS, INC.
101 S WATER ST
WILMINGTON NC 28401
UNITED STATES

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

1 Master	0 Master & 1st Class pilot	0 Radio Officer(s)	0 Chief Engineer	0 QMED/Rating
0 Chief Mate	0 Mate & 1st Class Pilot	0 Able Seamen/ROANW	0 1st Asst. Engr/2nd Engr.	0 Oilers
0 2nd Mate/OICNW	1 Lic. Mate/OICNW	0 Ordinary Seamen	0 2nd Asst. Engr/3rd Engr.	1 Design. Eng.
0 3rd Mate/OICNW	0 1st Class Pilot	6 Deckhands	0 3rd Asst. Engr.	
			0 Lic. Engr.	

In addition, this vessel may carry 518 passengers, 0 other persons in crew, 10 persons in addition to crew, and no others.
Total persons allowed: 536

Route Permitted and Conditions of Operation:

---Lakes, Bays, and Sounds---

'FRESH WATER ONLY'

WHEN THE VESSEL IS AWAY FROM THE DOCK, OR WHEN PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL, FOR A PERIOD EXCEEDING TWELVE (12) HOURS IN ANY TWENTY-FOUR (24) HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

ONE (1) ADDITIONAL CG APPROVED CHILD, TYPE I LIFE PRESERVER SHALL BE PROVIDED FOR EACH PERSON ON BOARD WEIGHING LESS THAN NINETY (90) POUNDS.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Wilmington, NC, the Officer in Charge, Marine Inspection, Sector North Carolina certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Quarterly Reinspections				This certificate issued by: <i>A. Popiel</i>
Date	Zone	A/P/Q	Signature	
5/14/14	NC	A	<i>A. Popiel</i>	A. POPIEL CAPTAIN, USCG
4/27/15	See NC	A	<i>A. Popiel</i>	
-	-	-	-	Officer in Charge, Marine Inspection
-	-	-	-	Sector North Carolina
-	-	-	-	Inspection Zone



Department of Homeland Security
United States Coast Guard

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06Mar2013

HENRIETTA III

A MINIMUM OF ONE (1) DECKHAND WILL BE ASSIGNED FOR EACH DECK ACCESSIBLE TO PASSENGERS. WHEN ACCESS TO A SPECIFIED DECK IS CLOSED TO PASSENGERS THE NUMBER OF DECKHANDS MAY BE REDUCED ACCORDINGLY.

BASED ON THE LENGTH OF OPERATION AND THE NUMBER OF PASSENGERS, THE REQUIRED MANNING MAY BE REDUCED AS FOLLOWS:

PASSENGERS	LESS THAN 12 HOURS		
	1-149	150-299	300-499
MASTER	1	1	1
LICENSED MATE	1	1	1
DECKHANDS	3	4	5
DESIGNATED ENGINEER	1	1	1

THE LICENSED MATE MAY BE SUBSTITUTED BY ONE OF THE DECKHANDS PROVIDING THEY MEET THE QUALIFICATIONS AND HAS BEEN DESIGNATED IN WRITING BY THE MASTER AS THE SENIOR DECKHAND AS RECOMMENDED BY U.S. COAST GUARD NAVIGATION AND VESSEL INSPECTION CIRCULAR (NVIC) NO. 1-91. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW.

WHEN PASSENGERS ARE ONBOARD A DESIGNATED ENGINEER SHALL BE PROVIDED. THE ENGINEER SHALL BE DESIGNATED BY THE MASTER IN WRITING AND RECEIVE SPECIAL TRAINING IN ROUTINE AND EMERGENCY ENGINEERING SKILLS AND DUTIES IN ACCORDANCE WITH AN OCMI ACCEPTED COMPANY TRAINING PROGRAM. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ONBOARD THE VESSEL. WHEN THIS TRAINED DECKHAND VACATES THEIR ASSIGNED DECKHAND POSITION TO PERFORM ENGINEERING RELATED DUTIES A QUALIFIED INDIVIDUAL MUST BE PROVIDED TO ASSUME THE VACATED POSITION AND THE ASSOCIATED STATION BILL RESPONSIBILITIES DURING THEIR ABSENCE.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2018	22Feb2013	07Nov2008
Internal Structure	28Feb2018	22Feb2013	07Nov2008

---Stability---

Letter Approval Date / 01Nov2011 Office/ Marine Safety Center

---Inspection Status---

Pressure Vessels

Type	Location	Previous	Last	Next
Air Receiver	Manufacturer: MANCHESTER	15Jan2002	12May2009	12May2014

Lifesaving

Number of Davits/0	Lifeboat/Raft ID	Full Wgt Test	Light Wgt Test	Falls Rnwd	Falls End/End
1		-	-	-	-



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HENRIETTA III

---Lifesaving Equipment---

	Number Persons			Required
Total Equipment for		536	Life Preservers(Adult)	536
Lifeboats(Total)	0	0	Life Preservers(Child)	54
Lifeboats(Port)*	0	0	Ring Buoys(Total)	3
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	1
Rescue Boats/Platforms	1	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 1

Hose information

Qty	Diameter	Length
8	1.5	50

Fixed Extinguishing Systems

Capacity	Agent	Space Protected
400	Carbon Dioxide	ENGINE ROOM/AUX GENERATOR ROOM

Fire Extinguishers - Hand portable and semi-portable

Qty	Class Type
4	A-II
1	B-I
3	B-II

END

U.S. Department of
Homeland Security
United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

2100 2ND ST SW, STOP 7102
WASHINGTON, DC 20593-7102
Staff Symbol: MSC-1
Phone: (202) 475-3401
Fax: (202) 475-3920
Email: msc@uscg.mil

STABILITY LETTER

16710/P005848
Serial: H2-1103732
November 1, 2011

Master, HENRIETTA III, O.N. 693321
Serodino Hull No. 61
156' x 34' x 7' Small Passenger Vessel (K)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below. You are reminded that 46 CFR 122.315 requires you to verify your compliance with these instructions and precautions after loading and prior to departure on each voyage.

A stability test, witnessed by the U. S. Coast Guard, was conducted on the HENRIETTA III, O.N. 693321, at Wilmington, North Carolina, on March 13, 2000. On the basis of that test, and additional weight and moment calculations, stability calculations were performed and a stability letter was issued to the vessel on March 13, 2002. Based on those stability calculations, additional weight and moment calculations were performed to account for an increased average passenger weight. Results indicate that the stability of the HENRIETTA III, as presently outfitted and equipped, is satisfactory for operation on Protected Waters, provided the following restrictions are observed.

SUBDIVISION

When operated as indicated below, calculations indicate this vessel will remain afloat with any two adjacent major watertight compartments flooded (two-compartment subdivision) forward of frame 5.66 and with any one major watertight compartment flooded (one-compartment subdivision) aft of frame 5.66. A major watertight compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB's). For this vessel, these MTWB's are located at frames 2, 5.66, 7B, 7F, 7J, 12, and 15.

DAMAGE SURVIVAL

Calculations further indicate this vessel will stay upright (no more than 7 degrees of list under ideal conditions) after side damage when the side damage is limited to any two adjacent major watertight compartments forward of frame 5.66 and any one major watertight compartment aft of frame 5.66 and not more than 6 feet 9½ inches inboard from the side of the hull. To maintain the vessel upright after flooding (damage), the heeling forces imposed by wind, wave, and passenger movements must be minimized. The calculations do not specifically account for high winds, heavy seas, or the movement of many passengers to one side.

OPERATING RESTRICTIONS:

1. ROUTE: Operation on Protected Waters is permitted. Since the route is based upon other considerations in addition to stability, you are cautioned that the route may be further limited to that specified on the Certificate of Inspection.

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2. PERSONNEL: A maximum of 536 persons may be carried on this three deck vessel, of which 518 may be passengers. A maximum of 224 passengers may be carried on the uppermost deck. A combined maximum of 432 passengers may be carried on the uppermost two decks. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried and their distribution may be further limited to that specified on the Certificate of Inspection.

3. FREEBOARD AND TRIM:

a. The vessel is limited to a maximum mean baseline draft amidships, located at frame 7G, of 4 feet 7½ inches. This corresponds to a minimum freeboard, measured from the top of the main deck plate amidships, of 2 feet 4½ inches. The vessel is further limited to a maximum baseline draft of 4 feet 9 inches at the aft perpendicular (frame 17) and 4 feet 6½ inches at the forward perpendicular (frame 0). At no time shall the freeboard measured anywhere along the length of the vessel be less than 2 feet 1½ inches. Trim should be minimized.

b. Since the total weight of passengers, variable stores and tankage may be greater than the assumed weights, you are cautioned that when carrying a full load to carefully monitor the vessel's draft as it is possible to exceed the above draft restrictions.

4. WATERTIGHT DOORS AND BULKHEADS: There are no watertight doors on the subject vessel. No watertight bulkheads or doors shall be removed, altered, or installed without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).

5. 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.

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

Displacement	362.37	Long Tons
LCG	9.56	Feet Aft of Amidships
VCG	13.03	Feet Above Baseline

Any alteration resulting in a change in these parameters may invalidate this stability letter. No fixed ballast or other such weights shall be added, removed, altered or relocated without the authorization and supervision of the cognizant OCMI. The vessel is fitted with 8 LT of fixed lead ballast located 5 feet forward of the collision bulkhead.

7. DECK CARGO: No deck cargo may be carried.

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

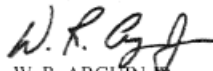
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9. FREEING PORTS: Deck freeing ports shall be maintained operable and completely unobstructed at all times.

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 all stability guidance previously issued to the vessel.



W. R. ARGUIN JR
Commander, U.S. Coast Guard
By direction