

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

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16710/P005857
Ser. H2-9905833
November 17, 1999

Master, LIBERTY BELLE, O.N. 1051749
On-Site Marine Hull #LBC101
120' x 40.75' x 11' 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 you are required by 46 CFR 122.315 to verify your compliance with these instructions and precautions after loading and prior to departure on each voyage.

A deadweight survey, witnessed by the U. S. Coast Guard, was conducted on the LIBERTY BELLE, O.N. 1051749, at Philadelphia, Pennsylvania, on October 9, 1997. On the basis of this survey, stability calculations have been performed. Results indicate that the stability of the LIBERTY BELLE as presently outfitted and equipped is satisfactory for operation on Protected Waters, provided that the following restrictions are observed.

SUBDIVISION

When operated as indicated below, calculations indicate this vessel will remain afloat with any one major compartment flooded (one-compartment subdivision). Calculations further indicate this vessel will remain afloat with the two major compartments flooded forward of frame 13. A major compartment is the total space between any two adjacent Main Transverse Watertight Bulkheads (MTWB). For this vessel, these MTWBs are located at frames 5, 13, 22, 31, 41, and 52.

DAMAGE SURVIVAL

Calculations 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 one major compartment and not more than 7 feet 5 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.

OPERATING RESTRICTIONS

1. ROUTE: Operation on Protected Waters may be permitted. Since the vessel's 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.

Subj: LIBERTY BELLE, O.N. 1051749; Stability Letter

2. PERSONNEL:

a. A maximum of 630 persons may be carried on this three deck vessel of which 600 may be passengers. Stability is sufficient for the carriage of all 630 persons on the top deck.

b. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried may be further limited to that specified on the Certificate of Inspection.

3. DRAFT AND TRIM:

a. The vessel is limited to a maximum draft amidships of 6 feet 5-7/8 inches in order to satisfy the subdivision criteria. This corresponds to a minimum freeboard of 4 feet 3-3/4 inches measured from the top of the main deck plate amidships. Amidships is located at frame 30. The draft at the transom (frame 60) shall not exceed 6 feet 11-1/2 inches. Trim should be minimized.

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

4. WATERTIGHT DOORS AND BULKHEADS:

a. The watertight door located at frame 41 shall be kept closed at all times when underway, except for when actually used for transit under safe conditions. There are no other watertight doors on this vessel.

b. No watertight bulkheads shall be removed or altered 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:	344.73	long tons
LCG:	8.37	feet aft of amidships
VCG:	17.00	feet above the baseline

The baseline is located 0 feet 4 inches below the keel.

The position of the vertical center of gravity has been conservatively estimated in lieu of determination by an inclining experiment, as allowed by 46 CFR 170.175(d). Any alteration resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or

6710/P005857
Ser. H2-9905833
November 17, 1999

Subj: LIBERTY BELLE, O.N. 1051749; Stability Letter

other such weights shall be added, removed, altered and/or relocated without the authorization and supervision of the cognizant OCMI. The vessel is fitted with 9.69 long tons (21700 pounds) of permanent stone ballast located on the starboard side, in the hold, between frames 23 and 31. The ballast is arranged between the hull side and a distance inboard of 7 feet 6-0 inches. The ballast ranges from a depth of 0 feet 9-0 inches at the hull side to 1 foot 6-0 inches at the furthest inboard location.

7. DECK CARGO: No deck cargo may be carried.
8. TANKS: No more than one centerline or P/S pair of each of the following tanks may be partially filled at any one time: fuel oil, lube oil, potable water, fuel oil day tanks. Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
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 shall be posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible. This letter supersedes any stability information previously issued to the vessel


R. J. FETOW

Commander, U.S. Coast Guard

By direction of the Commanding Officer