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

Commanding Officer
United States Coast Guard
Marine Safety Center

2100 2ND 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/P007904
Ser H1-0902222
August 7, 2009

Master, BOUNTY, O.N. 960956
Smith and Rhuland Hull No. Unknown
110.0' (LBP) x 31' x 21'7" Uninspected Auxiliary Sailing Vessel (C)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times.

A stability test, witnessed by the U.S. Coast Guard, was conducted on the subject vessel at St. Petersburg, Florida, on April 15, 2009. On the basis of that test, stability calculations have been performed. Results indicate that the stability of BOUNTY, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

## OPERATING RESTRICTIONS

1. ROUTE: Operation on Exposed Waters is permitted.

2. PERSONNEL: A maximum of 36 persons may be carried on this vessel, of which 12 may be passengers. These numbers are based on an average weight of 180 pounds per person.

3. MINIMUM FREEBOARD: A minimum freeboard of 11 feet 4 inches, as measured to the top of the deck at side at Station 5, must be maintained. Trim should be minimized.

4. SAILS: The sails which may be set are limited to those shown on the vessel's sail plan, bearing the U. S. Coast Guard Marine Safety Center approval stamp dated August 7, 2009. The sail plan must be maintained onboard the vessel, in a suitable location, at all times.

5. TANKS: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.

6. HULL OPENINGS: Any openings that could allow water to enter the hull should be kept closed when rough weather or sea conditions exist or are anticipated.

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

| | |
|---|---|
| Displacement | 277.20 Long Tons |
| VCG | 12.05 Feet Above the Baseline |
| LCG | 54.39 Feet Aft of Station 0 |

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Subj: BOUNTY, O.N. 960956; STABILITY LETTER

Any alteration resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed, altered and/or relocated without the authorization and supervision of the cognizant OCMI. Other than 54,000 pounds of lead ballast fixed to the vessel's keel, the vessel is not fitted with any removable ballast.

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

9. FREEING PORTS: Deck freeing ports and drains 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 onboard the vessel so that all pages are visible. It supersedes any other stability information previously issued to the vessel.

[redacted]
B. A. GATES
Lieutenant Commander, U. S. Coast Guard
By direction

U.S. Department of Homeland Security

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16710/P007904
Serial: H1-0902221
August 7, 2009

International Historical Watercraft Society
Attn: Mr. Melbourne Smith
P.O. Box 54
Annapolis, MD 21404

Subj: BOUNTY, O.N. 960956
Smith and Rhuland Hull No. Unknown
110.0' (LBP) x 31' x 21'7" Uninspected Auxiliary Sailing Vessel (C)
12 Passengers/Exposed Waters
Stability

Ref: (a) Stability Test Report for BOUNTY, dated April 15, 2009
(b) Intact Stability Calculations for BOUNTY, dated June 30, 2009
(c) Sail Stability Calculations, undated
(d) Sail Plan, Beckley Engineering Drawing No. 8932-100, "Outboard Profile," dated February 20, 1990

Dear Mr. Smith:

We reviewed references (a) through (d), received with your emails dated July 14, 2009, July 9, 2009, and June 2, 2009 and they are "**Examined.**" Supporting calculations such as these are not normally approved; however, the information presented is used in verifying the vessel's compliance with applicable stability requirements. The following comments apply:

1. Your loading conditions assume an average weight of 180 pounds per person. Based on our review of the stability calculations, we concur that the subject vessel has adequate stability in all indicated conditions of loading and operation for service with up to 12 passengers on an Exposed Waters route.

2. As an uninspected vessel requiring a load line, the subject vessel has demonstrated compliance with the same intact stability criteria as inspected vessels of the same type in the same service, in accordance with Section 6.E.10 of COMDTINST M16000.9, Marine Safety Manual, Volume IV.

By copy of this letter, ABS Americas is advised that the stability of the subject vessel is satisfactory for a freeboard at Station 5 of 11 feet 4 inches. ABS Americas is directed to place the following statement on the face of the Load Line Certificate: *"This certificate is valid only so long as the operating restrictions in the vessel's stability letter, issued by the USCG Marine Safety Center and dated August 7, 2009, are observed."*

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Serial: H1-0902221
August 7, 2009

Subj: BOUNTY, O.N. 960956; Stability

Since we received electronic submittals for references (a) through (c), and only one paper copy of reference (d), there are no hard copies available for return to you. Please provide the OCMI with paper copies of any requested drawings or calculations referenced in this letter that were submitted electronically. Should you require stamped copies of any documents, please submit hard copies to this office for that purpose.

Should you have any questions about the above comments, please contact the project officer, Mr. Mark Ganulin, at the phone number listed above.

Sincerely,

[redacted]

B. A. GATES
Lieutenant Commander, U.S. Coast Guard
Chief, Small Vessel Branch
By direction

Encl: (1) Stability Letter for BOUNTY, dated August 7, 2009

Copy: Commander, Coast Guard Sector St. Petersburg, Prevention Department

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
Marine Safety Center

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Washington, DC 20593
Staff Symbol: MSC-1
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16710/P007904
Serial: H1-0901030
April 1, 2009

International Historical Watercraft Society
Attn: Mr. Melbourne Smith
P. O. Box 54
Annapolis, MD 21404

Subj: BOUNTY, O. N. 960956
Smith and Rhuland Hull No. Unknown
108.4' Uninspected Sailing Vessel (C)
Stability Test Procedure

Ref: (a) Stability Test Procedure for BOUNTY, dated March 6, 2009
(b) ASTM F1321 *Standard Guide for Conducting a Stability Test (Lightweight Survey and Inclining Experiment) to Determine the Light Ship Displacement and Centers of Gravity of a Vessel*

Dear Mr. Smith:

We reviewed reference (a), received with your electronic submittal dated March 29, 2009, and it is "**Approved.**" Unless otherwise noted, the survey will be conducted in accordance with reference (b). The following comments apply:

1. A listing of all items to be removed, added, or relocated, if any, along with their weights and centers of gravity, shall be supplied to the Coast Guard witness prior to the test.

2. A maximum initial heel of ½ degree is permitted.

3. The tankage that you specify in the procedure is acceptable.

4. The location of the vessel's downflooding points must be indicated in the stability test results submittal.

5. Your stability test results submittal must include calculations clearly demonstrating how the freeboard readings are converted to drafts. The use of the "Freeboard Readings" table on page 20 of reference (b) is recommended. In addition, longitudinal and vertical reference lines must be clearly defined and consistent for all calculations.

6. The total inclining weight and pendulum length must ensure a deflection of at least six inches at the maximum heeling moment. Deflections of less than six inches are not acceptable.

7. Your representative must maintain a plot of the tangent versus moment curve during the stability test to ensure that adequate results are obtained.

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April 1, 2009

Subj: BOUNTY, O. N. 960956; Stability Test Procedure

8. A minimum of five freeboard readings on each side of the vessel must be taken. These readings shall be plotted in the presence of the Coast Guard witness to ensure that the data is adequate to determine the as-inclined waterline.

9. We note your intention to use plastic drums of water as your inclining weights. Please coordinate with the Coast Guard witness the weighing of the barrels and the number of barrels to be weighed.

10. In the event that a representative from this office is not present at the survey, a copy of all rough field notes bearing the initials of the Coast Guard witness should be forwarded to this office immediately after the test.

We note that you have made arrangements for the U. S. Coast Guard Sector St. Petersburg to provide a witness for the stability test. You should keep that office informed of any changes to the date and time of the test. The final responsibility for properly conducting the stability test to the satisfaction of the Marine Safety Center rests with the owner's representative. The final results of the test should be submitted to this office for our review.

Since we have received only one electronic copy of reference (a), there are no hard copies available to return to you. We will provide you and the OCMI with an electronic copy of the approved stability test procedure by email. Should there be any questions, please contact me at the phone number listed above.

Sincerely,

[redacted]

M. P. GANULIN
U.S. Coast Guard
By direction

Copy: Commander, U. S. Coast Guard Sector St. Petersburg, Prevention Department,
w/check-off sheet