

# INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(Note: This Certificate shall be supplemented by a Record of Construction and Equipment)

Issued under the provisions of the

## INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973



as modified by the Protocol of 1978, relating thereto,  
(hereinafter referred to as "the Convention")  
under the authority of the Government of

**THE UNITED STATES OF AMERICA**

by the UNITED STATES COAST GUARD

| Name of Ship | Distinctive Numbers or Letters | Port of Registry | Gross Tonnage |
|--------------|--------------------------------|------------------|---------------|
| FAIRWEATHER  | 1148175                        | Juneau, Alaska   | 3424 ITC      |

**Type of ship:**

- Oil Tanker (Form B Supplement attached)\*
- Ship other than an oil tanker with cargo tanks coming under regulation 2(2) of Annex I of the Convention (Form B Supplement attached)\*
- Ship other than any of the above (Form A Supplement attached)\*

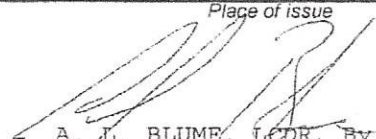
**THIS IS TO CERTIFY:**

- That the ship has been surveyed in accordance with the requirements of regulation 4 of Annex I on the Convention; and
- That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This certificate is valid until: 28 February 2009  
subject to surveys in accordance with regulation 4 of Annex I of the Convention.

Issued at: Bridgeport, Connecticut  
Place of issue

28FEB04  
Date of Issue

  
A. L. BLUME, LCDR, By Direction of the  
Officer in Charge, Marine Inspection, U.S. Coast Guard



The Coast Guard estimates that the average burden for this report is 20 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MVI), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0041), Washington DC 20503.

**FORM A**  
**SUPPLEMENT TO THE**  
**INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE**  
**(IOPP CERTIFICATE)**

Record of Construction and Equipment for Ships other than Oil Tankers



*in respect of the provisions of Annex I of the*

**INTERNATIONAL CONVENTION FOR THE**  
**PREVENTION OF POLLUTION FROM**  
**SHIPS, 1973**

as modified by the Protocol of 1978, relating thereto,  
 (hereinafter referred to as "the Convention").

**Notes:**

1. This form is to be used for the third type of ship as categorized in the IOPP Certificate, i.e. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2(2) of Annex I of the Convention, Form B shall be used.
2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
3. If the language of the original Record is neither English or French, the text shall include a translation into one of these languages.
4. Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.
5. Regulations mentioned in this Record refer to regulations of Annex I of the Convention and resolutions refer to those adopted by the International Maritime Organization.

**1. Particulars of ship:**

- 1.1 Name of ship: FAIRWEATHER
- 1.2 Distinctive number or letters: 1148175
- 1.3 Port of registry: Juneau, Alaska
- 1.4 Gross tonnage: 3424 GT ITC
- 1.5 Date of build:
- 1.5.1 Date of building contract: 14 February 2002
- 1.5.2 Date on which keel was laid or ship was at a similar stage of construction: 11 November 2002
- 1.5.3 Date of delivery: 28 February 2004
- 1.6 Major conversion (if applicable):
- 1.6.1 Date of conversion contract: --
- 1.6.2 Date on which conversion was commenced: --
- 1.6.3 Date of completion of conversion: --
- 1.7 Status of ship:
- 1.7.1 New ship in accordance with regulation 1(6): .....
- 1.7.2 Existing ship in accordance with regulation 1(7): .....
- 1.7.3 This ship has been accepted by the Administration as an "existing ship" under regulation 1 (7) due to an unforeseen delay in delivery: .....

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 20 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MSO), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (2115-0526), Washington DC 20503.

**FORM A, SUPPLEMENT TO THE  
INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE**

**2. Equipment for the control of oil discharge from machinery space bilge and oil fuel tanks (regulations 10 and 16):**

2.1 Carriage of ballast water in oil fuel tanks:

2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks .....

2.2 Type of oil filtering equipment fitted:

2.2.1 Oil filtering (15 ppm) equipment (regulation 16(4)) .....

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 16(5)) .....

2.3 The ship is allowed to operate with the existing equipment until 6 July 1998, (regulation 16(6)) and fitted with:

2.3.1 Oily-water separating (100 ppm) equipment .....

2.3.2 Oil filtering (15 ppm) equipment without alarm .....

2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device .....

2.4 Approval standards:

2.4.1 The separating/filtering equipment :

.1 has been approved in accordance with resolution A.393(X) .....

.2 has been approved in accordance with resolution A.233(VII) .....

.3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) .....

.4 has not been approved .....

2.4.2 The process unit has been approved in accordance with resolution A.444(XI) .....

2.4.3 The oil content meter has been approved in accordance with resolution A.393(X) .....

2.5 Maximum throughput of the system is \_\_\_\_\_ m<sup>3</sup>/h.

2.6 Waiver of regulation (16):

2.6.1 The requirements of regulation 16(1) or (2) are waived in respect of the ship in with regulation 16(3)(a). The ship is engaged exclusively on:

.1 voyages within special area(s) \_\_\_\_\_

\_\_\_\_\_

.2 voyages within 12 miles of the nearest land outside special area(s) restricted to:

\_\_\_\_\_

2.6.2 The ship is fitted with holding tank(s) having a volume \_\_\_\_\_ m<sup>3</sup> for the total retention on board of all oily bilge water .....

**FORM A, SUPPLEMENT TO THE  
INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE**

**3. Means of retention and disposal of oily residues (sludge) (regulation 17):**

3.1 The ship is provided with oil residue (sludge) tanks as follows:

| Tank Identification | Tank                 | Location |          | Volume (m3) |
|---------------------|----------------------|----------|----------|-------------|
|                     | Frames (from) - (to) | Lateral  | Position |             |
|                     |                      |          |          |             |
|                     |                      |          |          |             |
|                     |                      |          |          |             |

Total Volume \_\_\_\_\_ m3.

3.2 Means for the disposal of residues in addition to the provisions of sludge tanks:

- 3.2.1 Incinerator for oil residues, capacity \_\_\_\_\_ l/h
- 3.2.2 Auxiliary boiler suitable for burning oil residues
- 3.2.3 Tank for mixing oil residues with fuel oil, capacity \_\_\_\_\_ m3
- 3.2.4 Other acceptable means: \_\_\_\_\_

**4. Standard discharge connection (regulation 19):**

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 19 -----

**5. Shipboard oil pollution emergency plan (regulation 26):**

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26 -----

FORM A, SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

6. Exemption:

6. Exemptions have been granted by the Administration from the requirements of chapter II of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s) :

Multiple horizontal lines for listing exemptions.

of this Record.

7. Equivalentents (regulation 3):

7.1 Equivalentents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s): 2.2, 2.3, and 3 -- the design of this ship is

considered equivalent to requirements of Regulations 10, 16, and 17; all oil and oily wastes must be retained on board for discharge to reception facilities.

Multiple horizontal lines for additional details.

of this Record.

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at: Bridgeport, Connecticut

Place of issue of the Record

28FEB04 Date of issue

A. L. Blume, LCDR, By Direction of the Officer in Charge, Marine Inspection, U.S. Coast Guard



ATTACHMENT TO THE IOPP CERTIFICATE AND FORM A SUPPLEMENT

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS  
OTHER THAN OIL TANKERS

IOPP CERTIFICATE - GROSS TONNAGE:

\* The vessel's gross tonnage has been measured by the tonnage authorities of the United States of America in accordance with national tonnage rules which were in force prior to the coming of the International Convention on Tonnage Measurement of Ships, 1969: .....

8 WAIVER OF REGULATION 16

8.1 The ship is waived from the requirements of Regulation 16(1) and (2) in accordance with Regulation 16 (3) (a). The ship is engaged exclusively on:

.1 Voyages within Special Area(s): .....

.2 The ship is fitted with holding tank having a volume of \_\_\_\_\_ m<sup>3</sup> for the total retention on board of all oily bilge water: .....

9 WAIVER OF REGULATION 21

9.1 Drilling rigs shall be equipped as far as practicable with oil-water separating/filtering equipment. The Coast Guard has determined that it is not practicable to install oil-water separating/filtering equipment on this ship. All platform machinery space oily wastes shall be retained on boarding the waste oil tank for discharge in barrels to reception facilities: .....

Department of  
Health and Human Services

Public Health Service  
Food and Drug Administration

# C E R T I F I C A T E of S A N I T A R Y C O N S T R U C T I O N

M/V FAIRWEATHER

R. E. DERECKTOR INC.  
311 E. BOSTON POST RD.  
MAMARONECK, NY 10543  
(Built or modified by)

#1148175  
(Conveyance)

ALASKA MARINE HIGHWAY SYSTEM  
3132 CHANNEL DRIVE  
JUNEAU, AK 99801  
(Built or modified for)

This is to certify that an inspection has been made of this conveyance and that at the time of inspection, the features of the sanitary construction and the sanitation facilities were found to satisfactorily meet the standards of the Food and Drug Administration. Unapproved alterations to construction or facilities shall cause the invalidation of this certificate.



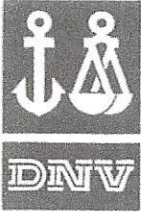
Issued By  
ACTING DISTRICT DIRECTOR, PHS/FDA  
NER, NEW ENGLAND DISTRICT  
FORM FDA 2371 (10/84)



Commissioner of Food and Drugs

FEBRUARY 20, 2004

Issue Date



UNITED STATES OF AMERICA

Certificate Number:  
NYK-03-24067

# TONNAGE CERTIFICATE

## GENERAL INFORMATION

|                                       |                                   |   |
|---------------------------------------|-----------------------------------|---|
| Vessel name:<br><b>FAIRWEATHER</b>    | Vessel number:<br>1148175         | Vessel type:<br><b>PASSENGER VESSEL</b>   |
| Builder:<br><b>DEREKTOR SHIPYARDS</b> | Hull number:<br>5000              | Propulsion:<br><input checked="" type="checkbox"/> Self-Propelled <input type="checkbox"/> Non-Self-Propelled |
| Where Built:<br><b>BRIDGEPORT, CT</b> | Date keel laid / Altered:<br>2002 |   |

## MAIN DIMENSIONS

| Definitions used | Registered Dimensions | Length           | Breadth         | Depth          |
|------------------|-----------------------|------------------|-----------------|----------------|
| Convention       | X                     | 66.93 m 219.6 ft | 18.00 m 59.1 ft | 5.39 m 17.7 ft |
| Overall          |                       | 71.75 m 235.4 ft | m ft            | m ft           |
| Pre - 1990       |                       | m ft             | m ft            | m ft           |

## TONNAGES

| Measurement System | 46 CFR 69 Subpart | Gross Tonnage | Net Tonnage  |
|--------------------|-------------------|---------------|--------------|
| CONVENTION         | B                 | 3,424 GT ITC  | 1,027 NT ITC |
| REGULATORY         | D                 | 1,280 GRT     | 870 NRT      |

I CERTIFY that I am duly authorized by the United States Government to issue this certificate.

Issued at:  
MAHWAH, NJ  
Date:  
NOVEMBER 13, 2003



Issuing officer  
BLAINE E. COLLINS



Certificate number:  
 NYK-03-24067

CONVENTION MEASUREMENT SYSTEM INFORMATION

| ENCLOSED SPACES       |            |            | CARGO SPACES  |           |            |
|-----------------------|------------|------------|---|-----------|------------|
| Name of Space         | Location   | Length (m) | Name of Space   | Location  | Length (m) |
| UNDERDECK (INCL FCLE) | -          | -          | CAR DECK  | FR. -1-52 | 64.83      |
| DH 1ST TIER           | FR. -2-57  | 71.00      |   |           |            |
| DH 2ND TIER           | FR. 0F-44  | 55.43      |   |           |            |
| WHEELHOUSE            | Fr. 34-41  | 10.15      |   |           |            |
| CREW                  | FR. 30A-34 | 4.91       |   |           |            |
| HVAC                  | FR. 6F-13  | 8.40       |   |           |            |
| STACKS                | FR. 7-9    | 2.41       |   |           |            |
| SKYLIGHT              | FR. 14-16  | 2.50       |   |           |            |
|                       |            |            | Number of passengers  |           |            |
|                       |            |            | Number of passengers in cabins with not more than 8 berths: |           | 0          |
|                       |            |            | Number of other passengers:                                 |           | 250        |

Excluded spaces  
 \*UNDERDECK BOWTHRUSTER, WJ DUCTS  
 \*DH 1ST TIER SIDE OPENINGS  
 \*DH 2ND TIER SIDE OPENINGS

An asterisk (\*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.

Molded draft

2.46 m                      8.1 ft

**MEASUREMENT HISTORY**

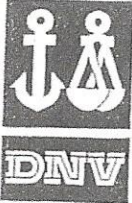
Date and place of original measurement:            **OCTOBER 22, 2003    MAHWAH, NJ**

Date and place of last previous measurement:

**REMARKS**

International Tonnage Certificate (1969) issued for this vessel.

Vessel measured as single deck vessel. Exceeding draft of 5.51m (18.1 ft) will invalidate regulatory measurement system tonnages and necessitate remeasurement.



DET NORSKE VERITAS

DNV Id. No.: 24067  
IMO No. 9265809

TONNAGE MARKING REPORT  
NEWBUILDINGS

|   |                              |                                     |
|---|------------------------------|-------------------------------------|
| Name of ship<br>M/V "FAIRWEATHER"   | Yard<br>DEREKTOR LLC, CT.    | Yard No.<br>HULL 5000.              |
| The following items must be checked by the surveyor, this form completed accordingly and forwarded to DTP 236.  |                              |                                     |
| Following Certificate is onboard:   |                              |                                     |
| International Tonnage Certificate (1969)  | Dated: 13 November 2003      | Issued by: DNV-NYK, Mahwah, NJ.     |
| Suez Canal Special Tonnage Certificate  | Dated: N/A                   | Issued by: N/A                      |
| PC/UMS Documentation  | Dated: 08 January 2004       | Issued by: DNV-NYK & PC Auth.       |
| The following markings are marked onboard:  |                              |                                     |
| 1. Signal Letters (Distinctive letters) is marked _____   |                              | <input checked="" type="checkbox"/> |
| Please confirm position, dimensions and marking method.<br>1148175 on P. side bow thruster room entry hatch, aft side Fr. #42, welded Al pcs., h=100mm, t=5.0mm.                    |                              |                                     |
| 2. Official Number is marked _____  |                              | <input checked="" type="checkbox"/> |
| Please confirm position, dimensions and marking method.<br>1148175 on P. side bow thruster room entry hatch, aft side Fr. #42, welded Al pcs., h=100mm, t=5.0mm.                    |                              |                                     |
| 3. IMO No is marked _____   |                              | <input checked="" type="checkbox"/> |
| Please confirm position, dimensions and marking method.<br>9265809 on center of stern vehicle dk. door, Al pcs., 2.44m above dk., h=100mm.  |                              |                                     |
| 4. International Tonnage Certificate (1969)<br>Each cargo hold (cargo tank) is marked with letters CC, (Ref. spaces included in net tonnage in the 1969 Tonnage Certificate) _____  |                              | <input type="checkbox"/>            |
| Please confirm position, dimensions and marking method.<br>N/A - Vessel is a Car Ferry with one (1) vehicle deck; ITC69 Cert. issued, but no cargo tanks onboard.                   |                              |                                     |
| 5. Marking of ships name _____  |                              | <input checked="" type="checkbox"/> |
| Please confirm position, dimensions and marking method.<br>P/S bows, and at stern/ transom: bows-h=406mm, w=70mm; stern-h=400mm, w=67mm.  |                              |                                     |
| 6. Marking of Port of Registry _____  |                              | <input checked="" type="checkbox"/> |
| Please confirm position, dimensions and marking method.<br>Port of Registry is Juneau, AK. marked at stern/ transom: h=298mm, w=67mm.   |                              |                                     |
| 7. Marking of draught masks _____   |                              | <input checked="" type="checkbox"/> |
| in metres and decimetres: _____   |                              | <input type="checkbox"/>            |
| or in feet: _____   |                              | <input checked="" type="checkbox"/> |
| Marking method: Each demi-hull's bow, midships, and stern is draft marked: h=152mm, painted marks.<br>(For marking of draught marks, one copy of survey report should be enclosed.) |                              |                                     |
| Marks to be used:<br>X = In order<br>R = Not in order (Rec. given)<br>N/A = Not applicable  | Place: Bridgeport, CT., USA. | Date: 28 February 2004              |
|   |                              |                                     |
|   | Gerald Lodge / NB, PM        | Surveyor                            |

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Marine Safety Center  
www.uscg.mil/hq/msc/  
securityplaninfo@msc.uscg.mil

400 7th Street, S.W.  
Washington, DC 20590-0001  
Staff Symbol: MSC-5  
Phone: (202) 366-3879  
FAX: (202) 366-3817

16710/VS-1979775

Dave Eley  
Alaska Marine Highway System  
3132 Channel Dr.  
Juneau, Alaska 99801

JUN 21 2004

Subj: FAIRWEATHER, O.N. 1148175  
VESSEL SECURITY PLAN APPROVAL

Ref: (a) Your letter dated June 21, 2004  
(b) Title 33 Code of Federal Regulations (CFR) Part 104  
(c) International Ship and Port Facility Security Code (ISPS)

Dear Mr. Eley:

We have conducted a review of the Vessel Security Plan (VSP) submitted with reference (a) in accordance with references (b) and (c) and have marked it "Approved."

Commencing July 1, 2004, your vessel(s) must operate in compliance with this approved VSP and any additional requirements contained in references (b) and (c). You are reminded that any deviation from this approved plan requires you to immediately report it to the local Captain of the Port (COTP)/Officer in Charge, Marine Inspection (OCMI). Your VSP is sensitive security information and must be protected in accordance with 49 CFR Part 1520.

This approval will remain valid until five years from the date of this letter unless rescinded in writing by the local COTP/OCMI. You must review your plans annually and submit any amendments to this office for re-approval. Please ensure that a copy of the VSP is maintained on board manned vessels or, for unmanned vessels, at a suitable secure location that is readily available during an emergency or security incident. You shall make available to the Coast Guard, upon request, this letter, the VSP and any information related to the implementation of the VSP.

Vessels on international voyages may also be required to comply with the following new changes to SOLAS: Ship Identification Number, Automatic Identification System, Continuous Synopsis Record, International Ship Security Certificate, and Ship Security Alert System (SSAS). Of these changes, only the installation of a SSAS requires an amendment to your VSP. Vessel specific details of each SSAS will be reviewed and approved by the U.S. Coast Guard Marine Safety Center (MSC). The SSAS information should be submitted to the MSC at least 30 days before the SOLAS applicability date. For additional information on the SSAS requirements, please refer to Coast Guard NVIC 04-03 at <http://www.uscg.mil/hq/g-m/mp/nvics.shtml#Vessels>. For security purposes, the details and procedures for an SSAS installed on board a vessel should be contained in a separate annex or supplement to the Vessel Security Plan and stored separately from the plan to limit access to its details. Access to this annex should be limited to the master, vessel security officer, and other senior personnel designated by the shipping company. If a vessel has an approved Plan, only the annex covering the SSAS needs to be submitted for review.

Sincerely,

A handwritten signature in black ink that reads "Roy A. Nash".

ROY A. NASH  
Captain, U.S. Coast Guard  
Commanding Officer  
Marine Safety Center

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Marine Safety Center  
www.uscg.mil/hq/msc

400 7th Street, S.W.  
Washington, DC 20590-0001  
Staff Symbol: MSC-1  
Phone: (202) 366-6481  
FAX: (202) 366-3877  
EMAIL: ec@msc.uscg.mil

**STABILITY LETTER**

16710/P008082  
Serial: H2-0400886  
April 8, 2004

Master, FAIRWEATHER; O.N. 1148175  
Derektor Hull 752  
71.75 m x 18 m x 5.26 m Passenger/Vehicle Ferry (IMO HSC Code 2000)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and following the instructions and precautions listed below.

A deadweight survey witnessed by the U.S. Coast Guard was conducted on the FAIRWEATHER, O.N. 1148175, at Derektor Shipyard, Bridgeport, Connecticut, on January 18, 2004. On the basis of that survey and a conservatively estimated lightship vertical center of gravity, the stability information contained in the booklet specified below, which has been provided to the vessel, is applicable to the FAIRWEATHER as presently outfitted and equipped:

"Alaska Marine Highways FVF 'FAIRWEATHER' Stability Report" Nigel Gee Document No. NG408-900-03, Issue 2, on April 5, 2004 bearing U.S. Coast Guard Marine Safety Center examined stamp dated April 8, 2004.

The booklet data meets the applicable requirements of the IMO HSC Code 2000 Chapter 2 for buoyancy, stability and subdivision and Annex 7 stability of multihull craft. Such data provides you with sufficient information for the following purposes:

1. To determine the metacentric height and freeboard for any condition of vessel loading or operation.
2. To obtain by rapid and simple process, accurate information as to the stability of the vessel for any condition of loading or operation.

This stability letter shall be posted under glass or other suitable transparent material in the pilothouse of the vessel. It supersedes any stability information previously issued to the vessel.

A handwritten signature in black ink, appearing to read "T. A. Cherry".

T. A. CHERRY  
Commander, U. S. Coast Guard  
By Direction

Copy: MSO Juneau

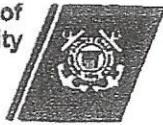
RECEIVED

MAY 04 2004

AMHS / OPS

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Marine Safety Center  
www.uscg.mil/hq/msc

400 7TH Street, S.W.  
Washington, DC 20590-0001  
Staff Symbol: MSC-1  
Phone: (202) 366-6481  
FAX: (202) 366-3877

16710/P009237  
Serial: H2-0505163  
July 14, 2005

Derecktor Shipyards Conn, LLC  
Attn: Ms. Jessica Blacketter  
837 Seaview Avenue  
Bridgeport, CT 06607-1607

Subj: CHENEGA, O.N. 1166054  
Derecktor Hull 5100  
71.75 m x 18 m x 5.5 m Passenger/Vehicle Ferry (IMO HSC Code)  
250 Passengers  
Stability

Ref: (a) Alaska Marine Highways FVF "CHENEGA" Stability Report" Nigel Gee Document  
NG432-900-02, Issue 2, dated July 13, 2005

Dear Ms. Blacketter:

We reviewed reference (a), submitted with your July 13, 2005 e-mail, for compliance with the International Code of Safety for High Speed Craft (IMO HSC Code), 2000 and the guidance of Navigation and Vessel Inspection Circular (NVIC) 6-99, "Plan Review, Inspection, and Certification Guidance for Vessels Built to the International Code of Safety for High Speed Craft and Additional Information Regarding Non-Code High-Speed Vessels." Accordingly, reference (a) is "Approved." The installation, workmanship, and testing shall be accomplished to the satisfaction of the Officer in Charge, Marine Inspection (OCMI). Previous revisions of this document have been discarded.

Enclosure (1) is the vessel's stability letter. The owner is responsible for ensuring that this letter is posted under glass or other suitable transparent material in the pilothouse of the vessel so that all pages are visible. All previous stability information issued on this vessel is no longer valid.

As an agreed upon condition for your participation in the MSC Electronic Commerce Program, you must provide the OCMI with an identical paper copy of reference (a). Should you have any questions about the above comments please contact the project officer, Mr. Mark Wolf, at the phone number listed above.

Sincerely

A handwritten signature in black ink, appearing to read "S. J. Kelly".

*File*  
S. J. KELLY  
Lieutenant Commander, U. S. Coast Guard  
Chief, Major Vessel Branch  
By direction

Encl: (1) Stability Letter for CHENEGA; O.N. 1166054, dated July 14, 2005.

Copy: MSO Juneau w/ encl (1)  
MSO Valdez w/ encl (1)

# High-Speed Craft Safety Certificate

This Certificate shall be supplemented by a Record of Equipment



Issued under the provision of the

INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000  
(Resolution MSC 97(73))

under the authority of the Government of

**THE UNITED STATES OF AMERICA**

By the UNITED STATES COAST GUARD

Particulars of craft

Name of craft.....FAIRWEATHER

Manufacturer's model and hull number.....DKRD 4100A404

Distinctive number or letters.....1148175

IMO number\*.....9265809

Port of registry.....JUNEAU, Alaska

Gross tonnage.....3424 ITC

Sea areas in which the craft is certified to operate (paragraph 14.2.1).....A3

Design waterline corresponding to a height of 0 meters below the reference line at the longitudinal centre of flotation, and draughts at the draught marks of 2.74 meters forward and 2.30 meters aft.

The upper edge of the reference line is 2.246 meters above the underside of keel at the longitudinal centre of flotation.

Category                      Category B passenger craft

Craft type                      Multi-hull

Date on which keel was laid or craft was at a similar stage of construction or on which a major conversion was commenced.....November 11, 2002

THIS IS TO CERTIFY:

1. That the above-mentioned craft has been duly surveyed in accordance with the applicable provision of the international Code of Safety for High-Speed Craft, 2000.
2. That the survey showed that the structure, equipment, fittings, radio station arrangements and materials of the craft and the condition thereof are in all respects satisfactory and that the craft complies with the relevant provisions of the Code.
3. That the life-saving appliances are provided for a total number of person and no more as follows: .....260
4. That, in accordance with 1.11 of the Code, the following equivalents have been granted in respect of the craft:

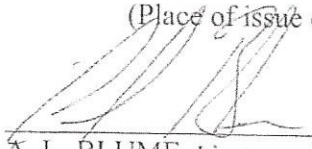
paragraph ..... equivalent arrangement.....

This Certificate is valid until.....February 28, 2009

Issued at.....Bridgeport, Connecticut

(Place of issue of certificate)

28FEB04  
Date of Issue

  
A. L. BLUME, Lieutenant Commander, U.S. Coast Guard  
By direction of the Officer in Charge, Marine Inspection



\* In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

† Delete as appropriate.

+ Insert the date of expiry as specified by the Administration in accordance with 1.8.4 of the Code. The day and the month of this date correspond to the anniversary date as defined in 1.4.3 of the Code, unless amended in accordance with 1.8.12.1 of the Code.

**Endorsement for periodical surveys**

This is to certify that, at a survey required by 1.5 of the Code, this craft was founded to comply with the relevant provisions of the Code.

Periodical survey



Signed:.....

(Signature of authorized Official)

Place:.....

Date:.....

.....

Periodical survey:



Signed:.....

(Signature of authorized Official)

Place:.....

Date:.....

.....

Periodical survey:



Signed:.....

(Signature of authorized Official)

Place:.....

Date:.....

.....

Periodical survey:



Signed:.....

(Signature of authorized Official)

Place:.....

Date:.....

.....



**RECORD OF EQUIPMENT FOR  
HIGH-SPEED CRAFT SAFETY CERTIFICATE**



This Record shall be permanently attached to the  
High-Speed Craft Safety Certificate

**RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE  
INTERNATIONAL CODE OF SAFETY  
FOR HIGH-SPEED CRAFT, 2000**

**1 Particulars of craft**

|  |                   |
|--|-------------------|
| Name of Craft.....   | FAIRWEATHER       |
| Manufacturer's model and hull number.....  | DKRD 4100A404     |
| Distinctive number of letters.....   | O.N. 1148175      |
| IMO Numbers*.....  | 9265809           |
| Category: .....  | B passenger craft |
| Craft Type: .....  | Multihull         |
| Numbers of passengers for which certified.....   | 250               |
| Minimum number of persons with required qualifications to operate the radio installations..... | 3                 |

**2 Details of life-saving appliance**

|       |   |          |
|-------|---|----------|
| 1     | Total number of persons for which life-saving appliances are provided   | .....260 |
| 2     | Total numbers of lifeboats  | .....0   |
| 2.1   | Total number of persons accommodated by them  | .....0   |
| 2.2   | Number of partially enclosed lifeboats complying with section 4.5 of the LSA Code                               | .....0   |
| 2.3   | Number of totally enclosed lifeboats complying with sections 4.6 of the LSA Code                                | .....0   |
| 2.4   | Other lifeboats   | .....0   |
| 2.4.1 | Number  | .....0   |
| 2.4.2 | Type  | .....0   |
| 3     | Number of rescue boats  | .....1   |
| 3.1   | Number of rescue boats which are included in the total lifeboats shown above                                    | .....0   |
| 4     | Liferafts complying with sections 4.1 to 4.3 of the LSA Code for which suitable means of launching are provided | .....0   |
| 4.1   | Number of liferafts   | .....4   |
| 4.2   | Number of persons accommodated by them  | .....400 |
| 5     | Open reversible liferafts (Annex 11 of the Code)  | .....0   |
| 5.1   | Number of liferafts   | .....0   |
| 5.2   | Number of persons accommodated by them  | .....0   |

|          |   |            |
|----------|---|------------|
| 6        | Number of Marine Evacuation Systems (MES)                       | .....2     |
| 6.1      | Number of persons served by them                                | .....260   |
| 7        | Number of lifebuoys   | .....11    |
| 8        | Number of lifejackets   | .....286   |
| 8.1      | Number suitable for adults                                      | .....25    |
| 8.2      | Number suitable for children                                    | .....10    |
| 9        | Number of Immersion   | .....0     |
| 9.1      | Total number  | .....0     |
| 9.2      | Number of suits complying with the requirements for lifejackets | .....0     |
| 10       | Number of anti-exposure suits                                   | .....0     |
| 10.1     | Total number  | .....0     |
| 10.2     | Number of suits complying with the requirements for lifejackets | .....0     |
| 11       | Radio installations used in life-saving appliances              | .....0     |
| 11.1     | Number of radar transponders                                    | .....2     |
| 11.2     | Number of two-way VHF radiotelephone apparatus                  | .....3     |
| <b>3</b> | <b>Details of navigational systems and equipment</b>            |            |
| 1.1      | Magnetic compass  | .....1     |
| 1.2      | Transmitting heading device (THD)                               | .....N/A   |
| 1.3      | Gyro-compass  | .....1     |
| 2        | Speed and distance measuring device                             | .....1     |
| 3        | Echo-sounding device  | .....1     |
| 4.1      | 9 GHz radar   | .....1     |
| 4.2      | Second radar 9 GHz  | .....1     |
| 4.3      | Automatic radar plotting aid (ARPA)                             | .....2     |
| 5        | Receiver for global navigation satellite system                 | .....1     |
| 6.1      | Rate-of-turn indicator  | .....1     |
| 6.2      | Direction of steering thrust indicator                          | .....1     |
| 7.1      | Electronic Chart Display and Information System (ECDIS)         | .....1     |
| 7.2      | Back-up arrangements for ECDIS                                  | .....Paper |
| 7.3      | Nautical publications   | .....1     |
| 7.4      | Back-up arrangements for nautical publications                  | .....Paper |
| 8        | Searchlight   | .....2     |
| 9        | Daylight signaling lamp   | .....1     |
| 10       | Night vision equipment  | .....1     |
| 11       | Means to show the mode of the propulsion system                 | .....1     |
| 12       | Automatic steering aid (Automatic pilot)                        | .....1     |
| 13       | Radar reflector/Other means                                     | .....N/A   |
| 14       | Sound reception system  | .....1     |
| 15       | Automatic identification system (AIS)                           | .....1     |
| 16       | Voyage data recorder (VDR)                                      | .....1     |
| <b>4</b> | <b>Details of radio facilities</b>                              |            |
| 1        | Primary systems   | .....1     |
| 1.1      | VHF radio installation  | .....1     |
| 1.1.1    | DSC encoder   | .....1     |
| 1.1.2    | DSC watch receiver  | .....1     |
| 1.1.3    | Radiotelephony  | .....1     |

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|          |   |            |
|----------|---|------------|
| 6        | Number of Marine Evacuation Systems (MES)                       | .....2     |
| 6.1      | Number of persons served by them                                | .....260   |
| 7        | Number of lifebuoys   | .....11    |
| 8        | Number of lifejackets   |            |
| 8.1      | Number suitable for adults                                      | .....273   |
| 8.2      | Number suitable for children                                    | .....25    |
| 9        | Number of Immersion   |            |
| 9.1      | Total number  | .....10    |
| 9.2      | Number of suits complying with the requirements for lifejackets | .....0     |
| 10       | Number of anti-exposure suits                                   |            |
| 10.1     | Total number  | .....0     |
| 10.2     | Number of suits complying with the requirements for lifejackets | .....0     |
| 11       | Radio installations used in life-saving appliances              | .....0     |
| 11.1     | Number of radar transponders                                    | .....2     |
| 11.2     | Number of two-way VHF radiotelephone apparatus                  | .....3     |
| <b>3</b> | <b>Details of navigational systems and equipment</b>            |            |
| 1.1      | Magnetic compass  | .....1     |
| 1.2      | Transmitting heading device (THD)                               | .....N/A   |
| 1.3      | Gyro-compass  | .....1     |
| 2        | Speed and distance measuring device                             | .....1     |
| 3        | Echo-sounding device  | .....1     |
| 4.1      | 9 GHz radar   | .....1     |
| 4.2      | Second radar 9 GHz  | .....1     |
| 4.3      | Automatic radar plotting aid (ARPA)                             | .....2     |
| 5        | Receiver for global navigation satellite system                 | .....1     |
| 6.1      | Rate-of-turn indicator  | .....1     |
| 6.2      | Direction of steering thrust indicator                          | .....1     |
| 7.1      | Electronic Chart Display and Information System (ECDIS)         | .....1     |
| 7.2      | Back-up arrangements for ECDIS                                  | .....Paper |
| 7.3      | Nautical publications   | .....1     |
| 7.4      | Back-up arrangements for nautical publications                  | .....Paper |
| 8        | Searchlight   | .....2     |
| 9        | Daylight signaling lamp   | .....1     |
| 10       | Night vision equipment  | .....1     |
| 11       | Means to show the mode of the propulsion system                 | .....1     |
| 12       | Automatic steering aid (Automatic pilot)                        | .....1     |
| 13       | Radar reflector/Other means                                     | .....N/A   |
| 14       | Sound reception system  | .....1     |
| 15       | Automatic identification system (AIS)                           | .....1     |
| 16       | Voyage data recorder (VDR)                                      | .....1     |
| <b>4</b> | <b>Details of radio facilities</b>                              |            |
| 1        | Primary systems   | .....1     |
| 1.1      | VHF radio installation  | .....1     |
| 1.1.1    | DSC encoder   | .....1     |
| 1.1.2    | DSC watch receiver  | .....1     |
| 1.1.3    | Radiotelephony  | .....1     |

|       |   |        |
|-------|---|--------|
| 1.2   | MF radio installation                                   | .....0 |
| 1.2.1 | DSC encoder   | .....0 |
| 1.2.2 | DSC watch receiver                                      | .....0 |
| 1.2.3 | Radiotelephony  | .....0 |
| 1.3   | MF/HF radio installation:                               | .....1 |
| 1.3.1 | DSC encoder   | .....1 |
| 1.3.2 | DSC watch receiver                                      | .....1 |
| 1.3.3 | Radiotelephony  | .....1 |
| 1.3.4 | Direct-printing radiotelegraphy                         | .....1 |
| 1.4   | Inmarsat ship earth station                             | .....1 |
| 2     | Secondary means of alerting                             | .....1 |
| 3     | Facilities for reception of maritime safety information | .....1 |
| 3.1   | NAVTEX receiver   | .....1 |
| 3.2   | EGC receiver  | .....1 |
| 3.3   | HF direct-printing radiotelegraph receiver              | .....1 |
| 4     | Satellite EPIRB   | .....0 |
| 4.1   | COSPAS-SARSAT   | .....1 |
| 4.2   | Inmarsat  | .....1 |
| 5     | VHF EPIRB   | .....1 |
| 6     | Ship's radar transponder                                | .....2 |

**5 Methods used to ensure availability of radio facilities** (paragraphs 14.15.6, 14.15.7 and 14.15.8 of the Code )

|     |                                    |   |
|-----|------------------------------------|---|
| 5.1 | Duplication of equipment.....      | 1 |
| 5.2 | Shore-based maintenance.....       | 1 |
| 5.3 | At-sea maintenance capability..... | 0 |

THIS IS TO CERTIFY that this Record is correct in all respects

  
 Issued at Bridgeport, Connecticut  
 (Place of issue of the Record)  
 \_\_\_\_\_  
 A. L. BLUME, Lieutenant Commander  
 By Direction of the  
 Officer in Charge, Marine Inspection



29FEB04  
Date of Issue

\*In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).  
 † Delete as appropriate.  
 ‡ In case of "other means" they shall be specified.

**CLASSIFICATION CERTIFICATE**

DNV GL Id No:  
**24067**  
 Date of issue:  
**2018-02-14**

Issued under the provisions of the Rules of DNV GL

**Particulars of Ship**

|                  |  |
|------------------|--|
| Name of Ship:    | <b>FAIRWEATHER</b>                             |
| Builder:         | <b>Derecktor Shipyards Bridgeport Facility</b> |
| Yard No/Hull No: | <b>5000</b>                                    |
| Owner:           | <b>Alaska Marine Highway System Operations</b> |
| IMO Number:      | <b>9265809</b>                                 |

**This is to certify:**

that the above-mentioned ship has been surveyed by DNV GL according to the Rules and that, upon completion of survey the administration of the Society is satisfied that the condition of the hull, machinery and equipment was in compliance with the applicable Rule requirements for the following class notation:

**⊗ 1A1 HSLC Car ferry A Passenger E0 R(usa)**

Important assumptions and conditions related to maintenance and handling of the ship are found in the ship's Appendix to the Classification Certificate. Current status of surveys and conditions of class is given in the Class status issued by the Society.

This Certificate is valid until **2019-02-28** provided the requirements for the retention of class in the Rules will be complied with, and unless the class has been suspended or withdrawn.

Completion date of survey on which this Certificate is based: **2014-04-24<sup>1</sup>**

Issued at **Ketchikan, Alaska, United States** on **2018-02-14**

for **DNV GL**



*This document is signed electronically in accordance with IMO FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from [trust.dnvgl.com](http://trust.dnvgl.com) by using the Unique Tracking Number (UTN): n1105743-nto and ID: 24067*

**Hassan Ramezanpoor**  
**Surveyor**

<sup>1</sup> Date of survey for the current period of the certificate, performed by DNV GL or a possible previous class society.



Name of Ship: "FAIRWEATHER"

DNV GL Id No: 24067  
Date of issue: 2018-02-14

**Endorsement for annual and intermediate surveys**

THIS IS TO CERTIFY:

that, at a survey required by DNV GL Rules, the ship was found to comply with the relevant requirements of the Rules.

Annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

Intermediate<sup>2</sup> survey: Place: \_\_\_\_\_ Date: 2016-04-13

Signature: \_\_\_\_\_

Surveyor, DNV GL



~~Confirmed carried out~~

Annual<sup>2</sup> survey: Place: \_\_\_\_\_ Date: 2017-05-25

Signature: \_\_\_\_\_

Surveyor, DNV GL



~~Confirmed carried out~~

Annual survey: Place: Juneau, Alaska, United States Date: 2018-03-13

Signature: Hassan Ramezanpoor

Surveyor, DNV GL



**Endorsement for advancement of anniversary date**

In accordance with DNV GL Rules, the new anniversary date is \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Stamp \_\_\_\_\_ Surveyor, DNV GL

<sup>2</sup> Delete as appropriate.

Name of Ship: "FAIRWEATHER"

DNV GL Id No: 24067  
Date of issue: 2018-02-14

**Endorsement to extend the validity of the Certificate until reaching the port of survey** ZEV

This Certificate shall, in accordance with DNV GL Rules, be accepted as valid until .....

Place: ..... Date: .....

Signature: .....

Stamp ..... Surveyor, DNV GL

**Endorsement where the renewal survey has been completed** ERC

THIS IS TO CERTIFY that, at a survey required by DNV GL Rules, the ship was found to comply with the relevant requirements of the Rules.  
This Certificate shall be accepted valid until .....

Place: ..... Date: .....

Signature: .....

Stamp ..... Surveyor, DNV GL

**IMPORTANT!**

The ship's class will be automatically suspended if the renewal survey is not completed or under completion before the expiry date of the Classification Certificate, unless the survey has been accepted postponed prior to the Certificate's expiry date. Furthermore, the ship's class will also be automatically suspended if the annual/intermediate surveys, required for retention of this Certificate, are not carried out within 3 months after the anniversary date of the Classification Certificate, unless the vessel is under completion of the survey.