



STABILITY LETTER

16710/P024941
Serial: H1-2500154
January 15, 2025

Master, OLO HANA, O.N. 1348576
Brix Marine Hull No. ARQR1124D425
41.0' x 15.0' x 3.0' Rigid Hull, Foam Collar Small Passenger Vessel (T)

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 185.315 requires you to verify your compliance with these instructions and precautions after loading and prior to departure on each voyage.

An in-air deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the OLO HANA, O.N. 1348576, at Port Angeles, Washington, on December 12, 2024. On the basis of that survey, and a conservative estimate of the vessel's lightship vertical center of gravity, stability calculations have been performed. Results indicate that the stability of OLO HANA, 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 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 (COI).
2. PERSONNEL: A maximum of 42 persons may be carried on this vessel, of which 40 may be passengers. 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 COI.
3. FREEBOARD AND DRAFT: A minimum freeboard of 3 feet 1 inch to the top of the collar at amidships must be maintained. This corresponds to a maximum baseline (mean) draft of 2 feet 3 inches. Amidships is located 18 feet 5 inches forward of Frame 0. Trim and list should be minimized.
4. COLLISION BULKHEAD: The collision bulkhead located at Frame 19 shall not be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).

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5. 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.

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

Displacement	6.03	Long Tons (LT)
VCG (Conservative Estimate)	3.81	Feet Above the Baseline
LCG	12.72	Feet forward of the Aft Perpendicular
TCG	0.00	Feet Off Centerline

The AP is located at Frame 0. The baseline extends longitudinally from and tangent to the parallel bottom of the hull from Frames 4 to 10. Any alteration resulting in a change in these parameters may invalidate this stability letter. The vessel is not fitted with fixed ballast. No fixed ballast or other such weights shall be added, removed, altered, and/or relocated without the authorization and supervision of the OCMI.

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

8. LIST: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

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

This stability letter shall be posted under glass or other suitable transparent material at the operating station so that all pages are visible.

Z. B. ROBERTSON
Commander, U. S. Coast Guard
By direction