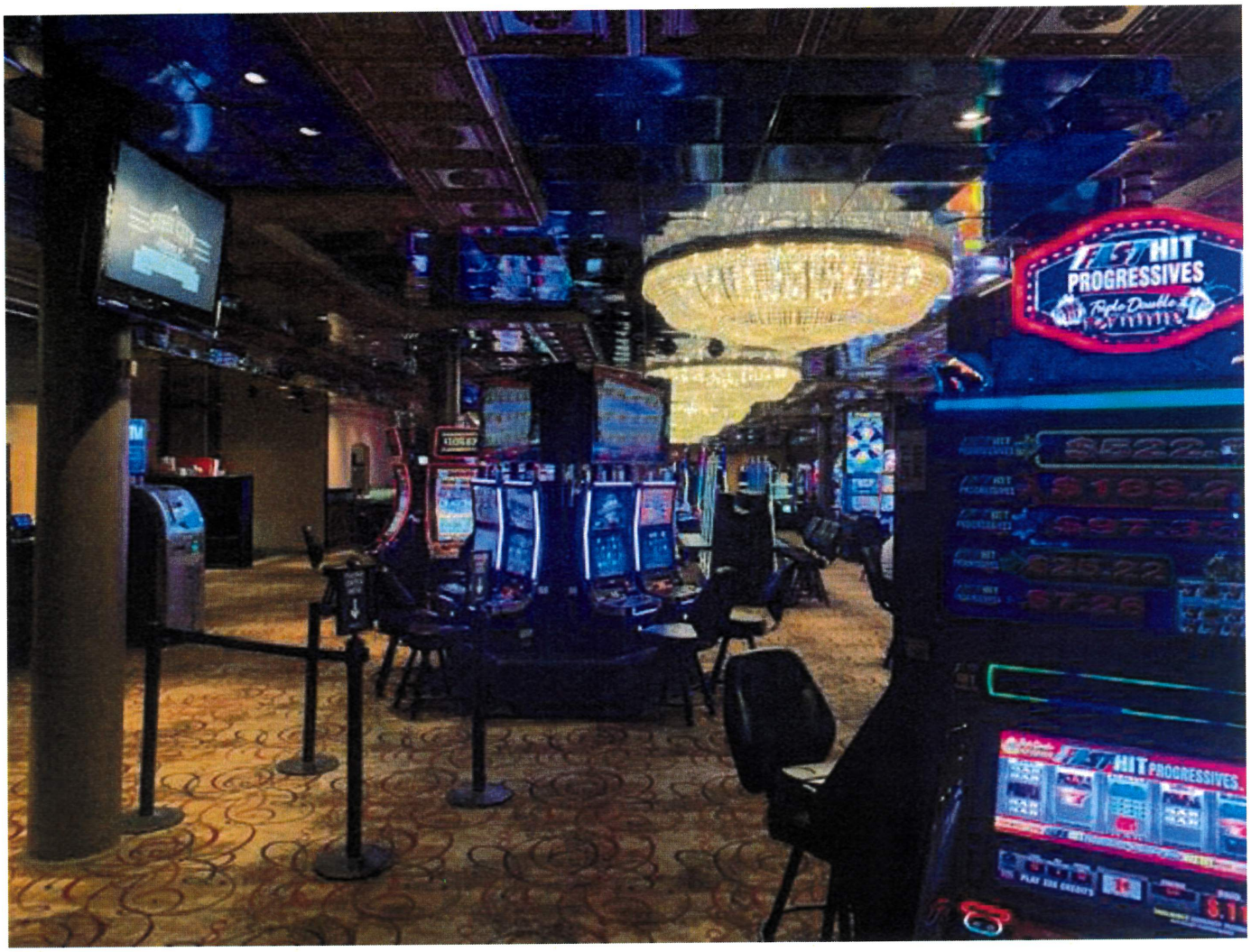
MAJESTIC STAR II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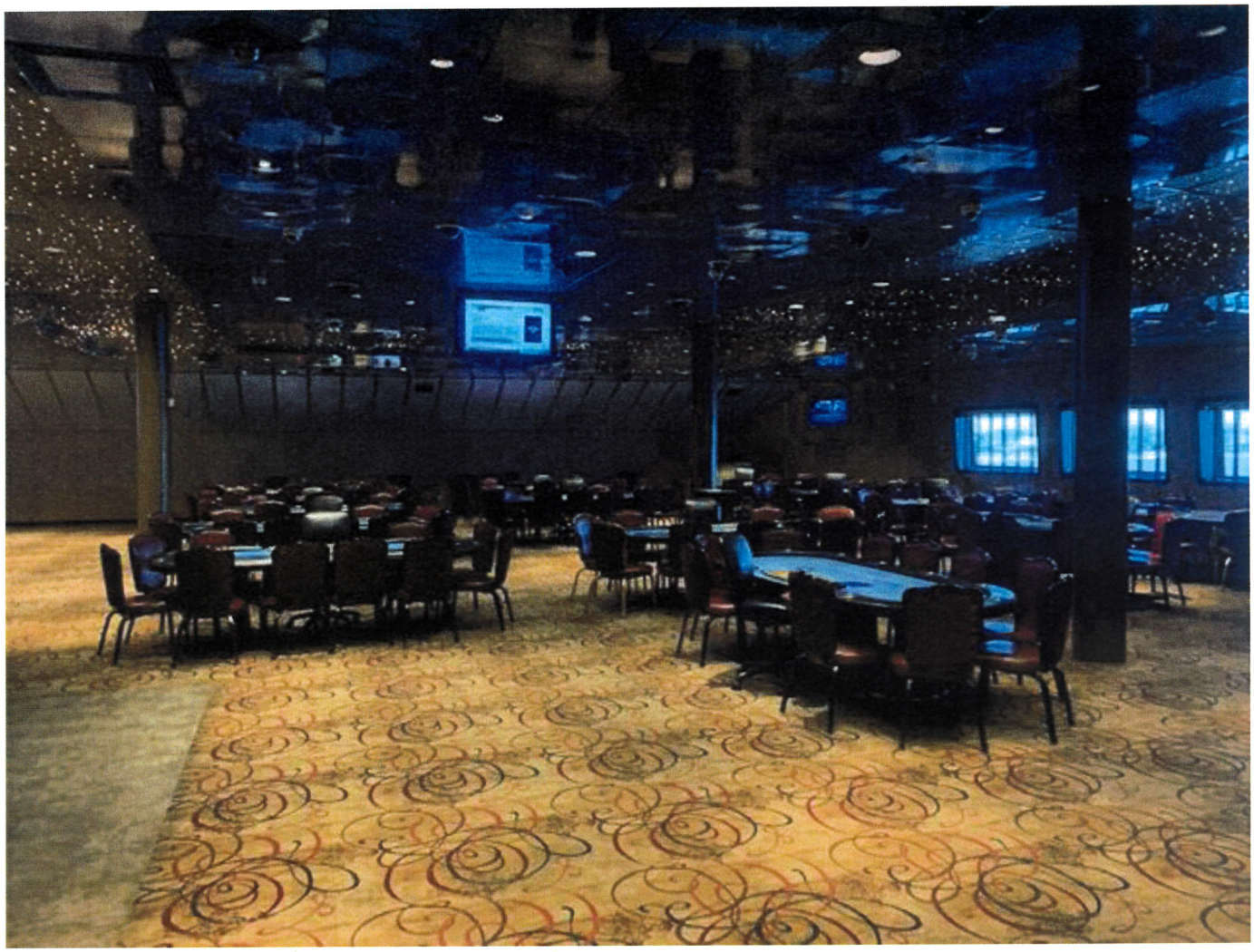

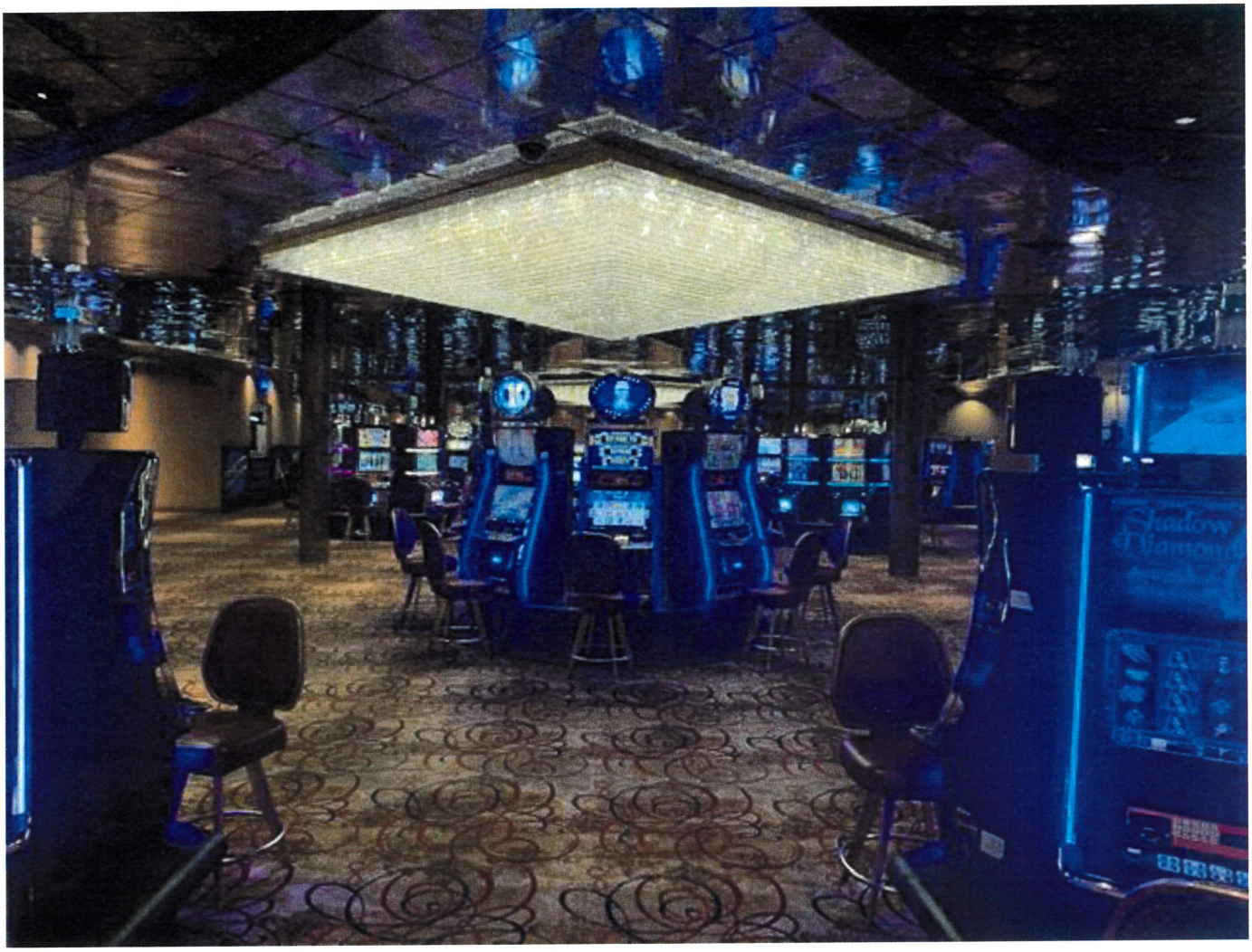
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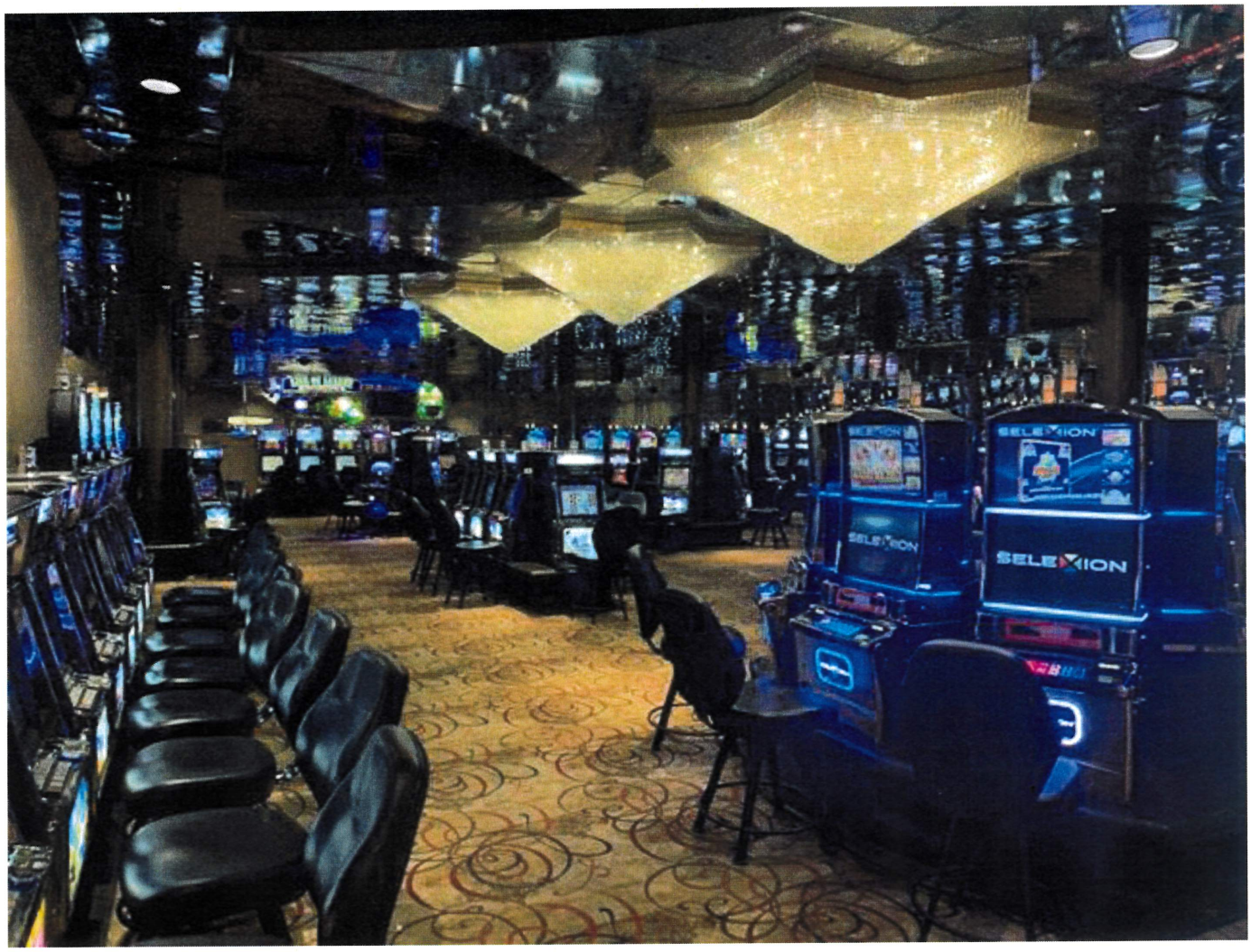
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Vessel Description

The vessel was built as an all welded steel gaming vessel complying with provisions of USCG Subchapter H (CFR 46, Parts 70 to 90), NVIC 8-93 and USCG regulations for intact and damaged stability for vessels operating on inland waters. Capacity of the vessel is 2,990 persons.

A four story enclosed superstructure is constructed above the main deck to provide for 4 decks of gaming space. The vessel is currently outfitted for 1100+ gaming spaces. Each gaming deck is comprised of 2 zones with structural fire protection boundaries. Passenger spaces entail approximately 43,000 square feet. Each passenger deck has 2 restrooms and a bar. The uppermost deck also has a food preparation/counter area. Vessel outfitted with 2 elevators. A fully outfitted pilothouse is located near the forward end of the uppermost deck. The below deck area occupies propulsion, auxiliary machinery with associated tankage, marine storage, along with various gaming support function spaces.

The main machinery consists of two diesel driven direct drive fixed propellers. Two thrusters are installed, one forward and one aft, and power is provided by diesel driven engines. An emergency generator is installed in a house on the port aft side of the uppermost exterior deck. HVAC supplied by 3 Carrier 300 ton rotary screw chillers.

Principles and Characteristics

Builder:	Atlantic Marine Shipyard
Year:	1996
Naval Architect:	Lay and Pitman
Official Number:	1039617
Tonnage:	7833 ITC 1519 GRT 1058 NT
Length:	288 LWL 320'6" LOA
Beam:	74' (at Waterline)
Depth to Freeboard Deck:	17'
Drafts:	10'4" Hull 76'10" Air
Stability Letter:	USCG, 22-JUNE-2001 UWILD conducted April 2016
Certification:	Certificate of Compliance – Indiana Gaming Commission, 2009-present Certificate of Inspection – USCG, 1996-2009 Great Lakes Load Line – ABS, 1996-2009 Certificate of Documentation – current
Capacity:	2990 persons total, 2740 passengers and 250 crew
Tank Capacities:	19620 gallons - Fuel 16372 gallons - Potable Water 15350 gallons - Sanitary (Holding)
Propulsion:	2 – 1200 HP Detroit Engines Diesel Reduction, Fixed Blade

Engines:

M2- Engine room	Port Main Engine	Detroit	12V149	1200 HP	3845
M2- Engine room	Strb. Main Engine	Detroit	12V149	1200 HP	3839
M2- AMR	Generator 1	Detroit	16V149	1360 KW	14346
M2- AMR	Generator 2	Detroit	16V149	1360 KW	13294
M2 - upper deck	Emergency Generator	Detroit	6V92	250 KW	555
M2- Engine room	Stern Thruster	Detroit	08V92	530 HP	715
M2 - FWD	Bow Thruster	Detroit	08V92	530 HP	714

Ground Tackle:

2 – 4 Ton Navy Stockless
8 shots of 1-7/8" diameter chain each
1 Windlass, New England, 40 HP
1 Capstan – 10 HP
8 Winches, 60 Ton

Lifesaving Equipment:

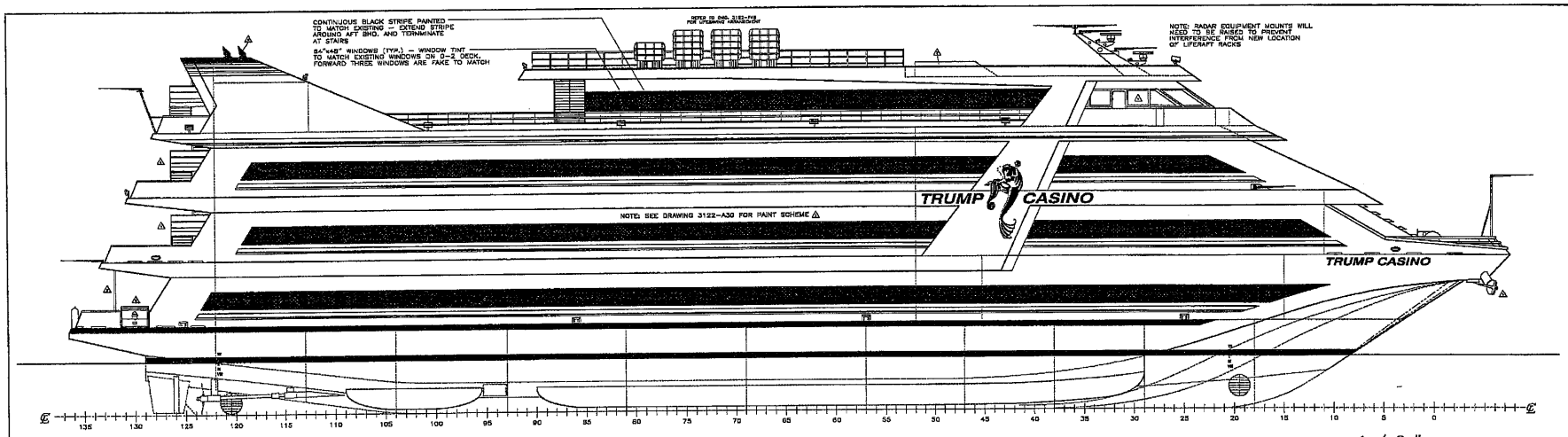
2 - Rescue Boat and Platforms
2990 - Life Preservers (ADULT)
5 - Ring Buoys
General Alarm

Fire Fighting / Protection Equipment:

27 - Number of Standpipe/Hydrant stations
36 – Hoses
2 – Fire Pumps
Fire Sprinklers throughout
Fire Detection throughout
Fixed CO2 – Engine room
Fixed CO2 – Emergency Generator
Fixed CO2 – Thrusters
Clean Agent – IT Center
43 – Portable Extinguishers

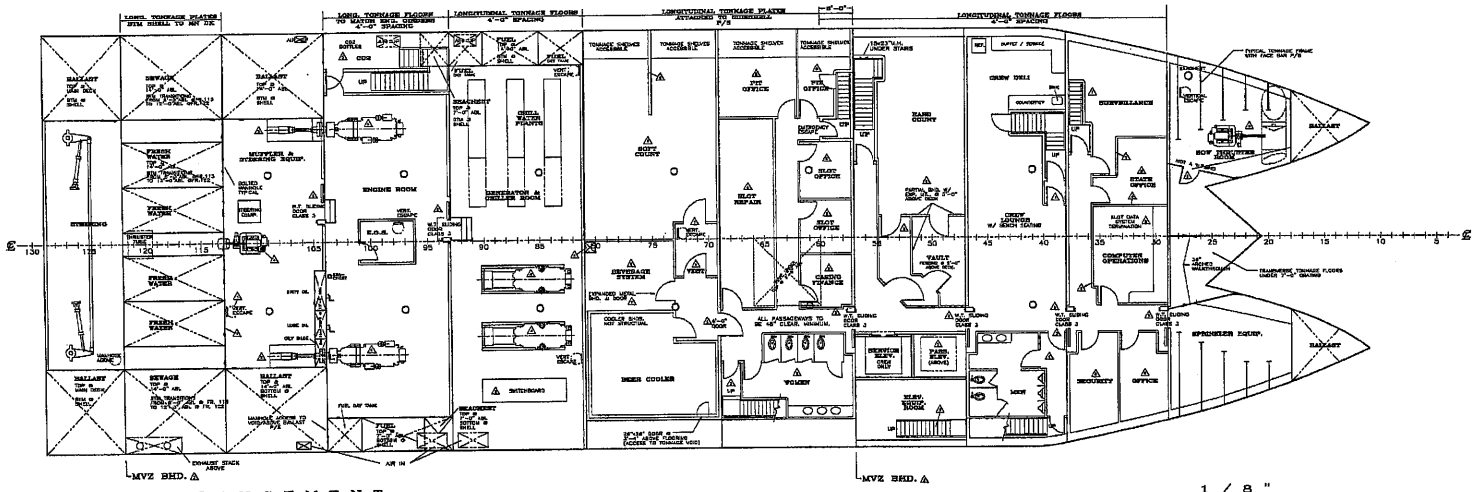
Passenger Area Square Footage

Vessel	Deck	Section	Area	Sq. Ft.
M2	Main	Forward	Slots	4210
	Main	Mid	Slots	7545
	01	Forward	Slots	5260
	01	Mid	Boarding	7900
	02	Forward	Poker	3996
	02	Mid	Slots	7560
	03	Forward	Deli Prep	950
	03	Mid	Events	3525



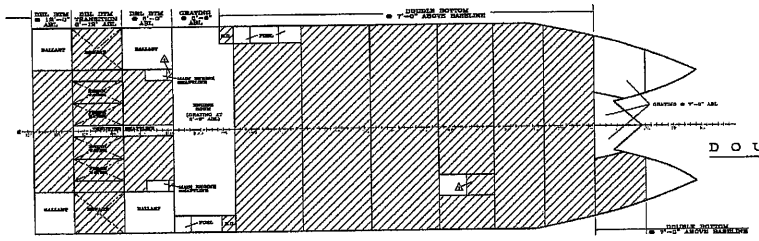
STARBOARD PROFILE

1 / 8 "



HOLD ARRANGEMENT

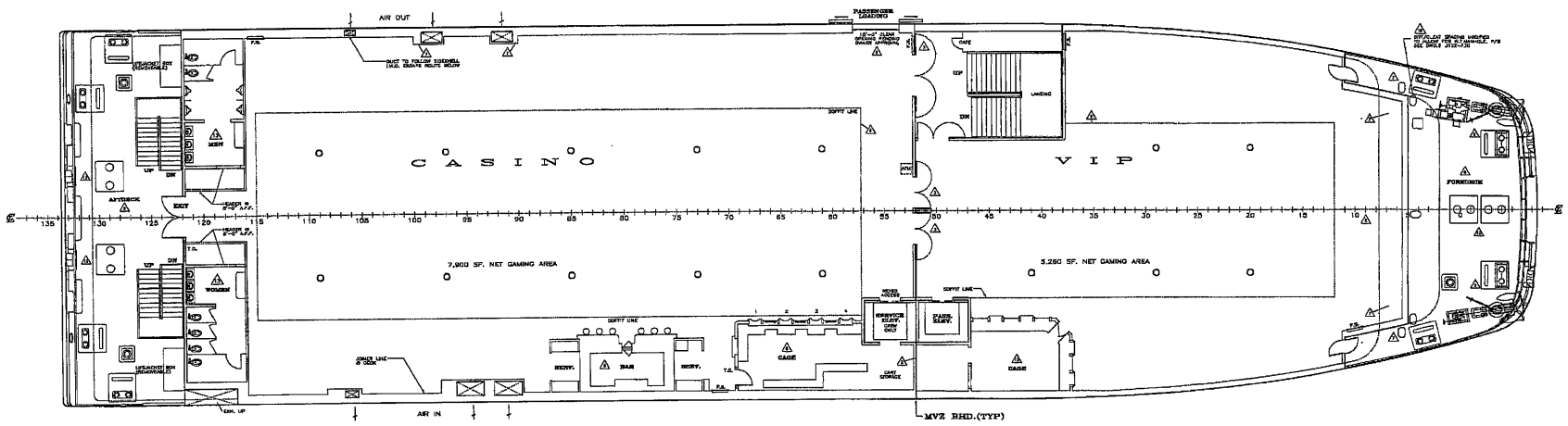
1 / 8 "



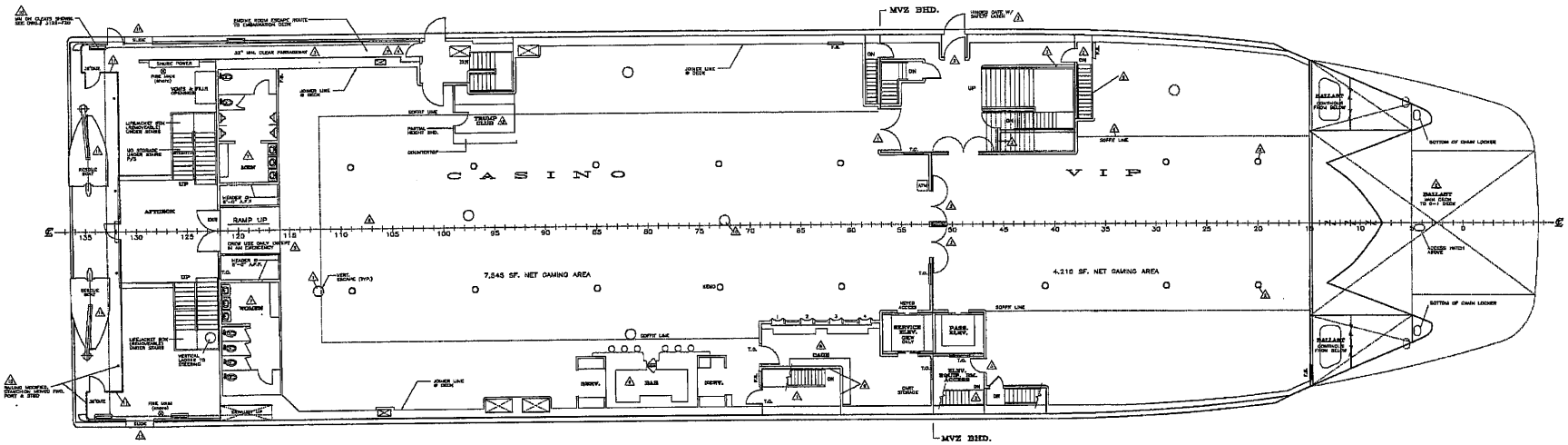
DOUBLE BOTTOM LAYOUT

1 / 16 "

NO.	REVISIONS	BY	DATE	CHK.
6	REVISED PROFILE W/ NEW 0-3 DECK ADDITION	SAS	8/13/97	REL.
5	EVACUATION SLIDE/ STANCHIONS @ AFTDECK	SAS	3/21/96	REL.
7	SHIP'S JONES CUD. & DOOR @ TOILEDNE STATES TO EXP. WTL. & PEAK VENT. SQUARE IN SOFT COUNT TO VERTICALLY DELETED DOOR TO ELIM. EXISTING UNDER STAIRS	DKS	1/8/96	REL.
8	REVISING PER TRUMP ORGANIZATION	SAS	11/28/95	REL.
3	REVISED HOLD ARRANGEMENT PER TRUMP ORGANIZATION CHANGES FOR: ADDED A 9'x11'-0" SQ. CAT. HATCH IN SOFT COUNT TO ACCESS BOTTOM OF SLOT MACHINES, ADDED A 2'-0" SQ. HATCH IN SOFT COUNT TO ACCESS BILGE, ADDED A CHOCK & TRUNK TO 1ST LEV. (LEVEL) ADDED A 2'-0" SQ. HATCH IN 1ST LEV. (LEVEL) TO ACCESS BILGE,

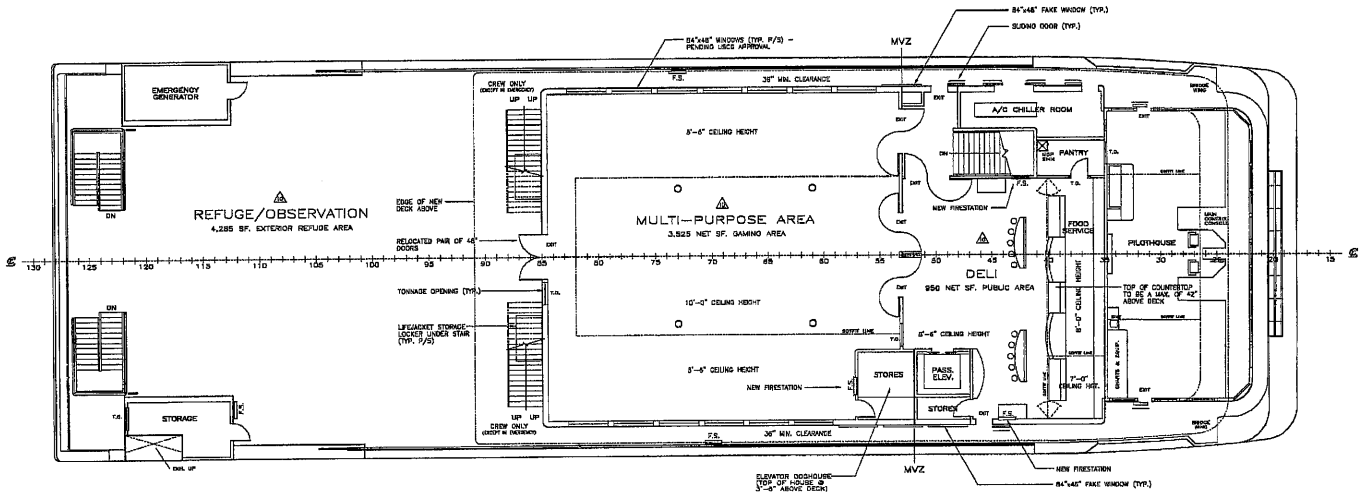


0 – 1 DECK
13,790 SF. NET GAMING AREA



MAIN DECK
11,755 SF. NET GAMING AREA

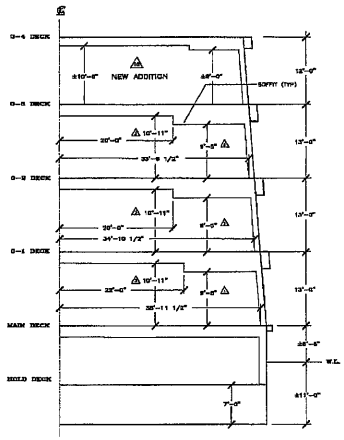
NO.	DRAWING REVISIONS	BY	DATE	CHK.
13	MEN'S & WOMEN'S RESTROOM ADDITION TO THE 0-1 DECK	SAB	04/27/98	JM
12	REVISED DINING POD 1ST LAYOUT (ELEVATOR / LOUNGE NEW FOR-MAT) & REVISED AFT DOORS, MOVED FWD. DOOR AFT, & REVISED WINDOW LOCATION ON THE 0-1 DECK	SAB	5/7/97	JM
11	REV. & REVISED VERIFIED ROUTE & SAFETY REVIEW EVACUATION GUIDES	SAB	3/21/96	RH
10	ADD NEW DECK HOUSE, WINDOWS (4.0), NEW WINDOWS ARRANG-MENT, ADD NEW DECK HOUSE, WINDOWS, DOORS, ADD TO THE 1ST PLAN REVISE WALK-OUT TO CONSTRUCT LOUNGE, ADD TO THE 1ST PLAN REVISE VIEW, TRUMP, FROM SOFT COVER TO FIBE" & TR. 13	EJP	12/6/95	RH
9	REVISED FLEXIBLE ROUTE & 0-1 DECK LOUNGES SHOWS CONSTRUCT-TRANSOMS IN ONE SCHEM CONSISTS & 2 FT OFF 0-1 DECK LOUNGES IN ONE TO STEP BEYOND CONSISTS OF 30'-0" OFF CL	SAB	11/22/95	RH
8	REVISED CAGE & BAR LAYOUTS REVISED ROUTE ROUTES TO REACHABLE LOUNGES	SAB	11/9/95	RH
7	REVISED ADDITIONAL 1ST DECK COVERED PROMENADE TO CONSTL-TRANSOMS ADDITIONAL 1ST DECK COVERED PROMENADE TO CONSTL-TRANSOMS & FWD. & OVERHANG DECKS, ONE DECK HOUSE, FROM THE UPPER DECK TO THE 1ST DECK, ADDED HOUSE, ONE DECK HOUSE, ON THE 0-1 DECK TO THE 1ST DECK, ADDED HOUSE, ONE DECK HOUSE, ON THE 0-1 DECK TO THE 1ST DECK, & AFT EXHAUSTS STEEL PL. PS & 10'0 ON THE 0-1 DECK	SAB	10/26/95	RH
6	RECORD MERGING ROUTE IN CHANTEY MOVED OVERHANG AFT LAN DECKS, WINDOWS TO TRUMP, LAY FORWARD SAFETY FOR 13 ADDITIONAL SLOTS PER BENNICH & TRUMP	SAB	10/15/95	RH
5	CHANGE ARRANGEMENT APPROACH OF TRUMP ORGANIZATIONS ON 0-1DECK / REVISED AFT DOORS, MOVED DOOR ON DECK, ADD TRUMP, ADD TRUMP, ADD TRUMP



0 — 3 DECK

4,475 SF. NET GAMING AREA

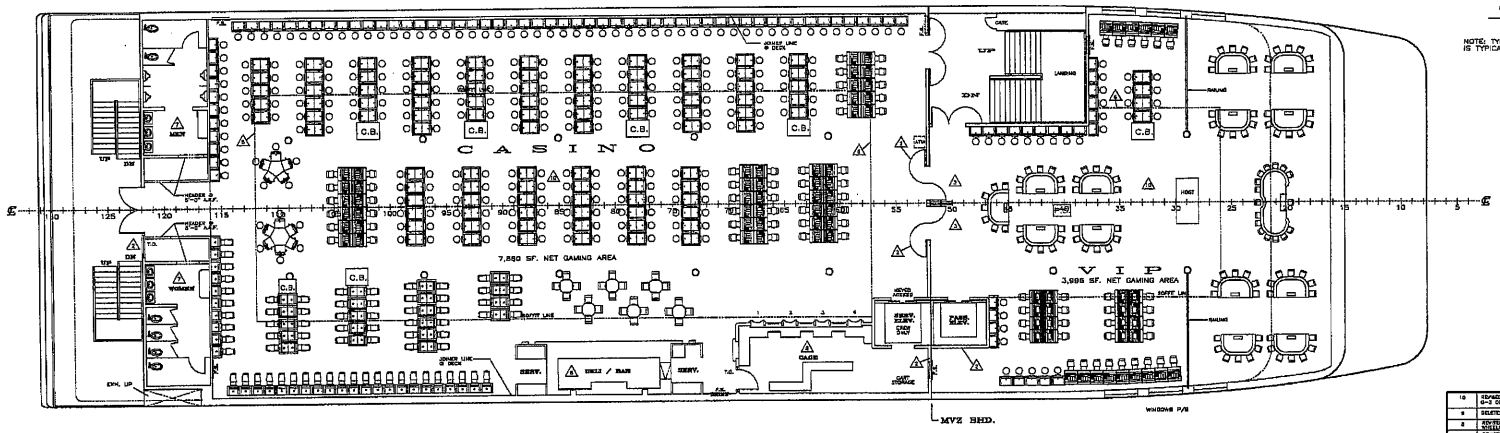
1 / 8 "



TYPICAL SECTION

SCALE 1/8" = 1'-0"

NOTE: TYPICAL SECTION THRU NEW 0-3 DECK ADDITION IS TYPICAL AFT OF MVZ BULKHEAD



0 — 2 DECK

11,756 SF. NET GAMING AREA

1 / 8 "

NO.	DRAWING REVISIONS	BY	DATE	CHK.
10	REVISED GAMING PER OWNER (SEE DWG 3/16/97) AND REVISED 0-2 DECK ARRANGEMENT & TYP. SECTION W/ NEW ADDITION	SAB	5/13/97	RH
9	DELETED WINDOW IN PILOTHOUSE (NOW SOLID)	SAB	1/10/95	RH
8	REVISED LAYOUT OF CASE & BAR PER OV/ REVISED RESTATE NOTES & BRIDGEHOUSE UPGRADES	SAB	11/8/95	RH
7	REVISED WINDOWS PER OV/ LOCATED FIREPLACE TO COORD. WITH OWNER/ LOCATED ANY SIGNIFICANT DIFF. BETWEEN 0-2 & 0-3	SAB	10/26/95	RH
6	REVISED SOFFITS PER OV/ ADDED SLOTS FOR SIGNAGE & TRUMP	SAB	10/16/95	RH
5	GAMING ARRANGEMENT APPROVED BY TRUMP CORPORATION ON 9/29/95/ REVISED WINDOWS PER OV/ REVISED GAMING EQUIPMENT ARRANGEMENT/ REVISED GAMING CHAIRS PER TRUMP-SEE NOTE	SAB	10/09/95	RH
4	MOVED FWD. BHD. @ STARBOARD (F-3 SIDE) TO FRAME 41	SAB	9/18/95	RH
3	INC. OLD PARTS (TYP. SECTION) ADDED/REV. DWG CHGS SEE REVISED NOTES PRIOR LAYOUT TO COMPLY W/ USL	SAB	7/27/95	RH
2	CHANGED OUT A FEW ITEMS TO COMPLY W/ CONTINUALLY UPDATED OWNER'S LAYOUT/ ADDED ADDITIONAL TYP. SECTION/ ADDED TONNAGE OPENINGS IN TAVE BULKHEAD & D.DN. SHAFT/ REDIMENSIONED TONNAGE OPENING IN FRAME 172	SAB	7/19/95	RH
1	LOCATED 3 ADDT'L LIFEJACKETS FOR INCREASE IN CAPACITY	SAB	5/23/95	RH

REVISIONS

RODNEY E. LAY & ASSOCIATES
NAVAL ARCHITECTS
13281 ATLANTIC BOULEVARD, JACKSONVILLE, FLORIDA 32225

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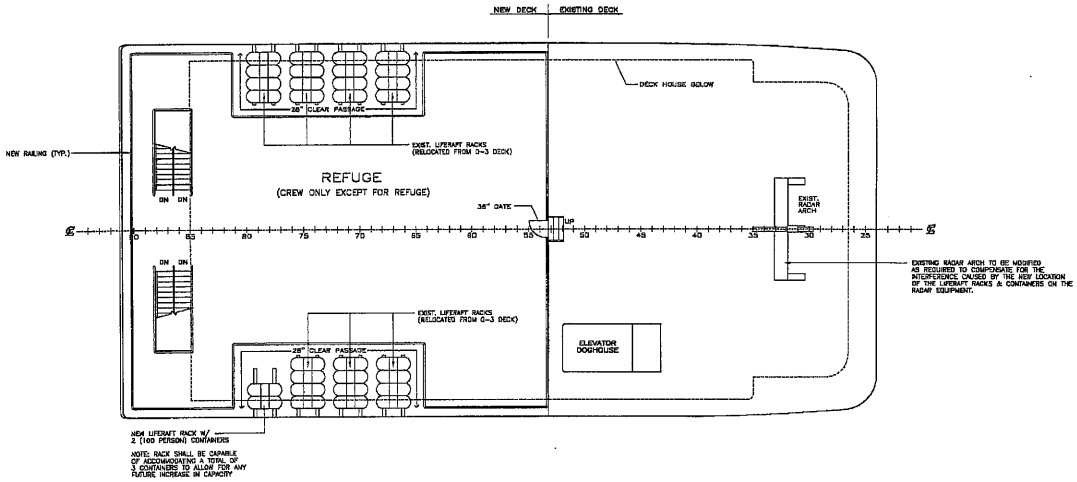
"TRUMP PRINCESS" 286' X 74' X 17'-0" CASINO VESSEL

0-2 & 0-3 DECK ARRANGEMENTS

AMI HULL NO. 232 USCG No. P001978

SCALE 1/8"	DATE 6/13/95	DRAWN BY SAB	SUB REL.	DWG. NO. 3122-A11B	REV. 10



0 — 4 DECK 1 / 8 "

NO.	DRAWING REVISIONS	BY	DATE	CHK.

REVISIONS

RODNEY E. LAY & ASSOCIATES
NAVAL ARCHITECTS
13661 ATLANTIC BOULEVARD, JACKSONVILLE, FLORIDA 32225

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"TRUMP CASINO" 265' X 74' X 17'-8" CASINO VESSEL

0-4 DECK ARRANGEMENT

AMI HULL NO. 232 USCG No. F001978

SCALE 1/8"	DATE 8/13/97	DRAWN BY SAS	SHP REL.	DWG NO. 3122-A11C	REV. 0

	INDIANA **Gaming Commission**	Certification Date: October 1, 2018 Expiration Date: October 31, 2019

Dockside Gaming Riverboat Certificate of Compliance

Owner: Majestic Star Casino II, LLC 1 Buffington Harbor Dr. Gary, IN 46406-3000		Casino Licensee: Majestic Star Casino II, LLC 1 Buffington Harbor Dr. Gary, IN 46406-3000		
Riverboat Name: Majestic Star II		Place Built: Atlantic Marine Shipyard, Jacksonville, FL		
Mooring Location: Gary, IN	Documentation NO: 1039617	Horsepower: 2400		Propulsion: Diesel Electric
Original Certification Date: November 01, 2009	Hull Material: Steel	Gross Tons: 1519	Net Tons: 1058	Length: 288' (Hull)

This Certificate of Compliance is valid only while riverboat remains moored dockside.

UWILD Completed: 7 April 2016 Due: 30 March 2021

Riverboat may have a maximum capacity of 2990 persons aboard while dockside.
Current Stability Letter: 22 June 2001

Conditions of Operation/Compliance – Annual Surveys:

Periodic hull & machinery surveys and plus International Building Code inspections shall be satisfactorily conducted/completed every 6 months and are required in order to maintain this Certificate of Compliance. When satisfactorily completed the two (2) surveys/inspections will constitute completion of the Annual Survey.

This certificate is intended to confirm that the above named Riverboat Gaming Riverboat did, on the dates indicated below, meet the requirements set forth in the Guide for Alternate Inspection of Riverboat Gaming Riverboats as adopted by the Indiana Gaming Commission.

The attending inspector certifies that the Riverboat meets the requirements for the issuance of this certificate.

Date:	Signature:
Annual: 10-1-2018	
Semi-Annual: 4-10-2019	

Sara Gonso Tait
Executive Director

DHS, USCG, CG-1270 (REV. 06-04)

OMB APPROVED
1625-0027

UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME	OFFICIAL NUMBER	IMO OR OTHER NUMBER	YEAR COMPLETED
MAJESTIC STAR II	1039617	232	1996

HAILING PORT	HULL MATERIAL	MECHANICAL PROPULSION
GARY IN	STEEL	YES

GROSS TONNAGE	NET TONNAGE	LENGTH	BREADTH	DEPTH
7833 GT ITC 1519 GRT	2536 NT ITC 1058 NRT	238.1	74.0	17.5

PLACE BUILT

JACKSONVILLE FL

OWNERS	OPERATIONAL ENDORSEMENTS
THE MAJESTIC STAR CASINO II LLC COMPRISED OF ONE MEMBER	COASTWISE

MANAGING OWNER

THE MAJESTIC STAR CASINO II LLC
ONE BUFFINGTON HARBOR
GARY IN 46406

RESTRICTIONS
NONE

ENTITLEMENTS
NONE

REMARKS
NONE

ISSUE DATE
JUNE 17, 2019

THIS CERTIFICATE EXPIRES

JUNE 30, 2020

Christopher G. Wadden

DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER

COPYBAN CAPTURE® ANTI-FRAUD PROTECTION

56738742241 9

PREVIOUS EDITION OBSOLETE, THIS CERTIFICATE MAY NOT BE ALTERED

Certification Date:	27 Jan 2009
Expiration Date:	27 Jan 2010
IMO Number:	

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

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	Official Number	Call Sign	Service
MAJESTIC STAR II	1039617	WCW3235	Passenger (Inspected)

Hailing Port	Hull Material	Horsepower	Propulsion
GARY IN	Steel	2400	Diesel Reduction

Place Built	Delivery Date	Date Keel Laid	Gross Tons	Net Tons	DWT	Length
JACKSONVILLE, FL UNITED STATES	05Apr1996	10Oct1995	R-1619 I-7833	R-1058 I-2536		R-238.1 I-238.1

Owner	Operator
THE MAJESTIC STAR CASINO II INC ONE BUFFINGTON HARBOR GARY IN 46404 UNITED STATES	THE MAJESTIC STAR CASINO II INC ONE BUFFINGTON HARBOR GARY IN 46404 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.

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

In addition, this vessel may carry 2740 passengers, 242 other persons in crew, 0 persons in addition to crew, and no others.
Total persons allowed: 2990

Route Permitted and Conditions of Operation:

---Rivers plus Limited Great Lakes---

LAKE MICHIGAN UNDER THE FOLLOWING CONDITIONS:

VESSEL RESTRICTED TO DOCKSIDE OPERATION ONLY. IF VESSEL RETURNS TO SAILING STATUS, IT MUST REINSTATE FULL MANNING, IAW COAST GUARD MARINE SAFETY MANUAL VOLUME III CHAPTER 21.

ADULT PASSENGERS ONLY.

WHEN PASSENGERS ARE ONBOARD OR HAVE ACCESS TO THE VESSEL FOR A PERIOD EXCEEDING 12 HOURS IN A 24-HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED FOR EACH SUCH ADDITIONAL PERSON ONBOARD.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this inspection for Certification having been completed at Gary, IN, the Officer in Charge, Marine Inspection, Marine Safety Unit Chicago 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

Date	Zone	A/P/Q	Signature
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

This certificate issued by:

PAUL MEHLER III, COMMANDER, USCG
Officer in Charge, Marine Inspection

Marine Safety Unit Chicago
Inspection Zone

Department of Homeland Security
United States Coast Guard

Certificate of Inspection

MAJESTIC STAR II

Certification Date: 27Jan2009

IN ACCORDANCE WITH 46 CFR 78.30-15, SECURITY PERSONNEL UNDER THE DIRECTION OF THE VESSEL MASTER MAY PERFORM WATCHMAN DUTIES.

PASSENGER SAFETY PERSONNEL MAY CONDUCT OTHER DUTIES PROVIDED THAT SUCH TASKS DO NOT INTERFERE WITH THEIR PASSENGER SAFETY TASKS. THEY SHALL BE STATIONED PROPORTIONALLY ON EACH DECK, AND THEIR UNIFORMS SHALL BE CONSPICUOUSLY MARKED TO BE READILY DISTINGUISHED FROM OTHER CASINO EMPLOYEES. THESE PERSONS BECOME PART OF THE MARINE CREW AND ARE RESPONSIBLE TO THE MASTER OF THE VESSEL DURING TRAINING DRILLS AND EMERGENCIES.

ALL EMPLOYEES ASSIGNED EMERGENCY RESPONSE DUTIES ON THE SHIP'S STATION BILL SHALL BE TRAINED AND REGULARLY EXERCISED IN THOSE FUNCTIONS. THE MASTER SHALL BE AWARE OF THE NAMES OF THE INDIVIDUALS ASSIGNED.

THIS VESSEL IS PARTICIPATING IN THE ALTERNATE HULL EXAMINATION PROGRAM IN ACCORDANCE WITH 46 CFR 71.50-15.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	31Mar2011	22Mar2006	23Mar2004
Internal structure	31Mar2010	10Apr2008	28Mar2007

---Stability---

Letter Approval Date / 22Jun2001 Office/ Marine Safety Center

---Inspection Status---

Pressure Vessels

Type	Location	Previous	Last	Next
Air Receiver	Engine room	06Mar2003	12Dec2007	31Dec2012
Air Receiver	Engine room	06Mar2003	12Dec2007	31Dec2012
Air Receiver	Starboard bow void	10Dec2003	05Dec2008	31Dec2013
Air Receiver	Starboard bow void	10Dec2003	05Dec2008	31Dec2013
Air Receiver	Starboard bow void	10Dec2003	05Dec2008	31Dec2013
Air Receiver	Starboard bow void	10Dec2003	05Dec2008	31Dec2013

Lifesaving

Number of Davits/2

Lifeboat/Raft ID	Full Wgt Test	Light Wgt Test	Falls Rnwd	Falls End/End
1	22Mar2006	-	-	-
2	22Mar2006	-	-	-

---Lifesaving Equipment---

Total Equipment for	Number	Persons		Required
		2990	Life Preservers(Adult)	2990
Lifeboats(Total)	0	0	Life Preservers(Child)	0
Lifeboats(Port)*	0	0	Ring Buoys(Total)	5
Lifeboats(Starbd)*	0	0	With Lights*	2

Department of Homeland Security
United States Coast Guard

Certificate of Inspection

MAJESTIC STAR II

Certification Date:
27Jan2009

Motor Lifeboats*	0	0	With Line Attached*	2
Lifeboats W/Radio*	0	0	Other*	0
Rescue Boats/Platforms	2	12	Immersion Suits	4
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
			(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 2

Hose information

Qty	Diameter	Length
32	1.5	75
4	2.5	50

Fixed Extinguishing Systems

Capacity	Agent	Space Protected
800	Carbon Dioxide	AUXILIARY MACHINERY ROOM
200	Carbon Dioxide	EMERGENCY GENERATOR ROOM
300	Carbon Dioxide	BOW THRUSTER ENGINE ROOM
400	Carbon Dioxide	MUFFLER & STEERING GEAR ROOM
800	Carbon Dioxide	ENGINE ROOM

Fire Extinguishers - Hand portable and semi-portable

Qty	Class Type
22	A-II
10	B-II
11	C-II

END

Certificate No.: 9633817-754483-001

Deadweight: N/A

GREAT LAKES LOAD LINE CERTIFICATE

Issued under the authority of the Commandant, U.S. Coast Guard, United States of America, under the provisions of the Act of August 27, 1935, as amended, to establish load lines on the Great Lakes of North America, and the Load Line regulations in force on April 14, 1973.

By the **American Bureau of Shipping**

Duly authorized by the Commandant to issue said Load Line Certificate

Name of Ship	Official number or Distinctive Letters	Port of Registry	Gross Tonnage	Length (L) as defined in 46 CFR 45.3
MAJESTIC STAR II	1039617 WDD3356	Chicago, IL	7256	238 Feet 15/16 Inches

Freeboard assigned as: New

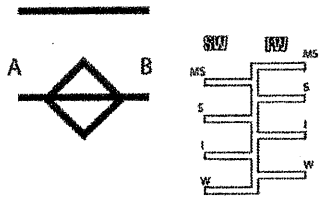
Type of Ship: Type B Increased

Fresh Water Freeboard from Deck Line			**Load Line**	
Midsummer		(MS)	N/A	above (S)
Summer	6 Feet 7/8 Inches	(S)	N/A Upper edge of line through center of diamond	
Intermediate	N/A	(I)	N/A	below (S)
Winter	N/A	(W)	N/A	below (S)

Increase for salt water for all freeboards N/A See note 2 on the reverse side of the Certificate.

Note: All measurements are to upper edge of the respective horizontal lines. Freeboards and Load Lines, which are not applicable, need not be entered on the certificate.

The upper edge of the deck line from which these freeboards are measured is Opposite The Top of Upper Steel deck at side.



1) This certificate is valid only so long as operating restrictions in the vessels stability letter dated 22 June 2001 are observed. 2) Operation limited to fair weather only. 3) Operation limited to Lake Michigan partially protected waters as defined by the U.S. Coast Guard Regulations: Summer (July, August, September) less than 20-miles from safe harbor; Winter - less than 1-mile from safe harbor.

Date of initial or periodical survey 8 October 2004

THIS IS TO CERTIFY that this ship has been surveyed and that the freeboards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the Load Line Regulations of the Commandant, U.S. Coast Guard, applicable to the Great Lakes.

This certificate is valid until **08 October 2009** *, subject to annual surveys in accordance with applicable Load Line Regulations and endorsement thereof on the reverse side of the Certificate.

ABS

Issued at Gary, Indiana on 04 October 2006

The undersigned declares that he is duly authorized by the said Commandant to issue this Certificate.

Beattie, Paul L. Chicago Port

Surveyor, American Bureau of Shipping

*At the expiration of this certificate, applicable reissuance should be obtained in accordance with the Load Line Regulations.

U.S. Department of Transportation
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

STABILITY LETTER

16710/P001978
Serial: H2-0102249
June 22, 2001

Master, TRUMP CASINO; O.N. 1039617
Atlantic Marine, Inc. Hull 232
288' x 74' x 17.5' Passenger Vessel (H)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and precautions listed below. All log entries required by 46 CFR 78.17-20 and 46 CFR 78.17-22 shall be made prior to getting underway for each voyage.

A deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the TRUMP CASINO, O.N. 1039617, at Gary, Indiana on June 12, 2001. On the basis of that survey and a conservatively estimated light ship vertical center of gravity, stability calculations have been performed. Results indicate that the stability of the TRUMP CASINO, as presently outfitted and equipped, is satisfactory for operation on Partially Protected Waters, provided that the following restrictions are observed.

SUBDIVISION

When operated as indicated below, calculations indicate this vessel will remain afloat with any two adjacent, major compartments flooded (two-compartment subdivision). A major 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 18, 29, 47, 57, 81, 93, 104, 113, 122.

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 two adjacent, major compartments and not more than 14 feet 9-1/2 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 Partially 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.

2. PERSONNEL: A maximum of 2990 persons may be carried on this vessel, of which 2740 may be passengers. There are no restrictions on the vertical distribution of people for the purposes of meeting stability requirements. 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.

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3. DRAFT AND TRIM:

a. The vessel is limited to a maximum mean keel draft amidships of 11 feet 6-0 inches in order to satisfy the subdivision criteria. This corresponds to a minimum freeboard of 6 feet 3/4 inch measured from the top of the main deck plate amidships. Amidships is located 3 inches aft of frame 68.

b. The drafts at the installed draft marks shall not exceed 11 feet 8-5/8 inches at the forward draft marks (frame 20) and 11 feet 5-1/2 inches at the aft draft marks (frame 122). The freeboard at the transom shall not be less than 6 feet 1/2 inch measured from the top of the main deck plate.

c. 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: No watertight doors or bulkheads shall be added or modified without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI). Sliding Class III watertight doors are located in the MTWB's at frames 29, 38, 47, 57, 93, 104. Quick-acting, Class 1 watertight doors are located on the main deck at frame 50 port side, frame 100 port side, and frame 122 at the centerline. Class 1 watertight doors shall remain closed at all times while underway except when actually being used for transit.

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

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

Displacement	3091.02	Long Tons
VCG	35.00	Feet Above the Baseline
LCG	2.39	Feet Aft of Amidships

Amidships is located 3 inches aft of frame 68. 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. This vessel is not fitted with any permanent ballast.

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. 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 any stability information previously issued to the vessel.

A. D. Wint
for R. J. PETOW
Commander, U.S. Coast Guard
By direction of the Commanding Officer