

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

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STABILITY LETTER

16710/P017580/LW
Serial: H1-1403939
November 6, 2014

Master, CARIBE SPIRIT, O.N. 1242856
Gold Coast Yachts, Inc. Hull No. GCY81WPPK212
81.0' x 26.4' x 7.5' Small Passenger Catamaran (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.

A deadweight survey, witnessed by the U. S. Coast Guard, was conducted on the subject vessel at Salt River, St. Croix, United States Virgin Islands, on November 30, 2012. On the basis of that survey, and a conservative estimate of the vessel's vertical center of gravity, stability calculations have been performed. Results indicate that the stability of CARIBE SPIRIT, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

DAMAGE SURVIVAL

When operated as indicated below, calculations indicate this vessel will remain afloat (under ideal conditions) after bottom damage, when the bottom damage is limited to any one major compartment in either hull, and not more than 2 feet 6 inches upward from the bottom of either hull. 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 21, 31, 41, and 66 feet aft of Station 0 in each hull.

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 in either hull and not more than 2 feet 1-5/8 inches inboard from the side of either hull.

Calculations further indicate this vessel will remain afloat and upright when damage is limited to both hulls (concurrently) forward of the collision bulkheads, which are located at 21 feet aft of Station 0 in each 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 passengers to one side.

Subj: CARIBE SPIRIT, O.N. 1242856; Stability Letter

OPERATING RESTRICTIONS

1. ROUTE: Operation on Exposed Waters is 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.
2. PERSONNEL: A maximum of 106 persons may be carried on this vessel, of which 99 may be passengers. These numbers are based on an average weight of 185 pounds per person. A maximum of 40 persons may be carried on the upper deck. 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. FREEBOARD AND DRAFT: A minimum freeboard of 4 feet 9-5/8 inches to the main deck at amidships must be maintained. This corresponds to a maximum baseline (mean) draft of 2 feet 7-3/8 inches. Amidships is located 41 feet aft of Station 0. The maximum draft, as measured on the draft marks, of 0 feet 8-1/2 inches (forward) and 0 feet 2-5/8 inches (aft) is permitted in any condition of loading and trim. Trim and list should be minimized.
4. WATERTIGHT DOORS AND BULKHEADS: No watertight doors or bulkheads shall be added, removed, or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI). There are no doors located in any MTWB's.
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 light ship parameters:

Displacement	18.92 Long Tons (LT)
VCG (Conservative Estimate)	6.25 Feet Above the Baseline
LCG	48.16 Feet Aft of Station 0

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 OCMI. The vessel is not fitted with fixed ballast.

7. TANKS: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.
8. BILGES: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
9. LIST: You should make every effort to determine the cause of any list of the vessel before taking corrective action.