

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

US Coast Guard Stop 7410
4200 Wilson Blvd., Suite 400
Arlington, VA 20598-7410
Staff Symbol: MSC-1
Phone: (703) 872-6729
Email: msc@uscg.mil

STABILITY LETTER

16710/P017580/lhw
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.

16710/P017580/1lw
Serial: H1-1403989
November 6, 2014

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

10. 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. It supersedes any stability information previously issued to the vessel.

A handwritten signature in blue ink that reads "Kevin Ferrie". The signature is written in a cursive, flowing style.

K. B. FERRIE
Commander, U. S. Coast Guard
By direction