

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

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16710/P005654
Serial: H1-9905822
November 16, 1999

Mr. David Walworth
Gold Coast Yachts, Inc.
9010 Plot 1
Salt River Marina
Christiansted, VI 00820

Subj: EASTWIND, #CG057154
GCY 62Ser3 Auxiliary Sailing Cat
62' x 29' x 7.5' FRP Catamaran (T)
FRP Hull Structure

Dear Mr. Walworth:

We reviewed EASTWIND's structural plans and calculations received with your letter of August 2 and October 13, 1999. Enclosures (1) through (9) are marked "Approved." The installation, workmanship and testing shall be to the satisfaction of the cognizant Officer in Charge, Marine Inspection (OCMI). Enclosure (10) is marked "Examined." Supporting information such as this is not normally marked approved; however, we used the design calculations to evaluate the hull for compliance with the applicable design requirements of the 1997 ABS Rules for Building and Classing High Speed Craft.

Our approval of the vessel's hull structure is based on the laminates having the minimum material properties specified in Sections 5.1.3 and 5.1.4 of Part 2 of the 1997 ABS Rules for Building and Classing High Speed Craft. Material performance tests are to be conducted according to Section 5.5 of the 1997 ABS Rules, or as required by the OCMI. If the test results determine that the laminates' properties are less than the minimum properties specified by the Rules, the plans and/or calculations must be appropriately updated and resubmitted for our approval. The frequency and amount of laminate testing required is determined by the OCMI.

Our approval of the vessel's hull structure is based on the vessel not exceeding the following reported design restrictions:

Displacement	42,000 pounds
Significant Wave Height	8 feet
Design Speed	10 knots
Running Trim at Design Speed	1 degree

Failure to load and operate the vessel in accordance with these design restrictions may result in excessive hull stresses not contemplated by our approval. Accordingly, these limitations will be

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16710
11/30/99

Mr. Roger Hatfield
Gold Coast Yachts, Inc.
9010 Plot 1
Salt River Marina
Christiansted, VI 00820

Dear Mr Hatfield:

We reviewed the systems plans you submitted the afternoon of 24 November 1999. The following comments apply;

- a. Provide high level alarms in all in the double bottoms and watertight compartments 2-5.
- b. Provide access for inspection and dewatering for the double bottoms and compartment number five as required by the regulations and noted in the Marine Safety Centers letter dated 16 November 1999.
- c. Noted that the bulkhead penetrations are not shown on vessel plans, however bulkhead penetrations exist on the vessel. Additionally when inspected November 29, 1999, the bulkhead penetrations are not watertight. Review of the vessel systems by the Marine Safety Center assumed that the watertight bulkheads were watertight.
- d. Noted that the plan arrangement for the underwater viewing area in the port hull is shown backwards. As previously noted in Marine Safety Center letter of 25 October 1999, provide means to dewater the vessel as required by paragraph four.