



16710/P011727
Serial: H1-1103303
October 13, 2011

Walworth Yacht Designs
Attn: Mr. David Walworth
PO Box 3792
Kingshill, VI 00851

Subj: ECO ISLENO, O. N. 1024902
Gold Coast Yachts Hull No. GC15WP0894
45' x 16' x 4.4' Catamaran Small Passenger Vessel (T)
Revised Lightship and Stability

Ref: (a) Your Letter, "Engine Change Calculations," dated September 12, 2011
(b) Marine Safety Center Technical Note (MTN) 4-95, "*Lightship Change Determination; Weight-Moment Calculation Vs. Deadweight Survey Vs. Full Stability Test*"

Dear Mr. Walworth:

We reviewed reference (a), received with your electronic submittal dated September 12, 2011, and it is "**Examined.**" Supporting calculations such as these are not normally approved; however, the information presented is used in determining the need for a new stability test for the subject vessel. The following comments apply:

1. The following lightship values, incorporating the re-powering of the vessel, are approved for the subject vessel:

Displacement	5.54 Long Tons
VCG (Conservative Estimate)	5.73 Feet Above the Baseline
LCG	29.20 Feet Aft of Amidships

Any alterations resulting in a change to these parameters will invalidate the vessel's stability letter.

2. In accordance with the policy contained in reference (b), neither a new stability test nor a new deadweight survey is required for the subject vessel since the total aggregate weight change incorporated in the re-powering modification is less than 2 percent of the previously approved lightship displacement (this does not include the weights of the old and new engines, which are considered to be easily identifiable weights) and the shift in the vessel's longitudinal center of gravity (LCG) is less than 1 percent of the vessel's length between perpendiculars (LBP). Therefore, your submitted weight-moment calculations are sufficient to establish the vessel's revised lightship values.

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3. The vessel's current stability letter, dated February 15, 2011, remains valid and in effect. Any future modifications to the vessel will necessitate a similar calculation detailing the weight and moment changes incorporated in those modifications. Please note in reference (b) that the aggregate weight change must be referenced to the lightship values obtained from the vessel's last stability test or deadweight survey, not from subsequent weight-moment calculations.

Since we have received only an electronic copy of reference (a), there are no hard copies available to return to you. Please provide a paper copy of reference (a) to the OCMI. Should you require stamped copies of any documents, please submit hard copies to this office for that purpose. Should there be any questions or comments regarding this letter, please contact the project officer, LT Jarred Hinton, at the phone number listed above.

Sincerely,



M. R. NEELAND
Lieutenant Commander, U.S. Coast Guard
Chief, Small Vessel Branch
By direction

Copy: Supervisor, U. S. Coast Guard Marine Safety Detachment St. Thomas