



Commanding Officer
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Marine Safety Center

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

Subj: ISLAND FLYER, O. N. 1131233
Gold Coast Yachts, Inc. Hull No. GCY65WPCH202
65' x 24' x 7' Small Passenger Catamaran (T)
67 Passengers / Exposed Waters
Revised Stability

- Ref:
- (a) Walworth Yacht Designs (WYD), "Weight Change Calculations," received October 23, 2013
 - (b) WYD, "Stability Calculations," 21 files, received November 04, 2013
 - (c) WYD, "Stability Calculations," 3 files, received November 22, 2013
 - (d) WYD, "Stability Calculations," 17 files, received November 27, 2013
 - (e) WYD, "Stability Calculations," 3 files, received December 02, 2013
 - (f) Marine Safety Center Technical Note 04-95, "Lightship Change Determination; Weight-Moment Calculation vs. Deadweight Survey vs. Full Stability Test," dated May 11, 1995
 - (g) Stability Letter for ISLAND FLYER, O. N. 1131233, dated October 28, 2002
 - (h) Revised Stability Letter for ISLAND FLYER, O. N. 1131233, dated May 22, 2003

Dear Mr. Walworth:

We reviewed references (a) through (e), received with your electronic correspondence dated between October 23 and November 04, 2013, for compliance with applicable stability regulations of 46 CFR Subchapters T and S and reference (f). Accordingly, references (a) through (e) are "Examined." Supporting calculations such as these are not normally approved; however, the information was used to verify the vessel's compliance with applicable stability requirements. As with all calculations, the responsibility for their accuracy rests with the submitter. The following comments apply:

1. In accordance with the guidance of reference (f), deadweight surveys are generally required when the total aggregate weight change (sum of weights added, weights relocated, and weights removed) exceeds 2% of the lightship displacement last determined by test or when the longitudinal center of gravity (LCG) shifts by more than 1% of the vessel's length between perpendiculars (LBP). The most recent modifications for the subject vessel include adding fixed ballast on the main deck, adding a railing to the top deck, and installing reinforcement beams in the overhead of the deckhouse. As the weight and center of gravity of the fixed ballast is known, it is not included in the aggregate weight calculations. The following table identifies all aggregate weight and LCG changes since the date of the last stability test (excluding easily identifiable weights):