

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/P008259  
Serial: H1-1700466  
February 14, 2017

Master, ISLAND FLYER, O.N. 1131233  
Gold Coast Yachts, Inc. Hull No. GCY65WPCH202  
65' x 24' x 7' Catamaran Small Passenger Vessel (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 in Saint Croix, US Virgin Islands, on September 26, 2002. On the basis of that survey and additional weight-moment calculations incorporating the addition of fixed ballast, deck railings, and deck strengtheners, stability calculations have been performed. Results indicate that the stability of ISLAND FLYER, 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 at the following longitudinal locations aft of the bow in each hull: 21 feet 11 inches, 29 feet 11 inches, and 53 feet 11 inches.

Calculations indicate this vessel will stay upright (no more than 8.7 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 3 feet 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 21 feet 11 inches aft of the bow 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.

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 71 persons may be carried on this vessel, of which 67 may be passengers. These numbers are based on an average weight of 185 pounds per person. A maximum of 24 passengers 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 7 inches to the main deck at amidships must be maintained. This corresponds to a maximum mean draft from the keel of 2 feet 5 inches. Amidships is located at 31 feet 11 inches aft of the bow. The maximum draft, as measured on the draft marks, of 2 feet 1-3/8 inches (forward referenced from the keel) and 6-7/8 inches (aft referenced from the stern flat or 2 feet 3-7/8 inches referenced above the keel) is permitted in any condition of loading and trim. Trim should be minimized.
4. WATERTIGHT DOORS AND BULKHEADS: There are no doors located in any MTWB's. 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).
5. HULL OPENINGS: Any openings that could allow water to enter the hull or deckhouse 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 calculated lightship parameters:

Displacement	17.28	Long Tons (LT)
VCG	5.31	Feet Above the Design Water Line (DWL)
LCG	37.29	Feet Aft of the Bow

The DWL is located 2 feet 1-3/4 inches above the keel at amidships. 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. These light ship values include fixed lead ballast located in accordance with the vessel's approved ballast plan dated May 22, 2003, and bearing the U. S. Coast Guard Marine Safety Center stamp dated May 22, 2003, as follows:

- (a) 3.12 LT on the main deck, centered at 37 feet 1-7/8 inches aft of the bow on the centerline.

7. TANKS: Any cross-connections between port and starboard tank pairs shall be kept closed at all times when underway.

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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.

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.

S. E. HEMANN  
Commander, U. S. Coast Guard  
By direction