

U.S. Department of  
Homeland Security  
  
United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Marine Safety Center

2100 2<sup>nd</sup> St., SW  
Washington, DC 20593  
Staff Symbol: MSC-1  
Phone: (202) 475-3401  
Fax: (202) 475-3920  
Email: msc@uscg.mil

16710/P011727  
Serial: H1-1303260  
September 20, 2013

Gold Coast Yachts, Inc.  
Attn: Mr. Roger Hatfield  
9010 Estate Salt River  
Christiansted, VI 00820-5526

Subj: ISLAND FLYER, O.N. 1131233  
Gold Coast Yachts Hull No. GCY65WPCH202  
65' x 27' x 7' Catamaran Small Passenger Vessel (T)  
Structural Modification

Ref: (a) Gold Coast Yachts, Inc. (GCY) Drawing, "Island Flyer Roof Structure,"  
dated August 20, 2013  
(b) GCY Drawing, "Proposed Roof Area for Passengers," dated August 20, 2013  
(c) Walworth Designs, Inc., Structural Calculations, undated, received August 20, 2013

Dear Mr. Hatfield:

We have reviewed references (a) through (c), submitted with your email received on August 20, 2013, for compliance with the structural requirements of 46 CFR Subchapter T. Accordingly, references (a) and (b) are "**Approved.**" The installation, workmanship, and testing shall be accomplished to the satisfaction of the cognizant Officer in Charge, Marine Inspection (OCMI). Reference (c) is "**Examined.**" Supporting calculations such as these are not typically approved; however, they are used in our review of the vessel structures. As with all calculations, the responsibility for their accuracy rests with the submitter. The following comments apply:

1. We did not perform a full review of general arrangements. General arrangements, including railings and ladders associated with the new deck, shall be to the satisfaction of the OCMI.
2. We concur that a design pressure of 1.2 psi for the house top is conservative, and that your method for demonstrating the structural adequacy of the roof is acceptable.
3. Prior to carrying passengers on the upper deck, it is required that you submit stability calculations to this office demonstrating that the vessel complies with all applicable stability criteria of 46 CFR Subchapter T. These calculations must account for the higher vertical center of gravity (VCG) resulting from the additional structure as well as the presence of passengers on the upper deck.
4. Due to the added weight of the structure, you must also submit weight-moment calculations to our office, in accordance with Marine Technical Note (MTN) 04-95. The requirement for a deadweight survey will be determined from those calculations.

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As an agreed-upon condition for your participation in the Marine Safety Center's electronic commerce program, you must provide the OCMI with a paper copy of references (a) through (c). Since we have received only an electronic copy of references (a) through (c), there are no paper copies available to return to you. Should you require stamped copies for your files, please submit the appropriate number of copies for that purpose.

Please contact the project officer, Lieutenant Evan Reger, at the phone number listed above if you have any comments or questions regarding this letter.

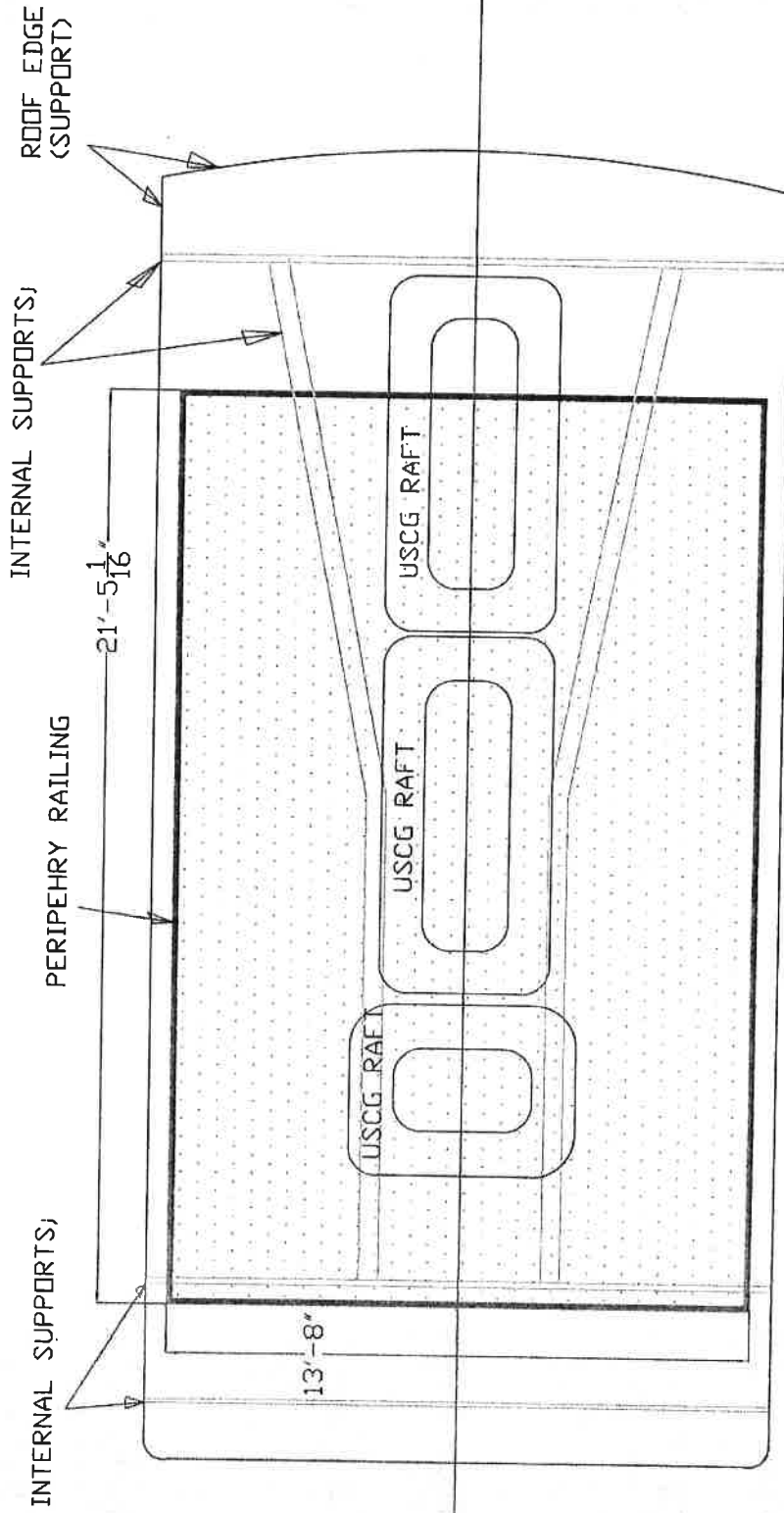
Sincerely,



M. E. SINCLAIR  
Lieutenant, U.S. Coast Guard  
Chief, Small Vessel Branch  
By direction

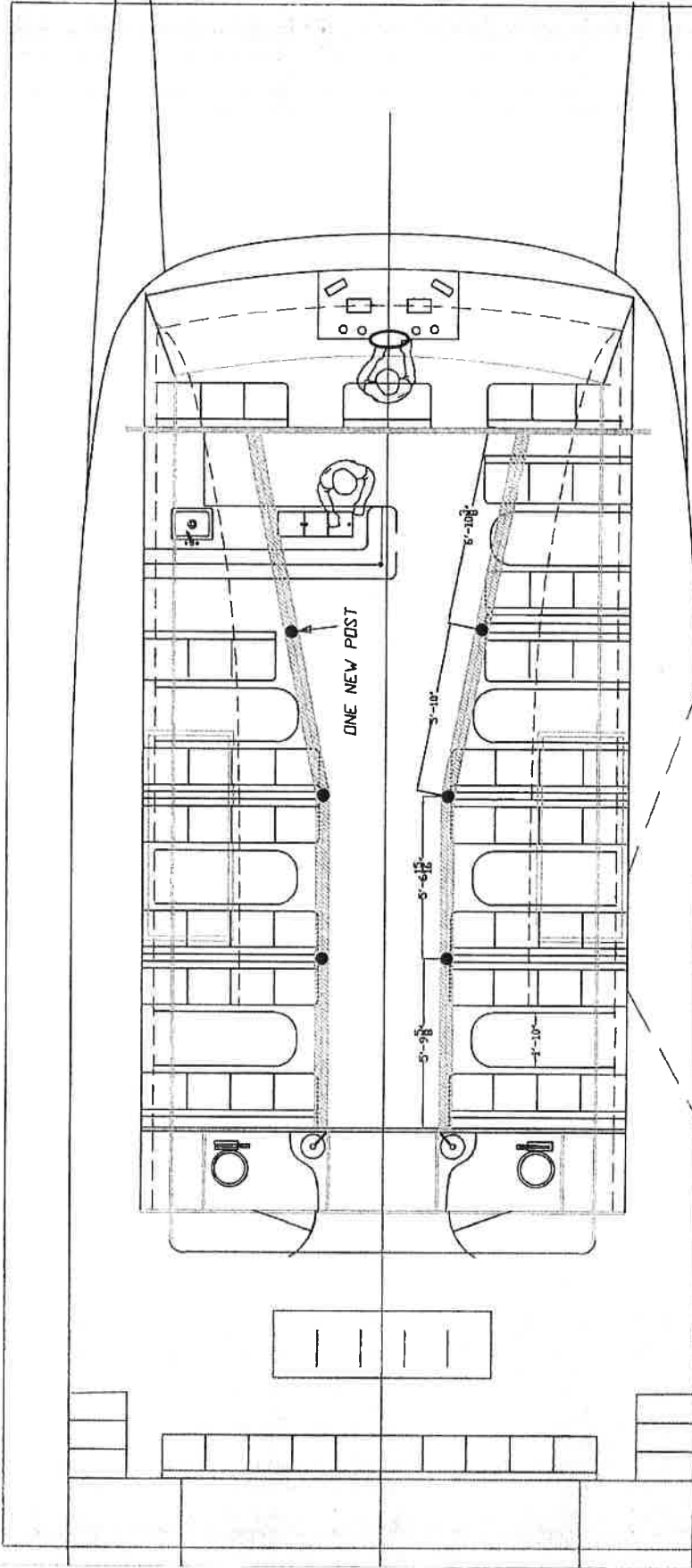
Copy: Supervisor, U. S. Coast Guard Marine Safety Detachment St. Thomas

ISLAND FLYER  
SCALE; 1/4"=1'  
AUGUST 20th, 2013

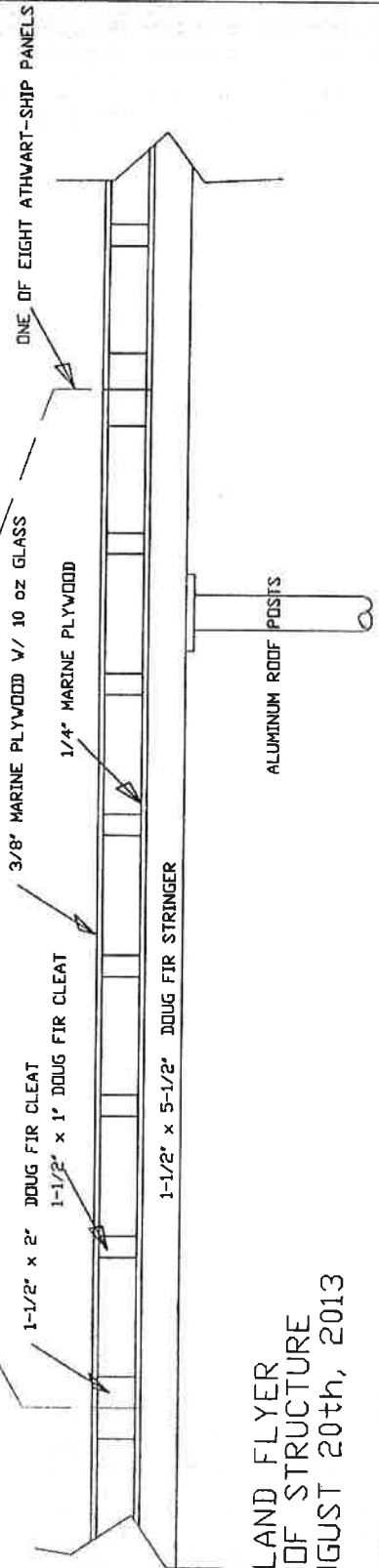


PROPOSED ROOF AREA FOR PASSENGERS; 13'8" x 21'5".





SCALE; 4 TIMES ACTUAL SIZE



ISLAND FLYER  
 ROOF STRUCTURE  
 AUGUST 20th, 2013

