

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/P021891
Serial: H1-1901656
May 31, 2019

Master, EL TORO, O. N. 1292295
Gold Coast Yachts Hull No. GCY129
39.8' x 16.5' x 7.9' 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 EL TORO, O. N. 1292295, at St. Croix, USVI, on April 12, 2019. On the basis of that survey, and a conservative estimate of the vessel's lightship vertical center of gravity, stability calculations have been performed. Results indicate that the stability of EL TORO, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

OPERATING RESTRICTIONS

1. **ROUTE**: Operation on Exposed Waters may be 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 (COI).
2. **PERSONNEL**: A maximum of 32 persons may be carried on this vessel, of which 30 may be passengers. These numbers are based on an average weight of 185 pounds per person. Since the personnel capacity is based upon other considerations in addition to stability, you are cautioned that the number of persons carried and their distribution may be further limited to that specified on the COI.
3. **FREEBOARD AND DRAFT**: A minimum freeboard of 2 feet 5-3/8 inches to the main deck at amidships must be maintained. This corresponds to a maximum baseline (mean) draft of 1 foot 10 inches. Amidships is located 22 feet aft the Forward Perpendicular (FP). The maximum draft, as measured on the draft marks, of 2 feet 0-3/4 inches (forward) and 1 foot 7-1/2 inches (aft) is permitted in any condition of loading and trim so long as the maximum amidships draft is not exceeded. Trim and list should be minimized.
4. **WATERTIGHT DOORS AND BULKHEADS**: The main transverse watertight bulkheads (MTWB's) located 5 feet 6 inches, 11 feet 6 inches, 20 feet, 27 feet 6 inches, and 35 feet aft of the FP in each hull. 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). The watertight integrity of the bulkheads is required for the bilge pump exemption (if granted under special consideration by the OCMI). If the bilge pump exemption is granted, this will be noted on the COI.

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5. **COLLISION BULKHEAD**: The collision bulkheads located 5 feet 6 inches aft of the bow in each hull shall not be removed, or altered without the authorization and supervision of the cognizant OCMI.

6. **HULL OPENINGS**: Any openings that could allow water to enter the hull should be kept closed when rough weather or sea conditions exist or are anticipated. There are no hull openings or penetrations located on this vessel.

7. **WEIGHT CHANGES**: This stability letter has been issued based upon the following lightship parameters:

Displacement	9,800	Pounds
VCG (Conservative Estimate)	3.58	Feet Above the Design Waterline
LCG	22.13	Feet Aft of the Forward Perpendicular (FP)
TCG	0.00	Feet From Centerline

The FP is located 6 inches aft of the bow. The design waterline is 1 foot 5-1/2 inches above, and parallel to, the baseline. The baseline extends longitudinally and is tangent to the bottom of the hull between 5 feet 6 inches and 27 feet 6 inches aft of the FP. Any alteration resulting in a change in these parameters may invalidate this stability letter. The vessel is not fitted with fixed ballast. No fixed ballast or other such weights shall be added, removed, altered, and/or relocated without the authorization and supervision of the OCMI.

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

9. **BILGES**: The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.

10. **LIST**: You should make every effort to determine the cause of any list of the vessel before taking corrective action.

11. **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.



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