

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

US Coast Guard Stop 7430
2703 Martin Luther King Jr. Ave SE
Washington, DC 20593-7430
Staff Symbol: MSC-
Phone: (202) 795-6729
Email: msc@uscg.mil

16710/P004666/btb
Serial: H1-1803189
August 20, 2013

Walworth Yacht Designs (WYD)
Attn: Mr. David Walworth
P.O. Box 3792
Kingshill, VI 00851
david@walworthdesigns.com

Subj: TROPICAL ESCAPE (Ex. FAST CAT), O.N. 1081061
Gold Coast Yachts Hull No. GC83CWP00499
83.3' x 26.0' x 7.3' Catamaran Small Passenger Vessel (T)
Stability and Lightship Characteristics

- Ref:
- (a) WYD Doc. "TROPICAL ESCAPE (ex FAST CAT) Stability Calculations," 2 pages, dated July 19, 2018
 - (b) WYD Dwg. "Deadweight Survey Measurement Points," 1 sheet, dated July 15, 2018
 - (c) Redshaw Marine, LLC Doc. "Deadweight Survey Checklist," 8 pages, dated July 6, 2018
 - (d) WYD Doc. "Freeboards to Drafts," 1 page, received July 19, 2018
 - (e) WYD Doc. "Deadweight Survey Results," 3 sheets dated July 19, 2018
 - (f) WYD Doc. "Summary of Deadweight Survey Results," 1 page, received July 19, 2018
 - (g) WYD Doc. "170.170TE," 13 pages, dated July 19, 2018
 - (h) WYD Doc. "170.173TE," 12 pages, dated July 19, 2018
 - (i) WYD Doc. "171.050TE," 9 pages, dated July 19, 2018
 - (j) WYD Doc. "171.080TE," 51 pages, dated July 19, 2018
 - (k) WYD Doc. "RA Comp," 1 page, received July 19, 2018
 - (l) WYD Doc. "TE stats," 1 page, received July 19, 2018
 - (m) WYD Doc. "TE Tanks" 12 pages, dated July 19, 2018

Dear Mr. Walworth:

We reviewed references (a) through (m), submitted by your electronic correspondence dated July 19, 2018 (MSC Document No. 1817641), for compliance with 46 CFR Subchapters T and S. References (a) through (m) are **Examined**. Supporting calculations and plans such as these are not normally approved; however, we used the information to verify the vessel's compliance with applicable stability requirements. As with all calculations and plans, the responsibility for their accuracy rests with the submitter. The following comments apply:

Subj: TROPICAL ESCAPE, O.N. 1081061
Stability and Lightship Characteristics

16710/P004666/btb
Serial: H1-1803189
August 20, 2018

1. Based on our verification of the vessel's calculated lightship values and our review of the stability calculations, we concur that, as presently outfitted and configured, the vessel has adequate stability for service with a maximum of 129 persons, of which 125 may be passengers, on an Exposed Waters route. A maximum of 34 persons may be carried on the second deck. This analysis is based on an average weight per person of 185 pounds.

2. We agree that the assumed lightship vertical center of gravity of 8.45 feet above the bottom of the keel is a conservative estimate. This height corresponds to one foot above the top of the main deck at amidships.

3. Based on our telephone discussion on August 16, 2018, we understand that the forward 5 feet of each demi hull are filled with foam. You described that the foam was used as a male mold during the construction and that the foam in the forward most parts of the wave-piercing demi hulls is a permanent part of the vessel. As it is unclear if the foam complies with the requirements of 46 CFR 179.240, we have not considered the foam during our stability review. The vessel satisfies all applicable stability requirements without consideration of the foam.

Enclosure (1) is the revised stability letter for the subject vessel. It is applicable to the vessel as presently outfitted. The vessel's owner is responsible for ensuring that the stability letter is posted under glass or other suitable transparent material at the operating station of the vessel so that all pages are visible. It supersedes any stability information previously issued to the vessel.

As an agreed-upon condition of your participation in the Marine Safety Center's electronic commerce program, you must provide the OCMI with a copy of this letter and an identical paper copy of references (a) through (m).

Our Project Number for this vessel is P004666. Please ensure that all future correspondence includes the Project Number and the Official Number that appears in the subject line.

Please contact LT Brian Bonomi at (202) 795-6739 with any questions concerning our review.

Sincerely,



J. D. DI NINO
Lieutenant, U. S. Coast Guard
Acting Chief, Small Vessel Branch
By direction

Encl: (1) Stability Letter for TROPICAL ESCAPE, O.N. 1081061, dated August 20, 2018

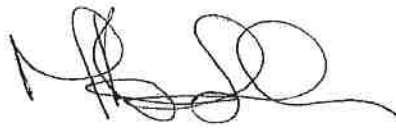
Copy: Commander, Coast Guard Sector San Juan, Prevention Department

This arrangement was previously deemed to offer "an equivalent level of safety to that required by Title 46 Code of Federal Regulations" and was approved by your office under correspondence transmitted March 18, 1999 (see attachment). **Since this arrangement differs from that normally found on a vessel regulated under Subchapter T, it was suggested by MSD Ft Myers personnel that we request a re-confirmation of its equivalent level of safety be granted by your office.**

In that regard, this letter and its attachment are respectfully submitted.

I may be reached via the email or telephone number listed above. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'M Redshaw', with a stylized flourish extending to the right.

Marc Redshaw

Attachment (1): Your facsimile transmission cover sheet dtd March 18, 1999 with Gold Coast Yachts – Fast Cat II, Bilge + Fire Schematic.



Redshaw Marine LLC
*Marine & Cargo Surveys,
USCG Certification Consulting
& ISM Code Internal Audits*

12094 Bonnie Terrace
Seminole, FL 33772

(727) 692 6450

marc@redshawmarine.info

March 27th, 2018

Commanding Officer
Marine Safety Center
US Coast Guard Stop 7430
2703 Martin Luther King Jr. Ave. SE
Washington, DC 20593-7430

Subj: TROPICAL ESCAPE, O.N. 1081061 (CG056393)
83' x 26' FRP CATAMARAN
SMALL PASSENGER VESSEL (T)
PARTIALLY PROTECTED WATERS
BILGE SYSTEM

Dear Sir,

The subject vessel is currently undergoing a re-powering and refurbishment project and is being attended by Marine Inspectors from MSD, Fort Myers, Florida.

The requisite submittals regarding the re-powering and refurbishment project have been submitted to the MSD and, for information purposes, a deadweight survey procedure will be submitted to your office for review under separate correspondence, also, we possess copies of the ASTM F1321 (2014) procedure and the stability test check-off list for witnessing inspectors developed by your office.

The vessel is configured with wave piercing hulls, each divided by three watertight bulkheads. The only compartments configured with through hull fittings are the engine and steering compartments. Each watertight compartment is equipped with a bilge high level sensor and a Rule brand, 4000 model, manual/automatic 12 Vdc submersible pump rated at 3200 gph at a 6 foot discharge head. Each engine compartment is equipped with an additional Rule brand, 4000 model, submersible pump. The bilge high level sensors are provided with an audible and visual alarm at the operating station and the submersible pumps, when operating in either manual or automatic mode, are provided with a visual indicator at the operating station.

Additionally, each engine compartment is fitted with bilge pick-ups, fitted with strainers, plumbed to independent pumps rated at 60 gpm.