

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/P011063
Ser H1-0901752
June 26, 2009

Master, VELA VIA, O.N. 1149053

Maine Cat Hull No. 2

41.5' (LOA) x 22.5' x 6.5' Auxiliary Sailing Small Passenger Catamaran (T)

You are responsible for maintaining this vessel in a satisfactory stability condition at all times.

A deadweight survey, witnessed by the U.S. Coast Guard, was conducted on the subject vessel at Bradenton, Florida, on May 11, 2009. On the basis of that survey, and a conservative estimate of vertical center of gravity, stability calculations have been performed. Results indicate that the stability of VELA VIA, 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 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 22 persons may be carried on this vessel, of which 20 may be passengers. These numbers are based on an average weight of 185 pounds per passenger and 200 pounds per crew member. 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. DRAFTS AND FREEBOARD: A minimum freeboard of 4 feet 1-5/8 inches, as measured at the chain plates from the top of the main deck at side, must be maintained. This corresponds to a maximum draft of 2 feet 3-3/16 inches above the keel. The chain plates are located approximately 22 feet 0 inches aft of the bow. Trim should be minimized.
4. SAILS:
 - a. When operating on Exposed Waters or Partially Protected Waters, the sails which may be set are limited to the mainsail and jib, as shown on the vessel's sail plan, bearing the U. S. Coast Guard Marine Safety Center approval stamp dated June 26, 2009.
 - b. When operating on Protected Waters, the sails which may be set are limited to the mainsail, jib, and screecher, as shown on the vessel's sail plan.

The sail plan must be maintained onboard the vessel, in a suitable location, at all times.

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

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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.

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

Displacement	19,850 Pounds
VCG (Conservative Estimate)	4.50 Feet Above the Design Waterline
LCG	22.32 Feet Aft of Station 0

The design waterline is located 2.0 feet above the bottom of the vessel, at amidships. Station 0 is located at the vessel's bow. 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 cognizant OCMI. The vessel is not fitted with permanent ballast.

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

9. FREEING PORTS: Deck freeing ports and drains shall be maintained operable and completely unobstructed at all times.

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

This stability letter shall be posted under glass or other suitable transparent material onboard the vessel so that all pages are visible.



S. P. MCGEE
Commander, U. S. Coast Guard
By direction