

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.

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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