

U.S. Department of  
Homeland Security

United States  
Coast Guard



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United States Coast Guard  
Marine Safety Center

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### STABILITY LETTER

16710/P023066  
Serial: H1-2101106  
April 15, 2021

Master, SHARK TEETH AND SHELLS, O.N. 1312963  
Corinthian Catamarans Hull No. KRI45125A021  
45.0' x 14.0' x 4.8' 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 SHARK TEETH AND SHELLS, O.N. 1312963, at Tarpon Springs, Florida, on March 3, 2021. 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 SHARK TEETH AND SHELLS, 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 54 persons may be carried on this vessel, of which 49 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 11-3/8 inches to the main deck at amidships must be maintained. This corresponds to a maximum baseline (mean) draft of 1 foot 6-1/4 inches. Amidships is located 22 feet 6 inches aft of the bow. Trim and list should be minimized.
4. COLLISION BULKHEAD: The collision bulkhead located 7 feet aft of the bow in each hull shall not be removed, or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI).

5. 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.

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

Displacement	8.50	Long Tons (LT)
VCG (Conservative Estimate)	4.47	Feet Above the Baseline
LCG	24.26	Feet Aft of the Bow
TCG	0.04	Feet Starboard of Centerline

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.

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

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.



J. B. BYBEE  
Lieutenant Commander, U. S. Coast Guard  
By direction