

# INTACT STABILITY LETTER

## Loadline Survey/Certificate of Inspection

NAME OF VESSEL		Official NUMBER
[REDACTED]		State Registration: TX-37 [REDACTED] V
OWNER	MFG: Destination Yachts Inc	
Name: [REDACTED] Resort [REDACTED] est.	HIN No. IYD22 [REDACTED]	
Address: PO [REDACTED] # [REDACTED], Horseshoe Bay, TX 78 [REDACTED]	Model: 78' Double Decker Dining vessel	
YEAR BUILT	DISPLACEMENT	HULL CONSTRUCTION
2023	63,000Lbs	Aluminum Plate .0190" type 5052
TYPE OF VESSEL	DESIGNED USE	
Gas / petrol powered excursion passenger	Inspected Passenger Service	
Measurements: LOA 86' Beam: 18' Draft: 10.8" Freeboard 32"*** <b>Min Freeboard 28"</b>		

\*excluding any protrusions, super structure overhangs, bow sprit, boom, outboard motors, mounts, water slides and framework not attached and/or an integral part of the vessel's hull itself and/or above the shearline. \*\* with one person on board and minimal weight, measured midships.

**Vessel overview**  
Production double decker with a low center of gravity and a history of good stability. Machinery, equipment, fuel and other tanks are secured to the main deck or beneath it, as close as possible to the center line and between amidships and stern. Measurements were performed using a laser transit, plumb bomb and tape measure.

ENGINE / MODEL	Engine Serial Number	H.P.	Gen set: Twin Westerbeke model 15.0 MEG
Twin "Mercuriser" outboard 200CXL	Port: 3838 [REDACTED] Stbd: 3838 [REDACTED]	Each 200HP	Port Gen: 1677 [REDACTED] / Eng: F39 [REDACTED] Stbd Gen: 164 [REDACTED] / Eng: F39 [REDACTED]

**Allowable number of passengers and crew on board. 85 passengers and 3 crew (total 88 persons)**

As per USCG 46 CFR § 176.113 calculated passenger weight 15,840 lbs using lower of deck area criterion or length of rail criterion and recommended avg weight of passenger 180 lb

**Distribution of passengers:** Evenly and safely distributed throughout the vessel. Not more than 26 persons on upper deck.

**Operational locations:** This Vessel is to be operated exclusively on the protected waters of inland lakes in Texas, TX and the passenger load consists of men, women, and children in fair weather conditions.

**Method used for calculating loading contingency and minimum freeboard when boat fully loaded.**

Location of fixed ballast: Fuel cell 285 gallons (1767 Lbs.); Potable water 200 Gallons (1680 Lbs.); Black water 400 Gallons (3440 Lbs.); fixed and / or strapped in place to prevent movement. Assuming tanks were empty at survey then total ballast in tanks is 6887 Lbs.

**Variable loading factor** Maximum variable load is the sum of full ballast tanks plus passengers and crew and an allowance of an extra 20Lbs. of carry on food, beverages, dining equipment etc. per passenger and crew. Therefore, maximum variable load is 24,487Lbs. The total calculated buoyancy is 255,739 Lbs (per designers specifications and surveyors confirmation by measurement) with a max draft of 44" giving a PPII of 5812 Lbs. The Maximum variable load allowed under 33 CFR 183.33 is 27,512 Lbs.

**Contingency** The loaded vessel weight is estimated as 87,644 lbs giving a contingency of 168,095 lbs or 66%

**Freeboard** The free board is reduced by 4.2". The freeboard measured midships at the time of survey was 32" therefore **if the Freeboard is less than 28" or more than 4" above the scum line then the vessel is overloaded..** It is recommended that the minimum freeboard depth is marked on the vessel.

**Safety observations**

- Boarding ladder is accessible & deployable from the water: Yes
- Gen set exhaust pipe vents out the side of the vessel: Yes
- Safety rails: : Decks are fitted with factory installed stainless-steel safety rails height 42" that were firmly attached to the vessel.

**SURVEYOR'S CERTIFICATION:** The vessel was found to be in Excellent overall structural condition, showing no modifications from the original hull design. All safety equipment was in place at the time of survey and checked where sighted. The undersigned surveyor hereby certifies that this vessel has been personally and carefully inspected considering applicable USCG, ABYC and TPWD guidance / standards and operational locations recommended. Further, the undersigned surveyor warrants the analysis is unbiased and documents / conclusions relating to the quality, utility, safety of said vessel only at the time of the survey. This document is a stability letter and should not be interpreted as a marine survey.

The operator/Captain has the ultimate responsibility to maintain the safe condition and proper trim of his vessel and crew as well as posting watch standers, educating crew on various fire, man-overboard, collision, and other relative drills, provide adequate lifesaving and safety equipment as required by State and Federal Regulations and maintaining machinery and equipment in a safe state. The vessel is only as safe as the operator's and crew's physical condition, safety standards in place, and weather conditions as they apply to the safe operation of this vessel.

Surveyor's Signature

[REDACTED] Worldwide MEMBER

ACMS #0564

Date: 9/11 [REDACTED]