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MAAD - 2004 - 19424-2 P.1

REQUEST FOR ADMINISTRATIVE WAIVER OF THE JONES ACT - Public Law 105-383, Title V

1. NAME OF THE VESSEL: Mystic Wind

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2. OWNER INFORMATION:

NAME: Simon Blackwell

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3. VESSEL OFFICIAL NUMBER (or HIN, OR STATE No.): NLJHHEL75LAN

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4. DATE OF VESSEL CONSTRUCTION: 1997

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5. PLACE OF CONSTRUCTION: Holland

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6. SIZE, CAPACITY AND TONNAGE OF THE VESSEL (STATE WHETHER TONNAGE IS MEASURED PURSUANT TO 46 U.S.C. 14502, OR OTHERWISE, AND IF OTHERWISE, HOW MEASURED)

SIZE: 60

TONNAGE: 60

CAPACITY: 18

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Yes:

No: ON

Other: USCG Simplified

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7. INTENDED COMMERCIAL USE OF VESSEL: overnight dinner sails, crewed charter, multi-day corporate team building

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8. GEOGRAPHIC REGION OF INTENDED OPERATION AND TRADE: Washington State

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9. A STATEMENT ON THE IMPACT THIS WAIVER WILL HAVE ON OTHER COMMERCIAL PASSENGER VESSEL OPERATORS, INCLUDING A STATEMENT DESCRIBING THE OPERATIONS OF EXISTING OPERATORS: Impact is expected to be low to none.

There are no similarly equipped vessels applied to highly similar commercial purpose in the Seattle area. There are no multi-hulls providing private "no-heel" overnight, on-board dinner charters in Seattle. Argosy Cruise Lines provides larger motor vessel day and evening events from public piers in downtown Seattle. Sailing in Seattle runs a smaller vessel (33 ft) for private local charter and team building. Let's Go Sailing runs two large mono-hulls (70ft) primarily focused on scheduled 1-2 hours sails for the walk-by public from the Pier 54. Although they do offer single day private events with food, they are not equipped to deliver formal sit-down dinners or multi-day team-building events year round. They also focus on performance sailing. Our yacht, Mystic Wind, is not a performance boat and is berthed at a private dock not amenable to walk-by traffic. There are multiple sail charter companies in the Puget Sound, but the bulk of our business will be in Canadian waters with Seattle serving as a convenience port for customers. Additionally, there are only one or two smaller multi-hulls and no crewed multi-hulls like Mystic Wind.

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10. A STATEMENT ON THE IMPACT THIS WAIVER WILL HAVE ON U.S. SHIPYARDS: Any impact this boat will have a US shipyards in the area of operation should be positive since she is a large steel boat generally requiring maintenance in a commercial fishing or freight yard. She is currently undergoing re-fit in Tampa, Florida at a commercial shrimper yard providing much needed business in a stressed industry.

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PART OF INVESTIGATION  
PROCEEDS

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11. BY SUBMITTING THIS INFORMATION YOU ARE DEEMED TO HAVE CERTIFIED THAT THE ABOVE INFORMATION IS TRUE AND CORRECT:

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