

§ 170.300 Special consideration for free surface of spoil in hopper dredge hoppers.

The calculations required by this subchapter for each self-propelled hopper dredge must include—

(a) The free surface effect of consumable liquids and the free surface effect of the dredged spoil in the hoppers; and

(b) Either of the following assumptions when performing the calculations required by § 174.310(b) of this chapter:

(1) If the dredged spoil is assumed to be jettisoned, the free surface of the dredged spoil may be disregarded.

(2) If the dredged spoil is not assumed to be jettisoned, the free surface of the dredged spoil must be calculated.

[CGD 76-080, 54 FR 36977, Sept. 6, 1989]

PART 171—SPECIAL RULES PERTAINING TO VESSELS CARRYING PASSENGERS

Subpart A—General

Sec.

- 171.001 Applicability.
- 171.010 Definitions.
- 171.015 Location of margin line.
- 171.017 One and two compartment standards of flooding.

Subpart B [Reserved]

Subpart C—Large Vessels

- 171.045 Specific applicability.
- 171.050 Intact stability requirements for a mechanically propelled or a nonself-propelled vessel.
- 171.055 Intact stability requirements for a monohull sailing vessel or a monohull auxiliary sailing vessel.
- 171.057 Intact stability requirements for a sailing catamaran.
- 171.060 Watertight subdivision: General.
- 171.065 Subdivision requirements—Type I.
- 171.066 Calculation of permeability for Type I subdivision.
- 171.067 Treatment of stepped and recessed bulkheads in Type I subdivision.
- 171.068 Special considerations for Type I subdivision for vessels on short international voyages.
- 171.070 Subdivision requirements—Type II.
- 171.072 Calculation of permeability for Type II subdivision.
- 171.073 Treatment of stepped and recessed bulkheads in Type II subdivision.
- 171.075 Subdivision requirements—Type III.

171.080 Damage stability standards for vessels with Type I or Type II subdivision.

171.082 Damage stability standards for vessels with Type III subdivision.

Subpart D—Additional Subdivision Requirements

- 171.085 Collision bulkhead.
- 171.090 Aft peak bulkhead.
- 171.095 Machinery space bulkhead.
- 171.100 Shaft tunnels and stern tubes.
- 171.105 Double bottoms.
- 171.106 Wells in double bottoms.
- 171.108 Manholes in double bottoms.
- 171.109 Watertight floors in double bottoms.

Subpart E—Penetrations and Openings in Watertight Bulkheads

- 171.110 Specific applicability.
- 171.111 Penetrations and openings in watertight bulkheads in vessels of 100 gross tons or more.
- 171.112 Watertight door openings.
- 171.113 Trunks.
- 171.114 Penetrations and openings in watertight bulkheads in a vessel less than a 100 gross tons.

Subpart F—Openings in the Side of a Vessel Below the Bulkhead or Weather Deck

- 171.115 Specific applicability.
- 171.116 Port lights.
- 171.117 Dead covers.
- 171.118 Automatic ventilators and side ports.
- 171.119 Openings below the weather deck in the side of a vessel less than 100 gross tons.

Subpart G—Watertight Integrity Above the Margin Line

- 171.120 Specific applicability.
- 171.122 Watertight integrity above the margin line in a vessel of 100 gross tons or more.
- 171.124 Watertight integrity above the margin line in a vessel less than 100 gross tons.

Subpart H—Drainage of Weather Decks

- 171.130 Specific applicability.
- 171.135 Weather deck drainage on a vessel of 100 gross tons or more.
- 171.140 Drainage of a flush deck vessel.
- 171.145 Drainage of a vessel with a cockpit.
- 171.150 Drainage of a vessel with a well deck.
- 171.155 Drainage of an open boat.

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§ 171.001

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Subpart A—General

§ 171.001 Applicability.

(a) This part applies to passenger vessels inspected under subchapter K or H of this chapter.

(b) Specific sections of this part also apply to nautical school ships, sailing school vessels and oceanographic vessels. The applicable sections are listed in subparts C and D of part 173 of this chapter.

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§ 171.010 Definitions.

(a) *Cockpit* means an exposed recess in the weather deck extending no more than one-half of the vessel's length over deck (LOD) measured over the weather deck.

(b) *Deepest subdivision load line* means the waterline that corresponds to the deepest draft permitted by the applicable subdivision requirements in this part.

(c) *Equivalent plane bulkhead* means a bulkhead that is—

(1) Used in lieu of a recessed or stepped bulkhead when doing the subdivision calculations required in this part; and

(2) Located as shown in Figure 171.010(a).

(d) *Ferry* means a vessel that—

(1) Operates in other than ocean or coastwise service;

(2) Has provisions only for deck passengers or vehicles, or both;

(3) Operates on a short run on a frequent schedule between two points over the most direct water route;

(4) Offers a public service of a type normally attributed to a bridge or tunnel.

(e) *Freeing port* means any direct opening through the vessel's bulwark or hull to quickly drain overboard water which has been shipped on exposed decks.

(f) *Floodable length* means the length of a shell to shell segment of the vessel that, when flooded, will sink and trim

46 CFR Ch. I (10-1-04 Edition)

the vessel until the margin line is tangent to the waterline.

(g) *Flush deck* means a continuous weather deck located at the uppermost sheer line of the hull.

(h) *International voyage* has the same meaning provided for the term in § 70.05-10 of this chapter.

(i) *Machinery space* means, unless otherwise prescribed by the Commandant for unusual arrangements, the space extending from the molded base line to the margin line and between the main transverse watertight bulkheads bounding the following spaces:

(1) Each space containing main and auxiliary propelling machinery.

(2) Each space containing propulsion boilers.

(3) Each space containing permanent coal bunkers.

(j) *Open boat* means a vessel not protected from entry of water by means of a complete deck, or by a combination of a partial weather deck and superstructure which is seaworthy for the waters upon which the vessel operates.

(k) *Passenger space* means a space which is provided for the accommodation and use of passengers, other than a baggage, store, provision or mail room.

(l) *Recessed bulkhead* means a bulkhead that is recessed as shown by bulkhead B in Figure 171.010(b).

(m) *Small passenger vessel* means a vessel of less than 100 gross tons—

(1) Carrying more than 6 passengers, including at least one passenger for hire;

(2) That is chartered with the crew provided or specified by the owner or owner's representative and carrying more than 6 passengers;

(3) That is chartered with no crew provided or specified by the owner or owner's representative and carrying more than 12 passengers; or

(4) That is a submersible vessel carrying at least one passenger for hire.

(n) *Short international voyage* means an international voyage where—

(1) A vessel is not more than 200 nautical miles (370 kilometers) from a port or place in which the passengers and crew could be placed in safety; and

(2) The total distance between the last port of call in the country in