

**§ 172.040**

(3) United States ports in the Gulf of Mexico;

(4) Puget Sound ports and Canadian west coast ports or Columbia River ports, or both;

(5) San Francisco, Los Angeles, and San Diego, CA.

(b) Vessels exempt by paragraph (a) of this section must comply with the following conditions:

(1) The master is satisfied that the vessel's longitudinal strength is not impaired.

(2) The master ascertains the weather to be encountered on the voyage.

(3) Potential heeling moments are reduced to a minimum by carrying as few slack holds as possible.

(4) Each slack surface must be leveled.

(5) The transverse metacentric height (GM), in meters, of the vessel throughout the voyage, after correction for liquid free surface, has been shown by stability calculations to be in excess of the required GM (GMR), in meters.

(i) The GMR is the sum of the increments of GM (GMI) multiplied by the correction factor, f and r.

Where:

r=(available freeboard) (beam) of the vessel and

f=1 if r is > 0.268 or

f=(0.268 r) if r is < 0.268.

(ii) The GMI for each compartment which has a slack surface of grain, i.e., is not trimmed full, is calculated by the following formula:

$$GMI=(B3 \times L \times 0.0661) (Disp. \times SF))$$

where:

B=breadth of slack grain surface (m)

L=Length of compartment (m)

Disp.=Displacement of vessel (tons)

SF=Stowage factor of grain in compartment (cubic meters/tons)

(c) Vessels which do not have the Document of Authorization required by §172.015 may carry grain in bulk up to one third of their deadweight tonnage provided the stability complies with the requirements of Section 9 of the International Code for the Safe Carriage of Grain in Bulk.

**§ 172.040 Certificate of loading.**

(a) Before it sails, each vessel that loads grain in bulk, except vessels engaged solely on voyages on the Great

Lakes, rivers, or lakes, bays, and sounds, must have a certificate of loading issued by an organization recognized by the Commandant for that purpose. The certificate of loading may be accepted as prima facie evidence of compliance with the regulations in this subpart.

(b) The Commandant recognizes the National Cargo Bureau, Inc., 30 Vesey Street, New York, NY, 10007-2914, for the purpose of issuing certificates of loading.

**Subpart C—Special Rules Pertaining to a Barge That Carries a Cargo Regulated Under Subchapter D of This Chapter**

**§ 172.047 Specific applicability.**

This section applies to each tank barge that carries, in independent tanks described in §151.15-1(b) of this chapter, a cargo listed in Table 30.25-1 of this chapter that is a—

(a) Liquefied flammable gas; or

(b) Flammable liquid that has a Reid vapor pressure in excess of 25 pounds per square inch (172.4 KPa).

**§ 172.048 Definitions.**

As used in this subpart—

*MARPOL 73/38* means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating to that Convention.

[USCG-2000-7641, 66 FR 55574, Nov. 2, 2001]

**§ 172.050 Damage stability.**

(a) Each tank barge is assigned a hull type number by the Commandant in accordance with §32.63-5 of this chapter. The requirements in this section are specified according to the hull type number assigned.

(b) Except as provided in paragraph (c) of this section, each Type I and II barge hull must have a watertight weather deck.

(c) If a Type I or II barge hull has an open hopper, the fully loaded barge must be shown by design calculations to have at least 2 inches (50mm) of positive GM when the hopper space is flooded to the height of the weather deck.

(d) When demonstrating compliance with paragraph (c) of this section, credit may be given for the buoyancy of the immersed portion of cargo tanks if the tank securing devices are shown by design calculations to be strong enough to hold the tanks in place when they are subjected to the buoyant forces resulting from the water in the hopper.

(e) Each tank barge must be shown by design calculations to have at least 2 inches (50 mm) of positive GM in each condition of loading and operation after assuming the damage specified in paragraph (f) of this section is applied in the following locations:

(1) *Type I barge hull not in an integrated tow.* If a Type I hull is required and the barge is not a box barge designed for use in an integrated tow, design calculations must show that the barge hull can survive damage at any location including on the intersection of a transverse and longitudinal watertight bulkhead.

(2) *Type I barge hull in an integrated tow.* If a Type I hull is required and the barge is a box barge designed for operation in an integrated tow, design calculations must show that the barge can survive damage—

(i) To any location on the bottom of the tank barge except on a transverse watertight bulkhead; and

(ii) To any location on the side of the tank barge including on a transverse watertight bulkhead.

(3) *Type II hull.* If a Type II hull is required, design calculations must show that the barge can survive damage to any location except to a transverse watertight bulkhead.

(f) For the purpose of paragraph (e) of this section—

(1) Design calculations must include both side and bottom damage, applied separately; and

(2) Damage must consist of the most disabling penetration up to and including penetrations having the following dimensions:

(i) Side damage must be assumed to be as follows:

(A) Longitudinal extent—6 feet (183 centimeters).

(B) Transverse extent—30 inches (76 centimeters).

(C) Vertical extent—from the baseline upward without limit.

(ii) Bottom damage must be assumed to be 15 inches (38.1 centimeters) from the baseline upward.

### Subpart D—Special Rules Pertaining to a Vessel That Carries a Cargo Regulated Under 33 CFR Part 157

#### § 172.060 Specific applicability.

This subpart applies to each U.S. tank vessel that is required to comply with 33 CFR 157.21.

[CGD 90-051, 57 FR 36246, Aug. 12, 1992]

#### § 172.065 Damage stability.

(a) *Definitions.* As used in this section, *Length* or *L* means load line length (LLL).

(b) *Calculations.* Each tank vessel must be shown by design calculations to meet the survival conditions in paragraph (g) of this section in each condition of loading and operation except as specified in paragraph (c) of this section, assuming the damage specified in paragraph (d) of this section.

(c) *Conditions of loading and operation.* The design calculations required by paragraph (b) of this section need not be done for ballast conditions if the vessel is not carrying oil, other than oily residues, in cargo tanks.

(d) *Character of damage.* (1) If a tank vessel is longer than 738 feet (225 metes) in length, design calculations must show that it can survive damage at any location.

(2) If a tank vessel is longer than 492 feet (150 meters) in length, but not longer than 738 feet (225 meters), design calculations must show that it can survive damage at any location except the transverse bulkheads bounding an aft machinery space. The machinery space is calculated as a single floodable compartment.

(3) If a tank vessel is 492 feet (150 meters) or less in length, design calculations must show that it can survive damage—

(i) At any location between adjacent main transverse watertight bulkheads except to an aft machinery space;

(ii) To a main transverse watertight bulkhead spaced closer than the longitudinal extent of collision penetration