

§ 174.330 Jettisoning of spoil.

(a) When doing the calculations required by §174.310 for a hopper dredge with bottom doors, it may be assumed that the spoil is jettisoned immediately after damage and that the bottom doors remain open if:

(1) The bottom doors are designed so that they may be fully opened from:

(i) The closed position within two minutes even if the main power source is lost or the bottom door actuating mechanism is damaged; and

(ii) The navigating bridge;

(2) The discharge area through the bottom doors is equal to or greater than 30 percent of the maximum cross sectional area of the hopper measured in a plane parallel to the waterline; and

(3) Asymmetrical jettisoning of the spoil is impossible.

(b) When doing the calculations required by §174.310 for a hopper dredge with a split hull, it may be assumed that the spoil is jettisoned immediately after damage if—

(1) The hull is designed so that—

(i) The complete separation is effected within two minutes even if the main power source is lost or the actuating means is damaged; and

(ii) The actuating means can be operated from the navigating bridge;

(2) It is shown to the Commanding Officer, Marine Safety Center, either by calculations or by operational tests, that the hulls can separate sufficiently to allow the dredged material to dump without bridging; and

(3) Asymmetrical jettisoning of the spoil is impossible.

DESIGN

§ 174.335 Watertight doors.

(a) Each hopper dredge must have sliding watertight doors (Class 3) approved under §170.270 of this chapter if the sill of the door is—

(1) Installed below the bulkhead deck; and

(2) Less than 24 inches above the final waterline as shown by the calculations required by §174.310 in each damage condition up to and including the maximum amount of assumed damage.

(b) Each hopper dredge must have sliding watertight doors (Class 3) ap-

proved under §170.270 of this chapter, or quick acting hinged watertight doors (Class 1) approved under the same subpart if the sill of the watertight door is—

(1) Installed below the bulkhead deck; and

(2) Greater than 24 inches above the final waterline as shown by the calculations required by §174.310 in each damage condition up to and including the maximum amount of assumed damage.

[CGD 76-080, 54 FR 36977, Sept. 6, 1989, as amended by CGD 95-072, 60 FR 50468, Sept. 29, 1995]

§ 174.340 Collision bulkhead.

Each hopper dredge must have a collision bulkhead that is located not less than 5 percent of the length abaft of the forward perpendicular.

Subpart J—Special Rules Pertaining to Dry Cargo Ships

SOURCE: CGD 87-094, 58 FR 17320, Apr. 1, 1993, unless otherwise noted.

§ 174.350 Specific applicability.

This subpart applies to each new ship of 500 gross tons or over, as calculated by the International Convention on Tonnage Measurement of Ships, 1969, designed primarily for the carriage of dry cargoes, including roll-on/roll-off ships and integrated tug and barges (ITBs) when operating as a combined unit.

§ 174.355 Definitions.

New ship means a ship:

(1) For which the building contract is placed on or after February 1, 1992; or

(2) In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after August 1, 1992; or

(3) The delivery of which is on or after February 1, 1997; or

(4) For which application for reflagging is made on or after February 1, 1997; or

(5) Which has undergone a major conversion:

(i) For which the contract is placed on or after February 1, 1992; or

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(ii) In the absence of a contract, the construction work of which is begun on or after August 1, 1992; or

(iii) Which is completed on or after February 1, 1997.

§ 174.360 Calculations.

Each ship to which this subpart applies, must meet the minimum standard of subdivision and damage stability required for that ship by the International Convention for the Safety of Life at Sea, 1974, as amended, chapter

II-1, part B-1. Compliance with the applicable requirements must be demonstrated by calculations and reflected in information on loading restrictions, such as a maximum height of the center of gravity (KG) or minimum metacentric height (GM) curve that is part of the stability information required by §170.110 of this chapter and Regulation 25-8 of The International Convention for the Safety of Life at Sea, 1974, as amended, chapter II-1, part B-1.