

§ 173.001

173.025 Additional intact stability standards: Counterballasted vessels.

Subpart C—School Ships

- 173.050 Specific applicability.
- 173.051 Public nautical school ships.
- 173.052 Civilian nautical school ships.
- 173.053 Sailing school vessels.
- 173.054 Watertight subdivision and damage stability standards for new sailing school vessels.
- 173.055 Watertight subdivision and damage stability standards for existing sailing school vessels.
- 173.056 Collision and other watertight bulkheads.
- 173.057 Permitted locations for Class I watertight doors.
- 173.058 Double bottom requirements.
- 173.059 Penetrations and openings in watertight bulkheads.
- 173.060 Openings in the side of a vessel below the bulkhead or weather deck.
- 173.061 Watertight integrity above the margin line.
- 173.062 Drainage of weather deck.
- 173.063 Intact stability requirements.

Subpart D—Oceanographic Research

- 173.070 Specific applicability.
- 173.075 Subdivision requirements.
- 173.080 Damage stability requirements.
- 173.085 General subdivision requirements.

Subpart E—Towing

- 173.090 General.
 - 173.095 Towline pull criterion.
- AUTHORITY: 43 U.S.C. 1333; 46 U.S.C. 2113, 3306, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; Department of Homeland Security Delegation No. 0170.1.
- SOURCE: CGD 79-023, 48 FR 51045, Nov. 4, 1983, unless otherwise noted.

Subpart A—General

§ 173.001 **Applicability.**

Each vessel that is engaged in one of the following activities must comply with the applicable provisions of this part:

- (a) Lifting.
- (b) Training (schoolship).
- (c) Oceanographic research.
- (d) Towing.

Subpart B—Lifting

§ 173.005 **Specific applicability.**

This subpart applies to each vessel that—

(a) Is equipped to lift cargo or other objects; and

(b) Has a maximum heeling moment due to hook load greater than or equal to—

$(0.67)(W)(GM)(F/B)$ in meter-metric tons (foot-long tons), where—

W=displacement of the vessel with the hook load included in metric (long) tons.

GM=metacentric height with hook load included in meters (feet).

F=freeboard to the deck edge amidships in meters (feet).

B=beam in meters (feet).

[CGD 79-023, 48 FR 51045, Nov. 4, 1983, as amended by CGD 85-080, 61 FR 945, Jan. 10, 1996]

§ 173.007 **Location of the hook load.**

When doing the calculations required in this subpart, the hook load must be considered to be located at the head of the crane.

§ 173.010 **Definitions.**

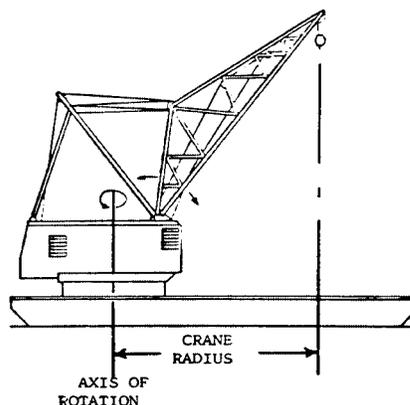
As used in this part—

(a) *Hook load* means the weight of the object lifted by the crane.

(b) *Crane radius* means the distance illustrated in Figure 173.010.

Figure 173.010

Crane Radius



§ 173.020 **Intact stability standards: Counterballasted and non-counterballasted vessels.**

(a) Except as provided in paragraph (c) of this section, each vessel that is not equipped to counter-ballast while

lifting must be shown by design calculations to comply with this section in each condition of loading and operation and at each combination of hook load and crane radius.

(b) Each vessel must have a righting arm curve with the following characteristics:

(1) If the vessel operates in protected or partially protected waters, the area under the righting arm curve up to the smallest of the following angles must be at least 10 foot-degrees (3.05 meter-degrees):

- (i) The angle corresponding to the maximum righting arm.
- (ii) The downflooding angle.
- (iii) 40 degrees.

(2) If the vessel operates in exposed waters, the area under the righting arm curve up to the smallest of the following angles must be at least 15 foot-degrees (4.57 meter-degrees):

- (i) The angle corresponding to the maximum righting arm.
- (ii) The downflooding angle.
- (iii) 40 degrees.

(c) If the vessel's hull proportions fall within all three of the following limits, in lieu of complying with paragraph (b) of this section, the vessel owner may demonstrate in the presence of the OCMI that the vessel will not heel beyond the limits specified in paragraph (d) of this section:

- (1) Beam to depth—3.40 to 4.75.
- (2) Length to beam—3.20 to 4.50.
- (3) Draft to depth—0.60 to 0.85.

(d) For the purpose of paragraph (c) of this section, the following limits of heel apply with the vessel at its deepest operating draft:

(1) Protected and partially protected waters and Great Lakes in summer—

heel to main deck immersion or bilge emergence, whichever occurs first.

(2) Exposed waters and Great Lakes in winter—heel permitted to one-half of the freeboard or one-half of the draft, whichever occurs first.

[CGD 79-023, 48 FR 51045, Nov. 4, 1983, as amended by CGD 85-080, 61 FR 945, Jan. 10, 1996]

§ 173.025 Additional intact stability standards: Counterballasted vessels.

(a) Each vessel equipped to counterballast while lifting must be shown by design calculations to be able to withstand the sudden loss of the hook load, in each condition of loading and operation and at each combination of hook load and crane radius.

(b) When doing the calculations required by this section, the hook load and counterballast heeling arms and vessel righting arms, as plotted on graph 173.025, must define areas that satisfy the following equation:

$$\text{Area II} > \text{Area I} + K$$

Where—

- (1) $K=0$ for operation on protected waters and 7 foot-degrees (2.13 meter-degrees) for operation on partially protected and exposed waters.
- (2) Areas I and II are shown on graph 173.025.

(c) Each heeling arm curve must be defined by—

$$HA = HAO \cos (T)$$

Where—

HA=heeling arm.

HAO=heeling arm at 0 degrees of heel.

T=angle of heel.