

(ii) A wind heeling moment calculated in compliance with §174.055(b) using a wind speed of 50 knots.

(2) Each liftboat must have a means of closing off each pipe, ventilation system, and trunk in each compartment described by paragraph (b)(4) of this section if any part of the pipe, ventilation system, or trunk is within 760 millimeters (30 inches) of the hull.

(3) For compliance with paragraph (b)(1) of this section, no compartment on the liftboat may be ballasted or pumped out to compensate for the flooding described by paragraph (b)(4) of this section.

(4) For compliance with paragraph (b)(1) of this section, each compartment within 760 millimeters (30 inches) of the hull, excluding the bottom of the liftboat, between two adjacent main watertight bulkheads and the uppermost continuous deck or first superstructure deck where superstructures are fitted must be assumed subject to simultaneous flooding.

(5) In the calculations required by paragraph (b)(1) of this section, the permeability of a floodable space must be as listed by Table 174.205(d).

(c) *On-bottom stability.* Each liftboat must be shown by design calculations to exert a continuous downward force on each footing when the vessel is supported on the bottom with footings and is subjected to the forces of waves, currents, and winds of 70 knots under normal conditions of operation, and winds of 100 knots under severe-storm conditions of operation when elevated in a safe place, if this place is other than a harbor of safe refuge. The waves and currents must be appropriate for the winds and place.

#### § 174.260 Freeboard.

(a) Each liftboat not required to obtain and maintain a loadline in compliance with subchapter E of this chapter must place markings on each side of the vessel amidships. These markings must each consist of a horizontal line 460 millimeters (18 inches) in length and 25 millimeters (1 inch) in height. The upper edges of the markings must be at a distance equal to the authorized freeboard measured vertically below the intersection of the continuation outwards of the upper surface of the

weather deck and the outer surface of the shell. This distance must be at least 610 millimeters (24 inches).

(b) The markings required by paragraph (a) of this section may not be submerged in any condition of loading or operation.

### Subpart I—Hopper Dredges With Working Freeboard Assignments

SOURCE: CGD 76-080, 54 FR 36977, Sept. 6, 1989, unless otherwise noted.

#### § 174.300 Specific applicability.

This subpart applies to each self-propelled hopper dredge for which a working freeboard assignment is being sought under part 44, subpart C, of this chapter.

#### § 174.305 Definitions.

*Hopper dredge* has the same meaning as contained in §44.310 of this chapter.

*Length* has the same meaning as contained in §42.13-15(a) of this chapter.

*Working freeboard* has the same meaning as contained in §44.310 of this chapter.

#### CALCULATIONS

#### § 174.310 General.

(a) Each hopper dredge under this subpart must be shown by design calculations based on the assumptions under paragraphs (b), (c), (d), and (e) of this section, that it meets—

(1) The requirements in §§170.170, 170.173, and 170.300 of this chapter in each condition of loading and operation; and

(2) The survival conditions of §174.320 in each condition of loading and operation assuming the character and extent of damage specified in §174.315.

(b) The calculations required by paragraph (a) of this section must assume:

(1) The hoppers are full of seawater;

(2) The permeability of flooded spaces is as provided by Table 174.310;

(3) The equalization provisions of §174.325; and

(4) The jettisoning provisions of §174.330.

(c) The calculations required by this section must take into account a sufficient number of loading conditions to

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identify the condition in which the vessel is least stable, including, but not limited to, the most severe loading condition, and the:

(1) Specific gravity of the dredge spoil, from 1.02 up to and including the maximum required by paragraph (e)(1) of this section; and

(2) Draft, up to and including the draft corresponding to the working freeboard for the full range of trim.

(d) The calculations required by this section for a dredge with open hoppers may include spillage of spoil from the hopper resulting from changing the angle of heel and trim.

(e) The following assumptions must be made when doing the calculations required by this section:

(1) Dredged spoil in the hopper is a homogeneous liquid with a maximum specific gravity for the areas of operation.

(2) When calculating the vessel's righting arm, it is assumed at each angle of heel that the vessel trims free and the trimming moment is zero.

TABLE 174.310—PERMEABILITY OF FLOODABLE SPACES

Spaces and tanks	Permeability
Storerooms .....	0.60
Accommodation spaces .....	0.95
Consumable liquid tanks .....	0.00 or 0.95—whichever results in the more disabling condition.
Machinery space .....	0.85—unless otherwise supported by calculations.
Cargo tanks .....	Determined from the actual density and amount of liquid carried in the tank.

§ 174.315 **Extent and character of damage.**

(a) The calculations required by §174.310 must show that the dredge can survive damage at any location along the length of the vessel including at a transverse bulkhead in accordance with paragraph (b) of this section.

(b) The calculations required by paragraph (a) of this section must assume the most disabling side penetration with the damage collision penetration provided by Table 174.315, except that if the most disabling damage collision penetrations would be less than those provided by Table 174.315, the smaller damage collision penetration must be assumed.

TABLE 174.315—EXTENT OF DAMAGE COLLISION PENETRATION

Longitudinal extent .....	0.495L <sup>2/3</sup> or 47.6 feet. [(1/3)(L) <sup>2/3</sup> or 14.5 meters] whichever is less.
Transverse extent <sup>1</sup> .....	B/5 or 37.7 feet. (11.5 meters), whichever is less.
Vertical extent .....	From the base line upward without limit.

<sup>1</sup>Damage applied inboard from the vessel's side at a right angle to the centerline at the draft corresponding to the working freeboard assigned under subchapter E of this chapter.

§ 174.320 **Damage survival.**

A hopper dredge survives assumed damage if it meets the following conditions:

(a) The maximum angle of heel in each stage of flooding must not exceed 30 degrees or the angle of downflooding whichever is less.

(b) The final waterline, taking into account sinkage, heel, and trim, must be below the lowest edge of each opening through which progressive flooding may take place.

(c) The righting arm curve calculated after damage must:

(1) Have a minimum positive range of 20 degrees beyond the angle of equilibrium; and

(2) Reach a height of at least 4 inches (100mm) within the 20 degree positive range.

(d) Each opening within, or partially within, the 20 degree range beyond the angle of equilibrium must be weather-tight.

(e) After flooding or equalization as allowed by §174.325, the hopper dredge's metacentric height must be at least 2 inches (50mm) when the dredge is in an upright position.

§ 174.325 **Equalization.**

When doing the calculations required by §174.310 of this subpart—

(a) Equalization arrangements requiring mechanical aids, such as valves, may not be assumed to be effective in reducing the angle of heel; and

(b) Spaces joined by ducts may be assumed to be common spaces only if equalization takes place within 15 minutes after flooding begins.