§ 174.315

TABLE 174.310—PERMEABILITY OF FLOODABLE SPACES—Continued

<table>
<thead>
<tr>
<th>Spaces and tanks</th>
<th>Permeability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Machinery space</td>
<td>0.85—unless otherwise supported by calculations.</td>
</tr>
<tr>
<td>Cargo tanks</td>
<td>Determined from the actual density and amount of liquid carried in the tank.</td>
</tr>
</tbody>
</table>

§ 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.

§ 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.

§ 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...