

(e) Each mooring line must be arranged so that it does not interfere with the inclination of the unit during the test.

(f) The draft and axis of rotation selected for testing a mobile offshore drilling unit must be those that result in acceptable accuracy in calculating the center of gravity and displacement of the unit.

(g) The stability test procedure required by §170.085 must include the following:

- (1) Identification of the vessel to be tested.
- (2) Date and location of the test.
- (3) Inclining weight data.
- (4) Pendulum locations and lengths.
- (5) Approximate draft and trim of the vessel.
- (6) Condition of each tank.
- (7) Estimated items to be installed, removed, or relocated after the test, including the weight and location of each item.
- (8) Schedule of events.
- (9) Person or persons responsible for conducting the test.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 88-070, 53 FR 34537, Sept. 7, 1988; CGD 95-028, 62 FR 51218, Sept. 30, 1997]

#### § 170.190 Stability test procedure modifications.

The authorized Coast Guard or ABS representative present at a stability test may allow a deviation from the requirements of §§170.180 and 170.185 if the representative determines that the deviation would not decrease the accuracy of the test results.

[CGD 95-028, 62 FR 51218, Sept. 30, 1997]

#### § 170.200 Estimated lightweight vertical center of gravity.

(a) Each tank vessel that does not carry a material listed in either Table 1 of part 153 or Table 4 of part 154 of this chapter may comply with this section in lieu of §170.175 if it—

- (1) Is 150 gross tons or greater;
- (2) Is of ordinary proportions and form;
- (3) Has a flush weather deck, one or more longitudinal bulkheads, and no independent tanks; and
- (4) Is designed not to carry cargo above the freeboard deck.

(b) When doing the calculations required by §§170.170 and 172.065, the vertical center of gravity of a tank vessel in the lightweight condition must be assumed to be equal to the following percentage of the molded depth of the vessel measured from the keel amidship:

- (1) For a tank ship—70%.
- (2) For a tank barge—60%.

(c) As used in this section, *molded depth* has the same meaning that is provided for the term in §42.13-15(e) of this chapter.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 85-080, 61 FR 944, Jan. 10, 1996]

### Subpart G—Special Installations

#### § 170.235 Fixed ballast.

(a) Fixed ballast, if used, must be—

- (1) Installed under the supervision of the OCMI; and
- (2) Stowed in a manner that prevents shifting of position.

(b) Fixed ballast may not be removed from a vessel or relocated unless approved by the Coast Guard Marine Safety Center or the ABS. However, ballast may be temporarily moved for vessel examination or repair if done under the supervision of the OCMI.

[CGD 79-023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 88-070, 53 FR 34537, Sept. 7, 1988; CGD 95-028, 62 FR 51218, Sept. 30, 1997]

#### § 170.245 Foam flotation material.

(a) Installation of foam must be approved by the OCMI.

(b) If foam is used to comply with §171.070(d), §171.095(c), or §173.063(e) of this subchapter, the following applies:

(1) Foam may be installed only in void spaces that are free of ignition sources.

(2) The foam must comply with MIL-P-21929B including the requirements for fire resistance.

(3) A submergence test must be conducted for a period of at least 7 days to demonstrate whether the foam has adequate strength to withstand a hydrostatic head equivalent to that which would be imposed if the vessel were submerged to its margin line.

(4) The effective buoyancy at the end of the submergence test must be used