

MSC Guidelines for the Review of Liftboat Stability Calculations

Procedure Number: C1-34

Revision Date: January 20, 2012



R. J. LECHNER, CDR, Tank Vessel and Offshore Division

Purpose

To establish a consistent process for reviewing Liftboat stability calculations.

References

- a. 46 CFR Subchapter S, Part 174, Subpart H
 - b. Navigation and Vessel Inspection Circular 8-91, "Initial and Subsequent Inspection of Existing, Uncertificated Offshore Supply Vessels, including Liftboats"
-

Contact Information

If you have any questions or comments concerning this document, please contact the Marine Safety Center (MSC) by email or phone. Please refer to the Procedure Number C1-34.

Email: MSC@uscg.mil

Phone: 202-475-3403

Website: <http://homeport.uscg.mil/msc>

Responsibilities

Using applicable portions of references (a) and (b), the submitter shall provide sufficient documentation and plans to indicate compliance with the applicable requirements. The submission shall be made electronically to the above email address or, if paper, in triplicate to the MSC's address found on the above website. To facilitate plan review and project management, all plans and information specified in these guidelines should be submitted as one complete package through a single point of contact for the project.

General Guidance

- ❑ If the vessel's stability is being reviewed under Navigation and Vessel Inspection Circular (NVIC) No. 3-97, "Stability Related Review Performed by the American Bureau of Shipping for U.S. Flag Vessels," then MSC review of stability items is not required.
- ❑ Specify the applicability to Subchapter (I) or Subchapter (L)
 - For Liftboats certificated under 46 CFR Subchapter I, only Intact Stability is required. To be certificated under Subchapter I, the liftboat

MSC Guidelines for the Review of Liftboat Stability Calculations

Procedure Number: C1-34

Revision Date: January 20, 2012

- must have been contracted for, or the keel must have been laid, before March 15, 1996. Also, construction must have been completed and a Certificate of Inspection must have been issued by March 16, 1998.
 - For Liftboats certificated under 46 CFR Subchapter L, Intact and Damage Stability are required.
 - Check that the following items are included in the submittal package:
 - General Arrangement and Profile Drawings (with compartmentation)
 - Lines Plan or computer disk with hull model (GHS is preferred)
 - Hydrostatics or Curves of Form
 - Tank Capacity Tables
 - Maximum KG Curve or Table
 - Calculation of lightship values from stability test data
 - Sample Loading Conditions
 - Damage Stability Calculations for Liftboats certificated under 46 CFR, Subchapter L
-

Intact Stability

- Ensure submitted stability calculations are consistent with the requested route (restricted or unrestricted).
 - Unrestricted Service: Calculations must demonstrate compliance with MODU stability requirements (see Plan Review Guideline C1-33, 46 CFR 174.050 or Enclosure (3) of reference (b))
 - Restricted Service:
 - Liftboats certificated under 46 CFR Subchapter I: indicate if restricted route is inside the boundary line or outside the boundary line (Enclosure (3) of reference (b)):
 - For Subchapter I Liftboats with a route restriction of inside the boundary line, calculations must use 50 knot winds (with the legs fully raised);
 - For Subchapter I Liftboats with a route restriction of outside the boundary line, 60 knot winds (with the legs fully raised), and 70 knot winds (legs may be lowered);
 - 60 knot wind calculations may be eliminated if 70 knot wind calculations are done with the legs fully raised
- If 70 knot wind calculations are submitted with the legs lowered, ensure the amount the legs are lowered is compatible with the water depth of the vessel's area of operation. (Example: Vessel has 90 feet legs. 70 knot wind intact stability calculations specify lowering the legs 50 feet. This may not

MSC Guidelines for the Review of Liftboat Stability Calculations

Procedure Number: C1-34

Revision Date: January 20, 2012

be possible since the vessel, more than likely, won't be able to enter a harbor of safe refuge with the legs lowered 50 feet.)

- Ensure submitted maximum KG curve or table accounts for worst case or specific load case trim.
 - Ensure maximum deck load from the sample loading conditions is equal to the maximum deck load specified in the vessel's leg strength calculations.
 - Ensure sample load case VCG's fall below maximum KG curve.
-

Damage Stability

- Damage stability applies only to those liftboats certificated under 46 CFR Subchapter L.
 - Ensure damage stability calculations required by 46 CFR 174.255(b) use 50 knot winds.
 - Ensure damage stability calculations are submitted for each compartment within 30 inches of the hull, between two adjacent watertight bulkheads and the uppermost continuous deck (46 CFR 174.255(b)(4)).
 - Ensure submitted maximum KG curve or table is a composite of the maximum KG curve determined from intact stability plus the maximum KG curve determined from damage stability.
-

Freeboard

- Freeboard requirements must be met with maximum load.
 - For Liftboats greater than 79 feet in length, the load line requirements of 46 CFR Subchapter E apply.
 - Ensure the lesser of stability drafts or Geometry Load Line drafts govern.
 - For Liftboats certificated under 46 CFR Subchapter I, with a restricted route of inside the boundary line, a minimum freeboard amidships equivalent to the vessel's depth divided by 4 (D/4) is required (Enclosure (3) to reference (b)).
 - For Liftboats certificated under 46 CFR Subchapter I, with a restricted route of outside the boundary line, a minimum freeboard amidships equivalent to 2 feet is required (Enclosure (3) to reference (b)).
-

MSC Guidelines for the Review of Liftboat Stability Calculations

Procedure Number: C1-34

Revision Date: January 20, 2012

Hull Model

The MSC will generate a hull model from the lines, offsets or provided computer disk using GHS to verify the stability of the vessel.

Definitions

- Downflooding Point: The lower edge of an opening through which progressive flooding may take place.

 - Restricted Service:
 - For Liftboats certificated under 46 CFR Subchapter I:
 - If operated inside the boundary line, Restricted Service is service in areas within 8 hours of a harbor of safe refuge or in areas where the vessel may elevate to survive 100 knots of wind.
 - If operated outside the boundary line, Restricted Service is service in area within 12 hours of a harbor of safe refuge or in areas where the vessel may elevate to survive 100 knots of wind.
 - For Liftboats certificated under 46 CFR Subchapter L, Restricted Service is service in areas within 12 hours of a harbor of safe refuge or in areas where a liftboat may be jacked up to meet the 100 knot wind severe-storm criteria of 174.255(c).
-

Disclaimer

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact the MSC, the unit responsible for implementing this guidance.
