

## **PART 4**

### **CLOSING OF OPENINGS IN ENCLOSED SUPERSTRUCTURES AND IN BULKHEADS ABOVE THE BULKHEAD DECK**

#### **4.1 General**

It is for the surveyor to decide whether to submit details of these openings for consideration by Headquarters, particularly when the surveyor has undertaken to carry out the intact and damage stability investigation for the ship. It is however required that such details are submitted to Headquarters together with any submissions for intact and damage stability consideration.

#### **4.2 Watertight Integrity from the Bulkhead Deck to Spaces Below (Regulation 32)**

4.2.1 In applying the Stockholm Agreement (Part 14 to these Instructions) the term, "weathertight" is to be taken as the requirements outlined in guidelines produced by members party to the Agreement. The text of these guidelines, together with subsequent further details to the original, are included at Appendix 5 to these Instructions.

4.2.2 In existing ships, the coaming height to doors fitted which are weathertight to the standard stated in Appendix 5 may be a minimum consistent with that required for the installation of the door, allowing for operation of the drencher system and washing down purposes.

4.2.3 In existing ships to which the Stockholm Agreement does not apply, the coaming heights should be determined from the results of damage stability considerations where the coaming is considered to be a downflooding point within the range of residual stability.

#### **4.3 Written Instructions Regarding the Closure of Doors Above the Bulkhead Deck (Regulation 36)**

4.3.1 It should be noted that any opening which, if left open, could compromise the intact and damage stability characteristics of the ship must be closed before sailing and remain closed and locked until the ship has been secured at the arrival berth, unless it is open at the express authority of the master.

4.3.2 It is required that the ship is provided with appropriate written instructions for the master. These instructions must be examined by the surveyor and approved before being placed on board the ship.

4.3.3 The instructions are to be approved by the Certifying Authority, and shall be kept on the ship at all times in the custody of the master. The instructions shall include the following information:

4.3.3.1 the circumstances in which the doors may be opened and are required to be closed;

4.3.3.2 a list of the small doors described in Regulation 27(4);

4.3.3.3 the requirements of verifying and reporting the closure of doors;

4.3.3.4 procedures for opening doors in an emergency;

4.3.3.5 the entries required by the regulations to be made in the official log book;

4.3.3.6 a reference to the Berth List and any extra information relating thereto which may be necessary, together with a clear statement that loading and discharging may be done only at the berths listed in the Berth List; and

4.3.3.7 warnings of the penalties for not complying with the regulations.

#### 4.3.4 Compliance with written instructions

No door shall be opened or closed except in compliance with the approved written instructions.