

APPENDIX 9

MODEL INSTRUCTIONS RELATING TO THE CONTROL OF WATERTIGHT DOORS.

MV

Official Number.....

OPERATIONAL INSTRUCTIONS FOR THE CONTROL OF WATERTIGHT DOORS

1. These are the Operational Instructions are intended to control the operation of the ship's watertight doors as required by the Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998.
2. All the watertight doors which may be opened during a voyage are to be operated (kept closed or opened) in accordance with the procedures given in these instructions and in the appended diagram entitled "Operation of the Ship's Watertight Doors".

Marking and categorisation of watertight doors

3. Every one of the ship's [* *insert appropriate number of doors*] doors has been given a specific number and if it is one which may be opened during a voyage assigned one of the following categories - Type A, Type B or Type C - to govern its use in normal conditions.

Voyage conditions

4. The Instructions for the operation of the doors are given for two conditions of any voyage -
 - (i) those applicable in potentially hazardous situations; and,
 - (ii) those applicable in normal conditions.
5. For the purpose of these Instructions -
 - (i) potentially hazardous situations are conditions where the ship is -
 - (a) in conditions of restricted visibility;
 - (b) on any part of a voyage within port limits or within compulsory pilotage limits;
 - (c) where the depth of water is less than three times the ship's draught;

(d) in a situation which the master considers potentially hazardous due to -

(aa) the proximity of underwater hazards (having regard to the degree of reliance that can be placed on the chart of the area see Mariner's Handbook Chapter 3 Section 1); or

(bb) the density of the traffic in the vicinity; or

(cc) any other factor.

(ii) Normal conditions are all conditions in which potentially hazardous situations do not exist.

Operation of watertight doors

6. The ship's watertight doors should be operated (opened and closed) as follows -

(i) in potentially hazardous situations every watertight door must be closed except when a person is passing through it;

(ii) in normal conditions -

(a) a Type A door may be kept open;

(b) a Type B door must be closed. It may be open but only whilst someone is working in the compartment adjacent to it;

(c) a Type C door must be closed. It may be opened but only for sufficient time to permit someone to pass through it.

(iii) In addition to paragraph (b) any watertight door may be opened on the express authority of the master for a specific purpose and for no longer than a specific period of time. Where the master authorises the opening of any door in this way, details of the opening and authorisation must be recorded in the official Log Book.

Obstructions in doorways

7. Any watertight door which is open must be kept clear of obstructions which might prevent its rapid closure.

*Control from the bridge

8. The control for watertight doors at the navigating bridge can be set at either "doors closed" or "local control". It must be set at "local control" except during an emergency, a drill or for testing purposes.

[* - delete when not appropriate]

Supervision from the bridge (if applicable)

9. The operation of all watertight doors which are indicated on the bridge control unit must be supervised by the officer in charge of the watch by means of that unit.

Inspections

10. All watertight doors (which are accessible while the ship is on a voyage), their controls and alarms, must be kept in efficient working condition and be inspected at intervals of not more than seven days.

Drills

11. The operation of the watertight doors must be tested at drills carried out as follows:

- (i) any door which is normally kept closed, if accessible, is to be opened and closed at least once every seven days; this operation may however be delayed or advanced if conditions of restricted visibility or any other potentially hazardous situations prevail or are anticipated;
- (ii) all doors to be opened and closed prior to departure if the ship is to remain at sea for more than seven days;
- (iii) those doors which may be kept open or opened (that is Type A, B and C) during a voyage are to be opened and closed daily.

Instructions in the use of the watertight doors

12. all members of the crew who have occasion to use any watertight doors must be instructed in the safe operation of those doors. in addition written instructions on the safe operation of the doors, given in easily understood terms and illustrated wherever possible, shall be available to all members of the crew. such instructions should be based on the contents of this document.

Emergency situations

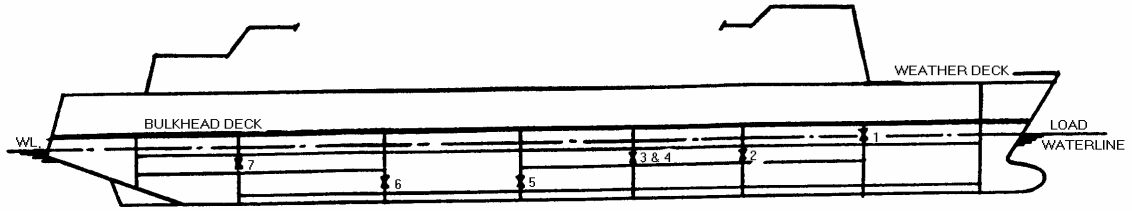
13. These instructions govern the operation of watertight doors in either normal conditions or potentially hazardous situations. However when an emergency situation exists the master may ignore these instructions and authorise the opening or closing of any watertight door provided he is satisfied that such action is essential for the overall safety of the ship.

<p>The contents of this document satisfy the requirement of</p> <p>1. PART III</p> <p>and</p> <p>2. PART IV</p> <p>of the Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II, II(A)) Regulations 1998</p> <p>Signed.....</p> <p>Certifying Authority</p> <p>Date.....File No. CM.....</p>

(item 1 or 2 in the above stamp should be deleted if not applicable)

M.V. _____ O.N. _____

OPERATION OF THE SHIPS WATERTIGHT DOORS



DOOR NO	ADJACENT COMPARTMENTS	DOOR CATEGORY	
		VOYAGE CONDITION	
		NORMAL	POTENTIALLY HAZARDOUS SITUATIONS
1		'C'	ALL DOORS CLOSED
2		'C'	
3 port		'C'	
4 stb		ETC	
5			
6			
7			

DOOR CATEGORY AND CONTROL PROCEDURE
TYPE 'A' A DOOR WHICH MAY BE OPEN.
TYPE 'B' A DOOR WHICH SHOULD BE CLOSED. IT MAY BE OPEN, BUT ONLY WHILST SOMEONE IS WORKING IN THE ADJACENT COMPARTMENT.
TYPE 'C' A DOOR WHICH SHOULD BE CLOSED. IT MAY BE OPENED, BUT ONLY FOR SUFFICIENT TIME TO PERMIT THROUGH PASSAGE.