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SUB-COMMITTEE ON SHIP DESIGN AND  
EQUIPMENT  
51st session  
Agenda item 26

DE 51/26  
31 October 2007  
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## **GUIDANCE TO ENSURE CONSISTENT POLICY FOR DETERMINING THE NEED FOR WATERTIGHT DOORS TO REMAIN OPEN DURING NAVIGATION**

### **Background information on the agenda item**

#### **Note by the Secretariat**

##### **SUMMARY**

<i>Executive summary:</i>	This document presents background information with regard to the agenda item.
<i>Action to be taken:</i>	Paragraph 5
<i>Related documents:</i>	SLF 49/3, SLF 49/WP.5, SLF 49/17, MSC 83/28

1 SLF 49, when considering the report of its SDS Correspondence Group (SLF 49/3), in particular regarding guidance used for the determination of the impact of open watertight doors on survivability under SOLAS regulation II-1/22.4, noted that regulation 22.4 permits certain watertight doors “to remain open during navigation only if considered absolutely necessary; that is, being open is determined essential to the safe and effective operation of the ship’s machinery or to permit passengers normally unrestricted access throughout the passenger area”.

2 SLF 49 concluded that a new work programme item was necessary to enable the Sub-Committee to develop guidance on the impact of open watertight doors on survivability of passenger ships in the revised SOLAS regulation II-1/1. SLF 49 also identified a need for operational guidance to be prepared by the DE Sub-Committee on conditions where watertight doors “may be left open for the safe operation of the ship”. The purpose of this effort would be primarily to ensure consistent application of the requirements of the revised SOLAS chapter II-1 when it enters in force on 1 January 2009 so that they are uniformly applied by Administrations.

3 Following discussion, SLF 49 invited the MSC to include a new item on “Guidance on the impact of open watertight doors on survivability under regulation 22.4 of the revised SOLAS chapter II-1” in SLF’s work programme and a new item on “Development of guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation” in DE’s work programme.

4 Consequently, MSC 82 included the item in the work programme of the DE Sub-Committee. The issue was further discussed at MSC 83, which included the item in the provisional agenda for DE 51.

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**Action requested of the Sub-Committee**

5 The Sub-Committee is invited to take the above information into account when considering the agenda item.

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