



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

DE 51/26/1
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GUIDANCE TO ENSURE CONSISTENT POLICY FOR DETERMINING THE NEED FOR WATERTIGHT DOORS TO REMAIN OPEN DURING NAVIGATION

Comments on the agenda item

Submitted by Sweden

SUMMARY

Executive summary: This document comments on the scope of the agenda item and the view that existing ships shall be covered under this item.

Action to be taken: Paragraph 5

Related documents: MSC 82/24, MSC 83/28 and DE 51/1/1/Add.1

Introduction

1 MSC 83 included the work programme item on “Guidance to ensure consistent policy for determining the need for watertight doors to remain open during navigation” in the provisional agenda for DE 51 as a high priority item.

2 Parallel work is currently going on in the SLF Sub-Committee under the agenda item on “Guidance on the impact of open watertight doors on existing and new ship survivability”. Document DE 51/1/1/Add.1 includes a reference to the work of the SLF Sub-Committee; however a misleading text is included in paragraph 2 of this document. The reference to the work carried out by the SLF Sub-Committee is not what was agreed by MSC 82.

3 The original proposal from SLF 49 to MSC 82 for a new work programme item was “Guidance on the impact of open watertight doors on survivability under regulation 22.4 of the revised SOLAS chapter II-1”. The MSC decided to amend this title to also include existing ships which is not covered under regulation 22.4 of the revised SOLAS chapter II-1 and the title was re-named to “Guidance on the impact of open watertight doors on existing and new ship survivability”.

- 4 The text in document DE 51/1/1/Add.1, paragraph 2 reads:

“The Sub-Committee will be invited to develop guidance for Administrations to ensure a consistent policy for determining the need for watertight doors to remain open during navigation when it 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, in the context of the SLF Sub-Committee’s work on guidance on the survivability associated with open watertight doors for ships in the revised SOLAS regulation II-1/22.4.”

This reference should be amended to capture that which was decided by MSC 82 and should read:

“The Sub-Committee will be invited to develop guidance for Administrations to ensure a consistent policy for determining the need for watertight doors to remain open during navigation when it 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, in the context of the SLF Sub-Committee’s work on **guidance on the impact of open watertight doors on existing and new ship survivability.**”

Action requested of the Sub-Committee

- 5 The Sub-Committee is invited to consider the information provided and take action as appropriate.
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