



SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING VESSELS  
SAFETY  
51st session  
Agenda item 10

SLF 51/10/2  
2 May 2008  
Original: ENGLISH

## GUIDANCE ON THE IMPACT OF OPEN WATERTIGHT DOORS ON EXISTING AND NEW SHIP SURVIVABILITY

### Outcome of DE 51

#### Note by the Secretariat

#### SUMMARY

<b><i>Executive summary:</i></b>	This document reports on the outcome of DE 51 on Guidance on the impact of open watertight doors on existing and new ship survivability
<b><i>Strategic direction:</i></b>	2
<b><i>High-level action:</i></b>	2.1.1
<b><i>Planned output:</i></b>	2.1.1.2
<b><i>Action to be taken:</i></b>	Paragraph 5
<b><i>Related document:</i></b>	DE 51/28, section 26

### Outcome of DE 51

1 DE 51 considered documents DE 51/26 (Secretariat), giving background information on the item, and DE 51/26/1 (Sweden), clarifying the Committee's instructions with regard to the intent of the guidance to be prepared, namely that it should also include existing ships, and also considered document DE 51/26/2 (Denmark, Norway, Sweden), stating that there is a need for restrictive application of the possibility to permit watertight doors to remain open during navigation, and that guidance is needed regarding operational provisions but also concerning the technical standard of watertight doors. Such guidance should include information regarding the design of new buildings and the technical standards for watertight doors; clear demonstration by the owner of the necessity to keep watertight doors open; analysis and criteria for the survivability of the ship with open watertight doors; and any indication, signs and documentation needed.

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2 Having recognized the importance of the guidance for the survivability of new and existing ships, DE 51 supported the proposals in document DE 51/26/2 as a good starting point for further consideration. Such guidance should not only concern instances in which watertight doors would be permitted to remain open, but should also include guidance on how and when watertight doors should be closed. In this context, it was noted that, while the SLF Sub-Committee would consider the survivability implications of the proposal, the DE Sub-Committee should deal with operational issues.

3 The delegation of the Bahamas informed DE 51 that the Bahamas had developed relevant guidance for its shipowners which had been applied for a number of years, and would make it available for consideration in the correspondence group.

4 DE 51 agreed to establish a correspondence group and instructed it, taking into account documents DE 51/26/1 and DE 51/26/2 and comments and proposals made in plenary:

- .1 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 considered 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 ships survivability; and
- .2 to submit a report to DE 52.

#### **Action requested of the Sub-Committee**

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

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