



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING VESSELS
SAFETY
52nd session
Agenda item 7

SLF 52/7
6 May 2009
Original: ENGLISH

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

Outcome of DE 52

Note by the Secretariat

SUMMARY

| | |
|-----------------------------|------------------------------------------------------------------------------------|
| <i>Executive summary:</i> | This document provides the outcome of DE 52 on matters related to this agenda item |
| <i>Strategic direction:</i> | 2 |
| <i>High-level action:</i> | 2.1.1 |
| <i>Planned output:</i> | 2.1.1.2 |
| <i>Action to be taken:</i> | Paragraph 5 |
| <i>Related documents:</i> | DE 52/15/1 and DE 52/21, section 15 |

1 DE 52 noted document DE 52/15 (Secretariat), informing it about the outcome of SLF 51 regarding guidance on the impact of open watertight doors on existing and new ship survivability, in particular that SLF 51 had agreed that, while the DE Sub-Committee should develop operational guidance, the SLF Sub-Committee should develop design and construction guidance from the survivability point of view, distinguishing between new and existing ships.

2 Having considered the report of the correspondence group (DE 52/15/1), submitted by Sweden, DE 52 noted that the group had developed draft Guidance for Administrations to ensure a consistent policy for determining the need for watertight doors to remain open during navigation [on all ships] (annex 1) and also developed, as a tool to help Administrations to validate the technical standards for watertight doors, a draft checklist on technical standards for watertight doors on passenger ships (annex 2). The report also raised a number of unresolved questions regarding the draft guidance, in particular concerning the treatment of exemptions already issued by Administrations, application to existing ships and treatment of doors on older ships which have an operational necessity to being transited.

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3 During the discussion, several delegations remarked that there were still a number of unresolved issues and that the draft Guidance, as presented in the report of the correspondence group, needed further thorough consideration. Comments were made regarding the treatment of already existing exemptions for watertight doors, compatibility of the Guidance with national guidance and the operating areas where watertight doors should be kept closed.

4 Subsequently, DE 52 re-established the correspondence group and instructed it, taking into account document DE 52/15/1 and comments and proposals made in plenary, to further develop the draft Guidance for Administrations to ensure a consistent policy for determining the need for, and circumstances wherein, watertight doors may 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.

Action requested of the Sub-Committee

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