
STATUTORY INSTRUMENTS

1998 No. 2515

**The Merchant Shipping (Passenger Ship Construction:
Ships of Classes III to VI(A)) Regulations 1998**

PART IV

**CLOSING OF OPENINGS IN ENCLOSED SUPERSTRUCTURES
AND IN BULKHEADS ABOVE THE BULKHEAD DECK**

Application and interpretation

21.—(1) This Part applies to—

- (a) United Kingdom ro-ro passenger ships; and
- (b) non-United Kingdom ro-ro passenger ships with the exception of—
 - (i) regulation 24(2) and (3);
 - (ii) regulation 26(2) to the extent that it relates to regulation 24(2);
 - (iii) regulation 27(1) and (2) to the extent that it relates to any berth which is not situated within a port in the United Kingdom; and
 - (iv) regulation 28(2).

(2) In this Part the following expressions have the following meanings—

“doors” includes bow visors and appliances described in regulation 22(1)(c);

“length” means the ship’s overall length; and

“loading doors” means the doors described in regulation 22(1)(a) to (d) inclusive.

(3) A door shall be deemed to be above the bulkhead deck if the sill of the opening with which it is associated is above that deck.

Closure of main loading doors

22.—(1) Except in the cases specified in paragraphs (2) and (4) the following loading doors—

- (a) gangway and cargo loading doors fitted in the shell or boundaries or enclosed superstructures;
- (b) bow visors so fitted;
- (c) weathertight ramps so fitted and used instead of doors for closing openings for cargo or vehicle loading; and
- (d) cargo loading doors in the collision bulkhead;

shall be closed and locked before the ship leaves its berth and shall be kept closed and locked until the ship has been secured at its next berth.

(2) Where a bow visor or a weathertight ramp cannot be opened or closed while the ship is secured at its berth, it may so far as necessary and subject to paragraph (3) be opened or kept open while the ship approaches or draws away from its berth, as the case may be.

(3) In no case shall a loading door be open when the ship is more than one ship's length from the cargo loading or discharging position of its berth.

(4) Paragraph (1) shall not apply to small doors intended to be used for pilot access, fuelling or other matters necessary for the operation of the ship and not intended to be used by passengers or for loading cargo.

Supervision and reporting of closure

23.—(1) Before the ship proceeds on a voyage an officer appointed for the purpose by the master shall—

- (a) verify that every loading door has been closed and locked; and
- (b) report the fact that they have been closed and locked to the master or other officer in charge of the bridge.

(2) Save as permitted by regulation 22(2) the ship shall not proceed on a voyage until the report referred to in sub-paragraph (1)(b) has been received by the master or other officer in charge of the bridge.

Closure of weathertight doors in bulkheads

24.—(1) Weathertight doors above the bulkhead deck (except doors fitted in collision bulkheads to which regulation 22 applies) which are fitted in bulkheads which are required to be watertight or weathertight as the case may be and which separate or form the boundary of cargo spaces shall be closed and locked before the ship leaves its berth and be kept closed and locked until the ship has been secured at its next berth.

(2) Weathertight doors above the bulkhead deck fitted in the shell or in bulkheads which are required to be watertight or weathertight, other than those doors described in regulations 22(1) and 24(1), shall be kept closed whilst the ship is on any voyage except when opened on the express authority of the master.

(3) Any weathertight door which may be opened in accordance with the exception to paragraph (2) shall be kept clear of obstructions which might prevent its rapid closure.

Opening of doors in an emergency

25. Notwithstanding the provisions of regulations 22(1) and 24(1), gangway and cargo loading doors may be opened in an emergency but only when the master considers such opening will not put the safety of the ship at risk.

Entries in a record book

26. Entries shall be made in a book retained on board for recording the following—

(1) the times of the last closing, in accordance with regulations 22(1) and 24(1), of the weathertight doors referred to in those regulations and of the next opening of such doors; and

(2) the times of the opening and closing of any weathertight door pursuant to regulations 24(2) and 25.

Listing of loading and unloading berths

27.—(1) The owner of the ship shall ensure that the ship is provided with a list (the Berth List) of all loading berths at which it is intended the ship shall load or discharge cargo or vehicles.

(2) The Berth List shall list separately for each port which the ship is intended to visit to load or discharge cargo or vehicles—

(a) the loading berths at which the ship in question can, when so loading or discharging, comply with the requirements of regulation 22(1) without relying on paragraph (2) of that regulation; and

(b) where it is intended that the ship shall so load or discharge in the manner permitted by regulation 22(2), the loading berths at which it will so load or discharge.

The berths of the type described in sub-paragraph (b) shall be listed separately from those of the type described in sub-paragraph (a).

(3) A copy of the ship's Berth List shall be supplied to the Maritime and Coastguard Agency.

(4) No ro-ro passenger ship shall, except in an emergency, load or discharge cargo or vehicles through a loading door at any berth which is not listed in the ship's Berth List (and in the copy thereof supplied to the Maritime and Coastguard Agency).

Written instructions regarding the opening of weathertight doors

28.—(1) The owner of a ship shall ensure that the ship is provided with written instructions concerning the doors referred to in this Part.

(2) Such written instructions shall be approved by the Certifying Authority.

Compliance with written instructions

29. No door shall be opened or closed except in compliance with the written instructions provided in accordance with regulation 28.