
STATUTORY INSTRUMENTS

1998 No. 2514

**The Merchant Shipping (Passenger Ship Construction:
Ships of Classes I, II and II(A)) Regulations 1998**

PART IV

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

Interpretation

27.—(1) In this Part the following expressions have the following meanings respectively unless the context otherwise requires—

“doors” includes bow visors and appliances described in regulation 28(1)(c);

“length” means the ship’s overall length;

“loading doors” means the doors described in regulation 28(1)(a) to (d) inclusive; and

“locked” means secured by a device which prevents unauthorised operation.

(2) A door shall be deemed to be above the margin line if the sill of the opening with which it is associated is above that line.

28.—(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.

Status: Point in time view as at 20/12/2018.

Changes to legislation: There are currently no known outstanding effects for the The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998, PART IV. (See end of Document for details)

Commencement Information

- I1** [Reg. 27](#) in force at 12.11.1998, see [reg. 1\(1\)](#)
I2 [Reg. 28](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Closure of bulkheads on the ro-ro deck

29.—(1) All transverse or longitudinal bulkheads which are taken into account as effective to confine the seawater accumulated on the ro-ro deck shall be closed and locked before the ship leaves the berth, and shall remain locked until the ship has been secured at its next berth.

(2) Notwithstanding the requirements of paragraph (1), accesses through such bulkheads may be opened for a period sufficient to allow through passage, on the express authority of the master provided that this is required for the essential working of the ship.

Commencement Information

- I3** [Reg. 29](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Supervision and reporting of closure

30.—(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 28(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.

Commencement Information

- I4** [Reg. 30](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Closure of watertight and weathertight doors in bulkheads

31.—(1) Watertight or weathertight doors above the margin line (except doors fitted in collision bulkheads to which regulation 28 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) Watertight and weathertight doors above the margin line fitted in the shell or in bulkheads which are required to be watertight or weathertight, other than those doors described in regulations 28(1) and 31(1), shall be kept closed whilst the ship is on any voyage except when opened on the express authority of the master.

(3) Any watertight or 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.

Commencement Information

I5 Reg. 31 in force at 12.11.1998, see reg. 1(1)

Watertight integrity from the bulkhead deck to spaces below

- 32.**—(1) In ro-ro passenger ships constructed before 1st July 1997—
- (a) all accesses which lead to spaces below the bulkhead deck shall be made weathertight and means shall be provided on the navigation bridge, which will indicate whether the access is open or closed;
 - (b) all such accesses shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth;
 - (c) notwithstanding the requirements of sub-paragraph (b), accesses may be opened for a period sufficient to allow through passage on the express authority of the master, if this is required for the essential working of the ship; and
 - (d) the requirements of sub-paragraphs (a) and (b) shall apply not later than the date of the first periodic survey after 1st July 1997, or the date on which these Regulations come into force whichever is later.
- (2) In ro-ro passenger ships constructed on or after 1st July 1997—
- (a) subject to the provisions of sub-paragraphs (b) and (c), all accesses that lead to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 metres above the bulkhead deck in way of that opening;
 - (b) where vehicle ramps are installed to give access to spaces below the bulkhead deck, their openings shall be capable of being closed weathertight to prevent ingress of water below, alarmed and indicated to the navigation bridge;
 - (c) accesses, not complying with sub-paragraph (a), leading to spaces below the bulkhead deck, which are essential for the proper working of the ship, e.g. those required for the movement of stores, may be permitted subject to being made weathertight, alarmed and indicated to the navigation bridge;
 - (d) the accesses referred to in sub-paragraphs (b) and (c) shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth;
 - (e) the master shall ensure that an effective system of supervision and reporting of the closing and opening of such accesses referred to in sub-paragraphs (b) and (c) is implemented; and
 - (f) the master shall ensure, before the ship leaves the berth on any voyage, that an entry in the log-book, as required by [F1regulation 34], is made of the time of the last closing of the accesses referred to in sub-paragraphs (b) and (c).

Textual Amendments

F1 Words in reg. 32(2)(f) substituted (11.6.2001) by The Merchant Shipping (Miscellaneous Amendments) Regulations 2001 (S.I. 2001/1638), regs. 1, 5(e)

Commencement Information

I6 Reg. 32 in force at 12.11.1998, see reg. 1(1)

Status: Point in time view as at 20/12/2018.

Changes to legislation: There are currently no known outstanding effects for the The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998, PART IV. (See end of Document for details)

Opening of doors in an emergency

33. Notwithstanding the provisions of regulations 28(1) and 31(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.

Commencement Information

I7 [Reg. 33](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Entries in official log book

34. Entries shall be made in the official log book recording the following—

- (a) the times of the last closing, in accordance with regulations 28(1), 31(1), and 32(2) of the watertight and weathertight doors referred to in those regulations and of the next opening of such doors; and
- (b) The times of the opening and closing of any watertight or weathertight door pursuant to regulations 31(2) and 33.

Commencement Information

I8 [Reg. 34](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Listing of loading and unloading berths

35.—(1) The owner of a 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 28(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 28(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.

Commencement Information

I9 [Reg. 35](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Written instructions regarding the closure of doors above the bulkhead deck

36.—(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.

Commencement Information

I10 Reg. 36 in force at 12.11.1998, see **reg. 1(1)**

Status:

Point in time view as at 20/12/2018.

Changes to legislation:

There are currently no known outstanding effects for the The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998, PART IV.