
STATUTORY INSTRUMENTS

1998 No. 2514

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

PART X U.K.

**MISCELLANEOUS REQUIREMENTS FOR SHIPS
WITH SPECIAL CATEGORY OR RO-RO CARGO SPACES**

Application U.K.

85. This Part applies to ro-ro passenger ships.

Commencement Information

I1 Reg. 85 in force at 12.11.1998, see **reg. 1(1)**

Access opening indicator lights and alarms U.K.

- (a) **86.** (1) (a) Indicators shall be provided for all shell doors, loading doors and other closing appliances fitted to openings which if left open or not properly secured could lead to major flooding of a special category space or ro-ro cargo space. The indicator system shall be a panel at the navigating bridge consisting of a green indicator light and a red indicator light for each access opening connected to suitable switches at the opening so that the green light will be illuminated on the panel for a particular opening only when the door or other closing appliance is both closed and secured.
- (b) All switches or relays shall be connected so that if the door or appliance is not fully closed or properly secured the red light on the panel will illuminate.
- (c) The power supply for the indicator system shall be independent of the power supply for operating and securing the doors or closing appliances.
- (2) Ships constructed on or after 1st July 1997 shall also be fitted with an audible fail safe alarm system, arranged to sound should the ship leave harbour with any of the doors or closing appliances open or their locking arrangements insecure, or if any of the doors or closing appliances become open or their locking arrangements insecure during the voyage.

Commencement Information

I2 Reg. 86 in force at 12.11.1998, see **reg. 1(1)**

Supplementary emergency lighting **U.K.**

87.—(1) In addition to the emergency lighting required by Part VII, all passenger spaces, public spaces and alleyways shall be provided with supplementary electric lighting that can operate independently of the main and emergency and transitional sources of electric power for at least three hours when the ship is listed up to 90 degrees. The illumination provided shall be such that the approach to the means of escape from the space can be seen. The source of electric power for the lighting shall be accumulator batteries located within the lighting unit that are continuously charged, where practicable, from the emergency switchboard whilst the ship is in service. The lighting shall be of the maintained type so that any failure of the lamp will be immediately apparent. The accumulator batteries shall be replaced in accordance with the service life established by the manufacturer having regard to the ambient temperature to which they are subject in service.

(2) A portable rechargeable battery operated hand lamp shall be provided in every crew space, alleyway, recreational space and every working space which is normally occupied unless supplementary emergency lighting as required by paragraph (1) is provided.

Commencement Information

I3 [Reg. 87](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Access to ro-ro decks **U.K.**

88. In all ro-ro passenger ships, the master or a designated officer shall ensure that, without the express consent of the master or the designated officer, no passengers are allowed access to the ro-ro decks when the ship is underway.

Commencement Information

I4 [Reg. 88](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

Television surveillance and leak detection requirements **U.K.**

89.—(1) A television system shall be installed which shall be capable of transmitting reliable information to the navigating bridge on the condition (including position) of bow doors, stern doors or any other cargo or vehicle loading doors which if left open or not properly secured could lead to major flooding of a special category space or ro-ro cargo space. Special category spaces and ro-ro cargo spaces shall be continuously patrolled or shall be monitored by a television surveillance system during any voyage so that movement of vehicles in adverse weather or unauthorised entry by passengers can be observed. The system monitors shall be placed at a location that is continuously manned whilst the ship is underway.

- (a) (2) (a) Ships constructed on or after 1st July 1997 shall also be fitted with a leakage detection system in way of the inner and outer bow doors, stern doors and any other shell doors leading directly to ro-ro spaces. Monitors for the television surveillance and leakage detection systems shall be provided in the engine control room as well as the navigation bridge; and
- (b) ships constructed before 1st July 1997 shall comply with sub-paragraph (a) by the date of the first periodic survey following 1st July 1997 or the date on which these Regulations come into force, whichever is later.

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 X. (See end of Document for details)

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Commencement Information

I5 [Reg. 89](#) in force at 12.11.1998, see [reg. 1\(1\)](#)

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 X.