

be kept closed by local arrangements which will prevent that door from being opened from the central control. Local control handles in connection with the power gear shall be provided at each side of the bulkhead and shall be so arranged as to enable persons passing through the doorway to hold both handles in the open position. Such power operated doors shall be provided with hand gear, workable both at the door itself and from an accessible position above the bulkhead deck. At the latter position the hand gear shall be operated with an all round crank motion. Provision shall be made to give warning by sound signal when the door is about to be closed; the signal shall precede the movement of the door by a safe interval.

(v) In all classes of doors indicators shall be fitted at all operating stations other than at the door itself, showing whether the door is opened or closed.

(g) (i) Hinged watertight doors in passenger, crew, and working spaces are only permitted above a deck the underside of which, at its lowest point at side, is at least 7 feet (or 2.13 metres) above the deepest subdivision loadline, and they are not permitted in those spaces below such deck.

(ii) Hinged watertight doors of satisfactory construction may be fitted in bulkheads dividing cargo between deck spaces, at the highest level consistent with practicability. The outboard vertical edges of such doors shall be situated at a distance from the shell plating which is not less than one-fifth the breadth of the ship, as defined in Regulation 2, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line. These doors shall be closed before the voyage commences and shall be kept closed during navigation, and the time of opening such doors in port and of closing them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration. Where it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration, and a statement shall be required from the owners certifying as to the absolute necessity of such doors.

(h) All other watertight doors shall be sliding doors.

(i) (i) When any watertight doors which may be sometimes opened at sea, excluding those at the entrances of tunnels, are fitted in the main transverse watertight bulkheads at such a height that their sills are below the deepest subdivision loadline, the following rules shall apply:—

(I) When the number of such doors exceeds five all the watertight sliding doors shall be power operated and shall be capable of being simultaneously closed from a station situated on the bridge.

(II) When the number of such doors does not exceed five—

(a) If the criterion numeral does not exceed 30 all the watertight sliding doors may be operated by hand only:

(b) If the criterion numeral exceeds 30 all the watertight sliding doors shall be operated by power;

(c) In any ship, of whatever criterion numeral, if there is only one watertight door apart from the tunnel door, and it is in the machinery space the Administration may allow these two doors to be operated by hand only.