

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 5 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 5—

(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.

(ii) If watertight doors which have sometimes to be open at sea for the purpose of trimming coal are fitted between bunkers in the between-decks below the bulkhead deck, these doors shall be operated by power. The opening and closing of these doors shall be recorded in such log book as may be prescribed by the Administration.

(iii) When trunkways in connection with refrigerated cargo are carried through more than one main transverse watertight bulkhead and the sills of the openings are less than 7 feet (or 2.13 metres) above the deepest subdivision loadline, the watertight doors at such openings shall be operated by power.

(j) Portable plates on bulkheads shall not be permitted except in machinery spaces. Such plates shall always be in place before the ship leaves port, and shall not be removed during navigation except in case of urgent necessity. The necessary precautions shall be taken in replacing them to ensure that the joints shall be watertight.

(k) All watertight doors shall be kept closed during navigation except when necessarily opened for the working of the ship, and shall always be ready to be immediately closed.

(l) (i) Where trunkways or tunnels for access from crew's accommodation to the stokehold, for piping, or for any other purpose are carried through main transverse watertight bulkheads, they shall be watertight and in accordance with the requirements of Regulation 15. The access to at least one end of each such tunnel or trunkway, if used as a passage at sea, shall be through a trunk extending watertight to a height sufficient to permit access above the margin line. The access to the other end of the trunkway or tunnel may be through a watertight door of the type required by its location in the ship. Such trunkways or tunnels shall not extend through the first subdivision bulkhead abaft the collision bulkhead.