

(ii) Where it is proposed to fit tunnels or trunkways for forced draft, piercing main transverse watertight bulkheads, these shall receive the special consideration of the Administration.

Regulation 13

Openings in the Shell Plating below the Margin Line

(a) The number of openings in the shell plating shall be reduced to the minimum compatible with the design and proper working of the ship.

(b) The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally to the satisfaction of the Administration.

(c) (i) If in a between decks, the sills of any sidescuttles are below a line drawn parallel to the bulkhead deck at side and having its lowest point $2\frac{1}{2}$ per cent. of the breadth of the ship above the deepest subdivision load-line, all sidescuttles in that between deck shall be of a non-opening type.

(ii) All sidescuttles the sills of which are below the margin line, other than those required to be of a non-opening type by sub-paragraph (c) (i), shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship.

(iii) (a) If in a between decks, the sills of any of the sidescuttles referred to in sub-paragraph (c) (ii) are below a line drawn parallel to the bulkhead deck at side and having its lowest point $4\frac{1}{2}$ feet (or 1.37 metres) plus $2\frac{1}{2}$ per cent. of the breadth of the ship above the water when the ship departs from any port, all the sidescuttles in that between decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this sub-paragraph the appropriate allowance for fresh water may be made when applicable.

(b) The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration.

(c) For any ship that has one or more sidescuttles so placed that the requirements of the first clause of this sub-paragraph would apply when she was floating at her deepest subdivision load line, the Administration may indicate the limiting mean draught at which these sidescuttles will have their sills above the line drawn parallel to the bulkhead deck at side, and having its lowest point $4\frac{1}{2}$ feet (or 1.37 metres) plus $2\frac{1}{2}$ per cent. of the breadth of the ship above the waterline corresponding to the limiting mean draught, and at which it will therefore be permissible to depart from port without previously closing and locking them and to open them at sea on the responsibility of the master during the voyage to the next port. In tropical zones as defined in the International Convention respecting Load Lines, 1930, this limiting draught may be increased by 1 foot (or 0.305 metres).

(d) Efficient hinged inside deadlights arranged so that they can be easily and effectively closed and secured watertight shall be fitted to all sidescuttles.