

1972/148



THE SHIPPING (CLOSING OF OPENINGS IN HULLS AND  
IN WATERTIGHT BULKHEADS) RULES 1972

ARTHUR PORRITT, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 10th day of July 1972

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Shipping and Seamen Act 1952, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following rules.

R U L E S

**1. Title and commencement**—(1) These rules may be cited as the Shipping (Closing of Openings in Hulls and in Watertight Bulkheads) Rules 1972.

(2) These rules shall come into force on the 31st day of December 1972.

**2. Interpretation**—(1) In these rules the expressions “breadth of the ship”, “bulkhead deck”, and “margin line” have the same meanings respectively as in the Shipping (Passenger Ship) Construction and Survey Rules 1972\*.

(2) For the purposes of these rules a ship shall be deemed to proceed to sea when she leaves a mooring or anchorage at a port for that purpose, and to be at sea until she has been secured at a mooring or anchorage at a port.

**3. Application**—Except where these rules otherwise provide,—

- (a) These rules shall apply to all New Zealand passenger ships; and
- (b) Rules 8, 9, and 10 of these rules shall apply to all New Zealand ships of 500 tons or over gross tonnage that are not passenger ships.

**4. Contrivances to be kept closed**—(1) In every passenger ship to which these rules apply, the contrivances to which this rule relates shall, immediately before the ship proceeds to sea, be securely closed, and shall be kept so closed while the ship is at sea.

(2) The contrivances to which this rule relates are as follows:

(a) Watertight doors below the margin line which are fitted in bulkheads required by the Shipping (Passenger Ship) Construction and Survey Rules 1972\* to be watertight and which divide cargo between deck spaces:

(b) All sidescuttles which can be opened and which are situated in any between-decks and below the margin line, if any of those sidescuttles have their sills below a line drawn parallel to the bulkhead deck at the side of the ship and having its lowest point 4 ft 6 in. (1.37 metres) plus 2½ percent of the breadth of the ship above the water when the ship departs from any port:

Provided that in fair weather in tropical zones within the meaning of the Load Line Rules 1970† (including seasonal tropical zones in the appropriate seasons) this paragraph shall have effect as if the words “2 ft 6 in. (1.065 metres)” were substituted for the words ‘4 ft 6 in. (1.37 metres)’:

(c) Sidescuttles below the margin line which will not be accessible while the ship is at sea, together with their deadlights:

(d) Sidescuttles below the margin line situated in spaces appropriated alternatively to the carriage of cargo or passengers, together with their deadlights, when the space in which they are situated is used for the carriage of cargo:

(e) Gangway, cargo, and coaling ports below the margin line.

(3) For the purposes of this rule a contrivance shall be deemed to be below the margin line if the sill of the contrivance is below that line and a sidescuttle shall not be deemed to be closed unless it is locked.

**5. Closing of water-tight doors**—In every passenger ship to which these rules apply, every watertight door, not being a door referred to in paragraph (a) of subclause (2) of rule 4 of these rules, shall be kept closed while the ship is at sea, except when it is required to be open for the working of the ship. When open, every such door shall be kept free from obstructions which might prevent its rapid closure.

**6. Portable plates closing openings**—In every passenger ship to which these rules apply, every portable plate closing an opening in any portion of the internal structure of the ship which is required by the Shipping (Passenger Ship) Construction and Survey Rules 1972‡ to be watertight, being an opening which is wholly or partly below the margin line, shall be in place when the ship proceeds to sea and shall be kept in place while the ship is at sea, except in case of urgent necessity. In replacing any such plate all reasonable precautions shall be taken to ensure that the joints are watertight.

**7. Ash and rubbish chutes**—In every passenger ship to which these rules apply the cover and valve of any ash chute, rubbish chute, or other similar contrivance having its inboard opening below the margin line shall be kept securely closed when the device is not in use.

\*S.R. 1972/149

†S.R. 1970/71

‡S.R. 1972 149

**8. Opening and closing of contrivances for purposes of drill—**

(1) In every ship to which this rule applies, all watertight doors and also, in the case of a passenger ship, all other contrivances referred to in rules 4, 5, and 7 of these rules shall be opened and closed for purposes of drill—

- (a) At intervals of not more than 7 days; and
- (b) Immediately before the ship proceeds to sea, if the ship is intended to remain at sea for a period of more than 7 days:

Provided that nothing in this subclause shall be taken to authorise the opening, while the ship is at sea, of any watertight door or other contrivance which is required by rule 4 of these rules to be kept closed.

(2) In every passenger ship to which these rules apply, all watertight doors, whether hinged or operated by power, which are fitted in transverse bulkheads and are required to be opened at sea for the working of the ship shall be opened and closed for the purposes of drill once in every period of 24 hours when the ship is at sea:

Provided that nothing in this subclause shall require any coal bunker door to be opened and closed during any voyage before it has been opened for the working of the ship during the voyage.

**9. Inspection of watertight doors, etc.—**In every ship to which this rule applies,—

- (a) All watertight doors;
- (b) All mechanisms, indicators, and warning devices connected with those doors;
- (c) All valves the closing of which is necessary to make watertight any compartment below the margin line; and
- (d) All valves the operation of which is necessary for the efficient operation of damage-control cross-connections—

shall be inspected at intervals of not more than seven days by a person appointed for that purpose by the master of the ship.

**10. Entries to be made in official log book—**In every ship to which this rule applies, entries shall be made in the official log book recording the following:

- (a) The times of the last closing, before the ship proceeds to sea, of the watertight doors and, in the case of a passenger ship, of the other contrivances referred to in rule 4 of these rules, and of the next subsequent opening of those doors and contrivances;
- (b) The times of the closing and opening, while the ship is at sea, of any watertight door which is fitted between coal bunkers in the between-decks below the bulkhead deck;
- (c) Whether, in the case of a passenger ship, the portable plates referred to in rule 6 of these rules are in place when the ship proceeds to sea, and the times, if any, of the removal and replacement of those plates when the ship is at sea; and
- (d) The occasions on which drills are practised and inspections made in compliance with the foregoing provisions of these rules, and whether the watertight doors and other contrivances to which those drills and inspections relate are in good working order.

**11. Revocation**—The Shipping (Closing of Openings in Hulls and in Watertight Bulkheads) Rules 1954\* are hereby revoked.

P. J. BROOKS,  
Clerk of the Executive Council.

\*S.R. 1954/175

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EXPLANATORY NOTE

*This note is not part of the rules, but is intended to indicate their general effect.*

These rules (which replace the Shipping (Closing of Openings in Hulls and in Watertight Bulkheads) Rules 1954) provide for the closing of watertight doors and other contrivances in New Zealand ships, for their inspection, for practice drills, and for relevant entries in the official log book, and include such requirements as are necessary to implement the provisions of the International Convention for the Safety of Life at Sea 1960.

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Issued under the authority of the Regulations Act 1936.  
Date of notification in *Gazette*: 13 July 1972.  
These rules are administered in the Marine Department.