

Submission: **SR31-07**

### **Offshore Special Regulations – 3.13**

#### Interpretation - Watertight Bulkheads

A submission from the Chairman of Offshore Committee  
(on behalf of the working party)

Proposal:

#### **3.13 Watertight Bulkheads**

	<i>see also OSR 3.05</i>	**
3.13.1	A hull shall have either a watertight "crash" bulkhead within 15% of LOA from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull.	Mo0 Mu0,1,2,3,4
3.13.2	Any required watertight bulkhead shall be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment.	Mo0 Mu0,1,2,3,4
3.13.3	A yacht shall have at least two watertight transverse main bulkheads (in addition to "crash" bulkheads at bow or stern)	Mo0
3.13.4	Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end "crash" compartments is not required.	Mo0
3.13.5	An access hatch shall be provided in every required watertight bulkhead (except a "crash" bulkhead). <del>In yachts first launched 1/03 and after, every</del> <b><u>These</u></b> access hatches <del>shall have closures permanently attached</del> <b><u>to the hatch, hatch frame or bulkhead surrounding the closures mechanism and shall not require tools to operate.</u></b>	Mo0
	<del>a) An access hatch in a watertight bulkhead should have closures permanently attached</del>	<del>Mo0</del>
	<del>b) An access hatch should be capable of being securely shut within 5 seconds</del>	<del>Mo0</del>
<b><u>3.13.6</u></b>	<b><u>A watertight inspection hatch shall be provided into the compartments formed by the forward and any aft crash bulkhead</u></b>	<b><u>Mo0</u></b>
3.13.7	<i>It is strongly recommended that:</i>	Mo0
	<i>a) an extreme end "crash" bulkhead should be provided at</i>	Mo0

*the stern. If practicable the aft "crash" bulkhead should be forward of the rudder post.*

- b) *after flooding any one major compartment, a yacht should be capable of providing shelter and sustenance for a full crew for 2 weeks in an essentially dry compartment having direct access to the deck* Mo0
- c) *compartments between watertight bulkheads should be provided with a means of manually pumping out from within the hull from a position outside the compartment* Mo0

Current Position:

**INTERPRETATION No 4/2004 — Watertight Bulkheads**

**Question 1**

SR 3.13.5 (a). In the context of this regulation, what is a closure?

**Answer 1**

~~A closure is a device such as a lever or sliding bolt, permanently attached to the main panel or lid or cover of a hatch. When a hatch is in its shut position, the closures may be operated (eg by turning levers so that they engage in slots around the perimeter of the hatch) to enable the hatch to remain securely shut.~~

**Question 2**

~~SR 3.13.5: Is it acceptable for a required access hatch in a required watertight bulkhead to be a separate panel, stowed near the relevant aperture and supplied with a number of wing nuts?~~

**Answer 1**

~~No. For guidance, see 3.13.5(b) which states that an access hatch should be capable of being securely shut within 5 seconds. Manipulation of wing nuts cannot be guaranteed to achieve this especially in adverse conditions.~~

Alan Green

Chairman ISAF Special Regulations sub-committee 25 October 2004

Reason:

To promote discussion on the interpretation issued by the chairman and to incorporate it into the current Offshore Special Regulations.

The proposal to delete the interpretation is based on the following two points:

- 1) There is no need to interpret 3.13.5 (a) and (b) as they are recommendations but to include the intent of question 2 as mandatory
- 2) Removal of age allowance current boats used in category 0 races should be brought up to date. It is believed very few races use an unmodified category 0 requirement.
- 3) Include the requirement to be able to access the compartments created by the crash bulkheads. This provides a mechanism to pump these areas dry this does not have to be an access hatch.