

SECTION 1

SUBDIVISION ARRANGEMENT

1 Number and arrangement of transverse watertight bulkheads

1.1 Number of watertight bulkheads

1.1.1 General

As a rule, all yachts are to have at least the following watertight transverse bulkheads:

- one collision bulkhead
- one after peak bulkhead
- watertight bulkheading of the machinery space.

1.1.2 Additional bulkheads

Additional bulkheads may be required for yachts having to comply with damage stability criteria, according to requirements of Part B, Chapter 3.

2 Collision bulkhead

2.1 General

2.1.1 A collision bulkhead is to be fitted which is to be watertight up to the bulkhead deck. This bulkhead is to be located at a distance from the forward perpendicular (FE) of not less than 5% of the full load waterline length L_{WL} and not more than 10% of L_{WL} (see Ch 1, Sec 2 for the definitions of L_{WL} and (FE)).

2.1.2 At Owner request and subject to the agreement of the flag Administration, the Society may, on a case by case basis, accept a distance from the collision bulkhead to the forward perpendicular (FE) greater than the maximum specified in [2.1.1], provided that the subdivision and stability calculations show that, when the yacht is in upright condition, flooding of the space forward the collision bulkhead will not result in any part of the bulkhead deck becoming submerged, or in any unacceptable loss of stability.

2.1.3 The bulkhead may have steps or recesses provided they are within the limits prescribed in [2.1.1] and [2.1.2].

As a rule, no door, manhole, ventilation duct or any other opening are to be fitted in the collision bulkhead.

However, when an access through the collision bulkhead is deemed necessary for the proper working of the yacht, a manhole may be accepted provided the following requirements are met:

- agreement of the Owner and Flag Administration on the proposed arrangement, and
- the manhole is fitted, as far as practicable, in the upper part of the collision bulkhead, and

- a permanent watertight close device, having the same resistance than surrounding bulkhead and bolted to the collision bulkhead is provided, and
- a permanent sign, fixed on the collision bulkhead and indicating that the manhole is to be permanently closed, is to be displayed, and
- an audible and/or visual alarm is automatically actuated when the manhole is open.

2.1.4 On a case by case basis, it may be accepted that pipes cross through the collision bulkhead, provided the crossings be fitted in upper part of the collision bulkhead and made watertight.

3 After peak and machinery space bulkheads

3.1 General

3.1.1 An after peak bulkhead bounding the stern tube compartment (see also [4.1.1]) and bulkheads dividing the machinery space(s) from passenger and crew spaces are to be fitted.

These bulkheads are to be made watertight up to the bulkhead deck. They may, however, be stopped to a watertight deck below the bulkhead deck, provided the degree of safety of the ship as regards subdivision and damage stability, when requested, is not thereby diminished.

4 Stern tubes

4.1 General

4.1.1 Where the after peak bulkhead in way of the stern-tube stuffing box is not provided, as mentioned in [3.1.1], stern-tubes are to be enclosed in a watertight space (or spaces) of moderate volume. Other measures to minimise the danger of water penetrating into the yacht in case of damage to stern-tube arrangements may be taken at the discretion of the Society.

5 Compartment with access on hull

5.1 General

5.1.1 Compartment located below the freeboard deck^(m) (as defined in Ch 2, Sec 2, [2.2.1]) and having a direct access opening on the hull are to be bounded by watertight bulkheads to separate it from the other adjacent compartments also located below the freeboard deck^(m).

6 Openings in watertight bulkheads and decks

6.1 General

6.1.1 The number of openings in watertight subdivisions is to be kept to a minimum compatible with the design and proper working of the yacht. Where penetration of watertight bulkheads and internal watertight decks are necessary for access, piping, ventilation, electrical cables, etc., arrangement are to be made to maintain the watertight integrity.

6.1.2 Lead or other heat sensitive materials may not be used in systems which penetrate watertight subdivision bulkheads, where deterioration of such systems in the event of fire would impair the watertight integrity of the bulkheads.

6.1.3 Valves not forming part of a piping system are not permitted in watertight subdivision bulkheads.

6.2 Watertight doors

6.2.1 The doors fitted in watertight bulkheads are to be watertight and are to have same strength than surrounding bulkheads.

The watertight bulkhead and door scantlings are to be in compliance with Ch 8, Sec 8.

6.2.2 Class requirements

Indicators are to be provided at the control position showing whether the doors are open or closed.

6.2.3 Other requirements

Some flag Administrations or some International Rules may request that:

- watertight doors which are used while at sea be of sliding watertight doors capable of being remotely closed from the bridge and also be operable locally from each side of the bulkhead
- an audible alarm be provided at the door closure
- the power, control and indicators be operable in the event of main power failure
- particular attention be paid to minimise the effect of control system failure
- each power-operated sliding watertight door be provided with an individual hand-operated mechanism
- the possibility of opening and closing the door by hand at the door itself from both sides be assured.