

Watertight door and emergency hatch found open at sea

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Watertight doors and an emergency hatch were observed open in the ER (Engine Room) during an offshore audit.

IOGP Life Saving Rules:

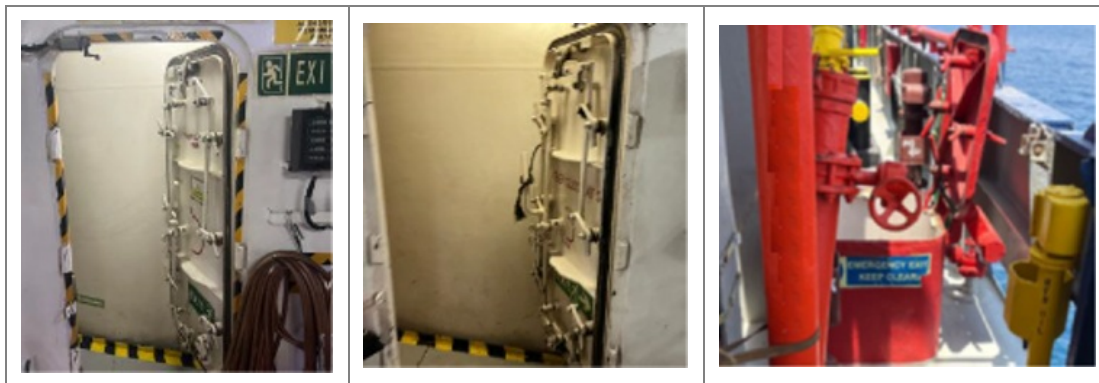


Bypassing safety controls

What happened?

These critical safety barriers prevent water ingress and provide escape routes, and their improper closure compromises vessel integrity, increases flooding risk, and endangers crew safety.

SOLAS Chapter II-1, Part B-4, Regulation 22: All watertight doors shall be kept closed during navigation, except under conditions specified in the same regulation, and shall be closed immediately after use.



Why it happened?

- It's always hot in the engine room, and crew may have left these watertight doors open to reduce temperature and improve ventilation.
- It may be considered a routine practice to leave open, doors that should be kept shut. Our member notes that this has been observed on other vessels.
- Some crew were not aware of SOLAS II-1/22 and company requirements to keep these doors shut, nor of the importance of keeping watertight doors closed during navigation.

What do we do next?

- Watertight integrity is critical: Doors and hatches are safety barriers, not comfort measures, and should remain closed at sea.
- Crew practices matter: Even small routine shortcuts (leaving doors open after walkarounds) can create major risks in emergencies.

- Awareness and training are essential: Not all crew fully understand SOLAS or company requirements, showing the need for regular refreshers.
- Can we make it easier to be safe?
 - Environmental challenges require solutions: Engine room conditions, whilst always hot, should be addressed through proper ventilation systems, rather than by compromising safety barriers.

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