



# SAFETY ALERT

<b>Issue date:</b>	<b>Place:</b>	<b>Page:</b>	<b>Ident SA-</b>
2013.02.01	Akland	1/1	SA2013-01

<b>This document applies to</b>	<b>Internal use:</b>	<b>External use:</b>	<b>X</b>
<b>This Safety Alert applies to:</b>	<b>Safety Alert Subject:</b>		
WTD	X	<b>Wrong use of Water Tight Door (WTD)</b>	
SAFETY WINDOWS			
AUTOMATION			
Distribution to customer/owner:			
Authorised by Technical manager:	<b>BNI</b>		
Approved by Managing Director:	<b>RLA</b>		

**Description of the cause of this Safety Alert:**

Doors put in half open position and the locking mechanism is locked down to stop the alarm bell. This is a critical situation regards to personal safety. According to SOLAS, the watertight doors shall be open totally before passing.



This crew member passed through 4 WTDs

**Witnessed during an inspection of a cruise ship August 2012 .**

The doors in the crew cabin area are required to remain closed at all times. The crew ignore this by activating the locking mechanism so the bell is turned off. The Chief Engineer said he can not stop this practice as the crew have a bad Philosophy regarding the WTDs. How right he is!!!.

**Recommended corrective actions:**

- Correct use of the WTD by crew
- Safety course for crew by IMS

**Comments:**

See IMS user manual for watertight doors for correct use of WTD

- For safety course on IMS, contact us at [service@imstec.com](mailto:service@imstec.com)