

Marine Information Bulletin

Issued 16 June 2006, last reviewed 19 July 2009

Inappropriate use of transom doors as freeing ports

Purpose

This bulletin has been raised to address the inappropriate use of transom doors to release trapped water on the deck of commercial ships.

Background

On certain commercial ships having cockpit or well decks (in particular game fishing boats), owners and masters are relying on the drainage area provided by opening the transom door to achieve the drainage area that should be provided by freeing ports or scuppers alone. This practice may require crew to wade to the door and open it to release any green water on deck.

Obligations

Owners and masters of all ships have obligations placed on them to ensure their ships are safe and operated safely. This obligation is imposed by the *Transport Operations (Marine Safety) Act 1994*.

A commercial ship is also a 'workplace' with the associated obligations for a safe workplace imposed by the *Workplace Health and Safety Act 1995*.

Requirements

Ships having well or cockpit decks should have freeing ports (or scuppers) with an appropriate area to drain water from the deck. The transom door area is not to be taken into account in calculating the required freeing port area unless the lower part of the door is designed to be used as a freeing port and functions as a freeing port whilst closed.

Reference documents

- *Transport Operations (Marine Safety) Act 1994*
- *Workplace Health and Safety Act 1995*

Information

For further information about this Marine Information Bulletin, email msqmail@msq.qld.gov.au.

Other Marine Information Bulletins covering various topics relating to the safe operation of ships can be obtained from Maritime Safety Queensland's website www.msq.qld.gov.au and from the following Maritime Safety Queensland regional offices:

Airlie Beach	(07) 4946 2200
Bundaberg	(07) 4131 8500
Cairns	(07) 4052 7400
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