

SC 276 Escape from machinery spaces on passenger ships

(Jan 2016)
(Rev.1
May 2024)

Interpretation of Regulation 13.4.1 of SOLAS Chapter II-2 as amended by MSC.99(73)

Regulation 13.4.1 reads as follows:

4.1.1 *Escape from spaces below the bulkhead deck*

Where the space is below the bulkhead deck, the two means of escape shall consist of either:

- .1 two sets of steel ladders, as widely separated as possible, leading to doors in the upper part of the space, similarly separated and from which access is provided to the appropriate lifeboat and liferaft embarkation decks. One of these ladders shall be located within a protected enclosure that satisfies regulation 9.2.2.3, category (2), or regulation 9.2.2.4, category (4), as appropriate, from the lower part of the space it serves to a safe position outside the space. Self-closing fire doors of the same fire integrity standards shall be fitted in the enclosure. The ladder shall be fixed in such a way that heat is not transferred into the enclosure through non-insulated fixing points. The protected enclosure shall have minimum internal dimensions of at least 800 mm x 800 mm, and shall have emergency lighting provisions; or*
- .2 one steel ladder leading to a door in the upper part of the space from which access is provided to the embarkation deck, and additionally, in the lower part of the space and in a position well separated from the ladder referred to, a steel door capable of being operated from each side and which provides access to a safe escape route from the lower part of the space to the embarkation deck.*

4.1.2 *Escape from spaces above the bulkhead deck*

Where the space is above the bulkhead deck, the two means of escape shall be as widely separated as possible and the doors leading from such means of escape shall be in a position from which access is provided to the appropriate lifeboat and liferaft embarkation decks. Where such means of escape require the use of ladders, these shall be of steel.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 February 2016.
2. Revision 1 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2025.
3. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

4.1.4 *Escape from machinery control rooms*

Two means of escape shall be provided from a machinery control room located within a machinery space, at least one of which will provide continuous fire shelter to a safe position outside the machinery space.

Interpretation

1. A “safe position” can be any space, such as steering gear spaces where hydraulic oils for the steering gear equipment are stowed, and special category spaces and ro-ro spaces, from which access is provided and maintained clear of obstacles to the embarkation decks. This excludes lockers and storerooms, cargo spaces and spaces where flammable liquids are stowed.
2. Inclined ladders/stairways in machinery spaces being part of, or providing access to, escape routes but not located within a protected enclosure shall not have an inclination greater than 60° and shall not be less than 600 mm in clear width. Such requirement need not be applied to ladders/stairways not forming part of an escape route, only provided for access to equipment or components, or similar areas, from one of the main platforms or deck levels within such spaces (regulation II-2/13.4.1).
3. Machinery spaces may include working platforms and passageways, or intermediate decks at more than one deck level. In such case, the lower part of the space shall be regarded as the lowest deck level, platform or passageway within the space. At deck levels, other than the lowest one, where only one means of escape other than the protected enclosure is provided, self-closing fire doors shall be fitted in the protected enclosure at that deck level. Smaller working platforms in-between deck levels, or only for access to equipment or components, need not be provided with two means of escape (regulation II-2/13.4.1.1).
4. A protected enclosure providing escape from machinery spaces to an open deck may be fitted with a hatch as means of egress from the enclosure to the open deck. The hatch shall have minimum internal dimensions of 800 mm x 800 mm (regulation II-2/13.4.1.1.1).
5. Internal dimensions shall be interpreted as clear width, so that a passage having diameter of 800 mm is available throughout the vertical enclosure, as shown in Figure 1, clear of ship’s structure, with insulation and equipment, if any. The ladder within the enclosure can be included in the internal dimensions of the enclosure. When protected enclosures include horizontal portions their clear width shall not be less than 600 mm. Figure 1 is given as example of some possible arrangements which may be in line with the above interpretation (regulation II-2/13.4.1.1.1).

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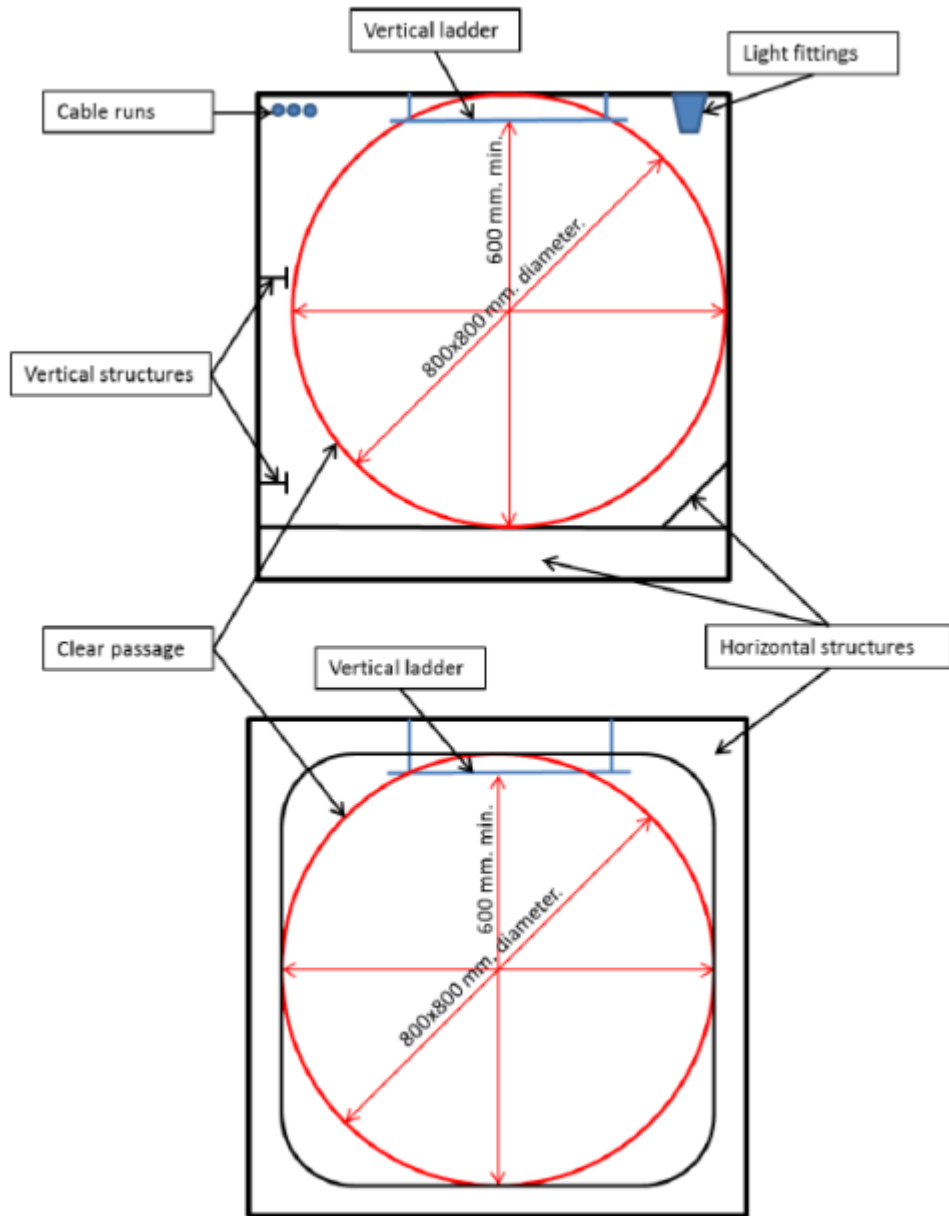


Figure 1

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