

# **Means of Escape from the Steering Gear Space in Cargo Ships**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part R

## **Reason for Amendment**

SOLAS II-2/13.4.2.2 stipulates that a second means of escape is to be provided when the emergency steering position is located in the steering gear space unless there is direct access to the open deck.

In order to clarify the definition of “direct access to the open deck” and the requirements relating to the escape route from the steering gear spaces which do not contain the emergency steering position, IACS adopted UI SC269 in December 2014 so that escape routes that pass only through stairways and/or corridors that have fire integrity protection equivalent to steering gear spaces are considered as providing a “direct access to the open deck”. These amendments have already been incorporated into the ClassNK Rules.

As a result of the deliberation on this UI at the 3<sup>rd</sup> session of the IMO Sub-Committee on Ship System and Equipment (SSE3) held in March 2016, the necessity for further clarification was pointed out in order to avoid the misinterpretation that the degree of the fire integrity for “direct access to the open deck” as stated in the above paragraph might fall below that originally required for the escape route by the regulation.

Therefore, IACS revised the UI and adopted it as UI SC269(Rev.1) in December 2016 to reflect the above comment.

Accordingly, the relevant requirements were amended in accordance with IACS UI SC269(Rev.1).

## **Outline of Amendment**

Specified that escape routes which pass only through stairways and/or corridors are considered as providing a “direct access to the open deck”, provided that the escape routes from the steering gear spaces have fire integrity protection equivalent to steering gear spaces or stairways/corridors, whichever is more stringent.

## **Amended Requirements**

Guidance for the Survey and Construction of Steel Ships  
Part R: R13.4.2