

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. IACS, in turn, adopted UI SC 269(Rev.1) in December 2016, a unified interpretation clarifying that escape routes passing only through stairways and/or corridors provided fire integrity protection equivalent to the steering gear spaces or the stairways/corridors, whichever is more stringent are to be regarded as “direct access to the open deck”, and this UI has already been incorporated into the ClassNK Rules.

The aforementioned UI was then subsequently submitted by IACS to the IMO for review at the 4th Session of the IMO Sub-Committee on Ship Systems and Equipment (SSE4) held in March 2017; however, no agreement on whether to develop a corresponding IMO Circular could be reached due to the objection of one Administration. IACS then submitted a revised draft of the UI as UI SC 269(Rev.2), which attempted to address the aforementioned objection by limiting the scope of the UI in terms of applicable ships and travel distance, to the 6th Session of the IMO Sub-Committee on Ship System and Equipment (SSE6) held in March 2019. This draft, however, was also rejected with the IMO clearly stating that direct access to the open deck without passing through any stairways and/or corridors in accommodation spaces is required and there is no room for interpretation.

Accordingly, the relevant requirements were amended in accordance with the results of discussions at the IMO.

Outline of Amendment

Amended that the interpretation of “direct access to the open deck” which stipulated in accordance with IACS UI SC 269.

Amended Requirements

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