

SC 269 Means of escape from the steering gear space in cargo ships

(Dec 2014)
(Rev.1 Dec 2016)

Last sentence of SOLAS Chapter II-2, Regulation 13.4.2.2 reads:

“In the steering gear space, a second means of escape shall be provided when the emergency steering position is located in that space unless there is direct access to the open deck.”

SOLAS Chapter II-2, Regulation 13.4.2.3 reads:

“From machinery spaces other than those of category A, two escape routes shall be provided except that a single escape route may be accepted for spaces that are entered only occasionally, and for spaces where the maximum travel distance to the door is 5 m or less.”

Interpretation

1. Steering gear spaces which do not contain the emergency steering position need only have one means of escape.
2. Steering gear spaces containing the emergency steering position can have one means of escape provided it leads directly onto the open deck. Otherwise, two means of escape are to be provided but they do not need to lead directly onto the open deck.
3. Direct access to the open deck
Escape routes that 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.

Notes:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2016.
2. Rev.1 is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2018.
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.

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