

SUB-COMMITTEE ON SHIP SYSTEMS AND
EQUIPMENT
6th session
Agenda item 12

SSE 6/12/9
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**UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND
ENVIRONMENT-RELATED CONVENTIONS**

**Clarification of SOLAS regulation II-2/13.4.2 relating to the means of escape from the
steering gear space on cargo ships**

Submitted by IACS

SUMMARY

Executive summary: This document responds to the outcome of SSE 4 relating to the means of escape from the steering gear space in cargo ships according to SOLAS regulation II-2/13.4.2 and presents in the annex to the document a draft version (Rev.2) of IACS UI SC269

Strategic direction, if applicable: 6

Output: 6.1

Action to be taken: Paragraph 7

Related documents: SSE 4/12/2 and SSE 4/19 (paragraph 12.12)

Introduction

1 At its fourth session, the Sub-Committee considered document SSE 4/12/2 (IACS), which in the annex to the document provided a copy of IACS Unified Interpretation UI SC269, Rev.1 on the application of SOLAS regulation II-2/13.4.2 regarding the means of escape from the steering gear space in cargo ships. Noting the differing views expressed at SSE 4, the Sub-Committee did not endorse IACS UI SC 269, Rev.1 and invited IACS to note the comments made and take action, as appropriate (SSE 4/19, paragraph 12.12).

Background

2 SOLAS regulations II-2/13.4.2.2 and 13.4.2.3 state:

"4.2.2 Dispensation from two means of escape

In a ship of less than 1,000 gross tonnage, the Administration may dispense with one of the means of escape required under paragraph 4.2.1, due regard being paid to the

dimension and disposition of the upper part of the space. In addition, the means of escape from machinery spaces of category A need not comply with the requirement for an enclosed fire shelter listed in paragraph 4.2.1.1. 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.

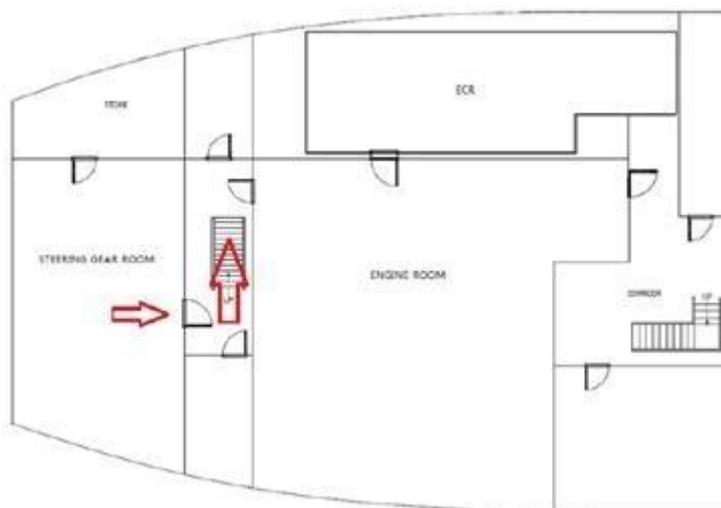
4.2.3 Escape from machinery spaces other than those of category A

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."

Discussion

3 Having reviewed the matter further, IACS considers that a stairway and/or corridor serving no other space, and/or a vertical access trunk from the steering gear room leading directly to the open deck is acceptable; and indeed is a common arrangement found on larger ships (e.g. with a length of more than 150 m), which have enough space on the open deck to accommodate this type of escape arrangement.

4 However, based on a review of the classed fleet of IACS members, it has been found that a number of smaller ships (e.g. ships less than 150 m in length) that have space limitations on the open deck have direct escape routes to the open deck that pass only through stairways and/or corridors serving other spaces, as described in IACS UI SC269, Rev.1. A typical arrangement is shown below:



5 In this regard, it is noted that SOLAS regulation II-2/13.3.3.4 permits dead-end corridors of a restricted length, as quoted below:

"3.3.4 Dead-end corridors

No dead-end corridors having a length of more than 7 m shall be accepted."

Proposal

6 Based on the above consideration, IACS has prepared a draft revision (Rev.2) of IACS UI SC269. This clarifies that an escape route, which passes through stairways and/or corridors:

- .1 is limited to ships having a length, as defined in regulation II-1/2.5, of less than 150 m; and
- .2 does not exceed 7 m travel distance through such stairways and/or corridors.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the foregoing and the draft version (Rev.2) of IACS UI SC269, as set out in the annex and decide, as appropriate.

ANNEX

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

(Dec 2014)
(Rev.1 Dec 2016)
(Rev.2 [...] 2019)

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 to have only 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 such an arrangement:

- .1 is limited to ships having a length, as defined in regulation II-1/2.5, of less than 150 m;
- .2 does not exceed 7 m travel distance through such stairways and/or corridors; and
- .3 has 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. Rev.2 is to be uniformly implemented by IACS Societies on ships contracted for construction on or after [1 July 2019].
4. 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.
