

## **14A.3 Means of escape**

### **14A.3.1 Purpose**

The purpose of this section is to provide means of escape so that persons onboard can safely and swiftly escape to the liferaft embarkation deck. For this purpose, the following functional requirements should be met:

- safe escape routes should be provided;
- escape routes should be maintained in a safe condition, clear of obstacles; and
- additional aids for escape should be provided as necessary to ensure accessibility, clear marking, and adequate design for emergency situations.

### **14A.3.2 Requirements**

14A.3.2.1 Stairways, ladders and corridors serving all spaces normally accessible are to be arranged so as to provide ready means of escape to a deck from which embarkation into survival craft may be effected.

14A.3.2.2 The arrangement of the vessel should be such that all compartments are provided with a satisfactory means of escape. In the case of the accommodation, two means of escape from every restricted space or group of spaces should be provided. Concealed escapes and escape routes are to be clearly marked to ensure ready exit.

Category 'A' machinery spaces on motor vessels should also be provided with a minimum of two means of escape. Other machinery spaces should also have at least two means of escape as widely separated as possible, except where the small size of the machinery space makes it impracticable.

- (a) The normal means of access to the accommodation and service spaces below the open deck is to be arranged so that it is possible to reach the open deck without passing through a galley, engine room or other space with a high fire risk, wherever practicable.
- (b) Where accommodation arrangements are such that access to compartments is through another compartment, the second escape route is to be as remote as possible from the main escape route. This may be through hatches of adequate size, leading to the open deck or separate space to the main escape route.
- (c) In exceptional circumstances a single means of escape may be accepted for spaces, other than accommodation spaces, that are entered only occasionally, if the escape route does not pass through a galley, machinery space or watertight door.
- (d) No escape route should be obstructed by furniture or fittings. Additionally, furniture along escape routes should be secured in place to prevent shifting if the yacht rolls or lists.
- (e) All doors in escape routes are to be openable from either side. In the direction of escape they are all to be openable without a key. All handles on the inside of weathertight doors and hatches are to be non removable. Where doors are lockable measures to ensure access from outside the space are to be provided for rescue purposes.

14A.3.2.3 Lifts are not considered as forming a means of escape.

### **14A.4 Ventilation systems**

14A.4.1 Ventilation fans for machinery spaces and enclosed galleys are to be capable of being stopped, and main inlets and outlets of ventilation systems closed, from outside the spaces being served. This position should not be readily cut off in the event of a fire in the spaces served.