

Subject:

Interpretation by the Liberian
Government of Regulation 45,
Chapter II-2 of the 1981 Amendments
to SOLAS 1974

NK TECHNICAL INFORMATION

No. 26

Date: 4 December, 1984

To Shipowners and shipbuilders concerned.

The Liberian Government has adopted its interpretation of Regulation 45, Chapter II-2, of the 1981 Amendments to SOLAS 1974, as shown in its letter of 22 October 1984, a copy of which is enclosed herewith for your reference.

You should note that "new ships" of the Liberian flag as defined by the 1981 Amendments should now comply not only with the provisions of Regulation 45 but also with the interpretations shown in the enclosed letter from the Liberian Government.

Should you have any inquiry in this respect, please contact Hull Department of the Head Office without hesitation.

Encl. A copy of the letter from the Liberian Government dated 22 October 1984





THE REPUBLIC OF LIBERIA

MINISTRY OF FINANCE
BUREAU OF MARITIME AFFAIRS

22 October 1984

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Deputy Commissioner
of Maritime Affairs

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Liberian Shipowners' Council
Hong Kong Shipowners Association

Gentlemen:

Regulation 45 of SOLAS '74, '81 Amendments Means of Escape

Regulation 45.1 refers to the means of escape from accommodation spaces. In this respect Liberia has adopted the following interpretations:

1. It is necessary to provide an emergency means of escape from a sleeping room where access to such a sleeping room is by way of a dayroom, there being no direct access by means of a door to the sleeping room from a passageway. Ideally, the crew accommodation should be designed so that a sleeping room is so positioned that an emergency escape therefrom is not required. Where there is a need to provide an emergency means of escape from a sleeping room this should be achieved by fitting a clearly marked crash panel to an adjacent room or passageway or where this is not possible by fitting fixed steel rungs on the outside of the structure in the vicinity of a fully opening window or a 400 millimetre diameter opening sidescuttle provided that the window or sidescuttle is not close to the waterline of the ship and that the fixed steel rungs lead to an open deck from which ready access to lifeboats or liferafts is available.
2. In ships in which messrooms, recreation rooms, cinemas, television rooms and other communal spaces are provided to accommodate more than 15 personnel at any one time two doors should be provided to the adjacent passageway.

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In some ships, by virtue of the layout of the accommodation, it will not be possible to provide two doors to an adjacent passageway. In such cases in addition to the door to a passageway, a door to an open deck, or if this is not possible, an opening type window or a 400 millimetre diameter sidescuttle may be permitted in lieu provided that escape through the window or sidescuttle leads to an open deck. (Ready access to lifeboats or liferafts should be available from the open deck referred to in this sub-paragraph).

3. All doors to crew accommodation should, in general, be of the hinged type. Where from space considerations it is not practicable to provide this type of door, a sliding door may be permitted provided it can readily be removed from the rail from either side of the space or that a crash panel is fitted in the door which can be 'kicked out' with a minimum of effort from either side. Intermediate doors in passageways should not be capable of being locked.
4. Where small hatches are used to provide an alternative means of escape they should be of such dimensions as will allow a person to escape wearing a life-jacket. The hatch should not be capable of being locked and should be operable from below and above. It is preferable that such a hatch be provided with a counter-balance weight for ease of opening. Access to the hatch should be by means of a fixed steel ladder. Hatches are to be so sited that they cannot be over stowed with deck cargo or stores or in the case of crew accommodation sited below vehicle decks in RO/RO ships that vehicles cannot be parked over them. In some cases it will be necessary for hatches to be sited on raised curbs or be protected by tubular stanchions and rails. The painting of white lines is not to be accepted as the only means of protection to escape hatches.
5. Opening type sidescuttles or windows can with advantage be provided in certain instances to effect an alternative means of escape. Sidescuttles provided for escape purposes should not be less than 400 millimetres in diameter and windows should be of the fully opening type

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of dimensions compatible with use as an escape. Where such a sidescuttle or window is locked by a cone nut to prevent unauthorised opening eg in lieu of mosquito protection on air conditioned ships, a special key should be placed in a glass box adjacent to the sidescuttle or window.

Escape sidescuttles or windows should not be allowed at the ship's side (or in structures in line with the ship's side) in

- (a) positions close to the waterline, or
- (b) positions such that the person escaping will be required to enter the sea. When escape sidescuttles or windows are accepted, fixed steel rungs should be provided which lead to an open deck from which ready access to lifeboats or liferafts is available.

6. Crash panels can also in certain instances be used with advantage to provide an alternative means of escape. Nevertheless, an escape route should not involve more than one such crash panel.

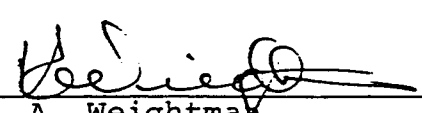
The crash panel should be fitted so that it can be 'kicked out' with a minimum of effort and should be clearly marked to indicate its purpose. Where a crash panel is utilised to provide an escape to another compartment the Surveyor should ensure that the door to that compartment opens on to a passageway and is, under all conditions, capable of being opened from the inside.

These are general interpretations which are probably already being complied with and should be used for new construction work.

Very truly yours,

FOR THE SENIOR DEPUTY COMMISSIONER
OF MARITIME AFFAIRS, R. L.

By: _____


R. A. Weightman
Chief, Technical Division

RAW/km