

## SECTION 6

## ESCAPE

### 1 General

#### 1.1 General requirements

##### 1.1.1 Different types of means of escape

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

##### 1.1.2 Lifts

Lifts are not to be considered as forming one of the means of escape as required by this Section.

##### 1.1.3 Deck hatches

Where deck hatches are designated as exits, footholds, ladders, steps or other means are to be provided. These aids are to be permanently installed and non-removable. The vertical distance between the upper foothold and the exit is not to exceed 1,2 m.

##### 1.1.4 Minimum clear openings

Any exit from an accommodation space or from any other space is to have the following minimum clear openings:

- a) Circular shape: diameter 450 mm
- b) Any other shape: minimum dimension of 380 mm and minimum area 0,18 m<sup>2</sup>. The dimension must be large enough to allow for a 380 mm diameter circle to be inscribed.

The measurement of the minimum clear opening is detailed in ISO 9094-1.

##### 1.1.5 Shower and toilets

Shower and toilet compartments are regarded as part of the compartment or passageway that gives access to their doors and therefore do not require alternative escape routes.

##### 1.1.6 Accessibility of escape routes

Escape routes are to be maintained in a safe condition, clear of obstacles.

##### 1.1.7 Furniture along escape routes

No escape route are to be obstructed by furniture or fittings. Additionally, furniture along escape routes are to be secured in place to prevent shifting if the yacht rolls or lists.

### 2 Yachts of less than 24m in length

#### 2.1 Means of escape

##### 2.1.1 Escape routes arrangement

The escape routes arrangement is to be in accordance with Tab 1.

##### 2.1.2 Accessibility of the exits

Exits are to be readily accessible. Exits leading to the weather deck or to the open air are to be capable of being opened from the inside and outside when secured and unlocked.

##### 2.1.3 Marking of the exits

Escape facilities, unless self-evident, or doors are to be identified by the appropriate ISO or national symbol.

### 3 Yachts of 24 m in length and over

#### 3.1 Means of escape from accommodation and service spaces

##### 3.1.1 General

At all levels of accommodation there are to be provided at least two widely separated means of escape from each restricted space or group of spaces.

##### 3.1.2 Escape from spaces below the open deck

The means of escape from 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, a machinery space of category A or other space with a high fire risk, wherever practicable.

##### 3.1.3 Dead-end corridors

As a rule, dead-end corridors are not accepted.

##### 3.1.4 Dispensation from two means of escape

Exceptionally the Society may dispense with one of the means of escape, for service spaces that are entered only occasionally, if the required escape route does not pass through a galley, machinery space or watertight door.

##### 3.1.5 Doors in escape routes

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.

##### 3.1.6 Marking of the escape routes

Concealed escapes and escape routes are to be clearly marked to ensure ready exit by means of the appropriate ISO or national symbol.

**Table 1 : Arrangement of means of escape on board yachts of less than 24 m in length**

	L < 15m	L > 15m
Maximal distance to the nearest exit	<ul style="list-style-type: none"> <li>- 5m</li> <li>- 4m where the exit route passes beside an engine space <b>(1)</b></li> </ul>	<ul style="list-style-type: none"> <li>- L/3 for open-accommodation arrangements <b>(1) (2)</b></li> </ul>
Cases where a second escape route is required	<ul style="list-style-type: none"> <li>- Where the only one escape route is passing directly over a cooker</li> <li>- Where living or sleeping accommodation is separated from the nearest exit by a solid partition (e.g. a door) and leads directly past a cooker or engine space</li> </ul>	<ul style="list-style-type: none"> <li>- Where the distance between a cooking or open-flame heating-appliance burner and the nearest side of an escape route is less than 750 mm. In an enclosed galley, this requirement does not apply where the dead end beyond the cooker is less than 2 m</li> </ul>
Escape routes properties	<ul style="list-style-type: none"> <li>- Where only one escape route is provided, this is not to pass directly over a cooker</li> </ul>	<ul style="list-style-type: none"> <li>- Where there are two escape routes only one may pass through, over and beside an engine space</li> <li>- No escape route is to pass directly over a cooking or open-flame heating appliance</li> </ul>
Enclosed accommodation arrangement <b>(3)</b>		<ul style="list-style-type: none"> <li>- Each accommodation section is to have more than one escape route leading finally to the open air, unless it is a single cabin or compartment intended to accommodate no more than four persons and the exit leads directly to the open air without passing through or over an engine space or over cooking appliances. The cabin must not contain cooking or open-flame heating devices</li> <li>- For individual cabins intended to accommodate no more than four persons, and not containing cooking or open-flame heating devices, escape routes may form shared escape ways for up to 2 m, measured to a two-way escape route from the door or entrance</li> <li>- With multilevel arrangements, the exits are to lead to a different accommodation section or compartment, as far as practicable</li> </ul>
<p><b>(1)</b> The distance is to be measured in the horizontal plane as the shortest distance between the nearest part of the exit and</p> <ul style="list-style-type: none"> <li>• The farthest point where a person can stand (minimum height 1,60 m), or</li> <li>• The midpoint of a berth, whichever is the greater distance.</li> </ul> <p><b>(2)</b> Open-accommodation arrangement: Where living or sleeping accommodation is not separated from the nearest exit, i.e. people can move around without passing through any door. Doors of toilet or shower compartments are disregarded.</p> <p><b>(3)</b> Enclosed accommodation arrangement: Where living or sleeping accommodation is separated from the nearest main exit by bulkheads and doors.</p>		

### 3.2 Means of escape from machinery spaces

#### 3.2.1 Category A machinery spaces

Category A machinery spaces should normally be provided with at least two means of escape, as widely separated as possible.

#### 3.2.2 Other machinery spaces

Other machinery spaces are to be provided with at least one means of escape.