



Date: April 20, 2015

To: Ship Owners / Managers / Operators | Flag Administrations | Surveyors | Builders

Subject: " Means of escape from the machinery control rooms and the main workshop "

Reference: Amendments to SOLAS Regulation II-2/13.4 - MSC.365 (93).

The amendments to SOLAS Regulation II-2/13.4 were adopted by resolution MSC.365(93) and require two means of escape from the machinery control rooms and the main workshop* within a machinery space for passenger ships and cargo ships constructed on or after 1 January 2016.

At least one of these escape routes shall provide a continuous fire shelter* to a safe position outside the machinery space.

Further, the ladders/stairways in machinery spaces being part of or providing access to escape routes shall be fitted with steel shields attached to their undersides, such as to provide escaping personnel protection against heat and flame from beneath.

** Main workshop is a compartment enclosed on at least three sides by bulkheads or gratings, usually containing welding equipment, metalworking machinery and workbenches.*

** Continuous fire shelter is a route from a main workshop, or from an engine control room, which allows escape, without entering the machinery space, to a location outside the machinery space*

If you have any questions and/or concerns, please feel free to contact me directly at nbmarine@consultant.com, +1(504) 520-9540 or visit our web site at www.nbmarine-consultants.com

Respectfully Yours,

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