
STATUTORY INSTRUMENTS

1998 No. 1011

**The Merchant Shipping (Fire Protection:
Small Ships) Regulations 1998**

PART VI—

STRUCTURAL FIRE PROTECTION

PASSENGER SHIPS

SHIPS OF CLASSES II(A) TO VI(A) INCLUSIVE TO WHICH THESE REGULATIONS APPLY

Application

40. Regulations 41 to 44 inclusive apply to passenger ships of Classes II(A) to VI(A) inclusive to which these Regulations apply.

Structure

41. The hull, superstructure, structural bulkheads, decks and deckhouses of every ship of Classes II(A), III and IV shall be constructed of steel. The Secretary of State may exempt any ship wholly or in part from the requirement of this regulation.

Divisions

42. In every ship fitted with internal combustion propulsion machinery or oil-fired boilers the accommodation spaces shall be separated from such machinery spaces by “A” Class divisions. In addition, in every ship constructed on or after 1st September 1984, fitted with internal combustion propulsion machinery or oil-fired boilers the spaces containing such machinery shall be bounded by steel or equivalent material which shall be gastight.

Restriction of Combustible Materials

43. In every ship **constructed on or after 31st October 1992** of Class II(A), Class III, Class IV, Class V carrying 250 passengers or more operating in Category B waters, Class V carrying 50 passengers or more operating in Category C waters, Class VI carrying 50 passengers or more and Class VI(A), all accommodation bulkheads, linings, ceilings and their associated grounds shall be constructed of non-combustible materials and the exposed surfaces shall be such that a surface spread of flame of Class 2 will not be exceeded.

Means of escape

44.—(1) The requirements of paragraphs (2), (3), (4) and (5) shall have effect in relation to a ship constructed **on or after 1st September 1984 but before 31st October 1992**, on and after 1st April 1998. Prior to such implementation dates, such ships shall comply with the requirements

previously in force for such ships under the Merchant Shipping (Fire Protection) Regulations 1984⁽¹⁾, regulations 110 (1), (3), (4) and (5), or, as the case may be, the Merchant Shipping (Passenger Ship Construction) Regulations 1980⁽²⁾, regulations 128 (1), (3), (4) and (5), and 131 (2)(a), (e), (f) and (h) shall apply as if those regulations had not been revoked.

(2) Every ship which is not an open ship of Class V, VI or VI(A) shall be provided with doorways, stairways, ladderways and other ways to provide readily accessible means of escape to the lifeboat and liferaft embarkation decks for all persons in the ship from accommodation spaces, service spaces and other spaces in which the crew is normally employed, other than machinery spaces. The means of escape shall be so designed and constructed as to be capable of being easily used by the persons for whom they are intended. The number, width and continuity of such means of escape shall be sufficient, having regard to the number of persons by whom they may be used.

(3) Every ship which is not an open ship shall be provided with adequate arrangements to enable passengers readily to evacuate the ship in the event of an emergency situation. On every deck there shall be at least two means of escape from each public space or main compartment, one of which shall lead to an open deck area which shall be of sufficient area, having regard to the number of persons which the ship may carry. Such means of escape shall be as widely separated as practicable. Adequate overside means of escape shall be provided by way of escape windows or doors on each side of the vessel. At least two such escapes shall be available on each side of the vessel on each deck and shall be capable of being opened from either side. Where overside means of escape do not open onto deck walkways, suitable toe and hand rails shall be provided on the outside of the vessel to permit fore and aft movement. Adequate open deck areas shall be provided close to stowage positions for life-saving appliances. Furniture which if loose could cause escape routes to become hazardous shall be securely fastened to the deck.

(4) Where any of the escapes referred to in paragraph (2) are stairways, they shall provide for safe escape for the number of persons by whom they will be used having regard to the number, width, continuity and accessibility of other escape ways. The minimum clear width of such stairways shall be not less than 50 millimetres for every 5 persons by whom they will be used or 750 millimetres whichever is the greater, except that where a minimum clear width of 750 millimetres is not practicable a clear width of not less than 600 millimetres is permitted having regard to the number of persons who will use the stairway. Stairways shall, where practicable, be arranged in the fore and aft direction and at an inclination of not less than 45 degrees to the vertical.

(5) In every ship where appropriate, the means of escape shall be provided with either—

- (a) inherently luminous escape signs, or
- (b) electrically powered signs or lighting which is supplied by a battery or batteries which are continuously charged in normal service.

(6) In every ship the means of escape from any public room which may be used for the purpose of concerts, cinema shows and similar forms of entertainment shall be adequate, having regard to the number of persons who may be in the audience, and the seating shall be arranged in rows to ensure free access to the exits. When in any such public room subdued lighting is used, the exits shall be clearly marked with illuminated signs and any doors shall be constructed to open outwards.

(7) In the machinery space in every ship which is decked in way of machinery space, there shall be provided from each engine room, shaft tunnel and boiler room two means of escape as widely separated as practicable. The two means of escape shall consist of two sets of steel ladders leading to separate doors in the casing or elsewhere from which there is access to the lifeboat or liferaft embarkation deck or decks. In any such ship the Secretary of State may permit one of the means of escape required by this paragraph to be dispensed with having regard to the nature and location of the space and whether persons are normally employed in that space.

(1) S.I.1984/1218 to which there were amendments not relevant to these Regulations.

(2) S.I. 1980/535 to which there are amendments not relevant to these Regulations.

Requirements for ships constructed on or after 25th May 1980

(8) In every ship one of the means of escape from the machinery spaces where the crew is normally employed shall avoid access to any special category spaces or ro-ro cargo spaces.