

## **§ 92.10-1**

made to the same standard as the original construction. Major alterations and conversions shall be in compliance with the provisions of this subpart to the satisfaction of the Officer in Charge, Marine Inspection.

(b) For industrial vessels of 300 gross tons and over but less than 4,000 gross tons, contracted for prior to July 1, 1968, which carry in excess of 12 industrial personnel, existing structure arrangements and materials previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standard as the original construction. Major alterations and conversions shall be in compliance with this subpart to the satisfaction of the Officer in Charge, Marine Inspection.

[CGFR 67-90, 33 FR 1016, Jan. 26, 1968]

### **Subpart 92.10—Means of Escape**

#### **§ 92.10-1 Application.**

(a) The provisions of this subpart, with the exception of § 92.10-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 92.10-90.

#### **§ 92.10-5 Two means required.**

(a) There shall be at least two means of escape from all general areas accessible to the passengers, if carried, or where the crew may be quartered or normally employed. At least one of these two means of escape shall be independent of watertight doors.

#### **§ 92.10-10 Location.**

(a) The two means of escape shall be as remote as practicable so as to minimize the possibility of one incident blocking both escapes.

#### **§ 92.10-15 Vertical ladders not accepted.**

(a) Vertical ladders and deck scuttles shall not in general be considered satisfactory as one of the required means of escape. However, where it is demonstrated that the installation of a

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stairway would be impracticable, a vertical ladder may be used as the second means of escape.

#### **§ 92.10-20 No means for locking doors.**

(a) No means shall be provided for locking doors giving access to either of the two required means of escape, except that crash doors or locking devices, capable of being easily forced in an emergency, may be employed provided a permanent and conspicuous notice to this effect is attached to both sides of the door. This paragraph shall not apply to outside doors to deckhouses where such doors are locked by key only and such key is under the control of one of the vessel's officers.

#### **§ 92.10-25 Stairway size.**

(a) Stairways shall be of sufficient width having in mind the number of persons having access to such stairs for escape purposes.

(b) Vessels contracted for on or after January 1, 1959, shall meet the requirements of this paragraph. Special consideration for relief may be given in the case of small vessels if it is shown to be unreasonable or impracticable to meet the requirements.

(1) All interior stairways, other than those within the machinery spaces or cargo holds, shall have a minimum width of 28 inches. The angle of inclination with the horizontal of such stairways shall not exceed 50 degrees.

#### **§ 92.10-30 Dead end corridors.**

(a) Dead end corridors, or the equivalent, more than 40 feet in length shall not be permitted.

#### **§ 92.10-35 Public spaces.**

(a) In all cases, public spaces having a deck area of over 300 square feet shall have at least two exits. Where practicable, these exits shall give egress to different corridors, rooms, or spaces to minimize the possibility of one incident blocking both exits.

#### **§ 92.10-40 Access to lifeboats.**

(a) The stairways, corridors, and doors shall be so arranged as to permit a ready and direct access to the various lifeboat embarkation areas.