

§ 116.510

46 CFR Ch. I (10–1–14 Edition)

(k) A ladder leading to a deck scuttle may not be used as a means of escape except:

(1) On a vessel of not more than 19.8 meters (65 feet) in length, a vertical ladder and a deck scuttle may be used as not more than one of the means of escape from a passenger accommodation space; or

(2) As not more than one of the means of escape from any crew accommodation space or work space.

(l) Each ladder used as a means of escape must be mounted at least 180 millimeters (7 inches) from the nearest permanent object in back of the ladder. Rungs must be:

(1) At least 405 millimeters (16 inches) in width; and

(2) Not more than 305 millimeters (12 inches) apart, and uniformly spaced for the length of the ladder with at least 113 millimeters (4.5 inches) clearance above each rung.

(m) When a deck scuttle serves as a means of escape, it must not be less than 455 millimeters (18 inches) in diameter and must be fitted with a quick acting release and a holdback device to hold the scuttle in an open position.

(n) Footholds, handholds, ladders, and similar means provided to aid escape, must be suitable for use in emergency conditions, of rigid construction, and permanently fixed in position, unless they can be folded, yet brought into immediate service in an emergency.

(o) On a vessel of not more than 19.8 meters (65 feet) in length, a window or windshield of sufficient size and proper accessibility may be used as one of the required means of escape from an enclosed space, provided it:

- (1) Does not lead directly overboard;
- (2) Can be opened or is designed to be kicked or pushed out; and
- (3) Is suitably marked.

(p) Only one means of escape is required from a space where:

- (1) The space has a deck area less than 30 square meters (322 square feet);
- (2) There is no stove, heater, or other source of fire in the space;
- (3) The means of escape is located as far as possible from a machinery space or fuel tank; and

(4) If an accommodation space, the single means of escape does not include a deck scuttle or a ladder.

(q) Alternative means of escape from spaces may be provided if acceptable to the Commanding Officer, Marine Safety Center.

[CGD 85–080, 61 FR 900, Jan. 10, 1996; 61 FR 20556, May 7, 1996, as amended by CGD 97–057, 62 FR 51047, Sept. 30, 1997; CGD 85–080, 62 FR 51350, Sept. 30, 1997; 62 FR 64305, Dec. 5, 1997; USCG 1998–4442, 63 FR 52191, Sept. 30, 1998]

§ 116.510 Embarkation stations.

(a) A vessel must have at least two designated embarkation stations on the embarkation deck of each main vertical zone, and at least one on each side of the vessel.

(b) Embarkation stations and approaches thereto must:

- (1) Be areas that are easily traversed;
- (2) Be provided with handholds; and
- (3) Be well illuminated.

(c) Each embarkation station must be arranged to allow the safe boarding of survival craft. They must not be located in areas where rolling of the vessel could cause contact between the propeller(s) and survival craft. Bulwarks, handrails, and lifelines must be fitted with openings that are normally closed but that may be opened while survival craft are being boarded, allowing passengers to pass through rather than climb over.

[CGD 85–080, 61 FR 900, Jan. 10, 1996, as amended by CGD 97–057, 62 FR 51047, Sept. 30, 1997]

§ 116.520 Emergency evacuation plan.

The owner or managing operator shall prepare an evacuation plan that must:

(a) Identify possible casualties involving fires or flooding, including a fire in the largest capacity passenger space in each main vertical zone;

(b) Provide procedures for evacuating all affected spaces for each casualty identified as required by paragraph (a) of this section without abandoning the vessel, including—

- (1) Identify readily accessible areas of refuge for the maximum number of persons allowed aboard the vessel. The capacity for an area of refuge may not exceed the number of persons specified in § 116.438(n)(2) of this part, except