

**EMERGENCY EQUIPMENT LOCKERS FOR RO/RO PASSENGER SHIPS****Notice to Shipowners, Shipbuilders, Shiprepairers, Suppliers of Ships' Equipment, Masters, Officers and Seamen**

*(This notice is to be read in conjunction with the Merchant Shipping (Emergency Equipment Lockers for Ro/Ro Passenger Ships) Regulations 1988)*

**1. INTRODUCTION**

1.1 This Merchant Shipping notice contains guidance on the lockers and emergency equipment required by the Merchant Shipping (Emergency Equipment Lockers for Ro/Ro Passenger Ships) Regulations 1988 and in paragraph 3.1 lays down the required scale of equipment. These Regulations apply to United Kingdom ro/ro passenger ships of Classes I, II, II(A) and IV.

1.2 The provision of such lockers and equipment was a recommendation of the Court of Formal Investigation into the loss of the Herald of Free Enterprise. The purpose of the equipment is to provide means in unusual circumstances, eg when a ship is at a very large angle of heel, to assist passengers and crew to escape from enclosed spaces within the ship when the normal escape arrangements cannot be used. Some of the emergency equipment will also be of assistance during damage control operations, and in assisting with escape when the normal escape routes are obstructed by debris or by doors jammed in the closed position.

**2. LOCKERS****2.1 Number**

2.1.1 At least one locker must be provided on each side of the ship. Where only one locker is provided on each side it should be large enough to contain the equipment listed in paragraph 3.1. Where more than one locker is provided on each side each locker should contain at least sufficient equipment to deal with escape from one side opening, eg hand lamp/torch, two adult lifting strops and a hand-powered lifting arrangement with associated rope.

**2.2 Location**

2.2.1 The prime consideration in the location of the lockers is that the locker (or lockers) on at least one side will be available for use in all foreseeable circumstances. The lockers must be located on an open deck as high up in the ship and as near the ship's side as possible compatible with there being sufficient access outboard of the locker for opening the door or lid.

2.2.2 Where only one locker is fitted on each side of the ship, location near the bridge is advantageous from security and prevention of vandalism aspects. Where more than one locker is fitted on each side, the positions in which they are located should be widely separated longitudinally.

2.2.3 Where possible a locker should be located in an area which can be illuminated by the main and emergency lighting.

**2.3 Construction**

2.3.1 Lockers must be constructed of steel or GRP or other suitable material and be weathertight. They may be free-standing or integral with the superstructure. Access to free-standing lockers may be by means of vertical doors or horizontal lids. Vertical doors should face outboard and horizontal lids should be hinged on the inboard side. Doors or lids should be provided with means to hold them in the open position when the ship is both upright and at a large angle of heel when the locker is on the high side. A lid should be held in the horizontal position when the ship is heeled at an angle of 90°.

2.3.2 The interior of a locker should be fitted with clips or arrangements to hold tools, handlamps and heavy equipment securely in position.

2.3.3 Lockers should be so secured to the ship's structure that they will remain in position at an angle of heel up to 90°.

2.3.4 Lockers should be capable of being locked. If not fitted with a break glass key box the door, or the locker itself, should be so constructed that access can be gained by means of a kick-in panel.

2.3.5 A free-standing locker should be of a conspicuous colour, eg international orange. If integral with the ship's structure the door should be of a conspicuous colour.

2.3.6 A locker should be identified by a label marked with the words "EMERGENCY EQUIPMENT". The label should be made of a photoluminescent material. If the key is kept in a break glass box this should also be identified by photoluminescent material.

### 3. EMERGENCY EQUIPMENT

3.1 Emergency equipment should be of good quality and the following minimum scale of equipment is specified for the purpose of the Regulations and should be provided on each side of the ship and stowed in one or more lockers:

Fireman's axe (long handled)	1
Fireman's axe (short handled)	1
Pin maul (7 lb)	1
Crowbar	1
Hand lamp/torch	4
Padded lifting strop (adult) <sup>(1)</sup>	6
Padded lifting strop (child) <sup>(2)</sup>	2
Hand-powered lifting arrangement <sup>(1,3)</sup>	3
Lightweight rigid collapsible ladder at least 3 metres long <sup>(4)</sup>	1
Lightweight rope ladder (equal in length to beam of ship or 10 metres whichever is less <sup>(4)</sup> )	1
First Aid Kit	1
Blankets (sealed in plastic bags) or thermal protective aids	6
Waterproof jackets and trousers	4 sets

Notes;

- (1) In ships under 100 metres in length the number of adult lifting strops and lifting arrangements may be reduced to 4 and 2 respectively.
- (2) Not required if the adult lifting strop is also suitable for children.
- (3) Lifting arrangements to be capable of being used at angles of up to 20° from the horizontal and to have a SWL of at least 150 kg.

Rope if used to be of a type which features good grip. One end of rope to be fitted with a snap link suitable for securing to lifting strops. Tensile strength of rope and snap link to be at least 1 tonne. Length to be suitable for lowering harness a distance equal to at least 2/3 beam of the ship taking into consideration the type of purchase (if any). If wire used in the lifting arrangement tensile strength and length to be of equivalent standard.

- (4) Ladder to be capable of supporting one person weighing up to 150 kg and to be provided with means of support at top end when suspended from side escape when ship is on its beam ends.

3.2 The equipment should be so stowed and secured in the locker that it will not drop out when the door or lid is opened when the ship is heeled at an angle of 90°.

### 4. DRILLS AND ON-BOARD INSTRUCTION

4.1 The circumstances of an emergency may be such that the first crew members on the scene could be from any rank, rating or department. Consequently, it is most important that all crew members take part in drills and instruction sessions in order to gain familiarity with the equipment. They should also be instructed in how and where the various items of equipment should be used in an emergency and how access to the equipment can be gained.

### 5. INSPECTION AND MAINTENANCE

5.1 The contents of emergency lockers should be inspected and maintained on a regular basis and will be subject to examination by a Department surveyor during the annual survey for the issue of a passenger ship safety certificate.

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