

MSC Guidelines for the Installation of Low Location Lighting in Corridors

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References

- ❑ SOLAS II-2/13.3.2.5 (previously II-2/28.1.1)
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Contact Information

If you have any questions or comments concerning this document, please contact the Marine Safety Center by e-mail or phone. Please refer to Procedure Number: **SOLAS-06**.

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Reference Text

In addition to the emergency lighting required by regulations II-1/42 and III/11.5, the means of escape, including stairways and exits, shall be marked by lighting or photoluminescent strip indicators placed not more than 300 mm above the deck at all points of the escape route including angles and intersections. The marking must enable passengers to identify the routes of escape and readily identify the escape exits.”

Guidance

Low location lighting in corridors in cabin areas must provide an un-obstructed view to persons standing or crawling. Where practicable, low location lighting should be mounted on the bulkhead.

Background

Low location lighting installed on the deck can be rendered ineffective in the event of a fire due to the accumulation of soot loaded water from the sprinkler system on the deck. This was shown to be a weakness during the U.S. Coast Guard’s (USCG) investigation into a fire onboard a cruise ship in 2006. It is therefore recommended by the USCG to mount low location lighting on bulkheads wherever practicable.

In order for passengers to identify escape routes and exits, low location lighting must be installed in a manner so that likely obstructions are avoided. Insulation, linings, trim, decorations must be installed so as not to cover or restrict the view of the low location lighting to passengers walking or crawling along the escape route.

Disclaimer

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact The Marine Safety Center, who is responsible for implementing this guidance.
