



## REVIEW OF ENGINE CONTROL ROOMS

Procedure Number: SOLAS-32

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### **Purpose**

The purpose of this Plan Review Guideline (PRG) is to provide clear guidance on the space categorization of Engine Control Rooms (ECR) when located adjacent to or as part of the engine room.

### **Contact Information**

If you have any questions or comments concerning this document, please contact the Marine Safety Center (MSC) by e-mail or phone. Please refer to Procedure Number SOLAS-32.

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## **1. Applicability**

This PRG is applicable to SOLAS vessels.

## **2. References**

SOLAS II-2/9.2.2.3.2.2(1), SOLAS II-2/9.2.2.4.2.2(1), SOLAS II-2/9.2.3.3.2.2(1), SOLAS II-2/9.2.4.2.2.2(1)

## **3. Reference Text**

“Control stations.” “Spaces containing emergency sources of power and lighting. Wheelhouse and chartroom. Spaces containing the ship's radio equipment. Fire control stations. Control room for propulsion machinery when located outside the propulsion machinery spaces. Spaces containing centralized fire alarm equipment. Spaces containing centralized emergency public address system stations and equipment.”

## **4. Background**

While in most cases, the ECR is located separate from the engine room, there are some instances where it is located adjacent to or as part of the engine room, maintaining the same category (12). SOLAS is not clear as to what is meant by "outside the machinery space".

## **5. Guidance**

To be considered inside the machinery space (and therefore treated as part of the category 12 space) the ECR must be located entirely within the bounds of the machinery space. Additionally, at least 30% of the division between the ECR and adjacent machinery room must be open to allow crew inside the ECR to become immediately aware of emergencies. Generally, windows are not to be accepted as part of this opening. Otherwise, the ECR should be treated as a category 1 space.

## **6. 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 MSC, the unit responsible for implementing this guidance.