(2) Identify at least two means of escape complying with §114.400 from the space being evacuated; and

(c) Include procedures to evacuate passengers from the vessel using an abandon ship plan, considering the number of passengers and the vessel's route. The abandon ship plan must identify at least one escape route from each area of refuge to each embarkation station required by §116.510 of this part.

[CGD 85–080, 61 FR 900, Jan. 10, 1996, as amended at 62 FR 51350, Sept. 30, 1997; USCG 1998–4442, 63 FR 52191, Sept. 30, 1998]

§ 116.530 Fire control plan.

A fire control plan must be posted on the vessel in a location that is accessible and visible to all passengers. The plan must show escape routes, areas of refuge, embarkation stations, the location of fire protection/emergency equipment, compartment titles and hazard classification of accommodation and service spaces, and structural fire protection boundaries.

Subpart F—Ventilation

§ 116.600 Ventilation of enclosed and partially enclosed spaces.

(a) An enclosed or partially enclosed space within a vessel must be adequately ventilated in a manner suitable for the purpose of the space.

(b) A power ventilation system must be capable of being shut down from the pilot house.

(c) An enclosed passenger or crew accommodation space and any other space occupied by a crew member on a regular basis must be ventilated by a power ventilation system unless natural ventilation in all ordinary weather conditions is satisfactory to the OCMI.

(d) An exhaust duct over a frying vat or a grill must be at least 11 U.S. Standard Gauge (USSG) steel.

[CGD 85–080, 61 FR 900, Jan. 10, 1996, as amended at 62 FR 51350, Sept. 30, 1997]

§ 116.610 Ventilation ducts.

(a) For the purposes of this section, a ventilation duct includes any type of piping, chamber, or conduit used for ventilation.

(b) A ventilation duct, and materials incidental to its installation, must be made of noncombustible material.

(c) Combustibles and other foreign materials are not allowed within ventilation ducts. However, metal piping and electrical wiring installed in a metal protective enclosure may be installed within ventilation ducts, provided that the piping or the wiring does not interfere with the operation of fire dampers. Electrical wiring and piping may not be installed in an exhaust duct over a frying vat or grill.

(d) Suitable means, such as a manual damper, automatic damper, or vent cover, must be provided in an accessible location outside the space served by the ventilation duct for shutting off the passage of air through the ventilation duct in the event of fire.

(e) A ventilation duct must not serve more than one main vertical zone; penetrations of main vertical zones must be minimized.

(f) A ventilation duct penetrating an A-Class or B-Class fire control boundary must meet the following requirements:

(1) A ventilation duct must meet the same requirements relative to the passage of smoke and flame as the fire control boundary penetrated;

(2) A steel duct penetrating an A-Class fire control boundary must be of at least 11 USSG, and a steel duct penetrating a B-Class bulkhead or deck must be of at least 16 USSG;

(3) A duct penetrating a main vertical zone bulkhead must be fitted with an automatic fire damper at the main vertical zone bulkhead;

(4) A duct penetrating an A-Class fire control boundary and opening into a space formed by that boundary must be equipped with a fire damper;

(5) A steel duct that penetrates an A-Class fire control boundary other than a main vertical zone bulkhead, and does not open within the space formed by the boundary need not be fitted with a fire damper provided the duct is at least 11 USSG throughout that space;

(6) A duct penetrating an insulated fire control boundary must be fitted with insulation of the same type and thickness as the boundary penetrated

for a distance of at least 305 millimeters (12 inches) on the insulated side of the boundary. A fire damper blade need not be insulated; and

(7) Ducts serving cargo spaces, machinery spaces, or vehicles spaces must be fitted with automatic fire dampers.

(g) Fire dampers, where required by this section, must comply with the following requirements;

(1) A fire damper and casing must be at least 11 USSG and not more than 3.2 millimeters (0.125 inch) gap between the blade and casing;

(2) A fire damper must close against the draft in the duct and be accessible for periodic inspection by means of a hinged or bolted plate in the duct and surrounding bulkhead or deck, if fitted;

(3) Fire damper springs, blades, and hinges must be of stainless steel construction or of steel suitably coated to prevent corrosion;

(4) Fire dampers must be capable of manual operation from outside the space served, be fitted with an indicator showing whether the damper is open or closed, and be marked with red letters of at least 12.7 millimeters (0.5 inches) in height stating ''VENTILATION FIRE DAMPER''; and

(5) An automatic fire damper must meet the above requirements and must be designed to operate at 74°C (165°F) for normal locations and approximately 100°C (212°F) for locations such as galleys.

(h) A ventilation duct serving a stairtower must not serve another space.

[CGD 85–080, 61 FR 900, Jan. 10, 1996, as amended at 62 FR 51350, Sept. 30, 1997]

§ 116.620 Ventilation of machinery and fuel tank spaces.

In addition to the requirements of this subpart, ventilation systems for spaces containing machinery or fuel tanks must comply with the requirements of Part 119 of this chapter.

Subpart G—Crew Spaces

§ 116.700 General requirements.

(a) A crew accommodation space and a work space must be of sufficient size, adequate construction, and with suitable equipment to provide for the safe operation of the vessel and the protection and accommodation of the crew in a manner practicable for the size, facilities, service, route, speed, and modes of operation of the vessel.

(b) The deck above a crew accommodation space must be located above the deepest load waterline.

§ 116.710 Overnight accommodations.

Overnight accommodations must be provided for all crew members if the vessel is operated more than 12 hours in a 24 hour period, unless the crew is put ashore and the vessel is provided with a new crew.

§ 116.730 Crew accommodations on vessels of more than 19.8 meters (65 feet) in length with overnight accommodations for more than 49 passengers.

A crew accommodation space on a vessel of more than 19.8 meters (65 feet) in length with overnight accommodations for more than 49 passengers must comply with §§ 72.20–10; 72.20–15; 72.20–20(d); 72.20–25 (a) and (d) 72.20–30; 72.20–35; 72.20–45; 72.20–50; and 72.20–55 in subchapter H of this chapter.

[CGD 85–080, 61 FR 900, Jan. 10, 1996, as amended by USCG–2000–7790, 65 FR 58462, Sept. 29, 2000; USCG–2002–13058, 67 FR 61729, Sept. 30, 2002]

Subpart H—Passenger Accommodations

§ 116.800 General requirements.

(a) All passenger accommodations must be arranged and equipped to provide for the safety of the passengers in consideration of the route, modes of operation, and speed of the vessel.

(b) The height of ceilings in a passenger accommodation space, including aisles and passageways, must be at least 1880 millimeters (74 inches), but may be reduced at the sides of a space to allow for camber, wiring, ventilation ducts, and piping.

(c) A passenger accommodation space must be maintained to minimize fire and safety hazards and to preserve sanitary conditions. Aisles must be kept clear of obstructions.

(d) A passenger accommodation space must not contain:

(1) Electrical generation equipment or transformers, high temperature