4401 JP

4409 JP

4402 JP

4403 JP

4404 JP

4405 JP

4406 JP

4407 JP

4411 JP

4413 JP

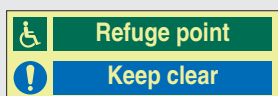4814 GM

4815 GM

4824 GK

4825 GK

4820 JJ

4420 GG & JJ

4421 GG & JJ

4821 GM

Signs shown within this shaded area may be combined with the arrows on this page to make direction signs to suit any application

4414 JM

4415 JM

4424 JJ

4416 JM

4417 JM

4425 JJ

Installation

Primary escape routes should be marked with signs comprising the 'running man' pictogram, a direction arrow and the word '**Exit**'. Secondary escape routes should employ similar signs but with the wording '**Exit For emergency use only**' (this practice is under review by the ISO working group but at present we are unable to offer further guidance until ratification by IMO). Signs should be positioned approximately 1700 mm from deck level for normal direction marking and not more than 300mm from deck level for LLL systems. Where possible signs at doors or hatches should be positioned above the door so that the sign is still visible when the door or hatch cover is open. Direction signs over doors should be limited to either a sign containing an upward pointing arrow, indicating the escape route continues through the door, or to the 'running man' pictogram plus the word '**Exit**' indicating that the door is the final exit.

Frequency of marking is almost impossible to define accurately, as the final decision rests with the surveyor accepting the route marking, however, the following points should be adhered to: 1) Every change of direction should be marked with the appropriate sign. 2) Signs in an alley or corridor should be spaced at intervals no greater than the maximum viewing distance of the sign employed (see page 1 for details of recommended viewing distances). 3) When in public or communal areas, an '**Exit**' sign should be within a 360° field of view.

Where more appropriate (e.g. crew accommodation and machinery spaces), escape routes may be marked with the muster/assembly or embarkation station direction signs shown on page 8. Whatever type of sign is employed to mark the escape route, the route should always lead to either a muster/assembly station or an embarkation station which should be identified by the appropriate sign taken from pages 2 or 3.

Direction sign definitions

→ Right from here	← Left from here
↗ Up and right from here	↑ Straight on from here ↖ Up and left from here
↘ Down and right from here	↓ Down from here ↙ Down and left from here