

(b) Each general alarm contact maker must be marked "GENERAL ALARM" in red letters on a corrosion-resistant plate or on a sign.

(c) A contact maker that operates only the general emergency alarm signal in crew quarters, machinery spaces, and work spaces must be marked "CREW ALARM" by the method described in paragraph (b) of this section.

(d) Each general emergency alarm signal must be marked "GENERAL ALARM—WHEN EMERGENCY ALARM SIGNAL RINGS GO TO YOUR STATION" in red letters at least ½ inch high.

(e) Each general emergency alarm system distribution panel must have a directory attached to the inside of its cover giving the designation of each circuit, the area supplied by each circuit, and the rating of each circuit fuse.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by USCG-2004-18884, 69 FR 58348, Sept. 30, 2004]

**§ 113.25-25 General emergency alarm systems for manned ocean and coastwise barges.**

A manned ocean or coastwise barge of more than 100 gross tons, if it is one that operates with the crew divided into watches for steering the vessel, must have an emergency alarm signal installation. The system must:

(a) Have an automatically charged battery as the power source;

(b) Have a manually operated contact maker at the steering station and in the crew accommodation area; and

(c) Must meet the requirements of § 113.25.7 and §§ 113.25-9 through 113.25-20 of this subpart.

**§ 113.25-30 General emergency alarm systems for barges of 300 or more gross tons with sleeping accommodations for more than six persons.**

The general emergency alarm system for a barge of 300 or more gross tons with sleeping accommodations for more than six persons must meet the requirements of Subpart 113.25, except as follows:

(a) The number and location of contact makers must be determined by the

design, service, and operation of the barge.

NOTE: Contact makers in the primary work area, quarters area, galley and mess area, machinery spaces, and the navigating bridge or control area should be considered.

(b) If a distribution panel cannot be above the uppermost continuous deck because of the design of the barge and is installed below the deck, it must be as near the deck as practicable.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28289, June 4, 1996]

**Subpart 113.27—Engineers' Assistance-Needed Alarm**

**§ 113.27-1 Engineers' assistance-needed alarm.**

Each self-propelled ocean, Great Lakes, or coastwise vessel must have a manually-operated engineers' assistance-needed alarm that is:

(a) Operated from:

(1) The engine control room, if the vessel has an engine control room; or

(2) The maneuvering platform, if the vessel has no engine control room;

(b) Audible in the engineers' accommodation spaces; and

(c) Powered from the general alarm power source.

**Subpart 113.30—Internal Communications**

**§ 113.30-1 Applicability.**

This subpart applies to each self-propelled vessel.

**§ 113.30-3 Means of communications.**

(a) An emergency means of communication required by this subpart must—

(1) Be comprised of either fixed or portable equipment; and

(2) Provide common talking means of two-way voice communication and calling among the navigating bridge, emergency control stations, muster stations, embarkation stations, and other strategic positions listed in § 113.30-5.