

## § 111.10-7

## 46 CFR Ch. I (10-1-06 Edition)

### § 111.10-7 Dead ship.

(a) The generating plant of each self-propelled vessel must provide the electrical services necessary to start the main propulsion plant from a dead ship condition.

(b) If the emergency generator is used for part or all of the electric power necessary to start the main propulsion plant from a dead ship condition, the emergency generator must be capable of providing power to all emergency lighting, emergency internal communications systems, and fire detection and alarm systems in addition to the power utilized for starting the main propulsion plant. Additional requirements are in § 112.05-3(c) of this chapter.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28277, June 4, 1996]

### § 111.10-9 Ship's service supply transformers; two required.

If transformers are used to supply the ship's service distribution system required by this subpart for ships and mobile offshore drilling units, there must be at least two installed, independent power transformers. With the largest transformer out of service, the capacity of the remaining units must be sufficient to supply the ship service loads.

NOTE TO § 111.10-9: A ship's service supply system would consist of transformers, over-current protection devices, and cables, and would normally be located in the system between a medium voltage bus and a low voltage ship's service switchboard.

[CGD 94-108, 61 FR 28277, June 4, 1996; 61 FR 33045, June 26, 1996]

## Subpart 111.12—Generator Construction and Circuits

### § 111.12-1 Prime movers.

(a) Prime movers must meet part 58, subpart 58.10, of this chapter, sections 4/5C2.15 and 4/5C2.17 of the ABS Rules for Building and Classing Steel Vessels and, for mobile offshore drilling units, section 4/3.21 of the ABS Rules for Building and Classing Mobile Offshore Drilling Units. Additional requirements for prime movers for emergency

generators are in part 112, subpart 112.50, of this chapter.

(b) Each generator prime mover must have an overspeed device that is independent of the normal operating governor and adjusted so that the speed cannot exceed the maximum rated speed by more than 15 percent.

(c) Each prime mover must shut down automatically upon loss of lubricating pressure to the generator bearings if the generator is directly coupled to the engine. If the generator is operating from a power take-off, such as a shaft driven generator on a main propulsion engine, the generator must automatically declutch (disconnect) from the prime mover upon loss of lubricating pressure to generator bearings.

[CGD 94-108, 61 FR 28277, June 4, 1996; 61 FR 33045, June 26, 1996, as amended at 62 FR 23907, May 1, 1997]

### § 111.12-3 Excitation.

Excitation must meet sections 4/5C2.19.1, 4/5D2.5.1, 4/5D2.5.2, and 4/5D2.17.6 of the ABS Rules for Building and Classing Steel Vessels or, for a mobile offshore drilling unit, section 4/3.23 of the ABS Rules for Building and Classing Mobile Offshore Drilling Units, except a static exciter must not be used for excitation of an emergency generator unless it is provided with a permanent magnet or a residual magnetism type exciter that has the capability of voltage build-up after two months of no operation.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28277, June 4, 1996; 62 FR 23908, May 1, 1997]

### § 111.12-5 Generator construction and testing.

Each generator must meet the applicable construction and test requirements of section 4/5 of the ABS Rules for Building and Classing Steel Vessels or, for mobile offshore drilling units, section 4/3 of the ABS Rules for Building and Classing Mobile Offshore Drilling Units.

[CGD 94-108, 61 FR 28277, June 4, 1996; 61 FR 33045, June 26, 1996, as amended at 62 FR 23908, May 1, 1997]