

§ 113.30-5 Requirements.

(a) *Communication.* Each vessel must have a means of communication among the following:

- (1) Navigating bridge.
- (2) Steering gear room, if outside the engineroom.
- (3) Alternative steering station if outside of the steering gear room.
- (4) Engine control room, if the vessel has an engine control room.
- (5) Maneuvering platform, if the vessel has no engine control room.
- (6) Control room, if the vessel is a mobile offshore drilling unit.
- (7) The engineering officers' accommodations, if the vessel is an automated, self-propelled vessel under § 62.50-20(f) of this chapter.

(b) *Gyrocompass.* Each vessel that has a master gyrocompass that is not in or next to the navigating bridge must have a means of communication between the master gyrocompass and the navigating bridge repeater compass.

(c) *Radar.* Each vessel that has a radar plan position indicator that is not in or next to the navigating bridge must have a means of communication between the navigating bridge and the radar plan position indicator.

(d) *Emergency lockers.* If the emergency equipment lockers or spaces used by the emergency squad are not next to the navigating bridge or, on a mobile offshore drilling unit, next to the control room, there must be a means of communication between the navigating bridge or control room and the emergency equipment lockers or spaces.

(e) *Radio and radio direction finder.* Communication to the radio and radio direction finder must meet the following requirements:

- (1) Each vessel that has a radio installation must have a means of communication between the radio room, the navigating bridge, or, if the vessel is a mobile offshore drilling unit, the control room, and any other place from which the vessel may be navigated under normal conditions, other than a place that is only for emergency functions, a place that is only for docking or maneuvering, or a place that is for navigating the vessel in close quarters. A location that has the apparatus that is necessary to steer the vessel, give

engine orders, and control the whistle, is a place from which the vessel may be navigated.

(2) If the operating position of the emergency radio installation is not in the compartment normally used for operating the main radio installation, there must be means of communication between the emergency radio room, the navigating bridge, or, if the vessel is a mobile offshore drilling unit, the control room, and any other place from which the vessel may be navigated under normal conditions; other than a place that is only for emergency functions, a place that is only for docking or maneuvering, or a place that is for navigating the vessel in close quarters.

(3) Each vessel equipped with radio direction-finding apparatus that is not in or next to the navigating bridge must have a means of communication between the navigating bridge and the direction-finding apparatus.

(4) The communication system required by this paragraph must be independent of all other systems on the vessel. The location of the termination of these systems is subject to approval by the Federal Communication Commission.

(f) *Fire or smoke detecting systems.* Each vessel equipped with a fire or smoke detecting system, if control units are not in the navigating bridge, must have means of communication between the navigating bridge and the stations where the control units are located.

(g) *Lookout.* Each vessel must have a means of communication between the navigating bridge and the bow or forward lookout station unless direct voice communication is possible.

(h) *Engineroom local control station.* Each self-propelled vessel equipped with control from the navigating bridge must have a means of communication between the local station for the control of the speed or direction of thrust of the propulsion machinery and the engine control room, unless an engine order telegraph is installed in accordance with § 113.35-3. Each communication station at a local control station must—

- (1) Be on a circuit separate from any other station required by this section; and

(2) Provide the capability of reliable voice communication when the vessel is underway.

(i) *Mobile offshore drilling units.* Each non-self-propelled mobile offshore drilling unit must have a means of communication among the control room, drill floor, machinery space, and silicon controlled rectifier (SCR) room (if installed). Each column-stabilized mobile offshore drilling unit must have a means of communication between the ballast control room and the spaces that contain the ballast pumps and valves.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28289, June 4, 1996; 62 FR 23910, May 1, 1997]

§ 113.30-20 General requirements.

(a) The communications stations listed in § 113.30-5(a) through (d), (f), (g), and (i) and other communications stations for the operation of the vessel, such as the captain's and chief engineer's offices and staterooms, emergency power room, carbon dioxide (or other extinguishing agent) control room, and firepump room, must not be on the same circuit as communications stations installed to meet the requirements of §§ 113.30-5(e) and 113.30-5(h).

(b) If a communications station is in the weather and on the same circuit as other required stations, there must be a cut-out switch on the navigating bridge that can isolate this station from the rest of the stations, unless the system possesses other effective means of station isolation during a fault condition.

(c) Jack boxes or headsets must not be on a communications system that includes any station required by this subpart, except for a station installed to meet §§ 113.30-5(h) or 113.30-25(d).

[CGD 94-108, 61 FR 28289, June 4, 1996]

§ 113.30-25 Detailed requirements.

(a) Each sound-powered telephone station must include a permanently-wired handset with a push-to-talk button and a hanger for the handset, except those stations detailed in paragraph (d) of this section. The hanger must be constructed so that it holds the handset away from the bulkhead

and so that the handset will not be dislodged by the motion of the vessel.

(b) Each voice communication station device in the weather must be in a proper enclosure as required in § 111.01-9 of this chapter. The audible signal device must be outside the station enclosure.

(c) Each station in a navigating bridge or a machinery space must be in an enclosure meeting at least NEMA 250 Type 2 or IEC IP 22 requirements.

(d) In a noisy location, such as an engine room, there must be a booth or other equipment to permit reliable voice communication during vessel operation.

(e) In a location where the voice communication station audible signal device cannot be heard throughout the space, there must be an additional audible signal device or visual device, such as a light, which is energized from the final emergency bus.

(f) If two or more voice communication stations are near each other, there must be a means that indicates the station called.

(g) Each voice communication talking circuit must be electrically independent of each calling circuit. A short circuit, open circuit, or ground on either side of a calling circuit must not affect a talking circuit. Circuits must be insulated from ground.

(h) Each connection box must meet at least NEMA 250 Type 4 or 4X or IEC IP 56 requirements.

(i) Voice communication cables must run as close to the fore and aft centerline of the vessel as practicable. The cable must not run through high-risk spaces, such as machinery rooms and galleys, unless it is technically impractical to route them otherwise or they are required to serve circuits in the high-risk area. Cable running through or into these high-risk areas must meet the requirements of EC 331.

[CGD 94-108, 61 FR 28289, June 4, 1996; 61 FR 33045, June 26, 1996; 61 FR 36787, July 12, 1996, as amended at 62 FR 23910, May 1, 1997]

Subpart 113.35—Engine Order Telegraph Systems

§ 113.35-1 Definitions.

As used in this subpart: