

§ 113.35-3

46 CFR Ch. I (10-1-02 Edition)

(a) *Indicator* means an instrument in the engine room to receive and acknowledge engine orders; and

(b) *Transmitter* means an instrument to send engine orders to the engineroom and receive acknowledgement from the engineroom.

§ 113.35-3 General requirements.

(a) Each self-propelled vessel, except as provided in paragraph (d) of this section, must have an electric or mechanical engine order telegraph system from the navigating bridge to the engineroom.

(b) On a vessel with more than one propulsion engine, each engine must have this system.

(c) On a double-ended vessel that has two navigating bridges, this system must be between the engineroom and each navigating bridge.

(d) If a small vessel has no engine order telegraph system between the navigating bridge and the engineroom, the propulsion plant must be controlled entirely from the navigating bridge, with no means of normal engine control from the engineroom.

(e) On vessels equipped with pilot-house control, each local control station in the engineroom must have an indicator if:

(1) Manual operation from the local control station is an alternative means of control; and

(2) The local control station is not immediately adjacent to the engineroom control station; and

(3) Reliable voice communication and calling that meets the requirements of § 113.30-5(h) is not provided.

(f) Engine order telegraph and remote propulsion control systems must be electrically separate and independent, except that a single mechanical operator control device with separate transmitters and connections for each system may be used.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 81-030, 53 FR 17847, May 18, 1988; CGD 94-108, 61 FR 28290, June 4, 1996]

§ 113.35-5 Electric engine order telegraph systems.

(a) Each electric engine order telegraph system must have transmitters and indicators that are electrically connected to each other.

(b) Each engineroom indicator must be capable of acknowledgment of orders.

(c) There must be an audible signal at each instrument. The signal at both locations must sound continuously when the transmitter and the indicator do not show the same order.

(d) Each telegraph instrument must meet the protection requirements of § 111.01-9 of this chapter.

(e) Each system must have an alarm which—

(1) Automatically sounds and visually signals a loss of power to the system;

(2) Is on the navigating bridge; and

(3) Has a means to reduce the audible signal from 100 percent to not less than 50 percent.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28290, June 4, 1996]

§ 113.35-7 Electric engine order telegraph systems; operations.

(a) Where two or more transmitters, located on or on top of, or on the wings of, the navigating bridge operate a common indicator in the engineroom, the transmitters must:

(1) Operate in synchronism as required in paragraph (b) of this section; or

(2) Operate under the control of a transmitter transfer control in accordance with paragraph (c) of this section.

(b) All transmitter handles and pointers must operate in synchronism. Where the transmitters are mechanically interlocked to effect synchronous operation, the requirements of § 113.35-13 must be met.

(c) Except for a transmitter in an unattended navigating bridge on a double-ended vessel, each transmitter must operate under the control of a transmitter transfer control so that movement of any one transmitter handle automatically connects that transmitter electrically to the engineroom indicator and simultaneously disconnects electrically all other transmitters. The reply pointers of all transmitters must operate in synchronism at all times.