

§ 111.01-17

ambient temperature for that component is assumed to be 40°C. For installations using Navy type circuit breakers the ambient temperature for that component is assumed to be 50°C.

(d) Unless otherwise indicated in this subchapter, a 55°C ambient temperature is assumed for all control and instrumentation equipment.

(e) If electrical equipment is utilized in a space in which the equipment's rated ambient temperature is below the assumed ambient temperature of the space, its load must be derated. The assumed ambient temperature of the space plus the equipment's actual temperature rise at its derated load must not exceed the equipment's total rated temperature (equipment's rated ambient temperature plus its rated temperature rise).

[CGD 94-108, 61 FR 28276, June 4, 1996, as amended at 62 FR 23907, May 1, 1997]

§ 111.01-17 Voltage and frequency variations.

Unless otherwise stated, electrical equipment must function at variations of at least ± 5 percent of rated frequency and +6 percent to -10 percent of rated voltage. This limitation does not address transient conditions.

[CGD 94-108, 61 FR 28276, June 4, 1996]

§ 111.01-19 Inclination of the vessel.

(a) All electrical equipment must be designed and installed to operate for the particular location and environment in which it is to be used. Additionally, electrical equipment necessary for the maneuvering, navigation, and safety of the vessel or its personnel must be designed and installed to operate under any combination of the following conditions:

(1) 15 degrees static list, 22.5 degrees dynamic roll; and

(2) 7.5 degrees static trim.

(b) All emergency installations must be designed and installed to operate when the vessel is at 22.5 degrees list and 10 degrees trim.

[CGD 94-108, 61 FR 28276, June 4, 1996, as amended at 62 FR 23907, May 1, 1997]

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

Subpart 111.05—Equipment Ground, Ground Detection, and Grounded Systems

§ 111.05-1 Purpose.

This subpart contains requirements for the grounding of electric systems, circuits, and equipment.

NOTE: Circuits are grounded to limit excessive voltage from lightning, transient surges, and unintentional contact with higher voltage lines, and to limit the voltage to ground during normal operation. Conductive materials enclosing electric conductors and equipment, or forming part of that equipment, are grounded to prevent a voltage above ground on the enclosure materials.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28276, June 4, 1996]

EQUIPMENT GROUND

§ 111.05-3 Design, construction, and installation; general.

(a) An electric apparatus must be designed, constructed, and installed to prevent any person from accidentally contacting energized parts.

(b) Exposed, noncurrent-carrying metal parts of fixed equipment that may become energized because of any condition must be grounded.

(c) Exposed, noncurrent-carrying metal parts of portable equipment must be grounded through a conductor in the supply cable to the grounding pole in the receptacle.

(d) If the installation of the electrical equipment does not ensure a positive ground to the metal hull or equivalent conducting body, the apparatus must be grounded to the hull with a grounding conductor.

§ 111.05-7 Armored and metallic-sheathed cable.

When installed, the metallic armor or sheath must meet the installation requirements of IEC 92-3 or section 20 of IEEE Std 45.

[CGD 94-108, 61 FR 28276, June 4, 1996]

§ 111.05-9 Masts.

Each nonmetallic mast and topmast must have a lightning ground conductor in accordance with section 10 of IEC 92-401.

[CGD 94-108, 62 FR 23907, May 1, 1997]

SYSTEM GROUNDING

§ 111.05-11 Hull return.

(a) A vessel's hull must not carry current as a conductor except for the following systems:

(1) Impressed current cathodic protection systems.

(2) Limited and locally grounded systems, such as a battery system for engine starting that has a one-wire system and the ground lead connected to the engine.

(3) Insulation level monitoring devices if the circulation current does not exceed 30 milliamperes under the most unfavorable conditions.

(4) Welding systems with hull return except vessels subject to 46 CFR Subchapter D.

§ 111.05-13 Grounding connection.

Each grounded system must have only one point of connection to ground regardless of the number of power sources operating in parallel in the system.

§ 111.05-15 Neutral grounding.

(a) Each propulsion, power, lighting, or distribution system having a neutral bus or conductor must have the neutral grounded.

(b) The neutral of a dual-voltage system must be solidly grounded at the generator switchboard.

§ 111.05-17 Generation and distribution system grounding.

The neutral of each grounded generation and distribution system must:

(a) Be grounded at the generator switchboard, except the neutral of an emergency power generation system must be grounded with:

(1) No direct ground connection at the emergency switchboard;

(2) The neutral bus permanently connected to the neutral bus on the main switchboard; and

(3) No switch, circuit breaker, or fuse in the neutral conductor of the bus-tie feeder connecting the emergency switchboard to the main switchboard; and

(b) Have the ground connection accessible for checking the insulation resistance of the generator to ground be-

fore the generator is connected to the bus.

§ 111.05-19 Tank vessels; grounded distribution systems.

(a) If the voltage of a distribution system is less than 1,000 volts, line to line, a tank vessel must not have a grounded distribution system.

(b) If the voltage of a distribution system on a tank vessel is 1,000 volts or greater, line to line, and the distribution system is grounded (including high-impedance grounding), any resulting current must not flow through a hazardous (classified) location.

[CGD 94-108, 61 FR 28276, June 4, 1996, as amended at 62 FR 23907, May 1, 1997]

GROUND DETECTION

§ 111.05-21 Ground detection.

There must be ground detection for each:

(a) Electric propulsion system;

(b) Ship's service power system;

(c) Lighting system; and

(d) Power or lighting distribution system that is isolated from the ship's service power and lighting system by transformers, motor generator sets, or other devices.

§ 111.05-23 Location of ground indicators.

Ground indicators must:

(a) Be at the vessel's ship's service generator distribution switchboard for the normal power, normal lighting, and emergency lighting systems;

(b) Be at the propulsion switchboard for propulsion systems; and

(c) Be readily accessible.

(d) Be provided (at the distribution switchboard or at another location, such as a centralized monitoring position for the circuit affected) for each feeder circuit that is isolated from the main source by a transformer or other device.

NOTE TO PARAGRAPH (d): An alarm contact or indicating device returned to the main switchboard via a control cable, that allows the detecting equipment to remain near the transformer or other isolating device for local troubleshooting, is allowed.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28276, June 4, 1996; 62 FR 23907, May 1, 1997]