

§ 111.60-19

facilitating a conductor splice, or extending the length of a circuit.

[CGD 94-108, 61 FR 28281, June 4, 1996]

§ 111.60-19 Cable splices.

(a) A cable must not be spliced in a hazardous location, except in intrinsically safe systems.

(b) Each cable splice must be made in accordance with section 20.11 of IEEE Std 45.

[CGD 94-108, 61 FR 28281, June 4, 1996]

§ 111.60-21 Cable insulation tests.

All electric power and lighting cable and associated equipment must be checked for proper insulation resistance to ground and between conductors. The insulation resistance must not be less than that in section 46.2.1 of IEEE Std 45.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28281, June 4, 1996]

§ 111.60-23 Metal-clad (Type MC) cable.

(a) Metal-clad (Type MC) cable permitted on board a vessel must be continuous corrugated metal-clad cable.

(b) The cable must—

(1) Have a corrugated gas-tight, vapor-tight, and watertight sheath of aluminum or other suitable metal that is close-fitting around the conductors and fillers and that has an overall jacket of an impervious PVC or thermoset material; and

(2) Be certified or listed by an independent laboratory as meeting the requirements of UL 1569.

(c) The cable is not allowed in areas or applications exposed to high vibration, festooning, repeated flexing, excessive movement, or twisting, such as in engine rooms, on elevators, or in the area of drill floors, draw works, shakers, and mud pits.

(d) The cable must be installed in accordance with article 334 of the NEC. The ampacity values found in table A6 of IEEE Std 45 may not be used.

(e) The side wall pressure on the cable must not exceed 1,000 pounds per foot of radius.

(f) Equipment grounding conductors in the cable must be sized in accordance with article 250-95 of the NEC.

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System grounding conductors must be of a cross-sectional area not less than that of the normal current carrying conductors of the cable. The metal sheath must be grounded but must not be used as a required grounding conductor.

(g) On an offshore floating drilling and production facility, the cable may be used as interconnect cable between production modules and between fixed distribution panels within the production modules, except that interconnection between production and temporary drilling packages is prohibited. Also, the cable may be used within columns, provided that the columns are not subject to the conditions described in paragraph (c) of this section.

(h) When the cable is used within a hazardous (classified) location, terminations or fittings must be listed, and must be appropriate, for the particular Type MC cable used and for the environment in which they are installed.

[CGD 94-108, 62 FR 23908, May 1, 1997]

Subpart 111.70—Motor Circuits, Controllers, and Protection

§ 111.70-1 General.

(a) Each motor circuit, controller, and protection must meet the requirements of ABS Rules for Building and Classing Steel Vessels, sections 4/5A5.13, 4/5B2.13, 4/5B2.15, and 4/5C4; ABS Rules for Building and Classing Mobile Offshore Drilling Units, sections 4/3.87 through 4/3.94 and 4/3.115.6; or IEC 92-301, as appropriate, except the following circuits:

(1) Each steering gear motor circuit and protection must meet part 58, subpart 58.25, of this chapter.

(2) Each propulsion motor circuit and protection must meet subpart 111.35 of this part.

(b) In ungrounded three-phase alternating current systems, only two motor-running protective devices (overload coil or heater type relay within the motor and controller) need be used in any two ungrounded conductors, except when a wye-delta or a delta-wye transformer is used.

(c) The motor disconnecting means must be an externally operable switch or circuit breaker.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28281, June 4, 1996; 62 FR 23909, May 1, 1997]

§ 111.70-3 Motor controllers and motor control centers.

(a) *General.* The enclosure for each motor controller or motor control center must meet NEMA No. ICS 2 and NEMA No. 2.3 1983 or meet Table 5 of IEC 92-201, as appropriate, for the location where it is installed. In addition, each enclosure in a hazardous location must meet subpart 111.105 of this part. NEMA No. 2.4 provides guidance on the differences between NEMA and IEC devices for motor service.

(b) *Low-voltage release.* Each motor controller for a fire pump, elevator, steering gear, or auxiliary that is vital to the vessel's propulsion system, except a motor controller for a vital propulsion auxiliary which can be restarted from a central control station, must have low-voltage release if automatic restart after a voltage failure or its resumption to operation is not hazardous. If automatic restart is hazardous, the motor controller must have low-voltage protection. Motor controllers for other motors must not have low-voltage release unless the starting current and the short-time sustained current of the additional low-voltage release load is within the capacity of one ship's service generator. Automatic sequential starting of low-voltage release controllers is acceptable to meet this paragraph.

(c) *Low-voltage protection.* Each motor controller must have low-voltage protection, except for the following motor controllers:

(1) A motor controller that has low-voltage release under paragraph (b) of this section.

(2) A motor controller for a motor of less than 2 horsepower (1.5 kW).

(d) *Identification of controllers.* (1) Each motor controller and motor control center must be marked externally with the following information:

(i) Manufacturer's name or identification.

(ii) Voltage.

(iii) Number of phases.

(iv) Current.

(v) kW (Horsepower).

(vi) Identification of motor being controlled.

(vii) Current rating of trip setting.

(2) Each controller must be provided with heat durable and permanent elementary wiring/schematic diagrams of the controller located on the door interior.

[CGD 94-108, 61 FR 28281, June 4, 1996; 61 FR 33045, June 26, 1996]

§ 111.70-5 Heater circuits.

(a) If an enclosure for a motor, master switch, or other equipment has an electric heater inside the enclosure that is energized from a separate circuit, the heater circuit must be disconnected from its source of potential by a disconnect device independent of the enclosure containing the heater. The heater disconnecting device must be adjacent to the equipment disconnecting device. A fixed sign, warning the operator to open both devices, must be on the enclosure of the equipment disconnect device, except as in paragraph (b) of this section.

(b) If the location of the enclosure for a motor, master switch, or other equipment for deck machinery is remote from the motor and controller disconnect device, a sign must be fixed to the enclosure if the disconnect arrangement required by paragraph (a) of this section is not used. The sign must warn the operator of the presence of two sources of potential within the enclosure and show the location of the heater circuit disconnect device.

(c) Electric heaters installed within motor controllers and energized from a separate circuit must be disconnected in the same manner as required by paragraph (a) of this section or by § 111.70-7(d).

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28282, June 4, 1996]

§ 111.70-7 Remote control, interlock, and indicator circuits.

(a) *Overcurrent protection.* A conductor of a control, interlock, or indicator circuit of a motor controller must be protected against overcurrent unless: