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(iii) Co-locate control devices and instrumentation to allow visual assessment of system response to control input.

(2) Visual alarms and instruments on the navigating bridge must not interfere with the crew’s vision. Dimmers must not eliminate visual indications.

(3) Alarms and instrumentation at the main navigating bridge control location must be limited to those that require the attention or action of the officer on watch, are required by this chapter, or that would result in increased safety.


(a) Programable control or alarm system logic must not be altered after Design Verification testing without the approval of the cognizant Officer in Charge, Marine Inspection (OCMI). (See subpart 61.40 of this subchapter, Design Verification Tests). Safety control or automatic alarm systems must be provided with means, acceptable to the cognizant OCMI, to make sure setpoints remain within the safe operating range of the equipment.

(b) Operating programs for microprocessor-based or computer-based vital control, alarm, and monitoring systems must be stored in non-volatile memory and automatically operate on supply power resumption.

(c) If a microprocessor-based or computer-based system serves both vital and non-vital systems, hardware and software priorities must favor the vital systems.

(d) At least one copy of all required manuals, records, and instructions for automatic or remote control or monitoring systems required to be aboard the vessel must not be stored in electronic or magnetic memory.


§ 62.30–5 Independence.

(a) Single non-concurrent failures in control, alarm, or instrumentation systems, and their logical consequences, must not prevent sustained or restored operation of any vital system or systems.

(b)(1) Except as provided in paragraphs (b)(2) and (b)(3) of this section, primary control, alternate control, safety control, and alarm and instrumentation systems for any vital system must be independent of each other.

(2) Independent sensors are not required except that sensors for primary...