

**§ 169.684**

but not exceeding 150 percent of the allowable current-carrying capacity of the conductor.

(e) Plug (screw in type) fuses and fuseholders must not be used in circuits exceeding 125 volts between conductors. The screw shell of plug type fuseholders must be connected to the load of the circuit. Edison base fuses may not be used.

(f) If the allowable current-carrying capacity of the conductor does not correspond to a standard rating of circuit breakers, the next larger rating not exceeding 150 percent of the allowable current-carrying capacity of the conductor may be used.

(g) Lighting branch circuits must be protected against overcurrent either by fuses or circuit breakers rated at not more than 20 amperes.

(h) Each circuit breaker must be of the manually reset type designed for—

- (1) Inverse time delay;
- (2) Instantaneous short circuit protection; and
- (3) Repeated opening of the circuit in which it is to be used without damage to the circuit breaker.

(i) Circuit breakers must indicate whether they are in the open or closed position.

(j) Devices such as instruments, pilot lights, ground detector lights, potential transformers, etc. must be supplied by circuits protected by overcurrent devices.

(k) Each generator must be protected with an overcurrent device set at a value not exceeding 15 percent above the full-load rating for continuous rated machines or the overload rating for special rated machines.

**§ 169.684 Overcurrent protection for motors and motor branch circuits.**

(a) Except as provided in paragraph (d) of this section, each motor must be provided with running protection against overcurrent. A protective device integral with the motor that is responsive to motor current or to both motor current and temperature may be used.

(b) The motor branch circuit conductors, the motor control apparatus, and the motors must be protected against overcurrent due to short circuits or grounds with overcurrent devices.

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(c) The motor branch circuit overcurrent device must be capable of carrying the starting current of the motor.

(d) Each manually started continuous duty motor, rated at one horsepower or less, that is within sight from the starter location, is considered as protected against overcurrent by the overcurrent device protecting the conductors of the branch circuit.

**§ 169.685 Electric heating and cooking equipment.**

(a) Each electric space heater for heating rooms and compartments must be provided with thermal cutouts to prevent overheating. Each heater must be so constructed and installed as to prevent the hanging of towels, clothing, etc., on the heater, and to prevent overheating of heater parts and adjacent bulkheads or decks.

(b) All electric cooking equipment, attachments, and devices, must be of rugged construction and so designed as to permit complete cleaning, maintenance, and repair.

(c) Doors for electric cooking equipment must be provided with heavy duty hinges and locking devices to prevent accidental opening in heavy seas.

(d) Electric cooking equipment must be mounted to prevent dislodgment in heavy seas.

(e) For each grill or similar type cooking equipment, means must be provided to collect grease or fat and to prevent spillage on wiring or the deck.

(f) Where necessary for safety of personnel, grab rails must be provided. Each electric range must be provided with sea rails with suitable barriers to resist accidental movement of cooking pots.

**§ 169.686 Shore power.**

If a shore power connection is provided it must meet the following requirements:

(a) A shore power connection box or receptacle and a cable connecting this box or receptacle to the main distribution panel must be permanently installed in an accessible location.

(b) The shore power cable must be provided with a disconnect means located on or near the main distribution panel.

ELECTRICAL INSTALLATIONS ON VESSELS  
OF 100 GROSS TONS AND OVER**§ 169.687 General.**

Except as provided in this subpart, electrical installations on vessels of 100 gross tons and over must meet the requirements of parts 110–113 of this chapter.

**§ 169.688 Power supply.**

(a) The requirements of this section apply in lieu of subpart 111.10 of this chapter.

(b) If a generator is used to provide electric power for any vital system listed in §169.642 of this subchapter, at least two generating sets must be provided. At least one required generating set must be independent of the auxiliary propulsion machinery. A generator that is not independent of the auxiliary propulsion plant must meet the requirements of §111.10–4(c) of this chapter. With any one generating set stopped, the remaining set(s) must provide the power necessary for each of the following:

(1) Normal at sea load plus starting of the largest vital system load that can be started automatically or started from a space remote from the main distribution panel (switchboard).

(2) All vital systems simultaneously with nonvital loads secured.

(c) The adequacy of ship service generators must be demonstrated to the satisfaction of the OCFI during the initial inspection required by §169.221 of this subchapter.

**§ 169.689 Demand loads.**

Demand loads must meet §111.60–7 of this chapter except that smaller demand loads for motor feeders are acceptable if the cable is protected at or below its current-carrying capacity.

**§ 169.690 Lighting branch circuits.**

Each lighting branch circuit must meet the requirements of §111.75–5 of this chapter, except that—

(a) Appliance loads, electric heater loads, and isolated small motor loads may be connected to a lighting distribution panelboard; and

(b) Branch circuits in excess of 30 amperes may be supplied from a lighting distribution panelboard.

**§ 169.691 Navigation lights.**

Navigation light systems must meet the requirements of §111.75–17 of this chapter except the requirements of §111.75–17 (a) and (c).

**§ 169.692 Remote stop stations.**

In lieu of the remote stopping systems required by subpart 111.103 of this chapter, remote stop stations must be provided as follows:

(a) A propulsion shutdown in the pilothouse for each propulsion unit,

(b) A bilge slop or dirty oil discharge shutdown at the deck discharge,

(c) A ventilation shutdown located outside the space ventilated, and

(d) A shutdown from outside the engineroom for the fuel transfer pump, fuel oil service pump, or any other fuel oil pump.

**§ 169.693 Engine order telegraph systems.**

An engine order telegraph system is not required.

**Subpart 169.700—Vessel Control, Miscellaneous Systems, and Equipment****§ 169.703 Cooking and heating.**

(a) Cooking and heating equipment must be suitable for marine use. Cooking installations must meet the requirements of ABYC Standard A-3, “Recommended Practices and Standards Covering Galley Stoves.”

(b) The use of gasoline for cooking, heating or lighting is prohibited on all vessels.

(c) The use of liquefied petroleum gas (LPG) or compressed natural gas (CNG) is authorized for cooking purposes only.

(1) The design, installation and testing of each LPG system must meet either ABYC A-1 or Chapter 6 of NFPA 302.

(2) The design, installation, and testing of each CNG system must meet either Chapter 6 of NFPA 302 or ABYC A-22.

(3) The stowage of each cylinder must comply with the requirements for the stowage of cylinders of liquefied or non-liquefied gases used for heating,