§ 183.354 Battery installations.

(a) Large batteries. Each large battery installation must be located in a lock¬er, room or enclosed box solely dedi¬cated to the storage of batteries. Ven¬tilation must be provided in accord¬ance with §111.15–10 in subchapter J of this chapter. Electrical equipment lo¬cated within the battery enclosure must be approved by an independent laboratory for Class I, Division 1, Group B hazardous locations and meet §111.105 in subchapter J of this chapter.

(b) Small batteries. Each small battery installation must be located in a well venti¬lated space and protected from falling objects. A small battery instal¬lation must not be in a closet, store¬room or similar space.

§ 183.360 Semiconductor rectifier sys¬tems.

(a) Each semiconductor rectifier sys¬tem must have an adequate heat re¬moval system that prevents over¬heating;

(b) Where a semiconductor rectifier system is used in a propulsion system or in other vital systems it must:

1. Have a current limiting circuit;
2. Have external overcurrent protec¬tion; and
3. Meet Sections 35.84.2 and 35.84.4 of the ABS Steel Vessel Rules (incor¬porated by reference; see 46 CFR 175.600) or other standard specified by the Commandant.

§ 183.370 General grounding require¬ments.

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

1. Impressed current cathodic protec¬tion systems; or
2. Battery systems for engine start¬ting.

(b) Receptacle outlets and attach¬ment plugs for portable lamps, tools, and similar apparatus operating at 100 volts or more, must have a grounding pole and a grounding conductor in the portable cord.

(c) Each nonmetallic mast and top mast must have a lightning ground conductor.

§ 183.372 Equipment and conductor grounding.

(a) All metallic enclosures and frames of electrical equipment must be permanently grounded to the hull on a metallic vessel. On a nonmetallic ves¬sel, the enclosures and frames of elec¬trical equipment must be bonded to¬gether to a common ground by a nor¬mally non-current carrying conductor. Metallic cases of instruments and sec¬ondary windings of instrument trans¬formers must be grounded.

(b) On a nonmetallic vessel, where a ground plate is provided for radio equipment, it must be connected to the common ground.

(c) Equipment grounding conductors must be sized in accordance with Sec¬tion 250-96 of NFPA 70 (incorporated by reference; see 46 CFR 175.600), or other standard specified by the Commandant.

(d) Each insulated grounding con¬ductor of a cable must be identified by one of the following means:

1. A green braid or green insulation;
2. Stripping the insulation from the entire exposed length of the grounding conductor; or
3. Marking the exposed insulation of the grounding conductor with green tape or green adhesive labels.

(e) Cable armor must not be used to ground electrical equipment or sys¬tems.

§ 183.376 Grounded distribution sys¬tems (neutral grounded).

(a) If a grounded distribution system is provided, there must be only one connection to ground, regardless of the number of power sources. This ground connection must be at the switchboard or at the common ground plate, which must be accessible.

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

(c) The neutral of each grounded gen¬eration and distribution system must be grounded at the generator switch¬board and have the ground connection accessible for checking insulation re¬sistance of the generator to ground be¬fore the generator is connected to the
bus, 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.
(d) On a metallic vessel, a grounded alternating current system must be grounded to the hull. On a nonmetallic vessel, the neutral must be connected to the common ground, except that aluminum grounding conductors must not be used.

§ 183.378 Ungrounded systems.
Each ungrounded system must be provided with a suitably sensitive ground detection system located at the respective switchboard that provides continuous indication of circuit status to ground with a provision to momentarily remove the indicating device from the reference ground.


§ 183.380 Overcurrent protection.
(a) Overcurrent protection must be provided for each ungrounded conductor for the purpose of opening the electric circuit if the current reaches a value that causes an excessive or dangerous temperature in the conductor or conductor insulation.
(b) The grounded conductor of a circuit must not be disconnected by a switch or circuit breaker, unless the ungrounded conductors are simultaneously disconnected.
(c) A conductor of a control, interlock, or indicator circuit, such as a conductor for an instrument, pilot light, ground detector light, or potential transformer, must be protected by an overcurrent device.
(d) Conductors must be protected in accordance with their current carrying capacities. If the allowable current carrying capacity does not correspond to a standard device size, the next larger overcurrent device may be used provided it does not exceed 150 percent of the conductor current carrying capacity.
(e) Steering gear control system circuits must be protected against short circuit.
(f) Each steering gear feeder circuit must be protected by a circuit breaker that meets the requirements of §58.25–55 in subchapter F of this chapter.
(g) Each lighting branch circuit must be protected against overcurrent either by fuses or circuit breakers rated at not more than 30 amperes.
(h) Overcurrent devices capable of carrying the starting current of the motor must be installed to protect motors, motor conductors, and control apparatus against:
(1) Overcurrent due to short circuits or ground faults; and
(2) Overload due to motor running overcurrent, in accordance with §111.70–1 in subchapter J of this chapter. A protective device integral with the motor, which is responsive to both motor current and temperature, may be used.
(i) An emergency switch must be provided in the normally ungrounded main supply conductor from a battery. The switch must be accessible and located as close to the battery as practicable.
(j) Disconnect means must be provided on the supply side of and adjacent to all fuses for the purpose of de-energizing the fuses for inspection and maintenance purposes.
(k) If the disconnect means is not within sight of the equipment that the circuit supplies, means must be provided for locking the disconnect device in the open position.
(l) Fuses must be of the cartridge type only and be listed by Underwriters Laboratories or another independent laboratory recognized by the Commandant.
(m) Each circuit breaker must meet UL 489 (incorporated by reference; see 46 CFR 175.600) or other standard specified by the Commandant, and be of the manually reset type designed for:
(1) Inverse time delay;
(2) Instantaneous short circuit protection; and
(3) Switching duty if the breaker is used as a switch.