

Coast Guard, DHS

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SOURCE: CGD 74-125A, 47 FR 15272, Apr. 8, 1982, unless otherwise noted.

Subpart 113.05—General Provisions

§ 113.05-5 Approved equipment.

If approved equipment is required in this part, that equipment must be specifically approved by the Commandant.

NOTE: Many specifications for equipment that must be approved are in Subchapter Q for this chapter.

§ 113.05-7 Environmental tests.

Communication, alarm system, control, and monitoring equipment must meet the environmental tests of—

(a) Section 4-9-7, Table 9, of ABS Steel Vessel Rules (incorporated by

reference; see 46 CFR 110.10-1) or the applicable ENV category of Lloyd's Register Type Approval System—Test Specification Number 1 (incorporated by reference; see 46 CFR 110.10-1); and

(b) IEC 60533 (incorporated by reference; see 46 CFR 110.10-1) as appropriate.

[CGD 94-108, 61 FR 28288, June 4, 1996, as amended by 62 FR 23910, May 1, 1997; USCG-2003-16630, 73 FR 65201, Oct. 31, 2008]

Subpart 113.10—Fire and Smoke Detecting and Alarm Systems

§ 113.10-1 Approved equipment.

Each alarm annunciator, fire detector, test station, manual station, and vibrating bell must be approved under Subpart 161.002 of this chapter and meet the requirements of this subpart.

§ 113.10-3 Cable runs.

Cable runs between the fire alarm annunciator and fire detecting or fire alarm zones must be as direct as practicable and, where practicable, must not be in staterooms, lockers, or other enclosed spaces in order to reduce the risk of damage by a localized fire or other cause.

§ 113.10-5 Common return.

A conductor must not be used as a common return from more than one zone.

§ 113.10-7 Connection boxes.

Each connection box must be constructed in accordance with Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10-1) requirements.

[USCG-2003-16630, 73 FR 65201, Oct. 31, 2008]

§ 113.10-9 Power supply.

(a) *General.* There must be at least two sources of power for the electrical equipment of each fire detecting and alarm system. The normal source must be the main power source. The other source must be the emergency power source or an automatically charged battery. If the other source is an automatically charged battery, the charger must be supplied from the final emergency power source. Upon loss of power to the system from the normal source,

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the system must be automatically supplied from the other source.

(b) *Batteries*. Each battery used in a fire detecting and alarm system must meet Subpart 111.15 of this chapter.

(c) *Capacity of power supply branch circuit*. The capacity of each branch circuit providing power to a fire detection or alarm system must not be less than 125 percent of the maximum load.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996]

Subpart 113.20—Automatic Sprinkler Systems

§ 113.20-1 Sprinkler alarm system.

Each sprinkler alarm system, including annunciator, power supply, alarm switches, and bells, must meet Subpart 76.25 of this chapter.

§ 113.20-3 Connection boxes.

Each connection box and each switch enclosure in an automatic sprinkler system must be constructed in accordance with Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10-1) requirements.

[USCG-2003-16630, 73 FR 65201, Oct. 31, 2008]

Subpart 113.25—General Emergency Alarm Systems

EDITORIAL NOTE: Nomenclature changes to subpart 113.25 appear at 61 FR 28288, June 4, 1996.

§ 113.25-1 Applicability.

(a) This subpart, except §§ 113.25-25 and 113.25-30, applies to each manned vessel of over 100 gross tons, except barges, scows, and similar vessels.

(b) Section 113.25-25 applies to each manned ocean and coastwise barge of over 100 gross tons if the crew is divided into watches for the purpose of steering.

(c) Section 113.25-30 applies to each barge of 300 or more gross tons that has sleeping accommodations for more than six persons.

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§ 113.25-3 Requirements.

Each vessel must have a general emergency alarm system that meets the requirements of this subpart.

§ 113.25-5 Location of contact makers.

(a) *Passenger vessels and cargo and miscellaneous vessels*. Each passenger vessel, cargo vessel, and miscellaneous vessel must have a manually operated contact maker for the general emergency alarm system:

- (1) In the navigating bridge; and
- (2) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(b) *Tank vessels*. Each tank vessel must have a manually operated contact maker for the general emergency alarm system:

- (1) In the navigating bridge;
- (2) At the deck officers' quarters farthest from the engineroom;
- (3) in the engineroom;
- (4) At the location of the emergency means of stopping cargo transfer required under 33 CFR 155.780; and
- (5) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(c) *Mobile offshore drilling units*. Each mobile offshore drilling unit must have a manually operated contact maker for the general emergency alarm system:

- (1) In the main control room;
- (2) At the drilling console;
- (3) At the feeder distribution panel;
- (4) In the navigating bridge, if a navigating bridge is installed; and
- (5) In a routinely occupied space that is as far as practicable from all other contact makers.

(d) *Additional contact maker*. A vessel must not have more than one other contact maker that operates the general emergency alarm system in addition to those required under paragraph (a), (b), or (c) of this section unless the installation of other contact makers has been accepted by the Commandant.

(e) *Special system*. If a vessel has an emergency squad when operating, has a manual fire alarm system, or is an ocean-going passenger vessel, it must have:

- (1) An independent manually operated contact maker in the navigating bridge that is connected to operate