§ 113.25–9 Location of general emergency alarm signal.

General emergency alarm signal must:

(a) Be located in passenger and crew quarters areas where they can alert persons in spaces where those persons may be maintaining, repairing, or operating equipment, stowing or drawing stores or equipment, or transiting, such as public spaces, work spaces, machinery spaces, workshops, galleys, emergency firepump room, bow thrust-rooms, storage areas for paint, rope, and other stores, underdeck passageways in cargo areas, steering gear rooms, windless rooms, holds of roll-on/roll-off vessels, and, except those that are accessible only through bolted manhole covers, duct keels with valve operators; and

(b) Be audible in the spaces identified in paragraph (a) of this section with all normally closed doors and accesses closed; and

(c) Be installed in cabins without loudspeaker installation. Other audible devices, such as electronic alarm transducers, are permitted.


§ 113.25–10 Emergency red-flashing lights.

(a) In a space described in §113.25–9(a), where the general emergency alarm signal cannot be heard over the background noise, there must be a red-flashing light or rotating beacon, in addition to the general emergency alarm signal, that:

(1) Has sufficient intensity above the background lighting that would alert personnel in the space;

(2) Is activated whenever the general emergency alarm signal in the space are activated; and

(3) Is supplied by the general emergency alarm system power supply or the vessel emergency power source through a relay that is operated by the general emergency alarm system.

(b) A red-flashing light or rotating beacon must be installed so that it is visible in the cargo pump rooms of vessels that carry combustible liquid cargoes. The installation must be in accordance with the requirements of part 111, subpart 111.105, of this chapter.


§ 113.25–11 Contact makers.

Each contact maker must—

(a) Have normally open contacts and 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;

(b) Have a switch handle that can be maintained in the “on” position;

(c) Have the “off” and “on” positions of the operating handle permanently marked; and

(d) Have an inductive load rating not less than the connected load or, on large vessels, have auxiliary devices to interrupt the load current.


§ 113.25–12 Alarm signals.

(a) Each general emergency alarm signal must be an electrically-operated bell, klaxon, or other warning device capable of producing a signal or tone distinct from any other audible signal on the vessel.

(b) Electronic devices used to produce the general emergency alarm signal must meet the requirements of subpart 113.50 of this part.

(c)(1) The minimum sound-pressure levels for the emergency-alarm tone in interior and exterior spaces must be a sound level of not less than 80 dB(A) measured at 10 feet on the axis; and

(2) At least 10 dB(A) measured at 10 feet on the axis, above the background noise level when the vessel is underway in moderate weather unless flashing red lights are used in accordance with 46 CFR 113.25–10(b).

(d) Alarm signals intended for use in sleeping compartments may have a minimum sound level of 75 dB(A) measured 3 feet (1 meter) on axis, and at least 10 dB(A) measured 3 feet (1 meter)
§ 113.25–14 Electric cable and distribution fittings.

Each cable entrance to an emergency alarm signal or distribution fitting must be made watertight by a terminal or stuffing tube.

§ 113.25–15 Distribution panels.

Each distribution panel must:
(a) Be watertight;
(b) Need a tool to be opened.

§ 113.25–16 Overcurrent protection.

(a) Each fuse in a general emergency alarm system must meet the requirements of part 111, subpart 111.53, of this chapter.

(b) Each overcurrent protection device must cause as wide a differential as possible between the rating of the branch circuit overcurrent protection device and that of the feeder overcurrent protection device.

(c) The capacity of the feeder overcurrent device must be as near practicable to 200 percent of the load supplied. The capacity of a branch circuit overcurrent device must not be higher than 50 percent of the capacity of the feeder overcurrent device.

§ 113.25–20 Marking of equipment.

(a) Each general emergency alarm system fused switch and distribution panel must have a fixed nameplate on the outside of its cover that has a description of its function. The rating of fuses must also be shown on the outside of the cover of a fused switch.

(b) Each general alarm contact maker must be marked “GENERAL ALARM” in red letters on a corrosion-resistant plate or on a sign.

(c) A contact maker that operates only the general emergency alarm signal in crew quarters, machinery spaces, and work spaces must be marked “CREW ALARM” by the method described in paragraph (b) of this section.

(d) Each general emergency alarm signal must be marked “GENERAL ALARM—WHEN EMERGENCY ALARM SIGNAL RINGS GO TO YOUR STATION” in red letters at least 1⁄2 inch high.

(e) Each general emergency alarm system distribution panel must have a directory attached to the inside of its cover giving the designation of each circuit, the area supplied by each circuit, and the rating of each circuit fuse.

§ 113.25–25 General emergency alarm systems for manned ocean and coastwise barges.

A manned ocean or coastwise barge of more than 100 gross tons, if it is one that operates with the crew divided into watches for steering the vessel, must have an emergency alarm signal installation. The system must:
(a) Have an automatically charged battery as the power source;
(b) Have a manually operated contact maker at the steering station and in the crew accommodation area; and
(c) Must meet the requirements of §113.25.7 and §§113.25–9 through 113.25–20 of this subpart.

§ 113.25–30 General emergency alarm systems for barges of 300 or more gross tons with sleeping accommodations for more than six persons.

The general emergency alarm system for a barge of 300 or more gross tons with sleeping accommodations for more than six persons must meet the requirements of Subpart 113.25, except as follows:
(a) The number and location of contact makers must be determined by the design, service, and operation of the barge.

(b) If a distribution panel cannot be above the uppermost continuous deck because of the design of the barge and