Coast Guard, DHS

these feeders must be a ship’s service feeder.
NOTE: Special requirements for emergency lighting, feeders, and branch circuits are in subpart 112.43 of this chapter.


§ 111.75–5 Lighting branch circuits.

(a) Loads. A lighting distribution panel must not supply branch circuits rated at over 30 amperes.
(b) Connected Load. The connected loads on a lighting branch circuit must not be more than 80 percent of the rating of the overcurrent protective device, computed on the basis of the fixture ratings and in accordance with IEEE 45–2002 (incorporated by reference; see 46 CFR 110.10–1), section 5.4.2.
(c) Lighting fixtures on lighting circuits. Each lighting fixture must be on a lighting branch circuit.
(d) Overcurrent protection. Each lighting branch circuit must be protected by an overcurrent device rated at 20 amperes or less, except as allowed under paragraph (e) of this section.
(e) 25 or 30 ampere lighting branch circuits. Lighting branch circuits rated at 25 and 30 amperes supplying only fixed nonswitched lighting fixtures for cargo hold or deck lighting having only lampholders of the mogul type, or other lampholding devices required for lamps of more than 300 watts, may be supplied by a 30 ampere branch circuit wired with at least No. 10 AWG (5.3 mm²) conductors if each fixture wire used in wiring each lighting fixture is No. 12 AWG (3.3 mm²) or larger.


§ 111.75–15 Lighting requirements.

(a) Lights in passageways, public spaces, and berthing compartments. The supply to lights in each passageway, public space, or berthing compartment accommodating more than 25 persons must be divided between two or more branch circuits, one of which may be an emergency branch circuit.
(b) Lights in machinery spaces. Alternate groups of lights in an engineroom, boilerroom, or auxiliary machinery space must be arranged so that the failure of one branch circuit does not leave an area without light.
(c) Illumination of passenger and crew spaces. (1) Each space used by passengers or crew must be fitted with lighting that provides for a safe habitable and working environment under normal conditions.
(2) Sufficient illumination must be provided by the emergency lighting source under emergency conditions to effect damage control procedures and to provide for safe egress from each space.
(d) Berth lights. Each crew berth must have a fixed berth light that is not wired with a flexible cord. The berth light must have minimum horizontal projection so that the light may not be covered with bedding.
(e) Exit lights. Each exit light required on passenger vessels under §112.15–1 of this subchapter must have the word “Exit” in red block letters at least 2 inches (50 mm) high.
(f) Pilot ladders. There must be a means for lighting each station from which a pilot may be deployed.


§ 111.75–16 Lighting of survival craft and rescue boats.

(a) During preparation, launching, and recovery, each survival craft and rescue boat, its launching appliance, and the area of water into which it is to be launched or recovered must be adequately illuminated by lighting supplied from the emergency power source.
(b) The arrangement of circuits must be such that the lighting for adjacent launching stations for survival craft or rescue boats is supplied by different branch circuits.


§ 111.75–17 Navigation lights.

Each navigation light system must meet the following:
(a) Feeders. On vessels required to have a final emergency power source by §112.05–3(a) of this chapter, each navigation light panel must be supplied
§ 111.75–18  Signaling lights.

Each self-propelled vessel over 150 gross tons when engaged on an international voyage must have on board an efficient daylight signaling lamp that may not be solely dependent upon the vessel’s main source of electrical power and that meets the following:

(a) The axial luminous intensity of the beam must be at least 60,000 candelas.

(b) The luminous intensity of the beam in every direction within an angle of 0.7 degrees from the axial must be at least 50 percent of the axial luminous intensity.