§ 112.15–5 Final emergency loads.

On vessels required to have a final emergency power source by §112.05–5(a) of this chapter, the following emergency lighting and power loads must be arranged so that they can be energized from the final emergency power source:

(a) Each load under §112.15–1.
(b) The machinery, controls, and alarms for each passenger elevator.
(c) Each charging panel for:
   (1) Temporary emergency batteries;
   (2) Starting batteries for diesel engines or gas turbines that drive emergency generators; and
   (3) General alarm batteries.
(d) One of the bilge pumps, if the emergency power source is its source of power to meet Part 56 of this chapter.
(e) One of the fire pumps, if the emergency power source is its source of power to meet the requirements of the subchapter under which the vessel is certificated.
(f) Each sprinkler system, water spray extinguishing system, or foam system pump.
(g) If necessary, the lube oil pump for each propulsion turbine and reduction gear, propulsion diesel reduction gear, and ship’s service generator turbine which needs external lubrication.
(h) Each rudder angle indicator.
(i) Each radio or global maritime distress and safety system (GMDSS) component.
(j) Each radio direction finder, radar, gyrocompass, depth sounder, global positioning system (GPS), satellite navigation system (SATNAV), speed log, rate-of-turn indicator and propeller pitch indicator.
(k) Each steering gear feeder, if required by part 58, subpart 58.25, of this chapter.
(l) Each general emergency alarm flashing light required by §113.25–10 of this chapter.
(m) Each electric blow-out-preventer control system.
(n) Any permanently installed diving equipment that is dependent upon the vessel’s or drilling unit’s power.
(o) Each emergency generator starting compressor, as allowed by §112.50–7(c)(3)(ii).
(p) Each steering gear failure alarm required by part 113, subpart 113.43, of this chapter.
§ 112.20–15 Transfer of emergency loads.

(a) When the potential of the final emergency power source reaches 85 to 95 percent of normal value, the emergency loads under §112.15–5 must transfer automatically to the final emergency power source and, on a passenger vessel, this transfer must be accomplished in no more than 45 seconds after failure of the normal source of power.

(b) When the potential from the normal source has been restored, the emergency loads must be manually or automatically transferred to the normal source, and the final emergency power source must be manually or automatically stopped.

(c) If the potential of the final emergency power source is less than 75 to 85 percent of normal value while supplying the emergency loads, the temporary emergency loads under §112.15–1 must transfer automatically to the temporary emergency power source.

§ 112.20–10 Diesel or gas turbine driven emergency power source.

Simultaneously with the operation of the transfer means under §112.20–5, the diesel engine or gas turbine driving the final emergency power source must start automatically with no load on the final emergency power source.

§ 112.20–15 Loads on systems without a temporary emergency power source.

If there is no temporary emergency power source, the loads under §112.15–1 must be arranged so that they can be energized from the final emergency power source.