

## § 113.25-1

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 of part 113 appear by CGD-94-108, 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.

#### § 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.

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(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 only the general emergency alarm signal in crew's quarters and machinery spaces; or

(2) A separate alarm system that sounds in the crew's quarters and machinery spaces.

#### § 113.25-6 Power supply.

The emergency power source for the general emergency alarm system must meet the requirements of IMO SOLAS 74 (incorporated by reference; see 46 CFR 110.10-1), Regulation II-1/42 or II-1/43, as applicable.

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#### § 113.25-7 Power supply overcurrent protection.

(a) If the general emergency alarm system is the only load supplied by the general emergency alarm system battery or batteries, the battery or batteries must have an enclosed fused switch or circuit breaker that has a means of locking. The fused switch or circuit breaker must be outside of, and next to, the battery room or battery locker, and the capacity of the fuses or circuit breaker must be at least 200 percent of the connected load.

(b) If the general emergency alarm system is supplied from an emergency or interior communication switchboard, or if duplicate general alarm batteries supply other loads as allowed under §113.25-6(e)(2), there must be a fused switch or circuit breaker supplying the general emergency alarm system that has a means of locking.

**§ 113.25-8 Distribution of general emergency alarm system feeders and branch circuits.**

(a) Each system must have a feeder distribution panel to divide the system into the necessary number of zone, feeders, except where, because of the arrangement of the vessel, only one zone feeder is necessary; then a branch circuit distribution panel or feeder distribution panel must be used.

(b) The feeder distribution panel must have overcurrent protection for each zone feeder, but there must be no disconnect switches.

(c) The feeder distribution panel must be in an enclosed space next to the general alarm power supply.

(d) Each system must have at least one feeder for each vertical fire zone that has general emergency alarm signal.

(e) Each system must have one or more branch circuit distribution panels for each zone feeder, with at least one fused branch circuit for each deck level. The distribution panel must be above the uppermost continuous deck, in the zone served, and there must be no disconnect switches for the branch circuits.

(f) A branch circuit must not supply emergency alarm signal on more than one deck level, except for a single branch circuit supplying all levels of a single space containing more than one deck level if all other requirements of this section are met.

(g) On a vessel not divided into fire zones by main vertical fire bulkheads, the general emergency alarm system must be arranged into vertical service zones not more than 40 meters (131 feet) long, and there must be a general alarm feeder for each of these zones that has general emergency alarm signal.

(h) General alarm feeders and branch circuit cables must be in passageways

and must not be in staterooms, lockers, galleys, machinery spaces, or other enclosed spaces, unless it is necessary to supply general emergency alarm signal in those spaces.

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

**§ 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 thruster rooms, storage areas for paint, rope, and other stores, underdeck passageways in cargo areas, steering gear rooms, windlass 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.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996; USCG-2015-0867, 80 FR 62469, Oct. 16, 2015]

**§ 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