



**RULES
FOR THE CLASSIFICATION AND CONSTRUCTION
OF SEA-GOING SHIPS**

**PART VIII
ELECTRICAL INSTALLATIONS
AND CONTROL SYSTEMS**

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RULES FOR CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

developed and edited by Polski Rejestr Statków S.A., hereinafter referred to as PRS, consist of the following Parts:

- Part I – Classification Regulations
- Part II – Hull
- Part III – Hull Equipment
- Part IV – Stability and Subdivision
- Part V – Fire Protection
- Part VI – Ship and Machinery Piping Systems
- Part VII – Main and Auxiliary Machinery and Equipment
- Part VIII – Electrical Installations and Control Systems
- Part IX – Materials and Welding.

Part VIII – Electrical Installations and Control Systems – January 2025 was approved by the PRS Board on 30 December 2024 and enters into force on 1 January 2025.

From the entry into force, the requirements of *Part VIII – Electrical Installations and Control Systems* fully apply to new ships.

With regard to existing ships, the requirements of *Part VIII – Electrical Installations and Control Systems* are applicable within the scope specified in *Part I – Classification Regulations*.

The requirements of *Part VIII – Electrical Installations and Control Systems* are extended by the following Publications:

- Publication 9/P – Computer-Based Systems,
- Publication 11/P – Environmental Tests on Marine Equipment,
- Publication 15/P – Current Rating Tables for Cables, Wires and Busbars in Marine Installations,
- Publication 35/P – One Man Bridge Operation (OMBO) Ships,
- Publication 42/P – Testing of Electric Machines.
- Publication 25/P – Technical Requirements for Shipboard Power Electronic Systems,
- Publication 79/P – Type Testing Procedure for Crankcase Oil Mist Detection and Alarm Equipment,
- Publication 90/P – Guidance for Safe Return to Port and Orderly Evacuation and Abandonment of Passenger Ship,
- Publication 100/P – Safety requirements for sea-going passenger ships and high-speed passenger craft engaged in domestic voyages,
- Publication 102/P – EU RO Mutual Recognition of Type Approval,
- Publication 103/P – Guidelines for energy efficiency of ships,
- Publication 106/P – ECO Class Rules,
- Publication 117P – Using LNG or other Low-Flashpoint Fuels onboard Ships other than Gas Carriers,
- Publication 120/P – Requirements for Vessels and Units with Dynamic Positioning Systems,
- Publication 124/P – Performance Standards for Water Level Detection Systems used on Ships
- Publication 5/I – Wytyczne do przeprowadzania okresowych przeglądów klasyfikacyjnych elektrycznych urządzeń przeciwwybuchowych na statkach w eksploatacji (available in Polish only),
- Publication 9/I – Materiały elektroizolacyjne (available in Polish only).
- Publication 125/P – Ship's cyber security

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1 GENERAL

1.1 Application

1.1.1 *Part VIII – Electrical Installations and Control Systems* applies to electrical installations and automatic systems in sea-going ships subject to PRS survey, as well as to particular types of equipment, systems and their components in accordance with 1.3.

1.1.2 It is recommended that the relevant requirements of *Part VIII* should also cover electrical equipment installed on ships, not specified in 1.3.2 and 1.3.3.

1.1.3 In addition to the requirements of the present Part of the *Rules*, the electrical equipment shall fulfil the requirements of the national or international standards indicated by PRS.

1.1.4 In reasonably justified cases, the requirements of the present Part of the *Rules* may be waived or extended by PRS, e.g.: in the case of innovatory solutions implementation.

1.2 Definitions

Definitions and explanations relating to the general terminology of the *Rules for the Classification and Construction of Sea-going Ships* (hereinafter referred to as the *Rules*) are provided in *Part I – Classification Regulations*. Wherever, in *Part VIII*, definitions contained in other Parts of the *Rules* are used, reference to these Parts is made.

For the purpose of *Part VIII*, the following additional definitions have been adopted:

Additional source of electric power – a source of electric power intended to supply the electrical equipment for domestic, living and technological applications only. Additional source of electric power with its distribution system and consumers shall be totally separated from all other ship electric power systems.

Alarm system – the system intended to give warnings of conditions when deviations from the preset limits on the selected parameters or changes in normal working conditions occur.

Automated machinery – an engine, machinery, installation or other devices equipped with automatic or remote control systems.

Automatic control system – the system intended to control the machinery without human interference according to the specified control function.

Automatic system – a defined number of components, units and their connections forming structural and functional integrity, intended to perform control and monitoring functions.

Component of automatic system – the simplest and functionally self-dependent structural item used in automatic systems (e.g. relay, resistor, logic element, sensor, final control element).

Dead ship condition – a condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power. The absence of power means the starting battery discharge, the absence of starting air needed for restoring the operation of the main propulsion plant, boilers and auxiliaries.

Earthing – metallic connection of equipment terminal with the ship metal hull.

Emergency condition – a condition under which any services needed for normal operational and habitable conditions are not in working order due to failure of the main source of electric power.

Emergency lighting – lighting of the ship compartments and spaces by means of lighting fixtures fed from the emergency source of power or from the transitional source of emergency electric power.

Emergency source of electric power – a source of electric power intended to supply emergency switchboard for distribution of power to all the essential consumers on board the ship in the case of the loss of voltage in the main switchboard busbars.

Emergency switchboard – a switchboard which, in the case of the loss of voltage in the main switchboard busbars, is directly supplied from emergency source of electric power or from transitional source of emergency electric power and is intended to distribute power to consumers which are necessary for maintain safety of the ship during emergency.

Essential equipment – equipment which, under normal operation, ensures safe navigation, safety of cargo and safety of human life on board the ship.

Fire-retardant insulating material – material satisfying the requirements specified in *Publication 11/P – Environmental Tests on Marine Equipment*.

Hazardous area – an area in which an explosive gas atmosphere is present, or may be expected to be present, in quantities such as to require special precautions for the construction, installation and use of electrical apparatus.

Indicating system – the system intended to indicate values of given physical quantities or significant states.

Lightning conductor – conductor which ensures connection of spike with earthing.

Lightning protection zone – zone protected against direct lightning stroke.

Low-rated electrical installation – a shipboard electrical installation with the total output of sources of electric power not exceeding 50 kW (kVA).

Machinery space – see sub-paragraph 1.2, *Part V – Fire Protection*.

Main generating station – a space where the main source of electrical power is situated.

Main source of electric power – a source intended to supply electric power to the main switchboard for distribution to all services necessary for maintaining the ship in normal operational and habitable conditions.

Main switchboard – a switchboard, which is directly supplied by the main source of electric power and is intended to distribute electric energy to the ship services.

Monitoring systems – general term for alarm, safety and indicating systems.

Normal operational and habitable condition – a condition under which the ship as a whole, the machinery, services, means and aids ensuring propulsion, ability to steer, safe navigation, fire and flooding safety, internal and external communications and signals, means of escape, and emergency boat winches, as well as the designed comfortable conditions of habitability are in working order and functioning normally.

Passive-EM equipment – electrical equipment which, when used as intended, does not create or produce any switching or oscillation of current or voltage and is not affected by electromagnetic disturbances, e.g. cables, cables accessories; equipment containing only resistive loads without any automatic switching device; batteries and accumulators.

Remote control system – the system intended to affect remotely the machinery in order to achieve control function given by the operator.

Safe voltage – any voltage not causing potential danger of electric shock or burn in normal conditions. This condition is considered to be satisfied if the windings of transformers, converters and other devices stepping down voltage are isolated electrically, and if the value of the stepped-down voltage across these devices or sources of electric power does not exceed:

- 50 V between conductors for direct current,
- 50 V between conductors or between the hull and the phase for alternating current.

Safety system – the system intended to intervene in a specific way upon the machinery controlled in order to prevent the failure of machinery or enlargement of its consequences.

Shaft generators – generators driven by the ship main propulsion plant supplying the ship power network or individual consumers on board the ship.

Special electrical spaces – spaces or locations intended exclusively for electrical equipment and accessible only for authorized personnel.

Spike – the upper part of the lightning conductor designed for the direct receiving of lightning strokes.

Steering gear control system (as defined in SOLAS II-1/A/3.1) – means the equipment required to control the steering gear power actuating system.

Transitional source of emergency electric power – a source of electric power intended to supply all the essential consumers from the moment the loss of voltage occurs in the main switchboard busbars until the emergency generating set picks-up the load.

Unit of automatic system – part of the automatic system consisting of a certain number of components forming structural and functional integrity.

Uninterruptible Power System (UPS) – combination of converters, switches and energy storage means, e.g. batteries, constituting a power system for maintaining continuity of load power in case of input power failure.

Zones – hazardous areas are classified into zones based upon frequency of the occurrence and duration of an explosive atmosphere, as follows:

Zone 0 – a hazardous area in which an explosive gas atmosphere is present continuously or is present for long periods. In Zone 0, only the following explosion-proof electrical equipment may be installed:

- intrinsically safe apparatus (Exia);
- simple electrical apparatus (thermocouples, photocells, strain gauges, junction boxes, switching devices), not capable of storing or generating electrical power;
- electrical apparatus certified for use in Zone 0;
- submersible electrically-driven pumps, having at least two independent methods of shutting down automatically in the event of low liquid level.

Zone 1 – an area, in which an explosive gas atmosphere is likely to occur in normal operation. In Zone 1, the following explosion-proof electrical equipment may be installed:

- electrical equipment that may be considered for Zone 0;
- intrinsically safe apparatus (Exib), flameproof (Exd), pressurized (Exp), increased safety type (Exe), encapsulated (Exm), sand filled (Exq), oil-immersed apparatus (Exo), certified specially (Exs);
- hull fittings containing the terminals for anodes or electrodes of an impressed current cathodic protection or transducers (such as those for depth-sounding or log systems), provided that such fittings are of gastight construction or are housed within a gas tight enclosure and are not located adjacent to a cargo tank bulkhead;
- through runs of cables.

Zone 2 – an area in which an explosive gas atmosphere is not likely to occur in normal operation and if it does occur, it is likely to do so infrequently and will exist for a short period of time. In Zone 2, the following explosion-proof electrical equipment may be installed:

- any electrical equipment that may be considered for Zone 1;
- tested specially for Zone 2 (Exn);
- pressurized, accepted by PRS;
- having an enclosure filled with a liquid dielectric or encapsulated, accepted by PRS;
- the type which ensures the absence of sparks and arcs and of “hot spots” during its normal operation.

1.3 Scope of Survey

1.3.1 General

The general provisions relating to the classification procedure, survey during ship construction, manufacture of equipment and to surveys are specified in *Part I – Classification Regulations*.

1.3.2 Survey of Electrical Installation in Ship

1.3.2.1 The following types of equipment and systems are subject to PRS survey during installation on board:

- .1 electrical propulsion plant;
- .2 main and emergency, including transitional, sources of electric power;
- .3 power and lighting transformers and electric power converters used in equipment listed in 1.3.2.1;
- .4 distribution gear and control and monitoring panels;
- .5 electric drives for:
 - machinery essential for the operation of propulsion engines,
 - steering gear and all devices for active steering of the ship,
 - controllable pitch propellers,
 - windlasses, mooring and towing winches,
 - boat winches,
 - starting air compressors and air compressors for sound signals,
 - bilge and ballast pumps as well as cargo pumps on tankers;
 - watertight doors and fire doors,
 - pumps and compressors of the smothering system,
 - ventilating fans in machinery spaces, cofferdams, cargo holds and hazardous rooms and spaces;
- .6 main and emergency lighting of spaces and locations of essential machinery and means of escape;
- .7 navigation lights and signalling lamps;
- .8 electric engine-room telegraphs;
- .9 internal service communication;
- .10 general alarm system;
- .11 fire detection signalling and warning system indicating the release of the fire extinguishing medium;
- .12 watertight door and fire door signals;
- .13 electrical equipment in hazardous rooms and spaces;
- .14 cabling;
- .15 earthing devices on oil tankers;
- .16 lightning conductors;
- .17 electric drives of classified refrigerating machinery;
- .18 electrical heaters of fuel and lubricating oil;
- .19 heating appliances and space heaters;
- .20 main propulsion control system;

- .21 main propulsion safety system;
- .22 generating sets automatic control system;
- .23 safety system of engines driving generating sets;
- .24 automatic system of pumps and air compressors;
- .25 automatic system of oil and fuel separators;
- .26 remote or automatic control system of bilge, ballast, and fuel transfer installations;
- .27 machinery alarm system;
- .28 control system of steam boilers;
- .29 system regulating temperature, pressure and viscosity;
- .30 other machinery and facilities not listed above, as required by PRS.

1.3.2.2 PRS classification survey on board the ship covers also all automatic systems which control or monitor machinery, equipment or installations subject to PRS survey in accordance with the provisions of the present Part of the *Rules*.

1.3.2.3 Electrical equipment intended for domestic, living and technological application shall be surveyed by PRS within the following scope:

- .1 influence of this equipment operation on the ship electric network parameters;
- .2 choice of cable types, cable sections and the ways of running the cables;
- .3 means of protection, insulation and earthing.

1.3.3 Survey of Electrical Equipment Manufacture

1.3.3.1 The following items of electrical equipment intended for systems and devices, specified in 1.3.2.1, are subject to PRS survey during manufacture:

- .1 generating sets;
- .2 generators and electric motors of rating 50 kW (kVA) and above;
- .3 transformers above 20 kVA rating;
- .4 switchboards;
- .5 control and monitoring panels;
- .6 electric couplings and brakes;
- .7 switchgear, protection and control devices;
- .8 apparatus and devices of internal communication and signalling;
- .9 rotary converters and power-electronic equipment;
- .10 fuel and oil heaters;
- .11 accumulators;
- .12 cables;
- .13 heating appliances and space heaters;
- .14 photoluminescent materials and electrically powered lights of low-location lighting;
- .15 lamps of additional emergency lighting;
- .16 automatic pilots;
- .17 public address system and general alarm systems;
- .18 computers and programmable logic controllers;
- .19 sensors and transducers;
- .20 automation system controllers;
- .21 power operated valves;
- .22 servo-motors;
- .23 electric, hydraulic and pneumatic relays;
- .24 data loggers (if they perform functions covered by the *Rules*);
- .25 uninterruptible power system (UPS) units of 3 kVA and above;
- .26 other items of electrical equipment not listed above, as required by PRS.

1.3.3.2 Each explosion-proof electrical equipment shall be surveyed (with respect to its explosion proofness) by a special body recognised by PRS for this purpose, irrespective of whether or not this equipment is subject to survey according to the requirements specified in 1.3.3.1.

1.3.3.3 Test programme for electrical equipment will be specially considered by PRS in each particular case and the values of the relevant test parameters are specified in Appendix 2.

1.3.4 Alternative/Innovatory Solutions Concerning Electrical Installations and Control Systems

Alternative/innovatory design or arrangements for electrical installations and control systems deviating from the prescriptive requirements of these *Rules* and SOLAS are permitted to be applied on board the ship provided that the conditions specified in paragraph 1.1.20 of *Part VI – Ship and Machinery Piping Systems* are fulfilled.

1.4 Technical Documentation of a Ship

1.4.1 Classification Documentation of a Ship under Construction

1.4.1.1 Prior to the commencement of ship construction, documentation listed in 1.4.1.2 to 1.4.1.4, shall be submitted to PRS Head Office for consideration and approval.

1.4.1.2 Classification documentation of electrical equipment:

- .1 principle diagrams of power generation and distribution circuits of the main and emergency electric power sources: power circuits, lighting circuits (up to branch circuit board) and navigation light circuits;
- .2 specification of data on the circuits with indication of current values, the applied protective devices, as well as the types and cross-sectional areas of cables;
- .3 principle diagrams and a general view of the main and emergency switchboards, ship navigation control and monitoring console and other devices of non-standard design;
- .4 calculation results of electric power plant output necessary to provide operation of the ship in conditions specified in 3.1.6, as well as the basis for the choice of the number and output of generators and the calculation of power of electric power emergency sources;
- .5 principle or detailed diagrams of main, excitation, control, monitoring, signalization, protection and interlocking circuits of the ship electric propulsion plant machines;
- .6 calculation results of the ship electric propulsion plant generators output necessary to provide operation in all conditions;
- .7 calculation results of short-circuit currents on the main switchboard busbars and in the other points of electric network – as the basis for the choice of switching and protecting apparatus of generators and consumers, as well as for checking electrodynamic and thermal loads to which apparatus, wiring and busbars of main switchboard and other distribution equipment shall correspond – together with the selection of protective devices;
- .8 results of calculation of illumination intensity for important compartments and open locations for information;
- .9 diagrams of internal communication and signalling;
- .10 principle diagrams of essential electric drives according to 1.3.2.1.5;
- .11 diagram of lubricating and air cooling systems of main propulsion el. motors;
- .12 diagrams of protective earthing, drawings and if necessary, calculation of lightning conductors for tankers, gas carriers and combined ships;
- .13 principle diagram of cable passages with indication of compartments through which they pass;

- .14 results of capacity calculations of accumulator batteries supplying emergency lighting, navigation lights, general alarm and fire detection systems;
- .15 data on electrical equipment in spaces where explosion hazard exists;
- .16 diagrams of remote switching-off ventilation, fuel pumps and lubricating pumps;
- .17 arrangement plans of main and emergency generators, main and emergency switchboards, accumulator batteries, equipment of explosion-proof execution;
- .18 maintenance schedule for accumulator batteries intended for the supply of essential and emergency services (for details see paragraph 13.8.1);
- .19 detailed risk assessment document for steering gear (demonstrating that in the case of any single failure in the steering gear, control system and power supply to the ship steering is maintained).

1.4.1.3 When classed refrigerating installation is foreseen, documentation listed in 1.4.1.2 shall include data concerning electrical equipment of refrigerating installation.

1.4.1.4 Classification documentation of shipboard automated machinery:

- .1 technical description including: specification of parameters covered by alarm, safety and automatic control systems, information concerning continuity of lubrication of cylinders and machinery of main engine, supply of fuel, steam, etc. and other means necessary for execution of unattended operation, as well as accepted method of repair and maintenance of particular units or elements of automatic systems, data concerning reliability of particular systems or their units;
- .2 functional diagrams of particular automatic systems with regard to the respective equipment, machinery and installations, giving information concerning: method of supply, functional features, structure, eventual connections with other systems as well as the kind and limit values of parameters covered by these systems;
- .3 drawings of particular units of automatic systems such as desks, consoles, showing their elevation and arrangement of internal components, as well as their location on board the ship;
- .4 in the case of applying computer systems for control or checking the machinery and installations, the above documentation shall be supplemented according to *Publication 9/P – Requirements for Computer Systems*, paragraph 1.4.

1.4.2 Workshop Documentation of a Ship under Construction

In the case of approval of the classification documentation listed in 1.4.1, the following workshop documentation shall be submitted to the relevant PRS Branch Office or Survey Station for agreement:

- .1 drawings of cabling and cable fastening;
- .2 diagrams of final circuits of emergency switchboard and emergency lighting;
- .3 diagrams of final circuits of lighting switchboards;
- .4 test programme for ship electrical equipment and automated machinery performed alongside the quay and at sea.

1.4.3 Classification Documentation of a Ship under Alteration or Reconstruction

1.4.3.1 Prior to the commencement of alteration or reconstruction of a ship, documentation relating to installations, systems and equipment subject to alteration or reconstruction shall be submitted to PRS Head Office for consideration and approval.

1.4.3.2 Where new machinery or arrangements, covered by the requirements of the *Rules*, are installed, or machinery installed differs substantially from those initially fitted, additional documentation, within the scope required for a new ship, shall be submitted to the PRS Head Office (see 1.4.1).

1.5 Technical Documentation of Equipment

1.5.1 Prior to the commencement of supervising the manufacture of electrical equipment or control systems, the following documentation shall be submitted to PRS for consideration:

- .1 description of the principle of operation and the main characteristics;
- .2 material specification which shall contain elements, instruments and materials used and their technical characteristics;
- .3 assembly drawing with sections;
- .4 circuit diagram;
- .5 technical specifications and the test programme;
- .6 the rotor shaft mechanical strength calculations, drawings of poles and commutator fastenings for machines of rating 50 kW (kVA) and above;
- .7 for distribution switchboards – calculation of thermal and electrodynamic strength of busbars under short-circuit conditions and the choice of apparatus to fit these conditions where the current rating of a generator or generators running in parallel exceeds 1000 A;
- .8 for generating sets – selection of output of internal combustion engine for generator, list of sensors and their limit values, as well as calculation of torsional vibrations;
- .9 data on static or dynamic interference resistance, or the means of testing the electro-magnetic compatibility;
- .10 definite means of interference damping;
- .11 for engine control systems – a failure mode and effect analysis (FMEA) and (for reference) PRS-issued *Type Approval Certificate* for the components used¹.

Where necessary, PRS may require that additional documentation and data on reliability should be submitted.

¹ The requirement applies to engines submitted for certification on or after 1 July 2016.

2 GENERAL REQUIREMENTS

2.1 Operating Conditions

When designing, selecting and arranging electrical equipment, the operating conditions specified in 2.1.1 to 2.1.4 shall be taken into account.

2.1.1 Climatic Hazards

2.1.1.1 The temperature values, specified in Table 2.1.1.1, shall be taken as the rated ambient air and cooling water temperatures for electrical equipment. The use of electrical equipment for other temperature ranges is subject to PRS consideration in each particular case.

Table 2.1.1.1

Item	Location in the ship	Ambient air and cooling water temperature, [°C]			
		Unrestricted service		Service outside the tropic	
		Air	Water	Air	Water
1	Machinery spaces, special electrical spaces, galleys	from 0 to 45	30	from 0 to 40	25
2	Open decks and spaces	from -25 to 45	-	from -25 to 40	-
3	Other spaces	from 0 to 40	-	from 0 to 40	-

Notes:

- 1) For electrical machines located in machinery space, maximum air temperature equal to +50°C shall be taken.
- 2) Electronic equipment and components intended to be installed in switchboards, desks and enclosures shall be capable of correct operation at the ambient air temperature of up to 55°C. The temperature of up to 70°C should not cause damage to components, equipment and systems.

2.1.1.2 Electrical equipment shall be capable of correct operation at a relative air humidity of 75 ±3% and a temperature of +45 ±2°C or at a relative air humidity of 80 ±3% and a temperature of +40 ±2°C or at a relative air humidity of 95 ±3% and a temperature of +25 ±2°C.

2.1.1.3 The structural parts of electrical equipment shall be made of materials resistant to sea air or reliably protected against its effects.

2.1.2 Mechanical Hazards

2.1.2.1 Electrical equipment shall be capable of correct operation at vibrations with a frequency of 2 Hz to 100 Hz, as follows:

- at a frequency from 2 Hz to 13.2 Hz with displacement amplitude ±1.0 mm;
- at a frequency from 13.2 Hz to 100 Hz with acceleration amplitude ±0.7 g.

Electrical equipment intended to be installed in locations in which specific severe vibration conditions prevail (e.g. internal combustion engines, compressors) or to be installed in the steering gear compartment shall be capable of correct operation at vibrations with a frequency of 2 Hz to 100 Hz, as follows:

- at a frequency from 2 Hz to 25 Hz with displacement amplitude ±1.6 mm;
- at a frequency from 25 Hz to 100 Hz with acceleration amplitude ±4.0 g.

2.1.2.2 Electrical equipment shall be capable of reliable operation with the ship continuously inclined from the normal up to 15° transversely and up to 5° of trimming, as well as with the ship rolling up to 22.5° with the period of rolling of 10 sec. or pitching up to 10°.

Emergency equipment shall also be capable of functioning reliably with the ship continuously inclined up to 22.5° transversely or up to 10° of trimming, or within the same limits both transversely and longitudinally.

2.1.2.3 Electrical safety equipment, switchgear, electrical and electronic appliances and remote control systems are to operate properly in the following ambient conditions of angle of inclination:

Table 2.1.2.3

Installations, components	Angle of inclination [°] ²			
	Athwartships		Fore-and-aft	
	Static	Dynamic	Static	Dynamic
Safety equipment, e.g. emergency power installations, emergency fire pump and their devices	22.5 ³	22.5 ³	10	10
Switch gear, electrical and electronic appliances ¹ and remote control systems				

¹ No undesired switching operations or operational changes are to occur.

² Athwartships and fore-and-aft inclinations may occur simultaneously.

³ In ships for the carriage of liquefied gases and chemicals the emergency power supply must also remain operable with the ship flooded to a final athwartships inclination up to maximum of 30°.

2.1.2.4 Electrical equipment shall have adequate mechanical strength and shall be so located that it is not exposed to a risk of mechanical damage (see also 2.6.4).

2.1.3 Power Supply Parameters

2.1.3.1 Electrical equipment shall be so designed that it remains operative under steady conditions in all cases, at all deviations from the rated values of voltage and frequency specified in the Tables: Table 2.1.3.1-1 – for a.c. distribution systems, Table 2.1.3.1-2 – for d.c. distribution systems, Table 2.1.3.1-3 – for battery systems (see also 14.1.3.2 to 14.1.3.5).

Table 2.1.3.1-1

Voltage and frequency variations for a.c. distribution systems			
Parameters	Deviations from rated values		
	Prolonged	Transient	
		Value	Time
Voltage	+6%, -10%	±20%	1.5 sec
Frequency	±5%	±10%	5 sec

Table 2.1.3.1-2

Voltage variations for d.c. distribution systems	
Parameters	Variations
Voltage tolerance (continuous)	±10%
Voltage cyclic variation deviation	5%
Voltage ripple (a.c.r.m.s. over steady d.c. voltage)	10%

Table 2.1.3.1-3

Voltage variations for battery systems	
Systems	Variations
Components connected to the battery during charging (see Note)	+30%, -25%
Components not connected to the battery during charging	+20%, -25%
Note: Different voltage variations as determined by the charging/discharging characteristics, including ripple voltage from the charging device, may be considered.	

2.1.3.2 Where loads are supplied from a battery via an electronic converter or inverter, the maximum permitted d.c. voltage variations shall be taken as those on the load side of the converter or inverter. Where the d.c. is converted into a.c., the maximum variations shall not exceed those specified in Table 2.1.3.1-1.

2.1.4 Electromagnetic Interference

2.1.4.1 Electrical and electronic shipborne equipment shall be resistant to the following interference:

- .1 electrostatic discharge;
- .2 radiated electromagnetic field;
- .3 fast transient interference;
- .4 conducted radio frequency interference;
- .5 surge voltage immunity;
- .6 conducted audio frequency interference.

The test parameters are specified in Publication 11/P – Environmental Tests on Marine Equipment and in IEC 60092-504.

2.1.4.2 Ship electrical and electronic equipment shall not emit excessive electromagnetic, radiated and conducted interferences.

The test parameters are specified in *Publication 11/P – Environmental Tests on Marine Equipment* and in IEC 60092-504.

2.1.4.3 For the purpose of protecting the radio receiving equipment from electrical interference, the requirements specified in the *SOLAS Convention* shall be fulfilled (these requirements are also specified in Chapter 4, *Part IV – Radio Equipment of the Rules for Statutory Survey of Sea-going Ships*).

2.1.4.4 Screens of power cables, metal coating and armouring of cables shall be earthed as often as practicable at least at the points of their connections and at each end, connecting them to the metal enclosures of electrical equipment and to the ship hull.

2.1.4.5 All signal, control and information cables shall be screened. Metallic screens of these cables shall be earthed appropriately to the number of screens. In the case of using double-screened cables and appearance of high frequency field interference, internal and external screens shall be earthed on both sides and connected to equipment earthing. Internal cable screens may be earthed on one side if low frequency interference occurs. The above-mentioned principles do not concern screened concentric cables.

2.1.4.6 In all cases, the electrical continuity of all cable sheaths shall be provided, i.e. in cable junction and connecting boxes, as well as at the point of cable penetration of bulkheads.

2.1.4.7 Conductors which earth cable screens may be star connected to the earthing bus of switchboard, if such bus exists, or directly to ship metallic hull.

2.1.4.8 To prevent contacts with the ship hull, screens of signal conductors shall be covered with an insulated outer sheath.

2.1.4.9 The screens and enclosures of electrical equipment placed on the navigation bridge shall be earthed.

The screens of cables and flexible cords shall be earthed in accordance with 2.4.3.5.

The screens and enclosures of passive-EM equipment which do not generate radio interference need not be earthed, provided the electrical equipment itself does not require protective earthing.

2.1.4.10 It is recommended that screened cables with pair or multipair twisted wires be used to increase their resistance to electromagnetic interference.

2.1.4.11 When installing electrical equipment and cables in the vicinity of magnetic compasses, the requirements specified in the SOLAS Convention shall be satisfied (these requirements are also specified in sub-chapter 4.2, *Part V – Navigational Equipment of the Rules for Statutory Survey of Sea-going Ships*).

2.1.4.12 Telephone cables and cables of other internal communication systems, except for the cables connecting separate telephone sets, as well as cables of electrical medical equipment capable of generating radio interference, shall be screened.

2.1.4.13 In ships constructed of non-current-carrying materials where radio equipment installation is required, all cables installed within the radius of 9 m from antenna shall be screened or otherwise effectively protected against interference.

2.2 Materials

2.2.1 Construction Materials

2.2.1.1 The structural parts of electrical equipment shall be made of metal or at least of hardly combustible insulating materials, resistant to sea air and oil vapour effects, or they shall be reliably protected against such effects.

2.2.1.2 Screws, nuts, hinges and similar items designed to fasten enclosures of the electrical equipment to be installed on weather decks or in spaces with higher than normal humidity shall be made of corrosion-resistant materials or shall have effective corrosion-resistant covering.

2.2.1.3 All current-carrying parts of electrical equipment shall be made of copper, copper alloys or other materials of equivalent qualities, with the exception of:

- .1 rheostat elements which shall be made of mechanically strong materials having high resistivity and capable of withstanding high temperature;
- .2 rotor cages windings of asynchronous and synchronous motors which can be made of aluminium or its alloys resistant to sea conditions;
- .3 carbon brushes and rings, cermet contacts and similar parts when the properties specified so require;
- .4 parts of electrical equipment connected directly to the hull used as return conductor in one-wire system.

The use of other materials for current-carrying parts is subject to PRS consideration in each particular case.

2.2.2 Insulating Materials

2.2.2.1 Insulating materials of live parts shall have adequate dielectric and mechanical strength, resistance to creepage currents, moisture and oil vapour or else they shall be effectively protected.

At the rated load, the temperature of the parts carrying current and the points of their connections shall not be greater than the permissible temperature of the applied insulating material.

2.2.2.2 Uninsulated parts of electrical equipment shall be cooled by incombustible liquids only.

2.2.2.3 The insulating materials to be used for winding insulation in machines, apparatus and other equipment for essential services shall be those specified in Table 3.1, Appendix 2. The use of insulating materials of at least Class E is recommended.

2.2.2.4 Conductors used in electrical devices for internal connections shall have insulation made of materials rated at least as hardly combustible. For apparatus with increased heating, as well as those specified in Chapter 15 – of incombustible materials.

2.2.2.5 Insulating materials used for manufacturing cables shall fulfil the requirements specified in 16.3.

2.2.3 Usage of materials that contain asbestos in installations (e.g. thermal insulating materials, electrical cable materials, cable penetration sealing, brake linings, circuit breakers arc chutes), including spare parts, is prohibited for all ships according to *SOLAS* Regulation II-1/3-5, IACS UI SC249 as well as MSC.1/Circ.1374/Rev. 1 and MSC.1/Circ.1379.

2.3 Design Requirements and Degrees of Enclosures Protection

2.3.1 General Requirements

2.3.1.1 Parts which may require replacement while in service shall be easily dismantlable.

2.3.1.2 Where screw fastenings are applied, measures shall be taken to exclude self-loosening of screws and nuts or, where dismantling and opening are at frequent occurrence, loss of some.

2.3.1.3 Gaskets used in conjunction with electrical equipment components (such as doors, covers, sight holes, packing glands, etc.) shall be appropriate to the degree of enclosure protection of the equipment in question.

Gaskets shall be secured to the covers or casings.

2.3.1.4 Enclosures, shields and covers of electrical equipment installed in places accessible to unauthorised persons, protecting against access to live parts, shall be opened only with the use of tools.

2.3.1.5 Water drainage arrangements shall be provided in electrical equipment where condensation is likely to occur. Channels shall be fitted inside the equipment to ensure condensate drainage from all equipment components. Windings and live parts shall be so arranged or protected that they are not exposed to the effect of condensate which may accumulate inside the equipment.

2.3.1.6 When oil, steam or water are led to the measuring instruments used in the control desk or in the switchboard, it is necessary to undertake the preventive measures in order not to allow oil, steam or water to penetrate the live parts of the electrical equipment in case of damage of the measuring instruments or pipes.

2.3.2 Insulation Clearances

2.3.2.1 Clearances between live parts of different potentials, or between live parts and earthed metal parts or an outer enclosure, both in the air and across the insulant surface, shall be in accordance with the operating voltage and operating conditions of the installation, the properties of the insulating materials used being taken into account.

2.3.3 Internal Connections

2.3.3.1 Stranded conductors shall be used for all the internal wiring in electrical equipment. The use of single-wire conductors is subject to PRS consideration in each particular case.

2.3.3.2 The conductors to be used for the internal wiring switchboards, control and monitoring desks and other distribution and switching gear shall have the cross-sectional area of not less than 1 mm². For control, protection, measurement of parameters, signaling and internal communication circuits, conductors with cross-sectional area of not less than 0.5 mm² may be used.

For electric and electronic circuits transforming and transmitting low-current signals, conductors with cross-sectional area of less than 0.5 mm² may be used subject to PRS consent in each particular case.

2.3.3.3 Current-carrying parts shall be so attached as not to transmit any additional mechanical stresses; such parts shall not be attached by means of screws fitted directly into insulating materials.

2.3.3.4 Stranded cores, cables and conductors shall have their ends fitted out to suit the type of terminal used, or shall be provided with lugs.

2.3.3.5 Insulated conductors shall be laid out and secured in such a manner that the method used for their attachment and arrangement does not lead to reduced insulation resistance and that they are not exposed to damage due to short-circuit electrodynamic loads or dynamic loads caused by vibrations or shocks.

2.3.3.6 The connection of insulated conductors to terminals and busbars shall be so effected that, under rated operating conditions, the insulation of conductors is not exposed to overheating.

2.3.4 Degrees of Enclosures Protection

2.3.4.1 Electrical equipment shall be provided with appropriate protective enclosures depending on their location or other suitable measures shall be taken to protect the equipment from a harmful effect of the environment and to protect the personnel from electric shock hazards.

2.3.4.2 The minimum degree of protection of electrical equipment installed in rooms and spaces of the ship shall be chosen in accordance with Table 2.3.4.2.

Table 2.3.4.2

Item	Electrical equipment location (examples)	Conditions in equipment location	Design according to degree of protection
1 2 3 4 5 6 7	Ammonia plant rooms (refrigerating machinery) Accumulator battery rooms Lamp rooms Paint rooms Stores for welding-gas bottles Holds classified as explosion-hazardous Tunnels for pipes containing oil with a flash-point of 60°C or below	Danger of explosion	Certified safe-type (see 2.8)
8 9	Dry accommodation spaces Dry control rooms	Danger of touching live parts only	IP20
10 11 12 13 14 15 16 17	Rooms on the bridge Engine and boiler rooms above floor Steering gear rooms Refrigerating machinery rooms (excluding ammonia plant) Emergency machinery rooms General store-rooms Pantries Provision rooms	Danger of dripping liquid and/or moderate mechanical damage	IP22
18	Bathrooms and showers	Increased danger of liquid occurrence and/or mechanical damage	IP34
19 20 21 22 23 24 25	Engine and boiler rooms below floor Closed fuel oil separator rooms Closed lubricating oil separator rooms Ballast pump-rooms Refrigerated rooms Galley and laundries Machinery space area protected by local water-spraying fire-extinguishing system covering the areas A and B according to Fig. 2.3.4.2.	Increased danger of liquid occurrence and mechanical damage	IP44
26 27 28	Rooms intended for fish processing Shaft or pipe tunnels in double bottom Holds	Danger of liquid spraying, cargo dust presence, serious mechanical damage, aggressive fumes	IP55
29	Open decks	Danger of occurrence of liquids in large quantities	IP56
30	Equipment intended to work under the conditions of continuous submersion, (e.g.: sensors in forward dry spaces of bulk carriers)	Submersion	IPX8

Notes:

- 1) Where the protection is not achieved by the equipment enclosure itself, other means or the location where it is installed shall ensure the degree of protection required in the Table.
- 2) For crude oil tankers, combined ships, ships intended or adapted for operation in the area of oil spillage – see 22.5.4.
- 3) The area protected by local water-spraying fire-extinguishing system is shown in Fig. 2.3.4.2.
A – a protected area – an area which is required to be protected by local water-spraying fire-extinguishing system
B – an area adjacent to a protected area, exposed to direct spray
C – an adjacent area, other than A and B areas, where water may extend.

- 4) In area C, according to Fig. 2.3.4.2, the electrical and electronic equipment may have a lower protection degree than IP44, provided evidence of suitability for use in these areas is submitted, taking into account the design and equipment layout, e.g. the position of inlet ventilation openings. The cooling airflow for the equipment shall be ensured.

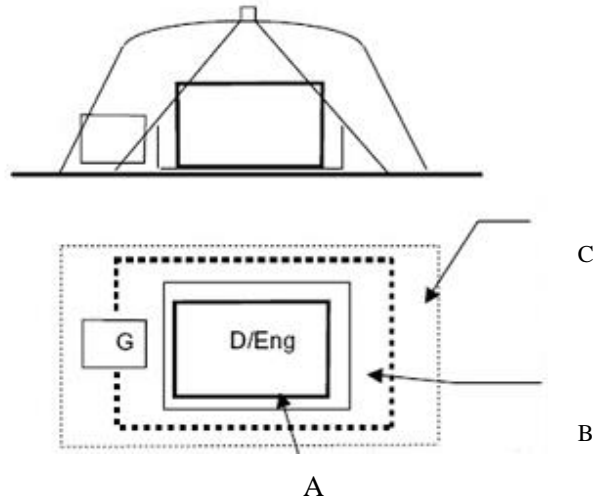


Fig. 2.3.4.2

2.4 Earthing of Non-current-carrying Metal Parts

Metal enclosures of electrical equipment designed for higher than the safety voltage, having no double or reinforced insulation, shall be fitted with an earth terminal marked with the symbol ⏏ .

Depending on the purpose of the electrical equipment, provision shall be made for its earthing from inside or from outside.

2.4.1 Parts Subject to Earthing

2.4.1.1 The metal parts of electrical equipment which are likely to be touched under service conditions and which may become live in the event of damage to the insulation (except those mentioned in 2.4.1.2) shall have a reliable electric contact with a component fitted with an earth terminal (see also 2.4.3).

2.4.1.2 Protective earthing against electric shock hazard is not required for:

- .1 electrical equipment supplied with current at safety voltage;
- .2 electrical equipment provided with double or reinforced insulation;
- .3 metal parts of electrical equipment fastened in an insulating material or passing through it and isolated from the earthed and live parts in such a manner that under normal operating conditions these parts cannot happen to be live or get in contact with the earthed parts;
- .4 cages of specially insulated bearings;
- .5 lamp bases, lamp holders and fasteners for luminescent lamps, lamp shades and reflectors, covers fastened to lamp holders or to lighting fixtures made of an insulating material or screwed into such a material;
- .6 cable hangers and brackets;
- .7 single sets of 250 V supplied by a separating transformer.

2.4.1.3 The screens and metal sheaths of cables shall be earthed.

2.4.1.4 The secondary windings of all measuring current and voltage transformers shall be earthed.

2.4.2 Earthing of Aluminium Superstructures in Steel Ships

Superstructures of aluminium alloys fastened to the ship steel hull, but insulated from it, shall be earthed with a special conductor having a cross-section not less than 16 mm² which shall be corrosion-resistant and such that will not start electrolytic corrosion at the point of contact of the superstructure with the hull.

Such earthing connections shall be effected with at least two conductors provided at different locations situated opposite each other, accessible for inspection and suitably protected from damage.

2.4.3 Earthing Terminals and Earthing Wires

2.4.3.1 Bolts for fastening the earthing wire to the ship structure shall not have a diameter less than 6 mm; only for fastening wires with a cross-section of up to 2.5 mm² and wires with cross-section of up to 4 mm², bolts of 4 mm and 5 mm in diameter, respectively, may be used. These bolts shall not be used for other purposes than fastening the earthing wires. Bolts, which are screwed to a material (without nuts), shall be made of brass or other corrosion-resistant material.

The surface of the ship structure to which the earthing wire is connected shall be metallically clean and adequately protected against corrosion.

2.4.3.2 Fixed electrical equipment shall be earthed by means of external earthing wires or an earthing conductor in the feeding cable. If earthing is made by means of one of the cores of the feeding cable, the core shall be connected to the earthed part of the equipment inside its enclosure. Special earthing need not be provided if the fastening of equipment ensures reliable electrical contact between the equipment enclosure and the ship hull under all operating conditions.

For the purpose of earthing effected with an external earthing wire, copper wire shall be used. A wire of another corrosion-resistant metal may also be used, provided the resistance of this wire does not exceed that of the required copper wire.

The cross-section of copper earthing wire shall not be less than that specified in Table 2.4.3.2.

Table 2.4.3.2

Cross-section of cable connected to appliance [mm ²]	Minimum cross-section of external earthing conductor of fixed equipment [mm ²]	
	Single-wire conductor	Multi-wire conductor
Up to 2.5	2.5	1.5
Over 2.5 to 120	Half the cross-section of a cable conductor connected, however not less than 4	
Over 120	70	

For the earthing effected with a special core in the feeding cable, the cross-section of this core shall be equal to the nominal section of the feeding cable core for cables up to 16 mm² and shall be equal to at least half the cross-section of the feeding cable core, but not less than 16 mm² for cables having a cross-section over 16 mm².

2.4.3.3 Earthing of the movable and portable appliances shall be effected through the earthed jack of a socket outlet or other earthed connecting elements and through the earthed copper core of the feeding cable. Cross-section of the earthing core shall not be less than the nominal cross-section of the core in the flexible feeding cable for cables up to 16 mm² and at least half the cross-section of the core in the flexible feeding cable, but not less than 16 mm² for cables over 16 mm².

2.4.3.4 Earthing wires or earthing conductors of cables in fixed equipment shall not be disconnected.

2.4.3.5 Earthing of screens and metal sheaths of cables shall be effected by one of the following methods:

- .1 by a copper earthing wire having a cross-section not less than 1.5 mm² for cables with a cross-section up to 25 mm² and not less than 4 mm² for cables with a cross-section over 25 mm²;
- .2 by a suitable fastening of the metal sheath or armour of cables to the metal hull of the ship;
- .3 by means of rings in the cable glands, provided they are corrosion-resistant, well conducting and resilient.

The earthing shall be effected at both ends of a cable, except cables in final sub-circuits which are permitted to be earthed on the supply end only. Where the methods specified above cause failures in the equipment operation, the screens, metal sheaths and armour of cables may be earthed by other approved means.

2.4.3.6 The external earthing wires shall be accessible for inspection and protected against getting loose and against mechanical damage.

2.4.3.7 Cargo tanks and their process plant, including piping systems, shall have relevant connection with the ship hull. Resistance between them and hull of the ship shall not exceed 1 MΩ. In the case of lack of stable connection with the hull, bonding straps shall be used.

2.4.3.8 In the case of application of bonding straps, they shall be:

- clearly visible (in order to immediate verification of their failures);
- designed and installed in such way that they are protected against possible mechanical failures and corrosive atmosphere/products;
- easy for installation and replacement.

2.5 Lightning Protection

2.5.1 General Requirements

2.5.1.1 The ship shall be fitted with a lightning protection, whose protection zone will comprise all arrangements required for protection against lightning.

When a ship is exposed to the risk of fire or explosion due to after-effects of lightnings, the earthing installation which would preclude secondary sparking shall be provided.

2.5.1.2 The lightning installation shall consist of a spike, lightning conductors and earthing. On metal masts, the lightning conductors need not be fitted if provision is made for a reliable electrical connection of the mast to the metal hull or to the earthing point.

2.5.2 Spike

2.5.2.1 In metal ships, such vertical structures as masts, superstructures, etc. shall be used as spikes if provision is made for their electrical connection to the ship hull. Additional spikes may be used only in such cases in which the structural elements do not form the required protection zone.

2.5.2.2 If electrical equipment is installed on top of a metal mast, a lightning spike having a reliable connection with the mast shall be provided.

2.5.2.3 On each mast or topmast made of non-conducting material, a proper lightning installation shall be fitted.

2.5.2.4 Spikes shall be made of a rod of at least 12 mm in diameter. The rod may be of copper, copper alloys or steel suitably protected against corrosion; for aluminium masts, the spike may be made of an aluminium rod.

2.5.2.5 The spike shall be fitted to the mast in such a way as to project at least 300 mm above the top of the mast or above any equipment fitted on its top.

2.5.3 Lightning Conductor

2.5.3.1 The lightning conductor shall be made of a rod, flat bar or metal rope having a cross-section not less than 70 mm² for copper or its alloys and not less than 100 mm² for steel, the steel lightning conductors being suitably protected against corrosion.

2.5.3.2 Lightning conductors shall be led on the outer side of the mast and superstructures and as straight as possible with a minimum number of bends which shall be smooth and have the largest possible radii.

2.5.3.3 Lightning conductors shall not pass through explosion-hazardous spaces.

2.5.4 Earthing

2.5.4.1 In composite ships, the metal stem or other metal structures immersed in water under all conditions of sailing may be used as earthing.

2.5.4.2 Provision shall be made for earthing the lightning conductors or the ship steel hull to an efficient earth on shore when the ship is in a dry dock or on a slipway.

2.5.5 Connections in the Lightning Installation

2.5.5.1 Connections in the lightning installation shall be welded, clamped, riveted or bolted with clamps.

2.5.5.2 The contact area of connections shall be at least 1000 mm².

Clamps and bolts shall be made of copper, copper alloys or steel suitably protected against corrosion.

2.5.6 Earthing Installation

2.5.6.1 Separate metal structures, movable joints, pipelines, screens of the cable network, as well as their inlets to the explosion-hazardous spaces shall be earthed.

2.5.6.2 Pipelines for crude oil products, as well as other pipelines related to the explosion-hazardous spaces and located on open decks or in spaces without electromagnetic shielding shall be earthed to the hull at distances not more than 10 m.

2.5.6.3 Pipelines located on the deck on which explosive gases may occur, but not related to the explosion hazardous spaces, may be earthed to the ship hull at every 30 m.

2.5.6.4 Metal parts located near the lightning conductors shall be earthed if they are not fixed on the earthed structures or if they are not metallically connected in any other way to the ship hull.

Devices or metal parts located at a distance not more than 200 mm from the earthing conductors shall be connected to the latter in such a way as to preclude the possibility of secondary sparking.

2.5.6.5 All connections in the earthing installation shall be accessible for inspection and protected against mechanical damage.

2.6 Arrangement of Equipment

2.6.1 Electrical and automation equipment shall be installed in such a manner as to provide convenient access to control elements and to all parts that require maintenance, inspection and replacement.

2.6.2 The horizontal-shaft electric machines shall be so installed that the shaft is situated parallel to the fore-and-aft plane of the ship. Placing of such machines with the shaft situated in another direction is permitted only in those cases when the construction of the machine will ensure its normal operation under conditions specified in 2.1.2.2.

2.6.3 The air-cooled electrical equipment shall be so located that cooling air is not drawn in from bilges or other spaces in which the air may be contaminated with substances having a harmful effect on insulation.

2.6.4 The electrical equipment placed in locations subject to vibrations and shocks (heavier than those specified in 2.1.2.1) which are impossible to eliminate shall be so designed as to be capable of normal operation under such conditions or shall be installed on shock absorbers.

2.6.5 The electrical equipment shall be fixed in position in such a manner that the fastening method does not reduce the strength or tightness of hull plating, deck or bulkhead.

2.6.6 Open live parts of electrical equipment shall not be situated closer than 300 mm horizontally and 1200 mm vertically to non-protected combustible materials.

2.6.7 When installing electrical equipment having enclosures made of material other than that used for the ship structures, suitable means to prevent electrolytic corrosion shall be provided, where necessary.

2.7 Special Electrical Spaces

2.7.1 The doors of special electrical spaces shall be locked with a key. These doors shall open outwards. Doors leading to corridors and passageways may open inwards, provided that suitable stops are fitted. A warning plate shall be placed on the doors. From the inside, the doors shall open without the use of a key.

2.7.2 Special electrical spaces shall not be adjacent to the tanks filled with flammable liquids.

If this requirement is impracticable from the structural point of view, no fittings or pipeline connectors shall be fixed on the tanks within these spaces.

2.7.3 No exits, opening side-scuttles or other outlets are permissible from special electrical spaces into rooms and spaces subject to explosion hazard.

2.7.4 Handrails made of insulation material shall be installed in special electrical spaces, in passageways and servicing areas of open-type electrical equipment.

2.8 Electrical Equipment in Hazardous Spaces

2.8.1 The requirements of the present sub-chapter apply to electrical equipment installed on all ships where in enclosed and semi-enclosed rooms and spaces explosive mixtures of vapour, gases and dust with air may accumulate – specified in items 1 to 7 of Table 2.3.4.2.

Additional requirements for the installation of electrical equipment in crude oil tankers, combined ships, ships intended or adapted for operation in the area of oil spillage are specified in 22.5, whereas the requirements for the installation of electrical equipment in ships having holds and other spaces for carrying vehicles with fuel in their tanks, as well as tank cars and tank trucks carrying cargoes subject to explosion hazards are specified in 22.3.

2.8.2 The electrical installations in hazardous spaces and rooms shall be made in accordance with IEC 60092-506.

In hazardous spaces and rooms, only electrical equipment of explosion-proof construction according to space category, temperature class and the ignition group of mixture, may be installed.

The installation of electrical equipment in paint stores and spaces leading to paint stores shall fulfil the requirements specified in 2.8.3 to 2.8.5.

The installation of electrical equipment in accumulator battery rooms shall fulfil the requirements specified in 13.6.

The installation of echo depth sounder oscillators and their cables shall fulfil the requirements specified in SOLAS Convention (these requirements are also specified in 4.2.4, *Part V – Navigational Equipment of the Rules for Statutory Survey of Sea-going Ships*).

2.8.3 Electrical equipment may be installed in paint stores and their ventilation ducts in such case only when it is essential for operational services.

Only the following explosion-proof electrical equipment is allowed to be installed: intrinsically safe type (Exi), with flameproof enclosure (Exd), with pressurized enclosure (Exp), increased safety type (Exe), with special enclosure (Exs). Cables (through-runs or terminating cables) of armoured type or installed in metallic conduits are to be used.

This equipment shall be intended for the ignition group of mixtures of at least II B and temperature class of at least T3.

The a.m. paint stores and inlet and exhaust ventilation ducts are classified as Zone-1, as defined in IEC standard 60092-502:1999, Electrical Installation in ships-part 502: Tankers-special features.

A watertight door may be considered as being gastight.

Switchgear, protective and control devices for electrical equipment installed in paint stores shall switch off all poles and phases. It is recommended that such devices be installed in non-hazardous spaces.

2.8.4 In areas on open deck at the distance up to 1 m from input openings of paint stores ventilation ducts or to 3 m from output openings of mechanical ventilation, the following electrical equipment is permitted to be installed:

- electrical equipment of explosion-proof construction allowed for paint stores (see 2.8.3),
- equipment with enclosure Exn,
- equipment which does not generate arc during operation and whose surface does not reach unacceptably high temperature,
- equipment with simplified pressurized enclosure or enclosure resistant to vapour (degree of enclosure protection at least IP55) which surface does not reach unacceptably high temperature,
- cables of armoured type or installed in metallic conduits.

The a.m. areas on open deck are classified as Zone 2, as defined in IEC standard 60092-502:1999, Electrical Installation in ships-part 502: Tankers-special features.

2.8.5 Adjacent spaces having exit to paint stores may be considered as non-hazardous spaces, provided that:

- doors to the paint stores are gastight, self-closing type without holders,
- in the paint stores an independent, natural ventilation system from non-hazardous space is provided,
- at the entrance to the paint stores a warning inscription is placed indicating that there are flammable liquids in the store.

2.8.6 In rooms where dust with air may produce explosive mixtures, electrical equipment is allowed to be installed, provided it has an enclosure protection of at least IP65.

In spaces where dust with air may temporarily produce explosive mixtures only as a result of damage to an enclosure or untightness of technological equipment under operation, as well as in the case of interruptions in operation of a ventilation system, electrical equipment having an enclosure protection of IP55 may be installed.

Electrical equipment installed in those rooms shall be so designed that the temperature of its upper horizontal surfaces or of those inclined at an angle not exceeding 60° to the horizontal is at least 75°C below the smouldering point of the dust existing in these rooms under conditions of continuous operation (the smouldering point shall be determined for a layer of dust 5 mm thick).

2.8.7 Lighting fixtures of explosion-proof construction shall be so installed that, except the fastening points, free space of at least 100 mm is left around.

2.8.8 All devices, except fire detection devices, installed in hazardous rooms and spaces, shall be fitted with switches, protection devices or starters capable of switching off all poles or phases located outside hazardous rooms and spaces.

2.8.9 Fastening of electrical equipment to the walls of tanks intended for flammable liquids is not permitted. In no case shall the distance between electrical equipment and the tank walls be less than 75 mm.

2.8.10 In enclosed and semi-enclosed rooms which do not contain vapours or gases that could cause an explosion, but which have openings into hazardous rooms and spaces, electrical equipment of explosion-proof construction shall be installed as a rule.

Electrical equipment of non-explosion-proof construction is permitted to be installed if the following conditions are fulfilled:

- .1 interruption in operation of a ventilation system gives an alarm signal (audible and visual) and switches off the power supply to electrical equipment (with a time delay, if necessary);
- .2 interlocking device is provided to ensure that electrical equipment cannot be switched on until the room is ventilated enough (air in the room shall be changed at least 10 times).

2.8.11 In cargo holds for the carriage of cargoes in containers, subject to explosion hazard, electrical equipment and cables shall not be installed. If the installation of electrical equipment is necessary, it shall be of explosion-proof construction, i.e. of intrinsically safe type (Exi), ventilated type or with pressurized enclosures (Exp), with flameproof enclosures (Exd) or of increased safety type (Exe).

In cargo holds intended for the occasional carriage of the above-mentioned cargoes, electrical equipment of non-explosion-proof construction may be installed, provided it is possible to disconnect completely the equipment by removal of special links, other than fuses, for the duration of the carriage of cargoes subject to explosion hazard.

2.8.12 In hazardous spaces and rooms, only cables intended for electrical equipment located in these spaces and rooms shall be installed.

Cables passing through the above-mentioned rooms and spaces may be installed, provided the requirements specified in 2.8.13 to 2.8.17 are met.

2.8.13 Cables installed in hazardous rooms and spaces shall be sheathed with one of the following:

- .1 metal armour or braid with non-metallic covering; or
- .2 lead sheath plus further mechanical protection; or
- .3 copper or stainless steel sheath (for mineral insulated cables only).

2.8.14 Cables passing through hazardous rooms and spaces shall be protected against mechanical damage.

2.8.15 All metal sheaths and armour of the power supply cables of electric motors and lighting circuits passing through hazardous rooms and spaces, or supplying electrical equipment located in these rooms and spaces, shall be earthed at least at both ends.

2.8.16 Cables associated with intrinsically safe circuits shall be used for one device only and shall be separated from other cables.

2.8.17 No cables of portable electrical equipment shall pass through hazardous rooms and spaces, except cables associated with intrinsically safe circuits.

2.9 Additional Requirements for Ships Carrying Dangerous Goods

2.9.1 Where goods having a flash-point lower than 23°C (Class 3, 6.1 or 8) are being carried in cargo spaces, the electrical equipment in such spaces and in the spaces containing bilge water systems with such components as flanges, valves and pumps shall fulfil the requirements specified in paragraph 2.10.4.2 and 7.2.2 of *Part V – Fire Protection*.

3 MAIN SOURCE OF ELECTRIC POWER

3.1 General Requirements

3.1.1 Each ship shall be provided with main source of electric power of sufficient capacity to supply all essential services of the ship in conditions specified in 3.1.6. The main source of electric power shall consist of at least two generators with an independent prime mover.

In ships of 300 tons gross tonnage and downward (except passenger ships), accumulator battery may be used as main source of power.

The main generating station shall be situated within the machinery space, i.e. within the extreme main transverse watertight bulkheads. Any bulkhead between the extreme main transverse watertight bulkheads is not regarded as separating the equipment in the main generating station, provided there is access between the spaces.

3.1.2 The number and the capacity of the generating sets and power converters composing the main source of electric power shall be such that in the event of any one generating set or power converter being stopped, it will still be possible to:

- .1 supply the essential services, (see par.4.3.1) under conditions mentioned in 3.1.6, maintaining the minimum comfortable conditions of habitability;
- .2 start the electric motor with maximum starting current under the most severe starting conditions, with no such drop in voltage or frequency that might cause a fall out of synchronism or a stop of the generator prime mover, or switching off the running machines and apparatus;
- .3 supply the electrical services necessary to start the main propulsion plant.

3.1.3 The emergency source of electric power may be used for starting the engine-room machinery operation from a dead ship condition if its capability either alone or combined with that of any other source of electric power is sufficient to provide at the same time the services required in 9.3.1 to 9.3.3 or 22.1.2.1 to 22.1.2.3 (see also paragraph 12.2, *Part VI – Ship and Machinery Piping Systems*).

3.1.4 If only electric power is used for starting the main propulsion plant operation from a dead ship condition and if emergency source of electric power cannot be used for this purpose, then the generating set used for starting the main propulsion plant from a dead ship condition shall be provided with starting arrangements at least equivalent to those required for starting the emergency generating set.

3.1.5 Shaft generator may be used instead of one of the generating sets mentioned in 3.1.1, provided it complies with the requirements of 3.2.3.1 and additionally:

- .1 the shaft generator runs with a constant rotary speed at variable rotational speed of the main engine or propeller shaft;
- .2 there is a possibility of starting the ship main engine in the event of failure of any of the generating sets;
- .3 there is a possibility of the shaft generator operating under all weather conditions during sailing and manoeuvring even when the vessel is stopped, within the specified limits for the voltage variation in IEC 60092-301:1980;
- .4 their rated capacity is safeguarded during all operations given under .1 and .3, and is such that in the event of any other one of the generators failing, the services given in paragraph 3.1.2.1 can be maintained;

- .5 the short circuit current of the generator/generator system is sufficient to trip the generator/ generator system circuit-breaker taking into account the selectivity of the protective devices for the distribution system. Protection shall be arranged in order to safeguard the generator/generator system in case of a short circuit in the main busbar. The generator/generator system shall be suitable for further use after fault clearance;
- .6 standby sets are started in compliance with paragraph 20.6.1.

The use of shaft generators, running with a variable rotary speed depending on the ship main engine or propeller shaft, which constitute the main source of electric power, will be specially considered by PRS.

3.1.6 The number and the capacity of the main source of electric power shall be determined taking account of the following operating conditions of the ship:

- .1 running conditions;
- .2 manoeuvring;
- .3 in the event of fire, piercing of the hull or in other conditions having effect on the ship safety;
- .4 other – according to the ship assignment.

3.1.7 Each hull of the catamaran shall be provided with at least one generating set.

3.1.8 If the main source of electric power are accumulator batteries, their capacity shall be sufficient to satisfy the requirements specified in 3.1.2.1 for 8 hours without recharging.

3.1.9 In ships of restricted service **III** (except passenger ships) with a low-rated electrical installation, one generating set or accumulator batteries may be used as the main source of electric power.

3.1.10 Relevant parameters of sources and consumers of electrical power shall be presented in order to make necessary calculations for preparation of *Ship Energy Efficiency Management Plan* (SEEMP).

3.2 Electric Generating Sets

3.2.1 General Requirements

3.2.1.1 Engines designed for use as generator prime movers shall fulfil the requirements specified in Chapter 2, *Part VII – Main and Auxiliary Machinery and Equipment* and additionally with the requirements of the present sub-chapter.

3.2.1.2 Generating sets shall be designed for continuous duty, taking into account the power drop of the prime movers during the operation of the ship under the conditions specified in 2.1.1.1.

3.2.1.3 In the event of short-circuit in the ship network, the generators shall be capable of maintaining the design short-circuit current of the value sufficient for the operation of protective devices.

3.2.1.4 Generators of the generating sets shall be provided with voltage regulation within the limits specified in 10.6 and 10.7, as well as with frequency regulation within the limits specified in 2.1.3.1.

3.2.1.5 For alternating current generators, the difference between the actual value of voltage curve and the corresponding value of the 1st harmonic shall not exceed 5% of the 1st harmonic peak value.

3.2.2 Load Sharing between Generating Sets Running in Parallel

3.2.2.1 The regulator characteristics of prime movers used to drive alternating-current generators intended to operate in parallel shall be such that within 20 to 100% of rated load the active loads of the generators do not differ from the proportional outputs of the individual generators by more than 15% of the active output of the largest generator operated in parallel or 25% of the active output of the given generator, whichever is the smaller.

Alternating-current generating sets intended to operate in parallel shall be provided with a device for precise regulation of the load change within the range not exceeding 5% of the rated power at the rated frequency.

3.2.2.2 Alternating-current generating sets intended to be run in parallel shall be provided with such a reactance drop compensating system that when the sets are run in parallel, the reactive load sharing between the generators does not differ from a value proportional to their output by more than 10% of the rated reactive load of the largest generator, or 25% of the smallest generator, whichever is the smaller.

3.2.2.3 Where alternating-current generators are run in parallel at 20 to 100% of rated load, the admissible current variations shall be within $\pm 15\%$ of the rated current value of the largest generator.

3.2.2.4 The speed governor characteristics of prime movers used to drive direct-current generators shall be such that in parallel operation the load on individual generators is shared, as far as possible, in proportion to the output of each generator.

At loads within 20 to 100% of the rated value, the load on individual generators shall not differ from the proportional output of a particular generator by more than 12% of the output of the largest, or by more than 20% of the smallest of the generators run in parallel. For generators of equal size, the load on any generator shall not vary from the value proportional to their output by more than 10% of rated output.

3.2.3 Shaft Generators

3.2.3.1 Shaft generators used as main source of electric power for shipboard electrical network shall be provided with devices for voltage regulation within the limits specified in 10.6 and 10.7 and for frequency regulation within the limits specified in 2.1.3.1.

In the event of the network frequency drop below the permissible value, provision shall be made for automatic switching on one or more generators with an independent drive, or actuation of alarm system in the engine room or central control platform.

3.2.3.2 The use of shaft generators designed to supply individual consumers with voltage and frequency parameters different from those specified in 3.2.3.1 will be specially considered by PRS in each particular case.

3.2.3.3 Shaft generators with semiconductor converters directly supplying the shipboard network shall be so designed that they cannot be damaged in case of a short-circuit on the main switchboard busbars. The determined value of the short-circuit current shall be sufficient for actuation of automatic protective devices.

3.2.3.4 Shaft generators shall be designed for at least short-time operation in parallel with generating sets with an independent drive for the purpose of manual or automatic picking-up of load.

3.2.3.5 For alternating-current shaft generators, automatic devices preventing current overloads of elements of the generator excitation systems operating with a speed less than 95% of the rated speed shall be provided. It is permitted that the voltage of the shaft generator terminals be suitably reduced.

3.2.3.6 The main switchboard shall be provided with de-exciter assigned for each shaft generator, as well as with measuring instruments according to 4.5.4.3 or 4.5.4.4.

3.2.3.7 When shaft generators connect to the ship network, visual signalling shall automatically switch on warning on the navigation bridge that a change of the rotational speed of the main propulsion may result in a change of the ship network parameters exceeding the limits specified in 10.6, 10.7 and 2.1.3.1.

3.2.3.8 In systems with shaft generators with semiconductor converters, generators with an independent drive may be used as reactive load compensators.

3.2.3.9 Generators and generator systems, having the ship propulsion machinery as their prime mover, but not forming part of the ship main source of electrical power, may be used whilst the ship is at sea to supply electrical services required for normal operational and habitable conditions, provided that:

- .1 there are fitted sufficient and adequately rated additional generators which constitute the main source of electrical power, meeting the requirements specified in 3.1.1;
- .2 within the declared operating range of the generators and/or generator systems, voltage and frequency variations meet the requirements of 10.6.2 and 2.1.3.1, respectively;
- .3 arrangements are fitted to automatically start one or more of the generators, constituting the main source of electrical power in the event of power drop and also upon the frequency variations exceeding by $\pm 10\%$ the limits specified in 2;
- .4 the short-circuit current of the generator and/or generator system is sufficient to trip the generator /generator system circuit-breaker taking into account the selectivity of the distribution system protective devices;
- .5 where considered appropriate, load shedding arrangements are fitted to meet the requirements specified in 8.2.3;
- .6 on ships having remote control of the ship propulsion machinery from the navigation bridge means are provided, or procedures are in place, so as to ensure that supplies to the essential services are maintained during manoeuvring conditions in order to avoid a blackout situation¹.

3.2.4 Requirements for AC Generating sets

Note: The requirements are applicable to AC generating sets driven by reciprocating internal combustion engines irrespective of their types (i.e. diesel engine, dual fuel engine, gas-fuel engine), except for those sets consisting of a propulsion engine which also drives power take off (PTO) generator(s).

3.2.4.1 The generating set shall show torsional vibration levels which are compatible with the allowable limits for the alternator, shafts, coupling and damper.

3.2.4.2 The coupling selection for the generating set shall take into account the stresses and torques imposed on it by the torsional vibration of the set. The torsional vibration calculations are to be submitted to PRS for approval when the engine power is 110 kW or above.

¹ *Blackout situation* – means that the main and auxiliary machinery installations, including the main power supply, are out of operation but the services for bringing them into operation (e.g. compressed air, starting current from batteries etc.) are available.

3.2.4.3 The rated power shall be appropriate for the actual use of the generator set.

3.3 Number and Power of Transformers

In ships where lighting and other essential services are powered through transformers, provision shall be made for not less than two transformers of such capacity that in case of failure of the largest unit, the remaining transformers will be capable of satisfying the complete demand for electric power under all operating conditions of the ship.

Where sectionalised busbars are used in the main switchboard, the transformers shall be connected to different sections of the busbars.

In ships of restricted service **III** and in ships of restricted service **II** with a low-rated electrical installation (other than passenger ships), only one transformer may be provided.

3.4 Power Supply from an External Source of Electric Power

3.4.1 If provision has been made for the ship network to be supplied from an external source of electric power, a terminal for power supply from an external source of electric power shall be installed in the ship. The circuit supplied by an external electric power source shall fulfil the requirements specified in 4.5.4.7.

The external supply terminal shall be connected to the main switchboard by permanently fixed cables.

In ships with a low-rated electrical installation, it is permitted to connect the cable supplying the ship network from an external source of electric power directly to the main switchboard.

3.4.2 The terminal for power supply from an external source of electric power shall be provided with:

- .1 suitable clamps to connect flexible cables;
- .2 switchgear and protective devices for connection and protection of the cable supplying the main switchboard; where the length of the cable between the main switchboard and the terminal is less than 10 m, the terminal need not be provided with protection;
- .3 a voltmeter or signal lamps to show the presence of voltage on terminals;
- .4 a device or a possibility of connecting a device for checking the polarity and the phase sequence;
- .5 clamps for earthing the neutral run from the external source;
- .6 a plate indicating voltage level, kind of current and frequency;
- .7 at the external supply terminal or nearby, a device for mechanical fastening of the flexible cable led to the terminal and cable hangers shall be provided.

3.5 Connection of Supply Sources

3.5.1 Where the electric power supply sources are not adapted for a prolonged operation in parallel to feed common busbars, the system of connections shall be so arranged as to provide possibility of their parallel operation during the time necessary for load transfer from one generator to another.

3.5.2 Compound-wound generators designed for parallel operation shall have equalizing connections.

3.5.3 Where alternating-current generators are intended to operate in parallel, a synchronizer shall be installed in the main switchboard.

Where synchronizing is arranged to operate automatically, a stand-by manual synchronizer shall be provided.

Lamps for manual synchronizing shall be provided, irrespective of whether or not synchronoscopes have been fitted for manual or automatic synchronizing.

3.5.4 Where several direct-current generators are installed, a field initiating device shall be installed in the main switchboard. Such a device shall also be used in the case of a.c. synchronous generators if it is necessary for field initiation.

3.5.5 If provision has not been made for parallel operation between the shore electric power sources and those fitted on board, the connection system shall be provided with interlocking to prevent the connection of these sources for parallel operation.

3.5.6 Where the main source of electrical power is necessary for propulsion of the ship or where the total output of generators running in parallel is over 1000 kW (kVA), the main switchboard busbars shall be subdivided into at least two parts, which should normally be connected by circuit breakers, switches, isolating switches or other means ¹ approved by PRS.

As far as practicable, generators and electrical power consumers which are duplicated shall be equally divided between the parts.

3.5.7 Sectionalisation of the main switchboard busbars for supplying the electrical equipment in each hull of the catamaran shall be provided.

¹ See interpretation in MSC.1/Circ.1572, Annex, Section 6.

4 DISTRIBUTION OF ELECTRIC POWER

4.1 Distribution Systems

The following systems of electric power distribution may be used in shipboard installations:

- .1 for voltages up to 1000 V alternating current:
 - .1.1 three-phase three-wire insulated system;
 - .1.2 three-phase three-wire system with neutral earthed;
- .2 in addition, for voltages up to 500 V alternating current:
 - .2.1 three-phase four-wire system with neutral earthed but without hull return;
 - .2.2 single-phase two-wire insulated system;
 - .2.3 single-phase two-wire system with one wire earthed;
- .3 for direct current:
 - .3.1 two-wire insulated system;
 - .3.2 single-wire system with hull return, for voltages of up to 50 V only, under the following conditions:
 - in ships of gross tonnage less than 1600,
 - in ships of gross tonnage 1600 and above in restricted and locally earthed systems (e.g. in the starting system of internal combustion engines);
 - .3.3 two-wire system with one pole earthed;
 - .3.4 three-wire system with neutral earthed.

The use of other systems is subject to PRS consideration in each particular case.

4.2 Permissible Voltages

4.2.1 The voltages across the terminals of the sources of electric power, at the frequency of 50 Hz and 60 Hz, depending on the applied distribution systems, are specified in 4.1.1.

Additional requirements for electrical equipment with the rated voltage higher than 1000 V are specified in Chapter 18.

4.2.2 The permissible rated voltages across the terminals of alternating current-consuming appliances shall not exceed the values specified in Table 4.2.2.

4.2.3 The rated voltages across the terminals of direct current-consuming appliances shall not exceed the values specified in Table 4.2.3.

Table 4.2.2

Item	Type of consumers	Permissible voltage [V]
1	Stationary power consumers, heating, cooking and space heating appliances permanently installed in spaces other than those specified in item 2	1000
2	Portable socket-outlet supplying power consumers, fixed permanently when used; heating and space heating appliances in cabins and passenger spaces (see 15.2.5)	500
3	Lighting, signalling and internal communication, control circuits, socket-outlets for supplying portable equipment with reinforced or double insulation, or separated by means of selective transformer	250
4	Socket-outlets installed in spaces with increased humidity or in extra humid spaces intended for supplying equipment without reinforced or double insulation	50

Table 4.2.3

Item	Type of consumers	Permissible voltage [V]
1	Power consumers	500
2	Cooking, heating appliances, etc.	250
3	Lighting, socket-outlets*	250
4	Control circuits	250

* Inscriptions indicating the necessity of using the appliances only with double or reinforced insulation or appliances separated from the voltage exceeding the safety voltage shall be provided near socket-outlets for a voltage exceeding the safety voltage, installed in spaces with increased humidity or in extra humid spaces.

4.3 Power Supply to Essential Services

4.3.1 The following consumers shall be supplied with electric power by separate feeders from the main switchboard busbars:

- .1 steering gear electric drives (see also 5.5.2);
- .2 electric drives of main propulsion plant excitation units;
- .3 electric drives of machinery ensuring the operation of the main propulsion;
- .4 electric drives of machinery ensuring the operation of the generating sets constituting the main source of electric power;
- .5 electric drives of machinery ensuring the operation of the controllable pitch propellers;
- .6 switchboards of the ship control and monitoring desk (see also 4.4);
- .7 windlass electric drives (see also 4.3.3);
- .8 fire pump electric drives;
- .9 bilge pump electric drives;
- .10 gyrocompasses;
- .11 electric drives of compressors and sprinkler system pumps;
- .12 switchboard of cargo hold refrigerating installations;
- .13 section switchboards of the main lighting;
- .14 switchboards of radio communication equipment;
- .15 navigational equipment switchboards;
- .16 switchboards of navigation lights;
- .17 section switchboards of other essential services concentrated in accordance with similar function performed;
- .18 switchboards of automatic gear of fire detection alarm system;
- .19 switchboards for supplying the mooring equipment, cargo handling gear, boat winches, ventilation and heating appliances;
- .20 chargers of starting batteries and of batteries supplying essential services;
- .21 switchboards supplying electric drives of watertight door closing appliances and of appliances keeping the fire doors open, as well as switchboards of signals indicating the position and closing of watertight and fire doors;
- .22 switchboards of cargo refrigerating installation of low pressure carbon dioxide fire-extinguishing system;
- .23 switchboards for lighting the air-sheds and those of the signalling lights for helicopter landing fields;
- .24 other consumers⁴ which will be specially considered by PRS in each particular case.

The consumers specified in .3, .5, .9, .10, .14, .15, .16, .18, .21 may be supplied from switchboards specified in .6 and .17 by separate circuits equipped with switchgear and protective devices.

⁴ See interpretation in MSC.1/Circ.1572, Annex, Section 5 and 6.

4.3.2 When two or more devices of the same purpose as that of electric drives specified in 4.3.1 are fitted, except those indicated in 4.3.1.1, 4.3.1.2 and 4.3.1.11, at least one of the drives of these devices shall be supplied by a separate feeder from the main switchboard. The electric drives of other devices of this kind may be supplied from section switchboards or special switchboards intended for supplying essential services.

4.3.3 When the main switchboards busbars are sectionalized and provided with means for isolating the sections, then the electric drives, section switchboards, special distribution boards or panels, if they are doubled or supplied by two feeders, shall be connected to two different main switchboard busbar sections.

4.3.4 In cargo ships of restricted service **II** and **III** and in some cases, upon special agreement with PRS, in cargo ships of other areas of navigation, the windlass may be supplied from the cargo winch switchboard or any other switchboard, provided its power supply is taken directly from the main switchboard and a suitable protection is fitted.

4.3.5 Final sub-circuits having a current rating in excess of 16 A shall supply no more than one consumer.

4.3.6 Power supply to automation systems shall fulfil the requirements specified in 20.3.

4.3.7 Where the main source of electrical power is necessary for propulsion and steering of the ship, the system shall be so arranged that the electrical power supply to the equipment necessary for propulsion and steering and to ensure safety of the ship will be maintained or immediately restored in the case of loss of any one of the generators in service.

4.4 Power Supply to Ship Navigation Control and Monitoring Consoles

4.4.1 When locating the electrical equipment, navigational equipment, radio equipment, electrical automatic and remote control equipment for the main and auxiliary machinery in the console, such equipment shall be supplied by separate feeders.

4.4.2 It is permitted to supply the equipment specified in 4.3.1 from the switchboards built into ship navigation control and monitoring console, provided the requirements of 4.4.3 to 4.4.7 are met (see also 9.4.3).

4.4.3 The switchboards of control and monitoring console shall be supplied from the main switchboard directly or through a transformer by two independent feeders connected to different sections of the main switchboard busbars (where sectionalized busbars are used) or shall be supplied by one feeder from the main switchboard and by one feeder from the emergency switchboard if the generating set is the emergency source of energy.

4.4.4 In addition, the switchboards of control and monitoring console shall be independently supplied by a separate feeder from other source or sources of power, if necessary, basing on the requirements for the equipment fed from these switchboards or on any other technical reasons.

4.4.5 The switchboard shall be provided with a change-over switch for feeders specified in 4.4.3. If an automatic change-over switch is used, manual switching of feeders shall also be ensured. In that case, provision shall be made for appropriate interlocking.

4.4.6 Each consumer specified in 4.3.1 supplied from the switchboard of control and monitoring console shall be supplied by a separate feeder (see also 9.4.3).

4.4.7 In the control and monitoring console, a visual signalling device indicating the presence of voltage shall be fitted.

4.4.8 The ship navigation control and monitoring consoles shall be provided with a means to check the functioning of test lamps, e.g. “lamp test” button.

4.5 Distribution Switchboards

4.5.1 Switchboard Constructions

4.5.1.1 The frames, front panels and casings of switchboards shall be made of metal or some other incombustible material. The generator panels of the main switchboards shall be separated by barriers made of incombustible materials.

4.5.1.2 Switchboards shall be of rigid construction capable of withstanding the mechanical stresses liable to occur under service conditions or as a result of short-circuits.

4.5.1.3 Switchboards shall be at least protected from drip. This protection is not required if the switchboards shall be located in spaces where the conditions are such that no vertically falling drops of liquid can get into the switchboard (see 4.5.6.2).

4.5.1.4 Switchboards intended to be installed in places accessible to unauthorized persons shall be provided with doors to be opened with the use of a special key, the same for all the switchboards in the ship.

4.5.1.5 The design of the switchboard doors shall be such that with the doors opened access is assured to all parts which require maintenance; live parts installed on the doors shall be protected against accidental touch.

Opening panels and doors, on which electrical control devices and measuring instruments are located, shall be securely earthed with at least one flexible connection.

4.5.1.6 Main, emergency and section switchboards and control desks shall be provided with handrails fitted on their front side. Switchboards accessible from the rear shall be provided with horizontal handrails fitted at the back.

The handrails may be made of insulating material, wood or earthed metal covered with a suitable insulating material.

Near the main and emergency switchboards of rating 50 V and above, floors shall be covered with non-conducting mats or gratings at the front and rear of the switchboards.

4.5.1.7 The generator panels of main switchboards shall be provided with lighting fittings supplied on the side of the generator, but before its main circuit-breaker or from at least two different sections of busbars through selector switch where sectionalised busbars are used in accordance with 3.5.6.

4.5.1.8 The lighting fittings on the front side of switchboard panels shall be so arranged as not to interfere with instrument observation or produce a blinding effect.

4.5.1.9 The design of wall switchboards shall be such as to provide access to parts which require attendance. The switchboard doors shall be locked in the open position.

It is recommended that withdrawable blocks and panels with apparatus were provided with mechanical devices setting their position during operation, during testing (control circuit connected), as well as when disconnected (main circuits and control circuits disconnected).

Drawing-out or drawing-in of block or panel from operating position shall be possible only when switching device is open.

4.5.2 Busbars and Bare Conductors

4.5.2.1 The permissible values of temperature rise due to rated loads and short-circuits for switchboard busbars and bare conductors, or of permissible short-circuit load for copper busbars, shall be taken in accordance with the relevant standards.

4.5.2.2 Equalizer busbars shall be designed for at least half the rated current of the largest-size generator connected to the main switchboard.

4.5.2.3 Where the busbar is in contact with or close to insulated parts, its heat effects under operating or short-circuit conditions shall not cause a temperature rise in excess of that allowable for a given insulating material.

4.5.2.4 Busbars and bare conductors in switchboard shall have adequate electrodynamic and thermal strength to withstand the passage of short-circuit currents occurring at relevant points in the circuit.

Such electrodynamic loads as occur in busbars and bare conductors due to short-circuit shall be determined in accordance with the relevant standards.

4.5.2.5 Insulators and other insulating elements designed to support busbars and bare conductors shall be capable of withstanding the loads caused by short-circuits.

4.5.2.6 The natural frequency of copper busbars shall be outside the ranges of 40 to 60 Hz and 90 to 110 Hz when the rated frequency is 50 Hz and outside the ranges of 50 to 70 Hz and 110 to 130 Hz when the rated frequency is 60 Hz.

4.5.2.7 Busbars and bare conductors of different polarity shall be marked with the following distinguishing colours:

- .1 red for the positive pole;
- .2 blue for the negative pole;
- .3 black or yellow and green transverse bands for earth connections;
- .4 light-blue for the middle wire.

The equalizer connection shall be marked with white transverse bands in addition to the appropriate colour as given above.

4.5.2.8 Busbars and bare conductors of different phases shall be marked with the following distinguishing colours:

- .1 yellow for phase 1;
- .2 green for phase 2;
- .3 violet for phase 3;
- .4 light-blue for neutral wire;
- .5 green-yellow transverse bands for earth connections.

4.5.2.9 Busbar connections shall be so made as to preclude corrosion in places of connection.

4.5.3 Selection of Apparatus and Short-circuit Currents Calculation

4.5.3.1 Electrical apparatus shall be so selected that under normal service conditions their rated voltages, load and temperature rise limits are not exceeded. The apparatus shall also be capable of withstanding, without damage or reaching dangerous temperature, the prospective overloads and currents in transient conditions.

Short-circuit protective equipment shall conform to specific conditions of the ship electrical network and in particular:

- power factor at short-circuit in alternating current networks,
- sub-transient and transient components of short-circuit current.

The following cases of the short-circuits shall be taken into consideration:

- on the generator side,
- on the busbars of the main switchboard,
- on the busbars of the emergency switchboard,
- on the consumers and switchboards supplied directly from the main switchboard.

Calculation of the minimum short-circuit current shall be performed only if it is necessary for estimation of the system.

4.5.3.2 The rated breaking capacity of an electrical apparatus designed to break short-circuit currents shall not be less than the prospective short-circuit current at the point of its installation.

4.5.3.3 The rated making capacity of electrical apparatus designed to break short-circuit currents shall not be less than the prospective peak value of short-circuit current at the point of its installation.

4.5.3.4 The rated electrodynamic strength of an electrical apparatus not intended for breaking the short-circuit currents shall not be less than the prospective peak short-circuit current at the point of its installation.

4.5.3.5 The rated thermal strength of an apparatus shall be in accordance with the prospective short-circuit current at the point of its installation, as well as with the prospective duration of short-circuits based on the discriminative action of the protection.

4.5.3.6 Automatic circuit-breakers shall be used as overload protection in circuits with load currents exceeding 320 A. In circuits with load currents in excess of 200 A, the use of automatic circuit-breakers is recommended.

4.5.3.7 Switches in the circuit of compound generators designed for parallel operation shall have a pole in the equalizer connection so interlocked mechanically with the other circuit-breaker poles that it closes and opens after the other poles are connected to or disconnected from the busbars.

4.5.3.8 Calculation of short-circuit currents shall be performed on the basis of standards or according to the calculation method approved by PRS.

4.5.3.9 When calculating the anticipated short-circuit current, the equivalent impedance of the arrangement on the damage side shall be taken into account. The source of current shall include all the generators which may be connected in parallel and all the motors running simultaneously. Currents induced by generators and motors shall be calculated according to IEC 61363-1 standard.

According to the above mentioned standard for alternating-current motors, the following effective values shall be taken:

- big motors (power above 100 kW):

$$I''_M = 6.25 I_{rM}$$

$$I_{acM} = 4I_{rM}, t = T/2$$

$$I_{pM} = 10I_{rM},$$

- small motors:
 - $I''_M = 5I_{rM}$
 - $I_{acM} = 3.2I_{rM}, t = T/2$
 - $I_{pM} = 8I_{rM}$

In the case of direct current, in order to determine the maximum value of the short-circuit current induced by electric motors, the current equal to six times the total value of rated currents of the electric motors running in parallel shall be taken.

Calculation shall be performed for all cases of short-circuit necessary for obtaining the system characteristics.

4.5.4 Arrangement of Apparatuses and Measuring Instruments

4.5.4.1 Each circuit in a switchboard shall be provided with a non-manoeuvring switch capable of switching off all poles or phases.

Switches may be not installed in each circuit in switchboards provided with central switches and supplying the final lighting circuits, as well as in the circuits of instruments, interlocking devices, alarms and local lighting of switchboards protected by fuses.

4.5.4.2 Apparatus, measuring and indicating instruments used in conjunction with generators and essential services shall be fitted on the switchboard panels associated with the respective generator or services.

The above-mentioned requirements do not refer to the case when switchgear and measuring instruments for several generators are grouped in the central control console of main switchboard or in the central control desk.

4.5.4.3 One ammeter and one voltmeter shall be provided for each direct-current generator on the main and emergency switchboards.

4.5.4.4 The following instruments shall be installed on the main switchboard for each alternator and on the emergency switchboard for the emergency set:

- .1 an ammeter with a selector switch for current measurements in each phase;
- .2 a voltmeter with a selector switch for measuring phase or line voltages;
- .3 a frequency indicator (as regards generators operating in parallel, a twin frequency indicator with a selector switch for each generator may be used);
- .4 a wattmeter (for outputs in excess of 50 kVA).

4.5.4.5 In ships with a low-power electric installation, where provision has not been made for the parallel operation of generators, only one set of the measuring instruments specified in 4.5.4.3 and 4.5.4.4 may be installed on the main and emergency switchboards, provided the possibility of measurements on each installed generator is ensured.

4.5.4.6 Ammeters shall be installed in the circuit of essential consumer services with rated current of 20 A and more. These ammeters may be installed on the main switchboard or at the control stations.

It is permitted to install ammeters with switches but not more than one ammeter for six consumers.

4.5.4.7 On the main switchboard in the circuit supplied by an external electric power source, the following shall be provided:

- .1 a switchgear and a protective device;
- .2 a voltmeter or indicating lamps.

4.5.4.8 A change-over arrangement or a separate device for each network of isolated systems shall be installed on the main and emergency switchboards for measuring insulation resistance.

Earth current flowing to the ship hull, induced by insulation resistance measuring device shall not exceed in any conditions 30 mA. Visual and audible alarms shall be provided to indicate an inadmissible insulation resistance drop in the ship electrical network.

In ships with unattended machinery space, such signals shall be provided also in the central control station.

4.5.4.9 Measuring instruments shall have scales with a margin exceeding the rated values of quantities to be measured.

The upper scale limits of the instruments used shall not be less than:

- .1 for voltmeters – 120% of the rated voltage;
- .2 for ammeters associated with generators not operated in parallel and with current consumers – 130% of the rated current;
- .3 for ammeters associated with parallel-operated generators – 130% of the rated current for load-current scale and 15% of the rated current for reverse-current scale; (the last requirement applies to d.c. generators only);
- .4 for wattmeters associated with generators not operated in parallel – 130% of the rated output;
- .5 for wattmeters associated with generators operated in parallel – 130% for power scale and 15% for reverse power scale;
- .6 for frequency indicators – $\pm 10\%$ of the rated frequency.

The above given scale limits may be changed subject to PRS consent in each particular case.

4.5.4.10 The voltage, current and power ratings of electric propulsion plant and generator circuits shall be clearly indicated on the instrument scales.

4.5.4.11 Where possible, switchgear shall be installed and connected to busbars in such a way that none of the movable elements and the protection or control devices associated with the switchgear are energized in the open position.

4.5.4.12 Where switchboard outgoing circuits are provided with switches and fuses, the fuses shall be fitted between busbars and switches. Other pattern of fuse and switch installation is subject to PRS consideration in each particular case.

4.5.4.13 Fuses provided in switchboards installed on a foundation at the floor level shall be located not lower than 150 mm and not higher than 1800 mm from the floor level.

4.5.4.14 Open live parts of switchboards shall be located not lower than 150 mm from the floor level.

4.5.4.15 Fuses shall be so installed in switchboards as to be readily accessible and not to cause danger to the attending personnel when renewing the fuse elements.

4.5.4.16 Screwed-in fuses shall be so installed that the supply leads are connected to the lower terminal.

4.5.4.17 Fuses protecting the poles or phases of the same circuit shall be installed in a row, horizontally or vertically, depending on the fuse design.

The fuses in an a.c. circuit shall be positioned to follow the sequence of phases from left to right or from top to bottom. In a d.c. circuit, the positive-pole fuse shall be on the left side, on the top, or closer to be reached.

4.5.4.18 The manual actuators of voltage regulators installed in the main or emergency switchboards shall be positioned close to the measuring instruments associated with the respective generators.

4.5.4.19 The ammeters of compound-wound generators designed for operation in parallel shall be installed in the pole circuit which is not connected to the equalizer.

4.5.4.20 Flexible stranded conductors shall be used for connection of instruments located on movable or drawn-out parts.

4.5.4.21 Apparatus, instruments, panels and outgoing circuits shall have their designations marked on the switchboards.

The position of switchgear shall also be indicated. Besides, marking shall be provided to indicate the rated current of the fuses, as well as the setting of the circuits-breakers, thermal relays and other switches.

4.5.5 Visual Signals

4.5.5.1 For visual signals, colours specified in Table 4.5.5.1 shall be used.

Table 4.5.5.1

Item	Colour	Meaning	Type of signal	Equipment usage
1	Red	Danger	Blinking	Alarm in dangerous situations calling for immediate intervention
			Permanent	General alarm in dangerous situations, as well as in dangerous situations detected but not yet eliminated
2	Yellow	Attention	Blinking	Abnormal situations, but not requiring immediate intervention
			Permanent	Situations intermediate between abnormal and safe. Abnormal situations detected, but not yet eliminated
3	Green	Safety	Blinking	Indication that a stand-by unit is put into service
			Permanent	Normal operating conditions, normal functioning
4	Blue	Instructions and information	Permanent	Units and devices ready to be started. Circuit energized. All in order
5	White	General information	Permanent	Signals used when required. Notations relating to automatic action. Other additional signals

4.5.5.2 The use of visual signals other than those specified in Table 4.5.5.1 (for example, letter codes) will be specially considered by PRS in each particular case.

4.5.6 Arrangement of Switchboards

4.5.6.1 The main switchboards and section boards having open live parts on the rear side, installed along the ship side below the load waterline, shall be protected from water with special metal shields or by means of any other equivalent measures.

4.5.6.2 The switchboards shall be placed in locations where concentration of gases, steam, dust and acid evaporations is not possible.

4.5.6.3 If switchboards with the degree of protection IP10 and lower are located in a special space, cabinet or recess, such spaces shall be made of non-combustible material or shall have a lining of such material. If the switchboards are located in a space having a deck area of less than 4 m², such space is treated as space of category (5) – see subchapter 2.2.2, *Part V – Fire Protection*.

4.5.6.4 The arrangement of pipelines and tanks near the electrical equipment shall conform to the requirements specified in paragraphs 1.10.6, 1.10.9, 1.10.11 and 1.10.12, *Part VI – Ship and Machinery Piping Systems*.

4.5.6.5 The navigation light switchboard shall be located on the navigation bridge where it is readily accessible and visible for the personnel on watch.

4.5.6.6 The main switchboard shall be located as close as practicable to the main generating station, within the same machinery space and the same vertical and horizontal fire boundaries. Where essential services for steering and propulsion are supplied from section boards, these and any transformers, converters and similar appliances constituting an essential part of electrical supply system shall also fulfil the above requirement.

4.5.6.7 In catamarans, the main switchboard shall be installed in each hull.

It is permitted to install one main switchboard provided that it is situated above bulkhead deck.

4.5.7 Access to Switchboards

4.5.7.1 In front of the switchboard, a passageway shall be provided not less than 800 mm wide for switchboards up to 3 m long and not less than 1000 mm wide for longer switchboards.

In ships of less than 500 gross tonnage, the width of the passageway may be reduced to 600 mm.

4.5.7.2 Behind the free standing switchboards, it is necessary to provide a passageway not less than 600 mm wide for switchboards up to 3 m in length and not less than 800 mm wide – for longer switchboards.

The width of passageways between the free standing switchboards with open live parts, located in special electrical spaces shall not be less than 1000 mm.

4.5.7.3 The space behind the free standing switchboards with open live parts shall be enclosed and fitted with doors in accordance with 2.7.1.

4.5.7.4 The space behind the free standing switchboards, specified in 4.5.7.3, of more than 3 m in length shall have at least two exits located at the opposite ends of the switchboards and leading to the space where the switchboard is installed. One of the doors may lead to the adjacent space provided with at least one more exit.

4.5.7.5 The passageways, specified in 4.5.7.1 and 4.5.7.2, shall be measured from the most protruding parts of the switchgear and the switchboard construction to the protruding parts of equipment or hull structures.

5 ELECTRIC DRIVES FOR MACHINERY AND EQUIPMENT

5.1 General Requirements

5.1.1 The control stations and automatic features of the drives shall fulfil the relevant requirements specified in 20.1, while the power supply of electrical automation systems shall fulfil the requirements specified in 20.3.

5.1.2 Electrically driven machinery shall be provided with visual signal indicating that the device is in "on" position.

5.1.3 The equipment provided with automatic remote and manual control shall be so designed that the automatic or remote control is switched off when changing over to the manual control. The manual control shall be independent of automatic or remote control.

5.2 Interlocking of machinery operation

5.2.1 The machinery provided with electric and manual drives shall be fitted with interlocking devices that will prevent the possible simultaneous operation of the drives.

5.2.2 If mutual dependence of machinery operation or machinery operation in a certain sequence is required, the appropriate interlocking device shall be used.

5.2.3 A device may be installed that will switch off the interlocking on condition that this device is protected from accidental switching off the interlocking. An informative inscription shall be placed in close proximity to this device indicating its application and forbidding using it by unauthorized personnel. Such a device shall not be used for machinery specified in 5.2.1.

5.2.4 Starting of the machinery whose electric motors or switchgear require additional ventilation in normal operating conditions shall be possible only with ventilation in action.

5.3 Safety Devices

5.3.1 The control systems of electric drives, whose operation under certain conditions may endanger the human safety, shall be provided with safety switches that will ensure the disconnecting of the power supply from the electric drive.

The safety switches shall be painted red. An inscription indicating their purpose shall be placed near the switch.

These safety switches shall be protected from accidental, unintended use.

5.3.2 Safety switches shall be located in the control stations or in other places to ensure safe operation conditions.

5.3.3 Electric drives of the machinery and devices for which, in order to avoid damage or breakdown, movement limits are required, shall be provided with limit switches that would ensure effective disconnecting of the electric motor.

5.4 Switchgear and Machine Control Gear

5.4.1 The switchgear which is not designed to break short-circuit currents shall withstand such maximum prospective short-circuit current that may flow at the point of its installation during the time required for operation of protection devices.

5.4.2 The machine control gear employed shall enable starting an electric motor only from the stop position.

5.4.3 Machine control gear shall be provided with an appropriate discharge protection device that would permit the disconnection of the shunt-field windings.

5.4.4 Only such alternating-current electric motors that meet the requirements of 3.1.2.2 and 16.8.3.3 may be directly connected to the network.

5.4.5 For each electric motor rated at 0.5 kW and more and its control gear, an appropriate device to disconnect the power supply shall be provided. If the control gear is mounted on the main switchboard or on any other switchboard in the same compartment and can be seen from the place of installation of the electric motor, then for this purpose it is permitted to use non-manoeuvring switches mounted on the switchboard.

If the requirements concerning the location of machine control gear stated above are not fulfilled, the following shall be provided:

- .1 a device interlocking the switch on the switchboard in the "off" position; or
- .2 an additional disconnecting switch near the electric motor; or
- .3 fuses in each pole or phase arranged in such a manner that they can be readily removed or replaced by the personnel.

5.5 Electric Drives for Steering Gear

5.5.1 In addition to the requirements specified in subchapter 6.2, *Part VII – Main and Auxiliary Machinery and Equipment* and in subchapter 2.6, *Part III – Hull Equipment*, steering gear shall fulfil the requirements of this sub-chapter.

5.5.2 Each electric or electro-hydraulic drive of the main steering gear comprising one or more power units shall be supplied directly from the main switchboard by two separate circuits laid on separate routes (see also 16.8.4.13).

Where sectionalised busbars are used in the main switchboard, each circuit shall be connected to a different section of the busbars. It is recommended that one of the circuits be supplied through the emergency switchboard.

An auxiliary electric or electrohydraulic steering gear associated with a main electric or electrohydraulic steering gear may be connected to one of the circuits supplying this main steering gear. The circuits supplying an electric or electro hydraulic steering gear shall have adequate rating for supplying all motors which can be simultaneously connected to them and may be required to operate simultaneously.

5.5.3 For a ship fitted with multiple steering systems propulsion units, such as but not limited to azimuthing propulsors or water jet propulsion systems, each of the steering-propulsion units shall be provided with a main steering gear and an auxiliary steering gear or with two or more identical steering actuating systems. The main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.

For a ship fitted with a single steering-propulsion unit, each of the steering gear is to be provided with two or more steering actuating systems equipped with its own dedicated steering gear.

5.5.4 Each circuit shall have sufficient loads for supplying all the electric motors which are normally connected to it and may run simultaneously.

5.5.5 If a change-over arrangement is provided to supply any electric motor or a combination of motors from one or the other feeder, such feeders shall be designed for operation under the most severe loads and the change-over arrangement shall be installed in the steering gear compartment.

5.5.6 In case of failure in the steering gear power unit operation, the other unit required in subchapter 2.6 of *Part III – Hull Equipment* shall be capable of being started automatically or by manual means located on the navigation bridge.

5.5.7 In all ships provided with steering gears in accordance with subchapter 2.6, *Part III – Hull Equipment* when the main source of power supplying the steering gear drive is out of service, the supply from the emergency source of power or any other independent one located in the steering gear compartment and designed only for this purpose, shall be switched on automatically within 45 seconds.

For ships of 10 000 gross tonnage and upwards, this source of power shall have a capacity sufficient for at least half an hour of continuous operation of the steering gear drive, as well as its associated control system and the rudder angle indicator; for all other ships – for at least 10 minutes.

5.5.8 The operating conditions of the electric drive of active means of steering the ship shall conform to the operating conditions of the whole system and the electric motors shall be calculated at least for a short-time duty of 30 minutes.

5.5.9 The electric and electro-hydraulic drive for the steering gear shall ensure:

- .1 putting the rudder over from one side to the other side within the time and angle specified in subchapter 6.2.1, *Part VII – Main and Auxiliary Machinery and Equipment*;
- .2 continuous putting the rudder over from one side to the other side during 30 minutes for each set with the rudder fully immersed and at maximum ahead speed corresponding to such draught;
- .3 continuous operation during one hour at the maximum service speed ahead with putting the rudder over through an angle so as to ensure 350 puttings over per hour;
- .4 possible stalling of the electric motor in "on" position at the rated supply for one minute from hot state (only for rudders fitted with the direct electric drive);
- .5 sufficient strength of electric drive in the presence of mechanical forces arising at maximum speed astern; it is recommended that a possibility of putting the rudder over at the average speed astern be provided.

5.5.10 Starting and stopping of the steering gear electric motors other than the electric motors of rudders with direct electric drive shall be effected from the steering gear room and from the navigation bridge.

5.5.11 The starting devices provided shall ensure automatic restarting of electric motor as soon as the voltage is restored after interruption in power supply.

5.5.12 Visual and audible signals shall be provided on the navigation bridge and at the main engine control station to indicate:

- .1 the loss of voltage (power supply failure), the absence of phase and the overload in the supply circuit of any energetic set;
- .2 the loss of voltage (power supply failure) in the control system supply circuit;
- .3 loop failures in closed loop systems, both command and feedback loops, due to short circuit, broken connections, earth faults;

- .4 if programmable electronic systems are used – data communication errors, computer hardware and software failures;
- .5 the low level of hydraulic oil in any service tank;
- .6 Earth fault on AC and DC circuits;
- .7 Deviation between rudder order and feedback⁵.

Moreover, an indicator shall be provided to indicate that the electric motors of the steering gear power units are running.

Alternatively to signals, required in .3 and .4, depending on rudder characteristic, critical deviations between rudder order or response shall be indicated visually and audibly as steering failure alarm on the navigation bridge. In the deviation analysis, the following parameters shall be considered: delay – the rudder actual position reaches set position within acceptable time limits and accuracy – the end actual position of the rudder shall correspond to the set value within the design offset tolerances.

The most probable failures, e.g. loss of power or loop failure shall result in the least critical of any new possible conditions.

5.5.13 The failures presented in item 5.5.12 likely to cause uncontrolled movements of rudder are to be clearly identified. In the event of detection of such failure, the rudder is to stop in the current position without manual intervention or, subject to PRS consideration in each particular case, is to return to the midship/neutral position. For mechanical failures such as sticking valves and failure of static components (pipes, cylinders), the system response without manual intervention is not mandatory, and the operator can follow instructions on the following signboard in case of such failures:

CAUTION - IN SOME CIRCUMSTANCES WHEN 2 POWER UNITS ARE RUNNING
SIMULTANEOUSLY THE RUDDER MAY NOT RESPOND TO HELM. IF THIS HAPPENS STOP EACH
PUMP IN TURN UNTIL CONTROL IS REGAINED.

5.5.14 Where hydraulic locking, caused by a single failure, may lead to loss of steering, an audible and visual alarm, which identifies the failed system, shall be provided on the navigating bridge.

5.5.15 For steering gears provided with two identical power units intended for simultaneous operation, and normally provided with either their own control systems or two separate (partly or mutually) control systems which are/may be operated simultaneously, the following signboard should be fitted at a suitable place on steering control post on the bridge or incorporated into operating instruction on board:

CAUTION! IN SOME CIRCUMSTANCES WHEN TWO POWER UNITS ARE RUNNING
SIMULTANEOUSLY THE RUDDER MAY NOT RESPOND TO HELM. IF THIS HAPPENS STOP EACH
PUMP IN TURN UNTIL CONTROL IS REGAINED.

5.5.16 The control systems of the steering gear electric drive, required by subchapter 2.6, *Part III – Hull Equipment*, shall be supplied from the steering gear power circuit in the steering gear compartment or directly from the main switchboard busbars supplying the steering gear power circuits.

⁵ Deviation alarm shall be initiated if the rudder's actual position does not reach the set point within acceptable time limits for the closed loop control systems (e.g. follow-up control and autopilot). Deviation alarm may be caused by mechanical, hydraulic or electrical failures.

5.5.17 Wires, terminals and the components for duplicated steering gear control systems installed in units, control boxes, switchboards or bridge consoles shall be separated as far as practicable. Where physical separation is not practicable, separation may be achieved by means of fire retardant plate.

5.5.18 If a joint steering mode selector (uniaxial switch) is employed for both steering gear control systems, the connections for the circuits of the control systems shall be divided accordingly and separated from each other by an isolated plate or by air gap.

5.5.19 In the case of double follow-up control, the amplifiers shall be designed and fed so as to be electrically and mechanically separated. In the case of non-follow-up control and follow-up control, it shall be ensured that the follow-up amplifiers are protected selectively.

5.5.20 Control circuits for additional control systems, e.g. steering lever or autopilot shall be designed for all – pole disconnection.

5.5.21 The feed-back units and limit switches, if any, for the steering gear control systems shall be separated electrically and mechanically connected to the rudder stock or actuator separately.

5.5.22 Means shall be provided in the steering gear compartment for disconnecting from the steering gear any control system operable from the navigation bridge.

5.5.23 Steering gear control shall be provided:

- .1** for the main steering gear – on the navigation bridge and in the steering gear compartment;
- .2** where the main steering gear is arranged in accordance with the requirements of paragraph 6.2.1.5, *Part VII – Main and Auxiliary Machinery and Equipment* – by two independent control systems, both operable from the navigation bridge. All electric components of the steering gear control systems shall be duplicated. This does not require duplication of the steering wheel or steering lever. Where the control system consists of a hydraulic telemotor, a second independent system need not be fitted, except in a tanker, chemical tanker or gas carrier of 10,000 gross tonnage and upwards;
- .3** for power-operated auxiliary steering gear – in the steering gear compartment and on the navigation bridge; it shall be independent of the control system for the main steering gear.

5.5.24 If two independent steering gear control systems are provided they shall be so arranged that a mechanical or electrical failure in one of them will not render the other one inoperative.⁶

5.5.25 It is permitted to use a steering wheel, a handle or push-buttons as manual controlling means on the control desk.

The direction of rotation of the rudder wheel or the direction of the movement of the control gear handle shall correspond to the direction of putting the rudder over.

In the push-button control system, the push-buttons shall be arranged in such a manner that the push-button located on the right side causes the rudder blade to move rightward, while the button on the left side – leftward.

5.5.26 It is permitted to install in ships automatic pilots controlling the ship steering gear by means of their own transmission gear or by means of the ordinary manual control system.

5.5.27 Under no-disturbance conditions, the heading control system shall keep the heading with accuracy $\pm 1\%$ and with maximum single amplitude 1.5° .

⁶ Reference should be made to examples 1, 2 and 3 in the Annex to IACS UI SC94 which can be regarded as basic design.

Heading control systems shall fulfil the requirements of ISO 11674. The use of other solutions is subject to PRS consideration in each particular case.

5.5.28 If the heading control system is connected to two independent heading sources, an alarm, both audible (with mute function) and visual, shall be provided to signal when the heading information deviates from the second heading source beyond preset limit. The preset limit shall be set within a minimum range of 5° to 15°. Clear indication of the heading source in use shall be provided, too. The heading data supplied to the heading control system shall not deviate from the compass heading by more than 0.5°.

5.5.29 A device shall be provided for manual adjustment of the rudder putting-over sensitivity of the automatic pilot depending on voyage conditions, as well as a possibility of automatic pilot adjustment according to the ship characteristics determined during its construction.

5.5.30 Automatic pilot shall be fitted with a device capable of restricting the putting-over of the rudder within the limits not exceeding 35° to each side.

5.5.31 Indicators shall be provided to inform of determining or obtaining maximum rudder putting at automatic steering.

5.5.32 Adequate visual signalling system indicating both power supply “ON” mode and the control type being used shall be provided. The control mode shall be situated near the control mode change-over switch. The heading control system shall be provided with the alarm system giving the following visual and audible alarms indicating:

- .1 failure or impermissible reduction in the power supply to the heading control system or heading monitor (alarm signalling facilities are not required to be integrated into the heading control system);
- .2 malfunction of the heading control system;
- .3 off-heading – when the actual heading information deviates from the preset heading beyond the preset limit. The preset limit shall be within a minimum range of 5° to 15°;
- .4 signal absence or an error in the data received from the external sensors used for the ship control.

The alarm and signalling facilities shall be fitted near the conning position and easily accessible. Audible signalling shall be provided with the mute function specified in 20.4.1.7. Visual signalling of the heading control system shall fulfil the requirements specified in 20.4.1.6 and 20.4.1.13.

5.5.33 Automatic pilot control system shall be of a completely self-synchronized type and shall not require any regulation during switching over from one kind of operation to another.

5.5.34 The control desk of the automatic pilot shall be provided with a device for manual control of the steering gear.

5.5.35 Manual control of the steering gear shall be simple and reliable and capable of efficient operating, without complex elements used in automatic control systems.

5.5.36 Change-over from automatic to manual control, and vice versa, shall be possible at any position of the rudder, and it shall be activated by one manual control easily accessible to the officer of the watch within 3 seconds.

5.5.37 The arrangement and construction of the automatic pilot shall ensure the possibility for manual control of the rudder from any of the steering stations available on board the ship in the event of any damage to the automatic control system.

5.5.38 The following instruments and devices shall be installed on the control desk of the automatic pilot: repeater of gyrocompass or repeater of magnetic compass, true and intended rudder position display, devices switching on the power supply to the whole system of control and electric motors of the steering gear, change-over switches of sensitivity and various kinds of control, signal lamps as required in 5.5.18, 5.5.21 and 5.5.22 and other means of operational control and adjustment.

5.5.39 Repeater, true and intended rudder position display, switching and operation control means of electric motors of the steering gear need not be installed on the control desk, provided the executive mechanism of the automatic pilot is built in the control desk or is installed as a separate device directly connected to the ordinary manual steering control station.

5.5.40 The control desk shall be provided with fuses or circuit-breakers capable of protecting all essential circuits against short-circuit.

5.5.41 The control desk shall be provided with the light regulation of the repeater of the compass rose and steering gear position indicator.

5.5.42 The automatic pilot shall be provided with a device capable of changing the predetermined ship course to any other course by manual operation within the limits of at least $\pm 15^\circ$ under automatic control without switching over to manual control specified in 5.5.25.

5.5.43 It is recommended that the automatic pilot set be provided with two additional remote control stations for manual control capable of ensuring rapid manual changing of the ship course when proceeding under automatic steering control.

The value of the rapid change of the ship course shall be possible up to the complete circulation. The remote control stations intended for manual control shall be so arranged as to ensure the return of the ship to the predetermined course and further functioning of the automatic control system after the control handle (push-button) of the station is set in neutral position.

5.5.44 Adaptive automatic pilot shall fulfil the following requirements:

- .1 to ensure, without the services of a helmsman, optimum operation of the rudder in various ship navigation conditions and under the change in the distribution of cargo, ship speed and trimming;
- .2 to enable simultaneous and parallel operation of two steering gear motors in difficult navigation and weather conditions.

5.5.45 Where remote control stations of the heading control system are provided, facilities for control transfer to the remote station and unconditional return of control shall be incorporated in the master station.

5.6 Electric Drives for Anchor and Mooring Machinery

5.6.1 In addition to the requirements specified in sub-chapters 6.3 and 6.4, *Part VII – Main and Auxiliary Machinery and Equipment*, the drives of windlasses, anchor and mooring capstans and mooring winches shall fulfil the requirements of this sub-chapter.

5.6.2 The alternating-current squirrel-cage electric motors for driving the windlasses and mooring winches shall withstand, after 30-minute operation at the rated load, the stalling in "on" position at the rated voltage for at least 30 seconds for windlasses and at least 15 seconds for mooring winches. For motors with a change-over of the number of poles, this requirement shall be fulfilled for operating with winding developing the largest starting torque.

The direct-current electric motors and the alternating-current wound-rotor electric motors shall withstand the above stalling conditions but at the torque twice that of the rated value; the voltage, in that case, may be reduced below the rated value.

After stalling conditions, the temperature rise shall not exceed 130% of the permissible value for the insulation used.

5.6.3 In anchor and mooring winch at the speed steps intended for mooring operations, not intended for anchor lifting, provision shall be made for appropriate overload protection of electric motor.

5.6.4 The power supply of windlass electric drives shall fulfil the requirements of paragraphs 4.3.1 and 4.3.3.

5.7 Electric Drives for Pumps

5.7.1 The electric motors of fuel and lubricating oil transfer pumps, as well as of oil separators shall be provided with remote switching devices located outside the spaces in which these pumps are located and outside the machinery casing, but in direct vicinity of the exits from these spaces.

5.7.2 The electric motors of the pumps transferring the liquids outboard through the drain holes above the lightest waterline at locations where lifeboats or liferafts are lowered, shall be provided with non-manoeuvring switching devices located near the control stations of the driving machinery for lowering the relevant boats or rafts.

5.7.3 The electric motors of submersible bilge pumps and emergency fire pumps shall be provided with a remote starting device located above the bulkhead deck. The remote starting device shall be provided with the visual signal to indicate that the electric drive is switched on.

5.7.4 The remote switching devices, referred to in 5.7.1 and 5.7.2, shall be located in conspicuous places under glass covers and shall be provided with informative notices.

In catamarans, these devices shall be grouped separately for each hull.

5.7.5 The local starting of fire and bilge pumps shall be possible even in case of failure in their remote control circuits.

5.8 Electric Drives for Fans

5.8.1 The electric motors for ventilation fans in machinery spaces shall be provided with at least two remote switching devices, one of which shall be located outside these spaces and their casings but in direct vicinity to the entries to these spaces.

It is recommended that such switching devices be installed in one place together with the switching devices mentioned in 5.7.1.

5.8.2 The electric motors for ventilation fans serving cargo holds and galley fans shall be provided with switching devices at locations readily accessible from the main deck, but outside the machinery casings.

Electric motors of exhaust fans from the space above galley ranges shall be provided with additional switching devices located inside the galley room.

5.8.3 The electric motors for general shipboard ventilation shall have at least two devices for their remote switching off from the navigation bridge and from the watchman special compartment (when the ship is not underway). Where provision has not been made for a watchman compartment, a second switching-off device shall be fitted in a place easily accessible from the main deck.

In ships with a low-rated electrical installation (other than passenger ships), only one remote disconnecting switch may be used, located on the navigation bridge or in a place easily accessible from the main deck.

5.8.4 The supply and exhaust ventilation in spaces protected by a smothering system shall stop automatically when such a system is being put into operation.

5.8.5 The remote switching devices of electric motors for ventilation fans, specified in 5.8.1 ÷ 5.8.3, shall be grouped on board the ship so that all the electric motors may be remotely switched off from not more than three places.

The local starting of fire and bilge pumps shall be possible even in case of failure in their remote control circuits.

5.8.6 Positions of all the remote switching devices mentioned in paragraphs from 5.8.1 to 5.8.5 shall not be readily cut off the access in the event of fire in the area/space being served.

5.9 Electric Drives for Boat Winches

5.9.1 The electric drives of boat winches shall fulfil the requirements specified in the SOLAS Convention (these requirements are also specified in *Part II – Life-Saving Appliances* of the *Rules for Statutory Survey of Sea-going Ships*, subchapter 2.9).

5.9.2 The controls of the boat winch electric drives shall be provided with self-return to the "Stop" position.

5.9.3 A switch in the main current of electric motors shall be installed near the boat winch control station.

5.10 Electric Drives for Watertight and Fireproof Doors

5.10.1 The electric drives of watertight doors shall fulfil the requirements of Chapter 21, *Part III – Hull Equipment* and the requirements of the present sub-chapter.

5.10.2 Power supply of electric drives, alarm, control and indication circuits of the watertight doors shall be separately distributed from the main switchboard through the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck and be capable of being automatically switched to the transitional source of electric power in the event of failure of either the main or emergency source of electric power, in accordance with the requirements specified in 4.3.1.21, 22.1.2.4 and 22.1.2.8.

5.10.3 The electric drives of the devices keeping the fire doors in the open position shall:

- .1** be supplied by main and emergency sources of electric power;
- .2** be provided with remote control from the navigation bridge ensuring the release of each of the doors separately, in groups or all of them at the same time;
- .3** release automatically all the fire doors at the same time in the event of loss of voltage supply;
- .4** be so designed that any failure of the release mechanism of a particular door does not stop the operation and control of other doors.

6 LIGHTING

6.1 General Requirements

6.1.1 In all rooms, spaces and locations of the ship where lighting is necessary to ensure the safety of navigation, operating of machinery and equipment, as well as accommodation and evacuation of passengers and crew, stationary fixtures of the main lighting supplied from the main source of electric power shall be installed.

The list of rooms, spaces and locations in which, in addition to the main lighting, fixtures of emergency lighting shall be installed, is contained in 9.3.1.1 and 22.1.2.1.1.

6.1.2 Lighting fixtures installed in rooms, locations and spaces where mechanical damage is possible to the hoods shall be provided with protection gratings or hoods made of material resistant to mechanical shocks.

6.1.3 Lighting fixtures shall be so installed as to prevent heating of cables and adjacent materials up to a temperature exceeding the permissible level.

6.1.4 In rooms and places illuminated with luminescent lamps where visible rotating parts of machinery are located, all measures shall be taken to prevent stroboscopic effect.

6.1.5 External lighting fixtures shall be installed in such a manner as not to dazzle the person running the ship.

6.1.6 In rooms, locations and spaces lighted with discharge lamps which do not ensure the continuity of lighting at the voltage variations specified in 2.1.3.1, lighting fixtures with incandescent lamps shall be provided.

6.1.7 Battery compartments and other explosion-hazardous spaces shall be illuminated with lighting fixtures located in adjacent safe spaces through gastight windows or with explosion-proof lighting fixtures installed inside such spaces (see also 2.8).

6.1.8 Ergonomic Considerations

6.1.8.1 Lighting in all spaces and compartments shall be so designed and arranged and so operate as to provide adequate illumination for the safety, well-being, capabilities and task performance as well as means of access and egress and also their capability of detecting potential hazards to themselves.

6.1.8.2 Detailed recommendations in this respect are contained in IACS Rec 132 – Human Element Recommendations for Structural Design of Lighting, Ventilation, Vibration, Noise, Access & Egress Arrangements.

6.2 Supply to the Lighting Circuits

6.2.1 The main lighting switchboards shall be supplied by separate feeders solely intended for that purpose.

In addition to the lighting final sub-circuits, the main lighting switchboards may supply the electric drives of non-essential services rated up to 0.25 kW and individual space heaters rated up to 10 A.

6.2.2 The protections of the lighting final circuits of spaces shall be designed for the rated current not exceeding 16 A and the total circuit current shall not exceed 80% of the rated current of the applied protection.

The number of lighting fixtures supplied from the lighting final circuits shall not exceed that specified in Table 6.2.2.

Table 6.2.2

Item	Voltage [V]	Maximum number of lighting fixtures
1	up to 50	10
2	from 51 to 120	14
3	from 121 to 250	24

The cabin fans and other minor consumers may be supplied from the lighting final circuits.

6.2.3 Lighting of corridors, stairways, machinery spaces, propeller shaft tunnels, boiler water-level indicators shall be supplied by not less than two independent feeders. The lighting fixtures shall be arranged in such a manner that in the event of failure of either feeder uniformity of lighting will be ensured. These feeders shall be supplied from different distribution boards which, in the case of application of sectionalised busbars in the main switchboard, shall be connected to different sections of the busbars.

In ships with a low-rated electrical installation, the lighting circuits in the above-mentioned spaces, except machinery spaces, may be supplied by one feeder from the section switchboard or directly from the main switchboard.

6.2.4 Local lighting fixtures in accommodation spaces, as well as socket-outlets shall take power from the lighting switchboard by a separate feeder other than that intended for supplying the common lighting fixtures.

6.2.5 If the ship is divided into main fire zones, lighting of each zone shall be supplied by two feeders which are separated from the feeders supplying the lighting circuits in other fire zones.

As far as possible, the lighting feeders shall be so installed that a fire in one zone cannot damage the feeders supplying the lighting circuits in other zones.

Where sectionalised busbars are used in the main switchboard, such feeders shall be connected to different sections of the busbars.

6.2.6 The main lighting system shall be so designed that a fire or other failure in the spaces containing the main source of electric power and/or the main lighting transformers does not cause the disconnection of the emergency lighting.

6.2.7 Permanently-installed lighting fixtures in holds shall take their power supply from a special switchboard. Apart from the fuses and switches, this switchboard shall be provided with visual signals to indicate the presence of voltage in individual lighting circuits.

In ships with a low-rated electrical installation, lighting fixtures in holds may be supplied from the switchboard located on the navigation bridge. The switchboard shall be provided with visual signals indicating the presence of voltage in cargo hold lighting circuits.

6.3 Emergency Lighting

6.3.1 The intensity of emergency lighting in particular spaces, locations and areas mentioned in 9.3.1.1 and 22.1.2.1.1 shall be equal to at least 10% of the general lighting intensity (see 6.7).

Emergency lighting intensity in the engine room may be equal to only 5% of the general lighting intensity if socket outlets, supplied from the emergency lighting system, are provided in such a space.

This lighting shall ensure easy identification of the escape routes (or ensure the intensity of light of at least 0.5 lux).

6.3.2 For the purpose of achieving the intensity of lighting required by 6.3.1, incandescent lamps, together with gas discharge lamps, may be applied (see also 6.1.6).

6.3.3 The main lighting lamps may be used as the lamps of the emergency lighting, provided that they are supplied from the emergency source of electric power.

6.3.4 The emergency lighting system shall be so designed that a fire or other casualty in the spaces containing the emergency source of electric power and/or emergency lighting transformers will not disconnect the main lighting system.

6.3.5 Permanently fixed, independent, automatically switched on lamps with built-in accumulator batteries and automatically recharged from the main lighting circuits may be used for the emergency lighting.

6.3.6 Each emergency lighting fixture shall be painted red. This requirement concerns also lighting fixtures mentioned in 6.3.3.

6.4 Switches in Lighting Circuits

6.4.1 Two-pole switches shall be used in lighting circuits. In dry accommodation and service spaces except navigation bridge, single-pole switches may be used in circuits of individual and group lighting fixtures with a total power consumption of not more than 6 A, as well as in safety-voltage lighting fixtures.

6.4.2 Permanently installed ship external lighting fixtures shall be provided with central switches located on the navigation bridge or in any other permanently attended place situated on upper deck.

6.4.3 The switches of lighting circuits of fire-extinguishing stations shall be located outside these spaces.

6.4.4 The lighting switches behind free-standing switchboards shall be installed near each entry behind the switchboard.

6.4.5 In the emergency lighting circuits, as a rule, no switches shall be fitted for the local disconnecting of fixtures. These switches may be used only in such circuits of the emergency lighting lamps which, under normal conditions, are the lamps of the main lighting.

Emergency lighting lamps of places near lifeboats and liferafts, as well as outboard spaces which in normal conditions are main lighting lamps shall switch on automatically at the black-out.

It is permitted to switch them on by central switches located on the navigation bridge, provided that these lamps switch on automatically after black-out.

The emergency lighting circuits of the navigation bridge shall be provided with switches.

6.5 Fluorescent and Gas Discharge Lamps

6.5.1 Reactors, capacitors and other ancillary gear of gas discharge lamps shall be protected by securely earthed metal enclosures.

6.5.2 Capacitors of 0.5 μF and above shall be fitted with discharging devices. The discharging device shall be so designed that the voltage of the capacitor does not exceed 50 V 1 minute after disconnection from the supply.

6.5.3 Reactors and transformers having a high reactance shall be installed as close as possible to the lighting lamp they serve.

6.5.4 Gas discharge lamps supplied by a voltage exceeding 250 V shall be provided with warning notices stating the voltage rating. All live parts of such lamps shall be suitably protected.

6.6 Socket Outlets and Plugs

6.6.1 Socket outlets for portable lighting fixtures shall be installed at least:

- .1 on deck near the windlass;
- .2 in the gyrocompass room;
- .3 in the radio equipment converter room;
- .4 in the steering gear compartment;
- .5 in the emergency generator set compartment;
- .6 in the machinery spaces;
- .7 behind the main switchboard;
- .8 in special enclosed electrical spaces;
- .9 in the propeller shaft tunnel;
- .10 on the navigation bridge;
- .11 in the radio room;
- .12 in the vicinity of cargo winches;
- .13 in the vicinity of the log trunk and echo sounder;
- .14 in spaces where centralized ventilation and air conditioning installations are located.

6.6.2 Socket outlets installed in circuits with different voltages shall be so designed as to prevent insertion of a plug intended for one voltage into a socket intended for another voltage.

6.6.3 Socket outlets of portable lighting and other electric appliances, installed on weather decks, shall be adapted for insertion of the plug from the underside.

6.6.4 Socket outlets cannot be installed in machinery spaces below the floor, in the enclosed spaces of fuel or lubricating oil separators or in places where the explosion-proof type equipment is required.

6.7 Illumination Intensity

6.7.1 The intensity of illumination of rooms and spaces shall not be less than that specified in Table 6.7.1. These requirements are not applicable to ships provided with lighting circuits supplied at a voltage below 30 V.

The general illumination standards, stated in Table 6.7.1, refer to the level of 800 mm above the compartment floor, while the general illumination standards, plus local ones, refer to the level of the working areas.

Table 6.7.1

Item	Spaces and surfaces		Illumination intensity [lux]			
			Lighting other than incandescent		Incandescent lighting	
			general + local	general	general + local	general
1	Radio room	At level of 0.8 m above floor	-	-	-	100
		Operation tables in radio room	-	-	200	-
2	Chart room	At level of 0.8 m above floor	-	100	-	50
		Chart tables	150	-	150	-
3	Navigation bridge	At level of 0.8 m above floor	-	75	-	50
4	Engine rooms, spaces for switchboards, manoeuvring and control stations, spaces for automation facilities and gyrocompasses	At level of 0.8 m above floor	-	75	-	75
		Surfaces of switchboards and control and monitoring desks	200	100	150	75
		Main engine controls stand	150	100	150	75
		Passageways between boilers, machinery, engines, stairs	-	75	-	30
		In front of boilers	100	75	75	75
5	Battery compartments	At level of 0.8 m above floor	-	75	-	50
6	Propellers shaft tunnels, log and echo sounder trunk or recess, chain lockers	At level of 0.8 m above floor	-	50	-	20
		Surfaces of shaft bearings and connection flanges, etc.	75	-	50	-
7	Passageways on decks, gangway bridges and lifeboat and liferaft positions	At level of 0.8 m above deck	-	50	-	20
8	Overside spaces in way of lifeboat and liferaft lowering	Near the load waterline	-	-	-	5

6.8 Navigation Lights

6.8.1 Navigation Light Controller (hereinafter referred to as NLC) shall be located on the bridge. The NLC shall supply only navigation lights and special signal lights, such as lights required by canal Authorities. Navigation lights defined in the *COLREG Convention* (specified also in the *Rules for Statutory Survey of Sea-going Ships, Part III – Signal Means, Table 2.4.1*) shall be supplied by separate circuits.

6.8.2 The NLC shall be supplied by two circuits:

- .1 one circuit from the emergency switchboard, which is supplied in accordance with paragraph 9.4.1;
- .2 the second circuit from the section switchboard, which is not supplied from the emergency switchboard only.

The NLC installed in the ship navigation control and monitoring console may be supplied directly from the console, provided it is supplied in compliance with paragraph 4.4.2.

In ships where the main source of electric power is an accumulator battery and the main switchboard is located on the navigation bridge, the navigation lights may be supplied directly from the switchboard.

Automatic switch over to the alternative source of power is permitted.

6.8.3 Navigation lights shall be connected to the network by flexible cables and plug connectors.

6.8.4 Each feeding circuit of navigation lights shall be of two-wire type with a double-pole switch with visual indication of ON/OFF status, installed in the NLC.

6.8.5 Each navigation light feeding circuit shall be provided with protection in both wires and with visual signal of proper functioning of each navigation light.

The visual indicator shall be designed and installed in such a manner that its damage will not cause the disconnection of the navigation light. A voltage drop on the NLC, including the signalling system of functioning of the lights, shall not exceed 5% at the rated voltage up to 30 V and 3% at the rated voltage over 30 V.

6.8.6 Irrespective of the signals, required in 6.8.5, provision shall be made for visual and audible signals functioning in the case of failure of power supply to navigation lights and failure of any navigation light, with the switch in the “on” position.

The power supply of signals shall be taken:

- from a circuit or a source other than used for the power supply of the NLC, or
- from an accumulator battery.

6.8.7 Provision shall be made for possibility of the NLC indicators’ illumination intensity adjustment without the possibility of their switching off.

6.8.8 The NLC shall enable the use of a bi-directional communication interface in accordance with the requirements of IEC 61162.

6.8.9 The lamp holders and lamps used in navigation lights shall fulfil the requirements of the COLREG Convention (these requirements are also specified in *Part III – Signal Means* of the *Rules for Statutory Survey of Sea-going Ships*, sub-chapter 3.1.7).

7 INTERNAL COMMUNICATION AND SIGNALLING

7.1 General Requirements

7.1.1 In addition to the compliance with the relevant requirements of this Chapter, signalling and internal communication systems shall fulfil within the scope agreed with PRS the provisions of the *Code on Alerts and Indicators, 2009*, adopted by Resolution A.1021(26).

7.1.2 With the exception of bells, audible signals shall have a signal frequency between 200 Hz and 2,500 Hz.

7.1.3 Alarm indicating devices shall be arranged such as to ensure attention of the responsible duty officer, e.g. machinery alarm indicating devices, located in the normal working areas of the machinery space. Several suitably placed low volume audible signal units should be used rather than a single unit for the whole area. A combination of audible signals and blinking light signals may be of advantage.

7.2 Electric Engine-room Telegraphs

7.2.1 In addition to the compliance with the requirements of this sub-chapter, the electric engine-room telegraphs shall fulfil the requirements specified in paragraph 1.16.1, *Part VII – Main and Auxiliary Machinery and Equipment*.

7.2.2 The engine-room telegraphs shall be provided with a visual signal of the presence of voltage in the power supply circuit supplying the engine-room telegraphs and an audible signal of the supply voltage loss.

7.2.3 The engine-room telegraphs installed on the navigation bridge shall be provided with scale lighting to allow for adjustment of the illumination intensity adjustment without the possibility of their switching off.

7.2.4 The engine-room telegraphs shall take their power supply from the main switchboard or from the navigation equipment switchboard. If the ship is provided with a ship navigation control and monitoring console, the engine-room telegraph may take its power supply from this control console.

7.2.5 The engine-room telegraph transmitter on the navigation bridge shall be so installed that in the case of transmitting commands concerning the running of the ship, the handle of the transmitter is set in accordance with the direction of the ship running. The vertical position of the handle shall correspond to the command STOP.

7.2.6 When the engine-room telegraph, as well as remote controls of the main engines and controllable pitch propellers are installed on an inclined panel of the control desk, the handle in the STOP position shall be vertical to the desk and shall remain exactly in this position.

7.2.7 Where two and more engine-room telegraphs are located in close proximity to one another (on one deck), they shall ensure the transmission of commands from any telegraph and the reception of reply by all of them simultaneously, without any additional switching.

The change-over to telegraphs located on another deck or in another part of the ships shall be performed by switches fitted on the navigation bridge.

7.2.8 Each engine-room telegraph shall be provided with an audible signal, on the navigation bridge and in the machinery space, operating at communicating orders and switching off after receiving a correct response. When the response is incorrect, the audible signal shall remain operating.

7.3 Internal Service Communication

7.3.1 Internal Communication

7.3.1.1 At least two independent means of communication shall be provided for the transfer of orders from the navigation bridge to the position in the machinery space or engine control room, from which engines and propulsion revolutions and propeller thrust direction are normally being controlled: one of them shall be an engine telegraph providing a visual indication of the orders being transmitted and the responses to them both in machinery room and on the navigation bridge. Appropriate means of communication should be provided also with all other stations from which engines and propulsion revolutions and propeller thrust direction are being controlled.

7.3.1.2 Means of communication between the navigation bridge and the steering gear room shall be provided.

7.3.1.3 For bunkering operations, a means of voice communication is to be provided between the bunkering stations and the machinery spaces controlling and monitoring the receiving and transferring of fuel oil.

7.3.1.4 Service communication systems shall enable calling the subscriber and the clear voice communication in the conditions of specific noise in places where communication means are installed.

Where service telephone sets are located in spaces with a high noise level, noise suppressors shall be used or the sets shall be provided with additional headphones.

7.3.1.5 The communication means specified in 7.3.1.1 and 7.3.1.2 shall be provided with suitable sources of power, capable of ensuring the telephone operation even in the absence of power supply from the main sources of power.

7.3.1.6 A damage or disconnection of any telephone set shall not affect the working ability of the other sets.

7.3.1.7 The telephones prescribed by 7.3.1 for two-way telephone communication between the navigation bridge and closed central control stand or between the navigation bridge and main engine and machinery local control stand shall be provided with audible and visual calling signalisation both in the closed central control stand and in the machinery space.

7.3.1.8 A loud master communicator may be independent or common with the public address system described in 7.3.2.

7.3.2 Public Address System

7.3.2.1 Every passenger ship and every cargo ship of 300 gross tonnage and upwards shall be fitted with public address system or other suitable means of communication between all accommodation and service spaces, control stations and open decks.

7.3.2.2 Public address system shall be one complete system consisting of a loudspeaker installation which enables simultaneous broadcast of messages from command microphone posts to all accommodation, service and public spaces, as well as to open decks. The public address system may not be required in such spaces as under-deck passageway, bosun's locker, hospital, pump-room. The public address system may be used for broadcasting radio programmes and sound recordings, provided they can be overridden by service orders and information.

7.3.2.3 The public address system shall have one main command microphone post, installed on the navigation bridge and at least one more command microphone post, e.g. installed in the compartment intended for the watch when the ship is in port or provided at the accommodation ladder.

7.3.2.4 The main command microphone post shall be provided with means for control of the quality of broadcasts in each broadcasting line, by e.g. audio control.

7.3.2.5 The public address system shall be capable of being connected to at least two broadcasting lines:

- .1** deck broadcasting line, intended for connecting loudspeakers installed on open decks;
- .2** service broadcasting line, intended for connecting loudspeakers installed in service, accommodation and public spaces (cabins, messrooms, smoking rooms, libraries, reading rooms, etc., including the adjacent corridors and landings).

7.3.2.6 For the purpose of broadcasting commands and emergency messages, the control of the public address system (switching on, changeover of broadcasting lines, disconnection of any broadcast and switching on forced broadcasting system) shall be performed directly from the main command microphone post, irrespective of the position of controls in all other command microphone posts and loudspeakers.

7.3.2.7 Loudspeakers installed in accommodation spaces shall be fitted with volume controllers or switches. Plugs shall not be used.

7.3.2.8 Every command microphone post shall be fitted with signalling light which to operate after the activation of the public address system.

7.3.2.9 The public address system, on full load and maximum amplification, shall ensure broadcasting service orders and emergency messages from command microphone posts to all accommodation, service and public spaces, at the following minimum sound pressure levels:

- 75 dB(A) and at least 20 dB(A) above the ambient noise level, in interior spaces;
- 80 dB(A) and at least 15 dB(A) above the ambient noise level, in exterior spaces.

7.3.2.10 The public address system shall be so arranged as to prevent feedback or other interference in broadcasting lines, e.g. in the case of short-circuit in loudspeakers' down-leads.

7.3.2.11 The public address system shall be supplied from the main source of electrical power, the emergency source of electrical power and transitional source of electrical power, if required in Chapter 9 or 22.

7.3.2.12 Administration may accept the use of public address system for the general alarm and the fire alarm, provided that:

- .1** all requirements for those alerts specified in the *LSA Code*, *FSS Code* and the *SOLAS Convention*, as amended, are fulfilled;
- .2** all the relevant requirements for alerts, specified in the *Code on Alerts and Indicators, 2009* are fulfilled;
- .3** the public address system automatically overrides: any other input system when an emergency alarm is required and any volume controls provided to give the required output for the emergency mode when an emergency alarm is required;
- .4** the public address system is arranged to prevent feedback or other interference; and
- .5** the public address system is arranged to minimize the effect of a single failure.

7.4 General Alarm System

7.4.1 Every cargo ship of 300 gross tonnage and upwards and every passenger ship shall be provided with a general alarm system. The system shall be capable of sounding the general alarm signal consisting of seven short blasts followed by one long blast on the ship whistle or siren and additionally on other signalling devices.

The minimum sound pressure level for the alarm tone in open spaces shall be at least 80 dB(A) and at least 15 dB(9A) above the ambient noise level. In closed spaces the sound pressure level for the alarm tone shall be at least 80 dB(A) and at least 20 dB(A) above the ambient noise level. In no case shall the sound pressure level exceed 120 dB(A). In cabins without a loudspeaker installation, a buzzer or a similar sound device shall be installed.

In cargo ships of less than 300 gross tonnage, an alarm given by human voice or by any other means is permitted, provided it is heard simultaneously in all locations where people may be present.

7.4.2 Signalling devices shall be installed in the following places:

- .1 in machinery spaces;
- .2 in public spaces if their floor area is more than 150 m²;
- .3 in corridors of accommodation, service and public spaces;
- .4 on open decks;
- .5 in processing spaces;
- .6 in vehicle spaces intended for the carriage of motor vehicles.

7.4.3 The general alarm system shall be supplied from the ship network and from the emergency switchboard busbars in accordance with the requirements of paragraphs 9.3.1.3 or 22.1.2.1.4.

The general alarm system may be supplied from the ship network and from own accumulator battery, provided that automatic switch-over of supply circuit to accumulator battery is ensured. In such case, supply from emergency and transitional source of electric power is not required.

7.4.4 The general alarm system shall be power supplied continuously, irrespective of the accumulator battery being set in position for charging or discharging.

7.4.5 When general alarm system is provided with its own accumulator battery, this battery may also be used for supplying other internal communication appliances, provided the battery capacity is sufficient for simultaneous supply of electric power to all appliances for at least 3 hours and these appliances are so designed that a damage to any circuit does not interfere with operation of other circuits and the prospective period of supplying the appliances is not long.

7.4.6 Power supply circuits of general alarm system shall be provided only with short-circuit protection. Protection devices shall be fitted in both wires of supply circuit, as well as in circuits of each signalling device, if the system is not of self-controlled type.

One common protection for several signalling devices may be fitted if, in the space in which signalling devices are installed, good audibility of other signalling devices with independent protection is ensured.

7.4.7 Audible devices of general alarm system shall be so located that a signal is clearly heard against the noise in the given space. Audible devices installed in spaces with high intensity of noise shall also be fitted with visual signals.

The sound of the general alarm system shall be different from the sounds of all other signalling systems.

7.4.8 The general emergency alarm signal shall be activated from the navigation bridge and, except for the ship whistle, also from the main fire control station or from the cargo central station, if provided, or from the compartment intended for the watch when the ship is in port.

The alarm should continue to operate until it is manually turned off or overridden by the public address system broadcast.

7.4.9 No switching devices shall be incorporated into the circuits of the general alarm system other than the switch specified in 7.4.8. However, if it is necessary to install switches in the general alarm system switchboards, they shall be interlocked in the closed position or shall be otherwise protected from access thereto by unauthorized persons.

Intermediate contactors connected by means of a switch may be used; however, not more than one contactor in each branch shall be fitted.

7.4.10 Signalling devices, switches and distribution boxes of the general alarm system shall be provided with readily visible distinctive marking.

7.4.11 Audible devices of general alarm system shall be divided at least in two circuits connected by one switch and so located that in large spaces (machinery spaces, boiler spaces, processing and other special spaces) audible devices supplied from different circuits are installed.

7.4.12 Activation of general alarm system shall override all communication systems other than service broadcasting systems.

7.5 Fire Detection System

Fixed fire detection and fire alarm systems shall comply with the applicable requirements specified in chapter 4, *Part V* of the Rules.

7.6 Warning Signalisation of Gas Fire-extinguishing Systems Activation

The warning system before activation of a fixed gas fire extinguishing system in a room where people may be present shall comply with the applicable requirements specified in subchapter 3.6, *Part V* of the Rules.

7.7 Indication of Closing Watertight and Fire Doors

The indication of closing watertight doors shall fulfil the requirements of paragraphs 7.4.8 and 7.5.6, *Part III – Hull Equipment*, and the indication of the fire doors position shall fulfil the requirements of paragraph 6.1.8.3, *Part V – Fire Protection*.

7.8 Alarm System in the Accommodation Spaces for Engineering Personnel

An audible engineer's alarm shall be provided to be operated manually from the main engine control station in the engine room or from the central control room, if provided.

7.9 Water Level Detectors on Single Hold Cargo Ships other than Bulk Carriers

7.9.1 Ships having a length $L < 80$ m and a single cargo hold below the freeboard deck or cargo holds below the freeboard deck which are not separated by at least one bulkhead made watertight up to that deck, shall be fitted in such space or spaces with water level detectors.

7.9.2 The water level detectors, required by par. 7.9.1, shall:

- .1** give an audible and visual alarm at the navigation bridge when the water level above the inner bottom in the cargo hold reaches a height of not less than 0.3 m (prealarm), and another when such level reaches not more than 15% of the mean depth of the cargo

hold (main alarm). Audible alarms shall clearly discriminate between the two different water levels detected in hold; and

- .2 be fitted at the aft end of the hold, or above its lowest part where the inner bottom is not parallel to the designed waterline. Where webs or partial watertight bulkheads are fitted above the inner bottom, additional detectors may be required.

7.9.3 The water level detectors shall be of a type approved by PRS, complying with the requirements specified in *Publication 124/P*.

7.9.4 The water level detectors, required by par. 7.9.1, need not be fitted in ships complying with the requirements of SOLAS regulation XII/12 (par. 22.8.1) or in ships having watertight side compartments each side of the cargo hold length extending vertically at least from inner bottom to freeboard deck.

7.9.5 Ships of subdivision length $L_s \geq 80$ m for which it will not be revealed that they fulfill regulations regarding subdivision and damage stability (fulfillment of regulations of relevant requirements specified in *Part IV – Stability and Subdivision*) shall fulfil requirements specified in subchapter 22.8.

7.10 Water Level Detectors on Multiple Hold Cargo Ships other than bulk carriers

7.10.1 These ships shall be equipped with a water level detectors in each cargo hold intended for dry cargoes. Water level detectors are not required for cargo holds located entirely above the freeboard deck. The water level detectors shall be of a type approved by PRS, complying with the requirements specified in *Publication 124/P*.

7.10.2 The water level detectors required in par. 7.10.1 shall:

- .1 give audible and visual alarms at the navigation bridge, one when the water level above the bottom of the cargo hold reaches a height of not less than 0.3 m, and another at a height not less than 15% of the depth of the cargo hold but not more than 2 m; and
- .2 be fitted at the aft end of the cargo holds. For cargo holds which are occasionally used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold.

7.10.3 As an alternative to the water level detector at a height of not less than 0.3 m as per subparagraph 7.10.2.1, a bilge level sensor* serving the bilge pumping arrangements required by SOLAS regulation 35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to:

- .1 the fitting of the bilge level sensor at a height of not less than 0.3 m at the aft end of the cargo hold; and
- .2 the bilge level sensor giving audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by the other water level detector fitted in the cargo hold.

* Refer to the requirements for bilge level alarms in *Publication 124/P*.

7.11 Alert Management System on Navigation Bridge

7.11.1 It is recommended that navigation bridge be provided with an alert management system in accordance with the requirements specified below. These requirements also apply to the existing systems (already installed on board the ship).

7.11.2 Alert management system shall properly classify and deliver alerts so that the bridge crew have full control over safe ship handling taking correct actions in emergencies.

7.11.3 Alert management system shall be divided into the following priorities:

- emergency alarms;
- alarms;
- warnings;
- cautions.

7.11.4 Prioritised groups mentioned in 7.10.3 shall be established according to the following criteria:

- a) emergency alarm:
 - alarm indicating immediate danger to human life or to the ship and its machinery exists and that immediate action has to be taken, as specified in the *Code on Alerts and Indicators, 2009*.
- b) alarm:
 - condition requiring immediate attention and action to maintain the safe navigation and operation of the ship;
- c) warning:
 - condition requiring no immediate attention or action; warnings are presented for precautionary reasons to bring awareness of changed conditions which are not immediately hazardous, but may become so if no action is taken;
- d) caution:
 - awareness of a condition which requires attention out of the ordinary consideration of the situation or of given information.

7.11.5 Alerts shall be divided into the following three categories:

- category A – additional information related to the given alert is required to be displayed by the system, i.e. detailed case description (serious hazard, e.g. collision, stranding);
- category B – additional information related to the given alert is not required to be displayed;
- category C – alerts which cannot be confirmed in the navigation bridge but they require information on their status (e.g. cancellation), such as alerts related to the machinery installations.

7.11.6 The system shall also present alerts by their status:

- confirmed;
- unconfirmed.

7.11.7 Alert given (unconfirmed) shall:

- give audible signal along with visual indication;
- provide information on the alert reason;

Additionally, it is recommended that voice communication in English be given to describe the particular alert.

7.11.8 Alert signals shall be in accordance with the requirements specified in paragraphs 20.4.1.5 and 20.4.1.6.

7.11.9 Unconfirmed warning shall gradually:

- a) be repeated as a warning within 5 minutes;
- b) convert into an alarm within further 5 minutes;

7.11.10 Alert management system shall be provided with human-machine interface (HMI).

- 7.11.11** Alerts of category A shall be indicated in the position directly corresponding to the particular system.
- 7.11.12** Alerts of categories B and C shall be duplicated in the HMI.
- 7.11.13** In the HMI it shall be possible to confirm any alarm and warning only separately.
- 7.11.14** HMI shall provide for simultaneous communication of at least 20 of all recent alerts.
- 7.11.15** The possibility shall be provided for the screen to return to the display of essential alerts by a single move of the operator.
- 7.11.16** Clear indication shall be provided on screen for each newly displayed alert in the case of verification of the alerts in the history or in the case of screen selection for setting/analysis of other functions.
- 7.11.17** Means shall be provided for all the alerts to be recorded in the history and kept for at least 24 hours. Easy access to the alerts for their immediate verification shall possible for the crew for 24 hours a day.
- 7.11.18** The system including the HMI shall be duplicated and it shall be supplied by separate feeders from two sources of electrical power one of which shall be an emergency source of power of the ship.
- 7.11.19** In case of failure of the main source of electrical power, the system shall retain all the information and automatically restart on the resumption of power supply from the emergence source.
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8 PROTECTIVE DEVICES

8.1 General Requirements

8.1.1 Except the cases, specified in 8.3.3, 8.4.1 and 8.9, outgoing circuits of switchboards shall be protected against short-circuits and overloads by means of suitable devices installed at the beginning of each circuit.

Where circuit overload is not likely to occur, the circuit may be protected against short-circuits only.

8.1.2 Protective devices shall be so matched with the characteristics of the equipment under protection as to operate at all inadmissible overloads.

8.1.3 The protection system shall be discriminative both with regard to overload currents and to the prospective short-circuit currents.

Protection devices shall be so adjusted that the damage of non-essential consumers or their circuits does not affect harmfully the operation reliability of ship generating plant and the continuity of supplying essential services.

Overload and short-circuits protection shall not operate under the effect of starting currents of the protected devices.

8.1.4 Overload protection shall be provided in:

- .1 not less than one phase or positive pole in a two-wire system;
- .2 not less than two phases in an insulated three-wire three-phase alternating-current system;
- .3 all phases in a three-phase four-wire alternating-current system.

8.1.5 Short-circuit protection shall be fitted in each insulated pole of a direct-current system and in each phase of an alternating-current system.

Short-circuit current protective devices shall be set to operate at not less than 200% of the rated current. Operation may be instantaneous or after a time-lag to allow for the proper discrimination.

To protect feeder cables and consumers against short-circuits, the same protective devices may be used.

8.1.6 Where, in any part of supply circuits, the cable cross-section is reduced, additional protection shall be provided unless the previous protective device is capable of protecting the cable of the reduced cross-section.

8.2 Protection of Generators

8.2.1 Generators not intended for parallel operation shall be provided with means of protection against overload and short-circuits. Fuses may be used as protective devices for generators rated under 50 kW (kVA), where installed with switches or contactors operating in all phases simultaneously.

8.2.2 Generators intended for parallel operation shall be provided with at least the following means of protection:

- .1 against overloads;
- .2 against short-circuits;
- .3 against reverse current or reverse power;
- .4 against under-voltage.

Generator protection system against overload shall be provided with visual and audible signals of overload operating with a time-lag of up to 15 minutes at overloads from 100 to 110% of the rated current and be capable of disconnecting the generator after a time-lag corresponding to the generator thermal time constant at overloads within 110 to 150% of the rated current of the generators.

For a setting of the protection to operate at 150% of the rated current of generator, the time-lag is not to exceed 2 minutes for a.c. generator and 15 seconds for d.c. generator. At overloads exceeding 150% of the rated current, the disconnection of the generator under such overload shall be instantaneous.

Overload protection setting and time delay values shall be selected to correspond to the overload characteristics of the generator prime mover so that the prime mover is capable of developing the necessary output within the time delay period adopted.

The protective devices used for generator overload protection shall not preclude the possibility of re-starting the generator immediately.

8.2.3 Means shall be provided to automatically and selectively disconnect the secondary essential services in the event of the generator being overloaded. This load shedding may be performed in one or several stages, depending on the generator overload capacity.⁷

The equipment for which the automatic load shedding is unconditionally allowed includes all services for habitability, e.g.: cooking, heating, domestic refrigeration, mechanical ventilation, air-conditioning, equipment of sanitary systems, etc.

The equipment for which the automatic load shedding is permissible includes the services specified in: 4.3.1.7, 4.3.1.12, 4.3.1.19 and 4.3.1.20. The automatic load shedding of other services is allowed unless their disconnection causes immediate disruption or prevents the systems required for the ship safety from being immediately available when the power supply is restored to normal operation conditions.

The equipment for which the automatic load shedding is not allowed includes all primary essential services (examples specified in 4.3.1.1 to 4.3.1.6 and 4.3.1.8).

The scope of the shed equipment is subject to PRS consideration in each particular case.

The above-mentioned requirements may be considered not applicable to ships having low-power electrical installation which requires PRS consent in each particular case.

8.2.4 Reverse-power protection for generators intended to operate in parallel shall be selected to correspond to the prime mover characteristics. The respective protection settings shall be in accordance with those specified in Table 8.2.4.

Table 8.2.4

Kind of current	Limits of reverse-power protection settings related to generator prime mover	
	Turbine	Internal combustion engine
Alternating current	2 - 6% of rated output of generator [kW]	8 - 15% of rated output of generator [kW]
Direct current	2 - 6% of rated current of generator [A]	8 - 15% of rated current of generator [A]

⁷ See interpretation in MSC.1/Circ.1572, Annex, Section 5.

Reverse-power and reverse-current protection for direct-current generators shall be installed in the pole opposite to that in which the equalizer is connected. Reverse power or reverse-current protection is still to be capable of operation when the voltage applied is reduced by 50% although reverse current or reverse power may have altered values.

Reverse-power and reverse-current protection shall permit transfer of power led from the ship network (e.g. from cargo winches).

8.2.5 The under-voltage protection shall provide the possibility of connecting the generators to busbars at a voltage equal to 85% or over of the rated value and to preclude their connecting to busbars at a voltage lower than 35% of the rated value, as well as to disconnect generators when the voltage drops at their terminals to a value from 70 to 35% of the rated voltage.

The under-voltage protection shall operate with a time-lag necessary for disconnecting the generators from the busbars in the case of voltage drop and shall operate immediately during the attempt of connecting to busbars a generator, whose voltage has not reached the above-mentioned value.

8.2.6 Protection against internal faults and damage to connections between the generator and the circuit-breaker, causing de-energizing and immediate switching off the generator, is recommended for generators of rating 1500 kVA and above.

8.2.7 If a turbine-driven d.c. generator is intended for operation in parallel with other generator, a device shall be provided to trip the automatic circuit-breaker of this generator when the emergency governor of the turbine operates.

8.2.8 The short-circuit trips with a time-lag shall be so selected that in each case the expected short-circuit current in a protected circuit, after the lapse of the time-lag, is greater than the minimum return current of the trip.

8.2.9 Fuses may be applied as protection of semiconductors in the generator excitation circuits. Overload protection shall be in accordance with thermal characteristics of semiconductors.

8.2.10 Electronic or computerised protection devices for generators and consumers with load current higher than 30% of the rated current shall be provided with:

- arrangements to readily identify the final settings, if they are adjustable;
- facilities and instructions for testing on board the settings and functions.

8.3 Protection of Electric Motors

8.3.1 Outgoing feeders from switchboards supplying electric motors rated at over 0.5 kW shall be provided with means of protection against short-circuit currents and overloads, as well as with no-voltage protection if motors need not be automatically re-started.

It is admissible for overload and no-voltage protective devices to be installed in the motor starting apparatus.

8.3.2 The overload protective devices for continuously-loaded motors shall be set to disconnect the motor under protection in a range of 105 to 125% of the rated current.

Motor overload protective devices may be permitted to be replaced by audible and visual signals subject to PRS consent in each particular case.

8.3.3 The feeders of the electric drives of fire pumps shall not be fitted with overload protection operating on the thermal relay basis. Visual and audible signals may be substituted for overload protection.

8.4 Protection of Steering Gear Motors

8.4.1 Only short-circuit current protection shall be provided for electric motors and control systems of electric and electro-hydraulic steering gear.

Visual and audible alarms warning of motor overload and voltage failure in any of the phases shall be provided.

8.4.2 Short-circuit protection of the circuit-breakers of the d.c. motors of the electric and electro-hydraulic steering gears shall be set for instantaneous release at current not lower than 300% and not higher than 400% of the rated current of the motor under protection, while those used in conjunction with alternating-current motors shall be set for instantaneous release at current exceeding by about 25% the peak starting current of the motor under protection.

Where fuses are used for protection of steering gear motors, the rated current of the fuse elements shall be chosen by one degree higher than that resulting from the choice made on the basis of the starting current of the electric motor.

8.4.3 The electric motors of active means of steering the ship shall have short-circuit and overload protection. Overload protection shall give audible and visual signals and shall cause the disconnection of the electric motor within the range required by 8.3.2. Short-circuit protection shall fulfil the requirements of 8.4.2.

8.4.4 Where the steering gear motor circuits are supplied via an electronic converter and are limited to the converter's full load current, the requirement of paragraph 8.4.2 need not be complied with. In such case the required, in 8.4.1, an overload warning shall be set to a value not greater than the normal load of the electronic converter (determined in accordance with the manufacturer's operating instructions).

8.5 Protection of Transformers

8.5.1 Short-circuit and overload protective devices shall be installed on the supply feeders of transformer primaries.

Transformers rated up to 6.3 kVA may be protected with fuses only.

Overload protection of transformers may be replaced by appropriate visual and audible signals subject to PRS consent.

Overload protection or alarms need not be provided for voltage transformers and transformers supplying control circuits.

8.5.2 Transformers intended for parallel operation shall be provided with switches to disconnect their primary and secondary windings, but not necessarily at the same time.

If these transformers are supplied from different sections of the main switchboard, which may be disconnected during service, an interlocking device shall be provided to prevent their parallel operation when one of the sections, from which they are supplied, is disconnected.

8.5.3 The connection of current transformers shall be so arranged as to prevent the possibility of their secondary windings being opened during the switching of circuits.

8.6 Protection of Storage Batteries

8.6.1 Means of protection against short-circuit currents shall be provided for storage batteries other than those which are designed to start up internal combustion engines.

8.6.2 Each battery charging system shall be provided with a suitable protection against battery discharge due to a drop or loss of voltage at the outlet from the charger.

8.7 Protection of Pilot Lamps, Voltmeters, Capacitors and Voltage Coils of Apparatus

8.7.1 Pilot lamps, as well as measuring and recording instruments shall be provided with short-circuit protection or elements limiting short-circuit current.

Pilot lamps need not have such protective devices or elements of their own, provided that:

- .1 the lamps are supplied through circuits inside the enclosure of the device;
- .2 the protection of the device circuit is not exceeding 25 A;
- .3 a fault in the lamp circuit is not liable to cause an interruption in the operation of an essential service.

Short-circuit protection and current limiting devices shall be located as close as practicable to the terminals on the supply side.

8.7.2 Radio interference suppression capacitors installed in the circuits of main and emergency switchboards, generators and essential electrical installations, shall be protected against short-circuit currents.

8.7.3 The voltage coils of apparatus and control or protective devices shall be protected against short-circuit current, but they need not have protection of their own, provided that:

- .1 the coils are in the common enclosure of the device, they have common protective devices and they refer to the control system of one device;
- .2 the coils are supplied through circuit of the device with protection not exceeding 25 A.

8.8 Protection of Power-electronic Equipment

8.8.1 Power-electronic semiconductor equipment shall be protected against internal and external overvoltage.

8.8.2 Blocks of semiconductor elements shall be protected against short-circuit. The protection of diodes and thyristors shall be independent of the load circuits protection.

8.8.3 If only one consumer shall be supplied by power-electronic equipment, the blocks of diodes and thyristors as well as load may have a common protection.

8.9 Protection of Emergency Circuits

8.9.1 The emergency sources of electric power shall be provided with a short-circuit protection only. Where the emergency source is a generator with an independent drive, visual and audible signals indicating the generator overload shall be fitted in the central control station.

8.9.2 Protection devices preventing immediate switching-on after operation of protection shall not be used in supply circuits of the emergency switchboard and emergency consumers.

9 EMERGENCY SOURCE OF ELECTRIC POWER AND DISTRIBUTION OF POWER FROM EMERGENCY SOURCES⁸

9.1 General Requirements

9.1.1 Each ship with self-propulsion shall be provided with the emergency source of electric power.

Such a source of power is not required in ships where the main source of electric power are accumulator batteries, provided that at least one of the batteries installed meets the capacity and the location requirements for the emergency source of electric power.

Installation of the emergency source of power in ships without self-propulsion is subject to PRS consideration in each particular case.

9.1.2 Generators with an independent drive or accumulator batteries may be used as the emergency source of electric power.

9.1.3 The capacity of the emergency source of electrical power shall be sufficient to supply power to all consumers, whose simultaneous operation is necessary to ensure safety in case of emergency.

Where electrical power is necessary to restore propulsion from a dead ship condition, the emergency source of electrical power shall have such capacity that the necessary propulsion starting energy is available within 30 min of blackout. Emergency generator stored starting energy shall not be directly used for starting the propulsion plant, the main source of electrical power and other essential auxiliaries (excluding emergency generator).

The dead ship condition is understood to mean a condition under which the main propulsion plant, together with generating sets are not in operation and devices intended for starting the main and auxiliary engines such as starting air vessels or starting batteries are discharged. Emergency generating set is not in operation but it is ready to use.

For steam ships, the 30 min. time limit shall be considered as time from blackout/dead ship condition to light-off of the first boiler.

9.1.4 Means shall be provided to enable the inspection of all emergency electrical installations, including the automatic starting arrangement.

9.1.5 The central control station or the main switchboard shall be provided with a device indicating the discharge of an accumulator battery serving as the emergency or the transitional emergency source of power.

9.2 Spaces of Emergency Sources of Electric Power

9.2.1 The spaces of emergency sources of electric power, associated transforming equipment (if any), the transitional sources of electric power, the emergency switchboard and the emergency lighting switchboard shall be situated above the highest continuous deck, outside machinery casings and aback the collision bulkhead.

The exits from these spaces shall be easily accessible and shall lead directly to the open deck on which the emergency source of electric power is located.

⁸ See interpretation in MSC.1/Circ.1572, Annex, Section 7.

9.2.2 The location of the emergency sources of electric power, associated transforming equipment (if any), the transitional sources of electric power, the emergency switchboard and the emergency lighting switchboard in relation to the main source of electric power, associated transforming equipment, and the main switchboard shall be such as to ensure that fire or other casualty in the space containing the main source of electric power, associated transforming equipment, the main switchboard or in any machinery space of Category A will not interfere with the supply, control and distribution of emergency electric power.

9.2.3 The spaces of emergency sources of electric power, associated transforming equipment, the transitional sources of power, the emergency switchboard and the emergency lighting switchboard shall not be adjoining, as far as practicable, to machinery and boiler compartments of Category A or spaces containing the main source of electric power, associated transforming equipment and the main switchboard.

Where such an arrangement is impracticable, decks and bulkheads separating the spaces shall fulfil the requirements for control stations, set forth in *Part V – Fire Protection*.

9.2.4 The emergency switchboard shall be installed as near as practicable to the emergency source of electric power.

9.2.5 Where the emergency source of electric power is a generator with an independent drive, the emergency switchboard shall be located in the same space unless the operation of the emergency switchboard would thereby be impaired.

This space shall also contain all the starting, charging and energy storing devices intended for starting the emergency set.

9.2.6 The space of the emergency generating set shall be provided with heating arrangements to ensure appropriate temperature for ready starting of the set. The space shall also be ventilated in accordance with requirements of paragraph 7.6.3, *Part VI – Ship and Machinery Piping Systems*.

9.2.7 An accumulator battery which constitutes the emergency or transitional source of electric power, as well as the emergency switchboard shall be installed in separated spaces. The accumulator battery space shall fulfil the requirements specified in 13.2.

9.3 Emergency Sources of Electric Power in Cargo Ships

9.3.1 The emergency sources of electric power in cargo ships of 300 tons gross tonnage and upwards of unrestricted service and the restricted service **I** shall have adequate capacity to supply simultaneously, for a period of 18 hours, electric power to the following consumers:

.1 emergency lighting of:

- .1** all corridors, stairways and exits leading from accommodation and service spaces, personnel lift cars and their trunks,
- .2** the machinery and generating sets spaces,
- .3** all control stations, the main and the emergency switchboards,
- .4** emergency generating set space,
- .5** the navigation bridge,
- .6** chart room and radio room,
- .7** the stowage positions for emergency and fire equipment, as well as the location of the manually operated call points,
- .8** the steering gear compartment,
- .9** position at the fire pump, the emergency bilge pump, the sprinkler pump and at the starting positions of their motors,

- .10 air-sheds and landing fields for helicopters,
- .11 gyrocompass rooms,
- .12 medical rooms;
- .13 in all cargo-pump rooms of tankers constructed on or after 1 July 2002;
- .2 navigation lights, "not under command" lights and other lights required by the *International Regulations for Preventing Collisions at Sea* (the COLREG Convention);
- .3 internal communication equipment, command broadcast apparatus and general alarm system;
- .4 navigation and radio equipment in accordance with the requirements of the SOLAS Convention (these requirements are also specified in *Part IV and Part V* of the *Rules for Statutory Survey of Sea-going Ships*);
- .5 fire detection system;
- .6 the daylight signalling lamp, audible devices (whistles, gongs, etc.), the manually operated calling signalisation and all internal signalling systems required in an emergency²
- .7 one of the fire pumps (if supplied by the emergency source of electric power) and the electric installations ensuring the operation of the foam generators specified in paragraph 3.5.3.5, *Part V – Fire Protection*;
- .8 other consumers, whose operation will be regarded by PRS necessary to ensure the safety of the ship and that of the people on board.

The consumers, specified in 9.3.1.3 to 9.3.1.6, may be supplied by their own accumulator batteries installed in accordance with 9.2 and having sufficient capacity to supply the services during 18 hours.

For ships of 300 tons gross tonnage and upwards of restricted service **II** (only for ships engaged on domestic voyages) and of restricted service **III** (for ships engaged on domestic voyages and for ships engaged on international voyages) the required period of 18 hours may, upon the consent of the Administration, be reduced to 12 hours.

For ships of less than 300 gross tonnage of unrestricted service and the restricted service **I**, the required period of 18 hours may be reduced to 6 hours; for ships of less than 300 gross tonnage of restricted service **II** and **III** – to 3 hours.

9.3.2 The emergency sources of electric power shall supply, for the period of 3 hours, the emergency lighting of places at lifeboats and liferafts, as well as the out-board spaces where the lifeboats and liferafts are brought down on water.

9.3.3 The emergency sources of electric power shall ensure supply to the steering gear.

9.3.4 Where the emergency source of electric power is a generator with an independent prime mover, it shall be:

- .1 driven by internal combustion engine (see paragraph 2.1.6, *Part VII – Main and Auxiliary Machinery and Equipment*) fitted with an alarm and safety system required by 9.3.10;
- .2 capable of automatically starting in case of the loss of voltage in the main network and automatically connecting to the emergency switchboard busbars; the services required in 9.3.7 shall be automatically supplied from the emergency generator. The total time of starting and taking over the required load by the generator cannot exceed 45 seconds;
- .3 provided with a transitional source of electric power if the time of the generator automatic starting and supplying the load, as required in .2, exceeds 45 seconds.

9.3.5 Where the emergency source of electric power is an accumulator battery, it is to:

- .1 operate without recharging and with the voltage changes at its terminals within $\pm 12\%$ of the rated value throughout the discharge period;

- .2 be capable of automatically connecting to the emergency switchboard busbars in the case of the loss of voltage in the main network and capable of immediately supplying at least those services specified in 9.3.7.

9.3.6 The emergency generator and its prime mover and any emergency accumulator battery shall be so designed and arranged as to ensure that they will function at full rated power when the ship is upright and when inclined at any angle of list up to 22.5° or when inclined up to 10° either in the fore or aft direction, or is in any combination of angles within those limits. See also 2.1.2.3.

9.3.7 The accumulator battery shall be used as a transitional source of electric power required in 9.3.4.3. The capacity of the battery shall be sufficient to provide power supply without recharging and at the voltage changes at its terminals within $\pm 12\%$ of the rated value throughout the discharge period.

9.3.8 The capacity of the battery used as a transitional source of electric power shall be such as to ensure, for 30 minutes, power supply to the following consumers:

- .1 lighting and navigation lights in accordance with 9.3.1.1, 9.3.1.2 and 9.3.2;
- .2 all internal communication equipment and signals required in an emergency;
- .3 fire detection and general alarm systems;
- .4 the daylight signalling lamp, audible signals (whistles, gongs, etc.).

The consumers specified in .2, .3 and .4 are not required to be supplied by a transitional source of electric power, provided they have their own accumulator batteries of sufficient capacity for the required period of time.

9.3.9 During transition from the main to emergency power supply, services requiring continuous power supply shall be supplied from uninterruptible power system (UPS) in accordance with the requirements of subchapter 9.6.

9.3.10 Uninterruptible power systems used as battery or transitional emergency sources of power supply, required in 9.3.5 and 9.3.4.3, shall additionally fulfil the requirements of sub-chapter 9.6.

9.3.11 Internal combustion engines driving emergency generators shall be fitted with an alarm and safety system designed:

- .1 so that their parameters fulfil the requirements of Chapter 2, *Part VII – Main and Auxiliary Machinery and Equipment*;
- .2 to “fail safe”. The characteristics of the “fail safe” operation shall be evaluated on the basis of the system topology, its associated machinery, the complete installation and ship;
- .3 such that regardless of the engine output, all shutdowns (except overspeed shutdown) are automatically overridden when the engine is in automatic or remote control mode during navigation;
- .4 in which the alarm system functions in accordance with the requirements of 20.4.1 and 21.3, with an additional requirement that emergency diesel engine group alarms shall be arranged on the bridge;
- .5 with a local means of engine shutdown additional to the fuel oil control from outside the space;

with a local indications of at least those parameters listed in .1 within the same space as the emergency diesel engines and remaining operational in the event of failure of the alarm and safety systems.

9.4 Alarms and safeguards for emergency reciprocating I.C. engines (intended for emergency generating sets).

9.4.1 Alarms and safeguards are to be fitted in accordance with Table 9.4.1.

9.4.2 The safety and alarm systems are to be designed to ‘fail safe’. The characteristics of the ‘fail safe’ operation are to be evaluated on the basis not only of the system and its associated machinery, but also the complete installation, as well as the ship.

9.4.3 Regardless of the engine output, if shutdowns additional to those specified in Table 9.4.1 are provided except for the overspeed shutdown, they are to be automatically overridden when the engine is in automatic or remote control mode during navigation.

9.4.4 In addition to the fuel oil control from outside the space, a local means of engine shutdown is to be provided.

9.4.5 Local indications of at least those parameters listed in Table 9.4.1 are to be provided within the same space as the reciprocating I.C. engines and are to remain operational in the event of failure of the alarm and safety systems.

Table 9.4.1

Parameter	Alarm activation	Shutdown with alarm
Fuel oil leakage from high pressure pipes (fuel injection pipes and common rails)	x	
Lubricating oil temperature ¹	high	
Lubricating oil pressure	low	
Activation of oil mist detection arrangements (or activation of the temperature monitoring systems or equivalent devices of: – the engine main and crank bearing oil outlet; or – the engine main and crank bearing) ²	x	
Pressure or flow of cooling water ¹	low	
Temperature of cooling water (or cooling air)	high	
Overspeed activated ¹		x

Note:

1 for engines having a power of or more than 220 kW.

2 for engines having a power of more than 2250 kW or a cylinder bore of more than 300 mm.

9.5 Distribution of Electric Power from Emergency Sources

9.5.1 The emergency switchboard shall be supplied during normal operation from the main switchboard by an interconnector feeder which shall be protected at the main switchboard against overload and short-circuit and which shall be disconnected automatically at the emergency switchboard in case of the loss of voltage in the main source of electric power. Where the system is arranged for feedback operation, the interconnector feeder shall also be protected at the emergency switchboard at least against short-circuit.

9.5.2 While the ship is at sea, the emergency generating set may be used for short periods only, to supply consumers other than those specified in 9.3.1, 9.3.2, 9.3.3 in the following conditions:

- .1 blackout condition;
- .2 dead ship condition;
- .3 routine use for testing;
- .4 short-term parallel operation with the main source of electrical power for the purpose of load transfer.

9.5.3 The emergency generating set may be used, exceptionally and for short periods, during the ship lay time in port for the supply of the consumers not mentioned in 9.3.1, 9.3.2 and 9.3.3, provided the following requirements are fulfilled:

- .1 to prevent the generator or its prime mover from becoming overloaded when used in port, arrangements shall be provided to shed sufficient non-emergency loads to ensure its continued safe operation;
- .2 the prime mover shall be fitted with fuel oil and lubrication oil filters, monitoring equipment and protection devices as required for the prime mover for main power generation and for unattended operation;
- .3 the fuel oil supply tank shall be provided with a low level alarm, arranged at a level ensuring sufficient fuel oil capacity for the emergency services for the period of time required in 9.3.1 and 22.1.2;
- .4 the prime mover shall be designed and built for continuous operation and shall be subject to a planned maintenance scheme ensuring that it is always available and capable of fulfilling its role in the event of an emergency at sea;
- .5 fire detectors shall be installed in the locations containing emergency generating set and the emergency switchboard;
- .6 means shall be provided to readily change over to emergency operation;
- .7 supply, control and monitoring circuits shall be so arranged and protected that any electrical fault will not influence the operation of the main and emergency services.

When necessary for safe operation, the emergency switchboard shall be fitted with switches to isolate the circuits.

9.5.4 Instructions shall be provided on board to ensure that when the ship is under way, all control devices (e.g. valves, switches) are in a correct position for the independent emergency operation of the emergency generating set and emergency switchboard.

These instructions shall also contain information on the required fuel oil tank level, position of harbour/ sea mode switch, if fitted, ventilation openings, etc.

9.5.5 The consumers, listed in 9.3.1.1 and 22.1.2.1, shall be supplied with electric power by separate circuits directly from the busbars of the emergency switchboard fitted with suitable protection devices and switches. The consumers, listed in 9.3.1.2 to 9.3.1.6 or in 22.1.2.1.2 to 22.1.2.1.6, may be supplied from the ship navigation control and monitoring console located on the navigation bridge and supplied in accordance with 4.4.2.

9.5.6 Where a transitional source of electric power is fitted, the consumers listed in 9.3.7 or 22.1.2.7 shall be supplied through a special switchboard. The circuits of the switchboard shall not be fitted with switches.

9.5.7 Cables supplying the emergency consumers shall be so led as to ensure the electric power supply to the remaining emergency consumers in case the emergency consumers located below the bulkhead deck are flooded.

9.5.8 The switchboards of the emergency consumers shall be located above the bulkhead deck, behind the collision bulkhead.

9.6 Starting Arrangements of Emergency Generating Sets

9.6.1 The following devices with a continuously stored energy may be used as the starting arrangements of emergency generating sets:

- .1 electrical starting system with its own accumulator battery and the charging system supplied from the emergency switchboard;
- .2 hydraulic starting system supplied from the emergency switchboard;
- .3 compressed air starting system supplied from the main or auxiliary air receivers through a non-return valve or by emergency air compressor supplied from the emergency switchboard.

9.6.2 Each emergency generating set arranged to be automatically started shall be equipped with a starting device of an approved type having the energy reserve sufficient for performing at least three consecutive starts. A source of the stored energy shall be protected against critical depletion by the automatic starting system, unless a second independent means of starting is provided. Additionally, the second source of energy for additional three starts within 30 minutes or a manual starting device shall be provided.

9.6.3 Where automatic starting of the emergency generating set is not required, manual starting initiated by manual cranking, inertial starter, manually charged hydraulic accumulators, powder charge cartridges may be applied, provided it can be demonstrated as being effective.

9.6.4 Where manual starting is not practicable, the starting devices shall fulfil the requirements of 9.5.1 and 9.5.2, manual initiation of starting being permitted.

9.6.5 Where the emergency generating set is arranged to be started by means of electric starting system with its own accumulator battery only, the second accumulator battery serving as a reserve source of power with stored energy meeting the requirements of paragraph 9.5.2 shall be provided.

9.6.6 Emergency generating sets shall be capable of being readily started in their cold condition down to the temperature of 0°C. If this is impracticable or if lower temperatures are likely to occur, heating arrangements shall be provided so that ready starting of the generating sets is ensured.

9.7 Uninterruptible Power System (UPS) Units as Battery or Transitional Emergency Power Systems

9.7.1 Uninterruptible Power System units (hereinafter referred to as UPS units) shall be constructed in accordance with IEC 62040-1:2017 or the relevant national or international standards agreed with PRS. For the purpose of the present requirement, the following types of the UPS units can be distinguished:

- .1 off-line UPS unit – an UPS unit where under normal operation the output load is powered from the bypass line (raw mains) and only transferred to the inverter if the bypass supply fails or goes outside, permitted by the *Rules*, preset limits. Permissible break in the load supply during transfer shall not exceed 10 ms;
- .2 line interactive UPS unit – an off-line UPS unit where the bypass line switches to the inverter when the input power goes outside, required by the *Rules*, voltage and frequency limits;
- .3 on-line UPS unit – an UPS unit where under normal operation the output load is powered from the inverter, and will therefore continue to operate without break in the event of the supply input failing or going outside, permitted by the *Rules*, preset limits.

9.7.2 The operation of the UPS unit shall not depend upon external services.

9.7.3 The type of the UPS unit shall be suitable to the power supply requirements of the connected load equipment.

9.7.4 An external bypass shall be provided.

9.7.5 The UPS unit shall be monitored and audible and visual alarm shall be specified in a normally attended location for:

- .1 power supply failure (voltage and frequency) to the connected load;
- .2 earth fault;
- .3 operation of battery protective device;
- .4 when the battery is being discharged;
- .5 when the battery bypass is in operation (applies to on-line UPS units, see 9.6.1.3).

9.7.6 The UPS unit shall be properly located for use in an emergency. UPS units utilizing valve regulated sealed batteries may be located in compartments with normal electrical equipment, provided the ventilation arrangements are in accordance with the requirements of IEC 62040 or the relevant national or international standards agreed with PRS.

9.7.7 Output power shall be maintained for at least the duration required for the connected equipment, as specified in 9.3 or 22.1.2.

9.7.8 No additional services shall be connected to the UPS unit without verification that the UPS unit has adequate capacity. The UPS battery capacity is, at all times, to be capable of supplying the designated loads for the time specified in the requirements of this Part of the Rules.

9.7.9 The rating parameters of the UPS charge unit shall be sufficient to recharge the batteries while maintaining the output supply to the UPS unit load equipment.

10 ELECTRIC MACHINES

10.1 General Requirements

10.1.1 Electric propulsion generators and electric propulsion motors or, where justified, also machines of other designation, shall have heating arrangements to maintain their temperature at least 3°C above the ambient air temperature.

10.1.2 Shaft generators shall have a possibility for the stator to be axially shifted in relation to the rotor to ensure an access to the winding. If such shifting is impossible, a split stator and split bearing discs shall be provided.

Such shaft generators shall have an air-gap precluding the possibility of mechanical contact of the stator with the rotor in the most unfavourable service conditions.

10.1.3 Rotors of alternating and direct-current machines shall be capable of withstanding, for 2 minutes, without damage and permanent deformations, the following increased speed of rotation:

- .1 generators, converters, electric couplings and brakes: 120% of the rated speed;
- .2 series-wound motors: 120% of the permissible speed as indicated on the rating plate, however not less than 150% of the rated speed;
- .3 all motors other than those mentioned above: 120% of the maximum no-load speed.

10.1.4 Where a machine is so designed that at the point of installation on board its lower part is situated below the floor level, ventilating air intake shall not be effected through the bottom part of the machine.

10.1.5 The requirements concerning electric machines testing are specified in *Publication 42/P – Testing of Electric Machines*.

10.2 Rings, Commutators and Brushes

10.2.1 Direct-current machines for driving the propulsion plants and direct-current machines rated at 200 kW and above shall be provided with sight holes to permit observation of the commutator and brushes without removing the lids.

10.2.2 The permissible amount of wear of commutator segments or slip rings shall be indicated on their face side. It shall be taken equal to at least 20% of the commutator segment or slip ring height.

10.2.3 For rotor of a mass of more than 1000 kg, possibility of reconditioning the commutator without removing the rotor from the machine shall be provided.

10.2.4 A flexible copper shall be used for drawing current from brushes. Brush holder springs shall not be used for this purpose.

10.2.5 The position of brushes in direct-current machines shall be clearly and indelibly marked.

Direct-current machines shall be so constructed as to be capable of working with fixed brush setting under all conditions.

10.2.6 Commutator type machines shall be capable of operating practically without sparking at any load from zero to the rated value.

No sparking shall be possible at the specified overloads, reversals or starts, to such an extent as to cause damage to brushes or commutators.

10.3 Bearings

10.3.1 Bearings shall be so designed as to avoid the possibility of oil splashing or leaking along the shaft and coming into contact with the machine windings or live parts.

10.3.2 Sliding bearings shall be fitted with overflow holes enabling outflow of oil excess and an oil level inspection lid. Oil level indicators shall be provided on machines rated at 100 kW (kVA) or more.

10.3.3 Pressure lubrication systems shall incorporate pressure indicators for oil supplied to a bearing.

10.3.4 Where reasonable, measures shall be taken to prevent flow of shaft stray currents through machinery bearings.

10.3.5 The bearings of generators driven by the main propulsion plant by means of belts or chains shall be designed with the transverse pull taken into account.

10.4 Temperature Sensors

10.4.1 Stators of alternating-current machines rated at over 500 kVA or having an axial core length of more than 1000 mm, shall be provided with temperature sensors installed in places where the highest temperatures may be expected.

10.4.2 Embedded temperature sensors are recommended for short-time-rated and intermittent-rated electric motors.

10.4.3 It is recommended that embedded temperature sensors be used for the windlass drive electric motors. The sensors shall be so selected that the protection system disconnects the motor when the temperature rise limit for the insulation employed is exceeded by more than 30%.

The terminals of sensors leads shall be so located as to be easily accessible.

10.5 Overcurrent

10.5.1 Generators shall be so designed that after reaching the steady-state temperature corresponding to the rated load they are capable of sustaining overcurrent such as specified in Table 10.5.1

Table 10.5.1

Item	Type of generator	Overcurrent [%]	Duration of overcurrent [s]
1	A.C. generator	50	120
2	D.C. generator	50	15

10.5.2 Electric motors shall be so designed as to be capable of developing, without stopping or sudden speed changes, increased torque such as specified in Table 10.5.2.

Table 10.5.2

Item	Type of motor	Overload by torque [%]	Duration of overload [s]	Testing conditions
1	Polyphase synchronous motors, as well as squirrel-cage motors with starting current less than 4.5 times the rated current	50	15	Frequency, voltage and excitation to be maintained at rated levels
2	Polyphase induction motors for continuous and intermittent duties	60	15	Frequency and voltage to be maintained at rated levels
3	Motors as specified in 2, but for short-time and continuous duty with varying load	100	15	As above
4	Direct-current motors	50	15	Voltage to be maintained at rated level

10.6 Alternating-current Generators

10.6.1 General Requirements

10.6.1.1 Each alternating-current generator shall have a separate independent system for automatic voltage regulation.

10.6.1.2 Damage to automatic voltage regulation of generators shall not result in inadmissible high voltages at the generator terminals.

10.6.1.3 Alternating-current generators shall have excitation margin sufficient to maintain for 2 minutes the rated voltage with a tolerance up to 10%, with generator's overload equal to 150% of the rated current and power factor equal to 0.6.

10.6.1.4 Alternating-current generators rated at 50 kW (kVA) and above, together with their excitation and voltage regulation systems shall be so designed as to be capable of withstanding, at short-circuits, the effects of the three-fold rated current within 2 s.

10.6.1.5 Peak value of the three-phase short-circuit current of synchronous generators during operation at rated value shall not exceed fifteen-fold peak value of rated current.

10.6.2 Voltage Regulation

10.6.2.1 Alternating-current generators shall have voltage regulation system so adjusted to the regulation characteristics of the prime movers that the rated voltage is maintained within $\pm 2.5\%$ (up to $\pm 3.5\%$ for emergency sets) at load changes from no-load to the rated load at rated power factor.

Main generators may have their voltage maintained within $\pm 3.5\%$ of the rated value at all power factor values from 0.6 to 0.9 except for the rated power factor. The above requirement applies to a set operating at the rated speed and load of the generator.

10.6.2.2 A sudden change in the balanced load of a generator running at rated speed and rated voltage, under given current and power factor conditions, shall not cause a fall of voltage below 85% of the rated value or a rise above 120%.

Following such a change, the generator voltage shall be restored within not more than 1.5 seconds to the rated value with a tolerance of $\pm 3\%$. For emergency sets, these values may be increased, respectively, to 5 seconds and $\pm 4\%$ of rated voltage.

Where no precise data are available on peak values of sudden load that may be connected additionally to the existing generator load, this may be taken equal to a load of 60% of the rated current at a leading power factor of 0.4 or less, which is connected at idle speed and then disconnected.

10.7 Direct-current Generators

10.7.1 General Requirements

Shunt-wound direct-current generators may be used only when equipped with automatic voltage regulators.

10.7.2 Voltage Regulation

10.7.2.1 Voltage regulators of compound-wound generators shall provide for the reduction of no-load voltage, with the generator cold, by not less than 10% of the rated generator voltage, with due account taken of the increased revolutions of the prime mover running at no-load.

10.7.2.2 Manual voltage regulators shall be so designed that the voltage increases when their setting knobs are rotated clockwise.

10.7.2.3 Voltage regulators of shunt-wound generators shall be so designed that when the field current is switched off, field winding is shorted.

10.7.2.4 Compound-wound generators shall have independent devices for voltage regulation with an accuracy of $\pm 1\%$ for generators rated at up to 100 kW, or with an accuracy of $\pm 0.5\%$ for generators of rating exceeding 100 kW. The said regulation limits shall be maintained with both the generator cold and hot and at any load within the operating load range of the generator.

10.7.2.5 Direct-current sets comprising compound-wound generators shall have such external characteristics that voltage of a hot generator adjusted to the rated value with an accuracy of $\pm 1\%$ at 20% load does not vary, at full load, by more than $\pm 1.5\%$ for generators rated at 50 kW or over, and by more than $\pm 2.5\%$ for generators of the lower output.

Voltage variations in a compound-wound generator running at 20 to 100% of the rated load shall not exceed the following limits:

- .1 $\pm 3\%$ for generators rated at 50 kW or more;
- .2 $\pm 4\%$ for generators rated at over 15 kW but not higher than 50 kW;
- .3 $\pm 5\%$ for generators rated at 15 kW or less.

10.7.2.6 Direct-current sets comprising shunt-wound generators shall have such external generator characteristics and such automatic voltage regulators that voltage is maintained within $\pm 2.5\%$ of the rated value at all load variations from zero to the rated load.

10.8 Electromagnetic Brakes

10.8.1 The brake shall operate when the brake operating coil becomes de-energized.

10.8.2 A 30% voltage fall below the rated value shall not cause a hot brake to operate.

10.8.3 Electromagnetic brakes shall allow for manual release.

10.8.4 Electromagnetic brakes shall be fitted with at least two pressure springs.

10.8.5 The shunt windings of a compound-wound electromagnetic brake shall be capable of holding off the brake even when no current flows through the series winding.

10.8.6 The shunt windings of electromagnetic brakes shall be so constructed or protected that they can be safe from damage at overvoltages such as occur when they are disconnected.

11 TRANSFORMERS

11.1 General Requirements

11.1.1 The requirements of the present sub-chapter apply to power and lighting transformers specified in 3.3.

11.1.2 Dry transformers cooled by air shall be used in ships. The use of transformers of other design (e.g. liquid-cooled) is subject to PRS consideration in each particular case.

11.1.3 Transformers shall have electrically separated windings for primary and secondary voltages.

11.2 Overloads, Voltage Variations and Parallel Operation

11.2.1 Transformers shall be capable of withstanding 10% overloads for 1 hour and 50% overloads for 5 minutes.

11.2.2 Voltage variations at an active load between zero and rated load shall not exceed 5% for transformers rated at up to 6.3 kVA and 2.5% for transformers of higher rating.

11.2.3 Parallel-operating transformers shall have compatible vector groups, the same transformation ratios and their short-circuit voltages shall be such that the load on any transformer, at full load, does not depart from the corresponding proportional part of its power output by more than 10%.

11.2.4 Where transformers are arranged to operate in parallel, the rated power output of the smallest transformer shall not be less than half the rated power output of the largest transformer.

12 POWER-ELECTRONIC EQUIPMENT

12.1 General Requirements

12.1.1 Power-electronic equipment shall be provided with silicon semi-conductor elements. The use of other types of elements is subject to PRS consideration in each particular case.

12.1.2 Power-electronic equipment in which the power loss exceeds 500 W shall be provided with heating appliances to maintain the temperature of at least 3°C higher than the ambient temperature.

12.1.3 Power-electronic equipment shall be provided with air-cooling (natural or forced).

12.1.4 Application of liquid-cooling is subject to PRS consideration in each particular case.

12.1.5 In power-electronic equipment with forced ventilation, a protective device shall be provided to ensure reducing or switching off the load when the ventilation is switched off, as well as the actuating of the visual and audible signals when maximal permissible temperature inside equipment is exceeded.

12.1.6 Power-electronic equipment shall be provided with appropriate measuring instruments.

The maximum permissible values of parameters shall be marked on the scales of the measuring instruments. On the scales of the cooling air thermometers, in the case of forced air cooling, the maximum permissible temperature of the cooling air shall be clearly indicated.

12.2 Permissible Parameters of Voltage Distortion (harmonic distortion)

Note: These requirements apply to ships where harmonic filters are installed on main busbars of electrical distribution system, other than those installed for single application frequency drives such as pump motors.

12.2.1 The voltage distortion factor (K) of the ship network, also known as total harmonic distortion (THD), caused by the operation of the power-electronic equipment shall not be greater than 8%. The application of the power-electronic equipment causing the voltage distortions, exceeding the given tolerance range, is subject to PRS consideration in each particular case.

The distortion factor shall be determined from the following formula:

$$K = \frac{1}{U_n} \sqrt{\sum_{v=2}^n U_v^2} \cdot 100 \quad [\%] \quad (12.2.1)$$

$$K = \frac{1}{U_n} \sqrt{\sum_{v=2}^N U_v^2} \cdot 100 \quad [\%]$$

where:

U_n – effective value of the network voltage;

U_v – effective value of voltage of v -number harmonic;

v – number of higher harmonic.

This limit may be exceeded where all installed equipment and systems have been designed for a higher specified limit and this relaxation on limits shall be documented (harmonic distortion calculation report) and made available on board as a reference for the surveyor at each periodical survey.

The ships shall be fitted with facilities to continuously monitor the levels of harmonic distortion experienced on the main busbar as well as alerting the crew should the level of harmonic distortion exceed the acceptable limits. Where the engine room is provided with automation systems, this reading shall be logged electronically, otherwise it shall be recorded in the engine log book for future inspection by the surveyor. Where the electrical distribution system on board a ship includes harmonic filters, the system integrator of the distribution system (the ship design office) shall show, by calculation, the effect of a failure of a harmonic filter on the level of harmonic distortion experienced. Arrangements shall be provided to alert the crew in the event of activation of the protection of a harmonic filter circuit. A harmonic filter shall be arranged as a three phase unit with individual protection of each phase. The activation of the protection arrangement in a single phase shall result in automatic disconnection of the complete filter. Additionally, there shall be installed a current unbalance detection system independent of the overcurrent protection alerting the crew in case of current unbalance. Consideration shall be given to additional protection for the individual capacitor element as e.g. relief valve or overpressure disconnecter in order to protect against damage from rupturing. This consideration shall take into account the type of capacitors used.

12.2.2 The factor u_w , determining the maximum relative deviation of the voltage instantaneous value from the first harmonic, shall not exceed 30%.

The factor shall be determined from the following formula:

$$u_w = \frac{\Delta U_m}{\sqrt{2}U_1} \cdot 100 \quad [\%] \quad (12.2.2)$$

where:

- ΔU_m – the maximum value of the distorted voltage;
- U_1 – the first harmonic effective value of voltage.

12.3 Control and Signalling Systems

12.3.1 Power-electronic equipment shall be provided with visual signals indicating the "on" and "off" position of the power and control circuits.

12.3.2 The power circuits shall be electrically separated from the control circuit.

12.3.3 The prolonged difference between currents in parallel branches shall not be more than 10% of the mean current value.

12.3.4 Failure of any of the rectifier valves shall not affect the operation of power-electronic equipment. An automatic control of load shall be provided to avoid exceeding the permissible loads for each of the rectifier valves. Failure of each of the rectifier valves shall be signalled by visual and audible alarms.

12.3.5 The asymmetry of control pulses of the converter control system ($\Delta\alpha$) shall be determined by the formula:

$$\Delta\alpha = \delta_k - \frac{360}{n} \quad (12.3.5)$$

where:

- δ_k – distance between pulses of the adjacent ducts, in electric degrees;
- n – number of control channels.

$\Delta\alpha$ shall not exceed ± 3 electric degrees at any point of the control range.

13 STORAGE BATTERIES

13.1 General Requirements

13.1.1 Storage batteries shall be so constructed that the loss of capacity of a fully charged battery due to self-discharge after 28 days out of operation at a temperature of $25 \pm 5^\circ\text{C}$ does not exceed 30% of the rated capacity for acid batteries and 25% for alkaline batteries.

13.1.2 Battery containers and closures for holes shall be so constructed and secured as to prevent spilling or splashing of the electrolyte when the container is inclined on any side to an angle of 40° from the vertical.

Closures shall be made of a durable material resistant to electrolyte. The closure design shall be such as to avoid the building up of excess gas pressure inside the battery.

13.1.3 The mastics used shall not change their properties or deteriorate at the ambient temperature changes within -30°C to $+60^\circ\text{C}$.

13.1.4 Materials used for fabrication of crates to house battery cells shall be resistant to electrolyte. Individual cells arranged within the crates shall be so secured as to preclude their relative movement.

13.1.5 The use of non-service accumulators is subject to PRS consideration in each particular case.

13.1.6 Accumulator batteries connected in series (e.g. two 12 V batteries supplying 24 V installation) shall be of the same type and the same capacity so that voltage drop occurring on each battery will be the same.

13.2 Arrangement of Accumulator Batteries

13.2.1 Batteries having voltage exceeding the safety voltage, as well as batteries having a capacity of over 2 kW (computed from the maximum charging current and the rated voltage) shall be located in special battery compartments accessible from the deck or in appropriate boxes installed on the open deck. These spaces shall be special electrical spaces.

Batteries having capacity of up to 2 kW may be installed in boxes or cabinets located inside the ship hull.

In ships with the low-rated electrical installation (except passenger ships), the above-mentioned batteries may be installed in the machinery space as high as possible, taking into account possibility of servicing the battery.

Accumulator batteries intended for starting up internal combustion engines, except emergency sources of power, may be located in the engine room in special boxes or cabinets with suitable ventilation.

Accumulator batteries having a capacity of less than 0.2 kW are permitted to be installed in any space in accordance with the requirements of subchapter 7.10 in *Part VI – Ship and Machinery Piping Systems*, except accommodation spaces, provided that they are protected from the action of water and mechanical damage and do not harmfully affect the surrounding equipment.

13.2.2 Acid and alkaline batteries shall not be placed in one compartment or in one box.

The vessels and instruments intended for the batteries with different electrolytes shall be placed separately.

13.2.3 The inside part of battery compartment or box, as well as structural parts which may be subjected to harmful effect of electrolyte or gas shall be effectively protected.

13.2.4 The accumulator batteries, as well as the individual accumulator cells shall be effectively secured in position. When they are placed on a stillage, the distance between the deck and the plugs of the upper tier of cells shall not exceed 1500 mm.

13.2.5 When installing the accumulator batteries or the individual accumulator cells, fitting linings and distance pieces between them shall be provided to ensure a clearance for circulation of air of not less than 15 mm.

13.2.6 Warning notices indicating the danger of explosion shall be provided on the doors leading to the battery compartment or near thereto, as well as on the boxes containing accumulators.

13.2.7 Accumulator batteries shall not be located in accommodation spaces except where the batteries are hermetically sealed. The location of hermetically sealed accumulator batteries in accommodation spaces is subject to PRS consent in each particular case.

13.3 Heating

13.3.1 The battery compartments in which temperature during operation may fall down below +5°C, with the exception of battery boxes or cabinets installed on deck, shall be heated. The heating may be effected by the heat produced in adjacent spaces, as well as with water or steam radiators located inside the battery rooms.

13.3.2 The heating system valves shall be located outside the battery compartments.

13.3.3 The shipboard air conditioning system shall not be used for heating the battery compartments.

13.4 Ventilation

13.4.1 The battery compartments and boxes shall have sufficient ventilation that will prevent possible formation and accumulation of explosive mixtures.

The ventilation system shall fulfil the requirements specified in subchapter 7.10, of *Part VI – Ship and Machinery Piping Systems*.

13.4.2 The battery compartments equipped with mechanical ventilation shall be provided with devices that will prevent possible charging of accumulator batteries before ventilation has been switched on. The charging cycle shall be automatically discontinued if the ventilators stop.

13.5 Charging the Accumulator Batteries

13.5.1 Charging facilities shall be provided for charging accumulator batteries supplying essential services. These facilities shall be capable of charging a battery within a period of time not exceeding 8 hours.

If an additional battery, which replaces the battery being charged, is available, the charging time may exceed 8 hours.

13.5.2 The charging facilities shall have means for measuring the voltage across battery terminals and charging current, as well as discharging current for emergency sources of electric power.

13.5.3 In ships which are fitted with portable accumulator lanterns or which are fitted with spare accumulator-fed navigation lights, facilities for charging the accumulators of these lights shall be provided.

13.6 Installation of Electrical Equipment in Battery Compartments

Except for explosion-proof lighting fixtures and cables led to accumulators and lighting fixtures, no other electrical equipment shall be installed in battery compartments.

Cables leading to accumulators and lighting fixtures may be run without covers, provided that they have a metal armour or braid covered by non-metallic sheath, and that the armour or the braid are effectively earthed on both ends.

13.7 Electric Starters for Internal Combustion Engines

13.7.1 Number of Starter Batteries

13.7.1.1 In a ship equipped with electrically-started internal combustion engines, irrespective of the number of such engines, not less than two starter batteries shall be installed for starting the main and the auxiliary engines, or not less than two common batteries for starting all engines.

Permanent switching of the system shall be provided to ensure the possibility of using any battery for starting any of the engines in the group serviced by this battery. The arrangement shall be such that the batteries cannot be connected in parallel.

Where a single auxiliary engine is fitted, only one battery may be required.

13.7.1.2 The starting batteries shall be used for starting and the engine's own monitoring purposes only. Arrangements shall be provided to maintain continuously the stored energy at all times.

13.7.1.3 In ships of restricted service III and ships of restricted service II with the low-rated electrical installation (other than passenger ships), only one starter battery may be allowed, provided it is capable of starting any i.c. engine.

13.7.2 Battery Characteristics

13.7.2.1 Each starter battery shall be designed to withstand the discharging current during starting that will correspond to the maximum current through the most powerful starting electric motor.

13.7.2.2 The capacity of each battery shall be sufficient for six starts of the engine in the ready-for-start condition; in the case of two or more engines – for not less than three starts of each engine.

13.7.2.3 For main engines, such number of starts shall be ensured within 30 minutes as is required in the case of the starting compressed air system (see subchapter 12.1.1.5, *Part VI – Ship and Machinery Piping Systems*).

13.7.2.4 When calculating battery capacity, the duration of each start shall be considered to be at least 5 second.

13.7.3 Charging Facilities

13.7.3.1 A starter battery charging facility shall be supplied by a separate feeder from the main switchboard even if battery charging is possible by a generator located on internal combustion engine.

13.7.3.2 In ships of restricted service III and in ships of restricted service II with the low-rated electrical installation (other than passenger ships), the starting batteries may be charged only from the generator mounted on the i.c. engine.

13.8 Batteries for Essential and Emergency Services

13.8.1 Where batteries are fitted to supply essential and emergency services, a schedule of such batteries shall be compiled and maintained. The schedule to be submitted to PRS Surveyor during the schedule approval or the new building survey, shall include at least the following information regarding the batteries: type and the manufacturer's name; rating voltage and capacity; location; equipment and/or systems served; maintenance/replacement cycle dates; dates of the latest maintenance and/or replacement; for replacement batteries in storage, the date of manufacture and shelf life.

13.8.2 Replaced batteries shall be of an equivalent performance type. To ensure that, appropriate procedures shall be provided.

13.8.3 Where vented batteries replace valve-regulated sealed ones, it shall be ensured that the existing ventilation is adequate to the location and installation of the vented batteries (see Chapter 7.10 of *Part VI – Ship and Machinery Piping Systems*).

14 ELECTRICAL APPARATUS AND ACCESSORI

14.1 Electrical Apparatus

14.1.1 General Requirements

14.1.1.1 The design of switchgear with renewable contacts shall be such that renewal of contacts is possible with the use of standard tools, without dismantling the switchgear or its basic components.

14.1.1.2 All non-manoeuvring switches, except for cabin switches, shall be provided with mechanical or electrical contact position indicators.

14.1.1.3 Controllers and master controllers shall be provided with drums fixing the particular position of controls; location in the zero position shall be more perceptible than elsewhere. Controller and master controller drums shall be fitted with a scale and a position indicator.

14.1.1.4 Machine control gear, except that used for continuous regulation, shall be so constructed that the end and intermediate fixed positions are easy to feel at various control stages, while movement beyond the end positions is impossible.

14.1.2 Manually Operated Apparatus

14.1.2.1 The direction of movement of manual operating controls of switchgear or machine control gear shall be such that clockwise rotation of a handle (handwheel) or upward/forward shifting of a handle (lever) corresponds to closing of an apparatus, start-up of a motor, increased speed, increased voltage, and so forth.

When controlling the lifting or lowering arrangements, clockwise rotation of a handle (handwheel) or shifting of a handle (lever) towards the operator shall correspond to lifting movement, and counter-clockwise rotation or shifting away from the operator – to lowering movement.

14.1.2.2 Switchgear push buttons shall be so designed that they cannot be actuated accidentally.

14.1.3 Motor-operated Apparatus

14.1.3.1 Actuators of motor-operated non-manoeuvring switches shall be so designed that in the event of loss of supply to the actuating motor the switch contacts remain in closed or in open position only.

14.1.3.2 Electric motor actuators shall ensure correct closing of switchgear at control voltage varying within 85 to 110% of the rated value and at rated frequency, in the case of alternating current.

14.1.3.3 Actuator operation at 110% of the rated control voltage shall not cause mechanical damage to the switchgear or excessive rebounding of contact liable to affect the switching capacity (due to arcing or welding of contacts). As regards electromagnetic contactors, the above requirement is applicable to contactor operation at an ambient temperature of -10°C and with the coil winding cold.

14.1.3.4 At 85% of the rated control voltage, the actuator shall be capable of correctly closing the switchgear at rated making current, at an ambient temperature of $+45^{\circ}\text{C}$ and with the actuator winding heated to the rated temperature.

14.1.3.5 A fall of control voltage down to 70% of the rated value shall not cause opening or pressure decrease of movable elements below the required minimum, at an ambient temperature of $+45^{\circ}\text{C}$ and with the actuator winding hot.

14.1.3.6 Motor-actuated non-manoeuvring switchgear shall be provided with a device for manual operation.

14.1.4 Coils

14.1.4.1 A conductor or a damp shall be so attached to a coil winding as to avoid the weight or pressure of the connection affecting the coil turns. The tappings of voltage coils shall be made of a flexible stranded conductor, except the contact terminals secured directly to the coil frame.

14.1.4.2 The coils of electromagnetic apparatus shall bear notations giving particulars of their characteristics.

14.1.5 Resistance Elements

14.1.5.1 Resistance elements shall be easily replaceable in sections or as a whole.

14.1.5.2 Resistors shall be so located and ventilated as not to heat other devices beyond the permissible limits.

14.1.5.3 The joints between resistor elements or between the resistor elements and terminals shall be made by welding or by mechanical press-fitting where there is no need to dismantle them. Soldering is allowed where there is no risk of temperature rise at the point of junction above the specified limits for the solder.

14.1.6 Fuses

14.1.6.1 Fuse elements shall be of a totally enclosed type and allow no arc ejection to the outside, sparking, or any other harmful effect upon the adjacent parts in the case the fuse blows.

14.1.6.2 Fuse elements shall be made of incombustible and non-hygroscopic insulating material.

14.2 Installation Fittings

14.2.1 General Requirements

14.2.1.1 Enclosures of accessories and fittings shall be constructed of corrosion-resistant or suitably protected from corrosion and at least low flame-spread materials of adequate mechanical strength. The enclosures of accessories and fittings designed for installation on weather decks, in refrigerated cargo spaces, fish processing shops, or other humid areas shall be made of brass, bronze or equivalent materials, or of plastics of suitable quality.

If steel or aluminium alloys are used, adequate anticorrosive protection shall be provided.

Threaded and fitted joints shall not be made in aluminium alloys.

14.2.1.2 Insulating parts, to which current-carrying components are fixed, shall be made of materials that do not evolve gases that would ignite from an electric spark at a temperature up to 500°C inclusive.

14.2.1.3 The lighting fitting intended to be installed on or close to combustible materials shall be so constructed as not to get heated over 90°C.

14.2.2 Lampholders

14.2.2.1 The design of lampholders, fitted with screw caps, shall be such as to effectively prevent the lamps from getting loose in service.

14.2.2.2 No switches are allowed to be fitted in lampholders.

14.2.2.3 Each lampholder shall be marked to indicate the rated voltage, as well as the permissible current or the lamp power.

14.2.3 Plug and Socket Connectors

14.2.3.1 The pin jacks of socket outlets shall be so constructed as to ensure permanent pressure in contact with the plug pins.

14.2.3.2 Plugs with slotted pins are not allowed for use. The pins of plugs designed for currents in excess of 10 A shall be cylindrically shaped, solid or hollow, as the case may be.

14.2.3.3 Socket outlets and plugs for voltage higher than the safety value shall have contacts for connecting the earth conductors of enclosures of the connected consumers.

14.2.3.4 Socket outlets having enclosures shall be so constructed that the required degree of protection is ensured, regardless of whether the plug is in or out of the socket outlet.

14.2.3.5 All the socket outlets rated at over 16 A shall be provided with built-in switches. Such socket outlets shall be interlocked to prevent the possibility of inserting or withdrawing the plug when the socket switch is in the "closed" position.

14.2.3.6 Where socket outlets are not interlocked, the clearances between contacts in the air or across the insulation surface shall be such that no short-circuit is possible due to arcing over when the plug is withdrawn while carrying a load 50% above the rated current at rated voltage.

14.2.3.7 Socket outlets and plugs shall be so designed that it is not possible to insert only one live contact pin into the socket outlet, or insert a live contact pin into the earthing contact. Besides, the design of the outlets intended for connecting the motors (or gear), the direction of rotation (or operation) of which depends on the change of the sequence of phases or poles connected, shall exclude the possibility of this change. When the plug is inserted into the socket outlet, the earthing part of the plug shall make contact with the earthing part of the socket outlet before connecting the live pins.

14.2.3.8 No fuses shall be fitted in socket outlets, plugs or tapping boxes.

15 HEATING APPLIANCES

15.1 General Requirements

15.1.1 Only heating appliances of stationary type shall be used.

15.1.2 Heating appliances shall be supplied from the main switchboard or section switchboard adopted for this purpose, or from the lighting switchboard, with due regard paid to the requirements of paragraph 6.2.1.

15.1.3 The supporting structural parts of heating appliances, as well as the internal surfaces of enclosures, shall be made entirely of non-combustible materials.

15.1.4 The permissible leakage current for hot heating appliances of stationary type shall not exceed 1 ma per 1 kW rated input of any separately connected heating element and not more than 10 mA for the appliance taken as a whole.

15.1.5 Heating appliances shall be so designed that the temperature of their components which are to be handled by the personnel or which can be touched accidentally does not exceed the values stated in Table 15.1.5.

Table 15.1.5

Item	Specification		Permissible temperature [°C]
1	Control handles and other parts to be handled during substantial periods of time	metallic	55
		non-metallic	65
2	The same, but where short-time contact is possible	metallic	60
		non-metallic	70
3	Enclosures of electric space heating appliances at 20°C ambient temperature		80
4	Air coming out from space heaters		110

15.2 Space Heating Appliances

15.2.1 Electric heaters intended for space heating shall be of stationary type.

The electric heaters shall be provided with a suitable system to disconnect the supply source when the temperature rise exceeds the permissible limits for the heater enclosures.

15.2.2 The space heaters shall be installed in compliance with the requirements of paragraph 7.5, *Part V – Fire Protection*.

15.2.3 If built-in switches are not provided in the heating appliances, such switches shall be installed in the rooms in which these appliances are located. Switches shall disconnect power supply at all poles or phases.

15.2.4 The enclosures of electric heaters shall be so constructed as to prevent the possibility of placing any objects on them.

15.2.5 Stationary space heating appliances rated at 380 V and admitted for use in accordance with Table 4.2.2 shall be protected against access to live parts except with the aid of special tools. The enclosures shall have notices giving the voltage value.

15.3 Cooking Appliances

15.3.1 Heating appliances forming part of galley equipment shall be so constructed as to avoid the possibility of bringing cooking utensils into contact with live parts, and to prevent short-circuits or damage to insulation due to liquid spilling or leakage.

15.4 Oil and Fuel Heating Appliances

15.4.1 The electrical heating appliances may be used for heating oil and fuel having a flash point of vapour above 60°C, provided that the requirements specified in 15.4.2 and 15.4.3 are complied with.

15.4.2 The heating appliances of the oil and fuel pipelines shall be provided with temperature control devices, visual signal of operation conditions, as well as visual and audible alarms indicating a failure in the system or that the permissible temperature values have been exceeded.

15.4.3 As required in subchapter 8.4, Part VI – *Ship and Machinery Piping Systems*, the heating appliances for oil and fuel tanks shall be provided with temperature control devices for the heated medium, temperature indicators for surfaces of heating elements, minimum level sensors, as well as with means for the disconnection of power supply to the heating devices when the maximum permissible parameters have been reached.

Such appliances shall be provided with visual signal on operation conditions and with audible and visual signals indicating a failure in the system.

15.4.4 Where steam or electric heaters are provided in fuel or lubricating oil systems, they shall be fitted with at least high temperature alarm or low flow alarm in addition to a temperature control system. These alarms are not required where the temperature dangerous for ignition of the medium cannot be reached.

The safety switch with manual re-set shall be provided for disconnecting the supply voltage when temperature above 220°C can be reached by a surface of the heating element. The safety switch shall be independent from the automatic control sensor.

Fuel and lubricating oil heaters shall be installed in accordance with the requirements specified in subchapter 8.8, *Part VI – Ship and Machinery Piping Systems*.

16 CABLES AND CONDUCTORS

16.1 General Requirements

16.1.1 Cables and conductors allowed for use in ships shall be at least fire retardant and tested in accordance with IEC 60332-1 or equivalent test procedures, meeting the requirements of the present Chapter or the relevant national and international standards agreed with PRS, including IEC: 60092-3, 60092-350:2020, 60092-352:2005, 60092-353:2016, 60092-354:2020, 60092-360, 60092-370:2019 and 60092-376:2017. Cables manufactured and tested to standards other than mentioned above will be accepted provided that they are in accordance with an acceptable and relevant international or national standard and are of an equivalent or higher safety level than those listed above. However, cables such as flexible cable, fibre-optic cables, etc. used for special purposes may be accepted provided they are manufactured and tested in accordance with the relevant standards accepted by PRS.

16.1.2 The telecommunication, telephone and coaxial cables shall fulfil the requirements of IEC: 60092-350, 60092-370:2019 and 60331-23. Optical fibre cables shall fulfil the requirements of IEC 60331-25.

16.1.3 Where the use of fire-resistant cables is required, the cables shall fulfil the requirements of IEC 60331-1 for cables of greater than 20 mm overall diameter otherwise IEC 60331-21 or IEC 60331-2 for cables with an overall diameter not exceeding 20 mm. Fire resistant cables shall be easily distinguishable.

16.1.4 The possibility of the use of other types of cables and wires is subject to PRS consideration in each particular case.

16.1.5 The requirements of the present Chapter do not apply to power cables for the voltage over 1000 V.

16.2 Conductors

16.2.1 Cable conductors intended for supplying essential services shall be of multi-wire type. Table 16.2.1 specifies the number of wires per conductor.

Table 16.2.1

Item	Nominal cross-sectional area of conductor [mm ²]	Minimum number of wires per conductor	
		Circular non-compacted conductors	Compacted circular and shaped conductors
1	0.5 – 6	7	–
2	10 – 16	7	6
3	25 – 35	19	6
4	50 – 70	19	15
5	95	37	15
6	120 – 185	37	30
7	240 – 300	61	30

Note: The ratio of nominal diameters of any two wires of mechanically compacted conductors shall not exceed the value of 1:1.3 and that of shaped non-compacted conductors – 1:1.8.

16.2.2 Separate wires in multi-wire conductors shall be spliced in a reliable manner so as not to impair the mechanical or electrical properties of the wire and not to change the cross-section of the wire or that of the whole conductor. Splice-to-splice distances in separate wires along the length of conductor shall not be less than 500 mm.

16.2.3 Separate wires of rubber-insulated copper conductors shall be tinned or coated with a suitable alloy.

Tinning or other anticorrosive coating of external wiring or of all wires of a rubber-insulated conductor may be dispensed with if the manufacturer takes measures to guarantee that the rubber insulation does not affect adversely the metal of the conductor.

No tinning is required for conductors provided with other types of insulation.

16.3 Insulating Materials

16.3.1 The types of insulation that may be used for insulating current-carrying conductors in cables are listed in Table 16.3.1. The use of other types of insulation is subject to PRS consideration in each particular case.

Table 16.3.1

Designation of insulation	Standard types of insulating materials	Permissible working temperature ¹⁾ [°C]
PVC/A	Polyvinyl chloride compound – general purpose	60
V 75 PVC/D	Polyvinyl chloride compound – heat resistance quality	75
EPR	Ethylene-propylene rubber compound	85
XLPE	Cross-linked polyethylene compound	85
S 95	Silicone rubber compound	95
HF EPR	Halogen free ethylene propylene rubber	85
HF XLPE	Halogen free cross-linked polyethylene	85
HF S95	Halogen free silicon rubber	95
HF 85	Halogen free cross-linked polyolefin material	85

¹⁾ Temperature of the conductor assumed for the calculation of current rating in continuous service of cables.

16.4 Cable Sheaths

16.4.1 Cable and conductor sheaths may be made of materials specified in Table 16.4.1.

The use of other materials for cable sheaths is subject to PRS consideration in each particular case.

16.4.2 Sheaths shall be of uniform thickness, within permissible limits, throughout the manufacturing length of cable, and shall envelope the cable cores concentrically.

The sheaths shall form an impervious cover adhering to the protected cores.

Table 16.4.1

Designation	Type of tight non-metallic cable sheath	Maximum working temperature of cable in sheath [°C]
ST1	Polyvinyl chloride compound – general purpose	60
ST2	Polyvinyl chloride compound – heat resistance quality	85
SE1	Polychloroprene rubber compound	85
SH	Chlorosulfonized polyethylene compound	85
SHF1	Halogen free thermoplastics material	85
SHF2	Halogen free thermosettings material	85

16.5 Protective Coverings

16.5.1 Metal screening braid shall be made of tinned copper wire. If plain copper wire is used, it shall be protected by suitable sheaths. Non-screening braids may be of galvanized steel wires.

The braid shall be uniform and its density shall be such that its weight is at least equal to 90% of the weight of the tube of an equal diameter, made of the same material, and with a wall thickness equal to the braiding wire diameter.

16.5.2 Metal armour shall be made of annealed steel wire or tape, galvanized and wound helically, with a suitable pitch, over the cable sheath or an intermediate bedding over the sheath in such a way that a continuous cylindrical layer is formed to assure adequate protection and flexibility of the finished cable. On special demand, the armour may be made of non-magnetic metals, using the techniques described above.

16.5.3 Cable armour or braid made of steel tape or wire shall be painted for corrosion prevention.

16.5.4 Armour bedding shall be made of moisture resistant materials.

16.6 Marking

16.6.1 Rubber- or polyvinyl-chloride-insulated cables having a limiting temperature at core over 60°C shall be so marked as to allow for their identification.

16.6.2 Cable conductors shall be marked in a way that would ensure the permanence of marking.

In multi-core cables, the cores of which are arranged in several concentric layers, at least two adjacent cores in each layer shall be marked with different colours.

16.7 Wiring

16.7.1 Insulated single-core conductors shall be used for internal wiring of switchboards and electrical devices (see also 2.3.3).

16.7.2 Non-insulated wires and busbars are permitted for use only for internal wiring of electrical devices. The external wiring with non-insulated wires or busbars is not permitted unless they are reliably guarded.

16.8 Cabling

16.8.1 General Requirements

16.8.1.1 There shall be used cables and conductors having multi-wire cores with the cross-sectional area not less than:

- .1** 1.0 mm² – for power, control and signalling circuits supplying the essential equipment and for power circuits supplying other equipment;
- .2** 0.75 mm² – for control and signalling circuits supplying non-essential equipment;
- .3** 0.5 mm² – for monitoring and indicating circuits and the circuits serving internal communication, with not less than 4 conductors in the cable.

In the case of circuits supplying non-essential equipment (see 1.2), it is permitted to use single-wire core conductors with a cross-sectional area of 1.5 mm² or less.

16.8.1.2 Maximum permissible temperature for the insulating material of the cable cores or conductors shall be at least 10°C higher than the maximum ambient temperature likely to exist in the space where the cable is installed.

16.8.1.3 In locations affected by the action of crude oil products and other aggressive media, the cables having a sheathing that will withstand the action of a particular medium shall be used. Cables of other types may be installed in such locations, provided they are laid in metallic pipes (see 16.8.8).

16.8.1.4 In locations where cables may be subjected to mechanical damage, they shall have an appropriate armour, while other types of cables in such locations shall be protected with special reliable covers or shall be installed in metallic pipes (see 16.8.8).

16.8.1.5 Electrical services required to be operable under fire conditions are as follows:

- Control and power systems to power-operated fire doors and status indication for all fire doors
- Control and power systems to power-operated watertight doors and their status indication
- Emergency fire pump
- Emergency lighting
- Fire and general alarms
- Fire detection systems
- Fire-extinguishing systems and fire-extinguishing media release alarms
- Low location lighting
- Public address systems
- Remote emergency stop/shutdown arrangements for systems which may support the propagation of fire and/or explosion
- Other services required by PRS after individual consideration.

16.8.1.6 Where cables for a.m. services (including their power supplies) pass through high fire risk areas, other than those which they serve, they are to be so arranged that a fire in any of these areas does not affect the operation of the service in any other area. This may be achieved by either of the following measures:

- .1 Cables being of a fire resistant type complying with IEC 60331-1:2018 for cables of greater than 20 mm overall diameter, otherwise IEC 60331-21:1999+AMD1:2009 or IEC 60331-2:2018 for cables with an overall diameter not exceeding 20 mm, are installed and run continuous to keep the fire integrity within the high fire risk area, see Fig. 16.8.1.6.

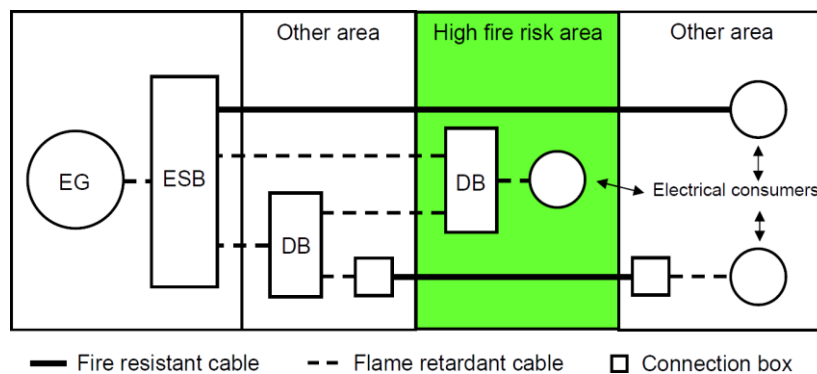


Fig. 16.8.1.6

- .2 At least two-loops/radial distributions run as widely apart as is practicable and so arranged that in the event of damage by fire at least one of the loops/radial distributions remains operational.
- .3 Systems that are self-monitoring, fail safe or duplicated with cable runs as widely separated as is practicable may be exempted.

On the outer side of the a.m. compartments the cables shall be led at a distance of not less than that specified in 16.8.4.2. In ships in which, due to their dimensions, the above requirement cannot be satisfied, measures shall be taken to ensure effective protection of the cables running through fire-hazardous spaces.

16.8.1.7 The electrical cables to the emergency fire pump are not to pass through the machinery spaces containing the main fire pumps and their source(s) of power and prime mover(s). They are to be of a fire resistant type, in accordance with item 16.8.1.6.1, where they pass through other high fire risk areas.

Note: High fire risk areas shall be understood as machinery spaces as defined in SOLAS II-2/3.30, except spaces having little or no fire risk as defined in SOLAS II-2/9.2.2.3.2.2, item (10). (See also the interpretations contained in MSC.1/Circ.1120 as amended by MSC.1/Circ.1436 and MSC.1/Circ.1510).

16.8.1.8 Fire resistant type cables should be easily distinguishable.

16.8.1.9 For special cables requirements of the following standards may be used:

IEC 60331-23:1999: Procedures and requirements – Electric data cables

IEC 60331-25:1999: Procedures and requirements – Optical fibre cables

16.8.2 Selection of Cables and Conductors for Loads Required

16.8.2.1 Permissible continuous loads on single-core cables and on conductors insulated by various materials shall be in accordance with the values specified in Table 16.8.2.1 (see also 16.8.2.6).

The values of loads specified in the Table apply to the following cases of cable installation:

- .1 not more than 6 cables installed in one bunch or one layer, adhering to one another;
- .2 in two layers, irrespective of the number of cables in the layer, provided that there exists clearance for free circulation of the cooling air between the group or bunch of six cables.

The values of the permissible current ratings for the relevant cross-sectional areas specified in the Table shall be reduced by 15% (factor 0.85) in the case where more than 6 cables installed in one bunch may be simultaneously loaded by the rated current or where there is lack of clearance for the cooling air circulation.

Table 16.8.2.1
Permissible current ratings in continuous service of single-core cables
and conductors with various insulation at the ambient temperature of 45°C

Nominal cross-sectional area of conductor [mm ²]	Permissible current rating in continuous service [A]				
	Polyvinyl chloride	Polyvinyl chloride heat-resisting quality	Butyl rubber	Ethylene-propylene rubber, cross-linked polyethylene	Silicon rubber and mineral insulation
	+ 60*	+75*	+80*	+85*	+95*
1	8	13	15	16	20
1.5	12	17	19	20	24
2.5	17	24	26	28	32
4	22	32	35	38	42
6	29	41	45	48	55
10	40	57	63	67	75
16	54	76	84	90	100
25	71	100	110	120	135
35	87	125	140	145	165
50	105	150	165	180	200
70	135	190	215	225	255
95	165	230	260	275	310
120	190	270	300	320	360
150	220	310	340	365	410
185	250	350	390	415	470
240	290	415	460	490	–
300	335	475	530	560	–

* Maximum permissible temperature of conductor [°C].

16.8.2.2 The values of permissible current ratings (I) for the cross-sectional areas specified in Table 16.8.2.1, as well as for any other cross-sectional areas shall be calculated from the formula:

$$I = \alpha S^{0.625} \text{ [A]} \quad (16.8.2.2)$$

where:

α – factor depending on the maximum permissible operating temperature of the conductor, determined from Table 16.8.2.2;

S – nominal cross-section of conductor, [mm²].

Table 16.8.2.2

Maximum temperature of conductor [°C]		60	65	70	75	80	85	90
Values of factor α for the nominal cross-sectional area of conductor (S)	$\geq 2.5 \text{ mm}^2$	9.5	11	12	13.5	15	18	18
	$< 2.5 \text{ mm}^2$	8	10	11.5	13	15	18	20

16.8.2.3 Permissible current ratings for two-, three- or four-core cables shall be reduced in relation to the values specified in Table 16.8.2.1, using the following correction factors:

0.85 – for two-core cables;

0.70 – for three- and four-core cables.

16.8.2.4 Permissible current ratings for cables and conductors, installed in circuits with intermittent or short-time service, shall be determined by multiplying the value of current rating in continuous service of these cables, calculated in accordance with Table 16.8.2.1 or according to 16.8.2.3, by the correction factor taken from Table 16.8.2.4.

Table 16.8.2.4
Values of correction factors in relation to load

Nominal cross-sectional area of conductor [mm ²]	Intermittent service, 40%		Short-time service, 30 min.		Short-time service, 60 min.	
	Cables and conductors					
	with metal coverings	without metal coverings	with metal coverings	without metal coverings	with metal coverings	without metal coverings
1	1.24	1.09	1.06	1.06	1.06	1.06
1.5	1.26	1.09	1.06	1.06	1.06	1.06
2.5	1.27	1.10	1.06	1.06	1.06	1.06
4	1.30	1.14	1.06	1.06	1.06	1.06
6	1.33	1.17	1.06	1.06	1.06	1.06
10	1.36	1.21	1.08	1.06	1.06	1.06
16	1.40	1.26	1.09	1.06	1.06	1.06
25	1.42	1.30	1.12	1.07	1.06	1.06
35	1.44	1.33	1.14	1.07	1.07	1.06
50	1.46	1.37	1.17	1.08	1.08	1.06
70	1.47	1.40	1.21	1.09	1.09	1.06
95	1.49	1.42	1.25	1.12	1.11	1.07
120	1.50	1.44	1.28	1.14	1.12	1.07
150	1.51	1.45	1.32	1.17	1.14	1.08
185	-	-	1.36	1.20	1.16	1.09
240	-	-	1.41	1.24	1.18	1.10
300	-	-	1.46	1.28	1.20	1.12

16.8.2.5 Permissible current ratings specified in Table 16.8.2.1 refer to the ambient temperature of + 45°C. For other ambient temperatures, permissible current ratings of cables and conductors shall be calculated using correction factors specified in Table 16.8.2.5.

Table 16.8.2.5
Values of correction factors in relation to the ambient temperature

Maximum permissible temperature of conductor [°C]	Ambient temperature [°C]										
	35	40	45	50	55	60	65	70	75	80	85
60	1.29	1.15	1.00	0.82	-	-	-	-	-	-	-
65	1.22	1.12	1.00	0.87	0.71	-	-	-	-	-	-
70	1.18	1.10	1.00	0.89	0.77	0.63	-	-	-	-	-
75	1.15	1.08	1.00	0.91	0.82	0.71	0.58	-	-	-	-
80	1.13	1.07	1.00	0.93	0.85	0.76	0.65	0.53	-	-	-
85	1.12	1.06	1.00	0.94	0.87	0.79	0.71	0.61	0.50	-	-
90	1.10	1.05	1.00	0.94	0.88	0.82	0.74	0.67	0.58	0.47	-
95	1.10	1.05	1.00	0.95	0.89	0.84	0.77	0.71	0.63	0.55	0.45

16.8.2.6 Instead of making calculations resulting from 16.8.2.1 to 16.8.2.5, permissible current ratings for cables and conductors in relation to different maximum insulation temperature and different ambient temperatures in continuous, short-time and intermittent services may be selected according to *Publication 15/P – Current Rating Tables for Cables, Wires and Busbars in Marine Installations*.

16.8.2.7 When choosing cables for the final branch circuits of lighting or the heating appliances, neither correction nor demand factors shall be used.

16.8.2.8 Cables shall be so selected as to withstand the maximum short-circuit current. When choosing the cables, time-current characteristics of the applied protections, as well as the peak value of the anticipated short-circuit current in the first alternation, shall also be taken into account.

16.8.2.9 Cables installed in parallel for the same polarity or phase shall be of the same type, shall be led as close as possible to each other and shall have the same cross-sectional area of at least 10 mm² and the same length.

16.8.3 Selection of Cable Cross-sectional Areas for Permissible Voltage Drop

16.8.3.1 The voltage drop on the cables connecting the generators to the main switchboard or the emergency switchboard shall not exceed 1%.

16.8.3.2 In normal operating conditions, the voltage drop on the cables between the busbars of the main or emergency switchboard and any electric consumers shall not exceed 6% of the rated voltage. For the consumers supplied from accumulator batteries of the voltage not exceeding 50 V, the value may be increased to 10%.

For navigation light circuits, the permissible voltage drop may be limited to smaller values so as to ensure the required lighting characteristics.

At short-time service, e.g. at starting the electric motors, a greater voltage drop is permissible, provided it does not adversely affect the work of the remaining electric consumers.

16.8.3.3 Cables used for supplying the directly-started alternating-current electric motors shall be so calculated that the total drop of voltage on motor terminals at starting does not exceed 25% of the rated voltage.

The possibility of increasing the specified above voltage drop is subject to PRS consideration in each particular case.

16.8.4 Installation of Cables

16.8.4.1 Cable runs shall be, as far as practicable, straight and accessible and shall pass through locations where cables are not affected by any oil, fuel, water and excessive heating to which they are likely to be exposed.

Cable runs shall not be installed closer than 100 mm to the sources of heat.

16.8.4.2 No cables shall be installed at a distance less than 50 mm from the double bottom and from the liquid fuel and lubrication oil tanks. The distance of cables from the shell plating, as well as from fire-resistant and watertight bulkheads and decks shall not be less than 20 mm.

16.8.4.3 Cables having external metallic sheathing may be installed on structures of light alloys or fastened in position with holders of such alloys only in cases where reliable anti-corrosive protection is provided.

16.8.4.4 In holds of dry-cargo ships intended for the carriage of dangerous cargoes, as a rule, no through runs of cables shall be installed.

Installation of cables and its methods in such holds are subject to PRS consent in each particular case.

16.8.4.5 Cables installed in fishing vessels and factory ships at locations exposed to the action of salt shall be effectively protected with covers or shall be provided with salt-resistant sheathing.

16.8.4.6 It is recommended that no cables be installed under the flooring of machinery spaces. If such an installation is required, cables shall be installed in metallic pipes or in closed ducts (see 16.8.8).

16.8.4.7 Cables installed across expansion joints in the hull structure shall be provided with expansion loops having a radius adequate for such a joint. The inside diameter of a loop shall not be less than 12 times the outside diameter of the cable.

16.8.4.8 Installation of cables having insulation intended to withstand different maximum permissible temperatures in the common cable runs shall be so effected that the cables are not heated above their permissible temperature.

16.8.4.9 Cables with different protective coverings the less resistant of which may be damaged shall not be installed in one common pipe, one common duct or in other runs of unsupported common laying.

16.8.4.10 The current cables of the main electric propulsion machinery shall be installed separately from the cables intended for other purposes.

16.8.4.11 Conductors in multi-core cables shall not be used for supplying power and control the circuits of essential services not associated with one another.

Multi-core cable shall not be used for both the safe voltage circuits and working voltage circuits greater than the safe voltage.

16.8.4.12 When equipment is supplied by two separate feeders, these feeders shall be installed in different runs as far apart as possible from one another, both in horizontal and in vertical direction.

16.8.4.13 When installing cables in ducts and other structures of combustible material, the ways of cable installation shall be protected from igniting by means of suitable fire protection, such as surface plating, coating or impregnation.

16.8.4.14 Cables shall not be embedded in thermal or acoustic insulation if it is made of combustible materials. From such an insulation, cables shall be separated with plating of incombustible material or shall be located at a distance not less than 20 mm from it.

Where cables are installed in thermal or acoustic insulation made of incombustible materials, the cables shall be calculated with a corresponding load reduction.

16.8.4.15 Cables installed in refrigerated spaces shall be provided with protective sheathing of neoprene or of any other material resistant to the action of the refrigerant. If cables are provided with an armour, this armour shall be effectively protected against corrosion.

16.8.4.16 Cables in refrigerating spaces shall be installed on perforated panels or bridges and so fastened in position that free space is reserved between the cables and the walls of the room.

Panels, bridges and cable clips shall be protected against corrosion.

If cables are to pass through the thermal insulation of a refrigerated space, they shall be led perpendicularly to the insulation surface in an appropriate gland packed on both ends.

16.8.4.17 The minimum internal bending radii of the cables shall not be less than those specified in Table 16.8.4.17.

Table 16.8.4.17

Item	Kind of cable		External diameter of cable d [mm]	Minimum bending radius
	Kind of insulation	Kind of protective covering		
1	Rubber or polyvinyl chloride	Armoured with metal tape or wire	Any	$10 d$
		Protected with braid of metal wires	Any	$6 d$
		Lead alloy and armour	Any	$6 d$
		Other sheathing	Up to 9.5	$3 d$
9.5 to 25.4	$4 d$			
Over 25.4	$6 d$			
2	Varnished cambric	Any	Any	$8 d$
3	Mineral insulation	Metal	Up to 7	$2 d$
			7 to 12.7	$3 d$
			Over 12.7	$4 d$
4	Ethylene-propylene rubber compound or cross-linked polyethylene compound	Semiconducting or metallic	25 and over	$10 d$

16.8.4.18 Cables and earthing conductors of equipment mounted on shock absorbers shall be so installed as not be damaged in service.

16.8.5 Fastening of Cables

16.8.5.1 Cables shall be properly fastened in position by means of clips, holders, hangers, etc. made of metal or other incombustible or low flame spread material.

The fastener surface shall be wide enough and shall have no sharp edges.

The fasteners shall be selected in such a manner that the cables are fastened in position securely and their protective coverings undamaged.

16.8.5.2 Distances between the cable fastening points in the case of horizontal installation shall not exceed the values specified in Table 16.8.5.2. For vertical runs of cables, these distances may be increased by 25%.

Table 16.8.5.2

External diameter of cable [mm]		Distance between fastening points for cables [mm]		
Over	Up to	Without armour	With armour	With mineral insulation
-	8	200	250	300
8	13	250	300	370
13	20	300	350	450
20	30	350	400	450
30	-	400	450	450

16.8.5.3 Cables shall be so fastened that mechanical strains in cables are not transmitted to their inlet connections.

16.8.5.4 Cable runs and cables installed parallel to the shell plating shall be fastened to the hull structural members but not to the shell plating.

On watertight bulkheads and masts, cables shall be fastened by means of suitable structures, such as perforated tray plates or panels.

16.8.5.5 Cables running parallel to bulkheads subject to sweating shall be installed on bridges or on perforated panels in such a manner that a free space is reserved between cables and bulkheads.

16.8.5.6 Cable runs shall be installed with a minimum number of crossings. Bridges shall be used at places where cables cross each other. An air gap of not less than 5 mm shall be left between a bridge and the cable run crossing it over.

16.8.6 Cables Penetrating Decks, Bulkheads and Elements of Ship Structure

16.8.6.1 Penetration of watertight, gas-tight and fire-resisting bulkheads and decks shall be made tight. Packing where cables penetrate the mentioned bulkheads and decks shall not reduce their tightness or resistance; no force resulting from elastic deformations of the ship hull shall be transmitted to the cables.

16.8.6.2 When installing the cables through non-watertight bulkheads or elements of the ship structure not exceeding 6 mm in thickness, lining or bushings that will prevent damage to cables shall be provided.

Where bulkheads or the ship structures are more than 6 mm thick, no lining or bushing is required, but the edges of the holes shall be rounded off.

16.8.6.3 Cables passing through decks shall be protected from mechanical damage up to a suitable height above the deck, and in locations where mechanical damage is less probable, up to a height of at least 200 mm. Cable penetrations shall be filled with cable compound. For single cables, the use of glands is permitted instead of filling with compound.

16.8.7 Cable Compounds and Packing

16.8.7.1 To fill the cable boxes in watertight bulkheads and decks, the use shall be made of packing compounds having good adhesion to the inside surfaces of cable boxes and cable sheathing, that will withstand the action of water and oil products, will not shrink and lose its tightness in continuous service under conditions specified in 2.1.1 and 2.1.2.

16.8.7.2 Packing of cable penetrations through fire-resisting bulkheads shall be so made as to withstand standard fire test required for the given type of bulkhead, specified in subchapter 1.2 of *Part V – Fire Protection*.

16.8.8 Installation of Cables in Pipes and Conduits

16.8.8.1 Pipes and conduits in which cables are installed shall be metallic and protected from corrosion on the inside and outside surface. The inside surface of pipes and conduits shall be even and smooth. Ends of pipes shall be machined or protected in such a manner that no damage is caused to the cables when they are being pulled in.

Cables with lead sheaths not having any additional protective coating shall not be drawn into pipes.

The application of cable trays and protective casings made of plastic materials is permitted, provided they fulfil the requirements specified in sub-chapter 16.8.9.

16.8.8.2 Pipe and conduit bending radius shall not be smaller than the permissible radius for cable of the largest diameter installed in this pipe (see 16.8.4.17).

16.8.8.3 The sum of the cross-sectional areas of all cables as measured on their outside diameters shall not exceed 40% of the inside cross-sectional area of the pipe or conduit, in which the cables are put.

16.8.8.4 The pipes and conduits shall be mechanically and electrically continuous and shall be securely earthed if the method of their installation does not present in itself a reliable earthing.

16.8.8.5 The pipes and conduits shall be installed in such a manner that no water can accumulate in them. When required, ventilation holes shall be provided in the pipes, in the highest and lowest points possible, to ensure circulation of air and to prevent steam condensation. Holes in pipes are permissible only in places where they will not increase the danger of explosion or fire.

Pipes having open ends (e.g. ventilation and bilge pipes) in a hazardous area are regarded as hazardous area. Enclosed spaces containing such pipes are regarded as extended hazardous area, unless provided with overpressure ventilation, with air inlets located in non-hazardous areas.

16.8.8.6 Cable pipes and conduits installed alongside the ship hull, which can be damaged by deformation of the ship hull, shall be provided with appropriate compensation devices.

16.8.8.7 Cables running in vertical pipes and conduits shall be so protected as not to be damaged due to tension caused by their own mass.

16.8.9 Cable Trays and Protective Casings Made of Plastic Materials

16.8.9.1 Cable trays and protective casings made of plastic materials shall be supplemented by metallic fixing and straps.

When used on open deck, cable trays and protective casings shall be additionally protected against UV light.

16.8.9.2 The support spacing shall not be greater than that specified in the manufacturer's recommendations for the maximum safe working load and shall not exceed 2 meters.

16.8.9.3 The sum of the cross-sectional areas of all cables passing through the protective casing shall not exceed the value specified in 16.8.8.3.

16.8.9.4 The selection and spacing of cable trays and protective casing supports shall take into account: the dimensions of cable trays and casings; mechanical and physical properties of the material; the mass of cable trays and protective casings, loads due to weight of cables, external forces, thrust forces and vibrations; maximum accelerations to which the system may be subjected; combination of loads.

16.8.10 Special Requirements for Installation of Single-core Alternating-current Cables

16.8.10.1 Single-core cables are not recommended for alternating-current installation. If installation of such cables is unavoidable, the cables rated in excess of 20 A shall fulfil the following requirements:

- .1 cables shall not have coverings of magnetic material;
- .2 cables which belong to one common circuit shall be installed in one run or in one pipe; installation of such cables in different pipes is permitted only when pipes of non-magnetic materials are used;
- .3 cable fasteners other than those made of non-magnetic materials shall embrace all single-core cables in one circuit;
- .4 distance between cables shall not be over one cable diameter.

16.8.10.2 When single-core cables are passed through bulkheads or decks, there shall be no magnetic material between the cables which belong to one common circuit. Distance between such cables and magnetic material shall not be less than 75 mm.

16.8.10.3 If single-core cables rated in excess of 250 A are installed parallel to steel structures, the distance between cables and these structures shall not be less than 50 mm.

16.8.10.4 When installing single-core cables with cross-sectional areas of over 185 mm², cables shall inter-cross at intervals not less than 15 m. No cable inter-crossing is required in the case of cable length up to 30 m.

16.8.10.5 Multi-core cables with parallel connected cores shall be installed in the same way as single-core cables. For these cables, all requirements for single-core cables are applicable.

16.8.11 Connecting and Tapping of Cables

16.8.11.1 Ends of cables shall be packed in a manner that would prevent the entry of moisture inside the cable.

16.8.11.2 Protective covering of a cable led into a device from below shall enter inside the device to not less than 10 mm from the inlet hole.

16.8.11.3 Connection of cables at places of tapping shall be effected in junction boxes by means of clamps.

16.8.11.4 If it is found necessary to make additional connections during installation of cables, such connections shall be effected in suitable junction boxes provided with clamps. The joint as a whole during installation of cables be protected from the influence of environmental conditions. The use of cable jointing and application of cable jointing method other than that mentioned above are subject to PRS consent in each particular case.

16.8.12 Precautions against shock, fire and other hazards of electrical origin

16.8.12.1 All electric cables and wiring external to equipment shall be at least of a flame retardant type* and shall be so installed as not to impair their original flame retarding properties**. Where necessary for particular applications the Administration may permit the use of special types of cables such as radio frequency cables, which do not comply with the foregoing.

* *This may be achieved by cables which have been tested in accordance with IEC 60332-1-2:2004+AMD1:2015 or a test procedure equivalent thereto.*

** *This may be achieved by:*

Method 1:

Cables which have been tested in accordance with IEC 60332-3-22:2018 Category A or a test procedure for cables installed in bunches equivalent thereto.

Method 2 (See Figures 1-4 below):

2.1 Fire stops having at least „B-0” penetrations fitted as follows:

- 1. cable entries at the main and emergency switchboard,*
- 2. where cables enter engine control rooms,*
- 3. cable entries at centralized control panels for propulsion machinery and essential auxiliaries,*
- 4. at each end of totally enclosed cable trunks; and*

2.2 In enclosed and semi-enclosed spaces, cable runs are to comply with the following:

- 1. to have fire protection coating applied:
to at least 1 metre in every 14 metres;
to entire length of vertical runs, or*
- 2. fitted with fire stops having at least “B-0” penetrations every second deck or approximately 6 metres for vertical runs and at every 14 metres for horizontal runs.*

2.3 cable bunches installed in holds shall be protected using fire stops of B-0 Class at the boundaries of the holds.

The cable penetrations are to be installed in steel plates of at least 3 mm thickness extending all around to twice the largest dimension of the cable run for vertical runs and once for horizontal runs, but need not extend through ceilings, decks, bulkheads or solid sides of trunk. In cargo area, fire stops need only be fitted at the boundaries of the spaces.

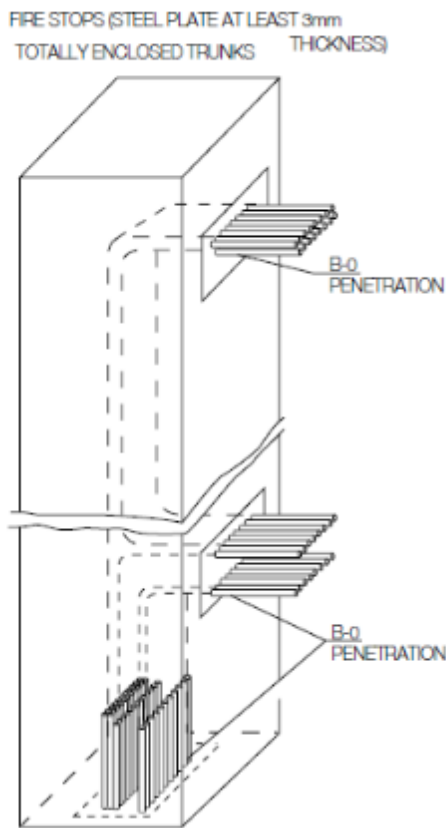


Fig. 1

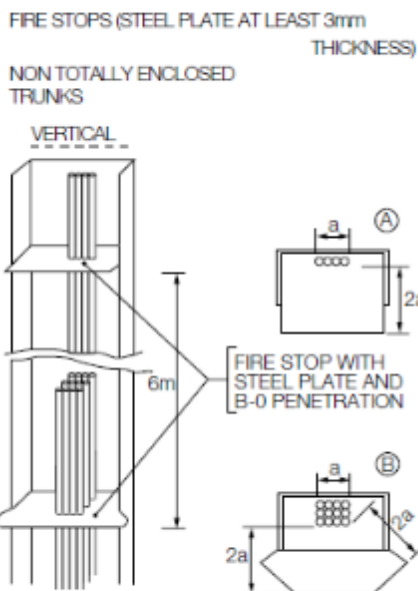
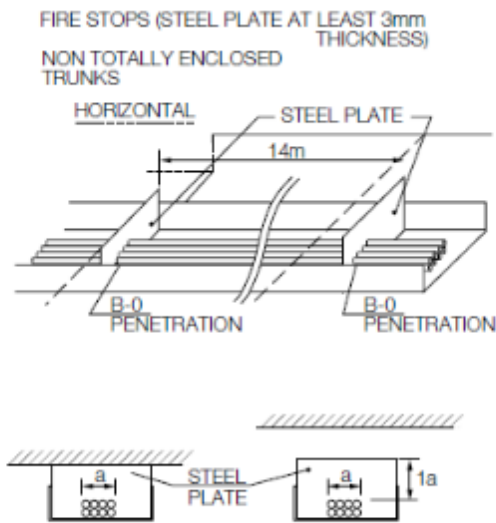


Fig. 2



REMARK:
 THE LENGTH (a) OF THE FIRE STOPS FOR HORIZONTAL CABLE RUNS SHOULD BE AT LEAST ONCE OF THE LARGEST DIMENSION OF THE CABLE BUNCH OR UP TO THE DECK

Fig. 3

FIRE STOPS (STEEL PLATE AT LEAST 3mm THICKNESS)
 OPEN CABLE RUNS

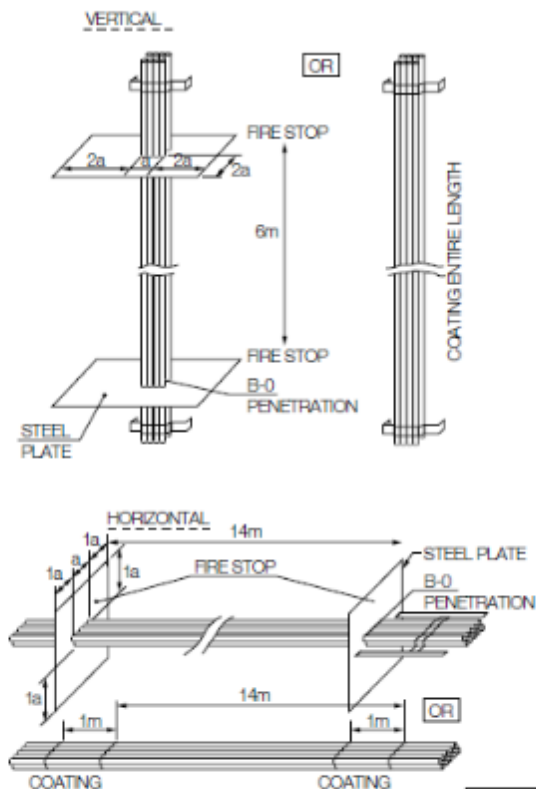


Fig. 4

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17 SPECIAL ELECTRICAL SYSTEMS IN SHIPS

17.1 Electric Propulsion Plant

17.1.1 General Requirements

17.1.1.1 In addition to compliance with the applicable requirements of particular Chapters of this Part of the *Rules*, the electrical equipment forming part of the electric propulsion plant shall fulfil the requirements specified in IEC 60092-501.

17.2 Dynamic Positioning (DP) Systems

17.2.1 General Requirements

17.2.1.1 In addition to compliance with the applicable requirements of particular Chapters of this Part, dynamic positioning systems shall fulfil the requirements specified in *Publication 120/P – Requirements for Vessels and Units with Dynamic Positioning (DP) Systems*⁹.

⁹ For the requirements applicable to vessels and units constructed on or after 1 July 1994 but before 9 June 2017 refer to MSC/Circ.645.

18 ADDITIONAL REQUIREMENTS FOR EQUIPMENT OF ABOVE 1000 V

18.1 General Requirements

18.1.1 The requirements of the present Chapter apply to electrical equipment with rated voltage above 1000 V up to 15 000 V alternating current and are supplementary to those specified in other Chapters of the present Part of the *Rules*.

Distribution systems with rated voltages above 15 000 V are subject to PRS consideration in each particular case.

18.1.2 Insulating materials used in electrical equipment of above 1000 V shall ensure, during the continuous service of the ship, the insulation resistance of at least 2000 Ω per V of rated voltage.

18.1.3 Warning notices indicating danger of high-voltage and the value of voltage shall be placed at the entries to special electric spaces and on the enclosures of electric equipment located outside these spaces.

18.1.4 In junction boxes and sockets, as well as terminal boxes of electrical equipment with rated voltage above 1000 V, no joints shall be installed or connection of conductors effected if such joints or conductors are rated for lower voltages.

18.2 Power Distribution

18.2.1 Distribution Systems

18.2.1.1 The following systems of electric power distribution may be used in shipboard installations:

- .1 a three-core insulated system;
- .2 a three-core system with the neutral point earthed directly to the ship hull;
- .3 a three-core system with the neutral point earthed to the hull through a low ohm resistance (value of resistance shall be so selected that the short-circuit earth current is within limits 0.2 ÷ 1.0 of the rated load current of the largest generator);
- .4 a three-core system with the neutral point earthed to the ship hull through a high ohm resistance (value of resistance shall be equal to 1/3 value of the capacitive reactance between phase and an earth).

18.2.1.2 The total resistance of the neutral earthing shall be so selected that the short-circuit current passing through the hull is not greater than the rated current of the largest generator but not less than three times the minimum current required to operate any device protecting against short-circuit with the ship hull.

It is permitted to connect all earthing resistors to a common earth bar which has connection with the hull at least in two places.

18.2.1.3 It shall be possible to split the main switchboard into at least two sections, each supplied by at least one generator, by means of circuit breakers, switches or switch disconnectors. Alternatively, at least two separate interconnected switchboards shall be provided. In that case, interconnecting cable shall be provided with a circuit-breaker at each end of the cable.

Services which are duplicated shall be divided between the sections of the main switchboard or between the interconnected switchboards. For the supply of auxiliary circuits, at least one independent source of electrical power for each section shall be provided.

18.2.1.4 The neutrals of generators operating in parallel may be connected in common before the common earthing resistor.

18.2.1.5 Generator neutrals shall be earthed through resistance in the main switchboard or directly on the generator.

18.2.1.6 For the purpose of maintenance or for the resistance measurements, the neutral conductor of each generator shall be provided with an isolating device so that the earthing connection of generator neutral can be isolated.

18.2.1.7 When using system with neutral earthed, measures shall be taken to preclude passage of short-circuit current from equipment or cable to the ship hull in the hazardous zones.

18.2.2 Permissible Voltages

Rated voltages shall not exceed the values specified in Table 18.2.2.

Table 18.2.2

Inter-phase rated voltage [kV]	Rated frequency [Hz]
3/3.3	50 or 60
6/6.6	50 or 60
10/11	50 or 60

18.2.3 Power Supply from External Source of Electric Power

Where external source of supply is necessary for auxiliary circuits, at least two external sources of supply shall be provided. Those external sources shall be so arranged that a failure or loss of one of them will not cause the loss of more than one generator set and/or set of the essential services.

Where necessary, one source of supply shall be from the emergency source of electrical power for the start-up from dead ship condition.

18.3 Protective Devices

18.3.1 General Requirements

18.3.1.1 When different voltages are used in one device, precautions shall be taken to prevent the lower voltage systems from being charged by leakage from the higher voltage systems.

18.3.1.2 The overload protection shall be provided in all phases of the alternating-current system. No fuses shall be used in the overload protection.

18.3.1.3 Installations with rated voltage above 1 000 V shall be provided with audible and visual alarm giving a warning of short-circuit with the ship hull.

18.3.1.4 Any earth fault in the system is to be indicated by means of a visual and audible alarm. In low impedance or direct earthed systems, provision is to be made to automatic disconnect the faulty circuits. In high impedance earthed systems, where outgoing feeders will not be isolated, in case of an earth fault the insulation of the equipment is to be designed for the phase to phase voltage.

Earthing factor is defined as the ratio between the phase to earth voltage of the health phase and the phase to phase voltage. This factor may vary between $1/\sqrt{3}$ and 1.

A system is defined effectively earthed (low impedance) when this factor is lower than 0.8. A system is defined non-effectively earthed (high impedance) when this factor is higher than 0.8.

18.3.1.5 Switchgear and controlgear shall be made in accordance with IEC 62271-200: 2011 and IEC 62271-201:2014.

18.3.1.6 Enclosures for switchgear and controlgear shall be clearly marked for incoming and outgoing circuits which may be achieved with the use of colours or labels.

18.3.1.7 Switchgear and controlgear assemblies shall be internal arc classified (IAC). Where switchgear and controlgear are accessible by authorized personnel only Accessibility Type A is sufficient (IEC 62271-200:2011; Annex AA; AA 2.2). Accessibility Type B is required if accessible by non-authorized personnel. Installation and location of switchgear and controlgear shall correspond with internal arc classification and classified sides (F, L and R).

18.3.1.8 An adequate, unobstructed working space shall be left in the vicinity of high voltage equipment for preventing potential severe injuries to personnel performing maintenance activities. In addition, the clearance between the switchboard and the ceiling/deckhead above shall fulfil the requirements of the Internal Arc Classification according to IEC 62271-200:2011.

18.3.2 Protection of Generators

18.3.2.1 Generators shall be provided with protection against short-circuit with the ship hull and against phase-to-phase faults in the cable connecting the generator with the main switchboard.

18.3.2.2 The excitation systems of generators shall cause de-energizing of generators when any of the protective devices of the generator operates.

18.3.2.3 Generators shall be provided with protection against internal faults.

18.3.3 Protection of Transformers

18.3.3.1 Transformers shall be provided with overload and short-circuit protection.

18.3.3.2 The low voltage sides of the transformers shall be protected against overvoltages from higher voltage sides, which may be achieved by:

- direct earthing of the lower voltage system,
- appropriate neutral voltage limiters,
- earthed screen between the primary and secondary windings of the transformers.

18.3.3.3 Where transformers are connected in parallel, tripping of the protective devices at the primary side shall automatically trip the switch connected at the secondary side.

18.3.3.4 Voltage transformers shall be provided with overload and short-circuit protection on the secondary side.

18.4 Protective Earthing

18.4.1 Metallic enclosure of switchboards shall be provided with copper conductor situated along its total length, having at least two relevant terminals for connection with the ship hull. One-second short-circuit earth current density in this conductor shall not exceed 150 A/mm², and the cross-section of conductor shall not be less than 30 mm². Casings of compartments and fields shall be connected to earthing conductor directly or by means of the metal parts of structure.

Welded and twisted connections assure proper continuity of earthing, but for twisted connections the surface of connection shall be protected against corrosion by usage of adequate anti-corrosion surfaces.

Depending on the method of the network neutral earthing and the time necessary for activation of the protection devices, maximum short-circuit current shall be taken into account for earthing connections.

18.4.2 Earthing of metal parts of withdrawable circuit-breakers or movable elements shall be effective in each fixed and intermediate position.

18.4.3 Doors of the high voltage compartments shall be connected to the earthed structure by means of copper conductor with a cross-section not less than 6 mm².

18.4.4 Metal enclosures of other high voltage equipment shall be earthed by means of flexible copper conductor of such cross-section that one-second short-circuit earth current density shall not exceed 150 A/mm², however not less than 16 mm².

18.4.5 The secondary windings of measuring current and voltage transformers shall be earthed by means of copper conductor with cross-section of not less than 4 mm².

18.4.6 The earthing conductors shall be properly marked.

18.5 Arrangement and Protection Degree of Electrical Equipment

18.5.1 The electrical equipment shall be located in special electric spaces; the degree of protection of its enclosures shall be at least IP23 (see also 18.6).

The degree of protection of terminal boxes of electric rotating machines shall be at least IP44. The degree of protection of metal enclosed switchgear, controlgear assemblies and static convertors shall be at least IP32.

In justified cases, such equipment may be placed outside the special electric spaces, provided the protection degree is at least IP4X and access to live parts is possible only when the voltage is off or with the use of special tools.

18.5.2 A easy-to-read diagram of the arrangement and the connections of electrical equipment shall be located in the special electric space.

18.5.3 Where equipment is not contained in an enclosure but a room forms the enclosure of the equipment, the access doors shall be so interlocked that they cannot be opened until the supply is isolated and the equipment earthed down.

18.6 Switchboards

18.6.1 The switchboards shall be provided with doors locked with a special key, other than those for switchboards and electrical equipment operating at lower voltages.

Opening of the door shall be possible only when the part of main circuit located in compartment or field of switchboard which becomes accessible is disconnected from supply.

18.6.2 Circuit-breakers used in switchboards shall be of a withdrawable type.

Circuit-breakers or movable elements with apparatus shall have mechanical devices fixing them in the operating position, in the testing position (control circuits are connected), as well as in switching-off position (main circuits are disconnected and furthermore, there is safe, insulating clearance in poles of main circuit).

Automatic shielding shall be provided, by means of insulating barriers, of fixed contacts of plug connections in live condition when circuit-breaker or movable element is withdrawn to the testing position, switched-off position or withdrawn totally from the switchboard.

Pulling out or pulling in of the circuit-breaker or movable element to the operating position shall be possible only when switchgear is in open condition.

If electrical or other energy is required for the operation of circuit breakers and switches, a store supply of such energy shall be provided for at least two operations of all the components.

However, the tripping due to overload, short-circuit or under-voltage shall be independent of any stored electrical energy sources.

18.6.3 For the purpose of short-circuiting the busbars and the outgoing switchboard circuits with each other and with the ship hull, a device rated for the maximum short-circuit current shall be provided in the switchboard.

The possibility of using a portable short-circuiting device instead of a stationary one is subject to PRS consideration in each particular case.

18.6.4 Along the free-standing switchboards a passageway shall be provided for inspection of the switchboard and the switchgear. The width of the passageway between the switchboard and the wall shall not be less than 800 mm and that between the parallel switchboard sections – not less than 1000 mm.

If such passageways are intended for maintenance of the switchboard, their width shall be increased to 1000 mm and 1200 mm, respectively.

Such passageway widths are required, irrespective of the type of the accidental touch protection applied.

18.6.5 The clearances between the live parts of electrical equipment and the protective barriers and enclosures shall not be less than those specified in Table 18.6.5.

Table 18.6.5

Item	Rated voltage [kV]	Minimum height of passageway [mm]	Minimum protective clearances of live parts from barriers and enclosures consisting of:	
			tight doors and barriers [mm]	insulating handrails [mm]
1	3/3.3	2500	70	600
2	6/6.6	2500	100	600
3	10/11	2500	140	700
4	15	2500	180	700

In the case of smaller distances, appropriate voltage impulse test must be applied.

18.6.6 Switchboards shall be provided with devices intended for reduction of overpressure to ensure the mechanical strength of enclosure in case of internal short-circuit arcs.

Devices shall be so located that the influence of hot and ionized gases would not endanger personnel and compartment, in which they are located.

18.6.7 Switchboards shall be provided with devices which respond to the internal overpressure of compartments or radiation of electric arcs and which cause automatic switching-off of faulty circuit during short-circuit arcs.

18.6.8 A power-frequency voltage test (high voltage test) is to be carried out on any switchgear and controlgear assemblies. The test procedure and voltages are to be according to the IEC 62271-200 section 7 – Routine test.

18.7 Electric Machines

18.7.1 Electric generators and electric motors stator windings shall have all phase ends brought out to a separate terminal box.

18.7.2 Electric machines shall be provided with temperature detectors in their stator windings to actuate a visual and audible alarm in a normally attended position whenever temperature exceeds the permissible limit. If embedded temperature detectors are used, means shall be provided to protect the circuit against overvoltage.

18.7.3 Heating arrangements shall be provided to prevent the accumulation of moisture and condensation within the machines when they are stopped. It is recommended that such means are automatically switched on at stand-still and switched off at starting.

18.7.4 Heat exchangers of rotating machines shall be of the double tube type. In a normally attended position, a visual and audible alarm shall be given to monitor water cooler leakage.

18.7.5 In addition to the tests normally required for rotating machinery, a high frequency high voltage test shall be performed on the individual coils in order to demonstrate a satisfactory withstand level of the inter-turn insulation to steep fronted switching surge. This test applies to coils for rotating machinery to be used either in earthed or insulated system and shall be considered as acceptance test.

It is recommended that the test be performed as follows:

- a sufficiently high frequency to develop the required voltage across the coil (e.g. by discharging a capacitor across the coil leads) shall be applied to the coil preferably after inserting the coils into the stator core and after bracing and wedging (if necessary with temporary wedges at the end of the core).

The peak value of the test voltage is given by the formula:

$$U_p = 2.45U \text{ [V]} \quad (18.7.5)$$

where:

U – nominal voltage of the system, [V].

Each coil shall be subjected to five impulses. If any coil fails during testing, it shall be replaced and the inter-turn test applied to the replaced coil and repeated on those coils disturbed during the replacement.

Alternative tests proposed by the manufacturer may be accepted subject to PRS consent in each particular case.

18.8 Transformers

18.8.1 Dry transformers having earthed screens between the windings of the high and low voltages shall be used.

The use of other types of transformers is subject to PRS consent in each particular.

18.8.2 The isolating of the transformer on the high voltage side shall cause the disconnection of the switch on the low voltage side.

18.8.3 If the voltage on the low voltage side of the transformer does not exceed 1000 V and the windings have the neutral insulated, a protective surge arrester shall be connected between the neutral of each transformer and the ship hull. Such a surge arrester shall be designed for operation at a voltage not exceeding 80% of the minimum proof voltage of the equipment supplied by the transformer in question.

18.8.4 Parallel to the surge arrester, insulation monitoring instruments or an insulation fault indicator in the lower voltage circuit supplied by the transformer in question may be connected. Such devices shall not interfere with the proper operation of the arrester.

18.9 Cabling

18.9.1 Cables are to be constructed in accordance with the IEC 60092-353:2016 and IEC 60092-354:2020 or other equivalent Standard.

18.9.2 For three-phase alternating-current cabling, three-core cables with multi-wire cores shall be used.

18.9.3 The cross-sectional area of power cable conductor shall not be less than 10 mm².

18.9.4 Design, type and the permissible loads of the applied cables are subject to PRS consideration in each particular case.

18.9.5 The cables of the network of over 1000 V shall be installed separately from the network cables for voltages of up to 1000 V and shall be clearly marked.

18.9.6 When installing the cables, the following conditions shall be fulfilled:

- .1 the cables intended for distribution of electric power with various voltage values in the network may be installed in a common run, provided the insulation of all cables installed in the common run is rated for the highest voltage occurring in the run in question;
- .2 the cables passing through the accommodation spaces shall be led in enclosed cable protective casings or pipes;
- .3 the air clearances between high voltage cables of different voltage ratings shall be in accordance with the values specified in column 4 of Table 18.6.5;
- .4 cables installed outside the special electric spaces shall be contained in earthed metallic pipes or ducts or shall be provided with earthed metallic sheaths.

Cables may be installed in the open on cable trays when they are provided with a continuous metallic screens, sheaths or armour effectively bonded to earth.

18.9.7 Installation of connecting boxes or any similar means for clearing break or damage of cables or for cable extension is not permitted.

18.9.8 Rated voltages of cables shall not be less than the rated voltages of circuits, in which they are used.

Rated voltages of cables shall not be less than the rated voltage between phases of circuit. This applies to systems with the neutral point earthed to the ship hull through high ohm resistance, without automatic switching-off of the circuit with damaged insulation, as well as systems with insulated neutral point.

18.9.9 Creepage distances between live parts and between live parts and earthed metal parts shall be in accordance with IEC 60092-503 for the nominal voltage of the system, the nature of the insulation material and the transient overvoltage developed by switch and fault conditions.

18.10 Voltage Tests of Main Circuits

Before a new high voltage cable installation, or an addition to an existing installation, is put into service a voltage withstand test shall be satisfactorily performed on each completed cable and its accessories. The test shall be performed after an insulation resistance test.

18.10.1 For cables with rated voltage (U_o/U) above 1.8/3 kV ($U_m = 3.6$ kV) an a.c. voltage withstand test may be performed upon advice from high voltage cable manufacturer. One of the following test methods to be used:

- (a) test for 5 min with the phase-to-phase voltage of the system applied between the conductor and the metallic screen/sheath;
- (b) test for 24 h with the normal operating voltage of the system. Alternatively, a d.c. test voltage equal to $4U_o$ may be applied for 15 minutes.

For cables with rated voltage (U_o/U) up to 1.8/3 kV ($U_m = 3.6$ kV) a d.c. voltage equal to $4U_o$ shall be applied for 15 minutes.

18.10.2 After completion of the test, the conductors shall be connected to earth for a sufficient period in order to remove any trapped electric charge. Then an insulation resistance test shall be repeated.

19 REQUIREMENTS FOR ELECTRICAL EQUIPMENT OF REFRIGERATING INSTALLATIONS

19.1 General Requirements

The requirements of the present Chapter apply to the electrical equipment of classed refrigerating installations.

The requirements specified in 19.2.3, 19.2.4, 19.3.1 and 19.4 are also applicable to unclassified refrigerating installations.

19.2 Power Supply

19.2.1 The electric drives of refrigerating installations shall be supplied by separate feeders from the refrigerating plant switchboard. The motors of refrigerating compressors may be supplied directly from the main switchboard. Refrigerating plant fans may be supplied from the refrigerating plant switchboard or from other switchboard supplied directly from the main switchboard.

Irrespective of the kind of power supply, the drives of refrigerating installations shall be the last to be disconnected in case of the generator overload.

The emergency ventilation shall be supplied by a separate feeder from the main switchboard or other switchboard supplied directly from the main switchboard.

19.2.2 Power supply of the electric drives of isothermal container equipment shall fulfil the requirements of sub-chapter 22.4.2.

19.2.3 If the refrigerant of Group II is applied (for the definition, see paragraph 17.2.1, *Part VII – Main and Auxiliary Machinery and Equipment*), a device shall be provided for emergency remote disconnection of the refrigerating installation switchboard, operated from the below given places:

- .1 from the permanent control post of the refrigerating installations in the refrigerating machinery room;
- .2 from a location situated outside the space that may be contaminated with refrigerants of Group II in the case of a breakdown in the refrigerating machinery room;
- .3 outside, near every exit from the refrigerating machinery room.

The apparatus for emergency remote disconnection shall be installed in such a manner that they cannot be actuated accidentally.

19.2.4 The device for emergency remote-controlled disconnection of the refrigerating installation switchboard employing the refrigerant of Group II shall disconnect simultaneously the electric drives of refrigerating compressors if they are supplied directly from the main switchboard (see 19.2.1) and simultaneously disconnect the main lighting of refrigerating machinery room, as well as to switch on the emergency ventilation, water screens and emergency lighting.

Additionally, near the devices for emergency remote disconnection of switchboard of such a refrigerating installation, at locations stated in 19.2.3.1 and 19.2.3.2, devices shall be installed for remote starting, in any sequence, of emergency ventilation, water screens and emergency lighting without disconnection of the refrigerating installation switchboard.

19.2.5 It is recommended that safe voltage power be supplied to electric heating appliances for hatches and exits from refrigerating and freezing spaces.

19.3 Ventilation

19.3.1 If the refrigerant of Group II is used, exhaust fan electric motors of the emergency ventilation in the refrigerating machinery rooms installed in the exhaust ducts shall be explosion-proof.

19.3.2 The fan electric motors located in the stream of air coming from the refrigerated cargo spaces shall have an enclosure of at least IP55.

19.4 Lighting

19.4.1 If the refrigerant of Group II is used, explosion-proof emergency lighting fittings shall be installed in the refrigerating machinery space in addition to the main lighting fittings. The emergency lighting fittings shall be supplied separately from the electrical equipment and from the main lighting fittings installed in the refrigerating machinery room.

20 AUTOMATION AND REMOTE CONTROL SYSTEMS

20.1 Application

The requirements of the present Chapter apply to all control systems covered by PRS survey, irrespective of the extent of the ship automation.

20.2 Design Requirements

20.2.1 General Requirements

20.2.1.1 Computerised automatic systems shall fulfil the requirements specified in *Publication 9/P – Requirements for Computer Systems*.

20.2.1.2 Automated machinery provided with automatic or remote control system, as well as, to the necessary extent, with monitoring systems, is, in addition, to be provided with means of local manual control.

In each case of failure in automatic or remote control system, the possibility of local control shall be maintained.

20.2.1.3 Where machinery or installation is remotely controlled, it should be possible for the operator to check, with sufficient reliance, from his control station whether his command has been performed by remote control system.

20.2.1.4 Where remote control of the main propulsion from the navigation bridge has been applied and the ship machinery space is continuously manned, local control in the event of remote control system failure shall be provided.

Additionally, the possibility of controlling auxiliary machinery, essential for the operation of the main propulsion and ship safety, from a local position shall be ensured.

20.2.1.5 Control systems with global asymptotical stability features are recommended.

20.2.1.6 Where machinery space of the ship shall be continuously attended by one person, the extent of the necessary remote or automatic control is subject to PRS consideration in each particular case, having regard to the location of the control station and surveillance procedure adopted for the machinery, as well as their service requirements.

20.2.2 Requirements for Components and Units of Automatic Systems

20.2.2.1 Components and units used in automatic systems shall additionally fulfil the requirements of the relevant Parts of the Rules.

20.2.2.2 Individual components and units of systems and their external connections shall be permanently and clearly marked. The marking shall ensure an easy identification with the drawings and, in the case of sensors, shall also indicate their purpose and the set point. Analog indicators shall be marked with rated values using red colour.

20.2.2.3 Damping arrangements (shock absorbers), which are used to protect components and units against the influence of shocks and vibration, shall be provided with stops to protect them against damage in case of excessive rolling amplitudes.

20.2.2.4 Components and units to be installed in spaces or areas of explosion risk shall be of intrinsically safe or flame-proof type.

20.2.2.5 Control elements intended for fixing the settings shall be secured against unintentional change of the position. Their repeated securing in case of readjustment shall be possible.

20.2.2.6 Conducting surfaces of plug-in connections shall be of such design as to prevent the increase of contact resistance limiting the correct operation of the equipment.

20.2.2.7 At the terminals of cables and bunches of conductors to the components, as well as at the connections to moving parts, means shall be provided to relieve components from the influence of tension of cables and conductors.

20.2.2.8 Replaceable blocks (printed cards) with plug-in connections shall be so designed as to preclude the possibility of erroneous replacement. They shall also be capable of being effectively and permanently fixed in working position.

When it is necessary, due to design or functional features of the component or unit, the permanent marking of correct mounting position shall be provided or the component or unit itself shall be so designed that mounting in other than correct position is impossible.

20.2.2.9 Printed circuit cards shall be covered with electroinsulating varnish on the side on which current lines are located.

20.2.2.10 Final control elements (servo-motors, controllers, etc.) shall be so designed that no uncontrollable movement of their working parts is possible.

20.2.2.11 Pneumatic and hydraulic components and units shall withstand, without damage, short-time overloads caused by an increase of the working medium pressure equal to 1.5 times the rated value.

20.2.2.12 Pressure sensors shall be connected to the piping installation by means of 3-way cocks in order to supply the testing pressure, de-aeration of the piping and disconnecting of the damaged sensor.

20.2.2.13 Pneumatic and hydraulic components and units shall maintain their performance characteristics under the deviation of supply pressure from the rated value within $\pm 20\%$.

20.2.2.14 Temperature sensors installed on the distribution piping for flammable liquids shall be fitted in pockets.

20.2.3 Requirements for Automatic Systems

20.2.3.1 All control systems essential for the operation of the ship propulsion, machinery control and safety shall operate independently or shall be so designed that a failure in one of those systems will not interfere with the operation of the other systems.

20.2.3.2 Electric and electronic circuits of automatic systems shall be provided with means of protection capable of selective disconnecting the damaged parts of the system.

20.2.3.3 Each automatic system shall be so designed that the failure in one circuit of lamps, sirens and similar signalling devices does not interfere with the operation of other circuits.

20.2.3.4 Failure of power supply to automatic or remote control systems shall not result in dangerous conditions.

20.2.3.5 Automatic systems shall be built of such components and units that their replacement with the other ones of the same type does not affect the operation of the system. If readjustment is necessary, it shall be possible by simple means.

20.2.3.6 Automatic systems shall be protected against malfunctions as a result of short time deviations of parameters due to rolling and pitching, starting or stopping of the machinery or due to other similar, normal fluctuation of parameters.

20.2.3.7 Automatic systems shall be so designed that typical failures of such systems do not result in hazardous conditions and do not lead to the secondary failures in the system itself and in automated machinery concerned.

20.2.3.8 Each automatic or remote control system shall prevent the automatic restart of controlled machinery after its stopping by the safety system. Restart shall be possible after manual reset (e.g. by control lever being brought to start position).

20.2.3.9 Replaceable and controllable components, as well as the test points shall be arranged with permanent and easy access.

20.2.3.10 Components or units of automatic systems shall be so designed as to ensure the possibility of their checking and calibration during operation.

20.2.3.11 Measuring range of analogue sensors should be at least 20% greater than the expected deviation of the input signal value (measured parameter).

20.2.3.12 Pneumatic systems shall be fitted with effective means for ensuring the required degree of purity and dryness of air supplied.

20.2.3.13 Drying and filtering equipment used in automatic systems of main propulsion and electric generating sets are, as a rule, to be doubled and so arranged as to ensure the operation of one of them when the other is out of action. Double drying and filtering equipment need not be used, provided it is of self-cleaning type or of such design that quick replacement of contaminated inserts is possible without stopping the air supply.

20.2.3.14 In supply piping of pneumatic systems, safety valves shall be provided to prevent an increase of pressure by more than 10% of the working pressure.

20.2.3.15 Where hydraulic, pneumatic, electric and electronic components are situated in common desks, consoles and other similar units, they shall be so separated from each other that possible leakage of working medium does not affect the electric, electronic or pneumatic components.

The sections of desks, consoles and other units which incorporate the equipment containing liquid medium, shall be provided with drip trays fitted with drain pipes.

20.2.3.16 Where components and units requiring forced cooling are used, effective means shall be provided to prevent their damage in case of cooling failure.

Measures shall also be taken to enable components or units to operate in case of contamination by the cooling air.

20.2.3.17 Elements intended for control shall be arranged with easy access, and shall be marked appropriately to their assignment, as well as shall be secured against self-acting change of the position.

20.3 Power Supply of Automatic Systems

20.3.1 Where power supply to electrically driven essential machinery is required both from the main and emergency sources, electric and electronic control systems of such machinery shall also be supplied from two independent sources.

20.3.2 Control system of the main propulsion shall be supplied through two independent feeders. One of these feeders shall be supplied from the main switchboard (directly or through a transformer) and the second may be supplied from the nearest section switchboard supplying essential consumers. Switching on of the second power source shall be effected automatically.

20.3.3 Where control systems of auxiliary machinery are supplied from the circuit supplying the prime mover of the machinery, starting of the stand-by units shall be possible also in case of voltage failure in the supply circuit of the machinery actually in operation.

20.3.4 Automatic systems or their hydraulic and pneumatic parts shall be supplied by means of two compressors or two pumps.

20.3.5 Power supply to control system of generating sets, their safety system and safety system of the main engines shall be so arranged that the systems are capable of operating, irrespective of the voltage on the main switchboard.

20.3.6 Alarm and monitoring system shall always be supplied from two independent power sources. Switching on of the stand-by power source shall be effected automatically.

Where the stand-by power source of the alarm system is an automatically started emergency generating set, the alarm system circuits monitoring the conditions affecting the ship manoeuvrability and parameters of generating sets prime movers shall additionally be supplied from an accumulator battery of a capacity sufficient for 30 minute operation of that part of the system.

20.3.7 Supply of automatic equipment essential for starting and operation of the emergency generating set shall be taken from starting accumulator batteries or from separate battery located in the emergency generating set compartment.

20.4 Monitoring Systems

20.4.1 Alarm System

20.4.1.1 In addition to compliance with the applicable requirements of the present Chapter, alarm signalling shall fulfil, within the scope agreed with PRS, the requirements of the *Code on Alerts and Indicators, 2009*.

20.4.1.2 Depending on the extent of machinery automation, the alarm system shall give the following types of alarms:

- .1 alarm to indicate that limit values of parameters have been exceeded;
- .2 alarm to indicate that safety system has operated;
- .3 alarm to indicate the failure of power supply to particular automatic system or that the stand-by power supply has been switched on;
- .4 alarm to indicate that other values or conditions resulting from the detailed requirements of the present Part of the *Rules* have been changed.

Alarm conditions of machinery shall be indicated in the relevant control stations. The arrangement of the alarm display shall assist in identifying the particular fault condition and its location within the machinery space.

20.4.1.3 Alarm system shall function independently of control and safety systems so that a failure or malfunction in these systems will not prevent the alarm system from operating. Possible interconnection of these systems, restricted to the source of alarm only, is subject to PRS consideration in each particular case.

20.4.1.4 Alarm system shall have such self-monitoring properties that alarm signal will be given in the case of a broken circuit or other typical failures.

20.4.1.5 The alarm system shall operate simultaneously both visual and audible signals.

20.4.1.6 Visual signal shall be given by intermittent light and it shall indicate the alarm reasons. Cancelling the visual signal shall be possible only after the reasons of its operation have been eliminated. Acknowledgement of visual signal shall be clearly indicated by the change of its form (i.e. change from intermittent light to steady light or change in flickering frequency).

20.4.1.7 Audible signal may be common for all types of alarms. If the possibility of switching off the audible signal is provided, the readiness of actuating new alarms from other parameters shall be maintained until the reason of previous signal has been eliminated.

In ships of 500 tons gross tonnage and upwards, switching off audible signals shall not switch off visual signals.

Audible signals for machinery shall be clearly distinguished from surrounding sounds and other audible signals, e.g. fire, CO₂ releasing, etc. The local switching off the audible signal on the navigation bridge and in the accommodation area, if provided, shall not stop the audible signal in the machinery space.

20.4.1.8 For easy identification of transitory alarm conditions which are automatically eliminated, the alarm system shall have memory features, so that the transitory alarm conditions can be maintained until they are acknowledged.

20.4.1.9 Disconnection or omission of any part of the alarm system shall be clearly indicated.

20.4.1.10 Alarm system shall be capable of being tested during normal machinery operation. Where practicable, means shall be provided at convenient and accessible locations to permit the sensors to be tested without affecting the operation of the machinery.

20.4.1.11 A short-time interruption of power supply to the alarm system shall not cause a loss of information on alarm conditions prior to the interruption.

20.4.1.12 When visual signals are given by means of lamps, the colour of a visual signal shall be adequate to the character of this signal and the size of the system in accordance with 4.5.5.

20.4.1.13 Where it is intended to provide a dimming arrangement for alarm system annunciators on the navigation bridge, the arrangement shall be such that the total extinguishing of annunciators luminescence is impossible.

20.4.2 Safety System

20.4.2.1 Safety system of particular units of automated machinery plant shall operate automatically after exceeding limit values of the given parameters causing a failure and shall cover all foreseeable fault conditions assumed with regard to operational properties and characteristics of the machinery concerned so that:

- .1 normal operating conditions are restored, or

- .2 the machinery operation is temporarily adjusted to the prevailing conditions (by reducing the load of machinery), or
- .3 machinery and boilers are protected from failure by stopping (in the case of machinery) or by shutting off the fuel (in the case of boilers).

20.4.2.2 Means shall be provided to trace the cause of the safety system action.

20.4.2.3 The safety system shall operate in the event of lack or wrong reaction of the crew which may result in machinery failure.

20.4.2.4 The safety system intended for the functions specified in 20.4.2.1.3, shall be independent of all other control and alarm systems so that failure or malfunction in these systems will not prevent the safety system from operating.

For the safety system intended for functions listed in 20.4.2.1.1 and 20.4.2.1.2, complete independence of other control and alarm systems is not required.

20.4.2.5 Safety system shall have such self-monitoring properties that, with the requirements of paragraph 20.4.2.7 satisfied, alarm signal will be given at least in the case of short circuit, earth fault, broken fuse or broken circuit.

20.4.2.6 Safety systems of different units of the machinery plant shall be independent. Failure in the safety system of one part of the plant shall not interfere with the operation of the safety system in another part of the plant.

20.4.2.7 Safety system shall intervene after operation of the alarm system in the relevant sequence of functions.

20.4.2.8 Safety system shall be so designed that the failure in the system does not cause hazardous conditions. This feature shall be maintained, not only with regard to the safety of the system itself and associated machinery, but also to the safety of the whole machinery installation and the ship.

20.4.2.9 When the safety system has stopped an unit, the unit shall not restart automatically, but only after a manual reset has been performed (see also 20.2.3.8).

20.4.2.10 When the switching-off facilities in the safety system of the main propulsion are provided, the switching-off device shall be of such design as to exclude the possibility of its unintentional use, and in the case of the safety system being switched off, its position shall be indicated by means of a special signal.

20.4.3 Indicating and Recording Systems

20.4.3.1 Indicating and recording systems shall be independent of other systems and so designed that their failures do not affect the other systems.

20.4.3.2 A failure in recording system shall be indicated by an audible and visual signal.

20.4.3.3 Means shall be provided to ensure accurate reading of indication on indicating instruments taking into account lighting conditions at the point of their installation.

20.4.3.4 Indicating instruments shall be so designed that the operator will receive all necessary information directly, without the necessity of calculations in the units normally used for the measured variable.

20.5 Main Propulsion Control Systems

20.5.1 Main propulsion remote control system shall ensure the control within the whole scope under all operation conditions, including manoeuvres, number of revolutions of the propulsion engine, direction of the propeller thrust forces and controllable pitch propeller, if any.

20.5.2 The remote control from the bridge shall be limited to a single control element (lever, wheel, etc.) separate for each propeller, and all the auxiliary control functions shall be performed automatically. The protection against overloading of the propulsion and against the continuous operation of the propulsion within the forbidden speed range shall be actuated by the remote control, where necessary. Where several propellers constituting one propulsion system are provided to operate simultaneously, they may be additionally controlled by one control element.

In ships of less than 500 gross tonnage, whose propulsion system consists of non-reversible engine operating through a reversing gear or controllable pitch propeller, the arrangement with two control elements may be used, provided that the control system is so designed that an erroneous manoeuvre does not result in stopping the engine.

20.5.3 The remote control system shall be independent of engine room telegraph or any other means of communication used for giving the manoeuvre commands. It is permitted to use one lever for both systems.

20.5.4 Auxiliary control operations performed by the remote control system after any setting of the control system, including emergency reversing from "full ahead", shall proceed in the programmed sequence with the time intervals required by the main engine being respected.

The programme shall not be time-dependent only, but it shall take account of the operational parameters of the main engine auxiliary installations and signals acknowledging the performance of the sequence of actions according to the programme.

Stoppage in the programme performance shall be alarmed. A simultaneous indication of the place of interruption is recommended.

Where the main turbines are used, the control system shall be so designed that when maintaining the necessary manoeuvrability of the propulsion system, the changes of controlled parameters of the turbine set do not cause hazardous disturbances in the operation of auxiliary machinery and installations, such as boilers, condenser installations, etc.

20.5.5 The remote control station on the navigation bridge shall be equipped with the device for stopping the main engine in case of emergency independently of the remote control system.

Such device shall be so designed that the requirements specified in 20.4.2.9 and 20.2.3.8 are satisfied.

20.5.6 Automatic interlocking of the remote starting of the main engine shall be provided, e.g. when the crankshaft turning gear is under operation or in case of lack of lubricating oil pressure.

20.5.7 In the case of the turbine main propulsion, a device for the slow turning of rotor shall be provided. It shall start automatically when the turbine stops for a longer period of time than permitted by the manufacturer. The possibility of switching off this device from the navigation bridge shall be provided. In ships with permanently attended machinery spaces, automatic starting of the turning device need not be applied.

20.5.8 The remote control system shall be so designed as to give alarm in case of failure, and the number of revolutions, as well as the direction of power screw thrust be maintained till the local station takes over the control. It especially refers to the power supply decay (electric, pneumatic and hydraulic). The decay shall not cause a serious and abrupt change in the power of the main propulsion being developed and in the direction of the propeller revolutions.

20.5.9 In the case of steering propeller (azimuth thruster, cycloidal propeller etc.) all requirements applicable to steering control specified in Chapter 5.5 are to be fulfilled. For these types of propellers see also interpretations in MSC.1/Circ.1416/Rev.1.

20.5.10 The number of the repeated starting (reversing) attempts in the case of faulty starts (reverses) shall be limited in order to preserve enough starting energy to perform manual startings. The alarm shall be given at the starting energy drop to the level indispensable to manual startings.

The minimum level of the starting energy at which the alarm starts to operate shall be such that:

- .1 for starting by means of compressed air, six starts of reversible engine from the local control station and three starts of non-reversible engine could be performed;
- .2 for electrical starting – three starts of non-reversible engine could be performed.

20.5.11 Simultaneous control of the main propulsion from more than one station should be excluded. The control from several conjugated control units is allowed from one control station.

20.5.12 The remote control system shall be so designed that the transfer of control from one station to another will not cause any essential change in thrust of a screw or in rotations of the main engine.

20.5.13 Each control station shall be equipped with the indicator informing which station is in charge of control.

Transfer of the control from one station to another shall be accompanied by audible and visual signals at both stations. The control from a new control station shall be possible only after it has been acknowledged in a suitable form that the control was taken over.

20.5.14 The number, type and arrangement of the main propulsion remote control stations shall be adapted to the type of supervision over the machinery. One of such stations shall be superior with regard to others. The superior control station shall be located in the machinery space. Only the superior control station may overtake the control from the station on the navigation bridge or from other remote control stations. The superior control station shall have monitoring facilities of all important parameters of the propulsion system and associated installations, irrespective of which control station is actually in charge.

Instructions: The adequate hardware of the remote control stations shall be provided so that the operator will have a possibility of supervising the performance of commands and controlling the parameters of the main engine operation within the range appropriate for a given station. The control stations shall be equipped with:

- indicators of number of revolutions and direction of rotation of the propeller shaft;
- indicators of number of revolutions and direction of rotation of the main engine when clutch coupling is used;
- indicators of propeller speed and direction of rotation in the case of fixed pitch propellers, if such propeller has been installed;
- indicators of propeller speed and pitch position in the case of controllable pitch propeller, if such propeller has been installed;
- alarm system annunciators and in particular, indicators informing about the conditions affecting the ship manoeuvrability (see also 20.5.9);
- indicators informing which station is in charge of control;
- emergency shut-down device of the main engine;
- device for switching off the slow turning of the main turbine rotor (see 20.5.7);
- switching-off device of the main engine safety system (see 20.4.2.10).

Where several conjugated control units are used at one control station, only one of them may be provided with the above-mentioned indicators of the alarm system. In the vicinity of the remaining control units, only an indicator informing about the alarm signal may be used.

20.5.15 The remote control system shall be so designed that in the case of rapid commands following each other, the last one is always performed. The order of executing the commands shall not depend on the speed with which the control element has been moved.

20.5.16 In multi-engine propulsion system, each propulsion engine (or a group of such engines) driving one propeller shall be provided with an independent remote control system.

20.5.17 Remote control system of two or more main propulsion engines driving one propeller shall be capable of automatic equalizing the load of operating engines.

20.5.18 Automation systems of the main propulsion remote control from the bridge shall be so designed as to ensure that threshold warning of the impending or imminent slowdown or shutdown of the propulsion system is given to the watch officer on the bridge, even when the machinery spaces are attended. The warning shall be given in time to assess navigational circumstances in an emergency. In particular, the systems shall control, monitor, report, alert and take safety action to slow down or stop the propulsion while providing the officer in charge of the navigational watch with an opportunity to manually intervene, except for those cases where manual intervention will result in total failure of the engine and/or propulsion equipment within a short time, for example in the case of overspeed.

20.5.19 Propulsion engines electronic speed governors and overspeed protective devices are to comply with requirements specified in *Part VII – Main and Auxiliary Machinery and Equipment*, items 2.10.5 – 2.10.10.

20.6 Electrical Power Supply and Distribution Control System

20.6.1 The arrangement of the ship electric generating plant shall ensure the continuity of electric power supply in accordance with the following requirements:

- .1** For ships having electric power demand normally supplied by one generator, there shall be adequate provisions in case of its failure for automatic starting and connecting to the main switchboard a stand-by generator of sufficient capacity to permit propulsion and steering and to ensure the safety of the ship with automatic restarting of the essential auxiliaries, including, where necessary, sequential operations. This stand-by electric power shall be available to take over the load preferably within 30 seconds but in any case not more than 45 seconds, after loss of power. The time of taking over the load by a stand-by generator shall be short enough to delay the starting of the emergency source of electric power.
- .2** For ships having electric power demand normally supplied by two or more generating sets operating in parallel, arrangements shall be provided (e.g. load shedding of less essential consumers for which the load shedding is unconditionally allowed and, where necessary, also the consumers for which the load shedding is allowed – see 8.2.3) to ensure that in the case of failure of one of these units, the remaining ones are kept in operation without overload, to permit propulsion and steering and to ensure the safety of the ship.

When the arrangement, specified in .1, shall be applied in ships where the main generating set is driven by a steam turbine, the prime mover of stand-by power supply unit shall be an internal combustion engine.

20.6.2 The control system of generating set prime movers should, in case of failure of first automatic or remote starting, so limit the number of repeated automatic starting attempts of the same engine or engines driving the remaining sets that the quantity of air left in air receivers or, in the case of electric starting, the quantity of electric energy left in the battery is sufficient to perform, from the local control station, at least three starts of one of the generating sets having the highest output.

20.6.3 Failure to start the set shall be signalled by the alarm system.

20.6.4 The automatic control system of generating sets shall be provided with interlocking arrangement preventing the generating set from being automatically connected when a short-circuit occurs on the busbars of the main switchboard.

20.6.5 The alarms specified in item 2.3, Table 21.3.1-1 shall be indicated in the engine control room as individual alarms; where the alarm panel with individual alarms is installed on the engine or in the vicinity, common alarm in the engine control room is required.

20.7 Control Systems of Steam Boilers

20.7.1 Control characteristics of different automatic control systems of operation of steam boilers shall be so selected as to maintain the water level, steam pressure and other controlled parameters within the predetermined limits over the entire load range of the boiler, and to ensure rapid changes of boiler load in accordance with boiler characteristics.

20.7.2 The automatic control system of boiler firing installation shall be so designed that starting of a cold boiler is only possible from the local control station.

20.7.3 The automatic control system of boiler firing installation shall be so designed that fuel supply is only possible when, additionally to the conditions specified in paragraph 11.2.1, *Part VII – Main and Auxiliary Machinery and Equipment*, the following conditions are fulfilled:

- .1 water level is normal;
- .2 viscosity and temperature of fuel oil are sufficient for its proper atomisation;
- .3 prepurging of the combustion chamber has been effected during at least 30 sec., and the dampers in the air ducts are fully opened;
- .4 fuel supply to the burners is set for the minimum value.

20.7.4 The automatic control system of boiler firing installation shall be so designed that purging of combustion chamber always takes place after the fuel supply has been cut off, whether manually or automatically.

For the boiler fired by more than one burner, purging of the combustion chamber shall take place after switching off of the last burner.

20.7.5 Where the boiler is fired by more than one burner, the control systems of burners shall be independent of each other as far as practicable.

In any case, failure of pilot burner control system shall not disturb the operation of the main burners.

20.7.6 The automatic boiler firing installation shall be provided with safety system shutting off the fuel oil supply as specified in paragraph 11.2.2, *Part VII – Main and Auxiliary Machinery and Equipment*, and also when the following failures occur:

- .1 the ignition of the fuel fails within 5 sec. from the beginning of fuel admission;
- .2 the viscosity or the temperature of fuel oil is too low;

- .3 the values of parameters of atomising steam or air intended for fuel atomising fall;
- .4 the water level in the boiler is below the permissible value.

20.7.7 The restarting of firing installation after the elimination of defects shall be possible from the local control station only.

The automatic control system of boiler firing installation shall be so designed that the ignition device is switched on after a certain time of purging the combustion chamber in accordance with the manufacturer's requirements.

20.8 Control Systems of Piping Installations

20.8.1 Power operated valves of piping systems controlled automatically or remotely shall also be provided with means for local manual control.

20.8.2 The valves, specified in 20.8.1, shall be situated in places readily accessible for manual operation under all normal service conditions.

20.8.3 All components of valve control system fitted inside the double bottom shall be so designed as to be capable of normal operation when completely flooded under the water head resulting from the maximum draught of the ship.

20.8.4 Where piping systems are intended to be alternately used for different purposes (e.g. for ballast or fuel transfer), their control system shall be provided with such interlocking and protection arrangements as to meet the relevant requirements for interconnection of such piping systems specified in *Part VI – Ship and Machinery Piping Systems*.

20.9 Monitoring of trunk piston internal combustion engines supplied with low pressure natural gas as fuel - control, monitoring, alarm and safety system

20.9.1 The engine control system is to be independent and separate from the safety system.

20.9.2 The gas admission valves are to be controlled by the engine control system or by the engine gas demand.

20.9.3 Combustion is to be monitored on an individual cylinder basis.

20.9.4 In the event that poor combustion is detected on an individual cylinder, gas operation may be allowed in the conditions specified in IGF Code item 10.3.1.6.

20.9.5 If monitoring of combustion for each individual cylinder is not practicable due to engine size and design, common combustion monitoring may be accepted.

20.9.6 Unless the risk analysis proves otherwise, the monitoring and safety system functions for DF¹⁰ or GF engines are to be provided in accordance with Table 20.9.1 in addition to the general monitoring and safety system functions required by PRS.

¹⁰ For DF engines, Table 20.9.1 applies only to the gas mode.

Table 20.9.1

Parameter	Alarm	Automatic activation of the double block and bleed valves	Automatic switching over to oil fuel mode ¹⁾	Engine shutdown
Abnormal pressures in the gas fuel supply line	X	X	X	X ⁵⁾
Gas fuel supply systems – malfunction	X	X	X	X ⁵⁾
Pilot fuel injection or spark ignition systems – malfunction	X	X ²⁾	X	X ^{2) 5)}
Exhaust gas temperature after each cylinder – high	X	X ²⁾	X	X ^{2) 5)}
Exhaust gas temperature after each cylinder, deviation from average-low ³⁾	X	X ²⁾	X	X ^{2) 5)}
Cylinder pressure or ignition – failure, including misfiring, knocking and unstable combustion	X	X ^{2) 4)}	X ⁴⁾	X ^{2) 4) 5)}
Oil mist concentration in crankcase or bearing temperature ⁶⁾ – high	X	X		X ⁹⁾
Pressure in the crankcase – high ⁸⁾	X	X	X	
Engine stops – any cause	X	X		
Failure of the control-actuating medium of the block and bleed valves	X	X	X	
Failure of crankcase ventilation system, if applicable	X	X ⁷⁾	X ⁷⁾	

¹⁾ DF engine only, when running in gas mode.

²⁾ For GF engines, the double block- and-bleed valves and the engine shutdown may not be activated in case of specific failures affecting only one cylinder, provided that the concerned cylinder can be individually shutoff and the safe operation of the engine in such conditions is demonstrated by the risk analysis.

³⁾ Required only if necessary for the detection of misfiring.

⁴⁾ In the case where the failure can be corrected by an automatic mitigation action, only the alarm may be activated. If the failure persists after a given time, the safety actions are to be activated.

⁵⁾ GF engine only.

⁶⁾ Where required by UR M10.

⁷⁾ Automatic safety actions to be activated as specified by the engine manufacturer, see UR M10.

⁸⁾ Only for trunk piston engines. This pressure sensor cannot replace or substitute a gas detector.

⁹⁾ Only for trunk piston engines. For crosshead engines slow down shall apply (see UR M35 Tab.1).

21 UNATTENDED OPERATION OF MACHINERY SPACE AND ONE MAN BRIDGE OPERATION – MARKS: AUT, NAV1

21.1 Application

21.1.1 The requirements of the present Chapter apply to ships which shall be assigned additional mark **AUT** or **NAV1** in the symbol of class. Automation systems of these ships shall also fulfil the requirements specified in other Chapters of this *Part* of the *Rules*.

21.1.2 To be assigned mark **AUT**, which means the ship ability for unattended operation of the machinery space, the requirements specified in sub-chapter from 21.2 to 21.4 shall be fulfilled. These requirements have been set out under the assumption that the number of engineering staff on board is sufficient to maintain seaworthiness of the ship in case of failure of automatic systems, as well as to perform routine adjustment and inspection of the operation of such systems.

21.1.3 To be assigned mark **NAV1**, which means that the ship is adapted for one man bridge operation, the requirements specified in *Publication 35/P – One Man Bridge Operated (OMBO) Ships* shall be fulfilled.

21.2 General Requirements

21.2.1 The extent of machinery automation shall be such that the operation of machinery periodically unattended is possible during a period of 8 hours. This applies to the following machinery and equipment:

- .1 the main propulsion, together with auxiliary machinery and controllable pitch propeller;
- .2 electric power supply and distribution;
- .3 steam boilers and exhaust gas boilers;
- .4 air compressors;
- .5 fuel and lubricating oil separators;
- .6 inert gas generators;
- .7 other machinery and equipment covered by the *Rules*.

The automatic control systems maintaining working parameters (temperature, pressure, viscosity, etc.) shall be provided. These systems shall be capable of maintaining the working parameters under all normal service conditions, including manoeuvring, within the limits appropriate for the considered machinery, equipment and installations.

21.2.2 Subject to PRS consent in each particular case, the extent of automation of some simple and daily irregular operations may be limited to remote control from the ship navigation bridge.

21.2.3 The local manual control may be applied as the only means of control to perform:

- .1 operations performed at regular intervals, if, due to the character of these operations or the arrangement of the plant, the intervals are greater than the assumed unmanned period;
- .2 operations performed irregularly and not requiring quick response to alternations of the conditions (e.g. blowing-off sea valves or chests with the exception of the case specified in 21.2.5, change-over to filling, emptying, cleaning or heating the tanks, etc.);
- .3 operations associated with starting the installations.

21.2.4 The power units developing the auxiliary energy (pneumatic or hydraulic) used in automatic systems shall start automatically so that the continuity of power supply is maintained in all service conditions.

21.2.5 In ships with ice strengthening L1A and L1, arrangements for cleaning sea valves and chests shall be remotely controlled from the navigation bridge.

21.2.6 Where on board ship with the mark for unattended machinery space added to the class symbol, refrigerating plant classed with PRS is fitted, the extent of automation of such plant, its monitoring systems and the arrangement of indicators of such systems are subject to PRS consideration in each particular case.

21.2.7 Reliable means of communication between the engine control room or propulsion control station, depending on what is used onboard Ship, and the accommodation rooms of engineer officers shall be provided.

21.2.8 Means shall be provided for detecting a rise of water in the machinery space bilges or bilge wells. For this purpose, the following requirements shall be fulfilled:

- .1 bilge wells shall be large enough to accommodate normal drainage during the unattended period. The arrangement of these wells and level sensors shall be such that accumulation of liquids may be detected at all normal angles of heel and trim as specified in sub-chapter 1.16.2, *Part VI – Ship and Machinery Piping Systems*;
- .2 in the case where bilge pumps start automatically to drain machinery space, means shall be provided to indicate that the influx of liquid is greater than the pump capacity or that the pump is operating more frequently than would normally be expected.

Instructions: In order to meet the above requirements, the following measures may be taken:

- smaller bilge wells to cover a reasonable period of time for accommodating normal drainage,
- alarms of bilge pump operating for more than 15 minutes,
- alarm of high water level in bilge wells operating prior to automatic starting of the pump.

Where automatically controlled bilge pumps are provided, special attention shall be given to oil pollution prevention requirements.

- .3 alarms of high water level in bilges and those resulting from the requirements of sub-paragraph .2 shall be given in the space specified in 21.3.6, at the engineers' accommodation area and on the navigation bridge.

21.2.9 The requirements for fire detection systems in machinery space are specified in Chapter 4, *Part V – Fire Protection*.

21.3 Monitoring Systems

21.3.1 The extent and operation principles of monitoring systems shall comply with:

- Table 21.3.1-1 for ships of 500 gross tonnage and above;
- Table 21.3.1-2 for ships above 24 m in length and of less than 500 gross tonnage.

Configurations where the extent of monitored parameters differs from that specified in the Table or where it is proposed to install the systems based on different operation principles, are subject to PRS consideration in each particular case.

Automatic change-over of stand-by machinery in auxiliary systems of the main internal combustion engine, as required by Tables 21.3.1-1 and 21.3.1-2, need not be applied if at least two main engines are provided for ship propulsion, each having independent auxiliary systems, as well as independent safety system which will stop one of the engines, when necessary, and will simultaneously disconnect that engine from the propulsion system.

21.3.2 The alarm system shall cover all automated machinery, as well as all types of alarms specified in 20.4.1.2.

21.3.3 Where the concentration of alarms is necessary in the engine room alarm panel, only such individual alarms may be concentrated which are related to parameters which cannot be exceeded simultaneously, as well as such which are associated with the same machinery, provided that individual alarms are indicated at the location of this machinery.

Group alarms shall fulfil all requirements for alarm system specified in 20.4.1.

21.3.4 The alarm system annunciators shall be so located that during the unmanned period of machinery, the engineering personnel on duty is made aware that a machinery fault has occurred.

If the bridge navigating officer of the watch is the sole watch-keeper, then, in the event a machinery fault being monitored at the control location for machinery, the alarm system shall be such that this watch-keeper is made aware when:

- .1 a machinery fault has occurred;
- .2 the machinery fault is being attended to;
- .3 the machinery fault has been rectified.

For carrying out the function mentioned in sub-paragraph .3, means of communication between the navigation bridge, accommodation spaces for engineering personnel and the machinery spaces may be used.

Instructions: The requirements of the present paragraph may be complied with, inter alia, through:

- arranging group alarms on the navigation bridge and accommodation spaces for the engineering personnel responsible for the operation of the machinery and alarm annunciators giving detailed information in the space where the superior control station is located, or
- arranging all alarm annunciators giving detailed information on the navigation bridge and group alarms in the accommodation spaces of engineering personnel responsible for the operation of the machinery.

In any case, the acknowledgment of alarms in the machinery space and in the accommodation spaces for engineering personnel shall be indicated on the navigation bridge.

21.3.5 When group alarms are used to indicate alarm conditions on the navigation bridge, the alarm system on the bridge shall cover the following alarm groups, as applicable:

- .1 alarm requesting to stop the main engine;
- .2 alarm requesting the load reduction of the main engine;
- .3 alarm to indicate that safety system stopping the main engine has operated;
- .4 alarm to indicate that safety system reducing the main engine load has operated;
- .5 alarm to indicate that starting (reversing) of the main engine has failed;
- .6 alarm to indicate failure of the steering gear;
- .7 alarm to indicate failure of the power supply to automatic systems;
- .8 alarm to indicate the excessive bilge water level in machinery space;
- .9 group covering all other alarms as specified in 21.3.1;
- .10 alarm to indicate that alarm system of the internal combustion engine driving emergency generator has operated;
- .11 alarm to indicate that safety system of the internal combustion engine driving emergency generator has operated.

Alarms indicating such states of machinery which have direct influence on ship manoeuvrability shall operate on the navigation bridge, no matter which station is actually responsible for the control of machinery.

Switching over of alarm system from the machinery space to the bridge or v.v. shall be accompanied by visual and audible signal given in accordance with 20.4.1.5, 20.4.1.6 and 20.4.1.7.

21.3.6 All annunciators of alarm system, and to the necessary extent, the displaying instruments of indicating system, shall be concentrated in the space in which the superior control station is situated.

Where in parallel to the control station on the navigation bridge which is equipped with group alarms, only local control stations in the machinery space are provided, all indicators of indicating system shall be situated on engines, turbines and machinery only, and all annunciators of alarm system giving detailed information shall be concentrated in one place in the machinery space or in an adjacent space having door communication with the machinery space.

21.3.7 Where the repeaters of alarm system annunciators are located within the accommodation spaces, the switching off of the alarm signal (alarm acknowledgment) in the accommodation spaces shall also be indicated on the navigation bridge.

Where the repeaters of alarm system annunciators are not provided within accommodation spaces, other reliable and efficient means of communication between the bridge and the accommodation of the personnel responsible for machinery operation shall be fitted. Such means of communication are also recommended in the case where the repeaters of alarm system annunciators are provided.

21.4 Control Systems

21.4.1 Main Propulsion Control System

21.4.1.1 In addition to indicators and devices specified in 20.5.13, the main propulsion control station on the bridge shall be equipped with an arrangement for immediate stopping of the main engine or turbine.

This arrangement shall be independent of the control system and shall be so designed that the requirements, specified in 20.2.3.8 and 20.4.2.10, are complied with.

21.4.1.2 Means shall be provided to keep the starting air pressure at the required level where diesel engines are used for the main propulsion.

21.4.2 Electric Power Supply and Distribution Control Systems

Automatic control of effective reserve output of actually running generating sets shall be provided and the arrangement shall be such that automatic start of large power consuming machinery is only possible when the reserve output of generating sets is sufficient to cover starting and operational power demand of such machinery. In certain circumstances it may be necessary that stand-by generating set be started prior to start of the machinery in question.

21.5 Personnel Alarm

21.5.1 The personnel alarm shall automatically set off an alarm on the navigation bridge or in the officers' quarters, as appropriate, if it is not reset from the machinery space, in a period not exceeding 30 minutes.

21.5.2 A pre-warning signal shall be provided in the machinery space which operates 3 min before the alarm, referred to in 21.5.1, is given.

21.5.3 The alarm system shall be put into operation:

- .1 automatically when the engineer on duty has to attend the machinery space in case of a machinery alarm;
- .2 manually by the engineer on duty when attending the machinery space on routine checks.

21.5.4 The alarm system shall be disconnected by the engineer on duty after leaving the machinery space. When the system is brought into operation automatically in accordance with 21.5.3.1, its disconnection should not be possible before the engineer acknowledged the alarm in the machinery space.

21.5.5 Personnel alarm shall automatically operate the engineers' alarm, required in 21.6.

21.6 Engineers' Alarm

In addition to manual operation from the machinery space, the engineers' alarm on ships with periodically unattended machinery spaces shall operate when the machinery alarm is not acknowledged in the machinery space or ECR in a specified limited period of time, depending on the size of the ship but not exceeding 5 min.

Table 21.3.1-1

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1	Main propulsion				
1.1	Main internal combustion engine (cross-head)				
1.1.1	Fuel system	<ul style="list-style-type: none"> - pressure of fuel at outlet from filter (at inlet to engine) - viscosity or temperature of fuel before injection pumps - fuel leakage from high pressure pipes - level in service tank 	<ul style="list-style-type: none"> - minimum - maximum and minimum - alarm signal - minimum 	<ul style="list-style-type: none"> start of stand-by pump - - - 	<ul style="list-style-type: none"> remote measurement high level alarm signal is required in case of lack of overflow installation
1.1.2	Lubricating oil system	<ul style="list-style-type: none"> - common rail fuel oil pressure - pressure of lubricating oil at inlet to main and thrust bearings - pressure of lubricating oil at inlet to crosshead bearings - pressure of lubricating oil at inlet to camshaft - temperature of lubricating oil at inlet to camshaft - temperature of lubricating oil at inlet to ME - temperature of thrust bearing or temperature at bearing outlet - oil temperature at outlet from main, crank, crosshead bearings or 	<ul style="list-style-type: none"> - minimum - minimum - minimum - minimum - maximum - maximum - maximum - maximum 	<ul style="list-style-type: none"> first stage: start of stand-by pump; second stage: load reduction²⁾; third stage: stop of engine first stage: start of stand-by pump; second stage: load reduction²⁾; third stage: stop of engine first stage: start of stand-by pump; second stage: stop of engine - - first stage: load reduction; second stage: stop of engine load reduction 	<ul style="list-style-type: none"> remote measurement remote measurement when separate lubricating oil systems are foreseen when separate lubricating oil systems are foreseen when separate lubricating oil systems are foreseen for engines of > 2250 kW output or diameter of cylinder of > 300 mm

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1.1.3	Turbochargers system	- activation of oil mist detection arrangements (or activation of the temperature monitoring systems or equivalent devices of: - the engine main and crank bearing oil outlet; or - the engine main and crank bearing) ⁸⁾	- dangerous	load reduction ³⁾	for engines of > 2250 kW output or diameter of cylinder of > 300 mm
		- flow of oil lubrication of cylinders; on each cylinder	- no flow	load reduction	
		- level in lubricating oil tanks	- minimum	-	for each tank separate alarm signal is required, if separate lubricating oil systems (e.g. camshaft, valve arm etc.) are provided
		- common rail servo oil pressure	- minimum	-	if independent lubricating oil system, integrated with the turbocharger, is not provided
- turbocharger lubricating oil inlet pressure	- minimum	-			
1.1.4	Piston cooling system	- temperature of lubricating oil of each bearing at outlet from turbocharger	- maximum*	-	remote measurement
		- speed of turbocharger ⁹⁾	- maximum	-	
1.1.5	Sea cooling water system	- pressure of cooling medium at inlet	- minimum	first stage: start of stand-by pump ⁴⁾ second stage: load reduction ²⁾	load reduction is not required if the cooling oil is taken from the main system of the engine
		- temperature of cooling medium at outlet from each cylinder	- maximum	load reduction ²⁾	
		- flow of piston cooling medium at outlet from each cylinder ⁷⁾	- no flow	load reduction ²⁾	
		- level in piston cooling medium expansion tank	- minimum	-	
		- pressure of sea water	- minimum	start of stand-by pump	

⁸⁾ Where, due to the turbocharger design, the alarm function “maximum lubricating oil temperature” of each bearing cannot be realized, alternative arrangements shall be provided, e.g. continuous monitoring of inlet oil pressure and inlet temperature in combination with specific intervals for bearing inspection in accordance with the turbocharger manufacturer’s instructions.



Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1.1.6	Cylinder fresh cooling water system	<ul style="list-style-type: none"> - pressure of cylinder cooling water at inlet - temperature of cylinder cooling water (after each cylinder) or - temperature of cylinder cooling water at outlet - presence of oil in engine cooling installation - level in cylinder cooling water expansion tank 	<ul style="list-style-type: none"> - minimum - maximum - maximum - alarm signal - minimum 	<ul style="list-style-type: none"> first stage: start of stand-by pump⁴⁾ second stage: load reduction²⁾ load reduction²⁾ load reduction²⁾ - - - 	<ul style="list-style-type: none"> where one common cooling space without individual stop valves is employed for all cylinder jackets where one common cooling space without individual stop valves is employed for all cylinder jackets if engine cooling water is used in fuel and lubricating oil heat exchanger
1.1.7	Starting and control air system	<ul style="list-style-type: none"> - pressure of starting air before main shut-off valve - pressure of control air 	<ul style="list-style-type: none"> - minimum - minimum 	<ul style="list-style-type: none"> - - 	<ul style="list-style-type: none"> remote measurement
1.1.8	Scavenging air system	<ul style="list-style-type: none"> - pressure of safety system air - pressure in scavenging air collector - temperature of scavenging air in underpiston space (fire) 	<ul style="list-style-type: none"> - minimum - maximum 	<ul style="list-style-type: none"> - - load reduction³⁾ 	<ul style="list-style-type: none"> remote measurement
1.1.9	Exhaust system	<ul style="list-style-type: none"> - level of water in scavenging air tank - temperature of exhaust gases after each cylinder - temperature of exhaust gases after each cylinder. - Deviation from mean value - temperature of exhaust gases before each turbocharger - temperature of exhaust gases after each turbocharger 	<ul style="list-style-type: none"> - maximum - maximum - maximum - maximum - maximum - maximum 	<ul style="list-style-type: none"> - load reduction²⁾ - - - - 	<ul style="list-style-type: none"> remote measurement remote measurement remote measurement
1.1.10	Fuel valves cooling medium system	<ul style="list-style-type: none"> - pressure of fuel valves cooling medium - temperature of fuel valves cooling medium 	<ul style="list-style-type: none"> - minimum - maximum 	<ul style="list-style-type: none"> start of stand-by pump - 	

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1.1.11	Engine speed/direction of rotation	- medium level in fuel valves cooling medium expansion tank	- minimum	-	remote measurement
1.1.12	Overspeed	- wrong way	- alarm signal	-	
1.1.13	Supply failure of control, safety and alarm systems		- alarm signal	stop of engine	
1.2	Main internal combustion engine (trunk-piston)		- alarm signal	-	
1.2.1	Fuel system	- pressure of fuel at outlet from filter (at inlet to engine)	- minimum	start of stand-by pump	remote measurement
		- viscosity or temperature of fuel before injection pumps	- maximum and minimum	-	only in the case when engine operates on heavy fuel oil
		- fuel leakage from high pressure pipes	- alarm signal	-	
		- level in fuel service tank	- minimum	-	high level alarm signal is required in case of lack of overflow installation
1.2.2	Lubricating oil system	- common rail fuel oil pressure	minimum		
		- pressure of lubricating oil at inlet to main and thrust bearings	- minimum	first stage: start of stand-by pump; second stage: stop of engine	remote measurement
		- pressure difference on lubricating oil filter	- maximum	start of stand-by pump, if fitted	remote measurement
		- temperature of lubricating oil at inlet to ME	- maximum	-	remote measurement
		- activation of oil mist detection arrangements or activation of the temperature monitoring systems or equivalent devices of: - the engine main and crank bearing oil outlet; or - the engine main and crank bearing) ^{8) 11)}	- dangerous	stop of engine	only for medium speed engines of > 2250 kW output or diameter of cylinder of > 300 mm ⁵⁾
		- flow of cylinder lubricating oil; on each cylinder	- no flow	load reduction	
		- common rail servo oil pressure	minimum		

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1.2.3	Turbochargers system	– pressure of lubricating oil at inlet to turbochargers – temperature of lubricating oil of each bearing at outlet from turbochargers	– minimum – maximum*	–	remote measurement if independent oil lubricating system, integrated with the turbocharger, is not provided.
1.2.4	Sea cooling water	– speed of turbocharger ⁹⁾ – pressure of sea water	– maximum – minimum	– start of stand-by pump	remote measurement
1.2.5	Cylinder fresh cooling water system	– pressure or flow of cooling water at inlet to cylinders – temperature of cooling water at outlet from cylinders	– minimum – maximum	first stage: start of stand-by pump; second stage: load reduction load reduction ⁶⁾	remote measurement remote measurement
1.2.6	Starting and control air system	– level in compensating tank of cylinders cooling water – pressure of starting air before main shut-off valve	– minimum – minimum	– –	remote measurement remote measurement
1.2.7	Scavenging air system	– temperature of scavenging air in tank	– maximum	–	remote measurement
1.2.8	Exhaust system	– temperature of exhaust gases after each cylinder – temperature of exhaust gases after each cylinder, deviation from mean value	– maximum – maximum	load reduction –	remote measurement concerns engines of output of > 500 kW/cylinder for engines of output of > 500 kW/cylinder
1.2.9	Number of engine revolutions	–	–	–	remote measurement
1.2.10	Overspeed	–	– alarm signal	stop of engine	
1.2.11	Supply failure of control, safety and alarm systems	–	– alarm signal	–	
1.3	Main steam turbine				
1.3.1	Lubricating oil system	– oil pressure before turbine	– minimum	first stage: start of stand-by pump; second stage: shutdown of steam supply to turbine	

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1.3.2	Condensating and cooling water system	<ul style="list-style-type: none"> - lubricating oil temperature - oil level in gravity tank - vacuum in condenser - level in condenser - level in hot-well - level in de-aerator - pressure in de-aerator - pressure or flow of condenser cooling water (after the condenser) - pressure of condensate after pump - pressure at inlet to turbine 	<ul style="list-style-type: none"> - maximum - minimum - minimum - maximum - minimum - maximum - minimum - maximum - minimum - minimum 	<ul style="list-style-type: none"> - - stop of turbine stop of turbine stop of turbine - - - - start of stand-by pump 	
1.3.3	Steam system	<ul style="list-style-type: none"> - pressure of condensate after pump - pressure at inlet to turbine - pressure of gland sealing steam 	<ul style="list-style-type: none"> - minimum - maximum - minimum - maximum - minimum 	<ul style="list-style-type: none"> start of stand-by pump - - 	
1.3.4	Miscellaneous	<ul style="list-style-type: none"> - turning gear - temperature of journal and thrust bearings - axial rotor displacement - transverse rotor displacement - vibration of turbine casing - excessive speed of turbine - pressure of lubricating oil at inlet 	<ul style="list-style-type: none"> - engaged - maximum - maximum - aximum - dangerous 	<ul style="list-style-type: none"> - - stop of turbine stop of turbine stop of turbine stop of turbine 	
1.4	Main gear	<ul style="list-style-type: none"> - pressure of lubricating oil at inlet 	<ul style="list-style-type: none"> - minimum 	<ul style="list-style-type: none"> first stage: start of stand-by pump⁴⁾; second stage: stop of main engine 	
1.5	Shaft line	<ul style="list-style-type: none"> - temperature of lubricating oil at inlet - pressure difference on lubricating oil filter - temperature of main bearings - temperature of thrust, intermediate and stern tube bearings 	<ul style="list-style-type: none"> - maximum - maximum - maximum - maximum 	<ul style="list-style-type: none"> - - - - 	

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
1.6	Compressors	<ul style="list-style-type: none"> - oil pressure in hydraulic coupling - level in gravity tank of stern tube lubrication - oil pressure in servo-system of c.p. propeller - oil temperature in servo-system of c.p. propeller at outlet - pressure of compressor lubricating oil - flow of compressor cooling water - temperature of compressor cooling water at outlet 	<ul style="list-style-type: none"> - minimum - minimum - minimum - maximum - minimum - no flow - maximum 	<ul style="list-style-type: none"> - - start of stand-by pump - stop of compressor stop of compressor - 	only in the case of separate oil system
2	Electric installation				
2.1	Main switchboards	<ul style="list-style-type: none"> - insulation resistance - voltage - frequency 	<ul style="list-style-type: none"> - minimum - maximum - minimum - maximum - minimum - maximum - minimum - maximum - minimum - maximum 	functional features of safety system with regard to item 2.1 and 2.2 will be separately considered depending on the arrangement	
2.2	Main generators	<ul style="list-style-type: none"> - load current - short-circuit current - reverse power 	<ul style="list-style-type: none"> - maximum - minimum - maximum - minimum - maximum - minimum - maximum - minimum - maximum 	stop of engine	
2.3	Internal combustion engines driving main generators (trunk-piston)	<ul style="list-style-type: none"> - pressure of lubricating oil at inlet - flow or pressure of cooling water - temperature of lubricating oil at inlet - activation of oil mist detection arrangements or activation of the temperature monitoring systems or equivalent devices of: <ul style="list-style-type: none"> - the engine main and crank bearing oil outlet; or - the engine main and crank bearing)^{8) 11)} - engine overspeed 	<ul style="list-style-type: none"> - minimum - no flow - minimum - maximum - dangerous - alarm signal 	stop of engine	for engines having power of > 2250 kW or a cylinder bore of > 300 mm

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
2.5	Steam turbines driving generators	<ul style="list-style-type: none"> - pressure of lubricating oil at inlet - temperature of lubricating oil at inlet - pressure in condenser 	<ul style="list-style-type: none"> - maximum - maximum - maximum and minimum - maximum - maximum 	<ul style="list-style-type: none"> stop of turbine - stop of turbine - 	with regard to counter-pressure or vacuum
2.6	Steering gear with electric or electrohydraulic propulsion	<ul style="list-style-type: none"> - level in condenser - axial rotor displacement - supply voltage - load current - short-circuit current 	<ul style="list-style-type: none"> - minimum - maximum - minimum 	<ul style="list-style-type: none"> stop of turbine switching on of second feeder or second power supply unit depending on the arrangement disconnection of drive depending on the arrangement disconnection of drive 	
2.7	Electrical drives of other essential machinery	<ul style="list-style-type: none"> - load current - short-circuit current 	<ul style="list-style-type: none"> - maximum - minimum 	<ul style="list-style-type: none"> disconnection of drive 	
3	Piping system				
3.1	Bilge system	<ul style="list-style-type: none"> - vacuum on suction side of the pump - level in bilge wells of machinery space 	<ul style="list-style-type: none"> - minimum - maximum 	<ul style="list-style-type: none"> - - 	separate alarm signal on the bridge (see also 21.2.8) is recommended
3.2	Fuel oil treatment system	<ul style="list-style-type: none"> - level in fuel settling tank - water seal of fuel purifier - fuel temperature at purifier inlet 	<ul style="list-style-type: none"> - minimum - loss of water - maximum - minimum - maximum 	<ul style="list-style-type: none"> - - - - 	
3.3	Sludge systems	<ul style="list-style-type: none"> - level in purifier wastes tank - level in sludge tanks 	<ul style="list-style-type: none"> - maximum - maximum 	<ul style="list-style-type: none"> - - 	
3.4 ¹⁰⁾	Boiler air supply casings and exhausts (uptakes)	<ul style="list-style-type: none"> - fire at an early stage - 	<ul style="list-style-type: none"> - alarm signal 	<ul style="list-style-type: none"> - 	
3.5 ¹⁰⁾	Scavenging air belts of propulsion machinery	<ul style="list-style-type: none"> - fire at an early stage - 	<ul style="list-style-type: none"> - alarm signal 	<ul style="list-style-type: none"> - 	
4	Steam boilers and associated systems				
4.1	Boiler	<ul style="list-style-type: none"> - pressure of steam - water level 	<ul style="list-style-type: none"> - maximum - maximum - minimum 	<ul style="list-style-type: none"> - shutdown of fuel oil supply at minimum level 	

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm condition / monitored value of parameter	Safety system	Remarks
4.2	Circulating pump	- temperature of superheated steam - temperature of saturated steam - water flow through pump	- maximum - maximum - no flow	- - depending on arrangement of system and type of boiler	for main boilers only for main boilers only
4.3	Feed water system	- pressure on delivery side of feed water pump - pressure of lubricating oil at inlet to the turbine driving feed water pump	- minimum - minimum	start of stand-by pump stop of turbine and start of stand-by pump	for main boilers only
4.4	Firing system	- pressure of fuel oil before burner - flame extinguishing - pressure of combustion air - temperature of fuel oil before burner - level in daily service tank - rotary air heater - pressure of atomising steam	- minimum - - minimum - maximum - minimum - minimum - stopping - minimum	- shutdown of fuel oil supply shutdown of fuel oil supply shutdown of fuel oil supply at minimum temperature - shutdown of fuel oil supply shutdown of fuel oil supply	for main boilers only for auxiliary boilers only in the case when boiler is necessary for the operation of main engine for main boilers only for main boilers only
5	Classified refrigerating plant				
	Refrigerating plant	- -	- malfunction - failure	- -	group alarm signal group alarm signal of operation of safety system

- 1) Parameters covered by safety and alarm systems, with the exception of levels and flow, shall also be covered by indicating system.
- 2) The function of safety system may be performed by the operator upon the relevant alarm signal, or need not be required if the exceeding of parameter does not cause a critical condition for the engine acc. to manufacturer’s statement.
- 3) If the load reduction does not provide for the sufficient protection for the engine, automatic stoppage of the engine may be required by PRS.
- 4) The stand-by pump may also be started by the “no flow” signal.
- 5) One oil mist detector for each engine, having two independent outputs for initiating the alarm and shut-down, would satisfy the requirement for independence between alarm and shut-down system.
- 6) Two separate sensors are required for alarm and load reduction.
- 7) Where outlet flow cannot be monitored due to engine design, alternative arrangements may be accepted by PRS.

- 8) Equipment for crankcase oil mist detection and alarm (separate for each engine) or alternatively, the engine bearing temperature monitoring system, or other equivalent devices shall be of the type approved by PRS. The procedure for type testing of equipment for crankcase oil mist detection and alarm is specified in *Publication 79/P – Type Testing Procedure for Crankcase Oil Mist Detection and Alarm Equipment*.
- 9) Only required for turbochargers of Categories B and C (Categories - see *Publication 5/P*).
- 10) See also interpretations in PRS Rules for Classification and Construction of Sea-going Ships, Part V, item 6.16.5.1
- 11) For each engine, one oil mist detector (or engine bearing temperature monitoring system or equivalent device) having two independent outputs for initiating the alarm and shut-down would satisfy the requirement for independence between alarm and shut-down systems.

Table 21.3.1-2

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm state /monitored value of parameter	Safety system	Remarks
1	Main propulsion				
1.1	Main internal combustion engine				
1.1.1	Lubricating oil system	<ul style="list-style-type: none"> - pressure at inlet to engine (after filter) - temperature at inlet to engine - level in circulating oil tank 	<ul style="list-style-type: none"> - minimum - maximum - minimum 	first stage: start of stand-by pump ³⁾ second stage: stop of engine load reduction ²⁾	
1.1.2.	Cooling system	<ul style="list-style-type: none"> - temperature of cooling water at outlet from engine - pressure or cooling water flow at inlet 	<ul style="list-style-type: none"> - maximum - maximum - minimum 	- - first stage: start of stand-by pump ³⁾ ; second stage: load reduction ²⁾	on outlet manifold after cylinders for fresh and sea water
1.1.3	Fuel system	<ul style="list-style-type: none"> - level in compensating tanks - level in service tanks 	<ul style="list-style-type: none"> - minimum - minimum 	-	
1.1.4	Exhaust system	<ul style="list-style-type: none"> - temperature of exhaust gases 	<ul style="list-style-type: none"> - maximum 	load reduction ²⁾	on exhaust manifold after cylinders
1.1.5	Engine overspeed	-	alarm signal	stop of engine	
1.2	Main gear	<ul style="list-style-type: none"> - pressure of lubricating oil at inlet 	<ul style="list-style-type: none"> - minimum 	first stage: start of stand-by pump ³⁾ second stage: stop of main engine	
1.3	Shaft line	<ul style="list-style-type: none"> - temperature of lubricating oil at inlet - temperature of thrust bearing - oil pressure in hydraulic coupling - level in gravity tank of stern tube lubrication - oil pressure in servo-system of c.p. propeller 	<ul style="list-style-type: none"> - maximum - maximum - minimum - minimum - minimum 	- - - - start of stand-by pump	only in the case of separate oil system

Item	Machinery, system or equipment	Parameters ¹⁾	Alarm system: alarm state /monitored value of parameter	Safety system	Remarks
2	Electrical installation				
2.1	Main switchboards	- insulation resistance - voltage - frequency	- minimum - maximum - minimum - maximum - minimum	- - -	recommended recommended recommended
2.2	Internal combustion engines driving electrical generators	- pressure of lubricating oil at inlet - temperature of lubricating oil at inlet - temperature of cooling water or air at outlet - starting air pressure - engine overspeed	- minimum - maximum - maximum - minimum - alarm signal	stop of engine - - stop of engine	
3	Piping system				
3.1	Bilge system	- level in bilge wells of machinery space	- maximum	-	separate alarm signal on the bridge (see also 21.2.7)
3.2 ⁴⁾	Boiler air supply casings and exhausts (uptakes)	- fire at an early stage -	- alarm signal	-	
3.3 ⁴⁾	Air scavenging air belts of propulsion machinery	- fire at an early stage -	- alarm signal	-	
4	Steam boilers and associated systems				
4.1	Boiler	- steam pressure - water level	- maximum - maximum - minimum	-	shutdown of fuel oil supply at minimum level depending on arrangement of system and type of boiler start of stand-by pump emergency shutdown of fuel oil supply
4.2	Circulating system	- water flow through circulating installation	- no flow		
4.3	Feed water system	- delivery pressure of feed water pump	- minimum		
4.4	Firing system	- failure of burner	-		

¹⁾ Parameters covered by safety and alarm systems, with the exception of levels and flow, shall also be covered by indicating system.

²⁾ The function of safety system may be performed by the operator according to the alarm signal, or need not be required if the exceeding of parameter does not cause critical condition for the engine according to the engine manufacturer’s statement.

³⁾ The stand-by pump may also be started by the “no flow” signal.

⁴⁾ See also interpretations in PRS Rules for Classification and Construction of Sea-going Ships, Part V, item 6.16.5.1

22 REQUIREMENTS FOR ASSIGNMENT OF ADDITIONAL MARK IN THE SYMBOL OF CLASS *)

22.1 Passenger Ships – Mark: PASSENGER SHIP

22.1.1 Power Supply and Signalling System

22.1.1.1 The power supply for pumps, air compressors and control and monitoring system of the sprinkler system shall be taken directly from the main and emergency switchboards by separate feeders. Such feeders shall run to an automatic change-over switch which in its normal position shall be connected to the feeder from the main switchboard and in the event of voltage decay automatically will change over to the feeder from the emergency switchboard. The switches of these feeders in the main and emergency switchboard shall be clearly marked and provided with a notice that they must be permanently set in the connected position. No other switches shall be installed in these feeders.

22.1.1.2 Cables supplying the sprinkler system machinery (pump, air compressor, control and monitoring system) shall not be led through the machinery spaces, galleys and other enclosed fire-hazardous spaces, except where the said machinery is installed in these spaces.

22.1.1.3 The lighting of saloons, ladders, stairs and passageways leading to the boat deck shall be supplied by not less than two independent feeders.

22.1.1.4 The lighting fixtures shall so arranged that in the event of failure of either feeder uniformity of lighting will be ensured. These feeders shall be supplied from different distribution boards which in the case of application of sectionalised lighting busbars in the main switchboard shall be connected to different sections of the busbars.

22.1.1.5 Feeders of essential services shall be so arranged that the fire in any main fire zone will not damage such feeders in other fire zone. This requirement is considered to be satisfied when the cables of the main and emergency supply passing through any main fire zone are run as far apart as possible from one another both in horizontal and vertical direction.

22.1.1.6 The general alarm system shall be composed of two independent groups: one for the passengers and one for the crew.

In passenger ships with low-rated electrical installations, only one group of the general alarm system may be used.

22.1.1.7 In addition to the requirements, specified in 16.8.1.5 and 16.8.1.6, cables for services required to be operable under fire conditions shall be fire-resistant where they pass through the main vertical fire zones, other than those which they serve.

22.1.1.8 In addition to locations specified in paragraph 7.5.2.1, fire detection system be composed of be installed on cabin balconies where fitted with furniture and furnishings other than the furniture and furnishings of restricted fire risk defined in SOLAS II-2, regulation 3, paragraphs 40.1, 40.2, 40.3, 40.6 and 40.7.

*) The requirements of the present Chapter are supplementary to those given in other Chapters of the present Part of the *Rules* for the purpose of assigning additional marks in the symbol of class. For the definition of particular marks – see *Part I – Classification Regulations*.

22.1.2 Power Supply from the Emergency Source of Electric Power

22.1.2.1 Emergency sources of electric power in passenger ships, except those of restricted service II and III, shall have adequate capacity to supply power simultaneously to the following consumers for 36 hours:

- .1** emergency lighting of:
 - places of embarkation and lowering of lifeboats and liferafts, as well as outboard spaces where the lifeboats and liferafts are launched, in accordance with the requirements of the SOLAS Convention (these requirements are also given in *Part II – Life-Saving Appliances* of the *Rules for Statutory Survey of Sea-going Ships*),
 - indicators to exits to the boat deck, as well as informative plates near the life-saving appliances,
 - exits from the spaces where a large number of passengers, crew or special personnel may gather simultaneously,
 - corridors and stairways leading to accommodation and service spaces, exits to open deck and the passenger lift cars,
 - machinery and generator spaces, together with their local control station,
 - all control stations, as well as the main and emergency switchboards,
 - emergency source of electric power space,
 - the navigation bridge,
 - chart room and radio room,
 - the stowage positions for emergency and fire equipment, as well as the location of the manually operated call points of fire signalisation,
 - steering gear compartment,
 - positions at the fire pumps, the emergency bilge pump, the sprinkler pump and at the starting positions of their motors,
 - air sheds and landing fields for helicopters,
 - gyrocompass room,
 - medical rooms;
- .2** navigation lights, “no under command” lights, as well as other lights required by the *International Regulations for Preventing Collisions at Sea*;
- .3** navigation and radio equipment, in accordance with the requirements of the *SOLAS Convention* (these requirements are also specified in *Part IV – Radio Equipment* and *Part V – Navigation Equipment* of the *Rules for Statutory Survey of Sea-Going Ships*);
- .4** internal communication equipment, command broadcast apparatus and general alarm system;
- .5** fire detection system, the fire door holding and release system, specified in paragraph 6.1.8.3, *Part V – Fire Protection*;
- .6** audible signalling devices (whistles, gongs, etc.), daylight signalling lamp, manually operating calling system and all other internal signalling systems required in an emergency;
- .7** one of fire pumps, the automatic sprinkler pump and electrical equipment ensuring the operation of foam generators specified in paragraph 3.5.3.5, *Part V – Fire Protection*;
- .8** the emergency bilge pump and remote control system of bilge valve installation;
- .9** other consumers, provided that their operation is considered by PRS necessary to ensure the safety of the ship and that of the people on board.

The consumers, listed in sub-paragraphs .1 to .6 , may be supplied by their own accumulator batteries, installed in accordance with 9.2, of sufficient capacity to supply the services during 36 hours.

For ships of restricted service, the required time of 36 hours may, subject to the consent of the Administration, be shortened to 18 hours for ships of restricted service **II**, engaged on domestic voyages only and to 12 hours – for ships of restricted service **III**, engaged on domestic and international voyages.

22.1.2.2 Emergency source of electric power shall supply power to additional low-location lighting specified in 22.1.4 within at least 60 minutes from the moment of switching on the system in an emergency.

22.1.2.3 Emergency source of electric power shall supply power to the steering gear in accordance with the requirements of 5.5.6.

22.1.2.4 Emergency source of electric power shall have adequate capacity to supply power to the below-mentioned consumers for 30 minutes:

- .1 electric drives of watertight doors, their indicators and warning signals; sequential operation of the doors may be permitted, provided that all doors are closed in 60 seconds;
- .2 emergency electric drive of passenger lifts; the passenger lifts may be brought to deck level sequentially.
- .3 in ships constructed on or after 1 July 2010 – supplementary lighting shall be provided in all cabins to clearly indicate the exit so that occupants will be able to find their way to the door. Such lighting may have a self-contained source of electric power.

22.1.2.5 Where the emergency source of electric power is a generator with an independent drive, it shall be:

- .1 driven by diesel engine (see paragraph 2.1.7, *Part VII – Main and Auxiliary Machinery and Equipment*);
- .2 capable of automatically starting in case of loss of voltage in the main network and automatically connecting to the emergency switchboard busbars; the services required in 22.1.2.8 shall be automatically supplied from the emergency generator. The total time of starting and taking over the required load by the generator cannot exceed 45 seconds;
- .3 provided with a transitional source of electric power connecting automatically at the loss of voltage.

22.1.2.6 Where the emergency source of electric power is an accumulator battery, it is to:

- .1 operate without recharging and with the voltage change at its terminal within $\pm 12\%$ of the rated value throughout the discharge period;
- .2 be capable of automatically connecting to the emergency switchboard busbars in case of the loss of voltage in the main network and capable of supplying at least those services mentioned in 22.1.2.8.

22.1.2.7 The accumulator battery shall be used as a transitional source of electric power required in 22.1.2.5.3. The capacity of the battery shall be sufficient to provide power supply without recharging and with the voltage change at its terminals within $\pm 12\%$ of the rated value throughout the discharge period.

22.1.2.8 The capacity of the accumulator battery used as a transitional source of electric power shall be sufficient to provide power supply for 30 minutes to the below-mentioned consumers:

- .1 lighting and navigation lanterns in accordance with 22.1.2.1.1 and 22.1.2.1.2;
- .2 all signalling and internal communication equipment required in an emergency;
- .3 the general alarm and fire detection systems;

- .4 daylight signalling lamp, audible signalling devices (whistles, gongs, etc.), the fire door holding and release systems, as well as fire door position indicators, specified in paragraph 6.1.8.3, *Part V – Fire Protection*;
- .5 drives of watertight doors, their position indicators and warning signals. Sequential operation of the doors may be permitted.

The consumers, specified in .2, .3 and .4, need not be supplied from a transitional source of electric power, provided they are fitted with their own accumulator batteries of sufficient capacity to supply the services for the required period of time.

22.1.3 Electrical Equipment of Watertight Doors

22.1.3.1 The electrical power required for power-operated sliding watertight doors shall be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck. The associated control, indication and alarm circuits shall be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck and be capable of being automatically supplied by the transitional source of emergency electrical power in the event of failure of either the main or emergency source of electrical power.

22.1.3.2 Power-operated sliding watertight doors shall have either:

- .1 a centralized hydraulic system with two independent power sources each consisting of a motor and pump capable of simultaneously closing all doors. In addition, there shall be for the whole installation hydraulic accumulators of sufficient capacity to operate all the doors at least three times, i.e. closed-open-closed, against an adverse list of 15°. This operating cycle shall be capable of being carried out when the accumulator is at the pump cut-in pressure. The fluid used shall be chosen considering the temperatures liable to be encountered by the installation during its service. The power-operating system shall be designed to minimize the possibility of having a single failure in the hydraulic piping adversely affect the operation of more than one door. The hydraulic system shall be provided with a low-level alarm for hydraulic fluid reservoirs serving the power-operated system and a low gas pressure alarm or other effective means of monitoring loss of stored energy in hydraulic accumulators. These alarms are to be audible and visual and shall be situated on the central operating console(s) required by paragraph 22.1.7.1; or
- .2 an independent hydraulic system for each door with each power source consisting of a motor and pump capable of opening and closing the door. In addition, there shall be a hydraulic accumulator of sufficient capacity to operate the door at least three times, i.e. closed-open-closed, against an adverse list of 15°. This operating cycle shall be capable of being carried out when the accumulator is at the pump cut-in pressure. The fluid used shall be chosen considering the temperatures liable to be encountered by the installation during its service. A low gas pressure group alarm or other effective means of monitoring loss of stored energy in hydraulic accumulators shall be provided at the central operating console(s) required by paragraph 22.1.7.1. Loss of stored energy indication at each local operating position shall also be provided; or
- .3 an independent electrical system and motor for each door with each power source consisting of a motor capable of opening and closing the door. The power source shall be capable of being automatically supplied by the transitional source of emergency electrical power - in the event of failure of either the main or emergency source of electrical power and with sufficient capacity to operate the door at least three times, i.e. closed-open-closed, against an adverse list of 15°.

For a.m. systems provision shall be made as follows: Power systems for power-operated sliding watertight doors shall be separate from any other power system. A single failure in the electric or hydraulic power-operated systems excluding the hydraulic actuator shall not prevent the hand operation of any door.

22.1.3.3 As far as practicable, electrical equipment and components for watertight doors shall be situated above the bulkhead deck and outside hazardous areas and spaces.

22.1.3.4 The enclosures of electrical components necessarily situated below the bulkheaddeck shall provide suitable protection against the ingress of water*.

* Refer to the following publication IEC 60529:2003:

- .1 electrical motors, associated circuits and control components; protected to IPX 7 standard;
- .2 door position indicators and associated circuit components; protected to IPX 8 standard; and
- .3 door movement warning signals; protected to IPX 6 standard.

Other arrangements for the enclosures of electrical components may be fitted provided PRS is satisfied that an equivalent protection is achieved. The water pressure IPX8 shall be based on the pressure that may occur at the location of the component during flooding for a period of 36 h.

22.1.3.5 Electric power, control, indication and alarm circuits shall be protected against fault in such a way that a failure in one door circuit will not cause a failure in any other door circuit. Short circuits or other faults in the alarm or indicator circuits of a door shall not result in a loss of power operation of that door. Arrangements shall be such that leakage of water into the electrical equipment located below the bulkhead deck will not cause the door to open.

22.1.3.6 A single electrical failure in the power operating or control system of a power-operated sliding watertight door shall not result in a closed door opening. Availability of the power supply shall be continuously monitored at a point in the electrical circuit as near as practicable to each of the motors required by paragraph 22.1.3.2. Loss of any such power supply shall activate an audible and visual alarm at the central operating console(s) required by paragraph 22.1.3.7.

22.1.3.7 A central operating console for all power-operated sliding watertight doors shall be located in the safety centre in accordance with SOLAS regulation II-2/23. If the safety centre is located in a separate space adjacent to the navigation bridge, a central operating console shall also be located on the navigation bridge. The central operating console(s) shall have a "master mode" switch with two modes of control: a "local control" mode, which shall allow any door to be locally opened and locally closed after use without automatic closure, and a "doors closed" mode, which shall automatically close any door that is open in not more than 60 s with the ship in an upright position. The "doors closed" mode shall permit doors to be opened locally and shall automatically re-close the doors upon release of the local control mechanism. The "master mode" switch shall normally be in the "local control" mode. The "doors closed" mode shall only be used in an emergency or for testing purposes.

22.1.3.8 The central operating console(s) shall be provided with a diagram showing the location of each power-operated sliding watertight door, with visual indicators to show whether each door is open or closed. A red light shall indicate a door is fully open and a green light shall indicate a door is fully closed. When the door is closed remotely the red light shall indicate the intermediate position by flashing. The indicating circuit shall be independent of the control circuit for each door. Indication shall also be provided to the onboard stability computer, if installed in accordance with SOLAS regulation II-1/8-1.3.1.

22.1.3.9 It shall not be possible to remotely open any door from the central operating console.

22.1.3.10 Watertight doors which also serve as fire doors shall not be closed automatically in case of fire detection by the fire detection system.

22.1.4 Additional Low-location Lighting

The means of escape including stairways and exits, in addition to the emergency lighting, shall be marked by additional low-location lighting at all points of the escape route including angles and intersections. In addition, all escape route signs and fire equipment location markings shall be made according to paragraph

22.1.4.1 Additional low-location lighting (required in paragraph 6.1.6.10.5, Part V – Fire Protection) shall be made of:

- photoluminescent materials having properties of storing lighting energy when the ambient light source is less effective; or
- light sources supplied by electric power such as incandescent bulbs, light emitting diodes, electroluminescent lamps, electrofluorescent lamps, etc.

Additional low-location lighting products shall not contain radioactive or toxic materials.

22.1.4.2 Additional low-location lighting system shall operate for at least 60 minutes.

The system shall be capable of being activated directly from the continuously manned central control station. It may, additionally, be continuously operating or be switched on automatically, e.g. by the presence of smoke within the spaces served.

22.1.4.3 In all passageways, the additional low-location lighting shall be continuous except as interrupted by corridors and cabin doors, however, the interruption shall not exceed 2 metres.

The additional low-location lighting shall be installed at least on one side of the corridor, either on the bulkhead within 300 mm from the deck, or on the deck within 150 mm from the bulkhead.

In corridors of more than 2 metres wide, additional low-location lighting shall be installed on both sides.

In stairways the additional low-location lighting shall be installed within 300 mm above the steps such that each step may be readily identified from either above or below that step.

The additional low-location lighting shall be installed on both sides if the width of the stairway is two meters or more. The top and bottom of each set of stairs should be identified to show that there are no further steps.

In dead-end corridors, additional low-location lighting shall have arrows placed at intervals not exceeding 1 metre, or equivalent direction indicators, pointing away from the dead-end.

In all passenger cabins a placard explaining the additional low-location lighting system shall be installed on the inside of the cabin door. It should also have a diagram showing the location of, and the way to, the two closest exits with respect to the cabin.

22.1.4.4 Additional low-location lighting shall lead to the exit door handle. No other doors shall be similarly marked. Sliding fire doors and watertight doors shall be marked with an additional low-location lighting sign showing how the door opens.

22.1.4.5 Photoluminescent strips shall not be less than 75 mm wide. Photoluminescent strips having a width less than that stated herein shall be used only if their luminance is properly increased.

Photoluminescent materials shall ensure luminance equal at least 15 mcd/m² measured 10 minutes after the removal of all external lighting sources and greater than 2 mcd/m² for 60 minutes.

Photoluminescent installation materials shall be provided with sufficient external light necessary to charge the photoluminescent materials to meet luminance requirements.

22.1.4.6 Additional low-location lighting supplied by electric power shall be connected to the emergency switchboard so as to be powered by the main source of electric power under normal service conditions and by the emergency power source in emergency conditions (see also 22.1.2.2).

For existing ships, additional low-location lighting may be connected to the main lighting system, provided that independent battery charged from the main lighting system, ensuring supply of low-location lighting for at least 60 minutes, is fitted.

Additional low-location lighting supplied from battery shall fulfil the requirements specified in 22.1.4.7 ÷ 22.1.4.10.

22.1.4.7 Additional low-location lighting supplied with electric power shall fulfil the following requirements:

- .1 the planar sources of light shall have minimum luminance of 10 cd/m² from the active parts in a continuous line of 15 mm minimum width;
- .2 the point sources of miniature lamps shall provide not less than 150 mcd mean spherical intensity with a spacing of not more than 100 mm between lamps;
- .3 the point of source of light emitting diode systems shall have a minimum peak intensity of 35 mcd. The angle of half intensity cone shall be appropriate to the likely track directions of approach and viewing. Spacing between lamps shall not exceed 300 mm;
- .4 electroluminescent lamps shall function for 60 minutes from the moment of removing the main power supply specified in 22.1.4.6.

The typical track directions of approach and viewing shall be considered:

- a) for sources which are required to be viewed from a horizontal position, within a 60° cone having its centre located 30° from the horizontal mounting surface of the point source and in line with the track direction,
- b) for sources which are required to be viewed vertically, within a 60° cone having its centre located perpendicular to the mounting surface of the point source.

22.1.4.8 The power supply arrangements to the additional low-location lighting shall be so arranged that a single fault does not result in the complete loss of the lighting in any fire zone and such that a fire in any fire zone or on any deck does not result in loss of the lighting in any other fire zone or deck. This requirement may be satisfied by the power supply circuit configuration, use of fire resistant cables complying with IEC 60331 or the provision of suitably located power supply units having integral batteries adequately rated to supply the lighting for a minimum period of 60 minutes.

22.1.4.9 Single lights and lighting assemblies of additional low-location lighting shall be so designed or arranged that any single fault or failure in a light or lighting assembly, other than a short-circuit, will not result in a break in visible delineation exceeding 1 metre.

22.1.4.10 Lighting fixtures and assemblies shall be flame retardant, have an ingress protection of at least IP55 and shall fulfil the test requirements specified in Publication 11/P – Environmental Tests on Marine Equipment.

22.1.4.11 Additional emergency lighting on passenger ferries, executed according to 22.2.2, may be used partly or totally as low-location lighting, provided that conditions, specified in 22.1.4.1 – 22.1.4.10, are fulfilled.

22.1.5 Additional Requirements for Public Address System

22.1.5.1 In passenger ship, the public address system shall be capable of being connected to three broadcasting lines:

- deck broadcasting line, specified in 7.3.2.5.1;
- service broadcasting line, specified in 7.3.2.5.2;
- passenger broadcasting line, intended for connecting loudspeakers installed in passenger accommodation and public spaces (cabins, messrooms, libraries, verandas, cafeterias, bars, etc., including the adjacent corridors and landings).

22.1.5.2 Provision shall be made for disconnecting passenger broadcasting line from service and deck broadcasting lines when addressing crew accommodation and work spaces.

22.1.5.3 The public address system shall be protected against an unauthorized use. It shall be provided with an override function controlled from the main command microphone post located on the navigation bridge so that all emergency messages will be broadcast even if any loudspeaker has been switched off, its volume has been turned down or the public address system is used for other purposes.

22.1.5.4 The public address system shall fulfil the following requirements:

- .1** each of the broadcasting lines, specified in 22.1.5.1, shall have at least two loops of flame retardant cable, which should be sufficiently separated throughout their length and have two separate and independent amplifiers. Amplifiers cabling shall be run in segregated cable routes;
- .2** each loudspeaker shall be individually protected against short-circuit;
- .3** each command microphone post shall be provided with emergency function control, which should:
 - be clearly indicated as the emergency function;
 - be protected against unauthorized use;
 - automatically disconnect any other input system or programme;
 - automatically override all volume controls and on/off controls in the public address system so that the required emergency mode volume specified in 7.3.2.9 is achieved in all spaces.

22.1.5.5 Cables and wiring serving internal communications or signals shall be, as far as practicable, routed clear of galleys, laundries, machinery spaces of category A and their casings and other high fire risk areas¹. Where practicable, all such cables shall be so led as to preclude their being rendered unserviceable by heating of the bulkheads that may be caused by a fire in an adjacent space.

22.1.5.6 The sound pressure levels specified in paragraph 7.3.2.9 also apply to special category spaces, ro-ro spaces and vehicle spaces intended for the carriage of motor vehicles.

22.1.6 Electric Drive of Ventilation Fans

22.1.6.1 In passenger ships carrying more than 36 passengers, power ventilation, except machinery space and cargo space ventilation and any alternative system, shall be fitted with controls so grouped that all fans may be stopped from either of two separate positions which shall be situated as far apart as practicable.

¹ High fire risk areas are those considered as such in Regulation 9 of SOLAS Chapter II-2 as amended by IMO resolutions as to MSC.421(98).

22.1.6.2 Passenger ships carrying more than 36 passengers shall have the fire detection alarms for the systems centralized in a continuously manned central control station. In addition, controls for remote closing of the fire doors and shutting down the ventilation fans shall be centralized in the same location. The ventilation fans shall be capable of reactivation by the crew at the continuously manned control station. The control panels in the central control station shall be capable of indicating open or closed positions of fire doors and closed or off status of the detectors, alarms and fans. The control-and-indication circuits (i.e. control panel and wires) shall be powered from the main source of power and shall have an automatic change-over to standby power supply (emergency source of power) in case of loss of normal power supply. Additionally, automatic changeover to batteries shall be provided to ensure power supply to the circuits for the operation for at least 30 minutes (i.e. for the time necessary to start the standby generating set).

22.1.6.3 Cargo hold fans shall be provided with devices for remote shutting down situated outside the space where the fans are located.

22.1.7 Passenger Ships Engaged on Domestic Voyages

Passenger ships engaged on domestic voyages and assigned in the symbol of class, in addition to the mark **PASSENGER SHIP**, one of the following additional marks: **Class A**, **Class B**, **Class C** or **Class D**, shall comply with the general requirements of this Part of the *Rules* and requirements of *Publication 100/P*.

22.1.8 Safe Return to Port – additional Mark: SRTP

The requirements for a ship to be assigned an additional mark SRTP in the symbol of class are specified separately in *Publication 90/P – Guidance for Safe Return to Port and Orderly Evacuation and Abandonment of Passenger Ship*.

22.1.9 Cabling

22.1.9.1 Where cables for services specified in item 16.8.1.5 (including their power supplies) pass through main vertical fire zones, other than those which they serve, they are to be so arranged that a fire in any of these areas does not affect the operation of the service in any other area. This may be achieved by either of the measures specified in item 16.8.1.6.

22.2 Roll on – Roll off Passenger Ships and Passenger Ferries – Marks: RO-RO/ PASSENGER SHIP, FERRY/ PASSENGER SHIP¹

22.2.1 Installation of Electrical Equipment in Special Category Spaces

22.2.1.1 The requirements of sub-chapter 22.2.1 apply to special category spaces defined in *Part V – Fire Protection*.

22.2.1.2 On the car deck or platform above the bulkhead deck in a zone over a height of 450 mm above the deck or platform preventing the free passage of gas downwards, electrical equipment of an enclosure protection of not less than IP55 is allowed to be installed, provided that the ventilation system ensures at least 10 air changes per hour. Electrical equipment suitable for use in Zone 2 may be also installed in the above locations as defined in IEC Publication 60079-10-1:2015. The types of protection suitable for use in Zone 2 areas are specified in IEC Publication 60079-14: 2013.

¹ See also guidelines in MSC.1/Circ.1615.

22.2.1.3 In holds and compartments above the bulkhead deck in a zone below a height of 450 mm above the deck or platform preventing the free passage of gas downwards, as well as in exhaust ventilation ducts, electrical equipment of explosion-proof construction, suitable for Zone 1 (gas group IIA, temperature class T3) as defined in IEC Publication 60079-10-1:2015, shall be installed. The types of protection suitable for use in Zone 1 areas are specified in IEC Publication 60079-14: 2013.

22.2.1.4 In the whole volume of holds and compartments below the bulkhead deck, electrical equipment of explosion-proof construction – suitable for Zone 1, shall be installed.

22.2.1.5 Electrical and signalling installations of bow doors and inner doors leading to a complete or long forward enclosed superstructures or to a long non-enclosed superstructure, where fitted to attain minimum bow height equivalence shall fulfil following requirements:

- .1** Separate indicator lights and audible alarms shall be provided on the navigation bridge and on the operating panel to show that the bow door and inner door are closed and that their securing and locking devices are properly positioned. The indication panel shall be provided with a lamp test function. It shall not be possible to turn off the indicator light.
- .2** The indicator system shall be designed on the fail-safe principle and shall show by visual alarms if the door is not fully closed and not fully locked and by audible alarms if securing devices become open or locking devices become unsecured. The power supply for the indicator system for operating and closing doors shall be independent of the power supply for operating and closing the doors and shall be provided with a back up power supply from the emergency source of power or other power supply e.g. UPS. The sensors of the indicator system shall be protected from water, ice formation and mechanical damage.

Note: the indicator system is considered designed on the fail-safe principle when:

- .1** The indication panel is provided with:
 - c) a power failure alarm,
 - d) an earth failure alarm,
 - e) a lamp test,
 - f) separate indication for door closed, door locked, door not closed and door not locked.
 - .2** Limit switches electrically closed when the door is closed (when no more limit switches are provided, they may be connected in series).
 - .3** Limit switches electrically closed when securing arrangements are in place (when more limit switches are provided, they may be connected in series).
 - .4** two electrical circuits (also in one multicore cable), one for the indication of door closed/not closed and the other for door locked/not locked.
 - .5** In case of dislocation of limit switches, indication to show: not closed/not locked/securing arrangement not in place – as appropriate.
- .3** The indication panel on the navigation bridge shall be equipped with a mode selection function "harbour/sea voyage" so arranged that audible alarm is given on the navigation bridge if the vessel leaves harbour with the bow door or inner door not closed and with any of the securing devices not in the correct position.
- .4** A water leakage detection system with audible alarm and television surveillance shall be arranged to provide an indication to the navigation bridge and to engine control room of leakage through the inner door.
- Note:** The indicator system shall be designed on fail-safe principle – see Note to para. 22.2.1.5.2.
- .5** Between the bow door and the inner door, a television surveillance system shall be fitted with a monitor on the navigation bridge and in engine control room. The system shall monitor the position of doors and a sufficient number of their securing devices. Special consideration shall be given for lighting and contrasting colour of objects under surveillance.

Note: The indicator system shall be designed on fail- safe principle – see Note to para. 22.2.1.5.2.

- .6** A drainage system in the area between the bow door and ramp or where no ramp is fitted, between the bow door and inner door shall be equipped with an audible alarm function to the navigation bridge being set off when the water levels in these areas exceed 0.5 m or the high water level alarm, whichever is lesser. See also Note to paragraph 22.2.1.5.2.

Note: The requirements for securing and locking devices of bow doors and inner doors are contained in relevant sections of *Part III – Hull Equipment*.

22.2.1.6 Electrical and signalling installations of side shell doors (abaft the collision bulkhead) and stern doors leading into enclosed spaces shall fulfil following requirements:

- .1** Separate indicator lights and audible alarms shall be provided on the navigation bridge and on each operating panel to indicate that the doors are closed and that their securing and locking devices are properly positioned. The indication panel shall be provided with a lamp test function. It shall not be possible to turn off the indicator light.
- .2** The indicator system shall be designed on the fail-safe principle and shall indicate by visual alarms if the door is not fully closed and not fully locked and by audible alarms if securing devices become open or locking devices become unsecured. The power supply for the indicator system shall be independent of the power supply for operating and closing the doors and shall be provided with a backup power supply from the emergency source of power or secure power supply e.g. UPS. The sensors of the indicator system shall be protected from water, ice formation and mechanical damage.

Note: The indicator system is considered designed on the fail-safe principle, provided it complies with the requirements of Note to paragraph 22.2.1.5.2.

- .3** The indication panel on the navigation bridge shall be equipped with a mode selection function "harbour/voyage" so arranged that audible alarm is given if the ship leaves harbour with side shell or stern doors not closed, or with any of securing devices not in the correct position.
- .4** In passenger ships, a water leakage detection system with audible alarm and television surveillance shall be arranged to provide an indication to the navigation bridge and to the engine control room of any leakage through the doors. In cargo ships, a water leakage detection system with audible alarm shall be arranged to provide an indication to the navigation bridge.

Note: The requirements of par. 22.2.1.6 apply to doors in the boundary of special category spaces or ro-ro spaces, through which such spaces may be flooded. The requirements do not apply to cargo ships, where no part of the door is below the uppermost waterline and the area of the door opening is not greater than 6 m².

The requirements for securing and locking devices of side doors and shell doors are contained in relevant sections of *Part III – Hull Equipment*.

22.2.1.7 In ro-ro passenger ships, cabling for general alarm and public address systems is subject to PRS approval.

22.2.1.8 Where isolated power distribution system is applied, it is recommended to use the residual current circuit breakers in socket outlet supply circuits intended for electrical energy supply of vehicles. Additionally, it is recommended to use a separate transformer with earthed distributing system of secondary circuit, intended for the above electrical system of the ship (for the socket outlet circuits considered).

22.2.1.9 It is recommended that the portable cables intended for the connection of ship electrical system (plug sockets defined in 22.2.1.7) with vehicle electrical system should be located onboard and operated by qualified personnel. Additionally it is recommended that the crew should have the possibility of verification of continuity and electrical conductivity of the

connection between ship's hull and vehicle chassis/body. The verification is recommended to be carried out using available onboard instruments measuring electrical conductivity (provided e.g. with alarm indication of missing proper connection).

22.2.2 Supplementary Emergency Lighting

22.2.2.1 In addition to the emergency lighting required by 22.1.2.1.1, on passenger ships with ro-ro cargo spaces or special category spaces, all passenger public spaces and alleyways shall be provided with supplementary electric lighting that can operate for at least three hours when all other sources of electric power have failed and under any condition of heel. The illumination provided shall be such that the approach to the means of escape can be readily seen (or to ensure the lighting intensity of 0.5 lux).

The supplementary lighting shall be such that any failure of the lamp will be immediately apparent.

22.2.2.2 The source of power for the supplementary lighting shall be composed of accumulator batteries located within the lighting units. Accumulator batteries provided shall be continuously charged from the emergency switchboard and shall be replaced at intervals having regard to service life specified by the manufacturer in the ambient conditions to which they are subject in service.

22.2.2.3 Portable rechargeable battery operated lamps shall be provided in every crew space alleyway, crew recreational space and every working space which is normally occupied, unless supplementary emergency lighting, as required by 22.2.2.1 and 22.2.2.2, is fitted.

22.2.3 General Alarm System

22.2.3.1 The minimum sound pressure level of the alarm system specified in paragraph 7.4.1 also applies to special category spaces, ro-ro spaces and vehicle spaces intended for the carriage of motor vehicles.

22.3 Roll on – Roll off Ships and Ferries – Marks: RO-RO SHIP, FERRY

22.3.1 Installation of Electrical Equipment in Ro-Ro Cargo Spaces

22.3.1.1 Ro-ro cargo spaces (see the definition given *Part V – Fire Protection*) shall be considered as hazardous areas.

22.3.1.2 The electrical equipment in ro-ro cargo spaces shall fulfil the requirements specified in sub-chapter 22.2.1.

22.3.1.3 Cables shall be protected against mechanical damage. Cables installed horizontally shall be laid at least 450 mm above the continuous deck or platform preventing the free passage of gas downwards.

Cable passages through decks and bulkheads shall be gastight.

22.3.1.4 Electrical devices installed in exhaust ventilation ducts, such as the fan motors shall be of explosion-proof construction, i.e. of increased safety type (Exe) or with flameproof enclosures (Exd).

22.3.1.5 Lighting installed in ro-ro cargo spaces shall be divided into at least two groups; each of the groups shall be supplied by a separate circuit.

22.3.2 Installation of Electrical Equipment in Holds and Compartments other than Ro-Ro Cargo Spaces, Intended for the Carriage of Vehicles with Fuel in their Tanks

22.3.2.1 In holds and compartments in a zone above a height of 450 mm above the continuous deck or platform preventing the free passage of gas downwards, electrical equipment of an enclosure protection not less than IP55 may be installed, provided that the ventilation system ensures at least 10 air changes per hour. Electrical equipment suitable for use in Zone 2 may also be installed in the above locations.

22.3.2.2 In holds and compartments in a zone below a height of 450 mm above the continuous deck or platform preventing the free passage of gas downwards, as well as in exhaust ventilation ducts, electrical equipment of explosion-proof construction, suitable for Zone 1, shall be installed.

22.4 Container Ships and Ships Intended for the Carriage of Containers – Marks: CONTAINER SHIP, ACC (...)

22.4.1 Application

The requirements of sub-chapter 22.4 are applicable to electrical equipment of container ships and ships intended for carrying isothermal containers.

22.4.2 Supply and Distribution of Electric Power

22.4.2.1 In addition to compliance with the requirements specified in 3.1.2, the output of the main sources of electric power and of power converters shall provide the supply to all isothermal containers to be carried.

In order to ensure the supply to isothermal containers during loading operations on board the ship, all main sources of electric power and all power converters, including the reserve ones, may be used.

As the power value of electrical equipment of isothermal containers, their installed power shall be assumed. The power consumption of electrical equipment of thermal containers under rated operating conditions shall not exceed 15 kW (18.75 kVA).

The application of diversity and load factors is subject to PRS consideration in each particular case.

22.4.2.2 The means of overload protection of electric power sources, specified in 8.2.3, shall provide for the feeder of the thermal container switchboard to be the last to be disconnected from the main switchboard (see also 19.2.1).

22.4.2.3 Electrical network supplying the electrical equipment of isothermal container equipment shall be separated from the ship network by means of separating transformers supplied from the main switchboard.

22.4.2.4 The electrical equipment of isothermal containers shall be supplied from special switchboards supplied by separate feeders.

22.4.2.5 The socket outlets installed in holds or on weather decks in places where isothermal containers are located shall be supplied by separate feeders from special switchboards specified in 22.4.2.4 and 22.4.3.

22.4.2.6 Electrical network of socket outlets intended to supply electrical equipment of isothermal containers shall have the rated voltage of 220 V or 380 V of 3-phase alternating current of a frequency of 50 Hz or 240 V or 440 V of 3-phase alternating current of a frequency of 60 Hz.

22.4.3 Distribution Switchboards and Transformers

22.4.3.1 The switchboards of isothermal containers, electric converters (if any) and separating transformers shall be located in special electrical spaces.

22.4.3.2 The secondary windings of separating transformers shall have the neutral point insulated.

22.4.3.3 Each switchboard shall be fitted with apparatus providing for:

- .1 visual signals to indicate that the switchboard is in live condition;
- .2 switching on and off each feeder of socket outlets;
- .3 protection of feeders supplying socket outlets against short-circuit;
- .4 measuring of insulation resistance.

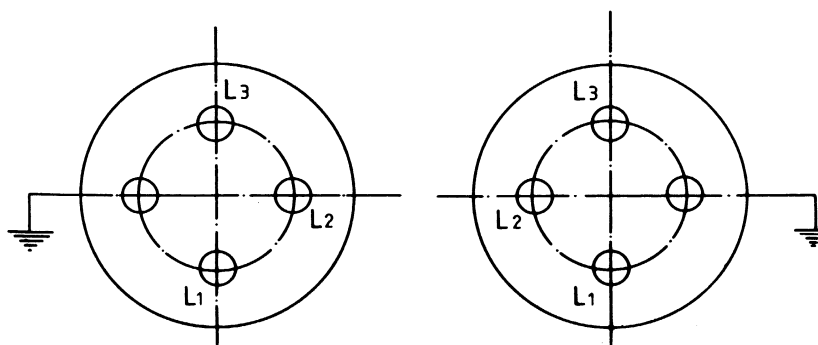
22.4.4 Socket Outlets

22.4.4.1 In holds intended for carrying isothermal containers, only the socket outlets to supply containers may be installed. The socket outlets installed in the hold shall have a protection degree of at least IP55 and those installed on the weather deck – at least IP56.

Where electrical system of remote monitoring of temperature, humidity, ventilation and other parameters of isothermal containers in holds and on decks is employed, additional socket outlets may be installed in holds and on decks to connect such a monitoring system.

22.4.4.2 Irrespective of the requirements specified in 14.2.3, socket outlets supplying electrical equipment of isothermal containers shall be fitted with a switch interlocked so that the plug cannot be inserted or withdrawn while the switch is in the "on" position. They shall also be provided with informative plates indicating their voltage value.

22.4.4.3 The electrical equipment of isothermal containers shall be supplied from the ship network through socket outlets with the direction of phase rotation in the sequence L1, L2, L3 as shown in the diagram presented in Fig. 22.4.4.3.



The front view of plug The front view of socket outlet

Fig. 22.4.4.3. Sequence of phase connections of plug and socket outlet

22.4.4.4 Socket outlets intended to supply electrical equipment of isothermal containers shall be designed for the following rated currents:

- 60 A for voltages 220 V, 50 Hz or 240 V, 60 Hz,
- 32 A for voltages 380 V, 50 Hz or 440 V, 60 Hz.

22.4.4.5 The design and dimensions of contacting parts of plugs shall be such as to exclude the possibility of connecting the plugs rated for one voltage with the socket outlet rated for another voltage.

22.4.4.6 The design and dimensions of contacting parts of the socket outlets and plugs shall comply with the international standards.

22.4.5 Protective Earthing

The socket outlet intended to connect the earthing conductor of the flexible cable of an isothermal container shall be earthed by means of an earthing conductor in the supplying feeder. The earthing conductor in the supply cable shall be earthed in the location of the switchboard supplying socket outlets of isothermal containers.

22.5 Crude Oil Tankers, Product Carriers, Gas Tankers, Chemical Tankers, Ships Intended for Operation in Oil Spillage Area – Marks: CRUDE OIL TANKER, PRODUCT CARRIER A, LIQUEFIED GAS TANKER, CHEMICAL TANKER, OIL RECOVERY VESSEL

22.5.1 Application

22.5.1.1 The requirements of sub-chapter 22.5 apply to electrical equipment in ships intended for the carriage of liquid cargoes having a flashpoint 60°C and below, as well as to ships intended or adapted for operation in the oil spillage area.

22.5.1.2 The equipment installed in hazardous spaces of the above-specified ships shall be suitable for explosive mixtures specified in 2.8.4, with the exception of the following explosive mixtures:

- hydrogen and acetylene of explosion group IIC;
- acetaldehyde and ethylether of temperature class T4;
- carbon disulphide of temperature class T6 and explosion group IIC.

22.5.2 Power Distribution Systems

22.5.2.1 Only the following systems may be used for the distribution of electric power:

- .1 two-wire insulated system for direct current;
- .2 two-wire insulated system for single-phase alternating current;
- .3 three-wire insulated system for three-phase alternating current (also for a voltage of 1000 V ÷ 11 000 V alternating current);
- .4 three-wire system with the earthed neutral point by a high ohm resistance for a voltage of 1000 V ÷ 11 000 V alternating current (see also 18.2.1).

22.5.2.2 The earthed systems of electric power distribution may be used only for the supply of the following consumers, provided they are used outside the hazardous rooms and spaces:

- .1 system of the outer hull cathode current protection against corrosion;
- .2 system of monitoring and measuring the insulation resistance (see 4.5.4.8);
- .3 electrical system for the starting of diesel engines.

22.5.3 Hazardous Rooms and Spaces

22.5.3.1 The following rooms and spaces are considered as hazardous:

- .1 inner spaces of cargo compartments and cargo tanks, cargo pipelines and the cargo pumping systems;
- .2 open spaces up to a height of 1 m above the water surface covered by oil (for ships operating directly in the oil spillage area);
- .3 cofferdams and other spaces adjoining cargo compartments and cargo tanks;
- .4 enclosed or semi-enclosed spaces containing cargo pumps, enclosed or semi-enclosed spaces, not completely welded, containing cargo pipelines;

- .5 enclosed or semi-enclosed spaces situated above the cargo compartments and cargo tanks, as well as spaces having bulkheads above or on the level of the cargo compartment bulkheads and the cargo tank bulkheads;
- .6 enclosed or semi-enclosed spaces situated directly above the pump rooms, as well as above the vertical cofferdams adjacent to cargo compartments and cargo tanks, provided they are not divided by the gas-tight decks and do not have power ventilation;
- .7 spaces and rooms other than cofferdams, adjoining and situated below the upper part of cargo compartments and cargo tanks;
- .8 spaces and semi-enclosed rooms on the open deck within a radius of 3 m from manholes, hatches and other openings not intended for ventilation of cargo compartments and cargo tanks, as well as the ends of cargo pipelines;
- .9 spaces on the open deck above cargo compartments and cargo tanks (as well as above the ballast tanks used as cargo tanks) over the full width of the ship and additionally 3 m fore and aft up to a height 2.4 m above the deck. For ships operating directly in the oil spillage area, the space specified above extends over the full length of the ship;
- .10 compartments for oil hoses and oil recovery equipment;
- .11 enclosed and semi-enclosed spaces having direct exits or other openings leading to one of the above-mentioned rooms or spaces;
- .12 rooms and spaces above cofferdams adjacent to the compartments of cargo tanks, not separated by oil-tight and gas-tight bulkheads or decks, lacking proper ventilation and having entrances from the deck above;
- .13 rooms situated above the pump rooms, where the electric motors of cargo and stripping pumps are installed.

22.5.3.2 Where the deck of a cargo tank extends to the bulkhead of accommodation spaces, the rooms mentioned in 22.5.3.1.9 shall be defined assuming that the height of the wash barrier is at least equal to the height of the side which restricts the flowing of the liquid cargoes from the ship deck. In that case, the hazardous area extends 3 m beyond the wash barrier.

22.5.3.3 Spaces situated below the level of the main deck and having direct exits or other openings leading to spaces on the main deck, specified in 22.5.3.1.9, are not considered as hazardous on condition that suitable, double, self-closing gas-tight doors forming an air-lock, as well as the additional power ventilation with an air inlet beyond the hazardous area are provided.

22.5.3.4 For ships adapted for operation in the oil spillage area, entrances, ventilating holes (inlets, outlets) and other openings in non-hazardous spaces, such as accommodation, service and machinery spaces, not provided with gastight closures, shall be situated 6 m above the highest load-line and, in each case, outside the hazardous zone. Entrances to these spaces, situated 6 m below the highest load-line or in the hazardous zone, shall be fitted with air-locks; the remaining openings shall be provided with gastight closures and shall be closed during oil recovery operations.

22.5.3.5 Automatic isolation of non-certified equipment (not intended for application in explosive gas atmosphere) on detection of a flammable gas is not permitted as an alternative to the use of certified equipment (to be selected with respect to the risk of explosion).

22.5.3.6 Electrical generation and distribution systems, and associated control systems shall be so designed that a single fault will not result in the loss of ability to maintain cargo tank pressures and hull structure temperature.

22.5.3.7 Lighting system in hazardous areas shall be divided between at least two branch circuits. All switches and protective devices shall interrupt all poles or phases and shall be located in a non-hazardous area.

22.5.3.8 Electrical depth sounding or log devices and impressed current cathodic protection system anodes or electrodes shall be housed in gastight enclosures.

22.5.3.9 Submerged cargo pump motors and their supply cables may be fitted in cargo containment systems. Arrangements shall be made to automatically shut down the motors in the event of low-liquid level. This may be accomplished by sensing low pump discharge pressure, low motor current or low liquid level. This shutdown shall be alarmed at the cargo control station. Cargo pump motors shall be capable of being isolated from their electrical supply during gas-freeing operations.

22.5.4 Electrical Equipment in Hazardous Rooms and Spaces

22.5.4.1 The electrical installations in hazardous spaces and rooms shall be made in accordance with IEC 60092-502.

22.5.4.2 In hazardous rooms and spaces, the installation of electrical equipment is not permitted with the exception of:

- .1 lighting fixtures and signal lamps having pressurized enclosures (Exp) flameproof enclosures (Exd) or enclosures of increased safety type (Exe);
- .2 switches of increased safety type (Exe) or with flameproof enclosures (Exd);
- .3 communication, remote control, monitoring and control equipment of intrinsically safe type (Exi);
- .4 electric motors of increased safety type (Exe), with flameproof enclosures (Exd) or with pressurized enclosures (Exp).

22.5.4.3 In inner spaces of cargo compartments and cargo tanks, cargo pipelines and cargo pumping systems, electrical equipment and cables shall not be installed, with the exception of installation of intrinsically safe type (Exi).

22.5.4.4 In open spaces up to a height of 1 m above the water surface covered with oil (for ships operating directly in the oil spillage area), electrical equipment and cables shall not be installed with the exception of installations of intrinsically safe type (Exi).

22.5.4.5 In cofferdams and other spaces adjacent to cargo compartments and cargo tanks, installation of electrical equipment is not permitted except for:

- .1 equipment of intrinsically safe type (Exi);
- .2 echo depth sounder oscillators and their cables in accordance with the requirements of SOLAS Convention (these requirements are also specified in *Part V – Navigational Equipment of the Rules for Statutory Survey of Sea-going Ships*, sub-chapter 4.2.4);
- .3 cables of the outer hull cathode current protection system installed in corrosion-proof steel pipes with gastight joints up to the upper deck.

22.5.4.6 In enclosed and semi-enclosed spaces containing cargo pumps or cargo pipelines, only the following equipment is permitted to be installed:

- .1 electrical equipment specified in 22.5.4.5.1 to 22.5.4.5.3;
- .2 lighting supplied by at least two circuits, with fuses and switches on all poles or phases, situated outside the hazardous rooms and spaces, the following constructions are possible:
 - illumination by means of lamps installed outside the hazardous rooms and spaces through side scuttles of fixed type placed in gas-tight bulkheads or decks, provided they do not reduce the strength, gastightness and flameproofness of those bulkheads and decks;

- lighting fixtures of explosion-proof construction with pressurized enclosures (Exp) or with flameproof enclosures (Exd), whose cables shall be protected against mechanical damage by means of metallic protective sheaths;

.3 through runs of cables.

Electric motors for driving the devices located in pump-rooms shall be installed in adjacent non-hazardous rooms. Gas-tight stuffing boxes shall be used for the shaft penetrations through bulkheads or decks. Electric motors shall have devices for remote switching off, located outside the rooms in which electric motors are installed and above the tank deck.

22.5.4.7 In enclosed and semi-enclosed spaces above the deck of cargo compartments and cargo tanks, as well as in spaces having bulkheads above or on the level of both the cargo compartment bulkhead and the cargo tank bulkhead, in enclosed and semi-enclosed spaces situated directly above pump-rooms and above vertical cofferdams adjacent to cargo compartments and cargo tanks which are not separated by gas-tight decks and are not provided with power ventilation, in compartments for cargo hoses and oil recovery equipment, only the following are allowed to be installed:

- .1 electrical equipment of intrinsically safe type (Exi);
- .2 lighting fixtures of explosion-proof construction having pressurized enclosures (Exp), flameproof enclosures (Exd); or of increased safety type (Exe); the switches of these fixtures shall be located outside the hazardous rooms and spaces;
- .3 through runs of cables.

22.5.4.8 In rooms and spaces other than cofferdams, adjacent to cargo compartments and cargo tanks or situated below their upper parts, only the following equipment is allowed to be installed:

- .1 electrical equipment specified in 22.5.4.5;
- .2 lighting fixtures of explosion-proof construction having pressurized enclosures (Exp), flameproof enclosures (Exd); this lighting shall be made by means of lamps supplied by at least two circuits, with fuses and switches on all poles or phases, situated outside the hazardous rooms and spaces;
- .3 through runs of cables.

22.5.4.9 In semi-enclosed spaces and rooms on the open deck within a radius of 3 m from manholes, hatches and other non-ventilated openings of cargo compartments and cargo tanks, only the following equipment is allowed to be installed:

- .1 electrical equipment specified in 22.5.4.2;
- .2 through runs of cables in ducts or pipes containing cables, except expansion loops.

22.5.4.10 In spaces on the open deck above cargo compartments and cargo tanks (also above the ballast tanks used as cargo tanks) over the full width of the ship and 3 m fore and aft on the open deck up to a height of 2.4 m above the deck, in enclosed or semi-enclosed spaces having direct exits or other openings leading to one of the above rooms and spaces specified in 2.8.11, only the following equipment is allowed to be installed:

- .1 electrical equipment specified in 22.5.4.2;
- .2 through runs of cables in ducts or pipes containing cables.

22.5.4.11 In rooms and spaces above cofferdams adjacent to cargo tanks which are not separated by oil-tight and gastight bulkheads or decks and do not have suitable ventilation and have entrances from the deck situated above, only the following equipment is allowed to be installed:

- .1 lighting fixtures of explosion-proof construction having pressurized enclosures (Exp), flameproof enclosures (Exd) or of increased safety type (Exe);

- .2 other electrical devices which do not produce electric arcs during normal operation and whose surfaces are not heated to a dangerous temperature;
- .3 other electrical devices of increased safety type (Exe), ventilated and having an enclosure protection of minimum IP55, whose surfaces are not heated to a dangerous temperature.

22.5.4.12 In rooms, where there are electric motors of cargo and stripping pumps, situated above pump-rooms, the following equipment is allowed to be installed:

- .1 lighting fixtures of explosion-proof construction having pressurized enclosures (Exp), flameproof enclosures (Exd) or of increased safety type (Exe);
- .2 other electrical devices which do not produce electric arcs during normal operation and whose surfaces are not heated to a dangerous temperature;
- .3 other electrical devices of increased safety type (Exe), ventilated and having an enclosure protection of minimum IP55 whose surfaces are not heated to dangerous temperature.

Where the room's location and arrangement indicate that the explosive mixtures of gases, vapours or dust with air may accumulate, suitable ventilation shall be ensured. Also interlocking between the starting device for an electric motor of the cargo pump and the electric drive for the ventilation system of this compartment shall be provided. This interlocking shall allow the pump electric motor to be started only after the compartment has been sufficiently ventilated.

22.5.4.13 The possibility of occurrence of explosive mixtures of gas with air during cargo pumping, ballasting and gas-freeing by mechanical means outside the spaces and rooms specified in 22.5.3.1 shall be taken into account. Areas on open deck or semi-enclosed spaces on open deck, within a vertical cylinder of unlimited height and 6 m radius centred upon the centre of the outlet, and within a hemisphere of 6 m radius below the outlet which permits the flow of large volumes of vapour, gas mixtures during loading/discharging/ballasting are defined as Zone 1, as specified by IEC 60092-502, paragraph 4.2.2.8.

Areas within 4 m beyond the zone specified above are defined as Zone 2, as specified by IEC 60092-502, paragraph 4.2.3.2.

Electrical equipment or cables shall normally not be installed in the areas, referred to above. Where essential for operational purposes, electrical equipment may be installed in these areas in accordance with the requirements of IEC 60092-502.

22.5.4.14 Where the prescriptive requirements for the equipment in hazardous areas specified in SOLAS and related Codes (IBC, IGC) and the standards published by the International Electrotechnical Commission, such as but not limited to IEC 60092-502, are not aligned, the prescriptive requirements in SOLAS and Codes take precedence and shall be applied.

22.5.4.15 Areas on open deck or semi-enclosed spaces on open deck, within 3 m of cargo tank ventilation outlets which permit the flow of small volumes of vapour or gas mixtures caused by thermal variation are defined as Zone 1 as specified by IEC 60092-502:1999 para 4.2.2.7.

Areas within 2 m beyond the zone specified above shall be considered Zone 2 (as opposed to 1.5 m specified by IEC 60092-502:1999, paragraph 4.2.3.1).

Electrical equipment or cables shall not normally be installed in hazardous areas. Where essential for operational purposes, electrical equipment may be installed in accordance with IEC 60092-502:1999.

22.5.5 Portable Electrical Equipment Intended for Oil Recovery from Sea Surface

22.5.5.1 Portable electrical equipment shall be of explosion-proof construction.

22.5.5.2 Panels or sockets used for supplying portable electrical equipment shall be fitted with interlocking preventing the connection of live portable electrical equipment, as well as with protective devices against short-circuit and overload in any phase.

Such panels or sockets shall be so installed that a cable used for supplying portable electrical equipment does not run through door openings or any other openings capable of being closed, enclosing hazardous rooms and spaces.

22.5.5.3 Flexible cables used for supplying portable electrical equipment shall have a metal shield covered with a tight non-metallic sheathing resistant to kerosine products.

22.5.6 Installation of Cables

22.5.6.1 In crude oil tankers and ships intended or adapted for operation in the oil spillage area, cables installed on gangways shall be laid in appropriate conduits or pipes (see 16.8.8).

Where gangways are provided in the spaces mentioned in 22.5.3.1.9, the cables laid on them shall fulfil the requirements of paragraph 2.8.15.

22.5.6.2 For systems operating at the voltage specified in 22.5.2.1.4, only cables having copper sheaths plus additional isolating coating on those sheaths shall be used. The cross-sectional area of the sheaths shall not be less than the cross-sectional area of the core. The design of such cables is subject to PRS consideration in each particular case.

22.5.7 Additional Means for Prevention against Explosion in Cargo Pump Spaces

22.5.7.1 Cargo, ballast and stripping pumps installed in cargo pump spaces and driven through shafts penetrating through bulkheads of those spaces shall be equipped with temperature measuring systems of bulkhead shaft sealing, bearings and pump casings. The alarm signal shall be given in cargo central station or on pump control stand and it shall be continuous, audible and visual.

22.5.7.2 To discourage personnel from entering the cargo pump-room when the ventilation system is not in operation, one of the following means shall be applied:

- .1** interlocking of lighting in the cargo pump-room with the ventilation system shall be provided such that the ventilation shall be in operation to energize the lighting. Failure of the ventilation system should not cause the lighting to go out. Emergency lighting shall not be interlocked;
- .2** warning alarms shall be provided at the door to the cargo pump- room:
 - visual alarm warning that the cargo pump-room ventilation system is not in operation, that the pump-room atmosphere may therefore be hazardous, and that the pump-room shall not be entered until verified safe;
 - visual and audible alarms indicating that pump-room door was opened, although the pump-room ventilation system is not in operation. The alarms shall also operate on the navigation bridge. Reset of the alarm shall be provided from the navigation bridge only.

22.5.7.3 A system for continuous monitoring of the concentration of hydrocarbon gases shall be provided. Sampling points or measuring detector heads shall be located in suitable positions in order that potentially dangerous leakages are easily detected. Sequential sampling is acceptable as long as it is dedicated for the pump-room only, including exhaust ducts, and the sampling time is reasonably short. Suitable positions may be the exhaust ventilation duct, lower parts of the pump-room above floor plates or other areas where air circulation is reduced. The system shall cause activation of alarm signal when gas concentration exceeds 10% of the lower flammable limit.

Alarm signal (visual and audible) shall be given in the pump-room, engine control room, cargo central station and on the navigation bridge. The requirements for gas analysing units are specified in 22.5.8.

22.5.7.4 All cargo pump-rooms shall be equipped with the bilge well monitoring system with properly arranged signalling system.

22.5.8 Location of Units for Continuous Analysis of Flammable Vapours and Gas

22.5.8.1 Gas analysing units with non-explosion proof measuring equipment may be located in areas outside the cargo spaces, e.g. in cargo central station, on the navigation bridge or in the engine room when mounted on the forward bulkhead, provided that the requirements, specified in 22.5.8.2 to 22.5.8.6, are fulfilled.

22.5.8.2 The gas sampling pipes shall not be led through hazardous spaces, except where permitted in 22.5.8.6.

22.5.8.3 The gas sampling pipes shall be equipped with flame arresters. Sample gas shall be led to the atmosphere through outlets arranged in a safe location.

22.5.8.4 Bulkhead penetrations of sample pipes between safe and hazardous areas shall be type-approved and have the same fire integrity as the division penetrated. A manual isolating valve shall be fitted in each of the sampling pipes at the bulkhead on the gas safe side.

22.5.8.5 The gas detection equipment, including sample piping, pumps, solenoids, analysing units, etc. shall be located in a reasonably gastight steel cabinet (e.g. a fully enclosed steel cabinet with a gasketed door) monitored by its own sampling point. At gas concentrations above 30% of the lower flammable limit inside the steel cabinet, the entire gas analysing unit shall be automatically shut down.

22.5.8.6 Where the cabinet cannot be arranged directly on the bulkhead, sample pipes shall be of steel or other equivalent material and without detachable connections, except for the connection points for isolating valves at the bulkhead and analysing units, and they shall be routed on their shortest ways.

22.5.9 Integrated Cargo and Ballast Systems on Tankers

22.5.9.1 The requirements of the present sub-chapter apply to tankers contracted for construction on or after 1 January 2004.

22.5.9.2 Integrated cargo and ballast system means any integrated hydraulic and/or electric system used to drive both cargo and ballast pumps.

22.5.9.3 A single failure in the integrated cargo and ballast system – including its control and safety systems – shall not make the integrated cargo and ballast pumps inoperable simultaneously.

22.5.9.4 The emergency stop circuits of the cargo and ballast systems shall be independent of the circuits for the control systems and a single failure in the control system circuits or the emergency stop circuits shall not cause disconnection of power supply and in consequence stopping the ballast pumps.

22.5.9.5 Manual emergency stops of the cargo pumps shall not make the ballast pumps inoperable.

22.5.9.6 The control systems shall be provided with backup power supply, which may be satisfied by a duplicate power supply from the main switchboard. The failure of any power supply shall provide audible and visible alarm activation at each location where the control panel is fitted.

22.5.9.7 In the event of failure of the automatic or remote control systems, secondary means of control shall be made available for the operation of the integrated cargo and ballast system. This shall be achieved by manual overriding and/or redundant arrangements within the control systems.

22.5.10 Ships Carrying Liquefied Gases in Bulk

22.5.10.1 Ships carrying liquefied gases in bulk built on or after 1 July 2016 shall fulfil the requirements of the *International Code for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* (IGC Code) – Res. MSC 370(93), as amended.¹

22.5.10.2 Ships carrying liquefied gases in bulk built on or after 1 July 1986 but before 1 July 2016 shall fulfil the requirements of the *International Code for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* (IGC Code) – Res. MSC.5(48), as amended until 2006.

22.5.11 Emergency source of electrical power

22.5.11.1 According to item 9.3.6 the additional requirement is to be met:

- At final equilibrium after flooding, the emergency source of power shall be capable of operating.

22.5.12 Location of fuel tanks in cargo area on oil and chemical tankers

22.5.12.1 For electrical equipment requirements in hazardous areas must be met.

22.6 Special Purpose Ships – Marks: RESEARCH SHIP, TRAINING SHIP

22.6.1 Power Supply of Essential Services

In special purpose ships carrying more than 50 special personnel, the circuits supplying the essential services shall be made in accordance with 22.1.1.4.

22.6.2 Emergency Sources of Electric Power

22.6.2.1 In special purpose ships carrying not more than 50 special personnel, the emergency source of electric power shall fulfil the requirements specified in 9.3.

Special purpose ships of more than 50 m in length shall additionally fulfil the requirements specified in 22.1.2.4.1.

22.6.2.2 In special purpose ships carrying more than 50 special personnel, the emergency source of electric power shall fulfil the requirements specified in 22.1.2.

22.6.3 Electrical Equipment in Store-rooms for Explosives

22.6.3.1 In store-rooms for explosives electrical equipment shall not be installed, except lighting fixtures with globes and guards. Cable runs passing through these store-rooms shall be installed in watertight pipes.

22.6.3.2 The switches of lighting circuits shall be installed outside these store-rooms. Visual signals indicating the presence of voltage in the circuit shall be provided at the switch location.

¹ See also IACS UI GC18, IACS UI GC27 and IMO Circulars, as applicable.

22.6.3.3 Terminals for connecting portable magazines for explosives to the ship network shall have an enclosure protection of at least IP56 and shall be fitted with supply rating plates.

22.7 Floating Cranes – Mark: FLOATING CRANE

22.7.1 For floating cranes and crane ships in which driving systems similar to those described in Chapter 17 are used for hoisting gears, the requirements of that Chapter may be applied to the electrical drives of hoisting gears within the scope agreed with PRS in each particular case.

22.7.2 For floating cranes having their own propulsion, the output of the main sources of electric power shall be sufficient for ensuring the operation of the crane under one of the conditions: when travelling or during loading operations.

22.7.3 The rooms and lockers intended for the location of accumulator batteries, as well as the rooms of emergency sources of electric power are allowed to be situated below the main deck, provided all other requirements specified in Chapter 13 and sub-chapter 9.2 are complied with.

22.7.4 Floating cranes shall be provided with an audible signalling system operated from the operator cabin to give audible signals during loading operations.

22.7.5 Telephone communication between the navigation bridge and the operator cabin shall be provided.

22.8 Bulk Carriers – Mark: BULK CARRIER

22.8.1 Detection system of water ingress into cargo holds, ballast tanks and dry spaces of bulk carriers

22.8.1.1 Bulk carriers shall be fitted with water level detectors, as follows:

- .1** in each cargo hold, giving audible and visual alarms, one when the water level above the inner bottom reaches the height of 0.5 m (the pre-alarm) and another at the height not less than 15% of the depth of the cargo hold but not more than 2 m (the main alarm). The visual alarms shall clearly discriminate between the two different water levels detected in each hold. On bulk carriers to which SOLAS regulation XII/9.2 applies, detectors with only the latter alarm (i.e. the main alarm) need be installed. The water level detectors shall be fitted in the aft end of the cargo holds. For cargo holds which are used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold;
- .2** in any ballast tank forward of the collision bulkhead required by SOLAS regulation II-1/12, giving an audible and visual alarm when the liquid in the tank reaches the level not exceeding 10% of the tank capacity. An alarm overriding device may be installed to be activated when the tank is in use; and
- .3** in any dry or void space other than a chain cable locker, any part of which extends forward of the foremost cargo hold, giving an audible and visual alarm at the water level of 0.1m above the deck. Such alarms need not be provided in enclosed spaces, the volume of which does not exceed 0.1% of the ship maximum displacement volume.

22.8.1.2 The audible and visual alarms specified in par. 22.8.1.1 shall be located on the navigation bridge.

22.8.1.3 Water level detectors shall be of a type approved by PRS, complying with the requirements specified in *Publication 124/P*.

22.9 General Cargo Ships Occasionally Carrying Bulk Cargoes – mark: DRY CARGO SHIP

22.9.1 General cargo ships occasionally carrying bulk cargoes, shall fulfil the requirements specified in sub-chapter 22.8 of this *Part* of the *Rules*.

22.10 Additional Requirements for Energy Efficient Ships

22.10.1 Application

The requirements specified in this Chapter apply to new ships or ships who have undergone substantial modification of gross tonnage 400 and above engaged on international voyages specified in Regulation 21 of Annex VI to *MARPOL*, in accordance with definitions contained in Regulations 2.23 and 2.24 of Annex VI to *MARPOL*.

22.10.2 Documents to be Submitted

The documents to be submitted at each stage of design are specified in the *Guidelines on Survey and Certification of EEDI* and the *Industry Guidelines on Calculation and Verification of EEDI* contained in *Publication 103/P – Guidelines for Energy Efficiency of Ships*.

Prior to commencement and during the ship construction or modification the documentation required at each stage of design, including the documentation prepared after the sea trials conducted shall be submitted to PRS Head Office for consideration and approval.

22.10.3 Additional Mark ECO EF in the Symbol of Class

Ships whose attained energy efficiency design index (*EEDI*) does not exceed the required value of *EEDI* (determined for the specific period) may be assigned additional mark **ECO EF** in the symbol of class, according to *Part I – Classification Regulations* and *Publication 106/P – Eco Class Rules*.

22.11 Ecological Ships – Mark: ECO AIR

22.11.1 Technical requirements for shore power supply systems are specified in *Publication 106/P – Eco Class Rules*.

22.12 Chemical Spill Response Ships – mark: CHEMICAL RECOVERY VESSEL

22.12.1 Chemical spill response ships shall fulfil the requirements specified in sub-chapter of 22.5 of this *Part* of the *Rules* wherever reference is made to IEC 60092-502.

22.12.2 Chemical spill response ships shall fulfil the requirements specified in sub-chapters 6.24.12 and 6.24.14 of *Part V – Fire Protection*.

22.12.3 General

22.12.3.1 Electrical installations shall be such as to minimize the risk of fire and explosion from flammable products.

22.12.3.2 Due consideration shall be given to the particular characteristics of the materials chosen for conductors, insulation, metal parts, etc. As far as necessary, these components shall be protected to prevent contact with gases or vapours liable to be encountered.

22.12.3.3 Electrical equipment, cables and wiring shall not be installed in the hazardous locations unless it is necessary for operational reasons.

22.12.3.4 Where electrical equipment is installed in hazardous locations, as permitted in this sub-chapter, it shall be certified by competent authorities for operation in the flammable atmosphere concerned.

22.12.3.5 The limitations provided in this sub-chapter do not preclude the application of intrinsically safe systems and/or circuits in any in explosion hazardous location including cargo piping. It is particularly recommended that intrinsically safe systems and circuits be used for measurement, monitoring, control and communications purposes.

22.12.3.6 For cargoes having a flashpoint not exceeding 60°C (**closed-cup test**):

- .1** For the specific cargo or clearly defined range of cargoes, application of electric motors and associated cables for the drive of immersed cargo pumps taking special care about chemical and physical properties of such cargoes subject to PRS consent in each particular case. Means shall be provided to preclude power supply to the motors and cables located in flammable atmosphere and to enable the power supply to such motors and cables to be cut off where the hazard has been detected. Alarm on such cut-off shall be indicated at the respective operating position.
- .2** If electrical equipment is located in the cargo pump room, it shall be certified by competent authorities as intrinsically safe.
- .3** If the cargo is heated to a temperature lower, by 15°C or less, than its flashpoint, the cargo pump room and the areas within 3 m from tanks containing such a heated cargo as well as areas within 3 m from access and ventilation openings are considered as explosion hazardous locations. Electrical equipment installed in such areas shall be certified by competent authorities as intrinsically safe.
- .4** If the cargo is heated to a temperature above its flashpoint, the requirements specified in 22.12.3.7 apply.

22.12.3.7 Below are defined explosion hazardous areas for cargoes having a flashpoint not exceeding 60°C (**closed-cup test**) where in addition to the intrinsically safe systems and/or circuits, the following electrical installations are permitted:

- .1** Cargo tanks and piping: no additional electrical equipment is permitted;
- .2** Void spaces adjacent to or located above or under integral tanks:
 - .2.1** Cables passing through to be led in thick-walled steel pipes with gastight connections and without expansion joints.
 - .2.2** Electrical sounding arrangements or electrical ground logs as well as anodes and electrodes for cathodic protection system to be gastight-sheathed shall be protected in accordance with the requirements specified in 22.12.3.7.2.1.
- .3** Cargo spaces containing independent cargo tanks:
 - .3.1** Cables passing through with no additional protection.
 - .3.2** Lighting fittings with pressure protection or enclosed in a flameproof enclosure. The lighting system shall be divided into at least two branched off systems. All connections and protecting devices shall isolate all the branched off poles or phases and shall be installed outside explosion hazardous locations.
 - .3.3** Electrical sounding arrangements or electrical ground logs as well as anodes and electrodes for cathodic protection system to be gastight-sheathed.
- .4** Cargo pump rooms and pump rooms in cargo areas:
 - .4.1** Lighting fittings with pressure protection or enclosed in a flameproof enclosure. The lighting system shall be divided into at least two branched off systems. All connections and protecting devices shall isolate all the branched off poles or phases and shall not be installed in explosion hazardous locations.

- .4.2** Electrical motors driving cargo pumps and all the associated auxiliary pumps. Such motors shall be isolated from explosion hazardous locations by means of gastight bulkhead or deck and located in compartments provided with overpressure ventilation. On shafts between the driven machinery and their motors, flexible couplings or other means of alignment shall be installed. Bulkhead or deck penetrations shall be provided with glands in accordance with the recognised standards.
- .4.3** Flameproof general alarm sounder system.
- .5** Areas on open deck, or semi-enclosed spaces on deck, within 3 m of any cargo tank outlet, gas or vapour outlet, tank associated piping flange, access to or ventilation opening of cargo pump-rooms;
Cargo area on the open deck over all the cargo tanks and cargo holds for cargo tanks including ballast tanks and cofferdams within the block of cargo tanks throughout the ship breadth plus 3 m fore and aft and up to the level of 2.4 m above the deck:
- .5.1** Equipment of a certified safe type suitable to be used on open deck.
- .5.2** Cables passing through.
- .6** Enclosed or semi-enclosed spaces on deck containing cargo piping;
Enclosed or semi-enclosed spaces over cargo tanks (e.g between decks) or having bulkheads coplanar with cargo tank bulkheads;
Enclosed or semi-enclosed spaces over cargo pump rooms or over vertical cofferdams adjacent to cargo tanks unless they are bounded by gastight deck and properly ventilated;
Cargo hose lockers:
- .6.1** Lighting fittings shall be certified by competent authorities as intrinsically safe. The lighting system shall be divided into at least two branched off systems. All connections and protecting devices shall isolate all the branched off poles or phases and shall be installed outside explosion hazardous locations.
- .6.2** Cables passing through
- .7** Enclosed or semi-enclosed spaces with direct openings to any of the above mentioned hazardous areas shall be provided with electrical installations in accordance with the requirements for the respective area.

22.12.3.8 Earthing

Independent cargo tanks shall have electrical connections to the hull. All pipe connections containing gaskets and hose connections shall be earthed.

22.13 Polar ships: marks: PC1, PC2, PC3, PC4, PC5, PC6 and PC7

Ships intended to operate in polar waters, as defined in the *International Code Ships Operating in Polar Waters* (Polar Code), with respect to electrical installations, should meet the requirements of the Polar Code, Chapter 6.

23 SPARE PARTS

23.1 General Requirements

23.1.1 The number, kind and location of spare parts on board the ship are left to the shipowner's decision. The construction of electrical and automation equipment, the manufacturer's recommendations, intended service conditions, as well as the necessity of compliance with the requirements of the Flag State Administration shall be taken into account.

Furthermore, for remote control systems and automation, the exchange of total elements or units (blocks, cassettes, etc.) and not the exchange of their particular components is a rule.

23.1.2 Spare parts, together with the appropriate tools, materials and instruments shall be located in an easily accessible position protected against corrosion.

23.2 List of Spare Parts for Ship Electrical Equipment

The number and kind of spare parts, specified in Table 23.2, are considered as general recommendations.

Table 23.2
Spare parts for ship electrical equipment

Item	Equipment	Spare parts	Number of spare parts	Remarks	
1	Generators and rotating exciters	Brushes	1 set	Of each type per 3 identical machines	
		Brush-holders	1 pc		
		Bearings	1 set		
2	Static exciters	Thyristors and diodes of the power circuits	1 pc of each type	For 3 static exciters of the same type	
		Resistors and condensers of the power circuits inductance	1 pc of each type		
3	Electric motors	Brushes	1 set	Per 6 motors of each type	
		Brush-holders	1 pc		
		Bearings	1 set		
4	Steering gear	Brushes	1 set	For each motor	
		Brush-holders	1 pc		
		Bearings	1 set		
		Rotors with shaft and the half of coupling	1 unit	Additional spare parts only for D.C. steering gear with one motor	
		Exciter coils of each type	1 pc		
Complete electric motor	1 unit	Only for A.C. steering gear with one motor			
5	V-belt drives	V-belts	1 set	For each drive	
6	Main, emergency and auxiliary switchboards, control desks, etc. (quantity of spare parts for the whole ship)	Knife switches, rotary switches, etc. Automatic circuit-breakers for current up to 63 A	2 pc	Of each type if there are more than 10 switches, and 1 pc – if there are less than 10	
		Automatic circuit breakers for the current over 63 A	Replaceable contacts	1 set	Of each type
			Voltage coils	1 pc	
			Arc chutes	1 pc	
Fuses	Complete fuses	2 pcs	Of each type		
7	Starting and control apparatus and contactors	Replaceable contacts	1 set	Of each type per 6 identical devices	
		Voltage coils	1 pc		

Item	Equipment	Spare parts	Number of spare parts	Remarks
8	Emergency lighting	Incandescent lamps	1 set	If lighting supply voltage differs from ship network voltage
9	Navigation lanterns	Incandescent lamps	2 pcs for each lantern	
10	Switchboard of navigation lanterns	Relay	2 pcs	
		Pilot lamps	1 set	
11	Portable measuring instruments	Insulation resistance measuring instrument	1 unit	A multi-purpose multi-range instrument recommended
		Ammeter	1 unit	
		Voltmeter	1 unit	
		Ohmmeter	1 unit	
12	Fans for refrigerated spaces of classed refrigerating installations	Complete rotor	1 unit	Per 6 D.C. motors of the same type where no spare motors are available
		Exciter winding coils	1 set	
		Complete stator	1 unit	Per 6 A.C. motors of the same type where no spare motors are available

Appendix 1**INSULATION RESISTANCE OF CABLE NETWORK**

1 The insulation resistance to hull of electrical circuits of the cable network measured during trials on completion of the ship construction or during surveys of ships in service shall not be less than that specified in Table 1.

Table 1

Item	Designation of circuit	Minimum insulation resistance [MΩ]		
		up to 125 V	125 to 500 V	over 500 V
1	Supply to lighting installations	0.3	1.0	-
2	Supply to power consumers	-	1.0	2000 Ω per volt of the rated voltage
3	Communication installation (unless otherwise specified)	0.3	1.0	-

2 During the test, each circuit can be divided into any number of individual sections by means of switches installed in it or by withdrawing the fuses, or by disconnecting the consumers.

Appendix 2

VALUES OF MECHANICAL AND ELECTRICAL PARAMETERS TO BE CHECKED IN COURSE OF TESTING TYPE OF EQUIPMENT AND THE SHIP ELECTRICAL INSTALLATIONS

1 Insulation Resistance

1.1 The value of insulation resistance of the new electrical equipment measured at the manufacturer's or research laboratory shall fulfil the requirements of the relevant national standards, however it shall not be less than:

- 10 MΩ in cold condition, 1 MΩ in hot condition – for equipment of rated voltage up to 65 V,
- 100 MΩ in cold condition, 10 MΩ in hot condition – for equipment of rated voltage over 65 V.

For electric machines, at the insulation resistance measurements after the electric strength test, the value of insulation resistance in hot condition equal to 1 MΩ is permitted (see also *Publication 42/P – Testing of Electric Machines*).

1.2 The value of insulation resistance to hull, as well as between phases (poles) of electrical equipment measured during testing after completion of the ship construction shall not be lesser than the values indicated in Table 1.2.

The insulation resistance of the equipment measured during surveys of ships in service may be less than the values indicated in Table 1.2, however not less than 2000 Ω per volt of the rated consumer voltage.

The insulation resistance values indicated in Table 1.2 are applicable to electrical equipment having a voltage up to 1000 V.

The minimum values of insulation resistance of electrical equipment having a voltage of over 1000 V shall fulfil the requirements of 18.1.2 and for electric machines rated at over 1000 kW (kVA), irrespective of the voltage value, will be specially considered by PRS in each particular case.

Insulation resistance readings shall be taken one minute after the application of the test voltage.

Table 1.2

Item	Type of electrical equipment	Minimum insulation resistance at 20 ± 5°C ambient temperature and normal humidity [MΩ]	
		in cold condition	in hot condition
1	Electric machines	1	1
2	Transformers	5	2
3	Switchboards	1	–
4	Machine control gear	5	–

2 Dielectric strength of insulation

2.1 General Requirements

The dielectric strength of insulation in electrical installations, with the exception of that pertaining to individual types described under 2.2 of the present Appendix, shall be tested by applying, for 1 minute, an alternating sinusoidal test voltage having a frequency of 50 Hz and the r.m.s. value as shown in Table 2.1.

Table 2.1

Rated voltage U_n [V]	Test voltage U_p [V]
up to 65	$2 U_n + 500$
66 to 250	1500
251 to 500	2000
501 to 1000	$2 U_n + 1000$
over 1000	$3U_n$

Table 2.1 is not applicable to communication appliances and electrical devices incorporating semiconductor elements for which the test voltage value will be specially considered by PRS in each particular case.

2.2 Machines, Transformers and Apparatus

2.2.1 The insulation of electric machine windings shall withstand for 1 minute, without breakdown and sparking, an alternating practically sinusoidal test voltage having a frequency of 50 Hz and the r.m.s. value as shown in Table 2.2.1.

Table 2.2.1
Test voltage at the test of dielectric strength of insulation

Item	Electric machine or part thereof	Test voltage r.m.s. value U_p [V]	
1	Insulated parts of machines rated at	less than 1 kW (kVA)	$2 U_n + 500$
		from 1 kW (kVA) to 10 000 kW (kVA)	$2 U_n + 1000$ but not less than 1500
2	Field windings of direct-current machines supplied from external source	$2 U_w + 1000$ but not less than 1500	
3	Field windings of synchronous generators	$10 U_w$ but not less than 1500 and not more than 3500	
4	Field windings of synchronous motors, when:	starting with the field winding short-circuited or connected directly to the rotor, or starting with the a.c. winding idle	$2 U_w + 1000$ but not less than 1500
		starting either with the field winding closed through, connected in series, resistance, or with the field winding open, regardless of whether it is sectionalized or not	$2 U_m + 1000$ but not less than 1500
5	Rotor windings of slip-ring induction motors or of synchronous induction motors if not permanently short-circuited (e.g. if intended for resistor starting):	for non-reversing motors or motors reversible from standstill only	$2 U_r + 1000$ but not less than 1500
		for reversible motors, as well as those braked by counter-current	$4 U_r + 1000$ but not less than 1500
6	Rotor windings of direct-current reversible crane motors	$3 U_n + 1000$ but not less than 1500	
7	Exciters, except those mentioned in items 2 and 8	As for the field windings they are intended to supply	
8	Exciters of synchronous motors or synchronous induction motors if they are disconnected from the motor during starting, or if one of the poles is connected to earth	$2 U_n + 1000$ but not less than 1500	

U_n – rated voltage [V];

- U_w – maximum value of rated excitation voltage [V];
- U_m – maximum value of voltage which may occur under starting conditions between the terminals of the field winding, or, in the case of a sectionalized field winding, between branch terminals [V];
- U_r – voltage between the slip rings or terminals of the rotor at standstill, with rated voltage applied to the stator terminals [V];
- f_n – rated frequency of the transformer [Hz];
- f_{pr} – frequency of the test voltage [Hz].

2.2.2 In addition to the tests specified in Table 2.2.1, the electric machines shall withstand for 3 minutes, without damage, an elevated interturn test voltage equal to 1.3 times the rated voltage value. Machines operating within a certain voltage range shall withstand an interturn insulation test voltage equal to 1.3 times the highest voltage level.

2.2.3 While tested at the manufacturer’s works, the transformers shall withstand, for 1 minute, a test for dielectric strength of insulation by application of test voltage equal to twice the rated voltage between phases plus 1000 V, but not lower than 2500 V. An alternating current test voltage of the above value at any frequency between 25 and 100 Hz shall be applied in turn between each winding and the remaining windings connected to frame and earthed cores.

This test shall be performed after the temperature rise test, if any.

The interturn insulation shall withstand a test voltage equal to twice the voltage which occurs between turns, coils and coil terminals when the rated voltage is applied to the transformer terminals. The duration of the test shall not be less than that obtained from formula 2.2.3, but not less than 15 sec.

$$t = \frac{2f_n}{f_{pr}} \tag{2.2.3}$$

t – duration of the test, min.

2.2.4 The insulation of electric apparatus shall withstand, for 1 minute, without breakdown or sparking, a practically sinusoidal a.c. test voltage having a frequency of 50 Hz and r.m.s. value as indicated in Table 2.2.4.

Table 2.2.4

Rated voltage [V]	Test voltage [V]
up to 65	1000
66 to 250	2000
251 to 660	2500
661 to 800	3000
801 to 1200	3500
1201 to 7500	$3U_n$

2.2.5 The test voltage for fuses rated at up to 500 V shall be 3000 V.

2.2.6 The insulation of windings of electromagnetic tripping device shall withstand, for 1 minute, without a breakdown or sparking, a practically sinusoidal test voltage having a frequency of 50 Hz and r.m.s. value of 2000 V.

3 Temperature Rise Limits

3.1 The temperature rise limits for insulation material under continuous duty conditions are listed in Table 3.1.

Where the insulation is composed of different materials, the temperature that each of the materials is permitted to reach shall not be higher than the temperature rise limit for a given material.

Table 3.1

Class of insulation	Temperature rise limit [°C]
A	105
E	120
B	130
F	155
H	180
200, 220, 250	over 180

Where the insulation consists of several layers of different materials and it is not possible to measure the temperature reached by particular materials, the temperature rise limit for the composite shall be assumed to be that applicable to the lowest class of the material used.

A material used solely for mechanical protection or for separating shims may be of a lower class of insulation.

3.2 The temperature rise limits for electric machines are specified in Table 3.2. They are based on the cooling air temperature of 45°C. Where the coolant temperature is lower than the said values, the temperature rise limits may be increased accordingly, but not more than by 10°C.

Where the coolant temperature is higher than the above values, the temperature rise limits shall be reduced respectively.

Table 3.2
Temperature rise limits for electric machines at 45°C cooling-air temperature

Item	Electrical parts	Classes of insulating material														
		A			E			B			F			H		
		Method of measurement [°C]														
		Thermometer	Resistance	Built-in sensors	Thermometer	Resistance	Built-in sensors	Thermometer	Resistance	Built-in sensors	Thermometer	Resistance	Built-in sensors	Thermometer	Resistance	Built-in sensors
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	A.C. windings of synchronous and asynchronous machines rated at 5000 kVA and higher, or having a core length of 1 m and over	-	55	55	-	65	65	-	75	75	-	95	95	-	120	120
2	Windings of A.C. machines rated at under 5000 kVA and having a core length of less than 1 m. Field windings of D.C. and A.C. machines, D.C. excited, except such as are listed under 3, 4 and 5. Windings of rotors connected with commutator	45	55	-	60	70	-	65	75	-	80	95	-	100	120	-

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3	Field windings of D.C. excited non-salient-pole machines	-	60	-	-	75	-	-	85	-	-	105	-	-	120	-
4	Single-layer field windings with exposed surface	60	60	-	75	75	-	85	85	-	105	105	-	130	130	-
5	Low resistance field windings with more than one layer, as well as compensating windings	55	55	-	70	70	-	75	75	-	95	95	-	120	120	-
6	Permanently short-circuited windings, insulated	55	-	-	70	-	-	75	-	-	95	-	-	120	-	-
7	Permanently short-circuited windings, uninsulated	The temperature rise of such parts is not to be so high as to constitute risk of damage to insulating and other adjacent materials														
8	Steel cores and other parts out of contact with windings															
9	Steel cores and other parts in contact with windings	55	-	-	70	-	-	75	-	-	95	-	-	120	-	-
10	Commutators and ship rings open and enclosed	55	-	-	65	-	-	75	-	-	85	-	-	95	-	-

3.3 The temperature rise for transformers operating at the rated load and at an ambient temperature of 45°C shall not exceed the values specified in Table 3.3.

Table 3.3

Item	Transformer parts	Method of measurement	Temperature rise limits for insulation classes [°C]				
			A	E	B	F	H
1	Windings	Resistance	55	65	75	95	120
2	Cores and other parts	Thermometer	The temperature rise shall not be higher than that allowed for adjacent materials				

3.4 The temperature rise limits for various parts of equipment (apparatus) at the ambient temperature of +45°C shall not exceed the values specified in Table 3.4.

Table 3.4

Item	Equipment (apparatus) parts		Temperature rise limits [°C]	
1	Massive spring contacts	Copper	continuous duty	35
			eight-hour continuous duty, intermittent duty, short-time duty	55
	silver or with silver inserts		*	
	other metals or sintered cermets		depending on quality of metal or sintered cermet	
2	Brush contacts		25	
3	Busbar connections	no protection against oxidation at point of contact		45
		protected against oxidation at point contact by:	tin or cadmium plating, silver plating	55
				75
		soldered or welded connections	75	

Item	Equipment (apparatus) parts	Temperature rise limits [°C]
4	Magnets, magnet cores, and similar parts	the same as for insulation in contact with the said parts
5	Manual controls	metallic
		insulant
6	Enclosures, shields or parts accessible to accidental touch	35
7	Enclosures of rheostats suitably guarded against accidental touch	200
8	Cooling air from rheostats when taking measurements at a distance of 25 mm	175

* The temperature rise is admissible only up to a level at which a hot part does not cause heating of the adjacent parts above their temperature rise limit.

4 Cyclic Irregularity of Electric Generating Sets

Cyclic irregularity, per revolution, of electric generating sets using piston engines as prime movers shall not exceed the values specified in Table 4.

Cyclic irregularity, per revolution, for all loads, inclusive of rated load, at rated speed, is determined from the formula:

$$S = \frac{\omega_{\max} - \omega_{\min}}{\omega_{\text{av}}} \quad (4)$$

ω_{\max} – maximum angular velocity;

ω_{\min} – minimum angular velocity;

ω_{av} – average angular velocity.

Table 4

Number of engine impulses per second	Cyclic irregularity	
	one- or two-cylinder engines	engines with more than two cylinders
under 10	1/75	1/150
10 to 20	1/75	number of impulses per second/1500
over 20	1/75	1/75

5 Vibration Resistance

The requirements are specified in *Publication 11/P – Environmental Tests on Marine Equipment*.

6 Climatic Tests

The requirements are specified in *Publication 11/P – Environmental Tests on Marine Equipment*.

7 Inflammability test of electro-insulating materials

The requirements are specified in *Publication 11/P – Environmental Tests on Marine Equipment*.

Appendix 3

SHIP'S CYBER SECURITY

It is recommended to use *IACS Recommendation 166*.

SUPPLEMENT – RETROACTIVE REQUIREMENTS

1 GENERAL PROVISIONS

1.1 The requirements specified in this Supplement apply to existing ships.

1.2 The scope of retroactive requirements is specified separately for each of the requirements given below.

1.3 The scope of technical documentation subject to PRS consideration and approval is specified in the sub-chapters relevant to particular issues covered by retroactive requirements. The documentation shall be submitted to PRS well in advance of the retroactive requirements implementation date.

1.4 It is the responsibility of the Owner to execute the applicable retroactive requirements in accordance with the implementation schedule. Retroactive requirements execution is confirmed by PRS Surveyor in the report on the nearest Periodical Survey.

2 REQUIREMENTS

2.1 Additional Low-Location Lighting

2.1.1 Application

The present requirements apply to existing passenger ships carrying more than 36 passengers, constructed before 1 July 1998.

2.1.2 Required Technical Documentation

- LLL arrangement diagram,
- LLL power supply principal diagram (in the case of electrical power supply).

2.1.3 Detailed Requirements

The additional low-location lighting, referred to in sub-chapter 22.1.4, *Part VIII*, shall also be installed in crew accommodation spaces.

2.2 Bow Doors and Inner Doors

2.2.1 Application

The present requirements apply to all existing ro-ro passenger ships constructed before 30 June 1996, including, when not differently deliberated by the competent flag Administration, ships only engaged on domestic sea voyages.

2.2.2 Required technical documentation – see 2.3.3

2.2.3 The electrical installations of securing and locking arrangements for bow doors and inner doors which may lead to the flooding of a special category space or ro-ro space as defined in *SOLAS* II-2/3 shall fulfil the following requirements:

- separate indicator lights and audible alarms shall be provided on the navigation bridge and on each panel to indicate that the doors are closed and that their securing and locking devices are properly positioned;
- the indication panel shall be provided with a lamp test function. It shall not be possible to turn off the indicator light;
- the indication panel on the navigation bridge shall be equipped with a mode selection function “harbour/sea voyage” so arranged that audible alarm is given if the vessel leaves harbour with the bow door or inner door not closed or with any of the securing devices not in the correct position.

2.3 Side Shell Doors and Stern Doors

2.3.1 Application

The present requirements apply to existing passenger ferries and ro-ro passenger ships constructed before 1 July 1997.

2.3.2 Required Technical Documentation

- signalling supply diagram,
- watertight doors closing signalling diagram,
- water leakage detection signalling diagram,
- assembly drawing of bridge indicators panel.

2.3.3 Detailed Requirements

The electrical installations of securing and locking arrangements for side shell doors and stern doors which may lead to the flooding of a special category space or ro-ro cargo space, as defined in *SOLAS* II-2/3 shall fulfil the following requirements:

- separate indicator lights and audible alarms shall be provided on the navigation bridge and on each operating panel to indicate that the doors are closed and that their securing and locking devices are properly positioned. The indication panel shall be provided with a lamp test function. It shall not be possible to turn off the indicator light;
- the indication panel on the navigation bridge shall be equipped with a mode selection function “harbour/sea voyage” so arranged that audible alarm is given if the vessel leaves harbour with side shell or stern doors not closed or with any of the securing devices not in the correct position;
- a water leakage detection system with audible alarm and television surveillance shall be arranged to provide an indication to the navigation bridge and ECR of any leakage through the doors.

2.4 Signalling of Water Detection in Cargo Holds, Ballast Tanks and Dry Spaces on Bulk Carriers

2.4.1 Bulk carriers constructed before 1 July 2004 shall fulfil the requirements specified in 22.8.1 of this Part of the *Rules* not later than the date of the Annual, Intermediate or Class Renewal Survey of the ship to be performed after 1 July 2004, whichever comes first.

2.4.2 For bulk carriers constructed before 1 July 2004, water level detectors in cargo holds shall be placed within a distance less than or equal to 1 corrugation space or 1 bulkhead vertical stiffener space from the centreline. Where not practicable, the detectors shall be located at both the port and starboard sides of the cargo hold.

2.4.3 Bulk carriers which have been constructed with an insufficient number of transverse watertight bulkheads (and which do not fulfil the requirements of the SOLAS Convention XII/9) shall fulfil the requirements specified in paragraph 2.3.2 of Supplement to *Part II – Hull*.

2.5 Water Detection in Cargo Holds, Ballast Tanks and Dry Spaces on General Cargo Ships Occasionally Carrying Bulk Cargoes – mark: DRY CARGO SHIP

2.5.1 General cargo ships occasionally carrying bulk cargoes whose keel was laid or who were at a similar stage of construction on or after 1 July 2010 shall fulfil the requirements specified in sub-chapter 22.8.

2.6 Signalling of Water Detection in Cargo Hold on Single Hold Cargo Ships other than Bulk Carriers

2.6.1 Single hold cargo ships other than bulk carriers having a length L of less than 80 m constructed before 1 January 2007 (or 100 m if constructed before 1 July 1998) shall fulfil the requirements of sub-chapter 7.9 of the present Part not later than the date of the first Intermediate or Class Renewal Survey of the ship to be performed after 1 January 2007, whichever comes first.

2.6.2 Existing ships fitted with the hold bilge high water level alarm system shall be upgraded to fulfil the requirements of paragraph 7.9, on the date specified in 2.4.1.

2.6.3 Ships of subdivision length $L_s \geq 100$ m constructed on or after 1 February 1992 and ships of subdivision length $L_s \geq 80$ m constructed on or after 1 July 1998 shall fulfil requirements specified in subchapter 22.8.

2.6.4 General cargo ships occasionally carrying bulk cargoes whose keel was laid or who were at a similar stage of construction on or after 1 July 2010 shall fulfil the requirements specified in sub-chapter 22.8.

2.7 Retrofit of Harmonic Filters

The requirements specified in sub-chapter 12.2.1 apply to ships in which the retrofit of harmonic filters has been performed on or after 1 July 2017. The compliance with these requirements shall be verified by PRS Surveyor at any scheduled machinery periodical survey having a due date on or after 1 July 2017.

2.8 Dynamic Positioning (DP) Systems

2.8.1 For Ships constructed before 9 June 2017 (but after 1 July 1994) operational requirements specified in section 3 of the *Publication 120/P – Requirements for Vessels and Units with Dynamic Positioning (DP) Systems* shall be complied with.

2.9 Central Operating Console of Sliding Watertight Doors

2.9.1 Application

These requirements apply to existing passenger ships, subject to SOLAS convention, constructed before January 1, 2024, but after January 1, 2020.

2.9.2 Detailed Requirements

The central operating console of sliding watertight doors, located at the navigation bridge shall be provided with a diagram showing the location of each door, with visual indicators to show whether each door is open or closed. A red light shall indicate a door is fully open and a green light shall indicate a door is fully closed. When the door is closed remotely the red light shall indicate the intermediate position by flashing. The indicating circuit shall be independent of the control circuit for each door

List of amendments as of January 1, 2025

<i>Item</i>	<i>Title/Subject</i>	<i>Source</i>
20.5.19	Update of requirements	UR M3 rev. 7
20.9.2 , Table 20.9.1	Update of requirements	UR M78 rev. 2
