

## Coast Guard, DHS

## § 111.12-3

generator or generators having sufficient capacity to supply the ship's service loads can be automatically brought on line prior to the main-engine-dependent generator tripping off-line due to a change in the speed or direction of the main propulsion unit.

[CGD 94-108, 61 FR 28277, June 4, 1996; 61 FR 36787, July 12, 1996]

### § 111.10-5 Multiple energy sources.

Failure of any single generating set energy source such as a boiler, diesel, gas turbine, or steam turbine must not cause all generating sets required in § 111.10-3 to be inoperable.

### § 111.10-7 Dead ship.

(a) The generating plant of each self-propelled vessel must provide the electrical services necessary to start the main propulsion plant from a dead ship condition.

(b) If the emergency generator is used for part or all of the electric power necessary to start the main propulsion plant from a dead ship condition, the emergency generator must be capable of providing power to all emergency lighting, emergency internal communications systems, and fire detection and alarm systems in addition to the power utilized for starting the main propulsion plant. Additional requirements are in § 112.05-3(c) of this chapter.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28277, June 4, 1996]

### § 111.10-9 Ship's service supply transformers; two required.

If transformers are used to supply the ship's service distribution system required by this subpart for ships and mobile offshore drilling units, there must be at least two installed, independent power transformers. With the largest transformer out of service, the capacity of the remaining units must be sufficient to supply the ship service loads.

NOTE TO § 111.10-9: A ship's service supply system would consist of transformers, over-current protection devices, and cables, and would normally be located in the system be-

tween a medium voltage bus and a low voltage ship's service switchboard.

[CGD 94-108, 61 FR 28277, June 4, 1996; 61 FR 33045, June 26, 1996]

## Subpart 111.12—Generator Construction and Circuits

### § 111.12-1 Prime movers.

(a) Prime movers must meet section 58.01-5 and 46 CFR subpart 58.10 except that those for mobile offshore drilling units must meet Part 4, Chapter 3, sections 4/3.17 and 4/3.19 of the ABS MODU Rules (incorporated by reference; see 46 CFR 110.10-1). Further requirements for emergency generator prime movers are in 46 CFR subpart 112.50.

(b) Each generator prime mover must have an overspeed device that is independent of the normal operating governor and adjusted so that the speed cannot exceed the maximum rated speed by more than 15 percent.

(c) Each prime mover must shut down automatically upon loss of lubricating pressure to the generator bearings if the generator is directly coupled to the engine. If the generator is operating from a power take-off, such as a shaft driven generator on a main propulsion engine, the generator must automatically declutch (disconnect) from the prime mover upon loss of lubricating pressure to generator bearings.

[CGD 94-108, 61 FR 28277, June 4, 1996; 61 FR 33045, June 26, 1996, as amended at 62 FR 23907, May 1, 1997; USCG-2003-16630, 73 FR 65196, Oct. 31, 2008]

### § 111.12-3 Excitation.

In general, excitation must meet sections 4-8-3/13.2(a), 4-8-5/5.5.1, 4-8-5/5.5.2, and 4-8-5/5.17.6 of the ABS Steel Vessel Rules (incorporated by reference; see 46 CFR 110.10-1), except that those for mobile offshore drilling units must meet Part 4, Chapter 3, sections 4/3.21.1 and 4/3.23.1 of the ABS MODU Rules (incorporated by reference; see 46 CFR 110.10-1). In particular, no static exciter may be used for excitation of an emergency generator unless it is provided with a