Subpart 111.99—Fire Door Holding and Release Systems

§ 111.99–1 Applicability.

This subpart applies to fire door holding and release systems, if fitted.

[CGD 74–125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28284, June 4, 1996]

§ 111.99–3 Definitions.

As used in this subpart—

Central control panel means a manually-operated device on the navigating bridge or in the fire control room for releasing one or more fire doors.

Fire door means a door that is in a fire boundary, such as a stairway enclosure or main vertical zone bulkhead, that is not usually kept closed.

Fire door holding magnet means an electromagnet for holding a fire door open.

Local control panel means a manually-operated device next to a fire door for releasing the door so that the fire door self-closing mechanism may close the door.

[CGD 94–108, 61 FR 28284, June 4, 1996; 61 FR 33045, June 26, 1996; as amended by USCG–2004–18884, 69 FR 58348, Sept. 30, 2004]

§ 111.99–5 General.

Fire door release systems, if installed, must meet regulation II–2/30.4.3 of IMO SOLAS 74 (incorporated by reference; see 46 CFR 110.10–1).

[USCG–2003–16630, 73 FR 65199, Oct. 31, 2008]

Subpart 111.101—Submersible Motor-Driven Bilge Pumps

§ 111.101–1 Applicability.

This subpart applies to each submersible motor-driven bilge pump required on certain vessels under 46 CFR 56.50–55.

[USCG–2003–16630, 73 FR 65199, Oct. 31, 2008]

§ 111.101–3 General requirements.

(a) Each electric motor driving a submersible bilge pump must be in an open end air bell of rugged construction and be of a size that does not allow water to enter the motor if the compartment that the motor is in is flooded to the uppermost continuous deck.

(b) The motor, if of the open type, must be protected from splashing water from the bottom.

(c) The cable to each motor must enter through the open bottom of the air bell.

(d) Each motor must be able to operate continuously at rated load under any condition, dry or with water in the air bell at any level up to the maximum allowed under paragraph (a) of this section.

(e) Each motor controller must be above the uppermost continuous deck. There must be a master switch at the controller and a master switch at the motor. The master switch at the motor must be disconnected from the circuit when the motor is started or stopped from the master switch at the controller.

(f) Each motor must be energized from the final emergency power source.

Subpart 111.103—Remote Stopping Systems

§ 111.103–1 Power ventilation systems except machinery space ventilation systems.

Each power ventilation system must have:

(a) A control to stop the ventilation that is:

(1) Outside the space ventilated; and

(2) Grouped with the controls for every power ventilation system to which this section is applicable; and

(b) In addition to the control required by paragraph (a), a stop control that is:

(1) As far as practicable from the control required by paragraph (a) and grouped with the controls for every power ventilation system to which this section is applicable; or

(2) The circuit breakers for ventilation grouped on the main switchboard and marked, ''In Case of Fire Trip to Stop Ventilation.''

NOTE: The requirements of this section do not apply to closed ventilation systems for motors or generators, diffuser fans for refrigerated spaces, room circulating fans, or exhaust fans for private toilets of an electrical rating comparable to that of a room circulating fan.