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§ 113.10–5 Common return.

A conductor must not be used as a common return from more than one zone.

§ 113.10–7 Connection boxes.

Each connection box must be constructed in accordance with Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10–1) requirements.

[USCG–2003–16630, 73 FR 65201, Oct. 31, 2008]

§ 113.10–9 Power supply.

(a) *General*. There must be at least two sources of power for the electrical equipment of each fire detecting and alarm system. The normal source must be the main power source. The other source must be the emergency power source or an automatically charged battery. If the other source is an automatically charged battery, the charger must be supplied from the final emergency power source. Upon loss of power to the system from the normal source, the system must be automatically supplied from the other source.

(b) *Batteries*. Each battery used in a fire detecting and alarm system must meet Subpart 111.15 of this chapter.

(c) *Capacity of power supply branch circuit*. The capacity of each branch circuit providing power to a fire detection or alarm system must not be less than 125 percent of the maximum load.

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

Subpart 113.20—Automatic Sprinkler Systems

§ 113.20–1 Sprinkler alarm system.

Each sprinkler alarm system, including annunciator, power supply, alarm switches, and bells, must meet Subpart 76.25 of this chapter.

§ 113.20–3 Connection boxes.

Each connection box and each switch enclosure in an automatic sprinkler system must be constructed in accordance with Type 4 or 4X of NEMA 250 or IP 56 of IEC 60529 (both incorporated by reference; see 46 CFR 110.10–1) requirements.

[USCG–2003–16630, 73 FR 65201, Oct. 31, 2008]

Subpart 113.25—General Emergency Alarm Systems

EDITORIAL NOTE: Nomenclature changes to subpart 113.25 of part 113 appear by CGD–94–108, 61 FR 28288, June 4, 1996.

§ 113.25–1 Applicability.

(a) This subpart, except §§ 113.25–25 and 113.25–30, applies to each manned vessel of over 100 gross tons, except barges, scows, and similar vessels.

(b) Section 113.25–25 applies to each manned ocean and coastwise barge of over 100 gross tons if the crew is divided into watches for the purpose of steering.

(c) Section 113.25–30 applies to each barge of 300 or more gross tons that has sleeping accommodations for more than six persons.

§ 113.25–3 Requirements.

Each vessel must have a general emergency alarm system that meets the requirements of this subpart.

§ 113.25–5 Location of contact makers.

(a) *Passenger vessels and cargo and miscellaneous vessels*. Each passenger vessel, cargo vessel, and miscellaneous vessel must have a manually operated contact maker for the general emergency alarm system:

(1) In the navigating bridge; and

(2) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(b) *Tank vessels*. Each tank vessel must have a manually operated contact maker for the general emergency alarm system:

(1) In the navigating bridge;

(2) At the deck officers' quarters farthest from the engineroom;

(3) in the engineroom;

(4) At the location of the emergency means of stopping cargo transfer required under 33 CFR 155.780; and

(5) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(c) *Mobile offshore drilling units*. Each mobile offshore drilling unit must have