

SC152 Use of emergency generator in port

(May
1999)

(Chapter II-1, Regulations 42.1.4 and 43.1.4)

SOLAS Regulations II-1/42.1.4 and 43.1.4 read:

Provided that suitable measures are taken for safeguarding independent emergency operation under all circumstances, the emergency generator may be used exceptionally, and for short periods, to supply non-emergency circuits.

Interpretations

1. General

Unless instructed otherwise by the Administration the emergency generator may be used during lay time in port for the supply of the ship mains, provided the requirements as per items 2 and 3 below are complied with.

2. Requirements

2.1 To prevent the generator or its prime mover from becoming overloaded when used in port, arrangements are to be provided to shed sufficient non-emergency loads to ensure its continued safe operation.

2.2 The prime mover is to be arranged with fuel oil filters and lubrication oil filters, monitoring equipment and protection devices as required for the prime mover for main power generation and for unattended operation.

2.3 The fuel oil supply tank to the prime mover is to 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 as required by SOLAS.

2.4 The prime mover is to be designed and built for continuous operation and should be subjected 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.

2.5 Fire detectors are to be installed in the location where the emergency generator set and emergency switchboard are installed.

2.6 Means are to be provided to readily change over to emergency operation.

2.7 Control, monitoring and supply circuits, for the purpose of the use of the emergency generator in port are to 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 is to be fitted with switches to isolate the circuits.

3. Operation

Instructions* are to be provided on board to ensure that when the vessel is under way all control devices (e.g. valves, switches) are in a correct position for the independent emergency operation of the emergency generator set and emergency switchboard.

* These instructions are also to contain information on required fuel oil tank level, position of harbour/sea mode switch if fitted, ventilation openings etc.

Note: This UI SC 152 is to be uniformly implemented by IACS Members and Associates from 1 January 2000.

