

SC1 Main source of electrical power

(1974)
(Rev.1
Jun 2002)
(Rev.2
Feb 2021)

Interpretation of Regulation 41.1.3 of SOLAS Chapter II-1 as amended by IMO resolutions up to MSC.436(99)

SOLAS regulation II-1/41.1.3 reads as follows:

The arrangements of the ship's main source of electrical power shall be such that the services referred to in Regulation 40.1.1 can be maintained regardless of the speed and direction of the propulsion machinery or shafting.

Interpretation

Generators and generator systems, having the ship's main propulsion machinery as their prime mover, may be accepted as part of the ship's main source of electrical power, provided:

1. They are to be capable of operating under all weather conditions during sailing and during manoeuvring, also when the vessel is stopped, within the specified limits for the voltage variation in IEC 60092-301:1980 and the frequency variation in UR E5.
2. Their rated capacity is safeguarded during all operations given under 1, and is such that in the event of any other one of the generators failing, the services given under Regulation 41.1.2 of SOLAS Chapter II-1 as amended by IMO resolutions up to MSC.436(99) can be maintained.
3. 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 is to be arranged in order to safeguard the generator/generator system in case of a short circuit in the main bus bar. The generator/generator system is to be suitable for further use after fault clearance.

4. Standby sets are started in compliance with the paragraph 2.2 of SC 157.

Note:

1. Changes introduced in Rev.1 are to be uniformly implemented by IACS Members and Associates from 1 January 2003.
2. Rev.2 of this UI is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2022.
3. The 'contracted for construction' date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of 'contract for construction', refer to Procedural Requirement (PR) No. 29.

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