

MSC Guidelines for Sound Powered Phones

Procedure Number: E2-03

Revision Date: 10/08/2014

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Purpose: This document outlines basic guidance for submitting sound powered phone system drawings.

References:

- a) 46 CFR 113.30 – Internal Communications
- b) 46 CFR 121.602 – Control and Internal Communications Systems
- c) 46 CFR 130.440 – Communications System
- d) 46 CFR 184.602 – Control and Internal Communications Systems
- e) Navigation and Vessel Inspection Circular (NVIC) 2-89, “Guide for Electrical Installations on Merchant Vessels and Mobile Offshore Drilling Units,” <http://www.uscg.mil/hq/cg5/nvic/pdf/1989/n2-89.pdf>

Contact Information: If you have any questions or comments concerning this document, please contact the Marine Safety Center (MSC) by email or phone. Please refer to the Procedure Number E2-03.

Email: MSC@uscg.mil
Phone: 703-872-6729
Website: <http://homeport.uscg.mil/msc>

Responsibilities: The submitter shall provide sufficient documentation and plans to indicate compliance with the applicable requirements outlined in references (a) through (e). The submission shall be made electronically to the above email address or, if paper, in triplicate to the MSC’s address found on the above website. To facilitate plan review, all plans and information specified in these guidelines should be submitted as one complete package through a single point of contact for the project.

Applicability:

- This instruction applies to all vessels inspected under subchapters other than K, L, and T; for these vessels, refer to the following regulations:
 - a) 46 CFR 121.602 for Subchapter K vessels.
 - b) 46 CFR 130.440 for Subchapter L vessels >100GT with automated systems.
 - c) 46 CFR 184.602 for Subchapter T vessels.

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General Guidance:

- ❑ The emergency communication system must be independent of the vessel's electrical system, as per 46 CFR 113.30-3(b).
- ❑ Talk and call circuits must be separate, as per 46 CFR 113.30-25(k).
- ❑ Voice communication cables must generally not run through high fire risk spaces such as machinery rooms or galleys, as per 46 CFR 113.30-25(j).
- ❑ Sound powered phones must meet the component requirements of 46 CFR 113.30-25(b). Also see reference (e), section 5.3.
- ❑ As per 46 CFR 113.30-5 & -20, a communication system may be required near the following equipment/in the following spaces:
 - a) master gyrocompass,
 - b) radar,
 - c) fire or smoke detecting units,
 - d) navigating bridge,
 - e) steering gear room,
 - f) alternative steering station,
 - g) emergency lockers,
 - h) radio room,
 - i) lookout stations,
 - j) engineroom control stations,
 - k) control room on self-propelled MODUs,
 - l) captain's and chief engineer's offices and staterooms,
 - m) emergency power room,
 - n) carbon dioxide control room, and
 - o) fire pump room.
- ❑ If the vessel is required to comply with 46 CFR Part 62, additional conditions must be met:
 - a) If the machinery plant is minimally manned, the communication system must conform to 46 CFR 62.50-20(f)(2) and must extend to the engineering officer's accommodations, as per 46 CFR 113.30-5(a).
 - b) If the machinery plant is periodically unattended, voice communication is required between the fire control station and the bridge, as per 46 CFR 62.50-30(h)(7).
- ❑ The communication circuits between the radio room and the navigating bridge/control station and between the engineroom control stations and the navigating bridge must be separate from the circuits between the other stations listed above, as per 46 CFR 113.30-20(a).

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- ❑ Communication stations exposed to the weather that have a common circuit with required stations must have a cut-out switch on the navigating bridge for isolation, as per 46 CFR 113.30-20(b).
 - ❑ Communication stations in noisy locations must be enclosed by a booth or other equipment to allow reliable voice communications during vessel operations. If the audible signal cannot be heard throughout the space, there must be a visual device such as a light or beacon. This light or beacon must draw power from the emergency bus, as per 46 CFR 113.30-25(f) & (g).
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Disclaimer:

This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to nor does it impose legally-binding requirements on any party. It represents the Coast Guard's current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative, you may contact the Marine Safety Center (MSC), the unit responsible for implementing this guidance.