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# SC124 Emergency Source of Power in Passenger and Cargo Ships

(May 1999)  
(Rev.1  
June 2002)  
(Corr.1  
Oct 2007)

## **Reg. II-1/42.3.4 and II-1/43.3.4**

SOLAS Regulations II-1/42 and II-1/43 address emergency source of electrical power in passenger ships and cargo ships respectively. Regulations II-1/42.3.4 and II-1/43.3.4 read as follows:

*For ships constructed on or after 1 July 1998, where electrical power is necessary to restore propulsion, the capacity shall be sufficient to restore propulsion to the ship in conjunction with other machinery, as appropriate, from a dead ship condition within 30 mins after blackout.*

### **Interpretation:**

“Blackout” as used in Regulation II-1/42.3.4 and II-1/43.3.4 is to be understood to mean a “deadship” condition.

“Deadship” condition, for the purpose of Regulation II-1/42.3.4 and II-1/43.3.4, is to be understood to mean a condition under which the main propulsion plant, boilers and auxiliaries are not in operation and in restoring the propulsion, no stored energy for starting the propulsion plant, the main source of electrical power and other essential auxiliaries is to be assumed available. It is assumed that means are available to start the emergency generator at all times.

The emergency generator and other means needed to restore the propulsion are to have a capacity such that the necessary propulsion starting energy is available within 30 minutes of blackout/dead ship condition as defined above. Emergency generator stored starting energy is not to be directly used for starting the propulsion plant, the main source of electrical power and/or other essential auxiliaries (emergency generator excluded).

For steam ships, the 30 minute time limit given in SOLAS can be interpreted as time from blackout/dead ship condition defined above to light-off of the first boiler.

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### Note:

1. This UI SC 124 is to be uniformly implemented by IACS Members and Associates for ships contracted for construction on or after 1 September 1999.
2. Changes introduced in Rev.1 are to be uniformly implemented by IACS Members and Associates from 1 January 2003.
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 IACS Procedural Requirement (PR) No. 29.

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