

# **Performance Tests for Emergency Generators**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part H

## **Reason for Amendment**

Last year, there was a report that one of the emergency services of a ship was not able to be activated during emergency equipment starting confirmation. The results of an ensuing investigation determined this failure was likely due to the momentarily creation of very heavy current which caused a large drop in voltage when the service was being activated.

With regard to the capacities of emergency generators, the ClassNK Rules specify that a sufficient amount of electric power is to be supplied to ensure the suitable operation of all services under any circumstances. Compliance with the above is to be verified through surveys: surveys which require the capacities of generators supplying said services be confirmed as suitable through the use of investigation tables of electrical power as well as full-rated load tests using water resistance, etc.

Although the above-mentioned incident is an isolated case, a momentarily large drop in voltage is a possibility that needs to be considered when activating certain systems. Therefore, it is believed that proper service operation needs to be verified through load tests which supply actual services in order to ensure that emergency generators are capable of activating said services.

Accordingly, relevant rules are amended to specify that such load tests are to be conducted in addition to full-rated load tests.

## **Outline of Amendment**

Specified that load tests which supply actual services are to be carried out during on-board performance tests for emergency generators.