

## **PORT STATE CONTROL COMMITTEE INSTRUCTION 49/2016/11**

### **Guidelines for PSCOs for the simulated Black Out / Start Emergency Generator (B/O test).**

#### **Introduction**

This guidance provides information for the PSCO on conducting a simulated B/O test.

#### **Preparation**

The ports/terminals may impose limitations on power failure simulation before/during/after cargo operation.

A PSCO needs to be well informed of actual terminal rules for the control.

#### **Procedures for conducting a simulated main power failure (black-out test)**

A PSCO should discuss the procedure with the responsible officers on board, with responsible personnel in the terminal and with any personnel that might be affected, before the test is carried out. It must be clear that all involved are aware of possible consequences.

The recommended procedure of testing is to disconnect the power supply from the main switchboard (MSB) to the emergency switchboard (ESB). A PSCO should at the same time check the automatic start of the emergency generator and its connection to the ESB. Check the ESBs output to equipment e.g. as the fire pump. It could be started and the load kW/Amp can be indicated. This level of inspection is suitable on all ships.

Further actions/steps, which may lead to a dead ship, shall be avoided since this will have a great impact on the overall safety and environmental conditions. A complete black-out test, including test of batteries and dead ship condition, should be the responsibility of Flag.

Power management systems (PMS) are not included in the black out test.

#### **Test procedure:**

1. The PSCO should receive clearance of test conditions by ship and terminal.
2. The PSCO should witness that a responsible officer disconnects the feeding from the MSB to the ESB. This should also be used as a check of the competence of the engineers as many engineers will state that they cannot isolate the ESB.
3. Check the time delay for connecting to the emergency generator. The function of transitional source of power should also be checked.
4. Check emergency switchboard – make sure that all required consumers are connected to the ESB.
5. Check the ESBs output a heavy consumer e.g. fire pump or hydraulic pump to steering gear should be started and the load kW/Amp shall be indicated.