

Notice to all vessels visiting the Port of Otago

Engine Power Limiters / Over-ridable power limiter

As part of efforts to cut greenhouse gas emissions, some vessel operators have installed (or modified existing) engine power or shaft power limiters to comply with new amendments to the IMOs MARPOL convention. However, in some cases, these limiters may reduce vessel manoeuvrability in a confined channel to an unacceptable level.

1. All vessels must be able to alter engine speed and direction promptly considering vessels of similar class and engine type. Vessels must be able to answer all engine and helm commands at all times while underway. Any load limiting or automatic acceleration limiting devices or software that would limit the speed of response to engine orders must be overridden where possible prior to the Pilot boarding your vessel.
2. Any vessel without the capacity to attain its posted RPMs in a timely fashion because of engine power limiting devices (or other engine faults as a result of engine maintenance or engine break in requirements), may be restricted to daylight transit and/or additional Pilotage or tug requirements.

Information required for all arriving vessels

To identify vessels that may pose additional risk to the channel due to a power limiting device, the Port of Otago will be requesting the following information from all arriving vessel:

- Is the vessel equipped with an engine or shaft power limiter? If yes, is the limiter mechanical or software based?
- If the vessel is equipped with a mechanical limiter, will it be removed or disabled prior to Pilot boarding?
- If the vessel is equipped with a software- based limiter, will the ship's crew be able to override it immediately at the request of the Pilot?

The attending Pilot for the vessel transit will confirm the information during the Master/ Pilot exchange