

2 October 2024

To all Vessels visiting Whangarei Harbour requiring pilotage.

Engine/Shaft Power Limiters

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.

Whangarei Harbour has strong currents and a main channel that requires full power to be available to navigate safely.

1. Whilst in pilotage waters the propulsion system must be available to immediately respond to the full range of manoeuvring commands as per the Pilot card.

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.

Full details on system requirements are described in: RESOLUTION MEPC.335(76) (adopted on 17 June 2021 as amended by MEPC .390(81), adopted on 22 March 2024) 2021 GUIDELINES ON THE SHAFT / ENGINE POWER LIMITATION SYSTEM TO COMPLY WITH THE EEXI REQUIREMENTS AND USE OF A POWER RESERVE

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

Jim Lyle
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