
To: To shipping companies, all CCS Branches

Technical notices on the overriding of power limitation and Use of a power reserve for Ships

According to the relevant requirements from MEPC.335(76), In order to further clarify the implementation requirements from relevant resolutions and port states, all relevant parties are reminded of the following items.

1. Scope of application

This notice is only applicable to the ships to which surveys for limitation of engine power or shaft power have been carried out by this Class in order to meet the requirement of EEXI.

2. Key points

- 1) For the purposes of securing the safety of a ship or saving lives at sea as per required from MARPOL Annex VI(e.g.:operating in adverse weather and ice-infested waters, participation in search and rescue operations,engine maintenance and avoidance of pirates), ship masters and OICNW may determine the necessity of overriding the restriction of SHaPoLi / EPL.
- 2) Any use of ships' reserved power should not have adverse impacts on their propellers, shafts and related systems.the authority for exercising the judgement of overriding for shaft/engine power limitation should be clearly set out in the OMM and/or the Safety Management System manual, and the use of the reserved power should be recorded in the record page of the OMM for SHaPoLi / EPL, signed by the master and be kept on board. The record should include:
 - A. Ship type;
 - B. IMO number;
 - C. Ship size in DWT and/or GT, as applicable;
 - D. Ship's limited shaft / engine power and ship's maximum unlimited shaft / engine power;
 - E. Position of the ship and timestamp when the power reserve was used;
 - F. Reason for using the power reserve;

- G. Beaufort number and wave height or ice condition in case of using the power reserve under adverse weather condition;
 - H. Supporting evidence (e.g. expected weather condition) in case of using the power reserve for avoidance action;
 - I. Records from the SHaPoLi / EPL system for the electronically controlled engine during the power reserve was used; and
 - J. Position of the ship and timestamp when the power limit was reactivated or replaced.
- 3) A record should be made in the bridge and engine logbooks where an EPL/ShaPoLi override is activated but the power reserve is not subsequently used, The engine logbook should record the actual used power in the period of such an overriding scenario. The EPL/ShaPoLi should be reset as soon as possible, and details of the reset should also be recorded in the bridge and engine logbooks.
 - 4) In case of having used the reserved power, the ship should without delay notify CCS (mail address: cdwork@ccs.org.cn) and the authority of the relevant port of destination of the information recorded.
 - 5) Once the risks have been cleared, the ship should be operated below her certified level of engine power under the SHaPoLi / EPL. The reactivation or replacement of the SHaPoLi / EPL system should be confirmed (e.g. validation of mechanical sealing) with supporting evidence (e.g. engine power log, photo taken at the occasion of resetting the mechanical sealing) by CCS at the earliest opportunity.
 - 6) Ships shall strictly follow the requirements from OMM to maintain and use the SHaPoLi / EPL systems. Any defect of a SHaPoLi / EPL system should be reported to CCS.
 - 7) OMM for SHaPoLi / EPL should be permanently kept on board the ship for inspection.
 - 8) For the ship is calling in a confined channel. Crew shall aware of the particular requirements from the designated authority and are able to provide the requested information in a timely manner.

This notice is only to provide the detailed technical instructions for ships when conducting the above operations.