



Marine Safety Information Bulletin

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Sector New York Power Output Restriction Device Guidance

This bulletin highlights the potential navigational hazards arising from a reduction in a ship's propulsion power. This includes situations involving engine malfunctions, as well as the use of an Engine Power Limiter (EPL) or Shaft Power Limiter (SHaPoLi) for compliance with MARPOL Annex VI energy efficiency regulations. Despite additional guidance in CG-ENG Policy Letter 01-24 confirming power limiter override does not constitute a MARPOL VI violation when securing the safety of a ship, some vessel Masters have refused a Pilot's request to do so while transiting restricted waters.

This failure to ensure full power is available upon request compromises navigational safety. If a ship's propulsion system is deemed a safety risk, enforcement action may be initiated under the Ports and Waterways Safety Act, including deficiencies, fines, or detentions [see 46 USC § 70002, 33 CFR § 1.07 and 33 CFR § 160.111(c)].

Due to heavy commercial and recreational vessel traffic and restricted waters in the Port of New York and New Jersey, the Hudson River, and the Port of Albany, maximum vessel maneuverability is essential. Therefore, to ensure safe navigation, Masters of vessels equipped with an EPL or SHaPoLi should override the limiter to make full propulsion power available before arriving to the Precautionary Area in the approaches to New York Harbor, and prior to departing berth within the Sector New York area of responsibility.

If the crew is unable to override the power limiter, the vessel's reduced power capability presents a navigational risk. In this situation, the Master must take the following actions:

- Immediately report the reduced power as a hazardous condition in accordance with 33 CFR § 160.216.
- Conduct a safety-focused voyage planning meeting with the Pilot before arrival. This meeting is essential to discuss the vessel's diminished handling characteristics and establish a safe passage plan under the existing power constraints.

Questions regarding this Bulletin may be addressed to Mr. John Hillin at U.S. Coast Guard Sector New York, (571) 607-2598, or John.J.Hillin@uscg.mil.

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