

NOTICE TO MARINERS

No 19 – 2026

HARBOUR AND PORT OF MANCHESTER

SHIPS EQUIPPED WITH EPL OR SHaPoLi SYSTEMS

NOTICE IS HEREBY GIVEN that, following a recent increase in the number of ships calling at the Port equipped with either Engine Power Limitation (EPL) or Shaft Power Limitation (SHaPoLi) systems, the following requirements and guidance apply to ships so equipped that require a Manchester Pilot.

Information to be provided regarding EPL and SHaPoLi systems

When a booking is made for a ship, the ship's agent provides to MSCC (normally via the PortLinks application) a copy of the ship's pilot card.

If the ship is equipped with either an EPL or SHaPoLi system, in accordance with section 6 of IMO Resolution MEPC.335(76), as amended by MEPC.390(81), the pilot card should include the ship's manoeuvring characteristics:

- (i) with all shaft and engine power available, and
- (ii) when shaft or engine power is limited by an EPL or SHaPoLi system.

This information must also be made available to the pilot during the master-pilot exchange or upon request by the allocated pilot in advance of the act of pilotage.

Failure to bring to the pilot's attention any matter peculiar to the ship and its machinery and equipment of which the master is aware and that might materially affect the ship's navigation (e.g. shaft or engine power limitations) may constitute an offence under section 18(2) of the Pilotage Act 1987.

Use of EPL or SHaPoLi systems within the Port

Before pilot boarding, Masters of ships fitted with EPL or SHaPoLi systems should consider whether any limitations on available shaft or engine power may affect the ship's ability to respond immediately to manoeuvring commands that may be required for the safe conduct of the ship. In making this assessment, masters should consider matters including, but not limited to, blockage factor (including the increase in virtual/added mass caused by entrained water), interaction effects, currents induced by sluicing, traffic density, manoeuvring space, intended and abort manoeuvres.

Where information available to the pilot indicates that a ship's manoeuvrability may be adversely affected by an EPL or SHaPoLi system, the pilot may, in the exercise of professional judgement and having regard to the circumstances of the intended passage, request that the master override the limitation system where considered necessary in the interests of navigational safety.

Depending upon the type of system fitted, overriding an EPL or SHaPoLi system may require time to complete. Therefore, where an override may be necessary to ensure the navigational safety of the ship, masters of ships fitted with EPL or SHaPoLi systems should consider pre-emptively overriding the systems before the required pilot boarding time to avoid potential delays, aborted passages, transit restrictions in critical passages, use of additional tugs or pilots, or cancellations at short notice.