



Maritime and Coastguard Agency

Declaration of Maximum Continuous Engine Power (MCEP)

Notice to all Builders, Owners, Skippers, Managers, Surveyors, Measurers of UK registered Fishing Vessels and other Government Departments

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

This Marine Guidance Note provides guidance on the arrangements for the registration of Fishing Vessel Maximum Continuous Engine Power (MCEP).

- Declaring engine power when making an application to register/re-register a fishing vessel
- Maximum Continuous Engine Power ratings and ID number can be taken from a database of manufacturers specifications
- Acceptable methods of de-rating an engine
- How to confirm the de-rating of the engine and documents required
- The help available to owners
- Treatment of outboard motors for Fishing Vessels under 10 metres in length

1. Introduction/ Background

- 1.1 On 10 January 2000, legislation was introduced regarding the declaration of the maximum continuous engine or permanently de-rated engine power (MCEP) when registering or re-registering a UK Fishing Vessel with the Registry of Shipping and Seamen (RSS).
- 1.2 MCEP is the total power that can be obtained at the flywheel of each engine that can be used to propel the vessel. If the engine incorporates the gearbox, the power is measured at the gearbox output flange.
- 1.3 There will be no deduction from MCEP accepted for any auxiliary machines such as generators or winches driven by the main engine.

1.4 Items such as fuel injection pumps, turbo chargers etc (without which the engine could not operate), are considered to be engine components and are not auxiliaries and therefore taken into account.

1.5 The MCEP of the engine(s) can usually be found on the engine "name" plate.

2. How to determine MCEP

2.1 Burness, Corlett and Partners Ltd (BCP) were tasked by the Maritime and Coastguard Agency (MCA) to produce and update a database of engine power. They were also engaged in providing advice on the determination of fishing vessel engine power. From 1 April 2006 the MCA took over this database of manufacturers and in March 2007 responsibility passed from the MCA's Headquarters in Southampton to the Registry of Shipping and Seaman in Cardiff, which now provides advice on engine power.

2.2 To find out the MCEP of an engine, owners can;

- a) check the database of engine power on the MCA website (www.mcga.gov.uk and follow Seafarer Information);
- b) contact the Registry of Shipping and Seamen (RSS) on 029 20448852 or 029 20448864;
- c) contact your local Marine Engineer;
- d) contact the MCA Marine Office nearest to the vessel's Port of Registry.

3. De-rated Engine Power

3.1 The rules allow owners to declare a lower engine power provided that the engine has been permanently de-rated. However, the power of the de-rated engine should not normally be less than 75% of the original MCEP.

3.2 The de-rating of main engines up to 25% should be confirmed in the form of a certificate or letter indicating the de-rated power and the method used. These should be signed by a competent person/company such as;

- a) the Engine Manufacturer approved Service Engineer;
- b) a qualified Associate Member or higher of either the IMarEST (Institute of Marine Engineering, Science and Technology) or IMechE (Institution of Mechanical Engineers) or;
- c) a person with a recognised Marine or Mechanical Qualification (e.g. Class 1 or 2 Motor Certificate of Competency, HNC/HND or ONC/OND Level).

You should retain the certificate or letter. You will need to send a copy of it to the Registry of Shipping and Seamen (RSS) as part of your application to prove the method of de-rating.

3.3 The de-rating of main engines by more than 25% is not recommended; as the engine should be chosen in accordance for its intended purpose. However, if you decide to de-rate your engine to a power less than 75% of the original total MCEP, you are required to provide the following documentation when registering/re-registering your vessel:

- a) a test outcome confirming the new engine range and output, signed by any of the persons/ companies mentioned in 3.2;
 - b) a declaration of the original power of the engine, the declaration of the de-rated engine power and the method used to permanently de-rate the engine; and
 - c) an engine manufacturer's test certificate for the engine model.
- 3.4 As the de-rating of the main engines by more than 25% is not recommended, owners are advised to obtain manufacturer confirmation that the engine can be run safely at the de-rated power prior to de-rating.

4. Permitted Methods of De-rating

4.1 The permitted methods of de-rating an engine are:

- a) limiting the Fuel Rack;
- b) changing the Fuel Pump;
- c) changing the Governor Settings;
- d) re-programming the Electronic Governor;
- e) removing the Turbocharger.

4.2 Alternative proposed modifications aimed at reducing an engine's MCEP, will be considered on an individual basis.

5. Physical Measurements

5.1 In cases where an MCEP cannot be determined, or where an MCEP value is disputed, a physical test may be carried out. Physical measurement will only be used as a last resort and will only happen when all other methods have been tried.

6. Registration Documents

6.1 A change in the MCEP will affect the validity of registration documents.

7. What do Owners need to do?

7.1 Owners will have to declare the MCEP of their vessel's engine. Where an engine is permanently de-rated, they will also have to declare the de-rated power and the method of de-rating. Registration Forms have been changed to include all the engine details that are required to ascertain the correct engine power. It is important that owners quote the engine ID number (obtained from the MCA database www.mcga.gov.uk or the MCA) the total MCEP value and the number of engines installed on the vessel. This will ensure that any applications to register the vessel can be processed more efficiently.

8. What if I have an Outboard Motor?

8.1 As outboard motors are changed frequently, special arrangements have been agreed to help owners of vessels which are 10 metres or under in length. These owners are able to declare the maximum power output that they expect to use and state that the engine used is an outboard motor.

This will be printed on the Certificate of Registry (CoR) which is obtained from RSS and will enable them to use any outboard motor up to that power output (an ID number is required initially for the CoR). Consequently they will not have to notify RSS if the engine is changed or moved to another vessel as long as it does not exceed the power shown on their Certificate of Registry.

9. Licensing Issues

- 9.1 Any problems/queries relating to licensing should be referred to your local fisheries office who will be able to assist you.

10. Checking of Engines by the MCA on Fishing Vessels.

- 10.1 MCA Surveyors will check the MCEP as part of a vessel's re-survey or when a general inspection occurs. Any discrepancies found could render a fishing licence invalid. Owners are recommended to take early action to rectify any anomalies regarding their MCEP.
- 10.2 MCA Small Fishing Vessel Inspectors (vessels under 15 metres in length) will check the declared MCEP as part of the vessel's inspection or when a general inspection occurs. Any discrepancies found could render a fishing licence invalid. Owners are recommended to take early action to rectify any anomalies regarding their MCEP.
- 10.3 If the Registrar of Shipping and Seamen is not satisfied that the engine power details are correct the owner may be required to have the engine power re-measured.

11. When will I be affected?

- 11.1 In summary; if you register a new vessel, re-register an existing vessel, or make changes to the registered particulars of your vessel, then the MCEP must be declared immediately.
- 11.2 If you are the registered owner of an existing vessel you should check the power shown on the Certificate of Registry and confirm that it matches the MCEP shown on the MCEP engine database. If the details shown are the same then no action is required.
- 11.3 If there are differences between the two values, you are recommended to seek advice from your engineer as to the power of your vessel's engine. It is also recommended that you consult your local fisheries office about the implications on your fishing licence before correcting any differences.

More Information

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