
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

This Note replaces MGN 348 (F)

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

- MCEP is the total power that can be obtained at the flywheel of each engine that can be used to propel the vessel
- Owners must declare the MCEP of their vessel's engine
- Ratings and ID number can be taken from a database of manufacturers specifications
- Fisheries Authorities must be advised in advance on any proposed de-rating
- 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
- Owners can declare a lower engine power provided that the engine has been permanently de-rated
- A change in the MCEP will affect the validity of registration documents
- The de-rating of outboards is not allowed. Existing vessels with de-rated outboards may retain their declared engine power but may be subject to engine power tests
- Vessels with de-rated outboards may retain their engine power when sold but may also be subject to engine power tests.
- Vessels with more than one engine must declare the combined power of both engines.
- MCA Surveyors will check the MCEP as part of a vessel's survey or inspection

1. Introduction/ Background

- 1.1 Owners must declare 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. As most engines incorporate a gearbox the power is measured at the gearbox output flange.
- 1.3 Vessels with Diesel Electric or Diesel Hydraulic propulsion should have their power obtained from the propelling electric motor or hydraulic pump.
- 1.4 There will be no deduction from MCEP accepted for any auxiliary machines such as generators or winches driven by the main propulsion engine.
- 1.5 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.
- 1.6 The MCEP of the engine(s) can usually be found on the engine "name" plate.

2. How to determine MCEP

- 2.1 To find out the MCEP of an engine, owners can;
 - a) check the database of engine power on the MCA website (www.dft.gov.uk/mca and follow Seafarer Information);
 - b) contact the Registry of Shipping and Seamen (RSS) on 029 20 448855 or 029 20 448800 email - Fishing_Registry@mcqa.gov.uk
 - c) contact your local Marine Engineer; or
 - d) contact the MCA Marine Office nearest to the vessel's Port of Registry.

3. De-rated Engine Power (Inboard Engines Only)

- 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 continuously be run safely at the de-rated power prior to de-rating.

4. Permitted Methods of De-rating (Inboard engines only)

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; or
- e) removing the Turbocharger and associated modifications as recommended by the manufacturer.

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

4.3 Any vessel that wishes to de-rate after 1 January 2012 must first advise the Marine Management Organisation or Fisheries Authority of the relevant Devolved Administration in Scotland, Northern Ireland or Wales before the de-rating takes place.

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, and will be at the owners expense.

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 (which can be obtained from RSS), 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.

7.2 Owners wishing to register vessels with engines of over 120kW will now require a certificate of power rating supplied by a competent authority i.e. a class society or engine manufacturer.

8. What if I have an Outboard Motor?

8.1 Subject to the following paragraph, only the engine manufacturer's specified power output will be taken into account when applying for fishing vessel registry and fishing licences with the UK Shipping Registry and UK fisheries administrations.

8.2 Vessel owners who were in the process of Registering their vessels on 14 October 2011 will be permitted to register and license their vessel with a de-rated outboard engine provided that they can provide satisfactory evidence of having purchased and de-rated the engine prior to that date. Details of the method of de-rating as undertaken and certificated by the manufacturer will be required. Note that a 'throttle' stop is NOT considered as suitable method of de-rating and the power will be deemed to be that of the engine. Vessels who commence their registration process after this date cannot register outboard engines that were de-rated before this date and must comply with paragraph 8.1 above

8.3 Except in outlined in paragraph 8.2 above, applications to register and license vessels equipped with outboard engines from owners wishing to register their engine power at less than the manufacturer's specified power will be refused. Multiple outboard engines will be recorded as the combined engine power of the vessel.

8.4 Owners of fishing vessels currently registered with de-rated outboard engines may be the subject of engine power tests and if found to be fitted with engines in excess of their stated power rating will be required to obtain extra licence units or replace the engines.

8.5 If a registered fishing vessel with a de-rated outboard is sold and immediately re-registered by the new owner and the same de-rated outboard engine is kept with the vessel, then the de-rated power of that outboard may be declared. The new owners of such vessels may also be subject to engine power tests and if found to be fitted with engines in excess of their stated power rating will be required to obtain extra licence units or replace the engines. If a new outboard engine is fitted, then paragraph 8.1 applies.

8.6 The declared power will be printed on the Certificate of Registry (CoR) which is obtained from RSS and will enable the vessel to use any outboard motor or motors up to that power output (an ID number is required initially for the CoR). RSS do not need to be notified 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 and Inspectors will check the MCEP as part of a vessel's survey or inspection 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 If RSS are 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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