Ensuring safe navigation with TSX5 ShaPoLi

ALIGNING WITH USCG POLICY LETTER 01-24 TO ENSURE COMPLIANCE AND SAFE OPERATION IN US WATERS



USCG Policy Letter 01-24 explained

On April 10, 2024, the US Coastguard (USCG) introduced a new policy directive, Policy Letter 01-24, that requires ships with an EEXI compliance method to "override" the system whilst the ship is in US waters.

The directive addresses USCG concerns about how these systems might affect the maneuverability of ships in ports or restricted waters and their potential impact on ship safety in US waters.

There are also concerns relating to the requirements under SOLAS Chapter V, Regulation 34, which requires safety voyage planning including ship maneuverability characteristics, as well as 33 CFR § 164.11 (k), which requires pilots to be informed of the ship's draft, maneuvering characteristics, peculiarities, and any abnormal circumstances affecting safe navigation.

Therefore, under this directive, ships with an EEXI compliance method will have two options:

1. **Update the pilot cards and wheelhouse posters to reflect maneuverability with the device installed.**
2. **If the pilot card and wheelhouse poster have not been updated, "the system or program must be overridden before entering US water", and "the system must be re-engaged when the ship is clear of the area or situation that required the override."**



IMPLICATIONS OF USCG POLICY LETTER 01-24

- To comply with option 1, ships would need to undergo another sea trial. This would require Class attendance and taking the ship out of commercial operation for four to five days, resulting in significant expenses for the owner and making it an unlikely choice.
- To comply with option 2, ships that have a Shaft Power Limitation system (ShaPoLi) installed, will simply need to select the override function on the ShaPoLi display and cancel the EEXI alarm, which can be done in seconds.
- To comply with option 2, a ship with mechanical engines and Engine Power Limitation (EPL) method, will have to break the approved seal and remove the limiter device fitted on the governor when entering US waters. The limiter will then need to be re-installed and a new seal fitted when leaving US waters. This may require Class to approve the re-fitted limiter and new seal.
- Not only is this a challenge for the crew, but may have cost implications for the ship, as this operation will have to be done each time the ship enters and leaves US waters.
- If a ship switches from EPL method to a ShaPoLi system, it will avoid the need to carry out these additional operations in US waters, as well as gaining other benefits that a ShaPoLi system provides.

TSX5 ShaPoLi SYSTEM

A TSX5 ShaPoLi system consists of two components:

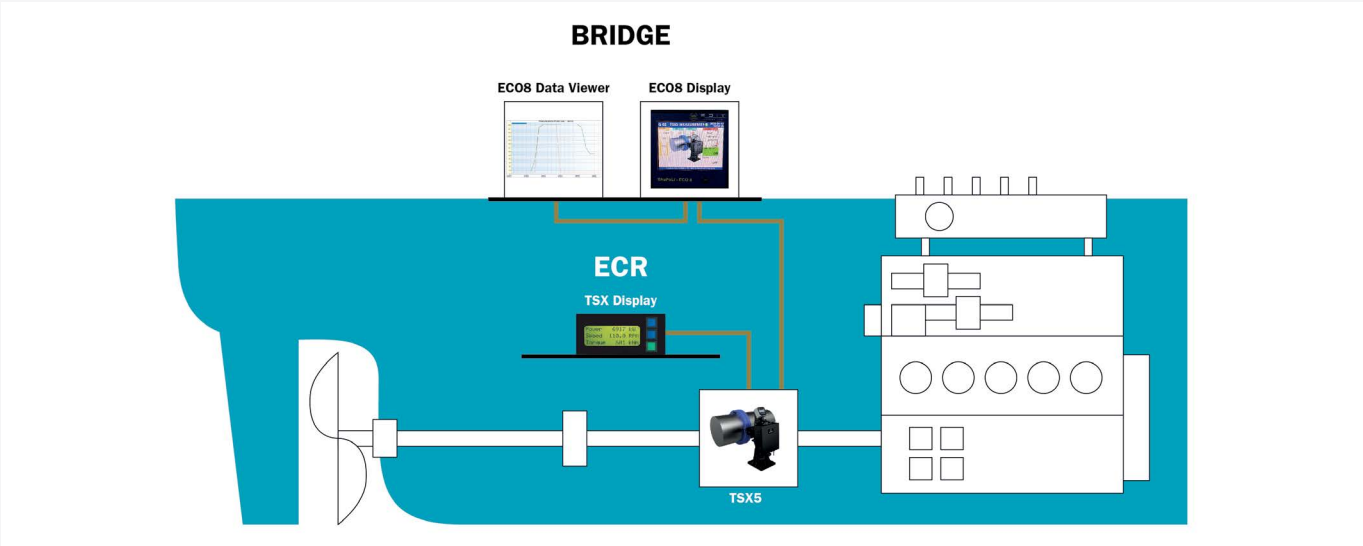
- TSX5 shaft power meter
- ShaPoLi display, alarm and datalogger

The TSX5 is installed on the intermediate shaft measuring shaft power, torque and RPM and these readings are viewed on the ShaPoLi display fitted on the bridge. The ShaPoLi display has the added flexibility that it can be connected to existing installed shaft power meters.

The ShaPoLi computer is programmed with the EEXI engine power limit and will generate visual and audible alarms if the EEXI limit is exceeded. All readings, along with alarm events and override use, are recorded in the datalogger. Data from the datalogger can be viewed with software installed on a ship's computer, aiding surveyors for verification.

In emergencies, the override function can be activated by pressing the override icon on the touch screen display and the Captain entering a password. This cancels the EEXI alarm and enables the override function to be activated within seconds, with the reason for the override selectable via the touch screen.

The system provides full compliance with EEXI requirements and has numerous Type Approvals with major Class Societies.



ADDITIONAL BENEFITS OF ShaPoLi

Adopting the ShaPoLi method for EEXI compliance will not only allow ships to avoid the operational challenges tied to the USCG directive, and those associated with the EPL method, but will also bring several other positive benefits such as:

- **Immediate access to full power in an emergency.**
- **Increased flexibility in engine operation.**
- **A TSX5 ShaPoLi system is a positive investment as it provides the ship with a shaft power meter that can be used as a key tool for Carbon Intensity Indicator (CII) improvements, reducing fuel consumption and carbon emissions as part of a ship's energy efficiency programme.**

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LEARN MORE ABOUT TSX5 SHAFT POWER METER

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