



MANAGEMENT SYSTEM MANUAL

ARM-7.5.3 R/V ARMSTRONG ENGINE ROOM WATCH-KEEPING

Originator:

Gary McGrath

Approved By:

Al Suchy

1. Purpose

The purpose of this procedure is to establish the engine room watch keeping guidelines. These guidelines are established within the Standard for Training, Certification and Watchkeeping (STCW).

2. Responsibility

It is the responsibility of the Chief Engineer to assign the engine room watch keeping assignments and establish the watch keeping standards.

3. General

At Sea Watches

The normal at sea engine room watches are performed on a 6 and 2 watch rotation. Each watch will consist of a licensed officer and one oiler. Oilers will be paired and stand watches with engineers as assigned by the Chief Engineer prior to each voyage. Starting at midnight the 2nd Assistant Engineer stands the watch. At 0600 the 1st Assistant Engineer stands the next 2 hours until 0800. The 2nd Assistant Engineer has the next watch from 0800 to 1000. The 1st Assistant Engineer stands the 1200 to 1800 hour watch. The 3rd Assistant Engineer takes the watch from 1800 to midnight. The watch cycle then repeats.

Engineer	First Watch	Second Watch
1 st Assistant Engineer	0600-0800	Noon – 1800
2 nd Assistant Engineer	Midnight – 0600	0800-1000
3 rd Assistant Engineer	1000- Noon	1800- Midnight

In Port Watches

In normal port watches, the start and end is at the discretion of the 1st Assistant Engineer and the Chief Engineer. The rotation is also at the discretion Chief Engineer, though usually will start with the watch that was due to have the next watch at the last in port period. In port watches are 24 hours long with the licensed engineer and an Oiler alternating 6 hours on and 6 hours off. The watch stander with the 6 hours off, must be aboard and be on call during the entire watch period. The oiler starts at noon and at midnight. The licensed engineer starts at 1800 and 0600. The noon watch change must be handed over to the licensed engineer coming on duty by the engineer being relieved.



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On Watch

The watch stander's primary responsibility is to be present monitoring the engine room from the MCS. The engineer and the oiler are to alternate making rounds in the auxiliary machinery space, switchboard room, drive room, main machinery space, MSD room, steering gear room, bow and stern thruster spaces. The fan rooms, EDG, forward mechanical room and laundry room should be checked at least once each watch. Depending on operations, deck machinery should also be checked.

Watch standers must keep aware of normal machinery sounds, temperatures and vibrations so they can be alert to small changes from the normal running of the machinery and to head off larger problems. Refer to the operational procedures for individual equipment and systems in the technical manuals and procedures found on board and in the on-line library found on the MCS computer. The First Assistant or Chief Engineer should be advised of any technical manuals that are unavailable.

An engine log will be kept of vital system parameters as appropriate for all running equipment as well as fuel and water status and consumption. This log will document all drills and testing of ships safety equipment as required. A written rough log will be kept to document any current repairs in process, casualties, unusual events and or any vendors that may be on board and in engine room spaces performing repairs. A status board will also be updated as appropriate. The First Assistant or Chief Engineer should be advised immediately of any safety issues involving personnel or machinery that may arise.

At the turnover of the watch, the off going licensed officers and oilers shall discuss the status of the plant in detail with the oncoming watch standers and review the status board for accuracy.