



MANAGEMENT SYSTEM MANUAL

KNR-7.5.3 ENGINE ROOM WATCHKEEPING

Originator:	Approved By:
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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 4 and 8 watch rotation. Each watch is 4 hours long. Starting at midnight the 2nd Assistant Engineer and on Oiler have the watch. At 0400 the 1st Assistant Engineer and the senior Oiler stand the next 4 hours until 0800. The 3rd Assistant Engineer and the third Oiler have the watch from 0800 to 1200. At noon the rotation resumes again.

In Port Watches

Normal in port watches start and end at the discretion of the 1st Assistant Engineer and the Chief Engineer. The rotation is also at the discretion, 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.

On Watch

The watch stander's primary responsibility is to be present monitoring the engine room from the ECR. The engineer and the Oiler should alternate making rounds in the Auxiliary Machinery Space, Main Machinery Space and SCR room. The thruster rooms, motor room and fan rooms should be checked at least once each watch. Depending on operations, deck machinery should also be checked.

Watch standing is a science as well as an art. Watch standers must keep aware of normal machinery sound, temperatures and vibrations so they can be alert to small changes from the normal running of the machinery and so head off larger problems.



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Refer to the "Engineer's Operating Manual," "Ross Hill Marine Propulsion System SCR Drive Technical Manual" books 1 and 2 and "Caterpillar Service Manual" for all main engine operational procedures.

All the above books are kept in the ECR, the First Assistant Engineer's Stateroom and the Chief Engineer's Stateroom.