



MANAGEMENT SYSTEM MANUAL

OCN 7.5.3 R/V Oceanus Engine Room Watchkeeping

Originator:	Approved By:
Richard F. Morris	Albert F. Suchy

1. Purpose

The purpose of this procedure is to establish the engine room watch keeping guidelines for the R/V Oceanus. These guidelines are established within the Standard for Training, Certification and Watchkeeping (STCW). Our objective is to provide a safe, well-maintained engineering department.

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. References:

Refer to the EMD 645E5 and Caterpillar D353 engine manuals for all main engine and diesel generator sets operational procedures.

4. General

At Sea Watches: The normal at sea engine room watches are set on an 8-hour watch rotation. The Chief Engineer assumes the 0800-1600 watch. The Senior Junior Engineer assumes the 1600-2400 watches and the Second Junior Engineer assumes the 0000-0800 watch.

In Port: Normal in port watches start and end at the discretion of Chief Engineer. The rotation is also at the discretion of the Chief Engineer; though watches will usually start with the engineer that was due to have the next watch at the last in port period. In port watches are 24 hours long and the engineer on duty is on call for the entire period.

On Watch: The watch standers primary responsibility is to be present monitoring the engineering plant from the engine room. The engineer should also maintain rounds in the engineering spaces outside the engine room (Steering gear, CP room, shaft alleys, A/C & refrigeration room, and emergency generator room). Depending on current operations, deck machinery should also be checked.

Proactive watch standing rather than reactive is the goal onboard the Oceanus. 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 and prevent larger problems.

All the above manuals are kept in the engine room files or in the Chief Engineer's stateroom.