



SAFETY MANAGEMENT MANUAL

ATL 7.5.1 R/V Atlantis Chief Engineer's Standing Orders

Originator:	Approved By:
Christopher Morgan	Albert F. Suchy

1. Purpose

The purpose of this procedure is to set forth general guidance from the Chief Engineer to the Engine Department on Atlantis.

2. General

- A. Each Engineering Watch Officer (also known as "Duty Engineer") shall be alert, sober, and well rested before assuming the watch.
- B. No Duty Engineer shall allow the watch to be relieved if he/she suspects or has reasonable cause to believe that his/her relief is under the influence of drugs, alcohol, or is otherwise unable to stand a safe and competent Engineering Watch.
- C. Under no circumstances shall an engineer relieve the Duty Engineer or sign the Standing Orders unless the content of the Standing Orders and/or any night orders are understood and there is no doubt as to what is expected of him/her.
- D. It is the responsibility and duty of each engineer to read and understand WHOI's ISM Manual. If there are any questions, see the Chief Engineer. Once read and understood, sign the appropriate ISM Manual paperwork indicating that you have fulfilled this requirement.

3. While at sea or in port

- A. Read and heed the Engineering Standard Operating Procedures in place onboard ATLANTIS.
- B. Individuals are responsible to read and understand R/V ATLANTIS'S "SHIPBOARD OIL POLLUTION EMERGENCY PLAN."
- C. The Duty Engineer is required to make a round of all Engineering spaces at least once every 4-hours during the normal working hours. During each round, record the necessary entries in the official Engine Room Log Book.
- D. Watch turnovers shall be informative and thorough. All pertinent information shall be passed on by off-going watch personnel and acknowledged by the relieving watch personnel.
- E. If there is any excessive slamming or pounding of the vessel, call the Bridge and ask for a possible speed reduction and notify the Chief Engineer as soon as possible.



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- F. Do not allow yourself to get into a verbal argument with any member of the crew or science party. Make your point, but do so in a courteous, respectful manner. If necessary, notify the Chief Engineer.
- G. The Bridge Watch shall be kept well informed of pertinent information and the same shall be expected from them (i.e.: OWS ops, proximity to land masses for water making ops, burning trash, hot work, etc). When contacting the Bridge for a reduction in RPM, clearly state if the request is an emergency or if there is time to gradually slow down or stop later.
- H. Demonstrate good Marine Engineering practices whether on or off watch. If a potential problem is discovered, inform the necessary personnel and correct the problem if possible.
- I. Be familiar with all safety and emergency equipment located in the engineering spaces. Additionally, be aware of all emergency escape routes. Remember, the best way out may not actually be the way you entered the space.
- J. Check with the Duty Engineer before performing any maintenance evolution that will affect safe, efficient operation of the plant. Notify the 1st Assistant or Chief Engineer before performing any maintenance evolution that will affect safe, efficient operation of the vessel. It will be the responsibility of the 1st Assistant or Chief Engineer to notify the Bridge or Master of these maintenance events. This does not include those topics covered within section G.
- K. All non-assigned maintenance, repair and tasks are only to be done with the authorization of the 1st Assistant or Chief Engineer
- L. When in doubt about anything, call the Chief Engineer.
- 4. Reporting**
The Chief Engineer shall maintain a set of standing orders. These standing orders shall be provided to the Ship Operations Group. Anytime standing orders are changed or new ones promulgated, a copy of these orders shall be provided to the Ship Operations Group.