

Chief Engineer

All non-UK personnel require to hold, or be willing to apply for the UK equivalent certificates of competency (UK CEC)

Responsible to the Master for all aspects of Fleet Operations, specifically as follows:

- i)** The technical status of the ship, its machinery and propulsion systems, and for ensuring that all equipment installed onboard is in an operational condition. Although the Chief Engineer is appointed to each vessel by the Technical Director, he is responsible to the Master in the first instance.
- ii)** The Chief Engineer has a responsibility in law, to ensure the vessel complies with relevant rules and regulations as issued by the authorities of the flag of the vessel, by Classification Society, by I.M.O. Port Authorities and by the vessels owners' management.
- iii)** The safe, efficient and economic operation and maintenance of all machinery, systems and specialist equipment permanently installed on board, as well as the maintenance of the fabric of the vessel. To this end, he will place the safety of personnel and vessel above any and all other consideration (speed, time out of service, economy of operation or departmental convenience).
- iv)** Overall responsibility of the Engine Room Department.
- v)** Ensuring that, in all circumstances and at all times, an effective and efficient watch is maintained in the engine room, and that Engine Room Standing Orders are understood and enforced.
- vi)** Insisting that a safe, effective program of regular inspection and maintenance is implemented and that minor repairs and lubrication are carried out as part of this system.
- vii)** Maintaining a list of spare parts held on board.



viii) Ensuring that warning notices are properly displayed in all hazardous areas in the machinery spaces, and that all contractors under his direct supervision are acquainted with, and understand the shipboard safety regulations and procedures.

ix) Ensuring that he and the Second Engineer must never be absent from the vessel at the same time, except in an emergency.

x) Liaising with the Master on all technical matters, and informing him of the status of defects recorded. The Chief Engineer must keep the Master apprised on the technical status of the vessel.

xi) Liaise with Master and Mates regarding vessel defects to be raised, and also with Coxswains for any Rescue Craft defects to be raised.

xii) Reporting defects, as soon as they are discovered, via company approved planned maintenance system.

xiii) Promptly updating status and content of defects within company approved planned maintenance system to ensure they are kept up to date and current.

xiv) Requisitioning stores, spares and equipment for the Engine Department or specialist plant, via approved planned maintenance system. Requisitions should be raised as soon as possible, enabling the Technical Department to complete the work orders and act upon requisitions efficiently.

xv) Requisitioning sufficient lube oils in a similar manner to the above.

xvi) Ensuring that there is sufficient fuel on board the vessel at all times. The Chief Engineer must liaise frequently with the Master, keeping him fully informed of fuel quantities, location and requirements.



xvii) The Chief Engineer shall ensure that all statutory and company requirements are fully complied with before, during and after bunkering / off-loading of hydrocarbon substances including, but not limited to Fuel Oil, Lub Oil, Waste Oil & Sludge.

xviii) Ensuring that all precautions are in place before transferring all liquid bulks. This is to be done in conjunction with ships staff.

xix) Implementing the approved company Planned Maintenance System on board, and ensuring it is kept up to date.

xx) Delegating tasks to Engine Room staff in a professional manner. He must ensure that designated tasks are within the scope and jurisdiction of the seafarer and his / her rank, as ultimate responsibility, however, remains with the Chief Engineer.

xxi) Monitoring safe working practices of shore contractors during periods of maintenance.

xxii) Providing a safe working environment by adhering to and policing the company's safe systems of work including permit to work and issuing of Isolation Certificates. Chief Engineer issues all Isolation Certificates to ensure isolation of plant and machinery, as and when required.

xxiii) Designating duties to additional crew members such as Engineering Cadets, Apprentice Engineers and Supernumeraries, as and when applicable.

xxiv) Actively promoting and progressing the company Quality, Health, Safety and Environmental Policy.

xxv) Actively promoting inter-departmental communications.

xxvi) Stop the job when required



xxvii) Ensuring all personal original certification is on board and valid when sailing including ENG1, CoC UK CEC (where applicable) and STCW95 and OPITO. This must also include a valid passport

xxviii) Reporting any illness or injury to crewing agent that may affect his capacity on joining.