

Chief Engineer - job description

Salary \$57.83 per hour

Rank / Position	Chief Engineer
Department	Engine
Reports to	Master

Duties, Responsibilities and Accountabilities

Main requirements:

- Chief Engineer (Reg. III/2)
- Advanced Liquefied Gas Tanker Cargo Operation A-V/1-2-2
- Advanced Training for Ships Subject to the IGF Code A-V/3-2
- Minimum of 3 years total sea time in rank (combined with 2nd Engineer)
- Minimum of 6 years total sea time on board of this tanker type. (combined with 2nd Engineer)
- Strong LNG cargo expertise.
- Strong STS (Ship to ship operation) track record.
- Dual fuel (LNG) engines operational experience.
- Strong knowledge of Diesel-Electric propulsion systems.
- Strong troubleshooting abilities.
- Vessel management skills.

Main Responsibilities:

- Compliance with safe working practices
- Safe and efficient management of engine department personnel and technical resources
- Enforcement of BSM's safe manning levels of the engine room
- Issue and enforcement of appropriate Permits to Work
- Maintenance of technical installations and equipment
 - Approval and supervision of work on electrical systems (Special training and qualification is required for work on electrical systems over 1000V)
- Development and control of maintenance plans and dry docking preparations
- Assignments of tasks to engine department personnel and supervision in consultation with the Second Engineer
- Preparation and performance of safe bunkering operations
- Advising the Master on:

- All important matters connected with the engine department and personnel
- Matters affecting seaworthiness and/or cargo-worthiness including cargo pumps, hatches and cranes
- Status of machinery regarding readiness to leave port
- Planning requirements for engine department and machinery maintenance
- Taking charge in emergencies involving technical equipment and advising the Master
- Status and immediate availability of emergency systems and lifesaving equipment
- Testing of stand-by equipment for immediate use as well as maintaining critical spares
- Management of the Planned Maintenance System including:
 - Timely ordering of stores through requisitions
 - Updating of job status
 - Machinery records and documentation
 - Follow up and closure of maintenance tasks
- Efficient and economical use of fuel, lubricating oil and stores
- Control and monitoring of oil pollution prevention equipment including the OWS

Ensure correct entries in the Oil Record Book Part 1

- Standing orders for the management and use of sewage and incineration equipment
- Control and monitoring of portable pipes, hoses and pumps
- Control and enforcement of Hot Work Procedures
- Technical documentation in accordance with BSM procedures
- Engine department personnel appraisal process
- Providing training to engine crew, including junior engineers, Cadets and engine trainees
- Engine department personnel welfare, motivation, morale and discipline
- UMS (Unattended Machinery Spaces) operation
- Presence in the Engine Room when ship is arriving or leaving port (during long pilot transits the Second Engineer may relieve the Chief Engineer to ensure adequate rest prior to arrival)
- Dealing with shore contractors working on technical equipment and ensuring safety standards
- Crew compliance with safe working practices including the correct use of PPE at all times
- Contribution to and promotion of environmental compliance
- Contribution to ship security
- Speaking up if/when unsafe practices or conditions are identified
- Ensuring Behaviour Based Safety practices are followed in the machinery spaces

Act as:

- Member of the Ship Safety Committee
- Deputy Environmental Officer on board
- Designated Asbestos Management Person on board
- Role model for leadership and exemplary personal conduct
- Behaviour Based Safety Observer

Ensure:

- Compliance with and enforcement of:
 - BSM's Safety Management System (SMS)
 - Environmental Management System (EMS)
 - Customer's economical running requirements
 - All other international standards and regulations
- Adequate quantity and quality of bunkers and fresh water when preparing passage and voyage plans
- Thorough handover with relieving Chief Engineer including:
 - Examination of engine and deck machinery
 - Reporting of any defects to BSM
- Fulfilment of charterer's requirements

Other duties and responsibilities:

- ▮ Comply with BSM's SMS, EMS and international standards and regulations
- ▮ Monitors works and rest hours of Engine department personnel
- ▮ Form part of the emergency response team (specific duties as per ships emergency organisation)
- ▮ Issue clear instructions to engine crew, including Standing Orders
- ▮ Report any non-conformities or defects
- ▮ Promote good working and social relationships on board
- ▮ Familiarise him/herself with the condition of hull and machinery
- ▮ Carry out survey work in accordance with Class Society regulations
- ▮ Review BSM's SMS and EMS periodically and report suggestions to BSM
- ▮ Follow the requirements of the Competency Management System (CMS)

Report to BSM:

- ▮ Serious technical difficulties immediately and planned corrective actions
- ▮ Operational difficulties that affect machinery performance and planned corrective actions