

RESOLUTION A.622(15)

*Adopted on 19 November 1987
Agenda item 12*

**BASIC PRINCIPLES TO BE OBSERVED IN KEEPING AN ENGINEERING
WATCH ON BOARD FISHING VESSELS**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

BEARING IN MIND that article III of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, excludes application to fishing vessels of the basic principles relating to watchkeeping given in that Convention,

DESIRING to promote safety of life at sea and protection of the marine environment,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its fifty-second session,

1. ADOPTS the Recommendation on Basic Principles to be Observed in Keeping an Engineering Watch On Board Fishing Vessels given in the Annex to the present resolution;
2. URGES Member Governments to implement the measures contained in the Recommendation as soon as possible.

ANNEX

**RECOMMENDATION ON BASIC PRINCIPLES TO BE OBSERVED IN KEEPING
AN ENGINEERING WATCH ON BOARD FISHING VESSELS**

- 1 Administrations should direct the attention of fishing vessel owners, operators, skippers, chief engineer officers and watchkeeping personnel to the following principles which should be observed to ensure that a safe engineering watch is maintained at all times.
- 2 The term "watch" is used in this Recommendation to mean either a group of personnel composing the watch or a period of responsibility for an engineer officer during which his physical presence in the machinery space may or may not be required.
- 3 The basic principles, including but not limited to the following, should be taken into account on all fishing vessels having main propulsion machinery of 750 kW propulsion power or more.

4 GENERAL

4.1 The chief engineer officer of every fishing vessel is bound, in consultation with the skipper, to ensure that watchkeeping arrangements are adequate to maintain a safe watch. When deciding the composition of the watch, which may include appropriate engine-room ratings, the following criteria, *inter alia*, should be taken into account:

- .1 type of fishing vessel;
- .2 type and condition of the machinery;
- .3 special modes of operation dictated by conditions such as the length of the voyage, weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 qualifications and experience of the watch;
- .5 safety of life, fishing vessel, catch, and protection of the environment;
- .6 observance of international, national and local regulations;
- .7 maintaining the normal operations of the fishing vessel.

4.2 Under the direction of the chief engineer officer, the engineer officer in charge of the watch should be responsible for the inspection, operation and testing, as required, of all machinery and equipment under his responsibility. The engineer officer in charge of a watch is the chief engineer officer's representative and his primary responsibility, at all times, should be the safe and efficient operation and upkeep of machinery affecting the safety of the fishing vessel.

4.3 The chief engineer officer should, in consultation with the skipper, determine in advance the needs of the intended voyage, taking into consideration the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.

5 OPERATION

5.1 The engineer officer in charge of the watch should ensure that the established watchkeeping arrangements are maintained. Under his general direction, engine-room ratings, if forming part of the watch, should be required to assist in the safe and efficient operation of the propulsion machinery and the auxiliary equipment.

5.2 At the commencement of the engineering watch, the current operational parameters and condition of all machinery should be verified. Any machinery not functioning properly, expected to malfunction or requiring special service, should be noted along with any action already taken. Plans should be made for any further action if required.

5.3 The engineer officer in charge of the watch should ensure that the main propulsion plant and auxiliary systems are kept under constant surveillance, that inspections are made of the machinery and steering gear spaces at suitable intervals and that appropriate action is taken to remedy any malfunction discovered.

5.4 When the machinery spaces are in the manned condition, the engineer officer in charge of the watch should at all times be readily capable of operating the propulsion equipment in response to needs for changes in direction or speed. When the machinery spaces are in the periodic unmanned condition, the designated duty engineer officer in charge of the watch should be immediately available and on call to attend the machinery spaces.

5.5 All bridge orders should be promptly executed. Changes in direction or speed of the main propulsion unit should be recorded, except where an Administration determines that the size or characteristics of a particular fishing vessel make such recording impracticable. The engineer officer in charge of the watch should ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.

5.6 The engineer officer in charge of the watch should not be assigned or undertake any duties which would interfere with his supervisory duty in respect of the main propulsion system and auxiliary equipment and he should ensure that the main propulsion system and auxiliary equipment are kept under constant surveillance until he is properly relieved.

5.7 Due attention should be paid to the maintenance and support of all machinery, including mechanical, electrical, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of data on usage of stores and spare gear.

5.8 The chief engineer officer should ensure that the engineer officer in charge of the watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the watch. The engineer officer in charge of the watch should be responsible for the isolation, bypassing and adjustment of all machinery under his responsibility that is to be worked on, and should record all work carried out.

5.9 Before going off duty, the engineer officer in charge of the watch should ensure that all events related to the main and auxiliary machinery are suitably recorded.

5.10 To avoid any danger to the safety of the fishing vessel and its crew, the engineer officer in charge of the watch should notify the navigating bridge immediately in the event of fire, impending actions in machinery spaces that may cause reduction in the fishing vessel's speed, imminent steering failure, stoppage of the fishing vessel's propulsion system or any alteration in the generation of electric power, or similar threat to safety. This notification, where possible, should be accomplished before changes are made in order to afford the navigating bridge the maximum available time to take whatever actions are possible to avoid a potential marine casualty.

5.11 When the engine-room is put in a stand-by condition, the engineer officer in charge of the watch should ensure that all machinery and equipment which may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.

6 WATCH REQUIREMENTS

6.1 Every member of the watch should be familiar with his assigned watchkeeping duties. In addition, every member should have, with respect to that fishing vessel:

- .1 knowledge of the use of appropriate internal communication systems;
- .2 knowledge of escape routes from machinery spaces;
- .3 knowledge of engine-room alarm systems and the ability to distinguish between the various alarms;
- .4 knowledge of the positions and use of the fire-fighting equipment.

6.2 The composition of an under-way watch should, at all times, be adequate to ensure the safe operation of all machinery affecting the operation of the fishing vessel, in either automated or manual mode and be appropriate to the prevailing circumstances and conditions. To achieve this, the following, *inter alia*, should be taken into account:

- .1 adequate supervision, at all times, of machinery affecting the safe operation of the fishing vessel;
- .2 condition and reliability of any remotely operated propulsion and steering equipment and their controls, control location and the procedures involved in placing them in a manual mode of operation in the event of breakdown or emergency;
- .3 location and operation of fixed fire detection, fire extinction or fire containment devices and apparatus;
- .4 use and operational condition of auxiliary, stand-by and emergency equipment affecting the safe navigation, mooring or docking operations of the fishing vessel;
- .5 steps and procedures necessary to maintain the condition of machinery installations in order to ensure their efficient operation during all modes of fishing vessel operation;
- .6 any other demands on the watch which may arise as a result of special operating circumstances.

6.3 At an unsheltered anchorage the chief engineer officer should consult with the skipper whether or not to maintain an under-way watch.

7 FITNESS FOR DUTY

The watch system should be such that the efficiency of the watch is not impaired by fatigue. Duties should be so organized by the chief engineer officer that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

8 PROTECTION OF THE MARINE ENVIRONMENT

All engineer officers and engine-room ratings should be aware of the serious effects of operational or accidental pollution of the marine environment and should take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.