



- (l) The handling of engine room generated hazardous waste and oily waste in accordance with all international and national pollution prevention requirements.

Any additional duties within the competence of Department personnel, as ordered by the Master.

## 2.2 Machinery Spaces Manning Levels

In “manned operation” the E/R watch consists of the Officer on Engine Watch (OOEW) who is in charge of the E/R operations until relieved. In both E/R operating modes a watch plan shall be posted in the E/R and signed by the C/E.

The following table provides guidance for the composition of the E/R watch in certain operations:

Operation	Minimum watch composition
Daytime open sea navigation with clear visibility	OOEW & Oiler or UMS ( <i>as applicable</i> )
Nighttime open sea navigation with clear visibility	
Daytime / Nighttime at anchorage	
Navigation in coastal waters, restricted waters or traffic separation schemes	C/E, OOEW & Oiler
Navigation in restricted visibility or ice	
Prior to arrival / departure / main engine warming up	
In port maneuvering	
Docking/undocking	
At SPM or during STS operations	C/E or alternatively 2 <sup>nd</sup> E/R, OOEW & Oiler
During pilotage	

## 2.3 Unmanned Machinery Spaces (UMS) Operation

On any ship certified for UMS operation, maximum usage should be made of the facility while at sea, at anchor or in port. Subject to the overall approval of the Master and the satisfactory condition of the specified UMS alarm and control systems, UMS should be adopted as the normal operation condition for such ships. In the above context, vessels are permitted to operate unmanned if the following conditions are met:

- Vessel is classed to be operated UMS
- All major equipment is operating as per design.
- Stand by equipment is in good condition ready for immediate use.
- All important engine room alarms are in full working order