### SQ-28a Engine Sea Watch Handover Checklist

External Number Asset Filled By Completed Frequency

25-I01171 Ocean Navigator Mariolito Ignes 10/17/2023 23:35 On Demand

Shown in Tags Title

On Demand AT SEA -PORTLAND

# Form Response Items

<b>ii</b> Number ▲	ii Item	<b>ii</b> Value
1	Engine Sea Watch Handover Checklist SQ 28A	
1.1	Hand over should be postponed when the ship is, or is about to be, engaged in a collision avoidance maneuver or a navigational alteration of course. Should the relieving officer consider the vessel to be in danger, he may refuse to take over the watch until the Chief Engineer has been advised and his instructions are received. The officer that is being relieved should not hand over the watch to the relieving officer if he has reason to believe that the latter is not capable of carrying out his duties effectively, in which case he should notify the Chief Engineer.	
1.2	Chief Engineers Night Orders reviewed	Done
1.3	Main Engines Status	Full Speed
2	Disel Generators Status	
2.1	Generators in service	STBD #3
2.2	Shaft Generator Status:	Off Line
2.3	Boiler in Service	None
2.4	Watertight door Status:	Closed
2.5	Stabilizer Status:	in

2.6	Stabilizer Status:	Manual
2.7	Grey Water Status:	Discharging
3	Fresh Water Production Status	
3.1	Evaporator- Port	Off
3.2	Evaporator- STBD	Off
3.3	Reverse Osmosis Plant:	Off
3.4	Tanks in Use (Consumption)	Yes
3.5	(D.O.) Diesel Oil	Yes
3.6	(F.O.) Fuel Oil	No
4	Fresh Water	
4.1	Fresh water (Aft)	Closed
4.2	Fresh Water (Center)	Closed
4.3	Fresh Water (port)	Open
4.4	Fresh Water (STBD)	Open
4.5	Current Hot Work(s)	NONE
4.6	Hourly Visual Inspection of engine room Complete	Done
4.7	Hourly Visual Inspection Engine room Time:	23:35
4.8	Handing Over OOW	Mariolito Ignes
4.9	Relieving OOW	Jose G. Gonzales Bonilla

#### SQ-28a Engine Sea Watch Handover Checklist

External Number Asset Filled By Completed

25-I01172 Ocean Navigator Jose G. Gonzales Bonilla 10/18/2023 03:58

Frequency Shown in Tags Title

On Demand On Demand

# Form Response Items

ii Number 🛕	<b> </b>	<b>ii</b> Value
1	Engine Sea Watch Handover Checklist SQ 28A	
1.1	Hand over should be postponed when the ship is, or is about to be, engaged in a collision avoidance maneuver or a navigational alteration of course. Should the relieving officer consider the vessel to be in danger, he may refuse to take over the watch until the Chief Engineer has been advised and his instructions are received. The officer that is being relieved should not hand over the watch to the relieving officer if he has reason to believe that the latter is not capable of carrying out his duties effectively, in which case he should notify the Chief Engineer.	
1.2	Chief Engineers Night Orders reviewed	Done
1.3	Main Engines Status	Full Speed
2	Disel Generators Status	
2.1	Generators in service	STBD #3
2.2	Shaft Generator Status:	Off Line
2.3	Boiler in Service	None
2.4	Watertight door Status:	Closed
2.5	Stabilizer Status:	in

2.6	Stabilizer Status:	Automatic
2.7	Grey Water Status:	Holding
3	Fresh Water Production Status	
3.1	Evaporator- Port	Off
3.2	Evaporator- STBD	Off
3.3	Reverse Osmosis Plant:	Off
3.4	Tanks in Use (Consumption)	Yes
3.5	(D.O.) Diesel Oil	Yes
3.6	(F.O.) Fuel Oil	N/A
4	Fresh Water	
4.1	Fresh water (Aft)	Closed
4.2	Fresh Water (Center)	Closed
4.3	Fresh Water (port)	Open
4.4	Fresh Water (STBD)	Open
4.5	Current Hot Work(s)	NA
4.6	Hourly Visual Inspection of engine room Complete	Done
4.7	Hourly Visual Inspection Engine room Time:	02:00
4.8	Handing Over OOW	Jose G. Gonzales Bonilla
4.9	Relieving OOW	Marlon lan Balading

### SQ-29A Engine Port Watch Handover Checklist

External Number Asset Filled By Completed Frequency

25-I01182 Ocean Navigator Mariolito Ignes 10/18/2023 08:23 On Demand

Shown in Tags Title

On Demand PORTLAND

## Form Response Items

ii Number	<b>ii</b> Item	<b>ii</b> Value
1	Engine Port Watch Handover Checklist SQ 29A	
1.1	Hand over should be postponed when the ship is, or is about to be, engaged in a collision avoidance maneuver or a navigational alternation of course.  Should the relieving officer consider the vessel to be in danger, they may refuse to take over the watch until the Chief Engineer has been advised and their instructions are received. The officer that is being relieved should not hand over the watch to the relieving officer if they have reason to believe that the latter is not capable of carrying out their duties effectively, in which case they should notify the Chief Engineer.	
1.2	Chief Engineer's Standing Orders and any special orders	Done
1.3	Main Engine Status, ongoing Maintenance	Done
1.4	Diesel Generator Status and Ongoing Maintenance, Port #1 & #2	Maintenance
1.5	Diesel Generator Status and Ongoing Maintenance, Starboard #3 & #4	Maintenance
1.6	Boiler Status	NONE

1.7	Any bunker / discharge operations in progress	No
1.8	Fresh Water Tank in use	Yes
1.9	Technical Water Tank in use	No
1.10	Hot Works in E/R, Tank Entry	No
1.11	Ballasting Operations	No
1.12	Ongoing Electrical Maintenance	No
1.13	Hotel Maintenance	DAILY JOBS
1.14	Special Requirements	SHIP IN PORT DUE TO FIRE IN ENGINE, MONITOR EDG
1.15	Oncoming Engineer confirms the above has been well communicated and understood	Jose G. Gonzales Bonilla