

Summary Report for Individual Task
551-88L-3041
Monitor the Engine Room Watch
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the [installation/activity name] foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: Aboard a vessel, at sea, at anchor or moored alongside the pier, day or night, under all sea and weather conditions, monitor the engine room watch, while wearing appropriate Personal Protective Equipment to include hearing protection, steel toed boots, and no loose clothing.

Standard: The Soldier will monitor a proper engine room watch, ensuring the watch stander made proper rounds of the engine room . Supervise proper operation of machinery. On Class B vessels, stood the engine room watch IAW Critical Task 551-88L-1023 and 551-88L-2039. The Soldier will make correct entries in the rough log, report any discrepancies and deficiencies that may hamper navigation and movement of the vessel directly to the bridge/coxswain, and then immediately inform the assistant chief engineer, and comply with official policy and procedures IAW TC 55-509.

Special Condition: None

Safety Risk: Medium

MOPP 4:

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: None

Performance Steps

1. Monitor the engine room watch, ensure the watch stander is standing the watch in accordance with;
 - a. Critical Task 551-88L-1023
 - b. Critical Task 551-88L-2039
 - c. The vessel's SOP
2. Make correct entries in the rough log.
 - a. All repairs
 - b. All maintenance performed
 - c. Starting and stopping machinery
 - d. Operating conditions
 - e. Operating pressures
 - f. Operating temperatures
3. Report any discrepancies and deficiencies.
 - a. Report any discrepancies and/or deficiencies that may hamper the navigation and movement of the vessel directly to the bridge/coxswain.
 - b. Except for Class B vessels, after reporting the discrepancies and/or deficiencies to the bridge/coxswain, immediately inform the chief engineer of the discrepancies and/or deficiencies.
 - (1) Reduced or loss of propulsion engines
 - (2) Reduced or loss of shaft control
 - (3) Reduced or loss of steering

(Asterisks indicates a leader performance step.)

Evaluation Guidance: None

Evaluation Preparation: None

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Monitored the engine room watch stander IAW;			
a. Task 551-88L-1023			
b. Task 551-88L-2039			
2. On Class B vessels, stood the watch IAW;			
a. Task 551-88L-1023			
b. Task 551-88L-2039			
3. Made correct entries in the rough log.			
a. All repairs			
b. All maintenance performed			
c. Starting and stopping machinery			
d. Operating conditions			
e. Operating pressures			
f. Operating temperatures			
4. Reported discrepancies and/or deficiencies to the bridge/coxswain.			
5. Reported discrepancies and/or deficiencies to the chief engineer immediately after notifying the bridge/coxswain.			
a. Reduced or loss of propulsion engines			
b. Reduced or loss of shaft control			
c. Reduced or loss of steering			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	AR 56-9	Watercraft	No	No
	TC 55-509	MARINE ENGINEMAN'S HANDBOOK	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-881-8112	Monitor the Engine Room Watch	551 - Transportation (Individual)	Analysis
551-88L-1023	Perform Engine Room Watch	551 - Transportation (Individual)	Approved
551-88L-2039	Conduct the Engine Room Watch	551 - Transportation (Individual)	Analysis
551-881-8112	Monitor The Engine Room Watch	551 - Transportation (Individual)	Approved

Supported Collective Tasks : None

ICTL Data :

ICTL Title	Personnel Type	MOS Data
88L30 Watercraft Engineer	Enlisted	MOS: 88L, Skill Level: SL3, Duty Pos: TFR, LIC: EN
88L40 Watercraft Engineer	Enlisted	MOS: 88L, Skill Level: SL4, Duty Pos: TGB, LIC: EN, SQI: O