Wanna be an Oiler?

Do you have mechanical training and a love for the sea? Are you able to work under various sea conditions? Do you have good people skills? Are you able to follow rules in a structured environment? Then, we may have the job for you!

What do they do?

Oilers are responsible for a wide variety of tasks. They report to the watchkeeping engineer of the vessel.

An oiler's key responsibilities include keeping watch in the engine room for six hours at a time; assisting the chief engineer in the start up and shut down of engine room equipment; keeping an engine room log; cleaning and caring for equipment, machinery, and machinery spaces; maintaining and repairing vessel machinery and tanks; loading and stowage of spare parts and supplies.

An oiler also participates in firefighting, environmental response and other drills, exercises and operations.

How do I become an Oiler?

If you want to become an oiler, you must complete a Marine Diesel Mechanics course at a recognized institute, such as the Marine Institute or the College of the North Atlantic. You will also require an Engine Room Rating Assistance (ERA) certificate.

Like all positions on Coast Guard vessels, you will require a Marine Emergency Duties (MED) certificate, a valid medical certificate and a security clearance.

Individuals interested in the Officer Cadet Training Program (OCTP) offered at the Canadian Coast Guard College should visit the College website for more information at www.cgc.gc.ca.

Openings for jobs with the Canadian Coast Guard (CCG) are advertised through the Public Service Commission (PSC) website at www.jobs.gc.ca.

spotlight on...

Dennis Carter, Oiler, *CCGS Henry Larsen*

"I really enjoy working at sea, facing challenges and working with my shipmates.

During a six-hour watch, the oil in all running equipment has to be checked many times and topped up. This equipment has to be monitored on a regular basis and anything that looks or feels out of the ordinary is reported to the engineer.

The engine room log has to be taken every three hours. Slop tanks and sludge tanks have to be sounded, bilges have to be checked, pressures and temperatures of running machinery have to be taken. All of this information is recorded in the chief engineer's log, which is a legal document that must be kept in a neat and legible manner. After the log is completed, I'm off to check the machinery spaces outside the main engine room. This is a 'fire round' that also serves as a check on equipment such as large coolers, steering and all other auxiliary equipment found outside the engine room. The engine room also has to be kept clean. Garbage has to be removed and decks have to be kept free of anything that may cause injury to you or your fellow shipmates. There's painting to be done to keep everything looking new, free of rust and deterioration. All piping has to be color-coded so that there is no problem knowing what type of liquid is inside and what direction that liquid is flowing. This helps the ship run smoothly...a clean and healthy engine room is a safe one for you and your shipmates."

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