



Wanna be a Marine Chief Engineer?

Do you enjoy math and recognize patterns easily? Are you logical, organized, a good communicator and a planner? Would you like to work in a marine environment? Then, we may have the job for you!

What do they do?

A chief engineer's key responsibility is to ensure that the machinery and systems of the vessel operate safely, reliably and efficiently with due regard for personnel safety and environmental protection.

Chief engineers supervise the second and third engineers and oilers and oversee the operation, maintenance and repair of engine room machinery onboard.

How do I become a Marine Chief Engineer?

To become a marine chief engineer, you must acquire a First Class Motor Certificate of Competence, a Marine Emergency Duties (MED) certificate, a valid medical certificate and a security clearance. The Propulsion Plant Simulator certificate is also a requirement.

To obtain a First Class Motor Certificate, you will have to first obtain your fourth, third and second class certificates or tickets, as they are officially called. These are obtained after significant time at sea. With sufficient sea time, you are eligible to apply for and be tested by Transport Canada (TC) for these tickets of certification.

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



Mia Hicks, Chief Engineer, CCGS Ann Harvey

"As systems and equipment need to be monitored to ensure everything is working properly, this is a job where every sense is utilized. Most systems are fitted with monitoring equipment such as gauges and alarm sensors so vision and hearing are critical. Feel (temperature and vibration) and smell (exhaust leaks, steam leaks, overheated oils or electrical components) are also useful in tracking down defects. We do try to stay away from 'taste'. This job also requires being determined, persistent and a planner (both contingency and detail).

It is a wonderful job. You get to go to sea. The ocean is infinitely entrancing. There is no need to commute as you live onsite. There is a broad variety of challenges and surprises to keep the job interesting (some providing quite the adrenaline rush). There is a lot of job satisfaction and a great leave system."

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