

**Resume up-dated: 25 January 2009****Charles E. Ormiston (Chief Engineer) U.S.C.G. License Unlimited H.P. Motor/Steam**

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**Willing to sail as: Chief Engineer or First, Second or Third Engineer****Objective: Seagoing or Shore Based Assignments**

Am seeking Chief Marine Engineering employment in the marine field, witness and testing of but not limited to: control valves, shut down valves, field instruments stimulation and signals in to control room. Pre Commissioning assist as needed. As Safety Officer I performed over sight, Dry-Dockings. I'm a safety minded hands on type Chief Engineer and like to interface with the crew and subordinates. Training and working with multi-national crews is a strong trait. **New built and retro-fit are my strong points, also along with operating vessels in service.**

**1968-2000 Experience and Responsibilities: Exxon/Mobil at Houston, TX.**

Chief Engineer (Exxon Benicia) Plan, organized, controlled all available resources to achieve the company's objective. Sailed the Exxon Benicia (165,000 DWT) tanker on the maiden voyage as First Engineer, in charge of all engineering systems and deck equipment, performing all preventive maintenance, including training subordinates on the job duties. Developed a cross training program for employees to develop a multi-skilled workforce. Implemented and enforced company policies, ensured compliance with safety rules and regulations to ensure a safe working environment. I participated in safety and environmental and internal audits.

**2000-2003 Sabine Shipping Company****Vessels: Fairbanks, Philadelphia, Colorado, Guadalupe, Leader, Sag River, San Francisco, Eagle**

Job Title: Chief Engineer: Sabine Shipping Company

**Responsibilities:** In charge of all engineering on vessel, engine room machinery, deck machinery, pump room equipment and budget for all engineering costs and repairs to the equipment. Set up and ensured the Planned Preventive Maintenance PM programs were in compliance with safety/regulations as per company and ABS rules. Over see all engineering personnel in their duties. Performed internal operational audits/safety shut downs as per PM requirements. Reported to the Port Engineer on a monthly bases the over All Plant Operational Efficiency.

**2003-2004 Vessel: R/V Thomas G. Thompson:** Chief Engineer, The University of Washington-Oceanography Department, Seattle, Washington. Was in charge of all vessel Engineering machinery, preventive maintenance, safety program, budget and cost for repairs and spares parts. I worked with technicians, electricians, fitters, performed all onboard repairs. I took on the assignments/projects given by Port Engineer.

**2005 Project: Kodiak (Tanker) 120 DWT Company: Exxon/Mobil-Port: Singapore Shipyard: Jurong**

Scope of work: Tanker Complete Retro-Fit (25 July – 30 October) 2005 Machinery Inspector: Responsibilities included: Inspections and testing of all equipment. All machinery was removed from the vessel to the shipyard shops and disassembled including auxiliary pumps, main cargo pumps, auxiliary steam turbines, main engine H.P. and L.P. turbines. The deck equipment was all removed and overhauled-winch, deck valves, in-tank valves, cranes, also all deck wiring was removed and renewed. All cargo piping was removed and inspected. Inspections were carried out on each piece of equipment and repairs carried out to bring the pumps, turbines, valves, etc. up to original specifications. All equipment wear down readings were taken and recorded for machinery history. Pressure testing of all pump seals, cargo valves, relief valves, safety valves was performed and witnessed. Overhaul and operational testing of all motors was carried out and witnessed.

**2006 TANKER SIERRA 120 DWT: 1 APRIL – 1 AUGUST: Responsibilities-Machinery Inspector**

**NOTE: Project: Same project as Kodiak 20005 (Jurong Shipyard, Singapore)**

**2004-2005 FPS, Inc. Houston, TX.**

**Job Title: Chief Engineer FSPO DIDON (Location: Off the coast of Tunisia)**

Following were my responsibilities including instruction to shore side multinational work crews: As Operating Chief Engineer while vessel was on station at the well heads and vessel dry-docking, I was in charge of the Engineering onboard including repairs to the crude oil process plant onboard and ordering of the spare parts for the engineering department, including deck equipment. Set the work rules for all welding and hot work permits to be with in the guide lines of safety and the company policy. Took the vessel into dry dock at Malta Shipyard and overhauled the following equipment; main cargo pumps, removed tail shaft and took all wear down readings and recorded. Complete running gear inspection of the line shafting, from the reduction drive gears. Removed a number of valves for inspection/repair and testing and re-installed. I returned the vessel back to station and into production at the well heads. My responsibilities included the safety of all personnel and equipment while in the shipyard and back to station and into production, the repair and dry docking went as planned without any mishap. Note: All vessel crew and shore side work force were multinational.

**2005 to 2009 FPS, Inc. Houston, TX. U.S.A.** Consultant for the Marine operations and ship matters for vessel storage of oil and safe operations. This is going progress with FPS, Inc.

**Education/Training:**

Navy/U.S.M.M.A./Texas A & M: Fire fighting, steam plant operation, major pump repair, air conditioning and refrigeration operation and repair. U.S.M.M.A. Motor Ship operational and repair.

Seaman Church Inst-Marine Engineering New York City, N.Y. Received U.S.C.G. Third Engineer License, Unlimited H.P. Steam 1970, then Up-graded to Chief Engineer Unlimited H.P. Steam/Motor 1980.

**Current documents: Chief Engineer USCG License Unlimited steam/motor, STCW, PIC, TWIC.**

**Navy Service:**

**1962-1968 Served 6.5 years in the U.S. NAVY (Served in the Engineering Department)**

**Vessels: USS LEADER MSO 490, USS CONSTELLATION CVA 64, USS CAMDEN AOE-2**

**References Available Upon Request**