

Application Form

Chief Engineer.

read please my cover letter and take a look my documents

- ✓ Education '[click here](#)'
- ✓ Documents '[click here](#)'
- ✓ Certificates '[click here](#)'
- ✓ Medical fitness '[click here](#)'



Main information

Position:	Chief Engineer	Desired Type of Ship:	Any
Desired salary:	Negotiable	Available from:	ASAP
Full Name:	OrlovAndriy	Date of birth:	28/09/1971
Citizenship:	Ukraine	Place of birth:	Germany/Dresden
Phones:	+34744702099	Country of residence:	Spain
E-mail address:	andrlov@icloud.com	English level:	Fluent
Skype:	andrlov44	USA visa valid up:	26/06/2027

Passports/Smbk	#	Date of Issue:	Place of Issue:	Date of Expire:
Seaman's book:	AB 692289	22/02/2022	Mariupol	22/02/2027
International passport:	FL350662	30/01/2018	Odessa	30/01/2028
Diplomas	#	Date of Issue:	Place of Issue:	Date of Expire:
Rank:	First class engineer/Chief Engineer			
Professional license:	05134/2023/08	12/04/2023	Ukraine	11/04/2028
Endorsement:	05134/2023/08	12/04/2023	Ukraine	11/04/2028
Certificates	#	Date of Issue:	Place of Issue:	Date of Expire:
Basic Safety Training:	14511	10/04/2023	Odessa	10/04/2028
Advanced Fire Fighting:	12261	10/04/2024	Odessa	10/04/2028
Medical First aid:	0025/2023	10/04/2024	Odessa	10/04/2028
Proficiency in Survival craft:	13097	11/04/2023	Odessa	11/04/2028
Designated security duties of shipboard personnel:	37	03/01/2020	Odessa	03/01/2025

Ship security officer:	0035/2023	12/04/2024	Odessa	12/04/2028
DP maintenance:	17/223/2014	19/11/2014	Odessa	

Medical	#	Date of Issue:	Place of Issue:	Date of Expire:
Medical fitness certificate:	0554	11/12/2023	Odessa	11/12/2025
Alco-drug certificate:	0554	11/12/2023	Odessa	11/12/2025
Yellow fever:	No number	13/04/2010	Odessa	12/04/2020

Sea Service (Reverse Order)						
Position:	Name:	Type:	DWT/ GTN	ME Type/kW	From - Till	Employer:
C/E	EA Centaurus	Container	86361	7G80ME-C10.5-HPSCR	04/06/2024 07/10/2024	Eastaway
C/E	X-Press Carina	Container	86361	7G80ME-C10.5-HPSCR	22/12/2023. 29/04/2024	Eastaway
C/E	EA GANNET	Container	23017	6S50ME-C9,5 HPSCR	31/05/2023. 7/10/2023	Eastaway
C/E	Sider Bilbao	General Cargo	18568	7S35MC-5	3/12/2021. 11/02/2022	Nova Ship
C/E	Gulf Bakah	Container	51247	8RTA82C	31/05/2021. 9/09/2021	Fleet management
C/E	Prodigy	Bulker	76116	5S60ME-C8,2	30/05/2020 16/10/2020	El Victor Group
C/E	ELAZIZ	General Cargo	26052	6L48/60B	12/01/2020 01/04/2020	Elaziz LTD
C/E	Cont Ship Ice	Container	17192	8S50ME-C	27/05/2019 9/09/2019	Staff center LTD

Position:	Name:	Type:	DWT/GTN	ME Type/kW	From - Till	Employer:
C/E	Sheila	Balk carrer	34206	5S60ME-C8/8050	06/01/2018 30/04/2018	Lemissoler
C/E	Mirela	Balk carrer	34206	5S60ME-C8/8050	23/06/2017 08/10/2017	Lemissoler
<p>Navigation area: China Ports , Australia, North Europe, India , South Africa and USA ports.</p> <p>There are M/V Mirela and M/V Sheila new bulding and were covered under warranty.</p> <p>I arranged warranty claims to Ship Yard by automation and alarm system due malfunctions machinery.</p> <p>I detailed famalised with problems as during operations of vessels and raised warranty claims, accordingly.</p>						
C/E	Istra Ace	Ro-Ro	4610	8S50MC/12640	26/08/2016 31/12/2021	Vita maritime

Istra Ase IMO 9318503 Stamco

Navigation area Japan - Australia - New Zealand - Korea - Singapore - Africa.

Ports: Yokohama, Hiroshima, Nakanasaki, Oakland, Vilington, Litin tone, Incheon, Singapore, Townsville, Melbourne, Kisarazu, Yukaachi, Kobe. Mombasa, Durban, Elizabeth port, Maputo.

From August 26, 2016 to December 31, 2016.

- ✓ Has made an unscheduled search for the cylinders of the main engine. Units "№7,5, 4, 1. from active wear of fuel with high content of aluminum silicone in heavy fuel.
- ✓ Successful repair of separators. Washed, defective sensors replaced, On the second unit of the control unit replaced the motherboard.
- ✓ With the machine team, we will conduct the training: "Proper fuel preparation when working with fuel with a high aluminum content of the silicone." As a result, the wear of the main engine liners was stopped.
- ✓ Repaired and started ship air conditioners after six years of damage.
- ✓ Replaced compressor number 1 and eliminated the leakage of freon (25 kg / per month)
- ✓ Recovered and legalized the OWS work, in accordance with the requirements of MARPOL. OWS replaced the filter, the 15PPM tool was replaced with the corresponding certificate, the tank was manually cleaned, in the corresponding entries in the ORB.
- ✓ To prevent cargo damage and in accordance with the requirements of private ports. All fuel pumps with injectors are replaced, with the corresponding reports. The vessel carried out cargo operations unhindered in the ports of Japan, Australia, New Zealand and Singapore/
- ✓ Conducted an unscheduled washing of the auxiliary boiler with water, before entering the port, to reduce the release of soot during cargo operations, to prevent damage to the cargo (expensive cars.)
- ✓ Recovered the work of the incinerator and the sludge was regularly burned.
- ✓ Eliminated leaks of freon on the CO2 cooling system. Compose an official application for a complete replacement of compressors.
- ✓ Corrected PMS. PMS became operational.
- ✓ Without remarks, the port and state control in Australia were passed, Flag State in South Africa in Durban and MOL audit in Yokohama.

C/E	APL Boston	Container	115105	10S90ME-C/ 58100	23/12/2015 22/04/2015	Olvia maritime
-----	----------------------------	-----------	--------	---------------------	--------------------------	--------------------------------

APL Boston IMO 9597496

Navigation area Middle and Far East.

Ports: Singapore, Nansha, Chivan, Shanghai, Hong Kong, Jabel Ali, Abudabi, Sugar, Yantian, Kuashin.

From December 23, 2015 to April 22, 2016.

Before boarding the ship, passed the courses Electronic engines.

I received a certificate in Singapore. Man B& W Electronic Engines Course

On the ship there were no problems, I worked with pleasure.

- ✓ Scheduled main engine repair unit No. 7
- ✓ Modernized the cylinder lubrication system, divided the main reserve tanks into two oil types. The pipes of the system are ready for use.

C/E	Chopin	Container	46954	7K90MC-C/ 31990	25/07/2015 17/10/2015	Vita maritime
-----	------------------------	-----------	-------	--------------------	--------------------------	-------------------------------

CHOPIN IMO 9449120 Tomas Schulte Navigation

area Northern Europe- Atlantic Ocean, Caribbean Sea. Panama Canal, Pacific Ocean, Peru.

Ports of Rotterdam, Hamburg, Antwerp, Le Haver, Cartagena, Monzanillo, Guaquil, Callao, Paita.

From June 25, 2015 to October 17, 2010.

- ✓ Maintenance and repair of refrigerating containers in 600 pieces of quantity.
- ✓ The successful passage of the survey, the state inspection flag.
- ✓ Ordering spare parts.
- ✓ Preparation, repair and maintenance of auxiliary engines with a load of 85% for the transport of refrigerating containers.
- ✓ Ordering spare parts and repairs, ordering brigade from shore for repair of fuel and oil separators.

C/E	Eleni-1	Container	22250	7RTA62U/ 15540	2/04/2015 8/06/2015	Marlow Ukraine
-----	-------------------------	-----------	-------	-------------------	------------------------	--------------------------------

Eleni-I IMO 9129823 Marlow Navigation2-April-2015 to 8-July 2015.

Area of navigation the Atlantic Ocean. Brazil the center of the Amazon! Ports: Manzanillo, Port Sucre, Macapa, Manaus.

- ✓ Restored and legalized OWS. Has applied for recalibration 15 PPM tool.
The filter was replaced and the tank was cleaned manually. The works are executed with the corresponding ORB record.
- ✓ The flooding of the boiler room (15 m3 per day)
Defective pipes are repaired and replaced.
- ✓ Main Engine alarm system restored, emergency stop signals eliminated, defective sensors replaced with new ones.
- ✓ Restoration of the shaft generator. Replaced compressor on air conditioners.
- ✓ Inventory and order critical spare parts with the correct placement in the engine and boiler room.

C/E	MSC Maria Pia	Container	40100	8RTA72U/ 24280	28/04/2014 17/09/2014	MSC Mumbai
-----	-------------------------------	-----------	-------	-------------------	--------------------------	----------------------------

MSC Maria Pia IMO 9155107 container. Malta / Valletta

Navigation area Caribbean, North Atlantic, Gulf of Mexico.

Ports: Freeport, Montreal, Cosedo, Sant John, Kingston, Tampa, Mobile, New Arlean. Houston, Veracruz, Altamira.

Since April 28, 2014 boarded the vessel MSC Maria Pia.

- ✓ Successful PMS recovery and story with ISM forms filling.
- ✓ Successful modernization of the drain of the dirty system oil of the main machine stems seals.
- ✓ Running Diesel # 3 after the accident and recovery. Replacement of the defective speed regulator.
Complete security system restore.
- ✓ Emergency warning works for diesel generator No. 1, 2, 4, alongside with the replacement of defective sensors. False alarms have been cleared; the Power Management System with a reserve could be used.
- ✓ Successful repair of starting air compressors.
- ✓ Regularly carried out transitions from high-sulfur fuel to low-sulfur and vice versa.
- ✓ Emergency maintenance work has been carried out to repair the main engine's fuel system. Booster pumps were replaced, resulting in complete wear and tear. Accumulator operation restored.
- ✓ Inspection of deck machinery was carried out. In reducers of mooring winches the watered oil is replaced. The hydraulic system of the winch eliminates leaks.
- ✓ Successful passage of USA coast guard. Without comments.
- ✓ The operation of the oil separator has been restored.
- ✓ Ordered through the AMOS program a special tool for the overhaul of auxiliary engines.

C/E	MSC JOY	Container	31160	6RTA76/16260	24/08/2013 19/01/2014	MSC Ukraine
C/E	MSC JOY	Container	31160	6RTA76/16260	08/12/2012 22/04/2013	MSC Ukraine
<p>MSC JOY IMO 9039250</p> <p><u>On December 8, 2012</u>, I boarded the MSC JOY container vessel. Flag Malta / Valletta Navigation area northern Europe. Ports: Rotterdam, St. Petersburg, Hamburg, Gothenburg, Antwerp, Bremerhafen, Liverpool, Riga, Muga, Le Naver, Brest.</p> <ul style="list-style-type: none"> ✓ Successful repair and restoration of OWS. Trunks are welded, filters are replaced. ✓ Submission of an application for modernization and amendment of the IOPP certificate, modernization and successful delivery to the register. ✓ Transportation of refrigerating containers up to 400 pcs in conditions of low temperatures and ice navigation. ✓ Emergency warning Engine repair. Replacement of all valves on diesel, providing quick repair and access to engine cylinders. ✓ Successful ice navigation without damage to the main engine and rudder. ✓ Emergency work on restoration of auxiliary engine No. 2 was carried out. Crankshaft replacement, run-in and delivery to the register. ✓ Presenting a vessel to the register GL ✓ CO2 system The cooling system has been repaired, eliminating leaks, and replacing (TRV) thermal expansion tubes. ✓ Successful inventory and ordering of critical spare parts for AMOS / ✓ Passage of the Flag and Port Inspections and also the class of surveys. All without any notifications in the city of St. Petersburg and other ports. <p>I worked two contracts. Until January 19, 2014 with four months of leave.</p>						
C/E	MSC Augusta	Container	31205	6RTA 62/9500	12/12/2012 12/08/2013	MSC Ukraine

MSC Augusta IMO 8512891

MSC Augusta. Container vessel 12.12.2011- 12.08.2012

Navigation area: the Mediterranean Sea. Ports of call: Limassol, Beirut, Latakia, Izmir, Piraeus, Venice, Rowena, Ancona.

- ✓ Unplanned repair of the Main Engine - unit # 1 liner replacement due to complete wear.
- ✓ Unplanned repair of the Main Engine –unit#2 piston replacement.
- ✓ 3. Emergency repair Main Engine-cylinder block was damaged.
- ✓ Has achieved warranty repair of gas turbochargers, with the complete replacement of defective rotors.
- ✓ Restoration of the shaft generator with the elimination of a false emergency stop signal.
- ✓ Emergency situation for thermo-oil, for leaving the channel, successful solution of the problem, unplanned oil and circulation pump change.
- ✓ Successful experience and work in the AMOS program. Order and inventory of critical parts.
- ✓ Successful repair of cylinder lubricant, all lubricators are hauled, active wear of cylinder liners is stopped.
- ✓ Successful repair of the main engine oil system ensured a long service life of the Main Engine and high quality of the system oil.
- ✓ Complete re-assembly of the Main Engine oil separator, which ensured the smooth operation of the separator.
- ✓ A complete unscheduled replacement of the oil of diesel generators No. 1, No. 2, No. 3, to prevent fatal damage to machinery.
- ✓ The OWS work is restored, the filter is replaced, a 15 PPM tool is replaced, the bilge tank is cleaned. With the corresponding entries in the OIL RECORDS Book
- ✓ The work on the hold's bilge system, prescribed by GL was carried out. No comments received.
- ✓ Successful repair of a provisioning facility, replacement of the shaft seal. Compressor No. 1, compressor No. 2 with centering.
- ✓ Achieved the warranty repair of the main engine turbocharger, by the special workshop, with a complete replacement of rotors.

Sea Service (Reverse Order)

Position:	Name:	Type:	DWT/GTN	ME Type/kW	From - Till	Employer:
C/E	Sheila	Balk carrer	34206	5S60ME-C8/8050	06/01/2018 30/04/2018	Lemissoler
C/E	Mirela	Balk carrer	34206	5S60ME-C8/8050	23/06/2017 08/10/2017	Lemissoler
<p>Navigation area: China Ports , Australia, North Europe, India , South Africa and USA ports.</p> <p>There are M/V Mirela and M/V Sheila new bulding and were covered under warranty.</p> <p>I arranged warranty claims to Ship Yard by automation and alarm system due malfunctions machinery.</p> <p>I detailed famalised with problems as during operations of vessels and raised warranty claims, accordingly.</p>						
C/E	Istra Ace	Ro-Ro	4610	8S50MC/12640	26/08/2016 31/12/2021	Vita maritime

Istra Ase IMO 9318503 Stamco

Navigation area Japan - Australia - New Zealand - Korea - Singapore - Africa.

Ports: Yokohama, Hiroshima, Nakanasaki, Oakland, Vilmington, Litin tone, Incheon, Singapore, Townsville, Melbourne, Kisarazu, Yukaachi, Kobe. Mombasa, Durban, Elizabeth port, Maputo.

From August 26, 2016 to December 31, 2016.

- ✓ Has made an unscheduled search for the cylinders of the main engine. Units "№7,5, 4, 1. from active wear of fuel with high content of aluminum silicone in heavy fuel.
- ✓ Successful repair of separators. Washed, defective sensors replaced, On the second unit of the control unit replaced the motherboard.
- ✓ With the machine team, we will conduct the training: "Proper fuel preparation when working with fuel with a high aluminum content of the silicone." As a result, the wear of the main engine liners was stopped.
- ✓ Repaired and started ship air conditioners after six years of damage.
- ✓ Replaced compressor number 1 and eliminated the leakage of freon (25 kg / per month)
- ✓ Recovered and legalized the OWS work, in accordance with the requirements of MARPOL. OWS replaced the filter, the 15PPM tool was replaced with the corresponding certificate, the tank was manually cleaned, in the corresponding entries in the ORB.
- ✓ To prevent cargo damage and in accordance with the requirements of private ports. All fuel pumps with injectors are replaced, with the corresponding reports. The vessel carried out cargo operations unhindered in the ports of Japan, Australia, New Zealand and Singapore/
- ✓ Conducted an unscheduled washing of the auxiliary boiler with water, before entering the port, to reduce the release of soot during cargo operations, to prevent damage to the cargo (expensive cars.)
- ✓ Recovered the work of the incinerator and the sludge was regularly burned.
- ✓ Eliminated leaks of freon on the CO2 cooling system. Compose an official application for a complete replacement of compressors.
- ✓ Corrected PMS. PMS became operational.
- ✓ Without remarks, the port and state control in Australia were passed, Flag State in South Africa in Durban and MOL audit in Yokohama.

C/E	APL Boston	Container	115105	10S90ME-C/ 58100	23/12/2015 22/04/2015	Olvia maritime
-----	----------------------------	-----------	--------	---------------------	--------------------------	--------------------------------

APL Boston IMO 9597496

Navigation area Middle and Far East.

Ports: Singapore, Nansha, Chivan, Shanghai, Hong Kong, Jabel Ali, Abudabi, Sugar, Yantian, Kuashin.

From December 23, 2015 to April 22, 2016.

Before boarding the ship, passed the courses Electronic engines.

I received a certificate in Singapore. Man B& W Electronic Engines Course

On the ship there were no problems, I worked with pleasure.

- ✓ Scheduled main engine repair unit No. 7
- ✓ Modernized the cylinder lubrication system, divided the main reserve tanks into two oil types. The pipes of the system are ready for use.

C/E	Chopin	Container	46954	7K90MC-C/ 31990	25/07/2015 17/10/2015	Vita maritime
-----	------------------------	-----------	-------	--------------------	--------------------------	-------------------------------

CHOPIN IMO 9449120 Tomas Schulte Navigation

area Northern Europe- Atlantic Ocean, Caribbean Sea. Panama Canal, Pacific Ocean, Peru.

Ports of Rotterdam, Hamburg, Antwerp, Le Haver, Cartagena, Monzanillo, Guaquil, Callao, Paita.

From June 25, 2015 to October 17, 2010.

- ✓ Maintenance and repair of refrigerating containers in 600 pieces of quantity.
- ✓ The successful passage of the survey, the state inspection flag.
- ✓ Ordering spare parts.
- ✓ Preparation, repair and maintenance of auxiliary engines with a load of 85% for the transport of refrigerating containers.
- ✓ Ordering spare parts and repairs, ordering brigade from shore for repair of fuel and oil separators.

C/E	Eleni-1	Container	22250	7RTA62U/ 15540	2/04/2015 8/06/2015	Marlow Ukraine
-----	-------------------------	-----------	-------	-------------------	------------------------	--------------------------------

Eleni-I IMO 9129823 Marlow Navigation2-April-2015 to 8-July 2015.

Area of navigation the Atlantic Ocean. Brazil the center of the Amazon! Ports: Manzanillo, Port Sucre, Macapa, Manaus.

- ✓ Restored and legalized OWS. Has applied for recalibration 15 PPM tool.
The filter was replaced and the tank was cleaned manually. The works are executed with the corresponding ORB record.
- ✓ The flooding of the boiler room (15 m3 per day)
Defective pipes are repaired and replaced.
- ✓ Main Engine alarm system restored, emergency stop signals eliminated, defective sensors replaced with new ones.
- ✓ Restoration of the shaft generator. Replaced compressor on air conditioners.
- ✓ Inventory and order critical spare parts with the correct placement in the engine and boiler room.

C/E	MSC Maria Pia	Container	40100	8RTA72U/ 24280	28/04/2014 17/09/2014	MSC Mumbai
-----	-------------------------------	-----------	-------	-------------------	--------------------------	----------------------------

MSC Maria Pia IMO 9155107 container. Malta / Valletta

Navigation area Caribbean, North Atlantic, Gulf of Mexico.

Ports: Freeport, Montreal, Cosedo, Sant John, Kingston, Tampa, Mobile, New Arlean. Houston, Veracruz, Altamira.

Since April 28, 2014 boarded the vessel MSC Maria Pia.

- ✓ Successful PMS recovery and story with ISM forms filling.
- ✓ Successful modernization of the drain of the dirty system oil of the main machine stems seals.
- ✓ Running Diesel # 3 after the accident and recovery. Replacement of the defective speed regulator.
Complete security system restore.
- ✓ Emergency warning works for diesel generator No. 1, 2, 4, alongside with the replacement of defective sensors. False alarms have been cleared; the Power Management System with a reserve could be used.
- ✓ Successful repair of starting air compressors.
- ✓ Regularly carried out transitions from high-sulfur fuel to low-sulfur and vice versa.
- ✓ Emergency maintenance work has been carried out to repair the main engine's fuel system. Booster pumps were replaced, resulting in complete wear and tear. Accumulator operation restored.
- ✓ Inspection of deck machinery was carried out. In reducers of mooring winches the watered oil is replaced. The hydraulic system of the winch eliminates leaks.
- ✓ Successful passage of USA coast guard. Without comments.
- ✓ The operation of the oil separator has been restored.
- ✓ Ordered through the AMOS program a special tool for the overhaul of auxiliary engines.

C/E	MSC JOY	Container	31160	6RTA76/16260	24/08/2013 19/01/2014	MSC Ukraine
C/E	MSC JOY	Container	31160	6RTA76/16260	08/12/2012 22/04/2013	MSC Ukraine
<p>MSC JOY IMO 9039250</p> <p><u>On December 8, 2012</u>, I boarded the MSC JOY container vessel. Flag Malta / Valletta Navigation area northern Europe. Ports: Rotterdam, St. Petersburg, Hamburg, Gothenburg, Antwerp, Bremerhafen, Liverpool, Riga, Muga, Le Naver, Brest.</p> <ul style="list-style-type: none"> ✓ Successful repair and restoration of OWS. Trunks are welded, filters are replaced. ✓ Submission of an application for modernization and amendment of the IOPP certificate, modernization and successful delivery to the register. ✓ Transportation of refrigerating containers up to 400 pcs in conditions of low temperatures and ice navigation. ✓ Emergency warning Engine repair. Replacement of all valves on diesel, providing quick repair and access to engine cylinders. ✓ Successful ice navigation without damage to the main engine and rudder. ✓ Emergency work on restoration of auxiliary engine No. 2 was carried out. Crankshaft replacement, run-in and delivery to the register. ✓ Presenting a vessel to the register GL ✓ CO2 system The cooling system has been repaired, eliminating leaks, and replacing (TRV) thermal expansion tubes. ✓ Successful inventory and ordering of critical spare parts for AMOS / ✓ Passage of the Flag and Port Inspections and also the dial class of surveys. All without any notifications in the city of St. Petersburg and other ports. <p>I worked two contracts. Until January 19, 2014 with four months of leave.</p>						
C/E	MSC Augusta	Container	31205	6RTA 62/9500	12/12/2012 12/08/2013	MSC Ukraine

MSC Augusta IMO 8512891

MSC Augusta. Container vessel 12.12.2011- 12.08.2012

Navigation area: the Mediterranean Sea. Ports of call: Limassol, Beirut, Latakia, Izmir, Piraeus, Venice, Rowena, Ancona.

- ✓ Unplanned repair of the Main Engine - unit # 1 liner replacement due to complete wear.
- ✓ Unplanned repair of the Main Engine –unit#2 piston replacement.
- ✓ 3. Emergency repair Main Engine-cylinder block was damaged.
- ✓ Has achieved warranty repair of gas turbochargers, with the complete replacement of defective rotors.
- ✓ Restoration of the shaft generator with the elimination of a false emergency stop signal.
- ✓ Emergency situation for thermo-oil, for leaving the channel, successful solution of the problem, unplanned oil and circulation pump change.
- ✓ Successful experience and work in the AMOS program. Order and inventory of critical parts.
- ✓ Successful repair of cylinder lubricant, all lubricators are hauled, active wear of cylinder liners is stopped.
- ✓ Successful repair of the main engine oil system ensured a long service life of the Main Engine and high quality of the system oil.
- ✓ Complete re-assembly of the Main Engine oil separator, which ensured the smooth operation of the separator.
- ✓ A complete unscheduled replacement of the oil of diesel generators No. 1, No. 2, No. 3, to prevent fatal damage to machinery.
- ✓ The OWS work is restored, the filter is replaced, a 15 PPM tool is replaced, the bilge tank is cleaned. With the corresponding entries in the OIL RECORDS Book
- ✓ The work on the hold's bilge system, prescribed by GL was carried out. No comments received.
- ✓ Successful repair of a provisioning facility, replacement of the shaft seal. Compressor No. 1, compressor No. 2 with centering.
- ✓ Achieved the warranty repair of the main engine turbocharger, by the special workshop, with a complete replacement of rotors.

Next of Kin

Next of kin: Wife	Phone: +38(067)737-47-72
Name, Surname: AllaMinenkova	Address: Odessa, Ukraine

Biometricaldata

Sex: Male	Height: 178	Overall size: 54
Eyes color: Brown	Weight: 82	Shoe size: 41

Cover Letter

Good Day!

I very much hope that you will consider my candidacy and accept me as the top manager of the fleet in the technical department (Chief Engineer) in your company.

I am sure that I have all the necessary knowledge and skills to take up the vacancy of a senior engineer (the top Fleet Manager)

I have the technical knowledge to manage and to minimize the costs for the maintenance of modern vessels. I am purposeful, punctual, a man who keeps his word, a person with analytical mind, the one who is able to solve engineering and technical problems quickly and efficiently with minimal time and financial costs. My main trait is that I can see the problem from the inside.

I worked in mixed crews: Hindus, Pakistanis, Malaysians, Chinese, Filipinos, Croats, Bulgarians, Greeks, Russians, Ukrainians, and Poles. I respect all religions and views. I do not allow conflicts between crew members to appear at any point. My religion is an Orthodox Christian.

About myself:

From 1986 to 1989 I studied at the Technical School No. 17 in Odessa, specializing in a motorman-electrician.

After graduation he worked in the Odessa seaport on a floating ship repair base, by the specialty

In 1992 I entered the Odessa State Marine Academy for a hospital, ship mechanical faculty, which I have finished and graduated in 1997. According to the state distribution I was sent to the Ukrainian Danube Shipping Company. Until 2000 I worked as a Third Engineer, on the ships of the river-sea type.

In 2000 I have continued my career on heavy-duty marine vessels, as a Third Engineer. Until 2004 I was employed on foreign companies' vessels.

From 2004-2008 I worked at the bulk carriers as a second engineer. In 2008, I moved to the container fleet of MSC Hong Kong. My duties included maintenance and repair of the main engines of the ships, proper performance of watch keeping duties, maintenance and repair of auxiliary machinery and mechanisms, boilers, etc.

Since 2008, after the reorganization of MSC Hong Kong, I transferred to MSC Cyprus.

MSC Augusta IMO 8512891

On December 12, 2011 I joined the MSC Augusta. I worked as the Chief Engineer for eight months. On board there was a problem, the main engine did not develop the rated power, the shaft generator could not be used, the low oil pressure signal came out regularly, the oil filter clogged, the oil separator did not work, the sludge tanks were overfilled. According to the documents, a sludge tank full of oil leaks, seals and rods was filled for two and a half years, but it never became full.

The problems were solved within one month. The used oil, officially with the record in the Oil Record Book, was pumped to the sludge, the oil separator was restored, the oil was separated,

and 30% of the oil was replaced with a new one. The emergency stop signal was gone; it was possible to use the shaft generator. The Main Engine started to work, as it should.

The next problem: With a quarterly analysis of the thermal oil, the flash point was below the set limit. During the stay in the port of Izmir, the thermal oil in the boiler was replaced. But when leaving the port, when the Main Engine began to develop revs, the thermal oil boiled and a risk of explosion of the expansion tank was created. I ordered to reduce the speed of the Main Engine to a minimum. The temperature in the circuit was reduced to 140 degrees and then the vessel passed the channel and continued its voyage without emergency situations. In the course of my investigation it was found that instead of thermal oil, the tank was filled with a system Oil, and the thermal oil got into the system tank, it happened as a result of the negligence of my predecessor. After two weeks, the thermal oil was replaced with a new one, according to the manufacturer's instructions

A further problem was revealed: At the rated power of the Main Engine, with the shaft generator operating, there was abnormal vibration and the clapping of the turbine. According to the documents, the first and second cylinders were handled by my predecessor, but in actual fact the first cylinder wears out was more than 6mm, outside the maximum wear of the liner. I had to replace the liner on the first cylinder, and I restored the lubricant according to the manufacturer's instructions

Also in the parking lot in Piraeus, I obtained replacement and repair of turbochargers with a special service crew.

MSC JOY IMO 9039250

On December 8, 2012, I joined the MSC JOY container vessel. Flag Malta / Valletta

I worked two contracts until January 19, 2014 with four months of leave.

The following problems were found on board: Error in the IOPP certificate, the sludge tank was marked a bilge tank, both systems were mixed, and as a result OWS did not work and was choked up. I made a report to the company's management about making an official amendment to the IOPP certificate.

The bilge/sludge management plan has been changed officially and regularly began to pass bilge/sludge on shore according to MARPOL regulation.

At a scheduled inspection of the crankcase diesel generator No. 2, pieces of white metal were found, as it turned out these were the pieces of the bearing. The office was informed with detailed photos. According to the recommendation of the office, the bearings were inspected, and the defective ones with scratches were replaced with new ones. On the run-in, on the eighth minute, the new bearings began to burn, the engine was stopped before the explosion in the crankcase, no one was hurt, and the office was informed of what had happened, the crankshaft was replaced on the ship. A complete overhaul of the auxiliary engine was completed in two weeks.

In that flight there was ice passing in the winter.

We did the transportation of refrigerating containers 350 pieces of quantity with the usage of portable diesel generators.

There was a passage of the Flag State Inspection and Port State Inspection, alongside with the dial class surveys, all without any notifications in the city of St. Petersburg and other ports.

MSC Maria Pia IMO 9155107 container ship flag Malta/ Valletta

From April 28, 2014. boarded the vessel MSC Maria Pia.

The problems were identified: dirty system oil and a non-operating oil separator. Also there was a completely worn oil filter. On this issue, the company spent a lot of money on bearing repair and oil change (30 tons) for 17 years, during dry-dock and unscheduled repair. I installed a vent pipe for free waste oil drainage into the drainage system of waste oil, according to the manufacturer's Sulzer instruction Service Bulletin RTA – 68. 06/12/2004.

The problem is solved; the company's money is saved.

Also was the preparation and passage of USA Gosgard. There were no comments.

Recovery of PMS systems. Complete Inventory of spare parts with their correct placement in the pantry and engine room, which was not carried out for 17 years, not even once.

In 2014, I didn't work for half a year by the request of my wife. I continued self-education and received two certificates DP maintenance and Winch operator.

Eleni-I IMO 9129823 Marlow Navigation

2-April-2015 to 8-July 2015. Navigation area Panama - Manaus Brazil center of the Amazon!

The problem was in the non-working shaft generator. The automatic was also out of order. In the CCR the temperature was 60 degrees Celsius. I contacted the company's management for an urgent replacement of the compressor, the CCR air conditioner. Another problem was the flooding of the engine room, leakage of outboard and fresh water. Defective pipes were welded and replaced with new ones. But the ship lost the charter and I was sent home

CHOPIN IMO 9449120 Tomas Schulte, navigation area Northern Europe- Peru.

From June 25, 2015 to October 17, 2010.

Transportation of refrigerating containers in the quantity of 600 pieces.

There was a passage of Survey Inspection, Flag State Inspection and class survey.

I ordered spare parts. It was an interesting case. On board came spares, for another ship, what to do, and you urgently needed for your own, I ordered others for my own, and then misconnect I'm in Panama sending them to their destination, you know how much I have not slept, they did not want to understand and accept that parts came from another ship

APL Boston IMO 9597496

Navigation area Middle and Far East. From December 23, 2015 to April 22, 2016.

Before boarding the ship, I have passed the courses on Electronic engines.

I received a certificate in Singapore. Man B & W Electronic Engines Course.

On the ship there were no problems, I worked with pleasure.

Istra Ase . IMO 9318503 Stamco

Navigation area Japan - Australia - New Zealand.

From August 26, 2016 to December 31, 2016.

There were many problems. On the ship for the previous six years did not work air conditioners, in general. As well as the freezing cameras did not keep the temperature, the crew ate the spoiled food. The problem was eliminated immediately after filling the system with a new freon. The Main Engine had the damaged liners due to the use of fuel with a high content of aluminum-silicone. Since the construction of the ship there was no attention paid to the manufacturer's instructions for the production of separators, for the installation of a filter for the automation of the fuel separator. The filter was not installed from the building and the liners wore out for within one month, as if for 7 years. I achieved the installation of filters after nine years of operation of the vessel.

All the sludge and bilge tanks and were overflowed. I provided monitoring and measurements within every four hours, opened and cleaned the OWS Separator. The defective 15PPM tool was replaced with a new one.

OWS started to work and the problem of the sludge and the bilge was solved.

During cargo operations in Japan, black smoke from the pipe was poured, when auxiliary diesel engines operated, which caused damage to the cargo and also to the violation of the rules of private terminals. A detailed study revealed full wear of plunger pairs and nozzles on diesel engines. Everything was replaced and worked on without any smoke.

The Port and State controls have been passed in Australia, as well as Flag State Inspection in South Africa, Durban without any notifications.

They're haven't been any serious incidents during my work at sea. I strictly follow the implementation of safety in the engine and on the deck. All serious work on the maintenance of ship machinery and mechanisms, I plan ahead and prepare, thereby reducing the risks to a minimum

I particularly understood any malfunctions machinery from inside any causes led to it.

I have strong analyst skills shooting trouble analyst, and rectify problems with minimise expendables and consciousness for ship owners and operators.

We will challenge to vessels with problems for detailed investigation of problems and reason of consequences. It is technical problems or human factors.

I can arrange training course regarding following topics:

- Environment protections and properly following procedure as bunker operation with MARPOL annex 6, OWS operation with common problems, bilge and sludge management and way of correct monitoring.
- PMS properly planning maintenance of major machinery, and reduce risk of malfunction.
- Properly maintenance and ordering correct spare part demanding in nearest future.
- Erring properly the Critical spare part list, for minimise risk for operating vessels.
- Improving safety practice and reduce risk of human factors.

I have practical experience in administrative work: monthly reports, inventories, supply order, bunker order for the planned voyage, testing of rescue equipment and its repair, maintenance of rescue equipment documentation.

During my long and successful career, I gained invaluable experience in the maintenance of sea vessels. I always tried to ensure that the vessel meets the requirements of MARPOL, SOLAS.

I have a broad knowledge of how to fill out the ORB, in accordance with the requirements of MARPOL

I have a practical skill in preparing for bunkering operations. I made a bunker plan taking into account the planned voyage and cargo placement, which met the requirements of companies and MARPOL, with mandatory training and filling of ISM forms.

I worked in mixed crews, where different nationalities and religions were present.

I sincerely respect the different cultures and customs of the crew member. I try to smooth out conflicts in work and communication, both with subordinates and with management. I am able to correctly and quickly orientate in a complicated, dangerous and sudden situation.

I freely communicate in English, I have knowledge of computer programs: Word, Excel, Adobe reader, Adobe Photoshop, Power point, and ship AMOS, CODE-I, benefits any version, MOL dally Reporting. Etc.

Family man, I bring up my 11 year old son. I spend my free time with my family. Since the childhood I go in for sports. Hobbies bicycle, diving, free-diving.

I have passed military service in the special unit of the KGB of the USSR. In my youth I was fond of parachuting and flired on sports planes, had a third-class pilot license.

Sincerely, Andriy Orlov.