



PINNACLE TRANSPORT

MARINE TRANSPORTATION SERVICES

JOB DESCRIPTION- CAPTAIN/ WHEELHOUSE PERSONNEL

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Work Schedule:

- Work schedule for captains/wheelhouse personnel is 14 days on the vessel and 7 days off the vessel.
- 12-hour days with each watch broken down to 6 hours each. Captains normally stand the front watch (0600 - 1200 and 1800 - 2400).
- Captains may be requested to return to duty during the scheduled time off if an emergency arises.
- Your shift may require you to work on holidays.

Physical Demands:

- Communication with other vessels, Coast Guard Stations, lock masters and crew members. Communication may be made via VHF radio, orally, by sound signals or by hand signals. All captains/wheelhouse personnel must have hearing that allows them to communicate effectively in the conditions that might be encountered aboard a tow boat.
- Captains/Wheelhouse personnel must have vision that allows them to safely operate the vessel in situations that are likely to occur when a boat is in navigation night and day, year around. They must have color vision (attested to by Coast Guard license) that enables them to identify navigational lights, signals, and symbols, as well as warning lights or symbols. Their depth perception must be adequate for navigation in close quarters, including lock or bridge approaches.
- Captains/Wheelhouse personnel must be capable of stooping, bending, ascending and descending stairs or ladders safely sometimes while transporting tools or objects. They must be capable of lifting and moving equipment that may weigh in excess of 100 pounds. It may be necessary to move equipment that is heavy, large, and awkward- sometimes from one level to another. All wheelhouse personnel must consider the requirements of a particular job prior to undertaking the task so he/she can be assured that all necessary equipment or assistance is readily available. Wheelhouse personnel must know how and when to use the emergency equipment located on the vessel.
- Captains/ Wheelhouse personnel may be required to reach into small, poorly accessible areas of machinery, work on equipment that has pressurized or hot components, troubleshoot equipment that is difficult to reach, work in areas that have high noise levels, work below decks in an area that may experience periods of darkness in unusual situations, and work in confined and restricted spaces.

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- Captains/Wheelhouse personnel must be able to read well enough to understand coast Guard notices to Mariners, Rules of the Road, federal regulations, company directives, Corp of Engineer Publications, and river charts. They must be able to accurately record all required events in the vessel's logs and to communicate as required in the course of their job.
- Captains/ Wheelhouse personnel must have superior capabilities. They must be able to communicate and direct, in a professional manner, other personnel aboard the vessel. They are considered a PIC (Person in Charge) of Fuel Oil Transfers. They will be responsible for adequately training and designating deckhands on their vessel as a PIC of Fuel Oil Transfers at their own discretion.
- Upon arriving to the vessel on the day of crew change: Walk the vessel in its entirety and report the following inventory to Wes or Paul:
 - **Gas Diesel Lines Rigging Lube Oil Hydraulic Oil Pumps Hoses**
- Captains/ Wheelhouse personnel must create **Deck Orders**. Prior to departing Victoria once loaded, a deck order is to be created and sent in to Wes or Paul. This allows adequate time for order to be completed and prepared for the vessel in its entirety.
- Captains/ Wheelhouse personnel must create **Grocery Orders**. Prior to departing Victoria once loaded, a grocery order is to be created and sent in to Wes or Paul. This allows adequate time for order to be completed and prepared for the vessel in its entirety.
- Captains/ Wheelhouse personnel must complete any and all necessary vessel documentation, inspections, drills, or any other forms required by Pinnacle Transport company policy and/or per USCG and Sub Chapter M regulations.