

JOB DESCRIPTION TANKERMAN

WORK SCHEDULE: The standard work schedule for Tankermen is 30 days on the vessel then 15 days off. While on the boat, tankermen normally stand watch for 12 hours each day with the watch broken into two 6-hour watches: the forward watch (6:00 AM to Noon and 6:00 PM to Midnight) or the after watch (Noon to 6:00 PM and Midnight to 6:00 AM). At least one tankerman must be on a barge at all times during a cargo transfer.

When a tankerman is off duty, it is their responsibility to get adequate sleep and rest so they are capable of working safely and efficiently when required. A tankerman may be requested to return to a boat during their scheduled time off if an emergency occurs.

PHYSICAL DUTIES OF THE JOB: Tankermen must be capable of lifting and moving equipment that may weigh in excess of 100 pounds. It will frequently be necessary to move equipment that is heavy, large, and awkward, sometimes from one level to another. Mechanical lifting devices are provided and must be used as necessary. Assistance must be obtained from other members of the crew when appropriate. The tankerman must consider the requirements of a particular job prior to undertaking the task so he or she can be assured that all available equipment or assistance is readily available.

All tankermen must ascend and descend stairs or ladders, sometimes while transporting tools or objects. They must correctly use portable ladders or stools and use handrails when appropriate.

A tankerman's color vision must allow him to recognize color coded objects such as electrical components, navigation lights, hazardous cargo placards, dock warning signs or lights, pipes, and valves. A tankerman must advise the company of any change in his vision and he must wear eye protection when required by the work environment or by company policy. If vision deteriorates to the point that an individual cannot safely perform his daily duty, he or she must inform the company.

A tankerman's hearing must be adequate for assuring his own personal safety while working in a machinery space which has high levels of background noise; for detecting changes in the operating sounds of machinery; and for hearing alarms, signals from the boat, and signals from passing vessels. He or she shall be capable of communicating in English with the pilothouse or other personnel via portable or fixed VHF radio as well as intercom systems or voice communication.

A tankerman must be capable of reading English well enough to read and understand machinery operating or repair manuals, emergency response

procedures, Coast Guard regulations, terminal operating guidelines, and other pertinent information.

A tankerman must be capable of performing their assigned emergency duties without undue danger to themselves or the boat. The tankerman must know how and when to use the emergency equipment located on the boat and be able to properly wear any safety equipment required by their duties.

The physical dexterity required of a tankerman demands that he be able to manipulate small items in restricted spaces or large objects when using mechanical lifting devices. A broad range of strength and physical dexterity is required. Repairs may require that a tankerman reach into difficult to access areas of machinery; work on equipment that has pressurized or hot components; shut off or separate equipment to prevent a safety hazard; trouble shoot equipment that is difficult to access; work in areas that have high noise levels; work below decks in areas that may not be well lighted; and work in restricted spaces.

SECURITY DUTIES: The forward watch tankerman on an anhydrous ammonia tow is designated as the Vessel Security Officer for the barges on which he is working. The after watch tankerman has been designated the Alternate Vessel Security Officer. The Vessel Security Officer is responsible for the overall security of the barges and shall be guided in those responsibilities by our Coast Guard approved Vessel Security Plan.

MISCELLANEOUS DUTIES: The tankerman is responsible for keeping the cargo safely contained while the vessel is in transit; for conducting a safe cargo transfer operation when loading or unloading cargo; for the safe and efficient operation of the barge machinery at all times; for operating the barge in strict compliance with all applicable laws or regulations; for protecting the public, the environment, himself, and his fellow crew members from exposure to cargo vapors or liquid.

The tankerman shall maintain all the barge machinery and auxiliary equipment in accordance with the manufacturers recommended standards, as modified by written company policy. He or she must keep the office advised of problems encountered; parts needed; request assistance when necessary; and assist in major repairs when appropriate. Support from shore based mechanics will be provided in most repair situations; however, the tankerman is responsible for the maintenance and operation of his barge(s). The tankerman must be certain that any work can be performed safely, with no danger for the crew, barge, or boat.

The tankerman is responsible for the transfer of all fuel oil, lube oil, and chemicals aboard the barge(s). The tankerman must monitor the levels of liquid within the barge cargo tanks and fuel tanks to assure that no tank is ever overfilled. He or she must make every effort to comply with all pollution prevention laws, company

policy, and reasonable safety standards. Pollution of the navigable water is against the operating policy of Southern Towing Company.

Barge logs shall be maintained accurately and an inventory of all oils and supplies shall be monitored and kept at a level that is adequate to support uninterrupted barge operations.

When a cook is not assigned the tankerman will share food preparation duties with other crewmembers. When no deckhands are carried on the tow the tankerman will help with duties normally assigned to deckhands.

OTHER INFORMATION: All ammonia and petroleum tankermen are required to possess a valid U.S. Coast Guard issued Merchant Mariner's Document (MMD). The MMD is not valid if it has been revoked or is under suspension pursuant to a lawful order. The original MMD must be shown to the Personnel Manager at the time of employment. Any change in the status of the MMD must be reported immediately to the Personnel Manager.

Every crewmember is required to be aware of and comply with all directives, policies, and procedures contained in the Safety Training Operations and Personnel (STOP) Manual. Good working relationship with other members of the crew are an important part of the daily routine aboard the boat; every crewmember is expected to promote good working relationships.

Medical facilities and drug stores are not readily available to vessels along the river system. In some instances a lengthy delay in obtaining medical assistance or medicine may occur. Anyone needing medication or periodic medical treatment is responsible for obtaining that treatment and medicine during their time off the boat.

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It is the responsibility of every Southern Towing Company employee to report to their job in a timely manner, fit and ready for duty. Any change in your physical condition that could affect your personal safety or the safety of the boat and crew must be reported to the personnel office.