



Harvey Gulf International Marine

COMPETENCY PROFILE

Job Title: OSV Mate

General Job Description:

- Second in command for offshore supply vessel
- Commands offshore supply vessel while transporting passengers and cargo into and out of harbors, estuaries, straits, sounds, rivers, lakes, bays, gulfs and oceans
- Sets course and speed of vessel and determines position of vessel using navigational aids such as charts, compass, radar and GPS
- Steers vessel to various docks and offshore facilities where for loading or unloaded, avoiding reefs, outlying shoals, platforms, wellheads, other vessels and other hazards to shipping,
- Utilizes navigation devices, such as radar, GPS, sonic depth finder, compass and sextant and aids to navigation, such as channel markers and buoys
- Maintains position on location using dynamic positioning (DP II) system
- Directs and occasionally assists in loading and unloading of vessel
- Occasionally assists and in placement of suction hoses or siphons to pump water, drilling mud and other materials to or from vessel tanks
- Occasionally supervises or assists workers on deck in securing or releasing of mooring lines
- Directs and assists in performance of general maintenance work
- Occasionally supervises or assists in operation of all vessel equipment
- Responsible for supervision of crew and enforcement of all company policies
- Required to hold current license issued by U.S. Coast Guard as designated according to waters navigated and size of vessel
- Occasionally performs other duties such as engineer, oiler, deckhand and cook

Tools and Equipment Used:

- The OSV Master position covers offshore supply vessels
- Uses all vessel equipment, including Loran, GPS, radar, autopilot, compass, dynamic positioning (DP II) system, binoculars, engine controls, dividers, maps, ship's log, plotting sheets, sextant and other navigational aids
- Also uses hand tools, cleanup equipment and cooking utensils

Environmental Conditions:

- Working conditions vary from extremely hot (engine room temperatures up to 140 degrees), to freezing temperatures on deck
- Noise and vibration levels can be very high
- Indoor air is filtered, outdoor air varies with working environment

Mobility Barriers:

- Getting on and off boat: requires the individual to combine twisting, bending, stooping, jumping, squatting, climbing, balancing and swinging due to potential wave action
- Good upper and lower body strength is required
- Steep, narrow, one person stairwells throughout the vessel

Hours Worked:

- Offshore schedule: 28 days on and 14 days off (flexible)
- Offshore shift: Shifts vary, but may be up to twelve (12) hours on, and twelve (12) hours off

Physical Demands:

- Frequent lifting and/or carrying of objects up to 50 lbs.
- Occasional lifting and/or carrying of objects with help in excess of 50 lbs.
- Occasional climbing, balancing, stooping and crouching (climbing and descending stairs, chipping, painting, confined space entry, etc)
- Frequent reaching and handling of radios, spotlights, switches, levers and cables.
- Must have a clear voice and hearing
- Completes logs and maintenance reports
- Talks and listens to crewmembers regarding daily issues including safety concerns

Vision Requirements:

- Frequently uses near vision to read charts and reports
- Frequently uses far vision to see landmarks and oncoming vessels
- Frequently uses depth perception to judge distance
- Frequently uses wide field of vision to be aware

Standing and Walking Tasks:

- Check the vessel on tow regularly
- Walking to and from different sides of the vessel and to the wheel house
- Either standing or walking a majority of the time on duty
- Stands at the chart table frequently

Pushing and Pulling Tasks:

- Pushes and pulls switches, levers and cables
- Pushes and pulls deck lines
- Pushes and pulls entry doors

Sitting Tasks:

- Sits to navigate the vessel watch the VOR radar

Bending, crouching and Twisting Tasks:

- Getting on and off the vessel
- Looking back to see around the vessel
- Chipping, painting and cleaning
- Helping with maintenance problems as needed

Work Surface:

- Smooth tile floor, steel decks and stairs.

SKILLS

Reasoning Development:

- Must apply principles of logical or scientific thinking to a wide range of intellectual and practical problems
- Must deal with nonverbal symbolism (graphs etc) in their most difficult phases
- Must deal with a variety of abstract and concrete variables.

Mathematics Development:

- Must be able to calculate surfaces, volumes, weights, measures, circumferences and areas
- Must understand kinds of angles, and properties of pairs and angles
- Must be able to add, subtract, multiply and divide, with use of decimals and percentages

Reading and Writing Tasks:

- Must be able to read rules, regulations and maps
- Must be able to read safety signs, warnings and instructions
- Must read safety rules, warnings and instructions on maintenance shop tools and vessel equipment
- Must write reports with proper format, punctuation, spelling and grammar, etc
- Must complete position reports and log books which include data on position, destination, time of arrival, etc
- Must be able to write instructions

Speaking:

- Must speak fluent English
- Must be able to effectively communicate with crew including over radio, using appropriate poise, and voice control and voice modulation.

Mental Involvement:

- Extreme concentration is required when the weather is rough, when seas are bad, and when tying up to rigs, docks, etc.

Human Relations Tasks:

- Must be able to influence people, make judgments, supervise, perform under stress
- Must be able to get along with crew in tight quarters for extended periods of time

EDUCATION AND/OR LICENSING

- High school diploma preferred but not required
- must possess the following valid USCG documentation:
 - License with a minimum rating of 500 Ton OSV Mate (3000 ITC)
 - Mate of Towing endorsement (if being considered for employment on an anchor handling or towing vessel)
 - Nautical Institute full DP certification
 - STCW-95 with Mate Endorsement
 - MMD (Z-Card)
- valid Transportation Worker Identification Credential (TWIC card)

TRAINING

- Basic and advanced Kongsberg DP operator course
- STCW-95 with Mate Endorsement

EXPERIENCE

At least 1 year in this capacity