

MANUAL OF EVALUATION STANDARDS FOR CIVILIAN JOBS
IN THE DEPARTMENT OF THE ARMY

PART II—STANDARDS FOR WAGE BOARD JOBS

JOB FAMILY
Floating Plant

SERIES
Boat Operating — 5903

CODE
5903-9, 15, and 16

INTRODUCTION

Pursuant to the authority contained in WD Orders C, 1946, as amended by WD Orders E, 1946, this series of standards has been developed by the Office of the Chief of Engineers, using the work situations peculiar to floating plants as the basis of study. The standards have been reviewed and approved by the Salary and Wage Administration Branch, Civilian Personnel Division, Office, Secretary of the Army. *W-7*

LAUNCH OPERATOR, ~~GRADE 9~~

Point value ~~165~~

Experience and training.....	165
Responsibility.....	160
Mental application.....	90
Physical demand.....	130
Working conditions.....	150
Total.....	695

1. Work performed.—Under the general supervision of the master or mate, launch operators operate a motor launch to transport personnel and materials to and from floating plant. The performance of the following duties is typical of this level:

a. Operating a gasoline or Diesel motor launch (under 40 feet in length) to transport personnel, materials, and supplies to and from dredges, towboats, derrickboats, and tugs, requiring a knowledge of navigation rules and operation of launch in traffic. Starting engine, adjusting speed and direction, steering the launch, and landing it alongside pier or floating plant.

b. Keeping the launch in good operating condition by replacing parts; making minor adjustments to engine; filling the boat with gas, oil, and battery water; greasing machinery; checking to see that the hull is watertight, and that the launch has proper protection in case of storms. Assisting in making major repairs by partially disassembling engine and cleaning parts in prepara-

tion for repairs, performing work under the constant supervision of a skilled mechanic.

c. Supervising a deckhand if one is assigned to the launch.

d. Performing miscellaneous duties on dredge or other floating plant such as painting, chipping, and handling lines when not operating launch.

2. Factor evaluation.—a. Experience and training—point value 165.

(1) *Experience*.—Must possess a motorboat operator's certificate, have a working knowledge of the upkeep of the motor, and have the ability to handle craft in waters to be navigated with skill and safety. Normally this requires 6 months' previous experience on boats of similar or larger class.

(2) *Education*.—Must be able to read, write, and speak the English language.

(3) *Training*.—Receive training in such duties as maintaining schedule for transportation of supplies and personnel, and methods of making operating repairs to the launch.

b. Responsibility—point value 160.

(1) *Supervision received*.—Operators receive instructions from the master or mate as to the time and place to pick up personnel and materials and the points of delivery, but operate and maneuver the launch entirely on their own responsibility.

(2) *Supervision exercised*.—These workers may supervise a deckhand if one is assigned to the launch. The presence or absence of this supervision would not affect the evaluation of this factor.

(3) *Tools, materials, and equipment*.—Launch operators are responsible for the proper operation, care, and loading of the launch to prevent damage to it or the materials and supplies being transported

(4) *Safety*.—Launch operators must know and observe navigation rules and regulations to protect the lives of passengers.

c. Mental application—point value 90.—

These workers must give continuous attention to the condition of the launch, be constantly alert to the safe operation of the launch in traffic, and to the safety of the passengers.

d. Physical demand—point value 130.—Muscular effort is required in operating the boat; loading and unloading supplies and materials; making repairs and adjustments to the launch; and performing such miscellaneous duties as painting, chipping, and handling lines on larger plant.

e. Working conditions—point value 150.—Launch operators work inside and outside in a small boat in all kinds of weather and are subject to the danger of falling overboard and drowning. There is exposure to traffic hazards, especially during foggy weather and at night. Because work is performed on a small boat, the danger of injury from collision with floating and submerged logs, drift, and other obstructions is present. When making repairs to the launch and working on other plant, launch operators are exposed to injuries resulting from working around engines and lines and in cramped quarters.