

Summary Report for Individual Task
551-8ST-8252
Identify Ship's Structure
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD7 - This product/publication has been reviewed by the product developers in coordination with the Transportation School, Fort Lee, VA 23801 foreign disclosure authority.

This product is NOT releasable to students from foreign countries.

Condition: As crewmember onboard an Army vessel, you are required to identify ship's structures. This task should not be trained in MOPP 4.

Standard: The Soldier will identify ship structures according to instructions and applicable references.

Special Condition: None

Safety Risk: High

MOPP 4: Never

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: None

Performance Steps

1. Define nautical terminology.
 - a. Openings in the outside of the ship are ports, not windows.
 - b. Entrances from one compartment to another are called doors.
 - c. Openings from one deck to another are called hatches.
 - d. The handles on the watertight hatch or door are called dogs.
 - e. When you close a door or watertight hatch, you secure it.
 - f. If you close down the dogs on the door or hatch, you dog it down.
 - g. You never scrub the floor or wash the walls, rather you swab the deck and scrub the bulkheads.
 - h. When you get up to go to work, you turn to.
 - i. You never go downstairs, you lay below, and if you are going up from one deck to another, you lay topside.
 - j. If you are going up the mast or into the rigging you are going aloft.
2. Identify vessel structure terms.
 - a. hull: The hull is the main body of the ship below the main outside deck.
 - b. skin: The skin, or shell plating, provides water-tightness.
 - c. keel: The keel is the backbone of the ship.
 - d. door: Entrances from one compartment to another.
 - e. frames: These are the ribs of the ship and gives shape and strength to the hull.
 - f. sheer strake: The topmost strakes of the hull.
 - g. deck: The floors of the vessel.
 - h. strake: a continuous line of planking or plates from the stem to the stern of a ship or boat.
 - i. Bulwark: an extension of a ship's sides above the level of the deck.
 - j. LOA: Length Overall (boat specification)
 - k. Overhead: the top surface in an enclosed space of a ship.
 - l. Waterline: the line where the hull of a ship meets the surface of the water, in concept or reality.
 - m. Superstructure: any construction built above the main deck of a vessel as an upward continuation of the sides.

- n. Prow: the forepart of a ship or boat.
- o. Poop deck: the main are over the stern.
- p. Passage way: corridor on a ship or boat.
- q. Freeboard: the distance from the waterline to the top of a vessel's hull.

3. Recognize shipboard directions and locations.

- a. abaft: at or toward the stern of a ship, or further back from a location.
- b. aboard: onto or within a ship, or in a group
- c. above: a higher deck of the ship.
- d. aft: toward the stern of a ship.
- e. adrift: floating in the water without propulsion.
- f. aground: resting on the shore or wedged against the sea floor.
- g. ahull: with sails furled and helm lashed alee.
- h. alee: on or toward the lee (the downwind side).
- i. aloft: the stacks, masts, rigging, or other area above the highest solid structure.
- j. amidships: near the middle part of a ship.
- k. athwartships: toward the sides of a ship.
- l. aport: toward the port side of a ship (opposite of "astarboard").
- m. ashore: on or towards the shore or land.
- n. astarboard: toward the starboard side of a ship (opposite of "aport").
- o. astern: toward the rear of a ship (opposite of "forward").
- p. aweather: toward the weather or windward side of a ship.
- q. aweigh: just clear of the sea floor, as with an anchor.
- r. below: a lower deck of the ship.
- s. belowdecks: inside or into a ship, or down to a lower deck.
- t. bilge: the underwater part of a ship between the flat of the bottom and the vertical topsides
- u. bottom: the lowest part of the ship's hull.

- v. bow (or stem): front of a ship (opposite of "stern")
- w. centerline: an imaginary, central line drawn from the bow to the stern.
- x. fore or forward: at or toward the front of a ship or further ahead of a location (opposite of aft")
- y. inboard: attached inside the ship.
- z. keel: the bottom structure of a ship's hull.
- aa. leeward: side or direction away from the wind (opposite of "windward").
- ab. on deck: to an outside or muster deck (as "all hands on deck").
- ac. on board: somewhere on board the ship.
- ad. outboard: attached outside the ship.
- ae. port: the left side of the ship, facing forward (opposite of "starboard").
- af. starboard: the right side of the ship, when facing forward (opposite of "port").
- ag. stern: the rear of a ship (opposite of "bow").
- ah. topside: on the ship's main weather deck.
- ai. underdeck: a lower deck of a ship.
- aj. yardarm: an end of a yard spar below a sail.
- ak. waterline: where the water surface meets the ship's hull.
- al. weather: side or direction from which wind blows (same as "windward").
- am. windward: side or direction from which wind blows (opposite of "leeward").

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Mark each performance measure either GO or NO-GO. Mark the Soldier GO if all performance measures are met. All measures must be marked GO to receive an overall GO on the task. Mark the Soldier NO-GO if any performance measure is not met. If the Soldier is marked a NO-GO, inform the Soldier what was done incorrectly and how to perform the task to standard.

Evaluation Preparation: Safety precautions must be adhered to when performing the task listed in accordance with the prescribed publications. Ensure that all required equipment to perform this task is available. Brief Soldier that he/she will be evaluated on identifying the ship's structure components.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Defined nautical terminology.			
2. Identified vessel structure terms.			
3. Recognized shipboard directions and locations.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TC 4-15.51	MARINE CREWMAN`S HANDBOOK	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None