

**Summary Report for Individual Task
551-8ST-1001
React to Emergency Signals
Status: Approved**

DISTRIBUTION RESTRICTION: Approved for public release; distribution is unlimited.

DESTRUCTION NOTICE: None

Condition: Given a station bill and an emergency signal; on a vessel, whether underway or in port; in both day and night; under all weather conditions; as part of a drill or in response to an actual emergency Some iterations of this task should be performed in MOPP.

Standard: Soldier reported to the assigned station and performed duties prescribed by the station bill.

Special Condition: None

Special Standards: None

Special Equipment:

MOPP: Sometimes

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: None

Performance Steps

1. React to a fire emergency signal.

Note: The signal for fire is a continuous blast on the ship's whistle or horn and a simultaneous continuous ringing of the general alarm bell for not less than 10 seconds.

- a. Report to the designated fire and emergency station in the proper uniform.
- b. Perform the individual duties assigned per the station bill (Figure 551-8ST-1039_01).

Supporting Individual Tasks:

- 1023, Extinguish a Fire
- 1026, Operate a Fire Salvage Pump
- 1043, Locate Fire Extinguishing Appliances
- 1044, Operate Fire Extinguishing Appliances and Systems Onboard the Vessel

1 LT-520
(Name of ship)

2 16 June 1997
(Date)

3 US Army
(Name of company)

4 *John W. M. John*
(Master's signature)

STATION BILL

SIGNALS

FIRE AND EMERGENCY-----Continuous blast of the whistle for a period of not less than 10 seconds supplemented by the continuous ringing of the general alarm bells for not less than 10 seconds.

ABANDON SHIP-----More than 6 short blasts and 1 long blast on the whistle and the same signal on the general alarm bells.

MAN OVERBOARD-----Hail, and pass the word MAN OVERBOARD to the bridge.

DISMISSAL-----From FIRE and EMERGENCY stations, 3 short blasts on the whistle and 3 short rings on the general alarm bells.

WHERE WHISTLE SIGNALS ARE USED FOR HANDLING BOATS

LOWER boats-----1 short blast on the whistle

STOP lowering boats-----2 short blasts on the whistle

DISMISSAL from boat stations-----3 short blasts on the whistle

ALL THE MEMBERS OF THE CREW MUST FAMILIARIZE THEMSELVES WITH THESE SIGNALS

INSTRUCTIONS

1. Entire crew shall familiarize themselves with the location and duties of their emergency stations immediately upon reporting on board.
2. Each crew member shall be provided with an individual supplementary station bill card which must show in detail the special duties to perform.
3. Entire crew shall be instructed in the performance of their special duties and crew on watch will remain on watch on signal for emergency drill.
4. Every person participating in the abandon ship drill will be required to wear a life preserver and entire boat crew shall assist in removing covers and saving out boat.
5. Emergency squad will assemble with equipment immediately upon the emergency signal.
6. Steward's department will assemble and direct passengers, properly dressed and wearing life preservers, to embarkation stations.
7. Person discovering FIRE shall immediately notify the bridge by sounding the nearest alarm and fight the fire with available equipment.
8. Upon the FIRE and EMERGENCY signal, fire pump's to be started, all watertight and fire screen doors, ports and air shafts to be closed and all fans and blowers stopped. Fire hose to be led out and overboard discharge valves closed as directed in the affected area.
9. Upon hearing the signal, MAN OVERBOARD, throw life buoys overboard, stop engines and send lookout aloft. Emergency boat crew consisting of all seamen shall immediately clear the lee boat for launching.
10. During periods of low visibility, all watertight doors and ports below the bulkhead deck shall be closed, subject ship master's orders.

5	6	7	8	9
No.	Rating/Name	Fire and emergency stations	Boat No.	Abandon ship and boat stations
A	Master CW2 M. John	On bridge-in command of all operations	1	On bridge-command
1	Ch Mate CW2 James	At scene of emergency-in charge	1	Boat deck-in charge of raft #1
2	2nd Mate CW2 Jones	Fire deck-in charge	2	Boat deck-in charge of raft #2
3	3rd Mate WO Gibbs	Main deck aft-in charge	3	Boat deck
4	Boat 1st Walker	Emergency signal-master	3	Boat deck-in charge of ration detail
5	BMQM SGT Myan	On bridge-observe helm	1	Boat deck-provide log and eye equipment
6	LS SGT Brown	Emergency squad-provide gas and life line	2	Boat deck-provide emergency rations
7	AB SGT York	Fire station #4 - nozzles on	1	Boat deck-provide Vero paint and flares
8	AB PFC Bush	Fire station #3 - nozzles on	2	Boat deck - assist with raft #2
9	AB PFC Nixon	Fire station #1 - nozzles on	2	Boat deck - assist with raft #2
10	AB PFC Reagan	Fire station #1 - open valve and man hose	1	Boat deck - assist with raft #1
11	OS PFC McKinley	Fire station #2 - nozzles on	2	Boat deck - assist with raft #2
12	OS Pvt Ryan	Emergency squad - provide battle lantern	1	Boat deck - assist with raft #1
13	OS Pvt Sinclair	Emergency squad	1	Boat deck - provides signal gun
14	CH ENG CW4 Washburn	Engine room - in charge	2	Boat deck
15	1st Asst CW2 Moon	Engine room - at fire and bilge pumps	2	Boat deck
16	2nd Asst WO1 Baggett	Engine room - in charge of fixed CO2 system	2	Boat deck - provide flash light
17	3rd Asst WO1 Sigman	Engine room - secure blower and emergency steering	1	Boat deck - provide flash light
18	Bull Out SSG Southers	Secure Datalin and stand by main switch board	1	Boat deck - provide battle lantern
19	SR Out SSG Taylor	Fixed CO2 - lead out hose	2	Boat deck - provide battle lantern
20	Older SGT Jackson	Emergency squad - provide tool box	1	Boat deck - provide emergency rations
21	Older SFC Houston	Secure water tight door to engine room	2	Boat deck - provide emergency rations
22	Older PFC Bow	Fire station #3 - open valve and man hose	2	Boat deck - provide emergency rations
23	Older PFC Johnson	Engine room - assist with fire pump	2	Boat deck - assist with raft #1
24	Older Pvt Lewis	Engine room - at telephone	2	Boat deck - provide emergency rations
25	Older Pvt Stock	Engine room - assist engine room personnel	2	Boat deck - assist with raft #2
26	SR RM SGT Sparks	Radio room - prepare to send distress traffic	1	Boat deck - provide emergency rations
27	2nd RM SFC Stallone	Fire station #2 - open valve and man hose	1	Boat deck - provide emergency rations

Figure 551-8ST-1039_01 (Sample of a Station Bill)

2. React to an abandon ship emergency.

Note: The signal for abandon ship is more than six short blasts followed by one long blast on the ship's whistle supplemented by the same signal on the general alarm bells. An announcement on the PA system will follow stating whether it is a drill or an actual emergency.

- a. Report to the designated abandon ship and boat station as per the station bill card.

b. Put on extra clothing (if time allows), including an outer layer of wind and waterproof clothing fitted with headcover and gloves

Note: The required uniform aboard most Army vessels for emergency signals is long pants, long sleeves, shoes, and a hat. Immersion suits are required when operating in waters above 35°N or S latitude.

c. Put on a life jacket or immersion suit.

Note: The steps for donning a life jacket are as follows:

(1) Check the white tag in the lower back of the life jacket. This is the inside and it worn next to your body.

(2) Put your arms through the holes.

(3) Pull the jacket up and around your shoulders.

(4) Put the neck straps through the D rings on each side of the jacket and tie them in a bowknot.

(5) Pull the chest strap and the waist straps tight, and then tie with bowknots.

(6) Take the slack out of the belly strap and snap it together.

(7) Reach down and back between your legs and grab the left-leg strap and pull it up between your legs.

(8) Put the end through the D rings and pull tight.

(9) Repeat the procedure for the right-leg straps.

d. The steps for donning an immersion suit are as follows:

(1) Remove the suit from the stowage bag with a sharp jerk of the carrying bag.

(2) Don the suit in the same fashion as donning coveralls.

(3) Don the hood before you zip up the suit.

(4) Close the zipper completely. To avoid problems zipping up the suit, arch your back to remove wrinkles in the fabric.

CAUTION

When donning/wearing an immersion suit, use extreme caution to avoid sharp, protruding objects that may snag or tear the suit.

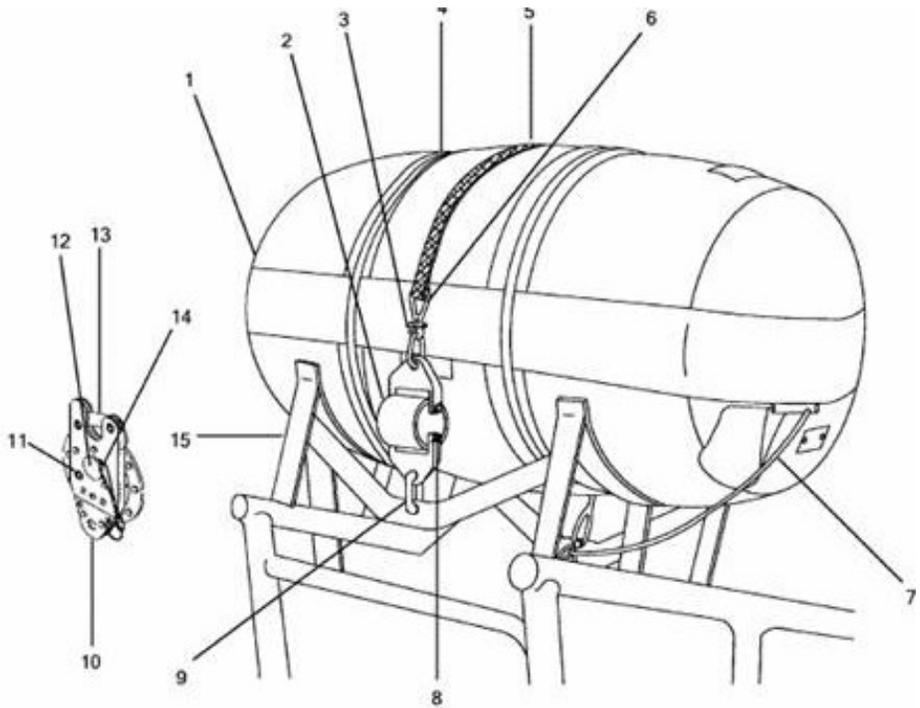
WARNING: The immersion suit provides the best protection from hypothermia in the water. However, it is extremely bulky and awkward to work in and is therefore limited to use for crews operating in cold weather when abandoning ship.

(5) Close the spray shield and inflate the collar for additional flotation.

e. Launch the liferafts (Figure 551-8ST-1039_02).

Note: Liferrafts are equipped with HYDROSTATIC RELEASE (2) or RELEASE, LIFESAVING EQUIPMENT (10) designed to release the liferaft when submerged. The HYDROSTATIC RELEASE (2) will release at a depth of 25 feet +/- 15 feet. The RELEASE, LIFESAVING EQUIPMENT (10) will release at a depth of 5-15 feet.

To manually launch a liferaft with HYDROSTATIC RELEASE, proceed as follows:



- LEGEND**
- | | |
|---------------------------|-----------------------------------|
| 1. LIFERAFT CONTAINER | 9. SHACKLE |
| 2. HYDROSTATIC RELEASE | 10. RELEASE, LIFESAVING EQUIPMENT |
| 3. LOCKING RING | 11. TURN TO RESET WELL |
| 4. PRESSURE RELEASE STRAP | 12. PUSH TO RELEASE PLUNGER |
| 5. RETAINING HARNESS | 13. RELEASE PAWL |
| 6. PELICAN HOOK | 14. SAFETY PIN |
| 7. PAINTER LINE | 15. CRADLE |
| 8. PULL RING PIN | |

Figure 551-8ST-1039_02 (Liferaft)

- (1) Remove the safety pin from the pull ring pin (8).
- (2) Remove the pull ring (8).
- (3) Release the retaining harness (5).
- (4) Two crew members are needed to roll the liferaft container (1) off the cradle (15) to launch the liferaft.
- (5) If liferaft does not inflate after hitting the water, pull sharply on the painter line (7).
- (6) After boarding the liferaft, cut the painter line (7).

f. To manually launch a liferaft with RELEASE, LIFESAVING EQUIPMENT, proceed as follows:

- (1) Remove the safety pin (14) from the push to release button (12).

- (2) Strike the push to release button (12) with the palm of your hand to free the release pawl (13).
- (3) Release the retaining harness (5).
- (4) Two crew members are needed to roll the liferaft container (1) off of the cradle (15) to launch the liferaft.
- (5) If the liferaft does not inflate after hitting the water, pull sharply on the painter line (7).
- (6) After boarding the liferaft, cut the painter line (7).

g. Enter the water.

CAUTION

Jumping from higher than 30 feet, depending on the height from which you jump and the angle at which your body hits the water, can cause injuries.

- (1) Get down to a height of less than 30 feet. Below 15 feet is ideal.

CAUTION

If your life jacket is not well-secured, you could hurt your head when you jump.

- (2) Make sure that your life jacket is well-secured.
- (3) Remove any false teeth, eyeglasses, or contact lenses and any sharp objects from your pockets.
- (4) Get in the jump position and do the following:
 - (a) Stand on the gunwale and check the water for debris.
 - (b) Check to see if the life jacket is tied and all the straps are secured.
 - (c) Hold your nose and cover your mouth with your left hand.
 - (d) Cross your left hand with your right hand and hold the life jacket collar securely. (See Figure 51-8ST-1039_03).
 - (e) Hold your elbows into your side as much as possible.
 - (f) Keep head and eyes straight ahead. Do not look down.
 - (g) Take one step out using either foot.
 - (h) Bring your trailing leg up behind your leading leg so that they cross ankles. This will protect you if you should land on any floating debris.



Figure 51-8ST-1039_03 (Jumping in Water Position)

CAUTION

DO NOT swim or thrash about any more than necessary because of the following:

- You will lose your body heat.
- You will lose your strength, which is needed to pull yourself up and into the survival craft.
- You should let your life jacket support you in the face-up position.

h. Get away from the ship once you are in the water, swimming as slowly as possible toward the liferaft.

3. React to a person overboard emergency

Note: A man overboard emergency signal is indicated with the words, "MAN OVERBOARD!" shouted to the bridge, along with where on the vessel the person fell (e.g., "Man overboard, starboard side!") and raising of the international code flag "Oscar."

a. Simultaneously perform the following three actions:

(1) Get the stern away from the victim.

(a) On a small craft, it may be necessary to cut the throttle immediately and swing the stern away from the person in the water to avoid hitting him with the screws.

(b) The helmsman must be told immediately to put the rudder hard over to swing the stern away from the victim.

Note: - If victim fell overboard: - Then helmsman would turn the helm:
- Port side - Hard left rudder
- Starboard side - Hard right rudder

(2) Mark the spot on the GPS receiver.

(3) Manually mark the spot, perform the following steps:
During daylight hours:

(a) Throw a life preserver or life ring immediately into the water near the victim.

(b) Drop a smoke float.

(c) Get anything that floats into the water so the victim can hang onto it.

Note: During darkness:

(d) Immediately throw a life preserver or buoy ring with water lights into the water neat the victim.

(e) Keep the vessel's searchlight trained on the victim.

(4) Post several lookouts. Keep the victim in sight. The person who saw the victim fall overboard usually makes the best lookout.

b. Raise the Oscar Flag and broadcast a security call on Bridge-to-Bridge VHF Channel 16 announcing vessel's name, vessel's position, and that a person is overboard to notify other vessels in the area.

Note: Some VHF radios have an automatic man overboard setting: Consult the radio's operating manual for further instructions.

c. Recover the victim using one the following methods:

(1) Williamson turn (Figure 551-8ST-1039_04). The Williamson turn is a maneuver used to bring a ship or boat under power back to a point it previously passed through, often for the purpose of recovering a man overboard. The Williamson turn is most appropriate at night or in reduced visibility, or if the point can be allowed to go (or already has gone) out of sight, but is still relatively near. To make the turn, you must do the following:

(a) Put the rudder over full.

(b) If in response to a man overboard, put the rudder toward the person (e.g., if the person fell over the starboard side, put the rudder over starboard full).

(c) After deviating from the original course by about 60 degrees, shift the rudder full to the opposite side.

(d) When heading about 20 degrees short of the reciprocal, put the rudder amidships so that vessel will turn onto the reciprocal course.

(e) Bring the vessel upwind of the person, stop the vessel in the water with the person alongside, well forward of the propellers.

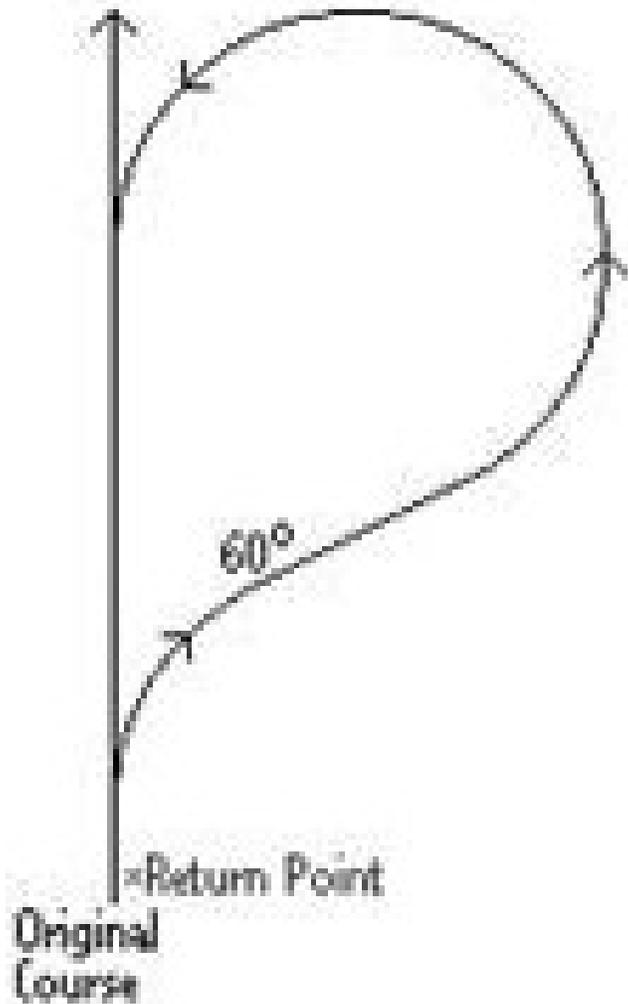


Figure 551-8ST-1039_04 (Williamson Turn)

(2) Scharnow turn (Figure 551-8ST-1039_05). The Scharnow turn is a maneuver used to bring a ship or boat back to a point it previously passed through, often for the purpose of recovering a man overboard. The Scharnow turn is most appropriate when the point to be reached is significantly further astern than the vessel's turning radius. To make the turn, do the following:

- (a) Put the rudder over hard toward the person (e.g., if person fell over the starboard side, put the rudder over hard to starboard).
- (b) After deviating from the original course by about 240 degrees, shift the rudder hard to the opposite side.
- (c) When heading about 20 degrees short of the reciprocal course, put the rudder amidships so that vessel will turn onto the reciprocal course.

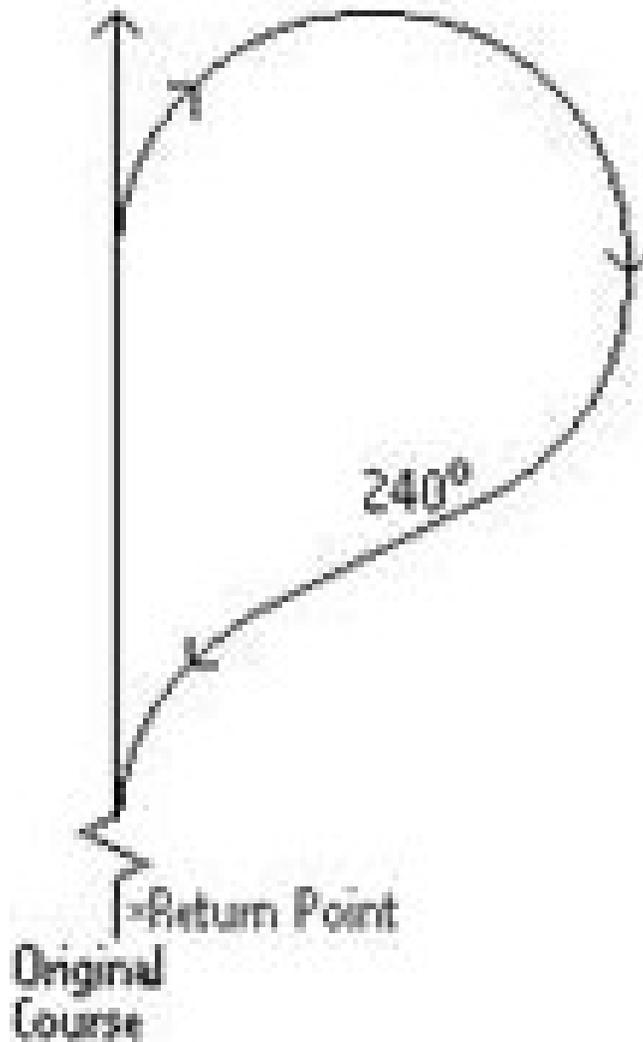


Figure 551-8ST-1039_05 (Scharnow Turn)

(3) Anderson turn (Figure 551-8ST-1039_06). The Anderson turn is a maneuver used to bring a ship or boat back to a point it previously passed through, often for the purpose of recovering a man overboard, an emergency situation in almost all circumstances. The Anderson turn is most appropriate when the point to be reached remains clearly visible. To make the turn, do the following:

- (a) Stop the engines.
- (b) Put the rudder over full toward the person (e.g., if the person fell over the starboard side, put the rudder over full to starboard).
- (c) When clear of the person, go all ahead full, still using full rudder.
- (d) After deviating from the original course by about 240 degrees (about 2/3 of a complete circle), back the engines 2/3 or full.
- (e) Stop the engines when the target point is 15 degrees off the bow.
- (f) Ease the rudder and back the engines as required.

Note: Regardless of the method used, when dealing with a person overboard, always bring the vessel upwind of the person. Stop the vessel in the water with the person well forward of the propellers.

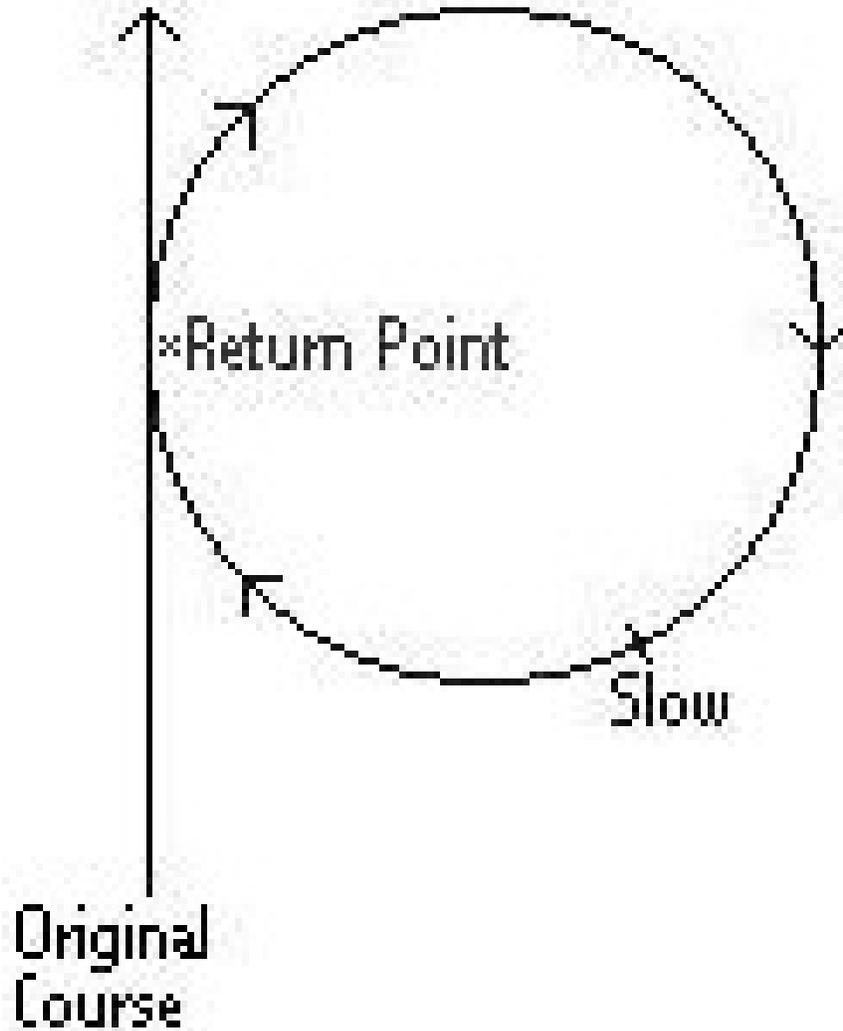


Figure 551-8ST-1039_06 (Anderson turn)

4. React to a collision emergency.

Note: The collision emergency signal is five or more short rings on the ship's general alarm and whistle followed by the announcement, "PREPARE FOR COLLISION."

- a. Close all watertight hatches.
- b. Standby for violent vessel maneuvering.
- c. Prepare to perform emergency damage control duties or abandon ship.

d. Immediately upon impact, the bridge will sound either the fire and emergency signal or the abandon ship signal. Report to your specified station immediately.

5. React to an aircraft signaling a vessel toward another vessel in distress.

Note: Upon receiving a signal from any source that a ship or aircraft is in distress, it is the responsibility of all vessels in the area to go to the site and give help to the ship, aircraft, or persons in distress. This signal can range from a ship that is sinking or on fire, a downed aircraft, man overboard, or serious illness or injury aboard ship.

- a. Recognize when an aircraft is signaling a vessel.

(1) The aircraft will circle over the ship at least once, then cross the bow of the ship as close as possible (Figure 551-8ST-1039_07).

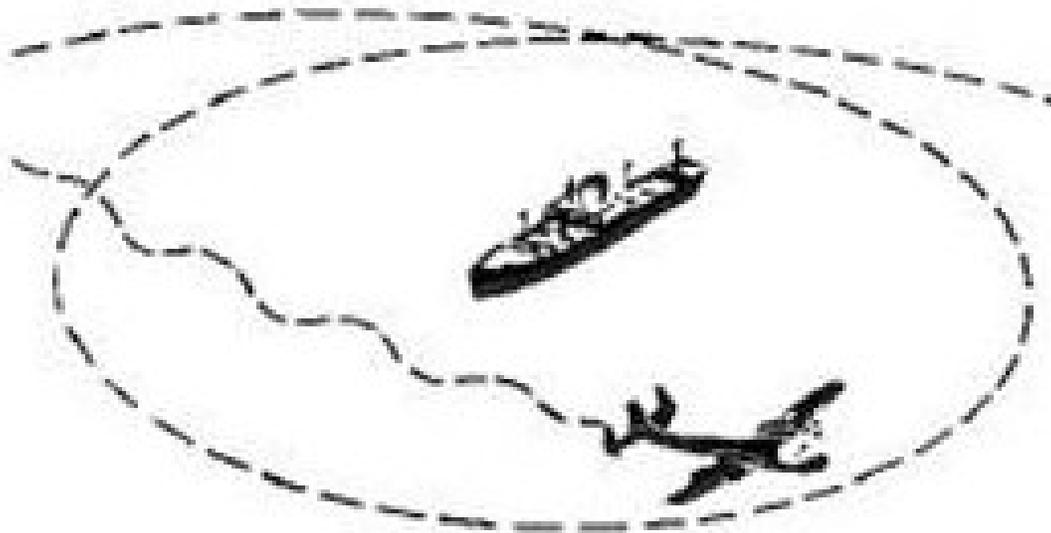


Figure 551-8ST-1039_07 (Aircraft Signal)

(2) At low altitude, the pilot will open and close the throttle or change the propeller pitch.

(3) The plane will then head in the direction of the distressed ship so the vessel can follow (Figure 551-8ST-1039_08).

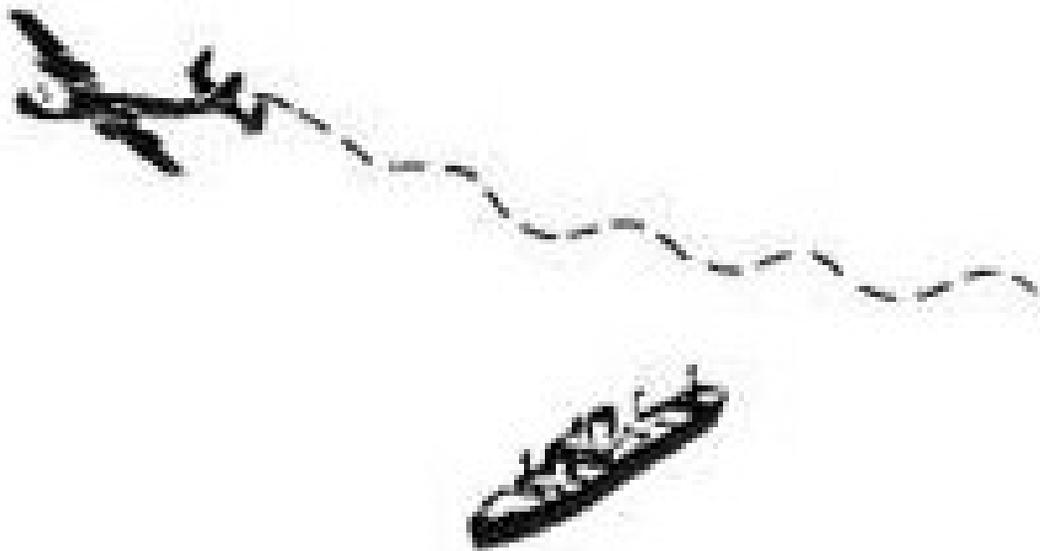


Figure 551-8ST-1039_08 (Aircraft Dismissal Signal)

- b. Acknowledge receipt of the message.
- c. Provide continuous radio guard on 2182 kHz and/or channel 16 on the radiotelephone.
- d. Retransmit the distress message to the ships in the area.
- e. Determine your exact position and the position of the ship in distress.
- f. Communicate your identity, position, speed, estimated time of arrival (ETA), and true bearing from the vessel.

(1) Get heaving lines, ladders, and scramble nets rigged on both sides of the vessel.

(2) Prepare to receive survivors who may need medical assistance.

(3) Put lines over the ship's side to assist any lifeboats or rafts that may secure alongside.

(Asterisks indicates a leader performance step.)

Evaluation Preparation: Ensure that all information, references and equipment required to perform the task are available. Use the FM and the evaluation guide to score the soldier's performance. Brief the soldier. Tell the soldier what he is required to do IAW the task conditions and standards.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. React to a fire emergency signal?			
2. React to an abandon ship emergency signal?			
3. React to a person overboard emergency signal?			
4. React to a collision emergency signal?			
5. React to an aircraft signaling a vessel toward another vessel in distress?			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FM 55-501	MARINE CREWMANS HANDBOOK	Yes	No
	FM 55-502	Army Watercraft Safety (superseded by FM 4-01.502)	Yes	No
	TM 55-1905-223-10	OPERATORS MANUAL FOR LANDING CRAFT, UTILITY (LCU 2000 CLASS) (NSN 1905-01-154-1191) (REPRINTED W/BASIC INCL C1-9)	Yes	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 FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET 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, NBC Protection, FM 3-11.5, CBRN Decontamination. In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET 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, NBC Protection, FM 3-11.5, CBRN Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-8ST-8044(Step: 1.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis

551-8ST-8044(Step: 7.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis
551-8ST-8044(Step: 6.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis
551-8ST-8044(Step: 8.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis
551-8ST-8044(Step: 3.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis
551-8ST-8044(Step: 2.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis
551-8ST-8044(Step: 5.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis
551-8ST-8044(Step: 4.)	Direct the Performance of Personnel During a Collision Alarm	551 - Transportation (Individual)	Analysis

Supported Collective Tasks : None

ICTL Data :

ICTL Title	Personnel Type	MOS Data
MOS 88K - Watercraft Operator	Enlisted	MOS: 88K