

Summary Report for Individual Task
551-88H-1415
Secure Vehicles or Cargo in Seasheds
Status: Approved

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

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Transportation School, Fort Lee, Va. foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: Assigned as a Cargo Checker/Handler aboard a Fast Sealift Ship/Large Medium Speed Roll-On/Roll-Off (FSS/LMSR), given a requirement to secure vehicles or cargo in seasheds in an operational environment, day or night, in normal weather conditions, a completed risk assessment, safety briefing, safety gear, ship's gear, hatch equipped with seasheds, TEA Pamphlet 700-6, TEA Pamphlet 700-7, TC 4-13.17. This task should not be trained in MOPP 4.

Standard: Secure vehicles or cargo in seasheds in accordance with TEA Pamphlet 700-6, TEA Pamphlet 700-7, and TC 4-13.17 without injury to personnel or damage to equipment or vessel.

Special Condition: None

Safety Risk: Medium

MOPP 4: Never

Task Statements

Cue: You are assigned as a Cargo Checker/Handler tasked to secure vehicles or cargo in seasheds.

DANGER

Adhere to all DANGER statements listed in the equipment or vehicle technical operator's manual applicable to this procedure. Failure to comply may result in injury or damage to equipment.

WARNING

Adhere to all WARNING statements listed in the equipment or vehicle technical operator's manual applicable to this procedure. Failure to comply may result in injury or damage to equipment.

CAUTION

Adhere to all CAUTION statements listed in the equipment or vehicle technical operator's manual applicable to this procedure. Failure to comply may result in injury or damage to equipment.

Remarks: None

Notes: None

Performance Steps

1. Operate seasheds system (see Figure 3-46).

Note: 1: Seasheds provide temporary multiple decks in containerships for transporting large military vehicles and oversized break bulk cargo that cannot be placed into containers. 2: Seasheds are 40 feet long, 24 feet wide, and 12 feet 5 inches high. The FSS (T-AKR) series ships can carry eight, 35-foot seasheds. 3: Seasheds are open-top between deck conversions which fit into cargo holds 5 and 8 (AFT).

a. Check seasheds control panel to ensure the ship's power plug is connected, and check the switches on the circuit breaker.

Note: To open or close seasheds, electric winch motors are used and they can be manually operated using external whip.

b. Uncoil the remote control pendant from the stowage holster.

c. Raise the work-through floor (WTF).

d. Press the down button on the remote pendant that lowers the hook.

e. Lower the hook blocks past its stowage position and remove it.

f. Pair off the two hooks blocks until they reach the two recess rings in the floor.

g. Attach the two hook blocks to the recess rings and press the up button of the pendant.

h. Check to see if hooks are completely engaged in the floor rings.

i. Check winch cable to ensure that it is properly seated in the guide sheave and on the winch drum.

j. Press the up button on the remote pendant until the floor reaches the vertical position.

k. Check the floor latches to make sure they are engaged and disengaged.

Note: The ship's crew will open and close the folding work-through floor sections.

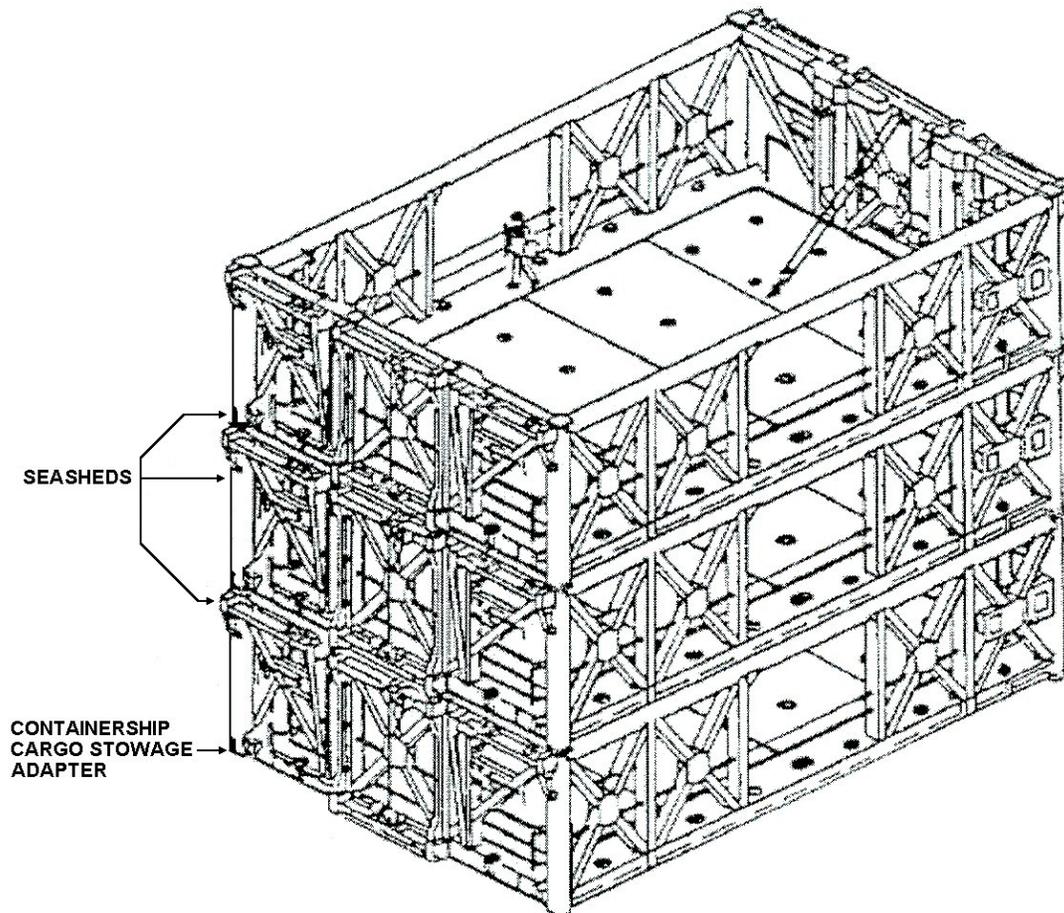


Figure 3-46
Seashed System

2. Secure vehicles or cargo in seasheds (see Figure 3-47).

- a. Position vehicles or cargo in the desired location.

Note: The floor is equipped with 70,000 pound capacity cloverleaf-type flush-mounted tie-downs in the floor.

- b. Attach tie-down to the cloverleaves and "D" rings when securing cargo.

- c. Cloverleaves are positioned in a 6' X 6' rectangular grid pattern.

- d. Attach a minimum of four tie-down devices in a symmetrical pattern and in pairs.

- e. Attach the swivel bulb hook or safety hook end of the tie-down devices to the vessel's "D" ring or cloverleaf deck socket that points to the vehicle.

- f. Attach the chain so that they are pulling in a straight line and not against one another.

- g. Use tie-down devices of equal strength.

- h. Lash down the vehicle with a tightening wrench.

Note: Attach no more than 50 percent of the required tie-down devices to the vehicle axles or through the track sprockets.

WARNING: When forming chain loops around axles and bumpers, place the loop against a solid part of the structure.

- i. Vehicles must face the direction of stowage.
- j. Stow vehicles in the fore and aft position and set hand brake.
- k. Block sides, front, and back of the vehicle.

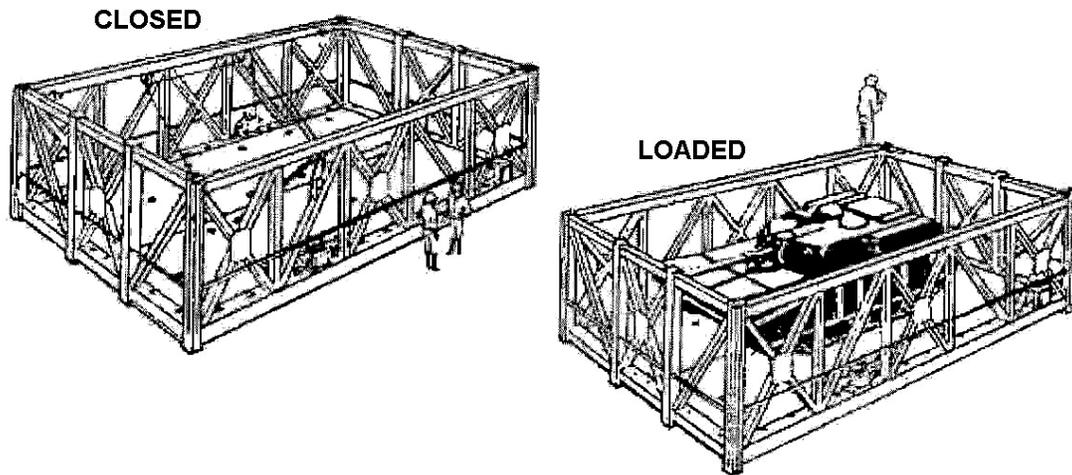


Figure 3-47
Seasheds (Closed and Loaded)

3. Lower the work through floor (see Figure 3-48).

Note: When loading the lower seashed, the pass-through clearance of the upper seashed is 30 feet long and 18 feet wide.

- a. Position two assistant operators on the floor latch ring chains.
- b. Press the down button on the remote control pendant while the assistant operators pull down on the ring chain or push up on the lashes.
- c. Continue to press the down button until the floor is completely lowered to the down position.
- d. Pay out the hook block until there is enough slack to remove it from the recess ring.
- e. Store one of the hook blocks on the "D" ring and the other on the hook stowage eye on the winch.
- f. Press the up button on the remote control pendant to take all slack out of the hook block.
- g. Watch the winch drum while raising the hook block, to ensure that the cable is being wound evenly.
Note: The vertical clearance between the floors of the upper seashed bottom of the hatch cover above is 14 feet.
- h. After all hinged floors are closed, the top seashed is ready to be loaded. Repeat the same procedure for the opposite floor (winch No. 2).
- i. Secure vehicles in on the top floor symmetrically with standard tie-down devices 10K, 35K, and 70K.

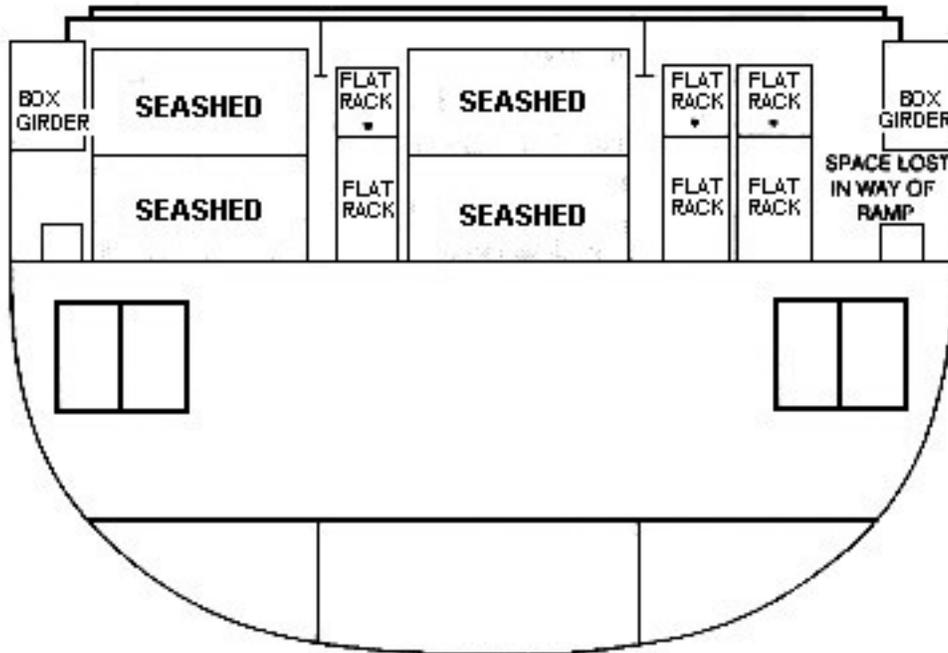


Figure 3-48
Loading the Lower Seashed

(Asterisks indicates a leader performance step.)

Evaluation Guidance: None

Evaluation Preparation: None

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Operated seasheds system.			
2. Secured vehicles or cargo in seasheds.			
3. Lowered the work through floor.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TC 4-13.17	Cargo Specialist's Handbook	Yes	No
	TEA PAM 700-6	Large, Medium Speed, Roll-on/Roll-off Ships	Yes	No
	TEA PAM 700-7	Fast Sealift Ship Users Manual	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.

AR 200-1 delineates TRADOC responsibilities to integrate environmental requirements across DOTMLPF and ensures all training procedures, training manuals, and training doctrine includes sound environmental practices and considerations. The Army's environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations as an integral part of all Army missions. Environmental protection is never completed. Continuously be alert to ways to protect our environment and reduce waste. Leaders must ensure that their unit has an active and strong environmental program. They must understand the laws and know what actions to take.

Leaders bring focus, direction, and commitment to environmental protection. Commanding officers should ensure the following environmental programs are in place and are being maintained:

- Hazardous materials program.-Hazardous waste program.
- Hazardous communications program.
- Pollution prevention and hazardous waste minimization recycling program.
- Spill prevention and response plan program.

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.

All Soldiers and leaders must maintain a proactive posture towards safety in day-to-day operations. The need for total commitment to safety should be evident to commanders, senior Soldiers, and their subordinates. The importance of safety is intensified for personnel conducting Seashed operations. Safety awareness is most effective at three levels: command, leader, and individual. Observe all Danger, Warning and Caution statements and remain aware of the following:

- Hearing protection requirements.
- Danger of suspended loads.

All operations will be performed to protect and preserve Army personnel and property against accidental loss. Procedures will provide for public safety incidental to Army operations and activities and safe and healthful workplaces, procedures, and equipment. Observe all safety and/or environment precautions regarding electricity, cable, and lines. Provide ventilation for exhaust fumes during equipment operation and use hearing protection when required IAW AR 385-10, the Clean Air Act (CAA) and the CAA amendments, and the OSHA Hazard Communication standard.

Accidents are an unacceptable impediment to Army missions, readiness, morale, and resources. Decision makers at every level will employ risk management approaches to effectively preclude unacceptable risk to the safety of personnel and property affiliated with this task.

- Take personal responsibility.
- Practice safe operations.
- Recognize unsafe acts and conditions.
- Take action to prevent accidents.
- Report unsafe acts and conditions.
- Work as a team.

Prerequisite Individual Tasks : None

Supporting Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-1407	Perform Spreader Operations with Haggglunds Crane Using 20- and 40-foot Spreader	551 - Transportation (Individual)	Approved
551-88H-1403	Prepare Haggglunds Crane for Operation	551 - Transportation (Individual)	Approved

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-1417	Load Wheeled and Tracked Vehicles Aboard Cargo Vessel	551 - Transportation (Individual)	Approved

Supported Collective Tasks : None

ICTL Data :

ICTL Title	Personnel Type	MOS Data
MOS 88H - CARGO SPECIALIST SL1	Enlisted	MOS: 88H, Skill Level: SL1, Duty Pos: TAZ
MOS 88H - CARGO SPECIALIST SL4	Enlisted	MOS: 88H, Skill Level: SL4, Duty Pos: TGI

MOS 88H - CARGO SPECIALIST SL2	Enlisted	MOS: 88H, Skill Level: SL2, Duty Pos: ABW
MOS 88H - CARGO SPECIALIST SL3	Enlisted	MOS: 88H, Skill Level: SL3, Duty Pos: TBA