

Report Date: 25 Mar 2014

**Summary Report for Individual Task
551-88H-3513
Direct Loading Lighters at Shipline During Logistics-Over-the-Shore Operations
Status: Approved**

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

DESTRUCTION NOTICE: None

Condition: Assigned as a Foreman in an operational environment, during day or night, in normal weather conditions, given a completed risk assessment, an operation order/plan, safety briefing, cargo vessel, ship's gear, general cargo set, hatch gang, tools, containers, lashings, lightering, TC 4-13.17, and TC 4-15.51. This task should not be trained in MOPP 4.

Standard: Direct loading lighters at shipside during Logistics-Over-the-Shore (LOTS) operations without injury to personnel or damage to equipment.

Special Condition: None

Safety Level: Medium

MOPP: Never

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| Task Statements |
|------------------------|

Cue: You are assigned as a Foreman tasked with directing the loading of Lighters at Shipside during LOTS Operations.

DANGER

Adhere to all DANGER statements listed in the technical manuals and field manuals applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

WARNING

Adhere to all WARNING statements listed in the technical manuals and field manuals applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

CAUTION

Adhere to all CAUTION statements listed in the technical manuals and field manuals applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

Remarks: None

Notes: None

Performance Steps

1. Direct personnel to work the vessel on the lee side whenever possible.

Note: The Lee side of a ship is sheltered from the wind.

2. Direct personnel to rig the spring lines and mooring lines so that lighters are positioned directly below the ship's outboard booms.
3. Direct personnel that small items will be made up into unitized loads that can be unhooked and left in the lighter.
4. Ensure that two or more tag lines are attached to each draft of cargo to reduce swinging.
5. Check that drafts of cargo are landed at the crest of the wave in rough seas.
6. Ensure personnel stand clear of cargo when landing drafts in small amphibians or small landing craft.
7. Ensure personnel do not drop loads onto a lighter deck.
8. Ensure that personnel perform the following actions prior to loading cargo aboard the lighter.
 - a. Reband damaged palletized cargo.
 - b. Plug leaky barrels.
 - c. Reverse the ends of the leaky barrels.
9. Ensure personnel do not stand beneath a draft of cargo or get between the draft of cargo and the bulkhead of other cargo.
10. Ensure personnel push the cargo draft into position. Never pull the cargo draft into position.

Note: Pulling a cargo draft into position could result in slipping and falling underneath the draft.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance steps are passed (P). Score the Soldier NO-GO if any performance step is failed (F). If the Soldier fails any step, show what was done wrong and how to do it correctly.

Evaluation Preparation: Test this task in conjunction with the Cargo Specialist assessment. Ensure Soldier understands why this task is important to the overall safety during Cargo Handling operations. Ensure that all materials required to perform the task are available. Tell the Soldier that he/she will be evaluated on directing loading lighters at shipside during LOTS operations.

| PERFORMANCE MEASURES | GO | NO-GO | N/A |
|--|----|-------|-----|
| 1. Directed personnel to work the vessel on the lee side whenever possible. | | | |
| 2. Directed personnel to rig the spring lines and mooring lines so that lighters were positioned directly below the ship's outboard booms. | | | |
| 3. Directed personnel that small items would be made up into unitized loads that could be unhooked and left in the lighter. | | | |
| 4. Ensured that two or more tag lines were attached to each draft of cargo to reduce swinging. | | | |
| 5. Checked that drafts of cargo were landed at the crest of the wave in rough seas. | | | |
| 6. Ensured personnel stood clear of cargo when landing drafts in small amphibians or small landing craft. | | | |
| 7. Ensured personnel did not drop loads onto a lighter deck. | | | |
| 8. Ensured personnel rebanded damaged palletized cargo, plugged leaky barrels, and reversed the ends of the leaky barrels prior to loading the cargo aboard the lighter. | | | |
| 9. Ensured personnel did not stand beneath a draft of cargo or get between the draft of cargo and the bulkhead of other cargo. | | | |
| 10. Ensured personnel pushed, not pulled, a cargo draft into position. | | | |

Supporting Reference(s):

| Step Number | Reference ID | Reference Name | Required | Primary |
|-------------|--------------|-----------------------------|----------|---------|
| | TC 4-13.17 | Cargo Specialist's Handbook | 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 FM 5-19, 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, 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 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.
- (a) Take personal responsibility.
 - (b) Practice safe operations.
 - (c) Recognize unsafe acts and conditions.
 - (d) Take action to prevent accidents.
 - (e) Report unsafe acts and conditions.
 - (f) Work as a team.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks :

| Task Number | Title | Proponent | Status |
|--------------------|------------------------------------|-----------------------------------|---------------|
| 551-88H-4508 | Monitor Marine Terminal Operations | 551 - Transportation (Individual) | Analysis |

Supported Collective Tasks :

| Task Number | Title | Proponent | Status |
|--------------------|--|----------------------------------|---------------|
| 55-2-1406 | Conduct Cargo Operations to Discharge and Load Breakbulk Cargo | 55 - Transportation (Collective) | Approved |
| 55-2-1508 | Conduct Vessel Operations | 55 - Transportation (Collective) | Approved |
| 55-2-4823 | Perform Sea Port of Debarkation Activities for Redeployment | 55 - Transportation (Collective) | Approved |
| 55-2-0084 | Transport Cargo From Ship to Shore | 55 - Transportation (Collective) | Approved |
| 55-2-0027 | Set Up Lighterage Control Center (LCC). | 55 - Transportation (Collective) | Approved |
| 55-2-0028 | Set Up Ship Lighterage Control Point (SLCP). | 55 - Transportation (Collective) | Approved |