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FM 55-105

WAR DEPARTMENT FIELD MANUAL

WATER TRANSPORTATION: OCEANGOING VESSELS



WAR DEPARTMENT • 25 SEPTEMBER 1944

WATER TRANSPORTATION:
OCEANGOING VESSELS



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For explanation of symbols, see FM 21-6.

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CHAPTER I

GENERAL



Section I. PURPOSE AND SCOPE

1. **SCOPE.** This manual deals with oceangoing vessels operated or utilized by the Transportation Corps and with the general organization and procedures applying to those ships. No attempt is made here to specify in detail, responsibilities, operating procedures, or organization; such matters vary in the different ports of embarkation and according to the needs of the oversea theaters of operation. They are dealt with in Army Regulations, War Department directives, various port memoranda, and port procedure circulars.

2. **PURPOSE.** This manual explains the main responsibilities of Transportation Corps military personnel assigned to oceangoing vessels, and contains information which will be of value to them in the proper performance of their duties. Other military personnel assigned to ports in the United States and oversea will find it of help for orientation purposes.

3. REFERENCES. The policies under which vessels in Army service operate have been established under the authority of the War Department. A list of Army Regulations and War Department publications dealing with such policies and with procedures relating to the operation of ships is given in appendix I.

Section II. TYPES OF VESSELS

4. GENERAL. The Transportation Corps operates, utilizes, repairs, and maintains several types of waterborne craft. For information on small boats and harbor craft, see FM 55-130; for amphibian trucks, see FM 55-150. This manual is concerned only with vessels which, regardless of their actual employment, were designed primarily for use on the ocean. There are five main types of oceangoing vessels engaged in Army service: troopships, freighters or cargo ships, troop-cargo ships, special-purpose vessels, and hospital ships.

5. TROOPSHIPS. A troopship is usually a vessel especially designed and constructed for the primary purpose of carrying military personnel overseas, or a commercial passenger vessel converted to this purpose. Most troopships have a personnel carrying capacity varying from about 1,000 to 5,000; but a number of them, including many former express passenger liners, have a much greater capacity. As a rule, troopships have only sufficient cargo space to permit the loading of mail, baggage, necessary organizational equipment such as office and kitchen supplies, and those other items which were prescribed in the troop movement order "to accompany troops" and which are known as TAT items. A United States Army troopship is illustrated in figure 1.

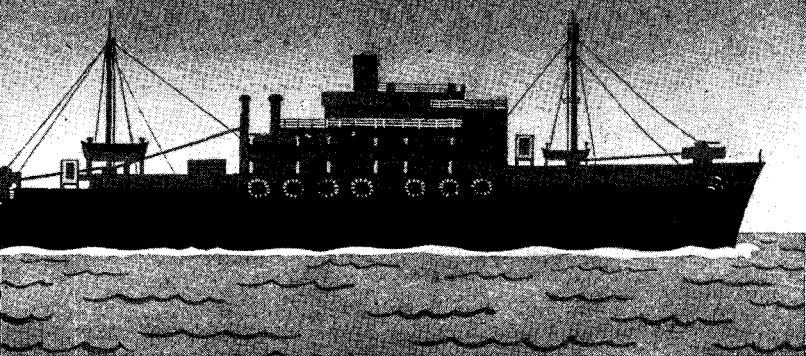


Figure 1. United States Army troopship.

6. FREIGHTERS. Freighters are vessels designed and constructed for the primary purpose of transporting cargo overseas. Those most commonly used by the Army are of the "Liberty" and "Victory" ship type. The average freighter will load from 5,000 to 8,000 long (2,240 pounds) tons. The cubic capacity will vary from 9,000 to 10,000 measurement tons. A Liberty ship is illustrated in figure 2 and a Victory ship in figure 3.

7. TROOP-CARGO SHIPS. a. Some ships regularly combine the functions of transporting both military passengers and substantial quantities of cargo overseas. These troop-cargo vessels are ships which, in addition to cargo, normally carried a limited number of passengers in peacetime, or they are fast cargo ships which also have been built or converted to include troop accommodations. A ship of this type is illustrated in figure 4.

b. In the past, certain Liberty ships have been especially converted to carry prisoners of war, and these

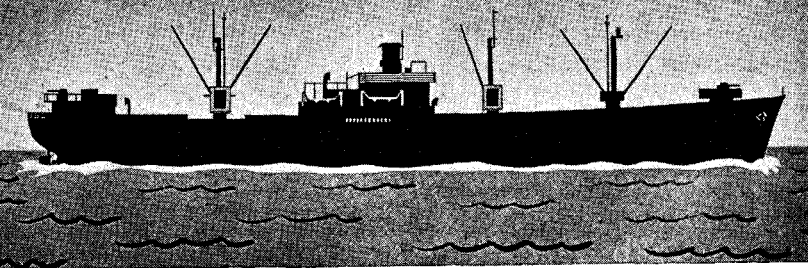
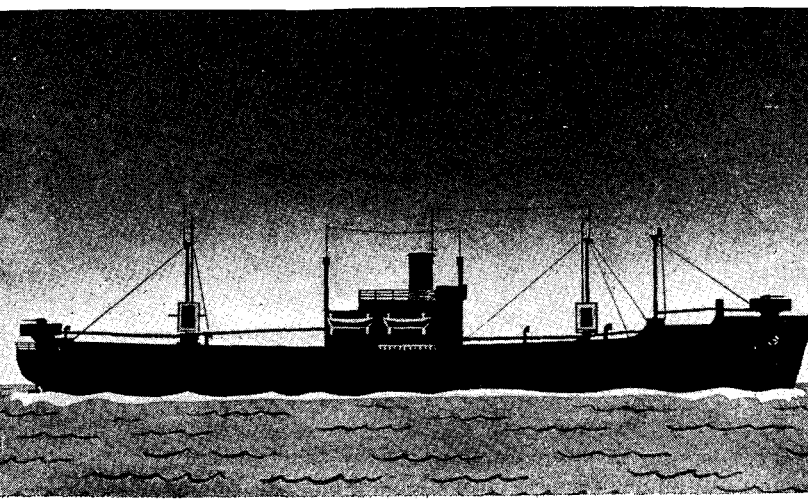


Figure 2. Liberty ship in Army service.

ships have sometimes been used on an emergency basis to transport troops.

c. Occasionally, naval "combat loaders," which are vessels especially converted and equipped to carry troops who are prepared for immediate landings on hostile shores, have been used as oceangoing troopships.

Figure 3. Victory ship in Army service.



8. SPECIAL PURPOSE VESSELS. In addition to the ships mentioned, several types of special-purpose vessels are engaged in Army ocean traffic, among them tankers and seatrains.

a. Tankers often carry airplanes on a false or "meccano" deck, superimposed on and raised above the main deck, in addition to the petroleum products in their tanks below deck. A tanker deckload is illustrated in

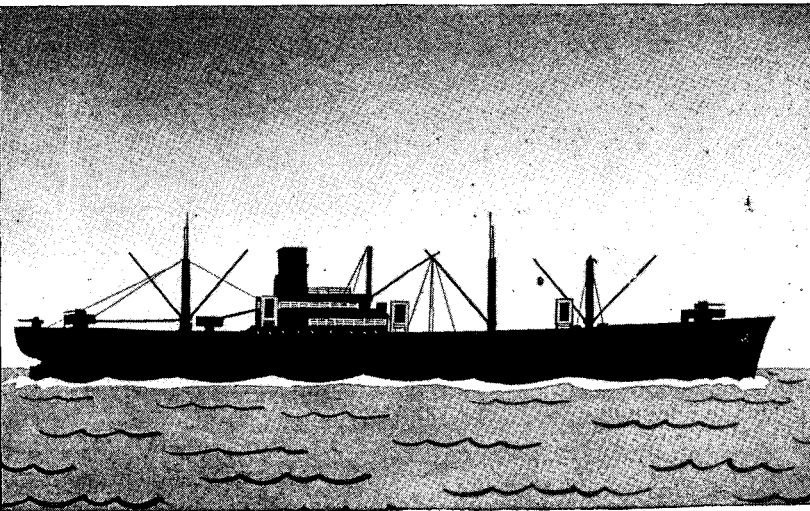


Figure 4. C-2 Type freighter in Army service.

figure 5. The bulk capacity of most tankers varies from 70,000 to 110,000 barrels. Some few tankers have a capacity of something like 130,000 barrels.

b. Seatrains are vessels which were especially designed and constructed to carry more than 100 loaded railroad freight cars in their holds during peacetime. They are faster than most cargo ships and their construction

differs to the extent that their hulls, below deck, are not subdivided into compartments by bulkheads. In the holds and 'tween decks, running fore and aft, are railroad tracks upon which rolling stock can be moved; "cradles," which are center sections in each deck of the ship, are removable to allow easy access. In wartime, seatrains are invaluable for the transport of "heavy lifts," for example, locomotives, tenders, and combat tanks. A seatrain is illustrated in figures 6 and 7.

c. Another special-purpose type of vessel is the ZEC-2, which is a modified Liberty ship adapted to carry processed (unboxed) aircraft in the holds and on deck. ZEC-2's can also transport other types of cargo.

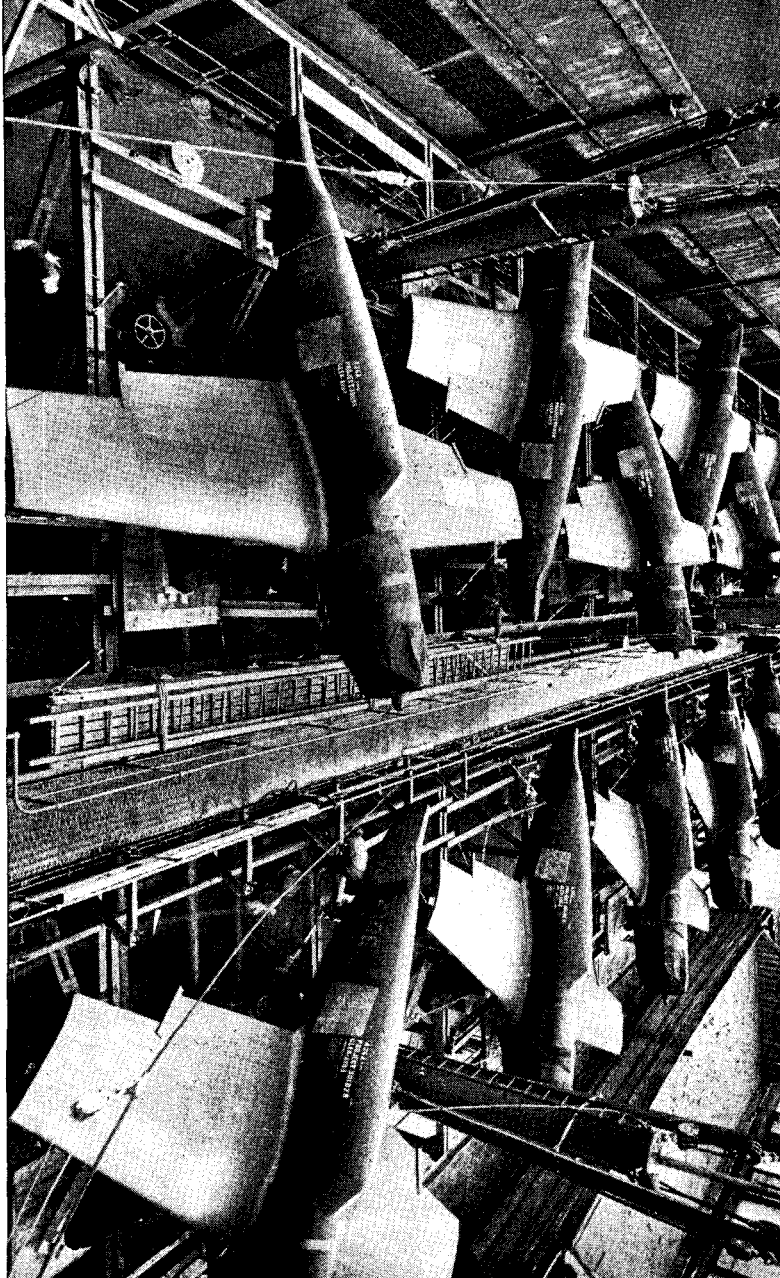
d. Certain types of Army supplies, such as meats, requiring special temperatures in transit are usually transported on refrigerator ships equipped for freezing or chilling cargo. Such vessels are commonly called "reefer" ships.

e. On occasion, both LST's (Landing Ship, Tanks) and aircraft carriers ("flat-tops") have been utilized for transporting Army freight overseas. Normally, however, such vessels are not allocated for this purpose.

9. HOSPITAL SHIPS. a. The ships already described have as their primary function the transport of military personnel and/or cargo between the United States and oversea theaters of operation. The hospital ship, whether especially constructed or converted, is used mainly to return wounded and disabled military personnel to the United States for treatment.

b. Hospital ships are owned or bare boat chartered by the Army. The Transportation Corps is responsible for their conversion, maintenance, and operation. Hospital ships are used in compliance with the terms set

Figure 5. Tanker with deckload of planes.



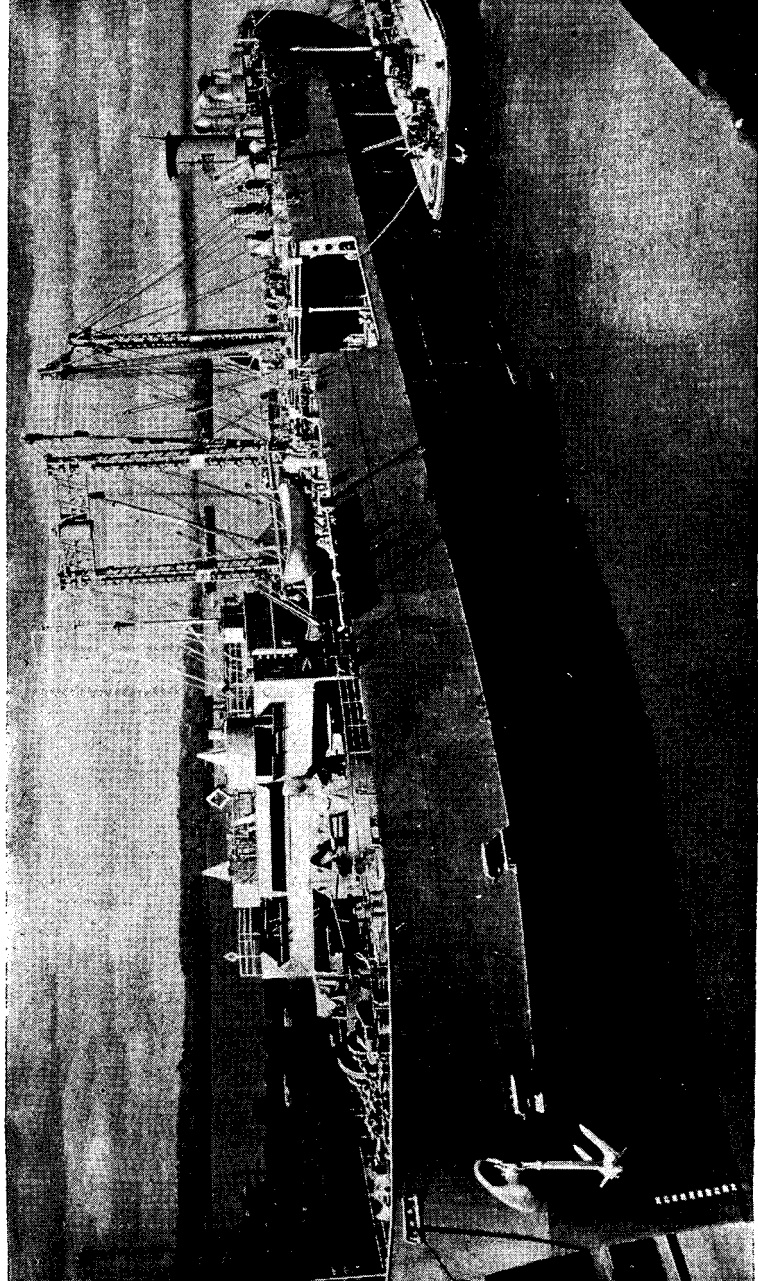


Figure 6. Seatrain in Army service.



Figure 7. Interior of seatrain cargo hold.

forth in The Hague Convention X of 1907. In order for vessels to obtain immunity as hospital ships, strict adherence to these provisions must be maintained at all times. The vessels are painted white with a horizontal green band running the length of the ship on both sides. A red cross is painted on the top deck and on each side of the hull and funnel and is illuminated at night. The vessel must fly both the United States flag and a white flag with a red cross.

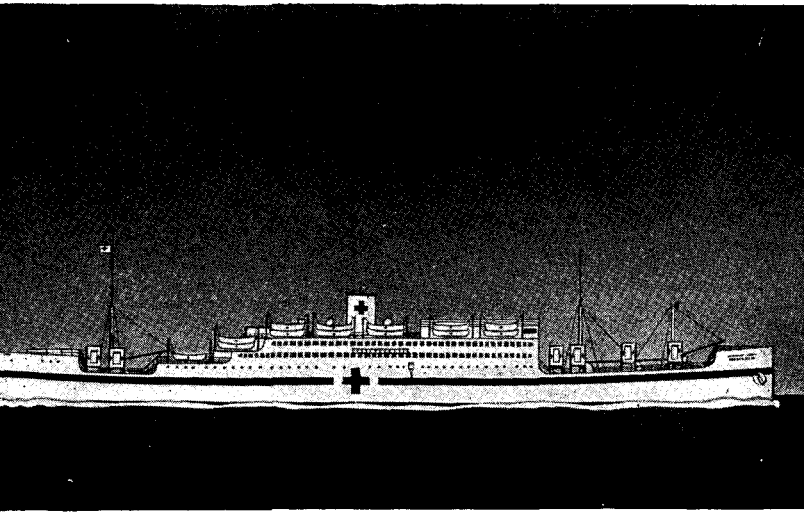


Figure 8. United States Army Hospital Ship.

c. Each hospital ship must carry the following documents at all times:

- (1) Certificate of Commission designating the vessel as a United States Army Hospital Ship.
- (2) Copies of the General Orders designating the vessel as a United States Army hospital ship.
- (3) Certified true copies of all communications from

the Department of State regarding notifications to and from enemy governments in connection with the designation of the vessel as a United States Army Hospital Ship.

(4) Army Regulations (55-series, 40-series, 35-series) and any War Department circulars, bulletins, or other directives that may be released which directly pertain to the operation of United States Army hospital ships.

d. A hospital ship is illustrated in figure 8.

Section III. ACQUISITION AND OPERATION

10. ACQUISITION. Oceangoing ships in Army service are obtained in several ways. They may be built for and title transferred to the Army; they may be purchased or chartered; or they may be allocated.

11. ARMY-OWNED SHIPS. Oceangoing ships owned by the Army are operated by the Transportation Corps; that is, they are crewed, stored, repaired, and maintained in service by the port of embarkation or oversea theater to which they are assigned.

12. CHARTERED SHIPS. Most Army charters today are "bare boat" charters. Under the terms of a bare boat charter the Government agrees to provide the personnel and equipment necessary to operate a privately owned ship in War Department service. Oceangoing ships which are bare boat chartered by the Army are also operated by the Transportation Corps.

13. DEFINITION AND POLICIES. Oceangoing vessels in Army service which are operated by the Transportation Corps, as distinct from those which are allocated, bear the title, United States Army Transport, and the initials

USAT precede the name of the ship when it is written. It is the policy of the Chief of Transportation to comply, so far as military necessity will permit, with the Navigation and Vessel Inspection Laws of the United States in operating Army transports. Certain exceptions to this policy exist as the result of wartime regulations or agreements between the Federal agencies concerned.

14. ALLOCATED VESSELS. Allocated vessels are neither owned nor chartered by the Army. They are allocated to the Army, according to certain specified terms, by the War Shipping Administration, which is the agency formed at the direction of the President to control the allocation of all United States merchant shipping. Allocated vessels are operated under the direction of the War Shipping Administration. They are assigned to a port of embarkation and loaded there, usually by the Water Division of the port.

15. UTILIZATION OF OTHER SHIPS. United States troops and their matériel may also be transported overseas in foreign-owned vessels or in space booked on other ships.

16. FOREIGN-OWNED VESSELS. When such forces and their supplies are transported on vessels of foreign registry, as for example, on those which are British-owned and operated under the British Ministry of War Transport (an agency which compares to the War Shipping Administration), such movements are the subject of special arrangements between the governments concerned.

17. BOOKING SPACE. When the Army books space on vessels which are assigned to other agencies or to other

governments, for the purpose of transporting lend-lease matériel, utilization of such space is made on the basis of mutual arrangements.

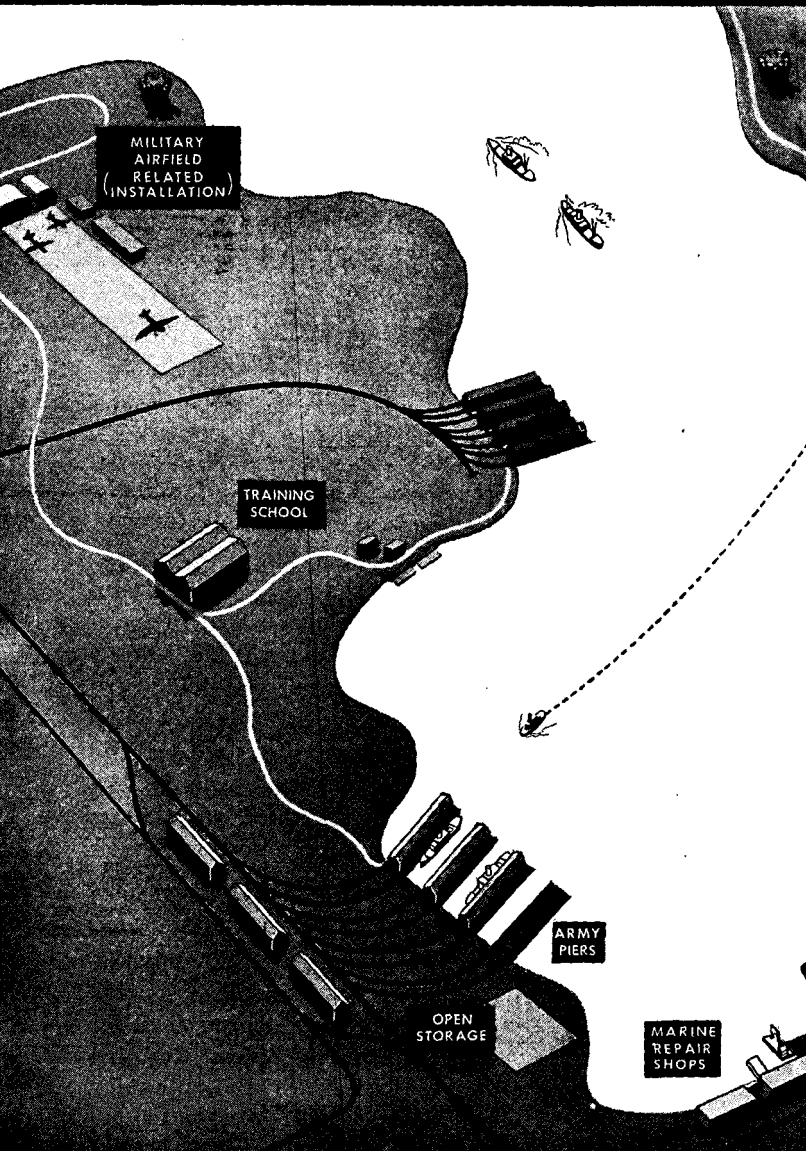
Section IV. PORTS

18. TYPES. Ports established by the War Department, under the command of the Chief of Transportation, for the oversea transportation of troops and supplies are called ports of embarkation, subports of embarkation, or cargo ports of embarkation.

19. OPERATIONS. At Army ports in the United States, the Transportation Corps is responsible for the loading and unloading of ships which carry military forces and supplies. In the performance of these operations close coordination with other non-Army agencies must be maintained. For example, the United States Navy must be consulted relative to sailings and arrivals, the make-up and protection of convoys, and the assignment of naval communications personnel and gun crews. The United States Coast Guard must be consulted on the use of anchorages; its permission must be obtained to load explosives; and its cooperation must be secured on ship inspections which are to be made jointly with it. Arrangements must also be made with the United States Customs Service, the United States Immigration Service and the United States Public Health Service for any necessary examinations and clearances.

20. PORT OF EMBARKATION. a. A port of embarkation may be spread over a large area, not all of it adjacent to the water front. It may include staging areas for troops, ammunition back-up storage points, training schools, and other military facilities. Typical installa-

TYPICAL INSTALLATIONS AT



MILITARY
AIRFIELD
RELATED
(INSTALLATION)

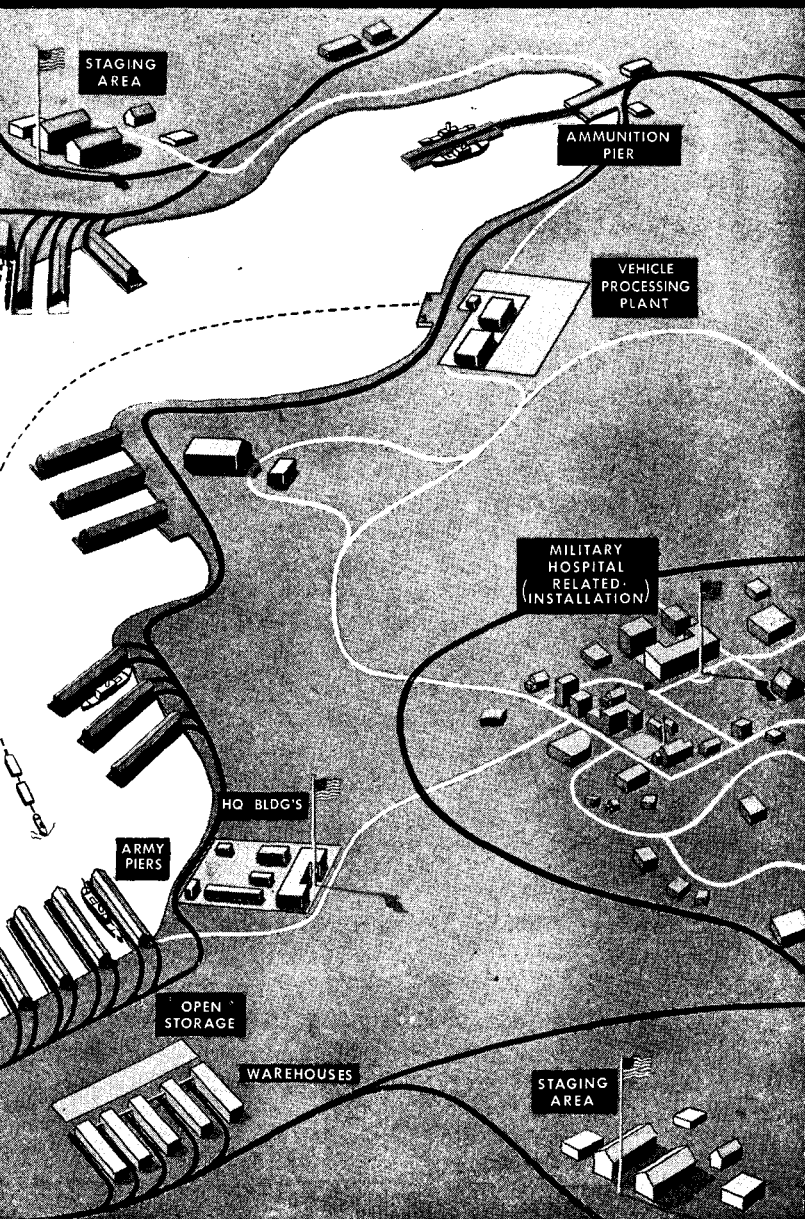
TRAINING
SCHOOL

ARMY
PIERS

OPEN
STORAGE

MARINE
REPAIR
SHOPS

A PORT OF EMBARKATION



tions at a port of embarkation are illustrated on pages 14 and 15. A typical organization of a port of embarkation is shown in appendix II.

b. The Water Division of a port of embarkation is usually the agency which is directly concerned with the maintenance, operation and utilization of oceangoing ships. The detailed responsibilities of the Water Division of a port of embarkation differ for various ports but a typical organization is shown and its functions outlined in appendix II.

21. SUBPORT OF EMBARKATION. A subport of embarkation is a port operating under the jurisdiction of a port of embarkation and is an auxiliary thereto.

22. CARGO PORT OF EMBARKATION. A cargo port of embarkation is a port operated primarily for the shipment of Army cargo, and only incidentally for the embarkation of military personnel.

23. MAJOR AND MEDIUM PORTS (OVERSEA). In the theaters of operation, Army-controlled ports are operated in a manner designated by the theater commanders, according to the personnel and facilities available. Headquarters detachments of Transportation Corps personnel, set up on a Table of Organization basis, usually constitute the basic organization of these ports. Such detachments are normally called major or medium ports (oversea).

24. HOME PORT. The term "home port" refers to the port established by the War Department to which an Army-operated ship is assigned. It is the base from which the ship operates, the port which keeps the ship's records, and is primarily responsible for the maintenance, crewing, and supply of the ship.

CHAPTER 2

RESPONSIBILITIES AND RELATIONSHIPS



Section I. TRANSPORT COMMANDER AND STAFF

25. **GENERAL.** In the transportation of troops, military authority aboard ship is necessary. This authority has its source in Army Regulations. It is vested in the transport commander, who is assigned by the commander of the home port, at the direction of the Chief of Transportation. The detailed responsibilities, duties, and relationships of a transport commander vary considerably, according to the immediate circumstances of the voyage: the organization of the home port, the theater being served, the type of vessel employed, and the availability of assistants. In general, however, such responsibilities, duties, and relationships are well defined.

26. **GENERAL REQUIREMENTS.** The work of a transport commander requires a thorough knowledge of his ship, some general knowledge of shipping practice, an

understanding of troop movement procedures and related subjects, and familiarity with pertinent Army Regulations. He should refer to these Army Regulations and other pertinent War Department publications when situations arise that are not covered by specific instructions. A transport commander must display tact in his relations with others, be adaptable to changes of circumstance, and exhibit sound judgment. His duties may on occasion include those normally assigned to members of a transport commander's staff.

27. COMMAND RESPONSIBILITIES. The transport commander assumes command of all military personnel permanently assigned to the ship. Troops traveling aboard ship are under the command of the port commander until debarked, hence the transport commander, as the direct representative of the port commander, also exercises command authority over such troops. The transport commander is also in charge of civilians traveling under War Department authorization, of Army cargo being transported aboard ship, and of such other matters as are under Army control. His functions in respect to such matters are generally compared to those of a post, camp, or station commander. In fulfilling his responsibilities, the transport commander normally has detailed instructions and check lists prepared for his use by the commander of the home port. Further material on the responsibilities and duties of a transport commander is set forth in chapters 3 to 7, inclusive.

28. RELATIONSHIPS ABOARD SHIP. The relationship of a transport commander to the unit commanders aboard ship is that of a station commander to the commanders of units bivouacked at the station.

a. Upon request of the transport commander, unit commanders provide all staff officers and details required for the proper performance of his duties. Orders and instructions for the conduct of all passengers and troops aboard Army-operated ships are issued by or through the transport commander; those relating to the internal administration of a unit being transported are issued by the unit commander.

b. The responsibilities, duties, and authority of the transport commander and the ship's master are separate and distinct and should not be confused. On Army transports, those of the transport commander pertain to the function of command in connection with all passengers and military personnel, whereas the function of the master pertains to the physical operation of the vessel.

c. The transport commander on a vessel allocated to the Army is in charge of the military forces aboard and civilians traveling under War Department authorization. Should there be other passengers aboard, he exercises no command over them. In conjunction with the master, however, he seeks the cooperation of such passengers in observance of regulations affecting the safety and well-being of the vessel and the troops aboard.

d. On British vessels transporting United States military forces, the transport commander acts only in respect to such forces and any civilians attached thereto. On other foreign-flag vessels, the relationship of the transport commander to the ship's master is usually set forth in regulations of the nation having control of the vessel, subject to special arrangements.

e. The responsibilities, duties, and relationship of transport commanders (transportation officers) on Navy-operated or allocated vessels are set forth in section IV.

29. TEMPORARY TRANSPORT COMMANDER. In the absence of a permanent transport commander, the port commander appoints an officer of his permanent or temporary command to act as transport commander; in such instances, when a cargo security officer is assigned and troops are being transported, he is usually appointed as acting transport commander.

30. STAFF ASSISTANTS. Transport commanders are usually aided by various assistants, commissioned and enlisted. The assistants normally include a transport surgeon, a dental surgeon, a chaplain, and a sales commissary officer as well as enlisted personnel assigned to the ship's hospital, radio facilities, sales commissary, and others assigned to perform essential administrative details. On ships having a troop capacity of over 2,500, an assistant transport commander may also be assigned. In general, since the functions of most of the assistants are highly specialized and technical, the transport commander normally exercises only general military control and administration of their activities, entrusting detailed supervision to the heads of the several groups.

31. TRANSPORT SURGEON. a. Usually, an officer of the Medical Corps is assigned to each Army transport as transport surgeon. During the absence of a permanent transport surgeon, an officer of the Medical Corps traveling aboard or assigned at the home port may be temporarily detailed as acting transport surgeon. In certain instances, an especially trained noncommissioned member of the Medical Corps may be assigned for duty to a ship having no transport surgeon aboard.

b. The permanent personnel of the medical service on Army transports is assigned from the Medical Corps

at the home port upon the recommendation of the port surgeon.

c. Aboard ship, the transport surgeon is commanding officer of the medical detachment, commanding officer of the station hospital aboard, and member of the staff of the transport commander. The transport surgeon is responsible for the control, discipline, instruction, and efficiency of all members of the Medical Department assigned to the ship; proper care and use of hospital equipment; care and treatment of sick and injured among ship's officers, passengers and crew; physical examination of all persons applying for shipment as crew; vaccination of ship's officers and crew; and for furnishing the master with necessary data pertaining to the medical history of the ship sufficiently in advance of sailing time to enable the master or his representative to obtain the required bill of health.

32. DENTAL SURGEON. A dental surgeon when assigned to duty on a transport renders necessary dental attendance for passengers and for ship officers and crew.

33. TRANSPORT CHAPLAIN. A chaplain assigned to duty on a transport is charged with the promotion of religious, educational, and recreational activities. The chaplain usually arranges for the showing of moving pictures and for athletic contests. He acts as guide, counselor, and friend to the permanent military staff of the transport and all troops traveling aboard.

34. SALES COMMISSARY OFFICER. On larger ships transporting military personnel, a sales commissary officer is assigned with the duty of controlling the stocking and sale of commissary supplies. It is the responsibility of the sales commissary officer to keep accurate

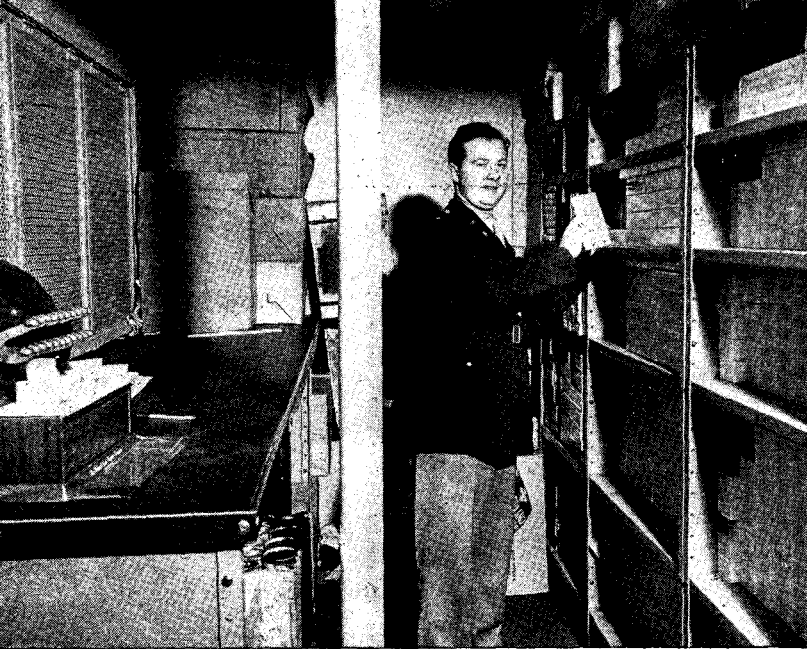


Figure 9. Sales commissary.

financial and stock records, and to make reports to his home port and to the service command which is charged with inspection and audit of his property accounts. When a sales commissary is established and no sales commissary officer is aboard, his functions are exercised by the transport commander or a designated assistant. A sales commissary aboard a transport is shown in figure 9.

35. HOSPITAL SHIP COMMANDER. On hospital ships, the senior medical officer is designated hospital ship commander. His duties and responsibilities are similar to those of a transport commander so far as they apply to a hospital ship.

Section II. CARGO SECURITY OFFICER

36. APPOINTMENT. A cargo security officer is normally appointed on all Army cargo vessels and War Shipping Administration vessels allocated for Army use, except those having transport commanders. When other ships, except United States naval vessels, carry 1,000 or more measurement tons of Army cargo, or a shipment of Army airplanes or special cargo, a cargo security officer is also appointed.

37. MISSION. The mission of a cargo security officer is to forestall mishandling and pilferage of Army cargo at ports or en route between ports, to report damage and pilferage and to make recommendations for reducing such losses, to deliver documents and special cargo entrusted to his care to the proper officers overseas, and to obtain receipt for them. More detailed responsibilities and duties of a cargo security officer are set forth in chapters 4, 6, and 7.

38. GENERAL REQUIREMENTS. The cargo security officer is required to give unremitting attention to his duties, keeping the cargo entrusted to his care under constant surveillance, so far as practical. The work of a cargo security officer requires some knowledge of ships and shipping, tact in his relations with others, and great adaptability. In addition to his regular duties he may be called upon to perform those of a transport commander, sales commissary officer, and even chaplain. He may be faced with emergencies that require the administration of medical attention to sick or wounded. At all times he must conduct himself as an officer of the

Army and all services he performs are rendered solely in that capacity.

39. RELATIONSHIP. The cargo security officer works under the direction of the commanders of the ports of embarkation and debarkation, and, between ports, in the closest cooperation with the master of the vessel. He is, in fact, a special staff assistant to the port commanders and the master, with whom primary responsibility for the cargo remains.

40. WARRANT AND NONCOMMISSIONED OFFICERS. In certain instances, on ships having no transport commander or cargo security officer aboard, a warrant or noncommissioned officer may be assigned with duties and responsibilities similar to those outlined for cargo security officers.

Section III. SHIP'S OFFICERS

41. MANNING. United States Army transports and United States Army hospital ships are manned by civilian crews employed, at the direction of the Chief of Transportation, by the ports of embarkation to which the vessels are assigned. Allocated ships are manned by civilian crews hired by the operators.

42. THE MASTER. The master is in command of the ship. In case of attack, collision, fire, or other emergency, he is in command of all persons on board, except that in the case of attack, the armed guard commander is in charge of the armed guard in the performance of its tactical duties.

43. CHIEF OFFICER. On large ships a chief officer, who acts as the executive officer, is assigned. He relieves the master, assists him on the bridge in bad weather when approaching land, or at any time when the master requests his services, and performs such additional duties as the master directs.

44. FIRST OFFICER. On vessels where no chief officer is assigned, the first officer performs the duties specified for the chief officer. Under the master, he is in immediate charge of the deck department. He is particularly responsible for order and cleanliness of the ship, discipline and efficiency of the crew, and serviceable condition of all navigation instruments, life saving equipment, and deck appliances. He keeps the ship's log, writing it carefully each day, as a detailed and accurate record of all current events.

45. CHIEF ENGINEER. The chief engineer is charged with supervision and operation of the engine department and is primarily responsible for care and management of all propelling, pumping, hydraulic, refrigerating, electrical, auxiliary, and other apparatus on board and all air, water, and steam pipes for sanitary, ventilating, heating, cooking, and other purposes. At sea, he is responsible to the master for general supervision and conduct of his department. He has control over all persons in his department and sees that strict discipline and efficiency are maintained at all times.

46. CHIEF STEWARD. The steward's department is operated solely for the convenience, comfort, and accommodation of passengers and crew. The chief steward has charge of the cabins, saloons, messrooms, galleys, pantries, and other adjuncts of the steward's department,

with their furniture, equipment, and articles necessary for efficient service. He is required to supervise the preparation and serving of meals.

47. TRANSPORTATION AGENT. A ship's transportation agent is usually assigned to Army transports.

a. The transportation agent is responsible for—

(1) War Department ship supplies and property aboard, except medical supplies and equipment and sales commissary supplies.

(2) The preparation of all papers relating to his duties and required by law and regulations, or by the commander of the home port.

(3) Rendering administrative assistance to the transport commander.

b. The transportation agent is special disbursing agent, authorized and bonded by the Fiscal Director, ASF, to whom he is directly responsible for preparation and rendition of his money accounts. He is responsible to the port commander of the home port for accounting for ship's property and for fiscal matters concerning which the port commander provides funds. As the transportation agent and any assistants he may have all sign the ship's articles, they are subject to the disciplinary control of the master.

Section IV. ARMY-NAVY RESPONSIBILITIES

48. PRINCIPLES. Special principles of mutual cooperation govern the transport of Army and Navy personnel aboard Army- and Navy-operated and allocated ships.

49. NAVY TRANSPORTS. a. On transports commissioned in the Navy but operating on Army schedules and per-

forming Army missions, the Army exercises control over the mission and schedules and, subject to safety precautions established by the Navy, control over the loading and unloading. The ships are maintained and operated by the Navy. Details of schedules and availability for repair are mutually arranged by the Office of the Chief of Transportation and the Director, Naval Transportation Service.

b. The authority of the naval commander of the ship is supreme. In addition to his normal naval authority and responsibility, he is also responsible for Army personnel being transported, and in this respect has the authority of the Chief of Transportation and the port of embarkation commander. To assist him in carrying out this latter responsibility he has assigned to him an Army officer with the title "Army transportation officer."

c. The Army transportation officer serves as a permanent member of the staff of the commanding officer of the ship. His duties correspond to those of a transport commander on an Army transport and he is aided by the normal staff of such an officer.

50. NAVY-ALLOCATED SHIPS. On ships allocated to the Navy, Army personnel are under the authority of the naval commanding officer as set forth in Navy regulations. He exercises such additional supervision over Army personnel as the commander of the port of embarkation embarking the troops may desire.

51. ARMY TRANSPORTS AND ALLOCATED SHIPS. a. On Army transports and Army-allocated ships, naval personnel being transported are under the authority of the transport commander, as set forth in regulations. The transport commander exercises such additional

supervision over naval personnel as may be desired by the commandant of the naval district embarking the passengers.

b. On Army- and Navy-allocated ships, an Army transportation officer or Navy transportation officer, as the case may be, may be assigned to assist the transport commander or naval commanding officer.

52. ASSIGNED NAVY PERSONNEL. The status of Navy armed guards and communication personnel assigned to Army-operated or allocated ships is prescribed in Navy Department regulations governing the assignment of such personnel to merchant vessels. Such naval personnel must obey the ship's regulations; but the master, transport commander, and unit commanders aboard exercise no command over them in the performance of their tactical duties.

53. CONVOY AND SPECIAL OPERATIONS. Navy Department regulations govern the movement of ships in convoy. In the case of joint Army-Navy or other special operations, the assignment of transport commanders or transportation officers, and their relationship to ship's officers and force commanders, is usually the subject of special arrangements made by higher authority.

CHAPTER 3

SHIP SUPPLY AND INSPECTION



Section I. SHIP SUPPLY

54. PROCEDURE. a. Army-allocated vessels are supplied by the operators or allocating agency, except that in emergencies, certain supplies may be furnished by the port of embarkation under special arrangement.

b. Army-operated ships are normally supplied by the port of embarkation to which they are assigned.

55. RESPONSIBILITIES. The ship's transportation agent is responsible for the adequate supply of all necessary items which include administrative, deck, engine room, and steward's supplies and which range in size and importance from an egg beater to an anchor and relate to almost every phase of activities at sea. In order that all necessary arrangements may be made at a port for furnishing fuel and supplies to a vessel as quickly as possible upon its arrival, the ship's transportation agent

advises the port in advance of the quantities of fuel and other supplies which the vessel will need.

56. SUBSISTENCE SUPPLIES. In wartime, vessels are authorized to carry nonperishable articles for subsistence supplies to the extent of the ship's capacity. Usually, sufficient perishable articles, such as fresh beef, fresh vegetables, and fresh fruit, are put aboard to last the maximum normal round trip or until a fresh supply may be obtained.

57. TRANSFER OF SUPPLIES. Army transports when ordered home may transfer surplus quantities of fuel oil and ship's, steward's and commissary stores without compensation to authorized representatives abroad of the United States Army, United States Navy, and War Shipping Administration in order of priority listed. Such transfers are made at the direction of the transport commander after consultation with the ship's master to determine the amount of surplus. Where a transport commander has not been assigned, transfers are directed by the master.

58. EMERGENCY SUPPLIES. Emergency supplies are specified by the Merchant Marine Inspection Section, United States Coast Guard, and are carried at all times in each of the ship's lifeboats. These supplies must be examined frequently and replaced before they deteriorate.

59. REQUISITIONS. All lists of items for requisition, except those required by the transport commander, are originated by the officers in charge of the departments of the ship and submitted to the master, who after ap-

proval, refers them to the ship's transportation agent for preparation of requisitions. The agent then submits the requisitions to the master for signature and refers them to the proper officer on arrival at the home port. He also submits requisitions at ports en route for any stores required for completion of the voyage. Requisitions for items to be supplied to the military staff aboard are prepared by the transportation agent and submitted to the transport commander for signature.

Section II. SHIP INSPECTIONS

60. GENERAL. During the time in which a ship is prepared for sea, and prior to its sailing, many inspections are made to assure all concerned that it is safe and suited to the purpose for which it will be used. These inspections are conducted by several agencies.

61. ALLOCATED SHIPS. On Army-allocated ships inspections are made by the allocating agency, the operators, the ship's officers and the Merchant Marine Inspection Section of the United States Coast Guard. If United States military personnel are to be carried, representatives of the port commander will participate in these inspections.

62. ARMY TRANSPORTS. On Army-operated ships inspections are made by agencies of the port.

a. Inspection parties or teams will normally include one or more representatives of the superintendent of the Water Division, the inspector general, and the port surgeon. In addition, the port veterinarian, the troop movement officer, the port signal officer, and perhaps several other port agencies may be represented. The

Merchant Marine Inspection Section of the Coast Guard also makes inspections to determine whether the vessel meets the requirements of maritime laws and regulations.

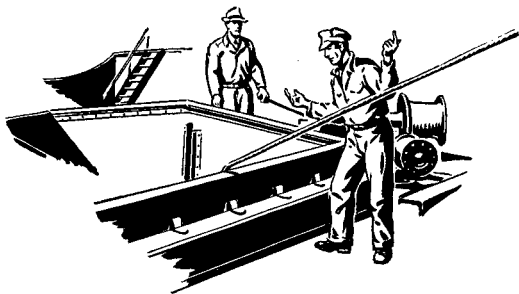
b. Among matters which must be checked are the need for repairs and the adequacy of any repairs made, the adequacy of fire-fighting and life saving equipment, the sanitary and messing facilities, the passenger accommodations and billeting arrangements, the safety and general cleanliness of the ship, the communication equipment and the adequacy of supplies including special equipment that may be required.

63. RESPONSIBILITIES. The transport commander and transport surgeon, where they are assigned, should accompany the inspection parties and pay particular attention to the recommendations made concerning matters under their control. They should check to see that the recommendations are carried out in a satisfactory manner and that every precaution is taken against all possible contingencies of the voyage. On Army transports, maintenance and repair work is done on the basis of maintenance and repair lists prepared by the transport commander, transport surgeon, the master, chief engineer and chief steward.

64. ANNUAL INSPECTIONS. In addition to prevoyage inspections, every Army-operated ship is subjected to a thorough inspection by a board of competent inspectors at least once a year and is drydocked every 6 to 9 months for bottom cleaning, painting, and necessary repairs to all underwater parts.

CHAPTER 4

FREIGHT OPERATIONS



Section I. GENERAL

65. GENERAL. Neither transport commanders nor cargo security officers are expected to be expert in freight operations. These officers, however, will be able to perform their duties more effectively if they have some knowledge of shipping procedures and cargo stowage. The subject of stevedoring is explained in TM 55-310.

66. BASIS OF SHIPMENT. Shipment of Army freight overseas is made on an automatic basis, a semiautomatic basis, or by requisition only. In automatic supply, matériel is shipped overseas at regular periods in quantities designed to maintain the level of supply established by the War Department for the theater of operations being served. In shipments made on a semiautomatic basis, the edited Matériel Status Report and Ammunition Supply Report govern the supply of the matériel and

munitions included in these reports. Other items of equipment and supply are furnished by requisition upon the responsible port of embarkation by the oversea command concerned. Oversea commands in which the authorized levels of supply have become stabilized may be placed upon a requisition basis at the direction of the War Department. The Matériel Status Report, Ammunition Supply Report, and Selected Items Report are continued for statistical and control purposes. Shortages of equipment and supplies reflected by these edited reports are shipped only on request by the oversea commander concerned.

67. TYPES OF CARGO. a. Military cargo is divided into several general classifications: bulk cargo, such as grain, coal, gasoline and fuel oil; general cargo, consisting of supplies and equipment furnished by various supply services; hazardous or "label" cargo, such as ammunition, high explosives, chemicals, gases, and inflammables; perishable commodities requiring ventilation or refrigeration during transit; and "strong room" or "critical" cargo, such as mail, valuables, medicinal liquors, drugs, and secret shipments requiring special attention.

b. Each type of cargo requires different treatment. For instance, certain vaccines and other medical supplies must be kept in chilled or cold storage; mail must be kept under lock or guard; and inflammable material must be segregated from other cargo.

c. Organizational equipment and baggage, which are important parts of freight movements overseas, require different planning, handling, and stowage from any of the types of cargo mentioned above.

Section II. TYPES OF LOADING

68. GENERAL. a. The essential difference between commercial loading and military loading lies in the fact that operators of commercial vessels are free to select their freight so as to derive the greatest revenue consistent with operating efficiency, whereas the Army must, and does, strive for operating efficiency while basing its loading practice on military requirements and the unusual characteristics of the freight.

b. In loading a vessel, the ideal is to utilize completely the ship's capacity in respect to both its cubic measurement and its cargo deadweight. This is called getting a ship "full and down." A large quantity of Army cargo is measurement cargo; that is, its cubic measurement is much greater than its deadweight. When this characteristic is exaggerated, it may be called "balloon cargo." Its loading complicates the possibilities of getting a ship "full and down."

69. COMBAT LOADING. There are various types of military loading, all of them designed to meet the requirements of the theater or force commander. For example, vessels carrying an amphibious task force are loaded with the weapons, ammunition, supplies and other military impedimenta necessary to permit the force to go into action immediately upon debarkation. All equipment and supplies are loaded in such a manner that they can be discharged from the ship in the order required by tactical considerations. The sequence to be followed is determined by the force commander. This type of loading is usually called "combat loading."

70. UNIT LOADING. At times it is desirable to place aboard a troopship all impedimenta and supplies necessary to the proper functioning of the unit or units being transported on that vessel, but not necessarily stowed so as to permit discharge in an order conforming to tactical requirements. This is sometimes known as "unit loading." In the case of combat loading there must, of necessity, be an extravagant use of cargo space, because accessibility is paramount. In "unit loading" it is possible to effect much closer stowage.

71. CONVOY LOADING. a. As a variation of unit loading, it may be advantageous to load throughout a convoy the impedimenta and supplies accompanying a body of troops moving in several vessels. In this instance the matériel is not necessarily complete on each ship for the troops aboard that particular vessel. This type of loading is often referred to as "convoy loading."

b. In convoy loading, because there is rarely sufficient space on a troopship to accommodate all required supplies and equipment, it is usually necessary to provide cargo vessels in addition to troopships in order to transport everything needed.

72. GENERAL SUPPLY AND MAINTENANCE LOADING. There is another type of loading which for want of a better term is often called "general supply and maintenance loading." This type more nearly approaches commercial loading than the others mentioned, because greater economy of space is possible in view of less severe military requirements. Even with general supply and maintenance items, however, the character of the cargo does not always permit putting the ships "down to their marks," that is, down to the Plimsoll mark which is

painted on the side of the vessel to designate the safe load lines according to the season of the year and geographic location of the ship.

73. OTHER TYPES OF LOADING. Other special types of loading are frequently used to meet specific requirements of a temporary nature. Among these expedients are some commonly referred to as "commodity loading," "prestowage," and "flatting cargo."

a. In the first of these, a ship's holds are stowed with only one type of cargo, such as ammunition, rations, or boxed vehicles. Other specified types of cargo may be loaded on deck.

b. When certain groups of commodities, for example, rations, landing mats, and quartermaster general stores, are loaded in separate lots, each blocked off from the other, the ship may be spoken of as "prestowed."

c. The term "flatting cargo" is sometimes used to designate the loading of cargo, such as ammunition or rations, in the bottom of a ship up to a height sufficient to leave room for the loading of vehicles. Such cargo is leveled off, covered with planks and dunnage, and well cushioned against the weight placed upon it. Vessels with this type of loading are usually employed in relatively short interport voyages until the time when the "flatted cargo" is needed.

Section III. RESPONSIBILITIES

74. GENERAL. The actual loading of Army-operated or allocated ships in the United States is usually performed by civilian longshoremen, working under the direction of officers assigned to the Water Division of the

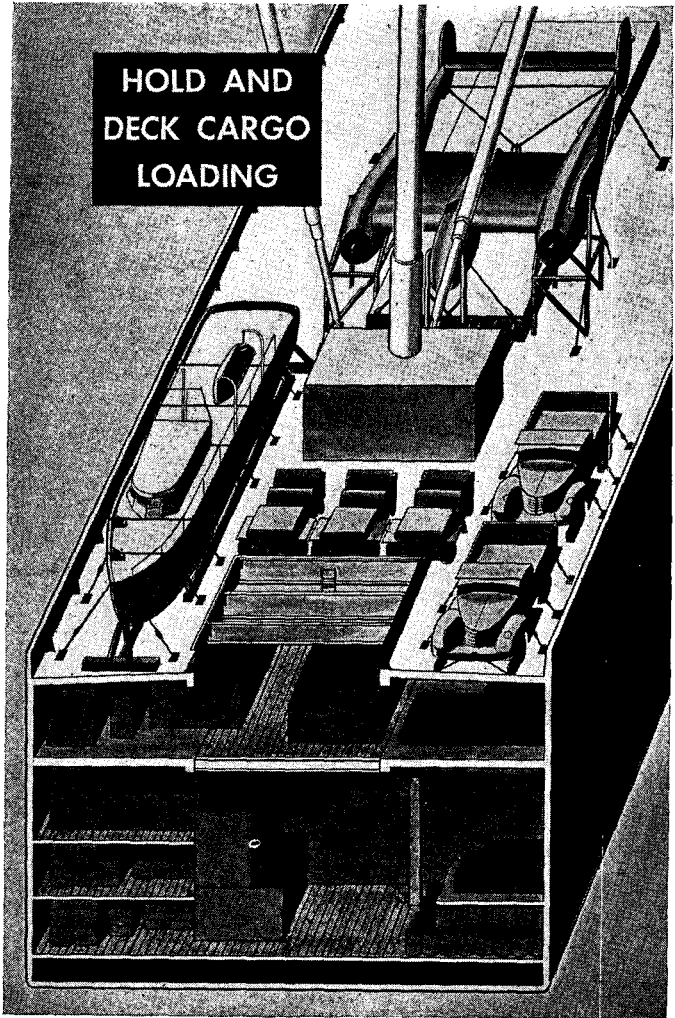


Figure 10.

port of embarkation. When sufficient longshore labor is unavailable, Army labor may sometimes be employed.

75. THE MASTER. The master of the ship must be consulted as to his desires regarding loading. It is his responsibility to see that it is accomplished with safety to the vessel.

76. TRANSPORT COMMANDER AND CARGO SECURITY OFFICER. It is also the responsibility of the transport commander or cargo security officer to be familiar with the character of the cargo and to know its stowage.

a. The transport commander or cargo security officer should call the attention of the proper authorities to any irregularities which may jeopardize the security of Army cargo. This is not to say, however, that these officers should usurp or interfere with the authority of the pier officer or master.

b. In addition to knowing the character of the cargo and its position in the ship, and taking action to prevent its damage or pilferage, the transport commander or cargo security officer should also be familiar with the code markings on the cargo, the stowage plan, manifest and shipping papers, including the War Department Shipping Document which has supplanted many of the other types of papers previously used.

77. INSPECTIONS. After loading is completed and during the voyage, the transport commander or cargo security officer, in company with the master or his representative, should make frequent inspections of all accessible cargo, paying particular attention to lashings securing deck cargo and the proper closing and securing of all hatches, manholes, and ventilators leading to cargo

spaces. He should keep a rough notebook or check list of data pertaining to cargo security for later use in preparing a voyage report. A transverse section of a ship, showing hold and deck cargo loaded, is illustrated in figure 10.

CHAPTER 5

EMBARKATION AND VOYAGE DISCIPLINE



Section I. PLANNING

78. SURVEY. The first duty of a transport commander upon assuming his command is to make a detailed survey of his ship in order that he may be familiar with all its physical features. In the light of his survey, fundamental plans can be developed, with particular reference to such phases as troop berthing, messing, security, emergency drill, police, commissary operation, medical service, and recreation.

79. BASIC PLANS. The transport commander, in consultation with the ship's officers, next develops basic plans in detail and incorporates them in standing orders. These include the establishment of emergency stations, guard posts and look-out stations, training areas, police and sanitation zones, off-limit and smoking areas, and permanent work details. Traffic routes must be marked



Figure 11. Troop compartment on Army troopship.

and charts drawn to facilitate billeting and assignment of responsibilities for local command and control. Mess details must be arranged with the chief steward, and the transport commander and his designated assistants are required to work out plans which have particular reference to potential speed of feeding, adequacy of mess kit washing, and refuse disposal facilities. On matters pertaining to hygienic standards, the transport surgeon is consulted. Contact between the transport commander and the agency embarking the troops is usually made through an embarkation liaison officer.

80. ADVANCE PARTY. Among the details arranged with the embarkation officer is the composition and strength of an advance party. This includes those officers requested by the transport commander to serve as his staff during the voyage, loading officers, and such officers and enlisted men as may be needed for guard, police, sanitation and mess details. The advance party is normally embarked several hours prior to the main embarkation.

81. BILLETING PLAN. a. The billeting plan for enlisted men is made out in advance and checked in detail by the transport commander and the embarkation officer. Every effort is made to preserve the integrity of tactical units in order that the command control of troops during the voyage may be through their regular officers and chain of command. Entraining schedules for staging areas are normally based on the billeting plan, and this plan, therefore, can seldom be altered once entraining orders are issued.

b. A troop compartment on an Army transport is illustrated in figure 11.

c. The assignment of officers and other first class passengers to stateroom accommodations is accomplished by

the port agency having this responsibility or by the transport commander, depending on the organization of the port and the port commander's desires.

Section II. EMBARKATION

82. TROOP LOADING. Aboard ship, the details of troop loading are supervised by the loading officers assigned to the transport commander. Such officers usually familiarize the unit commanders with the billeting plan and ship's regulations and act as guides to the billeting areas.

83. TROOP CONTROL. The responsibility of the transport commander for the military forces traveling aboard his vessel begins when such forces cross the gangplank. Once aboard ship, troops are not permitted to leave their areas, except to visit latrines, during the embarkation period. They are cautioned against smoking in prohibited areas while the ship is in port, instructed in the use of the life-jacket and informed as to the whereabouts of emergency exits.

84. TROOP OFFICERS. a. Troop officers are usually embarked over a separate gangway. An officer supervises their quartering, and unit commanders are then directed to report to the transport commander for instructions.

b. Area and compartment commanders are assigned from among the officer personnel of embarking units by the transport commander. They are held responsible for all matters relating to the troops quartered in their respective areas during the voyage, including the conduct of emergency drills held in accordance with the transport commander's standing orders. They also super-

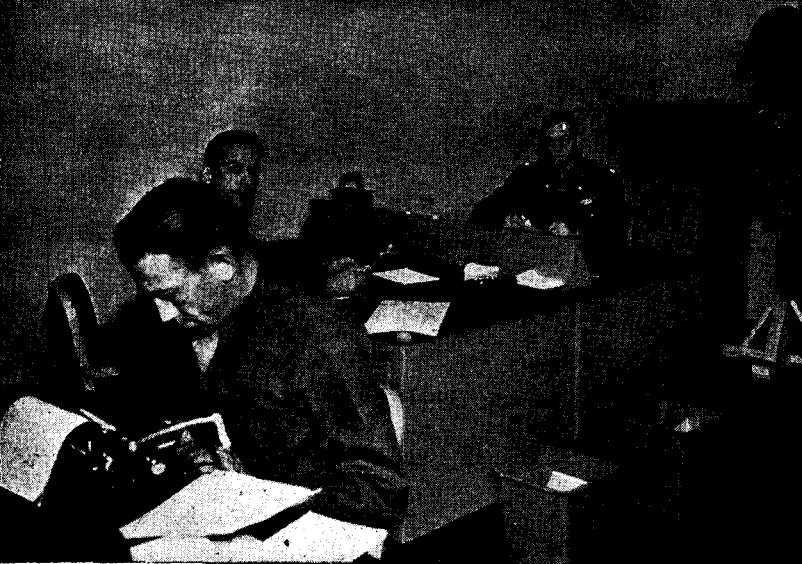


Figure 12. Transport commander's office.

vises the proper disposal of individual equipment of troops in the area or compartment.

85. PASSENGER LISTS. The transport commander is responsible for checking and correcting the copies of the passenger list which are delivered to him subsequent to embarkation but prior to sailing. He is also responsible for the preparation of a recapitulation of the verified passenger list. A transport commander's office is shown in figure 12 and a troop office aboard a transport in figure 13.

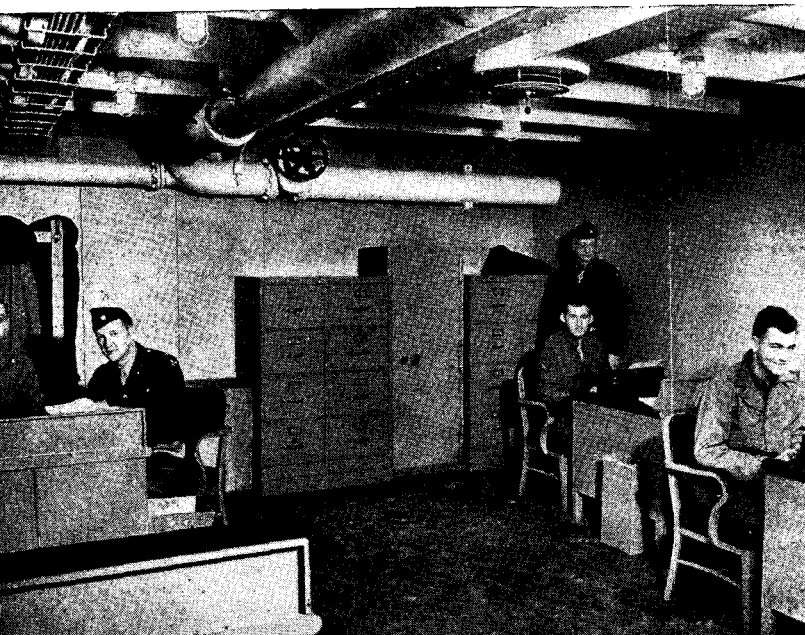
Section III. VOYAGE DISCIPLINE

86. MISCELLANEOUS DUTIES. Once at sea, the advance planning and preparation made for the voyage should develop into a well-regulated program govern-

ing the health, morale and discipline of the forces embarked. In the application of this program, the transport commander and his staff have many miscellaneous duties. The transport commander, for example, conveys assurances as to the safe conduct of the voyage to the troops aboard; he facilitates, for the officer charged with that responsibility, partial payment to troops and the exchange of United States currency into foreign money when necessary; he arranges for the distribution to troops (not earlier than 48 hours after sailing) of any material placed aboard to acquaint them with their destination.

87. CENSORSHIP. The censorship of mail which applies to troops in the staging areas is continued in effect

Figure 13. Troop office aboard transport.



aboard ship. It is the duty of the transport commander to assure himself that unit commanders are familiar with censorship requirements and are enforcing them. Normally, unit commanders are required to accumulate all mail written by troops under their command and to turn it in to a designated officer prior to debarkation. The process of censorship is facilitated if a "transport censor" is appointed by the transport commander and if each day's accumulation of mail is examined that day. On Army transports, the transport commander must assure himself that all civilians, including the crew, are familiar with and are complying with censorship requirements. Upon arrival at destination the transport commander delivers all mail written aboard to the postal officer of the port for disposition.

88. OTHER SAFEGUARDS. Other regulations for the safeguarding of military information are also the responsibility of the transport commander. Thus, he must assure himself that nothing is published in the ship's paper which would violate security. He must make sure that troops are forewarned to maintain the utmost secrecy if the vessel stops at intermediate ports. He must be certain that all concerned are familiar with established policies regarding the destruction of classified matter in emergencies and that they are prepared to carry out such destruction.

89. MESSING. Troop messing is of great importance in life aboard ship. The transport commander, having developed basic plans in cooperation with the chief steward, details officers to supervise the feeding of personnel at all meals. He also makes frequent personal inspections at meal time. All complaints or suggestions relative



Figure 14. Mess hall on Army troopship.

to mess operation are referred to him for adjustment. A mess hall on an Army transport is illustrated in figure 14.

90. TROOP TRAINING. Training of troops traveling aboard ship is the responsibility of unit commanders, within the program established by the transport commander who will do everything possible to facilitate whatever training program may be in effect. A report covering training accomplished during the voyage is usually submitted through the transport commander to the port commander.

91. EXERCISE AND RECREATION. Troops are required to participate in physical exercise when deck space permits. This should be organized under the direction of the transport commander and movements to and from recreation areas coordinated with other traffic problems. Troops should be encouraged to participate in recreational activities such as deck games, and group singing. In organizing these activities the transport chaplain utilizes the services of traveling chaplains, special services officers and other passengers. A recreation hall aboard a transport is illustrated in figure 15.

92. COURTS-MARTIAL. Disciplinary action, where necessary, is usually the function of permanent unit commanders, but the transport commander has summary and special courts-martial jurisdiction and may exercise his powers if, in his opinion, unit punishment is inadequate for any breaches of discipline which take place. Casuals traveling aboard ship are subject to the disciplinary action of the transport commander; such action, when necessary, is usually exercised through the officer



Figure 15. Recreation hall aboard transport.

in charge of the casualties. All permanently assigned transport personnel should be familiar with the ninth and tenth Articles of War dealing with courts martial.

CHAPTER 6

DEBARKATION AND DISCHARGE



Section I. DUTIES OF TRANSPORT COMMANDER

93. ADVANCE PLANNING. Usually, debarkation procedures of the port of destination are made known to the transport commander prior to arrival at destination. The transport commander, after consulting the master, anticipates the time of arrival and prepares to debark troops in accordance with such procedures. In the absence of instructions for the port to which destined, transport commanders anticipate requirements in the light of their experience and any information they may be able to obtain on the subject. In this case, the transport commander prepares debarkation plans which take into consideration the assumed conditions. Actual conditions upon arrival may differ, but advance preparation of debarkation schedules will probably make available one which can be adapted to the prevailing situation. These plans should take into account partial debarka-

tions while en route to destination and the discharge of baggage for those units thus debarking.

94. DISTRIBUTION OF AMMUNITION AND RATIONS.

Small-arms ammunition and field rations are usually placed aboard each transport, stowed so as to be accessible for issue. When required, they are issued as late in the voyage as possible but prior to arrival, in quantities usually indicated in debarkation instructions.

95. POLICE AND INSPECTIONS. The schedules for final messing should be so arranged as to allow for the dismissal of all mess details prior to the beginning of debarkation. Final disposal of refuse should be arranged for in advance of debarkation and all individual equipment should be packed and areas thoroughly policed. Thorough inspections of all areas should be made and details posted to insure that an acceptable state of cleanliness is maintained until debarkation is complete. Often, a detail composed of troops traveling aboard is retained on the ship to police it thoroughly after the main debarkation. Before debarkation, arms, packs, and individual equipment should be examined by unit officers and assurance obtained that all such property is in the possession of their respective commands and will be taken off the ship.

96. BOARDING OFFICER. At most ports a representative of the port authorities boards the ship prior to docking or immediately thereafter. He usually presents the transport commander with local debarkation orders and other instructions. Based on such information, the transport commander issues his detailed orders for debarkation to the unit commanders. The debarkation

officer normally controls the actual movement off the ship and the transport commander assists and expedites the movement of the troops to the gangway. The boarding officer or another representative of the port authorities will request the required number of copies of the passenger list (with recapitulations) and a certificate of safe arrival (with details of exceptions, if any).

97. DELIVERY OF PAPERS. Following debarkation, the transport commander delivers to the proper port authorities the records of any replacement groups transported on his ship, and such other papers as may have been entrusted to him for delivery overseas.

Section II. DUTIES OF CARGO SECURITY OFFICER

98. GENERAL. Upon arrival at an unloading port, the cargo security officer has several duties to perform in connection with the cargo entrusted to his care.

99. GUARDS. He should request of the port commander (preferably in writing) sufficient guards to protect all cargo, particularly critical and highly pilferable cargo. If insufficient guards are available, he should make the best possible arrangement with the port commander, the master, the naval gunnery officer, and others who may be able to assist.

100. DELIVERY OF DOCUMENTS. He should personally deliver manifests and stowage plans to the proper authority (and obtain a signed, identifiable receipt), retaining copies of each for his own use during unloading and delivering them to the port authority upon completion of discharge.

101. UNLOADING. During unloading operations, the cargo security officer should remain aboard or in the wharf area. He sees to it that any damaged containers of cargo are placed safely ashore pending repair. He observes the performance of guards aboard ship and those charged with safeguarding critical and pilferable cargo which has been discharged from the vessel, and directs attention of the proper port authority to any deficiencies which are resulting or are likely to result in damage or pilferage.

102. SEARCH OF HOLDS. Upon completion of discharge the cargo security officer searches the holds of the vessel and reports any overlooked cargo to the port authorities. If any cargo which should have been unloaded at a previous port of call has been overcarried, he will endeavor to have it forwarded to the proper destination.

103. DISPOSITION OF GEAR. He ascertains from the port authorities the disposition to be made of dunnage, chocks and shoring, and of metal lashing gear, as well as any cargo-handling equipment which may have been put aboard at the loading port for use in unloading at ports which have limited facilities.

104. FORWARDING OF REPORTS. Finally, the cargo security officer prepares and sends the ship's record on W.D.,T.C. Form No. 236 to the Office, Chief of Transportation, and a complete voyage report to the commander of the home port. With the voyage report, he usually forwards the receipts obtained for the manifests, stowage plan, and for critical cargo. The cargo security officer also delivers a copy of the voyage report to the

oversea port commander. Where possible, the cargo security officer cables the commander of the home port the expected date of his arrival at the home port, but, in any case, this information is included in the voyage report.

CHAPTER 7

SHIPS' TURNAROUND



Section I. COOPERATION WITH PORT AUTHORITIES

105. GENERAL. In the preparation of a vessel for a return passage, the duties of a transport commander or a cargo security officer are similar to those performed in preparation for the outbound trip. The transport commander and the cargo security officer will cooperate fully with the oversea port authorities in arranging for the embarkation and loading of passengers and cargo. When a billeting plan has been prepared by oversea port authorities, it is usually shown to the transport commander and his advice and concurrence are sought.

106. ADVANCE INFORMATION. The oversea commander is responsible for forwarding to the home port all necessary advance information. If the ship is subsequently diverted to another port, the home port will forward to the new port the information sent from overseas.

Without such advance information, the debarkation and discharge in the United States of passengers, and such cargo as mail, baggage, captured enemy matériel, and salvage, is in danger of being delayed and the all-important task of keeping the ship in continuous operation hindered. The transport commander and cargo security officer, for their part, must make certain that they obtain sufficient copies of passenger lists, manifests, stowage plans, and other shipping papers and reports which they may be required to deliver to the home port.

Section II. PRISONERS OF WAR

107. GENERAL. Prisoners of war are embarked under the authority of the theater commander who arranges all preembarkation details, including inspections, preparation of passenger lists and individual records, and the delivery of prisoners and their effects to the ship. The transport commander will receive the prisoners and place them in the space previously agreed upon between the oversea port authorities and the transport commander. He will take the necessary action to utilize the guard personnel furnished by the port commander to insure the control and safe-keeping of the prisoners. He will also receive such documents and personal effects as are delivered by the port authorities and will deliver them intact to the appropriate authorities at the port of destination.

108. QUARTERS. Quarters occupied by prisoners of war must be so located or barricaded as to prevent the prisoners having access to vulnerable parts of the ship or to accommodations occupied by other personnel.

109. OTHER RESPONSIBILITIES. Other responsibilities of the transport commander regarding prisoners of war include: inspection of quarters to ensure that they are clean; the posting and proper instruction of guards; the display of appropriate standing orders in prominent positions (preferably in the prisoners' own language); the distribution of life jackets and instruction in procedures for emergency drills; the maintenance of records dealing with untoward incidents and the maintenance of proper discipline. The transport commander is also responsible for the observance of the rules for the treatment of prisoners of war based on those set forth in the Geneva Convention of 1929.

Section III. RETURN VOYAGE

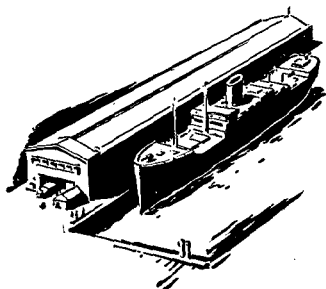
110. TRANSPORT COMMANDER. a. In general, the responsibilities and duties of the transport commander and his staff assigned to an Army transport differ little on the return voyage from those which maintain when the ship is outbound. The same is true for military personnel assigned to a War Shipping Administration vessel which is allocated to the Army and employed on an Army mission.

b. In the case of a War Shipping Administration vessel which has been allocated to the Army on the outbound voyage but which is not so allocated on the inbound voyage and which is then employed in other than Army service, the transport commander and assigned or traveling personnel under his command have the same status as on the outbound voyage. In such instances, the master is expected to continue his respect for the powers and responsibilities of the transport commander and to con-

vey requests, directions, or necessary orders to members of the transport commander's command through that officer. The relationship of the transport commander to passengers aboard, other than those under his command, is that which applies for similar passengers on an allocated vessel and is set forth in paragraph 28.

III. CARGO SECURITY OFFICER. If a cargo security officer returns to the United States in the vessel on which he made the outbound voyage, and if that vessel is carrying Army cargo, supplies, mail or other material of interest to the Army, he performs duties similar to those which occupied him on the outbound voyage. If a cargo security officer returns on the same vessel to which he was assigned and if it is not then allocated to the Army or carrying Army cargo, the cargo security officer has the status of a passenger.

CONCLUSION



112. VARIATIONS. The operation of each ship in Army service varies in many details. The purpose for which a vessel is used, the requirements established in its home port, the number and kinds of passengers to be transported, or the amount and type of cargo loaded, all affect operating procedures. Even for ships of the same class, the size of the crew and military complement will vary. The physical character of the ships themselves may change from voyage to voyage as the result of alterations and repair work.

113. LOCAL PROCEDURES. Somewhat detailed operating procedures applying to different types of vessels and circumstances have been developed and published in the various ports of embarkation. Although complete standardization of procedure is impossible, these published programs serve to obtain some degree of uniformity and are extremely useful for training purposes. It is the responsibility of all Army personnel assigned to ports to become familiar with such material and to keep it up to date by making suggestions based on experience.

APPENDIX I

REFERENCES

I. Army Regulations.

<i>Number</i>	<i>Title</i>
55-5	General Provisions.
55-75	War Department Ports.
55-305	Water Transportation—General Provisions.
55-315	Transports in Port.
55-320	Transport Commander, Ship Transportation Officer, or Transportation Agent.
55-325	Transport Master.
55-330	Relationship Aboard Transports of Transport Commander, Unit Commanders, Master, and Others.
55-335	Deck Department on Transports.
55-340	Engine Department on Transports.
55-345	Steward's Department on Transports.
55-350	Medical Service on Transports.
55-355	Transport Chaplain.
55-360	Transport Radio Service.
55-365	Conduct of Crew on Transports.
55-370	Flags, Honors, and Salutes on Army Transports.
55-380	Prescribed Uniform for Army Transports and Harbor Boats.
55-385	Transport Passenger Lists.
55-390	Oversea Movement of Organizations, Casuals, and Individuals on Army Transports.

<i>Number</i>	<i>Title</i>
55-400	Transportation of Casuals on Transports.
55-410	Baggage and Effects on Transports, Customs Requirements.
55-415	Assignment of Quarters on Transports.
55-420	Transport and Harbor Boat Messes.
55-430	Conduct of Passengers on Transports.
55-435	Routine of Passengers on Transports.
55-440	Boat and Fire Drill, Collision, or "Man Overboard" on Transports.
55-445	Debarkation of Troops from Transports.
55-450	Supplies for Transports.
55-455	Transportation of Supplies, Property, and Mail on Transports.
55-470	Transportation by Water of Explosives, Inflammables, and Chemical Materials.
55-485	Transportation of Animals on Transports.
55-490	Sailing Instructions and Sailing Orders for Transports.
55-500	Accident, Damage, Loss or Destruction of Vessel or Cargo.
55-505	Inspecting, Repairing, Overhauling, and Painting Vessels.
55-515	Charter of Vessels.
55-525	Care and Use of Gasoline on War Department Vessels.
55-530	Hospital Ships.
35-3840	Civilian Employees—Allowances.

<i>Number</i>	<i>Title</i>
35-6580	Accounting for Subsistence Supplies on Army Transports.
40-2055	Veterinary Service at Ports and on Animal Transports, C 1.
380-5	Safeguarding Military Information.
600-550	Personnel, Deceased (par. 26).
850-300	Inspection of Steam Boilers.

2. Field Manuals.

- FM 21-22 Watermanship.
- FM 55-130 Small Boats and Harbor Craft.
- FM 55-150 Amphibian Truck Company.

3. Technical Manuals.

- TM 55-310 Stevedoring.

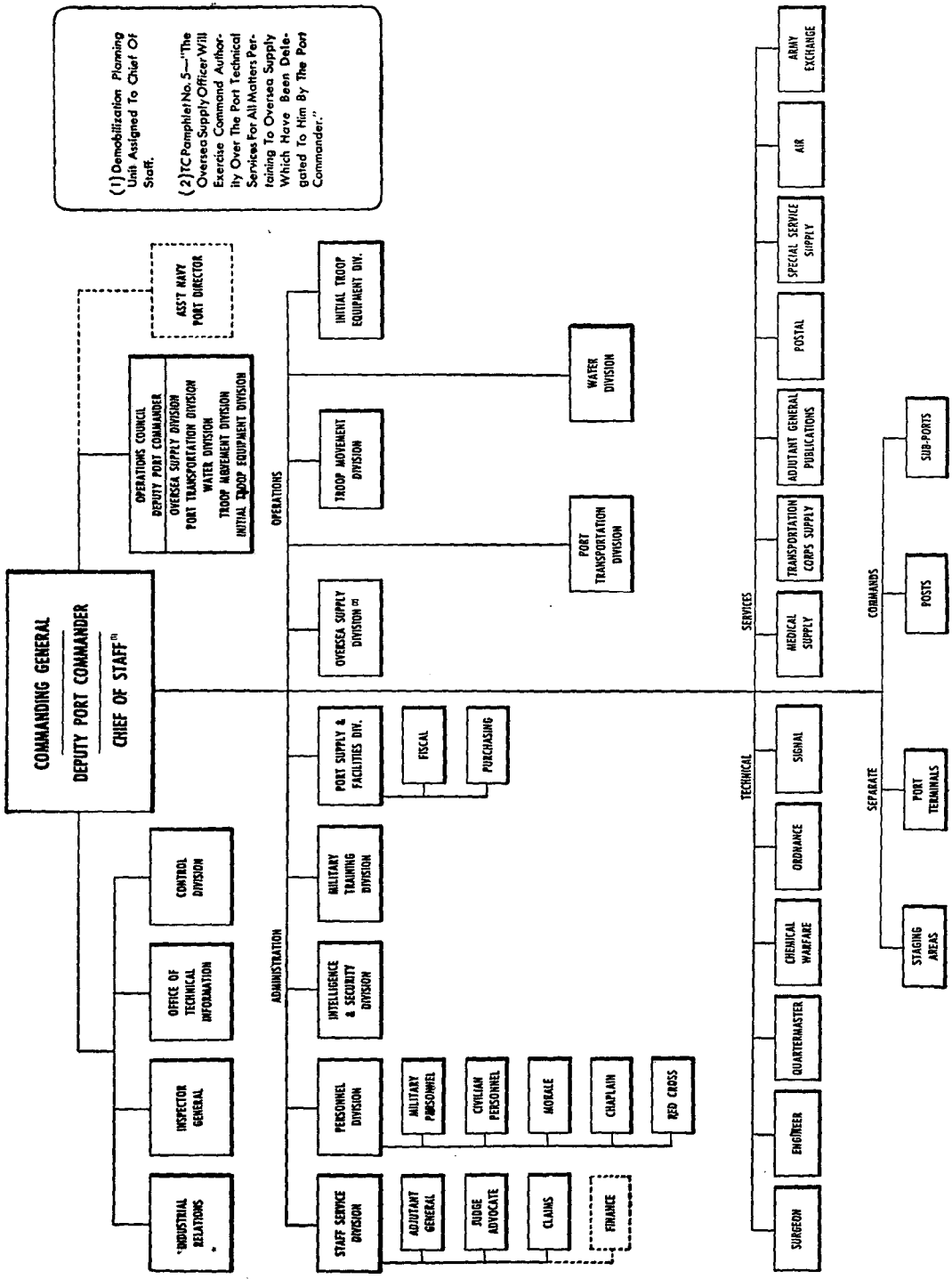
4. War Department Pamphlets.

- No. 21-6 Troopship!

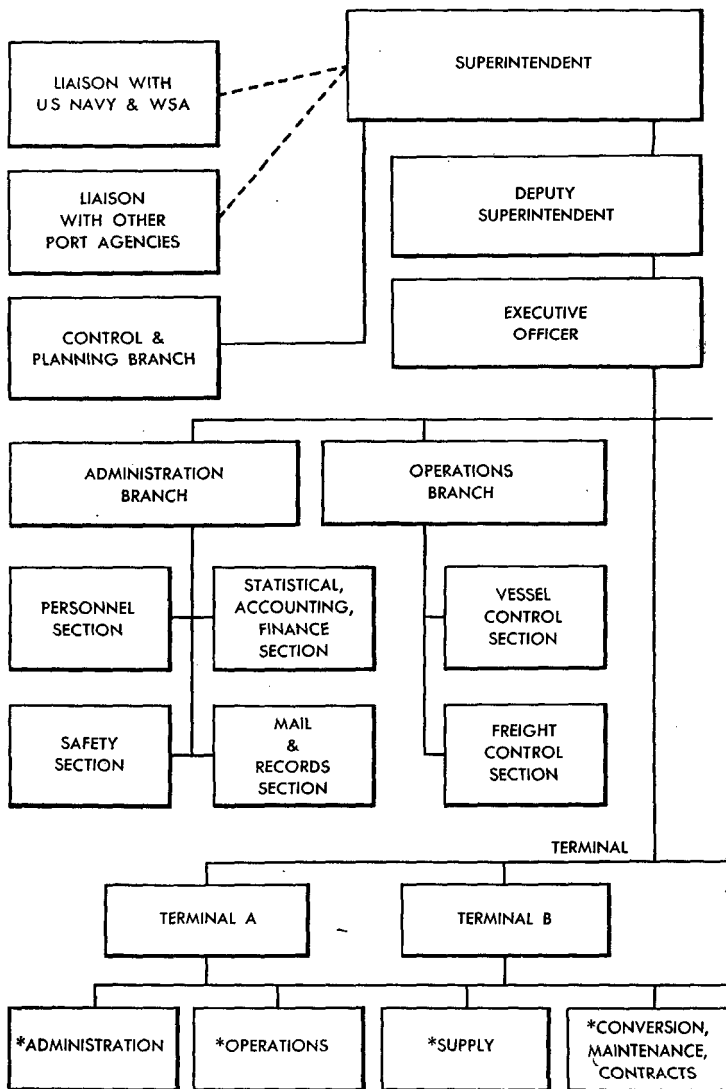
APPENDIX II

ORGANIZATION AND RELATIONSHIPS

TYPICAL ORGANIZATION OF A PORT OF EMBARKATION

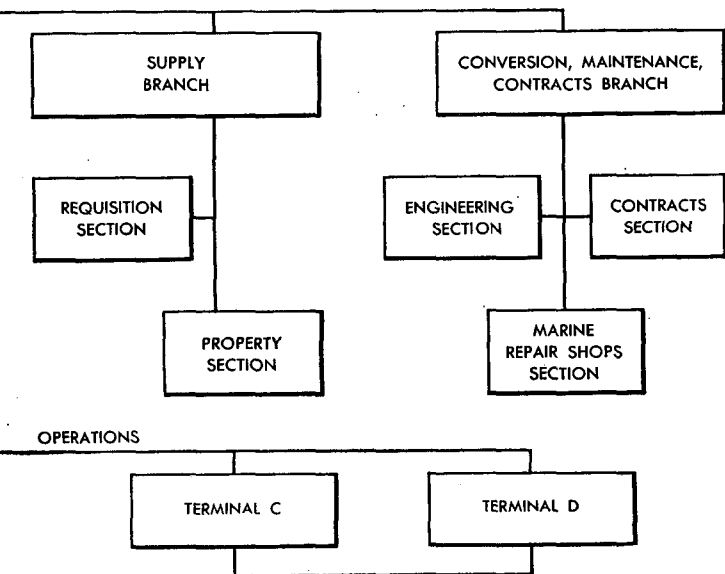


TYPICAL WATER DIVISION ORGANIZATION



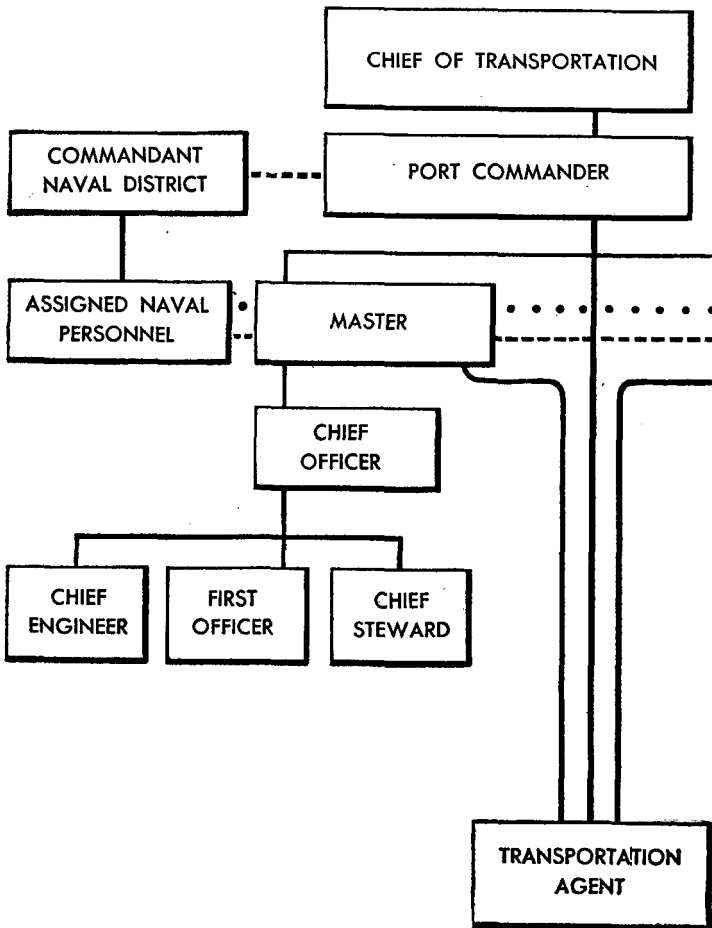
AT A PORT OF EMBARKATION

WATER DIVISION. Responsible for all water transportation activities and facilities; controls and handles all property and cargo delivered for over-sea shipment; employs and directs stevedores, prepares shipping documents and sailing orders; operates, maintains, supplies and converts vessels, including harbor craft, lighters and floating cranes; operates all piers and docking facilities, all wheeled warehouse, pier and cargo handling equipment; negotiates, prepares and executes all contracts for Water Division activities; obtains vessels as required; maintains liaison with WSA and British Ministry of War Transport; maintains liaison with Navy Port Director concerning convoys and routings.



NOTE:
*SUB-SECTIONS AT EACH TERMINAL

UNITED STATES ARMY TRANSPORT. Example of Organization and Relationship of Master and Ship's Officers, Transport Commander and Staff, Assigned Naval Personnel, and Unit Commanders and Officers.



LEGEND

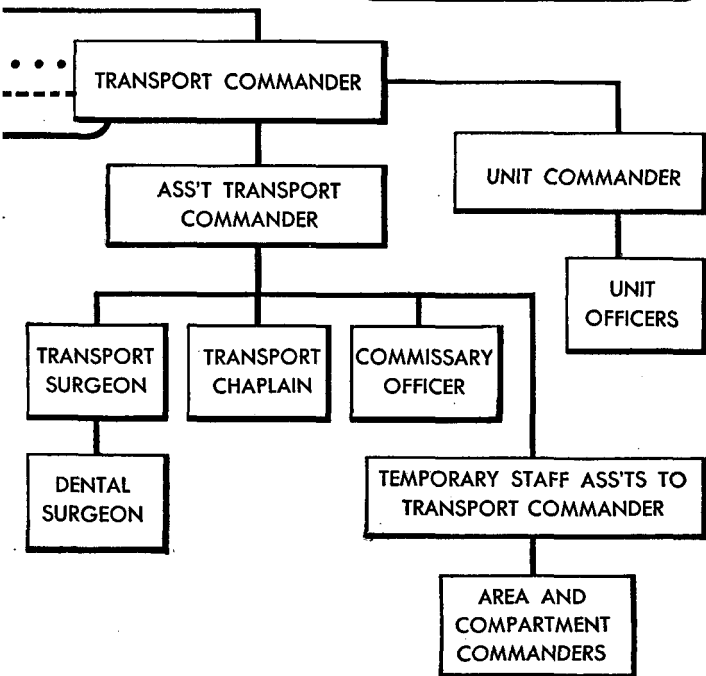
————— Command Responsibilities

----- Liaison

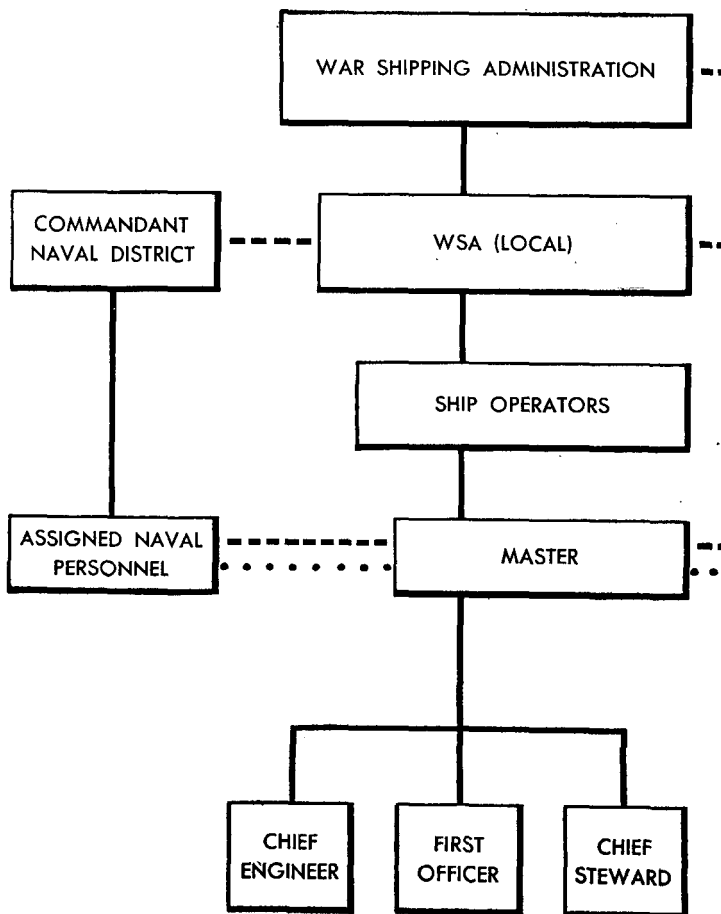
..... Command Authority of Master in Emergencies Affecting Safety of Ship

NOTE

This chart should not be interpreted as being representative of the exact organization or relationship aboard an Army transport. Such organization and relationship varies according to circumstance.



WSA ALLOCATED VESSEL. Example of Organization and Relationship of Master and Ship's Officers, Transport Commander and Staff, Assigned Naval Personnel, and Unit Commander and Officers.



CHIEF OF TRANSPORTATION

PORT COMMANDER

TRANSPORT COMMANDER

STAFF
ASSISTANTS

UNIT COMMANDER
AND OFFICERS

LEGEND

————— Command
Responsibilities

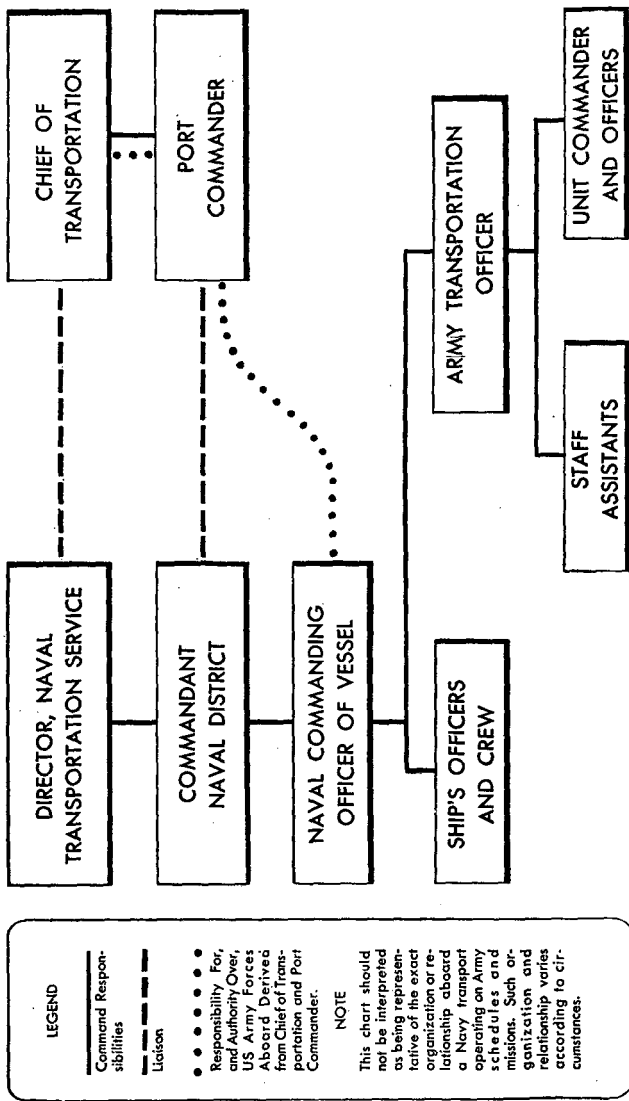
----- Liaison

..... Command
Authority of
Master in Emergencies
Affecting Safety of Ship

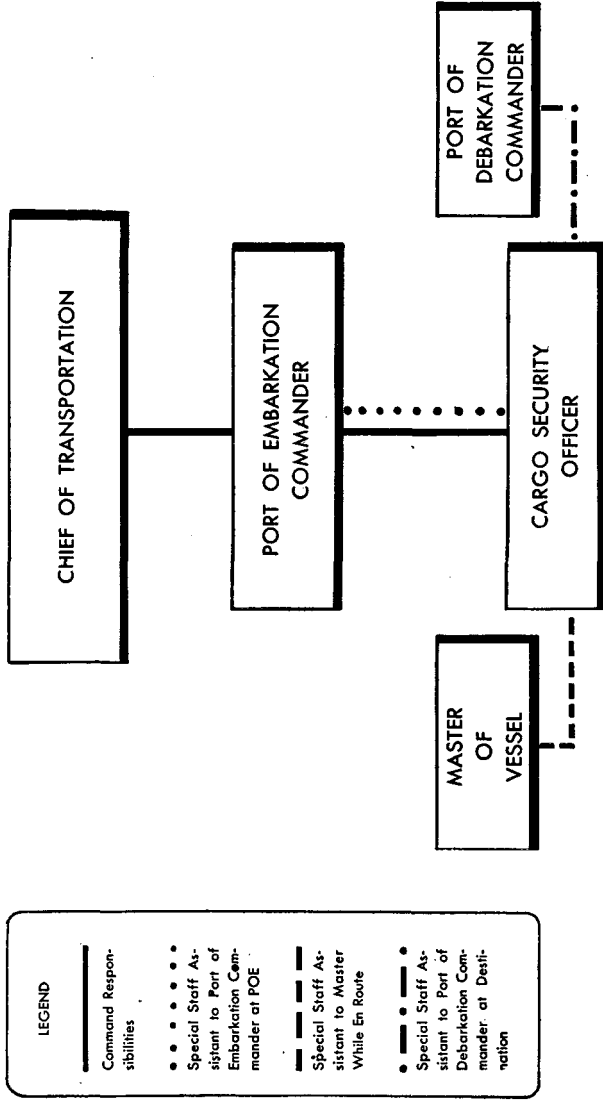
NOTE

This chart should not be interpreted as being representative of the exact organization or relationship aboard a WSA ship allocated to the Army. Such organization and relationship varies according to circumstance.

UNITED STATES NAVY TRANSPORT. Example of Organization and Relationship of Naval Commanding Officer and Army Transportation Officer.



Relationship of Cargo Security Officer to Port of Embarkation Commander, Master of Vessel, and Port of Debarkation Commander.



APPENDIX III

EXAMPLE OF A CHECK LIST FOR TRANSPORT COMMANDERS

1. Have you sufficient copies of Ship's Regulations for distribution to all units?
2. Have you requested, from advance party, the following:
 - a. Adjutant, Sgt. Major, and Clerks,
 - b. Mess Officer and Mess Detail,
 - c. Provost Officer and Guards,
 - d. Police and Sanitation Officer,
 - e. Baggage and Supply Officer,
 - f. Temporary Compartment Commanders?
3. Have you sufficient copies of instructions to:
 - a. Adjutant,
 - b. Mess Officer,
 - c. Provost Officer,
 - d. Police and Sanitation Officer,
 - e. Area Commanders and Compartment Commanders,
 - f. Medical Officers of Troops,*
 - g. Baggage and Supply Officer?
4. Have you been provided with sufficient mess tickets for the entire voyage?
5. Have you sufficient arm brassards?
 - a. Stationery supplies?
 - b. Mimeograph paper and stencils?

* To be prepared by transport surgeon.

6. Are you thoroughly familiar with instructions for transport commanders? **

7. Have you marked all latrines, emergency exits, off limits, no smoking areas, etc.?

8. Have you thoroughly checked the fire and emergency drill regulations to be sure that they are practicable?

9. Have the Articles of War been read to all your permanent personnel within the last 6 months?

10. Have you prepared traffic routes for messing and evacuation purposes?

11. Has the transport surgeon prepared an emergency evacuation plan for hospital patients?

12. Have you the necessary information for the preparation of a "Next of Kin List"?

13. Are you bringing back prisoners of war, if so, have you consulted POW check list?

14. Have you prepared a training program for the voyage?

** Local or home port instructions are meant.

APPENDIX IV

EXAMPLE OF A CHECK LIST FOR SHIPS CARRYING PRISONERS OF WAR

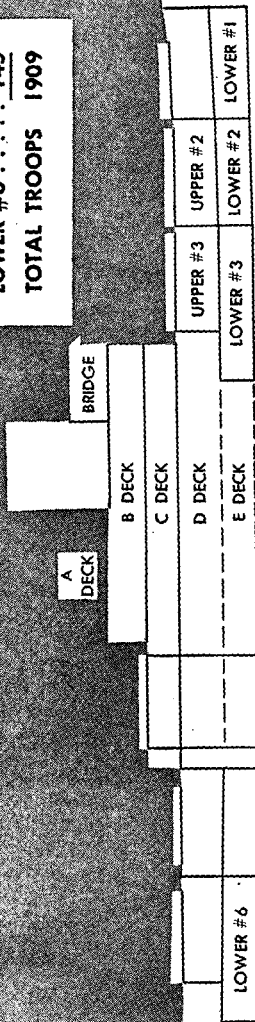
1. Check messing facilities such as:
 - a. Stoves.
 - b. Mess gear.
 - c. Cooking utensils.
 - d. Eating utensils.
2. Check clothing for adequacy and quantity, i.e.:
 - a. Shoes.
 - b. Socks.
 - c. Underwear.
 - d. Outer garments.
 - e. Overcoat.
 - f. Belt.
 - g. Cap.
(all outer garments to be marked PW)
3. Obtain comfort articles (if available through chaplain or Red Cross):
 - a. Shaving cream.
 - b. Tooth paste.
 - c. Razor blades.
 - d. Tooth brushes.
 - e. Cigarettes.*
 - f. Soap.
4. Check medical supplies. (Ship's hospital should provide these.)

* Oversea gift cigarettes should not be used.

5. Obtain protective material such as:
 - a. Barbed wire.
 - b. Covering for valves, switches, fuse boxes, etc.
 - c. Locks.
6. Check quantity of mess tickets. Sufficient should be on hand for return voyage.
7. Check with steward's department for blankets or comforters. Sufficient should be on hand for all POWs.
8. Check guards' equipment. Provide arms and ammunition, nightsticks, brassards, whistles.

TROOP CAPACITY PLAN AND BERTHING ARRANGEMENT

B DECK	360
UPPER #2	310
UPPER #3	182
LOWER #1	142
LOWER #2	282
LOWER #3	488
LOWER #6	<u>145</u>
TOTAL TROOPS	1909

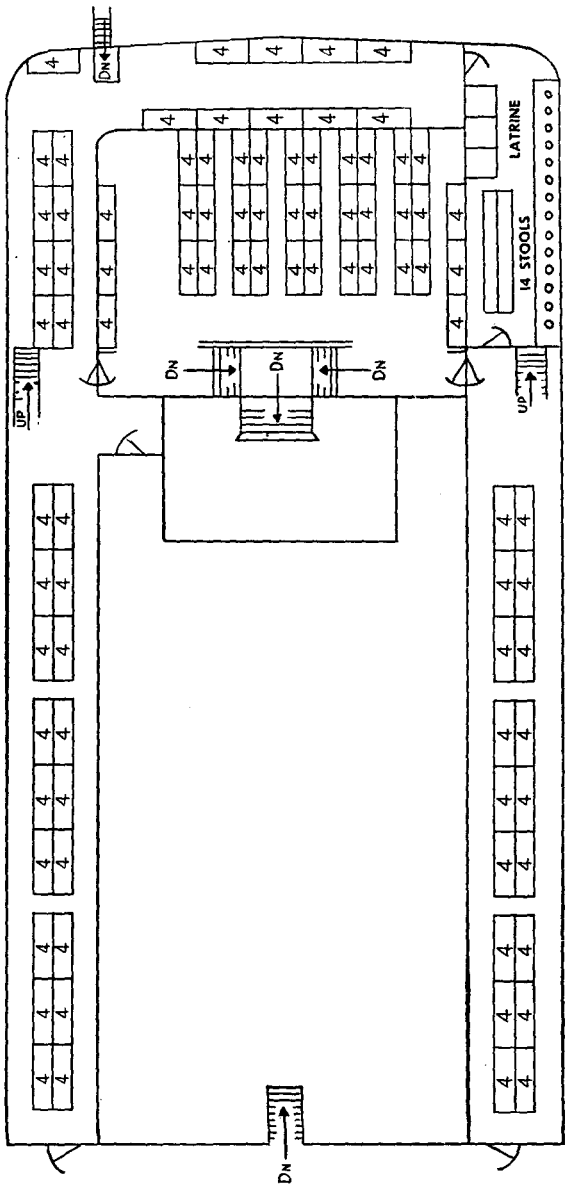


APPENDIX V

TROOP CAPACITY PLAN AND BERTHING
ARRANGEMENT

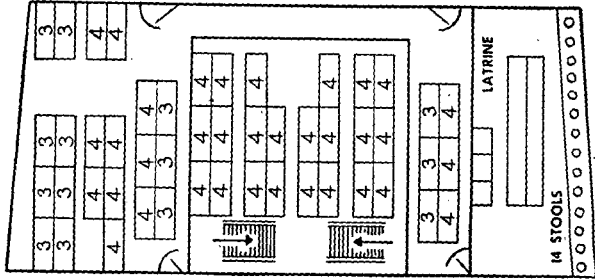
"B" DECK

**ALL BERTHING 4 HIGH
360 TROOPS**

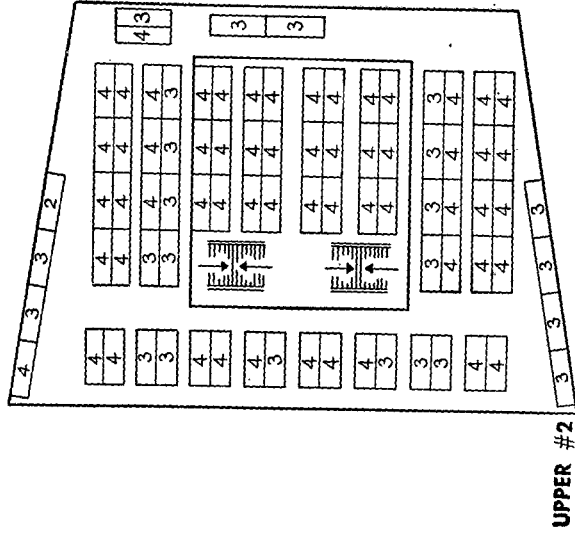


"D" DECK

UPPER #3



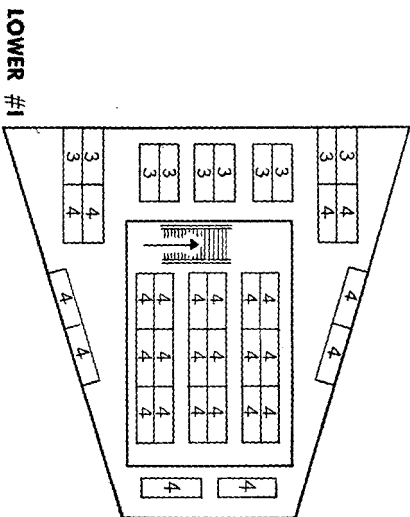
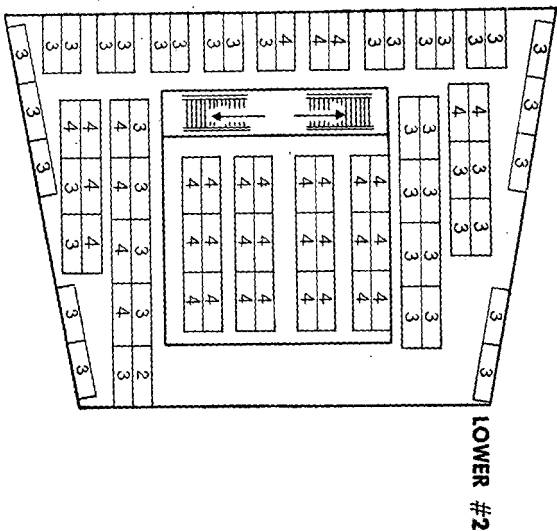
3--THREE BERTHS HIGH
4--FOUR BERTHS HIGH
#2--310 TROOPS
#3--182 TROOPS
492 TOTAL



UPPER #2

"E" DECK

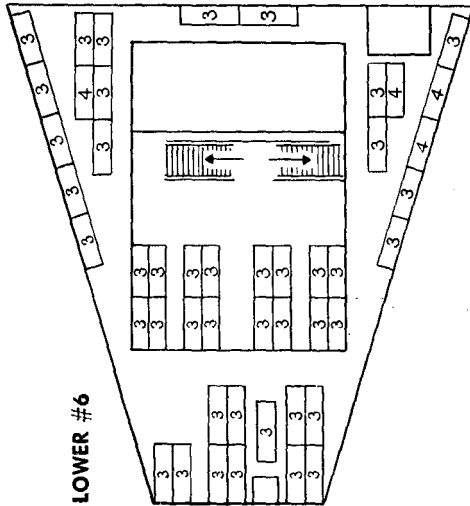
3—THREE BERTHS HIGH **#1—142 TROOPS**
4—FOUR BERTHS HIGH **#2—282 TROOPS**
424 TOTAL



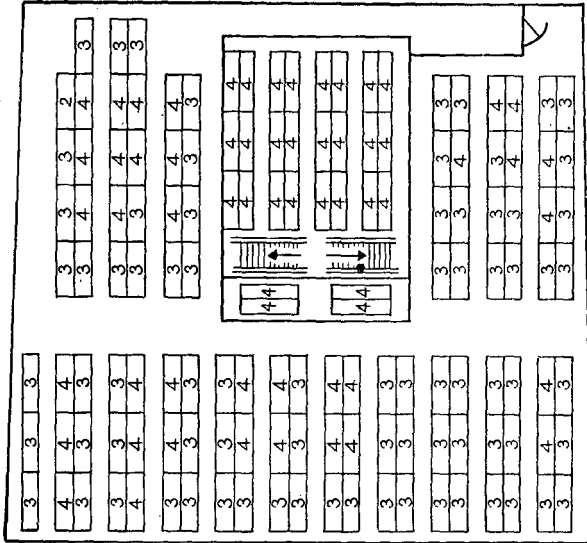
"E" DECK

3-THREE BERTHS HIGH
4-FOUR BERTHS HIGH

#3-488 TROOPS
#6-145 TROOPS
633 TOTAL

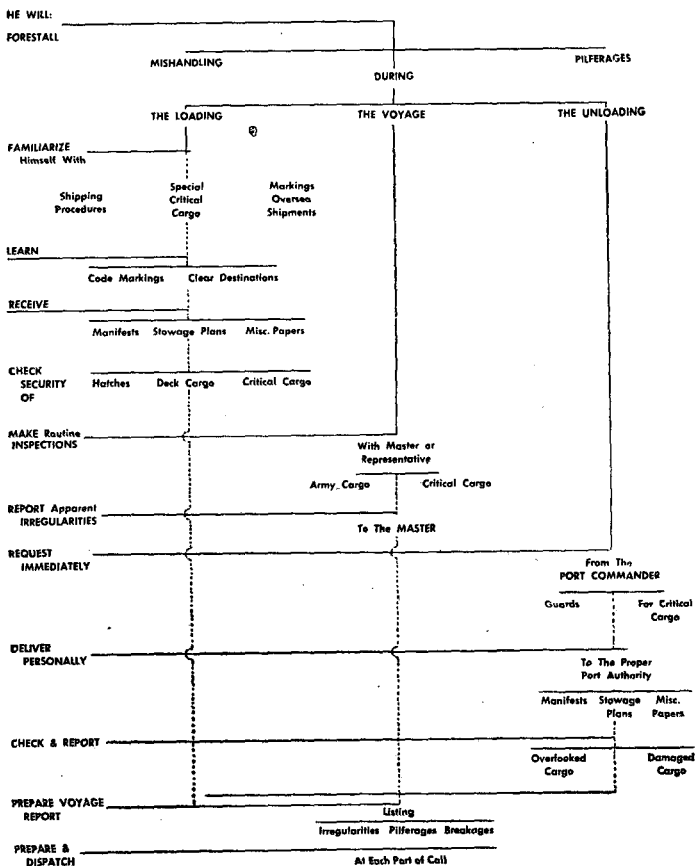


LOWER #3



APPENDIX VI

MISSION OF CARGO SECURITY OFFICER



TC Form 235

NOTIFY C. O., HOME PORT, EXPECTED DATE OF RETURN
RETURN TO HOME PORT BY THE MOST EXPEDITIOUS MEANS