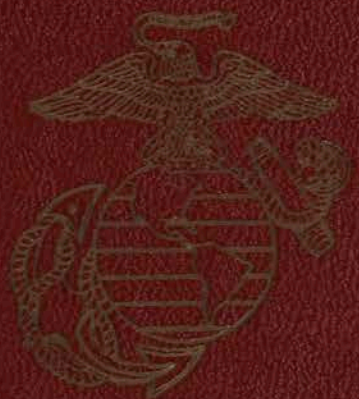
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TROOP LIFE AND TRAINING ABOARD SHIP



U. S. MARINE CORPS

LFM–18

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Headquarters
U. S. Marine Corps
Washington, D. C.
11 February 1955

FOREWORD

1. PURPOSE. The purposes of this manual are:

a. To set forth certain principles and techniques to be observed in order to ensure that harmonious relations exist between embarked troops and naval personnel.

b. To set forth basic procedures to be followed to ensure that full advantage is taken of all time spent aboard ship, however limited, for preparing troops for the accomplishment of their mission.

2. CONTENT. This manual covers basic doctrine on command relationships and troop life and training while underway.

3. RECOMMENDATIONS. Recommendations for improving this manual are encouraged. Such recommendations should be forwarded to the Commandant, Marine Corps Schools, Quantico, Virginia.

4. APPROVAL. This manual is approved and published for the information and guidance of all concerned.

BY COMMAND OF GENERAL LEMUEL C. SHEPHERD, JR.

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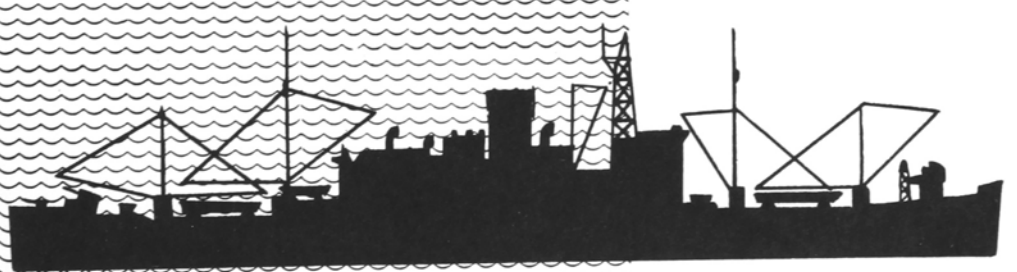
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SECTION 1

introduction



Section 1

INTRODUCTION

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Section 1

INTRODUCTION

101. In any war, except one fought on our own continent, the majority of American troops must cross ocean areas as a preliminary to combat. In the amphibious operation, the sea-borne approach phase will sometimes be the means for direct entry into the assault phase.

102. Inasmuch as combat operations may be preceded by several weeks aboard transport vessels, it is essential that the practical aspects of troop life aboard ship be appreciated fully. Furthermore, every advantage must be taken during this period for the accomplishment of certain types of training.

103. Physical conditioning of troops aboard a crowded transport is imperative if the men are to withstand the initial rigors of the amphibious assault and subsequent land operations. In addition, troop indoctrination as to the theater of operations and dissemination of detailed combat plans can be accomplished best during this sea-borne phase just prior to landing.

104. Techniques governing troop life and training aboard ship resulting from experience are set forth in this manual. To ensure that harmonious relations exist between embarked troops and naval personnel, it is essential that the embarked troops be indoctrinated fully in the principles contained in this manual prior to or as soon as practicable after embarking on the transport. Continuous active supervision by troop officers is mandatory, particularly on extended voyages, in order to maintain troop cognizance of the ramifications of troop life and training aboard ship.

SECTION 2

command relationships



Section 2

COMMAND RELATIONSHIPS

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Section 2

COMMAND RELATIONSHIPS

201. GENERAL

a. Cooperation between the commanding officer of the ship and the commanding officer of troops, and all personnel under their respective commands, is the basis of efficient administration of troops aboard ship. *Article 140, Section 7 (b), Uniform Code of Military Justice,* sets forth the authority of both the commanding officer of a ship and the commanders of troop organizations, and is quoted hereunder:

> "(b) AUTHORITY OF OFFICERS OF SEPARATE ORGANIZATION OF MARINES.—When a force of marines is embarked on a naval vessel or vessels, as a separate organization, not a part of the authorized complement thereof, the authority and powers of the officers of such separate organizations of marines shall be the same as though such organization were serving at a naval station on shore, but nothing herein shall be construed as impairing the paramount authority of the commanding officer of any vessel over the vessel under his command and all persons embarked thereon." (Act of May 5, 1950, ch. 169, Sec. 7(b), 64 Stat. 145; 34 USC 623c; See also: Art. 0470, Navy Regulations, 1948.)

In this connection, it is to be noted that *Section 0102d, NS, MCM, 1951,* applies only to units attached to Navy ships for duty and is not applicable to ground or air elements of the landing force which are on board naval ships for operational purposes in connection with actual or potential landing operations.

b. Troop commanders must be cognizant of the great responsibility imposed upon the commanding officer of the ship by *U. S. Navy Regulations.* He is charged with the operation and fighting efficiency of his ship as well as the safety of all personnel on board. To discharge this responsibility, he must have necessarily the paramount authority over all personnel embarked on his ship. This includes not only the crew who operate the ship, but also the embarked troops who, by their presence and activities, affect the ship's functioning.

c. The embarkation of troops aboard a transport, however, is not to be construed as interjecting abnormal and disruptive conditions upon the otherwise normal and efficient routine functioning of the ship. The purpose of transports is to transport troops, and their position in the family of naval vessels is that of a combat ship. Troops instead of guns, torpedoes, or aircraft are their principal weapons.

d. In order to maintain a high level of combat efficiency in embarked amphibious units, the commanding officer of the ship will cooperate with the commanding officer of troops to the effect that matters of administration of troop elements will be exercised through the troop chain of command insofar as may be consistent with the order and discipline of the ship.

202. AUTHORITY OF COMMANDING OFFICER OF SHIP

a. The highest authority aboard ship is the commanding officer of the vessel. All personnel aboard ship, including embarked troops, are subject to his orders.

b. All orders from the commanding officer of the ship to embarked troops, so far as practicable, will be transmitted through the commanding officer of troops.

c. Regulations governing troop life aboard ship, as promulgated by the commanding officer of the ship, usually are contained in ship's regulations.

203. COMMANDING OFFICER OF TROOPS

a. The senior troop commander of the organizations embarked on each transport is

usually designated by higher authority as the commanding officer of troops. He is responsible for the discipline and efficiency of his command.

b. The commanding officer of troops will make necessary arrangements with the commanding officer of the ship relative to embarkation, including assignment of troop space, space for organization officers, messing, and other administrative matters. Details of this work normally are delegated to designated troop staff officers.

c. The commanding officer of troops will make necessary arrangements with the commanding officer of the ship relative to loading and stowage of materiel. Details of this work normally are delegated to the embarkation officer.

204. LIAISON

a. The control and administration of embarkation, life aboard ship, and debarkation of troops is dependent upon constant liaison and close cooperation between certain ship's officers and troop staff officers whose functional duties and responsibilities correspond. Troop staff officers and the ship's officers with whom they usually work in coordinating their activities are as follows:

(1) Executive officer of ship and executive officer of troops.

(a) The ship's executive officer is the direct representative of the commanding officer of the ship in maintaining the military and general efficiency of the ship, and, to this end, it is provided that he shall be the line officer next in rank to the commanding officer. The executive officer is, in effect, the general manager of the ship. He takes care of the general operation of the ship, referring all matters of importance to the commanding officer for decision. He is in general charge of the details of duty in connection with the maintenance and operation of the ship in all departments and especially carries out all details of duty in connection with the organization, police, inspection, discipline, exercise, and efficient condition of the crew. The executive officer acts as a direct representative of the commanding officer of the ship in matters pertaining to embarked troops.

(b) The troop executive officer occupies a similar position of authority as a direct representative of the commanding officer of troops and as a coordinator of all staff effort pertaining to the management and control of embarked troops.

(c) Matters pertaining to the management and control of embarked troops will usually be accomplished through these executive officers whose parallel position in the chain of command will require close coordination and liaison.

(2) Troop billeting officer

The troop billeting officer is designated by the commanding officer of troops. He is responsible for the preparation of the necessary plans and for the supervision of the billeting of the embarked troops. He will coordinate his activities with the ship's combat cargo officer in matters pertaining to billeting.

(3) Embarkation officer and combat cargo officer

(a) The embarkation officer is a designated representative of the commanding officer of troops. He works in close liaison with the ship's combat cargo officer on all matters pertaining to loading, storage and unloading of material.

(b) The combat cargo officer is a marine officer of the regular complement of the ship. He acts as advisor to the commanding officer of the ship in loading and unloading of troop cargo, embarkation, billeting and messing of troops.

(4) Troop police officer

The troop police officer is designated by the commanding officer of troops. He is responsible for the police of those areas aboard ship used or occupied by troop personnel. He will coordinate his activities with the executive officer of the ship and the master-at-arms in matters pertaining to the police of his areas of responsibility, and with the embarkation officer in making the necessary arrangements with the ship's first lieutenant for the issuance of cleaning gear.

(5) Troop mess officer

The troop mess officer is designated by the commanding officer of troops. He is responsible for the messing of embarked troops. He will coordinate his activities with the ship's mess officer and the ship's supply officer. For instructions on messing, see Section 4.

(6) Officer of the deck and officer of the day

(a) The officer of the deck is the direct representative of the commanding officer of the ship. He is responsible for the safety of the ship and is subject, however, to any orders he may receive from the commanding officer. Every officer subject to orders of the commanding officer, except the executive officer, is subordinate to the officer of the deck in the performance of his duties.

(b) The officer of the day is the direct representative of the commanding officer of troops. His duties are conducted in accordance with the provisions of the *Landing Party Manual, U. S. Navy*, relative to interior guard duty, the ship's regulations, and the special instructions and orders prescribed by the commanding officer of the ship or commanding officer of troops. Inasmuch as the troop and ship's guard will be coordinated, the officer of the day will maintain liaison with the officer of the deck. For instructions pertaining to the ship's guard see Section 4.

(7) Troop recreation and morale officer

The troop recreation and morale officer is designated by the commanding officer of troops. He is responsible for coordinating and planning the recreational programs and use of facilities with the ship's recreation officer. For detailed instructions, see Section 4.

205. DISCIPLINE

Discipline of embarked troops is the responsibility of the commanding officer of troops. He maintains discipline through the officer of the day and all embarked troop officers. Any breach of discipline on the part of embarked troops is reported to the commanding officer of troops for appropriate action. This is not to be interpreted as restricting the authority of the commanding officer of the ship in matters of discipline concerning all personnel on board as set forth in *Uniform Code of Military Justice.*

SECTION 3

embarkation



Section 3

EMBARKATION

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Section 3

EMBARKATION

301. PLANNING FOR EMBARKATION

a. General

(1) The embarkation of troops in ships presents problems which can be met successfully only by thorough planning prior to the embarkation and careful execution of plans during the embarkation. Life aboard ship is greatly affected by proper embarkation and billeting. It is desirable that a minimum of readjustment be necessary after troops are aboard.

(2) The commanding officer of troops to be embarked should send a group of officers to the ship for a conference with the ship's officers at the earliest practicable date prior to embarkation of troops. This group, headed by the troop executive officer, should include the billeting officer, the mess officer, the embarkation officer, the communication officer, and any other representatives desired. In the conference, the troop and ship's officers will determine the composition of the advance party, the details of duties to be performed, and at what time the advance party and special details will be embarked.

b. Advance party and special details

The advance party usually consists of the troop executive officer, embarkation officer, billeting officer, mess officer, administrative noncommissioned officer, mess and galley details, ship's guard, guides, advanced communication center detail, an officer representative from each major unit to be embarked, and such other special details as are necessary. The advance party and special details embark prior to the general embarkation of troops in order to prepare the ship to receive troops. Ship's crews normally cannot take over the additional duties required by the embarkation and administration of troop passengers. The advance party normally embarks about 24 hours before the remainder of the troops so that they will be settled and functioning prior to the arrival of the main body of troops.

c. Billeting plan

(1) Preparation of plan

The assignment of troop spaces is prepared in the form of a billeting plan by the billeting officer in accordance with the berthing diagrams contained in the ship's loading characteristics pamphlet. There are two methods of billeting troops, tactical billeting and non-tactical billeting. Whether troops are billeted tactically or non-tactically is a command decision of the commanding officer of troops.

(a) Tactical billeting

When troops are billeted tactically, plans are made so that the first assault units are billeted nearest their debarkation stations. Troops to be debarked last are berthed in the lower berthing compartments, farthest from the debarkation stations. This system prevents unnecessary congestion caused by boat teams moving through crowded compartments located between their living spaces and debarkation stations. This type billeting is, however, inconvenient from the standpoint of administration, especially if troops are to remain on board for an extended period.

(b) Non-tactical billeting

If troops are to remain on board ships for a long period, or if troops are not to make an assault landing, it may be desirable to billet non-tactically. In non-tactical billet-

ing, troop units are kept intact; each unit is assigned a block of berthing spaces or an entire berthing compartment.

(2) Assignment of bunks

Caution must be exercised in assigning bunks. Each living compartment should be inspected and a physical count of all bunks made. Such corrections as are noted are then marked on the ship's loading characteristics pamphlet. This eliminates the possible assignment of bunks which are listed on the ship's loading characteristics pamphlet but which have since been removed or are inaccessible.

(3) Assignment of individual bunks

Bunks are assigned to troop units by blocks so that the total number of bunks is the same as the number of troops in the unit. If it is tactical billeting, troops are kept intact in tactical units. Whenever possible on extended voyages, troops should not be billeted more than four men to each bunk tier. Extra space may be designated under each tier as stowage places for heavy weapons and packs. On some transports, bunks are numbered so that individuals may be assigned bunks by number.

(4) Billeting of special details

Personnel performing special duty aboard ship and men on permanent details about the ship, such as mess personnel, should be assigned to a specific area in each troop compartment, or to a special compartment. This facilitates orderly relief of details under all conditions.

(5) Billeting assistants

The billeting plan should make provision for billeting assistants, each charged with the responsibility of checking a particular area, as designated by the billeting officer. The plan should also provide for guides to meet units as they embark and conduct them to the compartment to which they have been assigned.

d. Embarkation rosters

The commanding officer of troops is responsible for submitting consolidated embarkation rosters of all units embarked aboard ship. Early conferences of administrative personnel of units to be embarked will facilitate uniform preparation and submission of unit rosters. Embarkation rosters must be absolutely accurate and the number of copies required will necessitate their being reproduced. Normally, rosters should not be prepared until the last 48 hours prior to embarkation because of last-minute changes which may occur in the status of personnel. Extra copies of the embarkation rosters are kept for use in administration of troops while aboard ship, and in the preparation of debarkation rosters.

e. Recreation and morale

Facilities for providing recreation and assisting in maintaining the morale of embarked troops is important, and requires considerable planning prior to embarkation. A recreation and morale officer should be appointed from among the officers to be embarked aboard the ship. He works in conjunction with any unit chaplain to be embarked and the ship's recreation officer. They coordinate and plan for recreational facilities and programs such as:

Organized liberty and recreation ashore

Organized entertainment aboard ship

Movies aboard ship

Use of ship's libraries

In addition, plans should be made to augment the ship store's supply of candy, tobacco, and toilet gear in order to take care of troop needs. Procurement should be made of any athletic, musical, reading, or miscellaneous supplies that will provide recreation for the troops, while embarked.

f. Pre-embarkation inspections

Prior to embarkation, the troop executive officer, representing the commanding officer of troops, should visit the ship to inspect spaces and facilities to be used by the troops. In company with the ship's executive officer or the first lieutenant, he should inspect all troop compartments, bunks, troop heads, troop

messes, troop officers' staterooms, and cargo holds to determine their condition prior to the arrival of troop passengers and equipment. All deficiencies must be called to the attention of the ship's executive officer or the first lieutenant immediately.

g. Administrative facilities

Space must be provided for troop administrative personnel. The personnel of the administrative section of the embarked troops must have space and facilities to set up a troop office. Troop office space may have to be provided in passageways or on hatch covers. However, it is desirable to have a stateroom or office near the ship's first lieutenant's office. In addition, a room for troop planning, staff work, and conferences is required. It might be possible to utilize the ship's communication system. If that system is not available, troop phones may have to be installed. The embarkation officer should contact the ship's combat cargo officer to determine the availability of office space and administrative aids, such as mimeograph machines, etc. Every effort must be made to minimize space and personnel employed and to avoid interference with the functioning of the ship.

302. TROOP EMBARKATION

a. General

When possible, troop units to be embarked are formed on the beach, pier, or dock, according to the berthing area to which they have been assigned in the billeting plan.

b. Embarkation tables

Embarkation tables are drawn up for embarkation of large units to control the movement and arrival of units at the embarkation area.

c. Arrival aboard

The first units to go aboard should be those which will be billeted the greatest distance from their embarkation point aboard ship; i. e., those billeted in the lowest troop compartments. They are met by the advance detail guides who lead them to the proper compartments. Ladders, compartments, and routes should all be numbered and marked to prevent troops from getting lost. When the embarkation areas are congested, units will have to be embarked in the order of their arrival at the embarkation site, regardless of the billeting plan. As troops are embarked, they must proceed to and remain in the berthing compartment to which they have been assigned.

d. Stowage of individual equipment

As soon as each man arrives at the bunk to which he has been assigned, he should put his gear on it and then remain in the immediate vicinity. Troops should be cautioned against putting gear on one bunk and occupying another. A uniform system of stowing equipment and personal gear should be followed while underway. To ensure uniformity, a stowage diagram should be prepared. This diagram should be distributed to the troops prior to embarkation. In addition to assisting the troops, by pointing out the most convenient and least space-consuming method of stowage, a uniform method of stowage should assist unit commanders in determining if each member has his required equipment.

e. Physical muster

Physical muster should be taken as the troops board ship when using a brow to board from a dock. When boarding by nets from small boats, a physical muster (sight check) should be held by each unit as soon as possible upon completion of embarkation. Results are reported immediately to the troop adjutant. Embarkation rosters are brought up to date and mailed before the ship sails.

f. Loose gear

Equipment and personal gear should not be stowed about the decks, nor should equipment be hung from the overhead or fire-fighting fixtures. On certain ships, poles, hooks, and other devices have been welded to bulkheads so that equipment may be stowed in an orderly fashion. If the devices are available, then instructions for their uniform utilization should be included in the stowage diagram issued to troops.



Figure 3–1—Embarkation on an APA from pier.

g. Ventilation

Ventilators must be kept clear and open to ensure all possible ventilation for those embarked in each compartment. Troop unit commanders should frequently inspect ventilation outlets to ensure that they have not been damaged.

h. Shore leave and liberty

When the ship is to remain in port for some time after completion of loading and embarkation, troops should be given liberty and shore leave, if practicable. Plans should be made prior to embarkation for liberty uniforms and recreational facilities to care for troop needs during this period.

SECTION 4

underway



Section 4

UNDERWAY

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Section 4

UNDERWAY

401. GENERAL

Overseas movements of troops are made under circumstances that require the utmost organization in all activities. The efficiency of shipboard organization will be reflected in the morale, physical fitness, training, and general well-being of troops, as well as the condition of their equipment, when they debark.

402. TROOP ADMINISTRATION

a. Publishing ship's regulations

(1) If the ship's regulations have not been published to all troops prior to embarkation, this must be accomplished as soon as possible after arrival aboard.

(2) At least once a week, pertinent parts of the ship's regulations should be published to all embarked troops.

b. Morning reports

Physical musters are held daily and reports are submitted to the commanding officer of troops.

c. Office hours and request mast

(1) The commanding officer of troops is responsible to the captain of the ship for the discipline and morale of all embarked troops.

(2) Office hours and request mast are held at the time and place designated by the commanding officer of troops.

d. Use of ship's brig

Arrangements are made with the ship's executive officer for the use of the ship's brig, if necessary.

e. Laundry facilities

(1) Arrangements are made with the ship's supply officer for troop laundry prior to the embarking of the main units.

(2) A troop laundry officer should be appointed by the commanding officer of troops to coordinate and supervise this activity.

(3) Additional personnel, as required, must be furnished to the ship's laundry by the embarked troops so that the additional laundry service can be provided.

(4) Laundry should be collected and returned by compartments.

(5) Washing of clothes in heads or scuttlebutts is prohibited. Besides being a waste of water, this activity would create unsanitary conditions.

f. Barber facilities

(1) Arrangements for troop barbers to work in the ship's barber shop are made with the ship's executive officer prior to the embarking of the main units.

(2) Provisions must be made for additional barbers to meet troop requirements. Permission to cut hair on the well decks, the fan tail, or in troop compartments should be obtained.

403. COMMUNICATIONS

a. Liaison between naval staff, ship, and troop communciation officers

Adequate and satisfactory solution of all communication problems requires early liaison and close cooperation between naval staff, ship, and troop communication officers. The

troop communication officer visits the naval staff or ship communication officer at the earliest possible time and exchanges applicable information of the following types:

(1) Requirements for and availability of working space and facilities aboard ship for embarked troops.

(2) Requirements for and assistance required in maintaining adequate and efficient communication guard for embarked troops.

(3) Requirements for and availability of space for stowage of communication vehicles, equipment, and supplies of embarked troops.

(4) Requirements for and abilities of available troops communication personnel to assist naval personnel.

(5) Ability of ship to meet communication requirements of all embarked troops, including basic unit and all supporting arms (artillery, naval gunfire, air, etc.).

(6) Availability of radio equipment to meet specific requirements of troop units aboard flagships, transports, control ships, and landing craft.

(7) Availability of communication facilities and equipment to meet requirements for tactical logistical groups.

(8) Plans for early and adequate test of all communication facilities and circuits.

(9) Plans to meet communication requirements of embarked command post and any rear echelon remaining aboard ship during early stages of an amphibious operation.

(10) Plans to establish necessary communication channels between naval unit afloat and troop unit ashore during early phases of operation.

(11) Naval and troop radio call signs.

(12) Naval and troop radio frequency plans.

b. Joint Communication Center

A Joint Communication Center is established aboard ship for the naval staff, the ships, and embarked troops, which serves to promote the easy exchange of information between corresponding commanders and staff officers, and to avoid duplication of effort. The Joint Communication Center should be established prior to the arrival of the main body of troops.

c. Electronic and communication facilities available to the troop commander

Adequate electronic and communication facilities should be installed in amphibious ships for the troop commander's use. Included are radio installations with suitable antennas and remotes, and intercommunication facilities such as telephones, voice tubes, and message tubes. These facilities should be made available to the troop commander in time for necessary testing and calibration. Electronic repair and maintenance facilities will be made available to embarked troops as required.

d. Troop communications while en route

Units normally will be divided into several echelons during the movement to the objective. Sufficient communication facilities must be provided in order that a troop headquarters can function efficiently while embarked. Subject to radio silence restrictions that may be imposed, the troop communication officer provides for the activation of troop radio circuits for communication among the troop echelons embarked in ships traveling in company.

e. Provisions of space

The troop communication officer obtains space for the troop communication center from the naval staff or ship communication officer. This space should be located adjacent to the naval staff or ship communication office if possible.

f. Troop messengers

These men are supplied as required by the naval staff or ship communication officer for the expeditious handling of messages for embarked troop units.

g. Clearance of messages

All troop communications to or from the ship prior to the commencement of assault

operations go through the naval staff or ship communication office. Outgoing communications are released as directed by the appropriate naval commander after first being released by the troop commanding officer or his duly authorized representative.

404. TROOP MESS

a. Troop mess officer

As a member of the advance detail sent aboard at the port of embarkation, the troop mess officer should make necessary arrangements with the ship's supply officer for the messing of troops. It will be necessary for him to determine the following information regarding ship's procedure for messing of embarked troops:

(1) Capacity of the galley for feeding troops

(2) Location of mess lines and procedure for controlling them

(3) Rate of feeding troops

(4) Size and composition of troop mess detail necessary to supplement the ship's galley and mess force

b. The troop mess detail

Troop mess details should report on board 24 hours prior to the general embarkation of troops. Cooks, bakers, butchers, and messmen are examined by a troop medical officer prior to assignment, and thereafter with the ship's mess force by a ship's medical officer.

c. Messing compartment

Troops should be kept clear of messing compartments between meals, except where special arrangements have been made with the ship to have certain mess tables available for recreational purposes. Troops should not remove food or ship's mess gear from messing compartments at any time.

d. Meal hours

Troops normally are fed thr· meals a day, if mess facilities aboard ship permit. Meal hours are specified in the ship's daily routine and vary with each ship. The troop and ship's menus should be identical in every respect while troops are aboard.

e. Noncommissioned officers' mess

Noncommissioned officers of embarked troops should be permitted to eat in the ship's noncommissioned (petty) officers' mess, to the extent permitted by its capacity. The capacity of the noncommissioned (petty) officers' mess aboard most transports usually limits its use to troop noncommissioned officers in pay grade E–7 and E–6.

f. Messing irregularities

The troop mess officer should report any irregularities which may arise in the mess to the commanding officer of troops. Inspections of the troop mess and meals should always consider:

(1) Quality and quantity of food

(2) Manner in which it is served

(3) Preparation of food

(4) Cleanliness

(5) Availability of second helpings of food

(6) Waste of food by troops

(7) Time allowed for eating.

405. TROOP OFFICERS' MESS

a. Troop officers usually mess with the ship's officers in the ship's wardroom. Where the ship's characteristics require that separate messes be used by troop and ship's officers, they both should come under the wardroom mess. The service of wardroom mess stewards should be made available to troop officers on the same basis as to ship's officers. Dependent upon the number of officers, one or two sittings may be required for each meal. A roster of officers at each sitting, and a chart showing seating arrangements should be posted in the wardroom.



Figure 4–1.—Troops in mess compartment.

b. Payment of bills

Marine and Army officers are entitled to reimbursement for subsistence for sea travel at a rate and under certain conditions as set forth in *Joint Travel Regulations* and *Navy Travel Regulations*. (If an officer is required to pay a mess bill while aboard ship for transportation, reimbursement will be accomplished upon presentation of proper receipt showing that the officer has paid for subsistence in a wardroom mess. Reimbursement will not be paid for subsistence while in a sea-travel status when training or on maneuvers. In all cases, when Marine or Army officers are aboard ship, they will not be checked for field rations. Naval officers attached to and serving with Marine or Army troops are not entitled to reimbursement of expenses for subsistence, regardless of their status, while aboard ship, because they do not come under the provisions of the current regulations. However, while aboard ship, they will not be checked for field rations.)

406. INSPECTIONS

a. Compartment

Troop compartments should be inspected daily by the commanding officer of troops, or his executive officer. This inspection should be conducted in conjunction with inspections held by the ship. These inspections will require that compartments be clear of the bulk of troops and, when possible, should be held in the morning and at the time troops are topside during personnel and equipment inspections. Compartment inspections are part of the daily routine and should be conducted as follows:

(1) Troops clear the compartment deck of all equipment by taking it topside for inspection and placing it on hatch covers, or suspending it from bunk frames.

(2) All bunks are made and secured.

(3) After the compartment has been cleaned, the compartment cleaning detail and the senior officer in command of the troop unit billeted in the compartment stand by for inspection.

(4) The inspecting officer, accompanied by the officer representative of the ship, the police officer, and police sergeant, inspects each troop compartment paying particular attention to the following:

(a) That decks and bulkheads are properly policed.

(b) That no equipment of any sort is hung on fire-fighting fixtures, or suspended from the overhead.

(c) That ventilation systems are functioning properly.

(d) That equipment, such as machine guns, mortars, sea bags, etc., is properly stowed and secured in such manner as not to damage the ship or the equipment.

(e) That heads, shower rooms, and scuttlebutts are in proper police and functioning.

(f) That no wet swabs, brooms, or laundry are present in any of the troop compartments.

(g) That there is no deliberate defacing or damaging of the ship, such as writing on the bulkhead, chipping paint, etc.

(h) That a report be made of all damaged or broken installations, such as shower heads, mirrors, bunks, etc.

(5) Inspections during inclement weather may be made by having all troops occupy their bunks instead of going topside.

b. Personnel

Inspections of personnel and their weapons and equipment should be held daily. When possible, these inspections should be conducted when the troops are required to remain topside during compartment inspections. Proper arrangements between responsible members of the ship's and troop staffs will avert any conflict between ship's company and troops in the use of designated areas for troop inspection and formations. Officers of embarked troop



Figure 4-2.—MP Company conducts inspection.

units should conduct inspections of their respective organizations, paying particular attention to the following:

(1) That all weapons are clean and properly oiled and that all individual equipment is serviceable for combat.

(2) That troops are as clean and presentable as conditions aboard ship will permit.

(3) That proper action is being taken to replace any shortages of weapons and equipment.

(4) That all personnel have been issued, and are wearing, identification tags.

(5) That life preservers are being worn, if required, and are in serviceable condition.

c. Equipment and clothing

Inspections should be carried out to include those items of equipment, weapons, and clothing not normally carried topside for routine inspections. This refers particularly to crated weapons, clothing in sea bags and packs, radios, and other articles which are stowed in holds or in troop compartments. These inspections are made necessary by the deteriorating action of salt air and dampness aboard ship, losses due to laundering, shifting of cargo, pilfering, etc.

d. Vehicles

Frequent inspections of all troop vehicles should be conducted to ensure their proper functioning when debarked at the objective. Permission must be obtained from the ship to

enter the cargo holds for these inspections. The inspections should include:

(1) Inspection of vehicle waterproofing.

(2) Check for gas and oil leakages.

(3) Inspection of batteries.

(4) Inspection of shoring to see that vehicles are well-secured.

(5) Inspections for deterioration due to dampness and sea water.

(6) Inspections of tires.

407. HEALTH AND SANITATION

a. Responsibility

The health, hygiene, and sanitation of all embarked troops is the responsibility of the commanding officer of troops. The troop medical officer will hold frequent inspections and bring any discrepancies in the health, sanitation, and hygiene of troops noted by him to the attention of the commanding officer of troops. Special attention should be given to the following by the medical officer:

(1) Adequacy of ventilation in troop compartments

(2) Sanitation of troop galleys, mess spaces, compartments, showers, and heads

(3) Personal hygiene of troops

b. Liaison

The troop medical officer will maintain constant liaison with the ship's medical officer on all matters pertaining to the health of embarked troops. The troop medical officer should accompany the ship's medical officer on all inspections of the ship's areas used or occupied by the troops.

c. Bathing

Embarked troops should be required to bathe as frequently as the water supply aboard ship will permit. If only salt water is available, this should not deter troops from bathing as frequently as is necessary to maintain proper hygienic standards.

d. Sanitation measures

The following sanitary measures should be observed to ensure proper standards of health and well-being of embarked troops.

(1) Communicable diseases should be reported at once to the commanding officer of troops.

(2) Members of the troop mess force contracting any diseases should be relieved at once.

(3) Bedding should be brought topside and aired frequently.

(4) Swabs should be aired and sunned on the weather decks daily.

(5) Suitable clothes lines should be rigged topside and wet clothing should not be kept in berthing spaces. If available, drying rooms should be provided for drying clothes by the troops.

(6) During the day, weather permitting, unoccupied troops should be kept in the open air as much as possible. If practicable, troops should be allowed to sunbathe, but care must be taken to prevent sunburn.

(7) The entire troop deck should be policed several times daily, and washed down as frequently as necessary to maintain sanitary conditions.

(8) Head and washroom facilities should be allotted to troops on the same basis as to members of the ship's crew.

e. Sick call

Arrangements are made with the commanding officer of the ship for the troop medical officer to use the ship's facilities for the treatment of troops, and for daily sick call. Troop corpsmen will be used to supplement ship's medical personnel for the treatment of troops, standing sick bay watches, etc. Small unit aid stations for the treatment of minor scratches, sunburn, etc., may be set up in troop compartments and tended by troop corpsmen. Sick call will be held daily at a time designated in the ship's daily routine.

408. FRESH WATER

a. Restricted use

(1) Restrictions may be imposed upon the use of fresh water, due to limited production and storage facilities.

(2) Fresh water should be made available to troops and ship's company on an equal basis.

(3) The commanding officer of troops exercises strict supervision over the use of fresh water by troops in order to prevent waste.

b. Canteens

Troops fill their canteens during water hours and should keep canteens at least half full at all times. The unused contents of canteens should not be wasted when refilling canteens.

c. Washing

(1) Troops should have fresh water available for washing, shaving, etc., during certain hours each day.

(2) Troops should avoid waste of fresh water by turning on faucets, showers, etc., only when water actually is being used on the body.

409. CARE OF EQUIPMENT

a. General

Climatic conditions aboard ship require that extra precautions be taken in the care of weapons and equipment. Dampness and salt water cause corrosion and deterioration to an extent beyond that usually experienced ashore.

b. Equipment stowed topside

Equipment stowed topside must be properly secured in such manner as not to damage the ship or equipment. Whenever possible it should be protected from the weather by canvas and tarpaulins. Such equipment must be cleaned and oiled at regular intervals.

c. Equipment stowed in troops spaces and holds

Equipment such as machine guns, mortars, etc., must be stowed in such manner as not to damage the ship or its fixtures. Such equipment must be kept clean, dry, and, where applicable, oiled at all times. Crated weapons must be stowed in such manner that they may be frequently checked for deterioration.

410. CLEANING AND PRESERVATION

a. Responsibility

The commanding officer of troops is responsible for the cleanliness and preservation of all living compartments, wash rooms, heads, holds, hatches, and deck spaces allotted to troops and of ladders leading thereto. Compartment commanders are assigned areas of responsibility for police purposes. The overall policing of areas occupied or used by troops is supervised and coordinated by a troop officer designated as the troop police officer.

b. Cleaning details

(1) Troop cleaning details are assigned daily to clean all troop compartments and other troop spaces.

(2) Sufficient cleaning details should remain on board during final debarkation, except debarkation for combat or simulated combat, to give final cleaning to all areas for which troops were responsible.

(3) Troops will not perform duties which are normally the responsibility of the ship's company except under unusual conditions and then approval of the commanding officer of troops is required.

c. Cleaning gear

The embarkation officer should make arrangements with the ship's first lieutenant for the procurement of cleaning gear to be issued to troop cleaning details. All cleaning gear must be returned to the ship's storekeeper prior to debarkation.

411. SHIP'S GUARD

a. General

(1) Prior to the embarkation of troops, a ship's guard is established by the commanding officer of troops.

(2) The ship's guard detailed by the commanding officer of troops must be sufficient to man sentry posts designated by the commanding officer of the ship.

(3) Orders for each sentry post designated by the commanding officer of the ship are furnished to the commanding officer of troops. The troop executive officer, in his pre-embarkation conference with the ship's executive officer, should ensure that orders for each sentry post are correct prior to arrival of the advance detail.

(4) The establishment of additional sentry posts by the commanding officer of troops to maintain troop discipline, aid in troop administration, or safeguard troop equipment is permissible so long as locations of these posts and orders for these posts do not conflict with the ship's orders and regulations.

(5) The guard musters at a specified time each day for inspection and instruction by the new officer of the day, and at such other times as the commanding officer of troops may direct.

(6) The length of each watch should, in general, conform to that of the ship's watch.

(7) Personnel of the guard may be changed at the discretion of the commanding officer of troops, who coordinates guard duty requirements with his schedule of training.

(8) In actual operations and during training periods involving ship-to-shore exercise, the guard is relieved from its duties as recommended by the commanding officer of troops to the commanding officer of the ship.

b. Duties

The primary duty of the ship's guard is to assist the commanding officer of the ship in dealing with any situation that may arise which is directly connected with the troops. The ship's guard will carry out all orders and regulations promulgated by the commanding officer of the ship and the commanding officer of troops. When the ship's brig is used to confine a member of the embarked troops, it will be administered by additional sentries of the ship's guard posted by the commanding officer of troops.

c. Sentries

(1) Members of the guard conduct themselves in accordance with the provisions of the *Landing Party Manual, U. S. Navy.*

(2) Special instructions should be given by the new officer of the day to all sentries prior to posting them. These instructions should cover general instructions for interior guard duty as outlined in the *Landing Party Manual, U. S. Navy,* ship's orders and regulations, and such special orders as may apply.

(3) Prior to posting the guard, each sentry should be provided with a copy of the special orders pertaining to his assigned post and these orders should be memorized by the sentry concerned. The new officer of the day must ensure that each sentry fully understands his duties and special orders.

(4) Special orders for each post are usually permanently posted near the post. However, if this is not done, the special orders should be mounted and waterproofed in such a manner that it will be practical for them to be carried by the sentry.

(5) Brassards with the initials "S. G." are usually provided members of the guard by the ship on which troops are embarked. If not available, brassards with the initials "M. P." may be available among the troop units embarked. However, if these are not available, some special article of uniform, such as cartridge belt or helmet liner should be worn by members of the guard to distinguish them from other embarked troops.

d. Restricted areas

Certain areas are placed out of bounds for all embarked troops and are designated as restricted areas in the ship's regulations. Some of the most common of these are as follows:

(1) The bridge

The bridge is usually a restricted area to all embarked officers and enlisted men.

(2) **Engine room**

The engine room is a restricted area to all embarked officers and enlisted men.

(3) **Boat deck**

Certain areas of the ship such as the boat deck are usually reserved for the use of officers and are restricted areas to all enlisted men.

(4) **Gun tubs**

Gun tubs are restricted areas to all embarked troops except the assigned crews on watch.

(5) **Landing craft**

Landing craft are restricted areas to all embarked troops except when engaging in debarkation exercises.

(6) **Officer areas**

Areas designated as "Officers Country" are restricted to enlisted men except when on official business.

412. PILFERING

a. Stationing of sentries

(1) Special precautions must be taken to prevent pilfering of both personal and Government property.

(2) Sentries should be stationed to protect troop equipment and supplies from pilferage.

(3) Patrols may be used to protect individual equipment in troop compartments.

b. Checking of equipment

(1) Troop organic equipment and supplies should be checked at frequent intervals to prevent losses through pilfering.

(2) Troop units should be inspected with full equipment to discover any losses of individual equipment.

c. Discipline

(1) Pilfering by troops is kept to a minimum by the maintenance of a proper state of discipline.

(2) Officers and noncommissioned officers must remain alert to prevent pilfering and to apprehend pilferers.

(3) Prompt disciplinary action must be taken against apprehended pilferers.

413. SECURITY

a. Military matters

Ship's movements, landing operations, or any other military matters pertaining to the transport will not be discussed with civilians or strangers ashore, nor will interviews be given or articles submitted for publication except as authorized by naval regulations.

b. Floating objects

No articles which will float shall be thrown overboard while underway.

c. Darken ship

During darken ship, striking matches, smoking, use of flashlights, or the exposure of any naked light is prohibited in any place from which a light can be seen from outside the transport.

d. Cameras

Possession of cameras by troops aboard ship is prohibited, unless otherwise specified by existing orders.

e. Personal radio receivers

Personal radio receivers may not be installed or operated aboard ship in wartime. All personal radio equipment aboard ship shall be retained during passage by the commanding officer of troops.

f. Mail

(1) Troop mail is governed by existing censorship regulations which are usually incorporated in the ship's regulations.

(2) Troop officers designated as censors must be thoroughly instructed in navy censorship regulations.

414. BATTLE STATIONS AND GENERAL DRILLS

a. Antiaircraft details

Landing force personnel should not be assigned to ship's antiaircraft details during movement to the objective. Such assignment may become necessary, however, if heavy combat casualties have been incurred by ship's personnel.

b. Fire and collision

During fire or collision drills, or in case of actual fire or collision, troops should remain quietly in their assigned places, except that they will immediately clear passageways and affected areas of the ship.

c. Smoking

Smoking is prohibited during drills or actual emergencies, and as otherwise specified in ship's regulations or special orders.

d. General quarters

(1) With the exception of special details, such as the guard and antiaircraft watches, troops must move to and remain in troop compartments during general quarters, keeping passageways and ladders clear for personnel engaged in the drill or emergency.

(2) Designated troop officers must join their commands in the troop compartments during general quarters.

e. Abandon ship

(1) Troops must be thoroughly instructed and exercised in the procedure for abandoning ship as soon as practicable after arrival aboard.

(2) Assembly areas and routes thereto must be prescribed for all troops, as are boats, rafts, and debarkation nets to be used by each subordinate troop unit. Assembly areas and routes thereto should follow the debarkation plan as closely as practicable.

(3) Troops may assist in launching of life rafts, if necessary, and should be instructed in the method of launching rafts.

(4) Troops must be impressed with the desirability of using debarkation nets and lines in abandoning ship, rather than jumping over the side. However, should it become necessary to abandon ship by jumping over the side, troops must carry out certain safety precautions to avoid injury.

(a) Helmets will be removed before jumping.

(b) Cork and kapok life jackets must be properly secured and held by the arms and hands in such a manner that the force of hitting the water will not remove the life jacket or injure the wearer.

(c) Jump feet first with legs together.

(d) Orally inflated and CO_2 life belts must be inflated fully only after reaching the water.

(e) Move away from the ship's side as quickly as possible upon entering the water to prevent injury from falling objects and to clear the water for others to follow.

415. LIFE PRESERVERS

a. Types

Troops are issued life preservers immediately after arrival aboard ship and must be instructed in their use. They retain the preservers until disembarking on the beach. Three general types of life preservers may be issued:

(1) CO_2 life preservers, or other automatically inflated types, made of rubber or other material and inflated by a small cylinder of gas

(2) Orally inflated life preservers made of rubber or other material and inflated by blowing through a tube

(3) Cork or kapok type of life preserver or life jacket.

b. Care

(1) Troops must keep life preservers in proper working condition at all times. Life preservers are not to be used as pillows or left underfoot on deck.

(2) Troops must be cautioned not to remove the CO_2 cylinders from the life belts of that type, nor to waste the CO_2 by prematurely inflating the preservers.

c. When worn

(1) Except when worn during shipboard drills, debarkation, re-embarkation, heavy seas and when specified by troop officers, troops will keep issued life preservers on their assigned bunks.

(2) Troops engaged in landing operations using any type of landing craft will wear life preservers ashore and discard them beyond the highwater line. Provisions will be made by the beach party to return the preservers to the ship. If LVT's with overhead cover are employed, care must be exercised to ensure that the type life preserver worn will permit the exit of the wearer through escape hatches.

(3) On maneuvers or other training exercises, troops will discard life preservers in the above manner and recover them on the beach prior to re-embarking in landing craft.

(4) Troops leaving the ship upon arrival at their final destination and disembarking down a gangway to a pier will leave their life preservers on their respective bunks, or other designated places.

d. How worn

Troops should be cautioned to wear life preservers high enough on the body to prevent the wearer from turning upside down, once he is in the water. All types of life preservers should be properly secured when worn.

416. RECREATION AND MORALE

a. Ship's facilities

(1) The commanding officer of troops, through his representative, arranges for the use of the ship's recreational facilities by the embarked troops.

(2) The ship's library should be available for use by troops. Additional books should be procured by the ship prior to the embarkation of troops, if necessary.

(3) The showing of motion pictures is attended by troops as well as the ship's company. Due to crowded conditions, two showings may be necessary, one for troops and one for ship's company.

b. Athletic equipment

The troop recreation and morale officer will provide ropes, medicine balls, weights, boxing gloves, and other athletic equipment suitable for use aboard ship. It must be kept in mind, however, that there is no satisfactory substitute for organized exercise.

c. Ship's service store

(1) Exchange items, such as cigarettes, toilet articles, and candy are made available for troops at the ship's service store.

(2) The supply of exchange items in the ship's service store should be augmented by additional supplies provided by the troops. Special provisions should be made to provide exchange items for troops embarking on small ships, such as LST's, etc., which have no ship's service store available to troops.

d. Daily news service

(1) Daily mimeographed news sheets compiled from news items received by the ship's radio may be printed and issued to the troops.

(2) With the permission of the captain of the ship, daily news items may be read over the ship's loud speaker system.

e. Organized entertainment

Under the direction of a designated troop officer, musical shows, boxing matches, and other entertainment may be organized. Such entertainment, however, should not involve compulsory attendance.

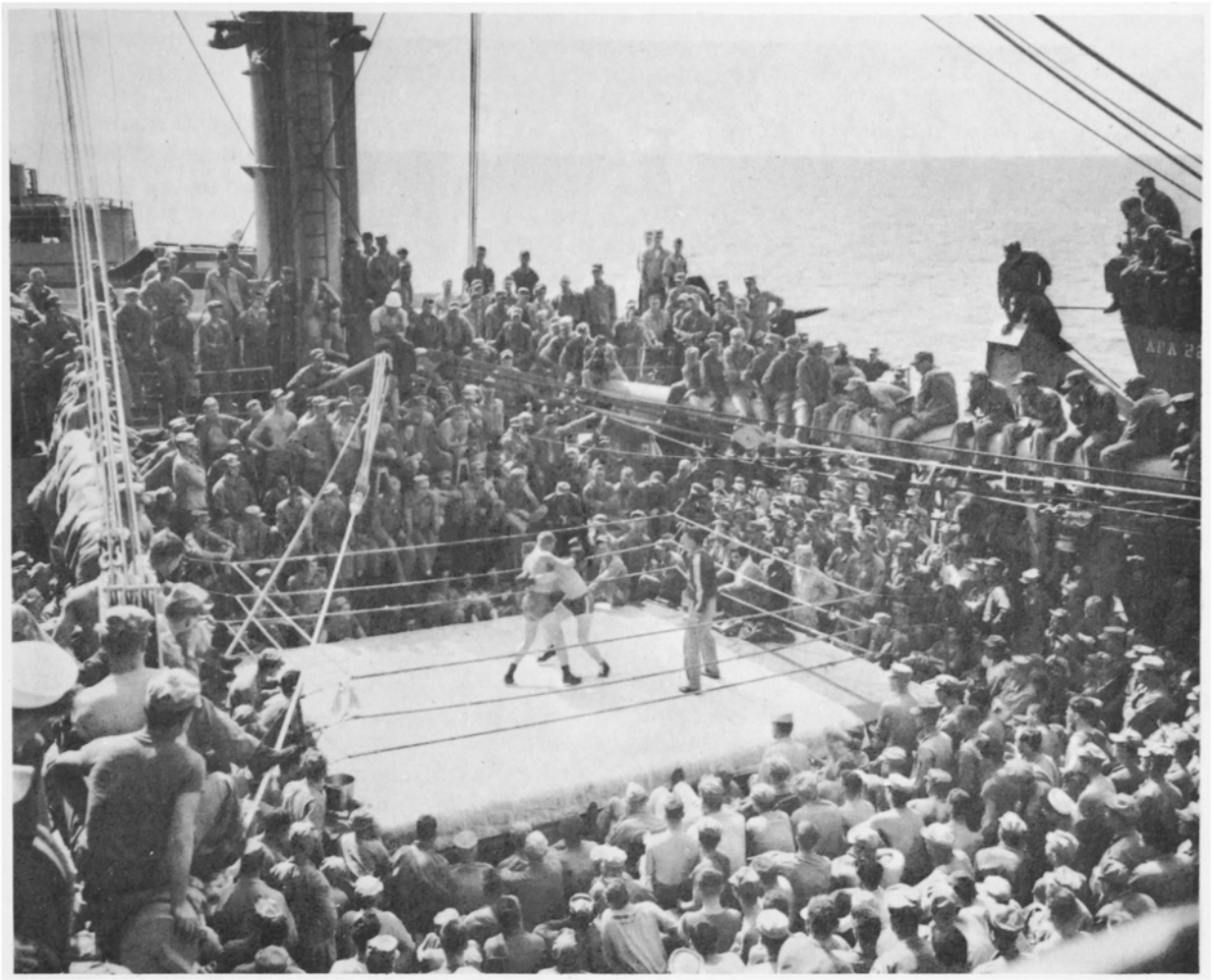


Figure 4-8.—Organized entertainment.

f. Divine services

Areas will be designated for the conduct of divine services based upon recommendations of the troop and ship's chaplains.

417. STOP-OVERS

a. Organized recreation parties ashore

(1) During stop-overs en route to the final destination, troops should be sent ashore for organized recreation, whenever practicable.

(2) The commanding officer of troops or his representative must arrange with the commanding officer of the ship or his representative for water transportation for recreation parties.

(3) Recreation parties must be organized into groups or units, each under the command of an officer or noncommissioned officer.

b. Swimming

Swimming over the side of the ship during a stop-over can be authorized by the captain of the ship or higher authority when the cleanliness of the water, tide conditions, and other safety factors permit.

c. Liberty

(1) During a stop-over, liberty can be granted by the commanding officer of troops, with permission of higher authority.

(2) Prior to leaving the ship, troops should be inspected for cleanliness, proper uniform, and instructed in their proper conduct and appearance ashore.



Figure 4–4.—Divine services being held en route to the objective.

418. UNIFORMS

a. Underway

(1) The commanding officer of troops recommends a suitable uniform of the day to be worn by troop officers and enlisted men to the commanding officer of the ship.

(2) The uniform prescribed should fit the activity in which the troops will be engaged, such as liberty, recreation, or working parties.

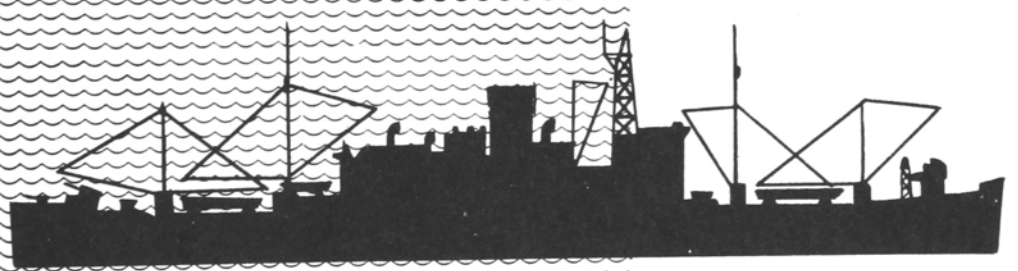


Figure 4–5.—Swimming call is sounded during a stop-over.

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SECTION 5

training aboard ship



Section 5

TRAINING ABOARD SHIP

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Section 5

TRAINING ABOARD SHIP

501. GENERAL

Full advantage will be taken of all time aboard ship, however limited, for preparing troops for the accomplishment of their mission. This is attained first, by the thorough physical conditioning of all men and officers, and second, by a highly organized program of training by which means the troops will be oriented, briefed, and rehearsed in the actual procedure to be carried out at the objective.

502. PHYSICAL CONDITIONING

a. Schedule

All troops must be exercised daily to ensure that they will be physically fit for combat operations. Aboard ship this is best accomplished by organized calisthenics. The schedule setting forth physical drill periods will be coordinated with the ship's routine.

b. Special facilities

Ships should provide every practicable assistance and facility for exercising troops. Climbing ropes, cargo nets suspended from hatch coamings, and other such devices will aid materially in any program designed to preserve the physical fitness of embarked troops.

503. COMBAT ORIENTATION

a. Troop units

With the exception of organization commanders and certain staff members, security measures normally preclude troops being informed of their destination and mission until after embarkation is completed and the ship is underway. Once underway, the officers of embarked troop units are assembled and informed of their destination, their mission, and the plans for the employment of their units. Troop officers then disseminate this information to their respective organizations.

b. Ship's officers

The commanding officer of troops makes the necessary arrangements with the ship's captain for the orientation of the ship's officers regarding the mission and general plan of employment of the embarked troop units.

c. Training aids

Orientation of both troop and ship's personnel will be greatly facilitated by the use of training aids. Training aids which are particularly adaptable for use aboard ship are:

(1) Aerial photographs, maps, and relief maps of suitable size and number are mounted in parts of the ship where they may be studied by all embarked troops. Relief maps are of particular value because they present a three dimensional view of the objective, and are the most easily understood. All such maps, photographs, and charts which are posted should show beaches, boundaries, zones of action, and the general scheme of maneuver of the troops.

(2) Public address systems should be used, since the noise aboard ship frequently makes it difficult for instructions to be heard by all troops. Troop commanders in their prior planning for training aids should either provide their own public address systems, or make firm arrangements with the ship for use of the portable public address system usually carried aboard transports.

d. Briefing

(1) All troops should be carefully briefed as to the pertinent details of the opera-



Figure 5-1.—Unit leaders orient their men on the forthcoming operation.

tion. This briefing is a continuous process as new information is received regarding the enemy and conditions at the objective. It should include a concise outline of the operation as a whole in addition to more detailed matter affecting the individual units.

(2) Upon completion of the final plans for the landing attack, the commanding officer of troops, through his staff, will hold sufficient conferences to enable all troops, and ship's personnel concerned, to be briefed in detail in the actual procedures to be effected in the landing at the objective.

504. DEBARKATION EXERCISES

a. General

(1) Debarkation for an assault landing is accomplished by unloading troops and their equipment in landing craft in accordance with the boat assignment tables.

(2) The general debarkation plan will be drafted prior to embarkation. Necessary changes in the detailed plans for debarkation will be completed after embarkation.

(3) The debarkation of troops and their equipment will be executed in accordance with the instructions set forth in the debarkation schedule. The debarkation schedule is the responsibility of the commanding officer of troops, and is prepared in conjunction with the boat assignment table. Debarkation of troops and equipment must be accomplished in the shortest possible time. Final adjustments in the debarkation plan, and the speed with which the debarkation is conducted, will depend to a considerable degree upon the procedures estab-

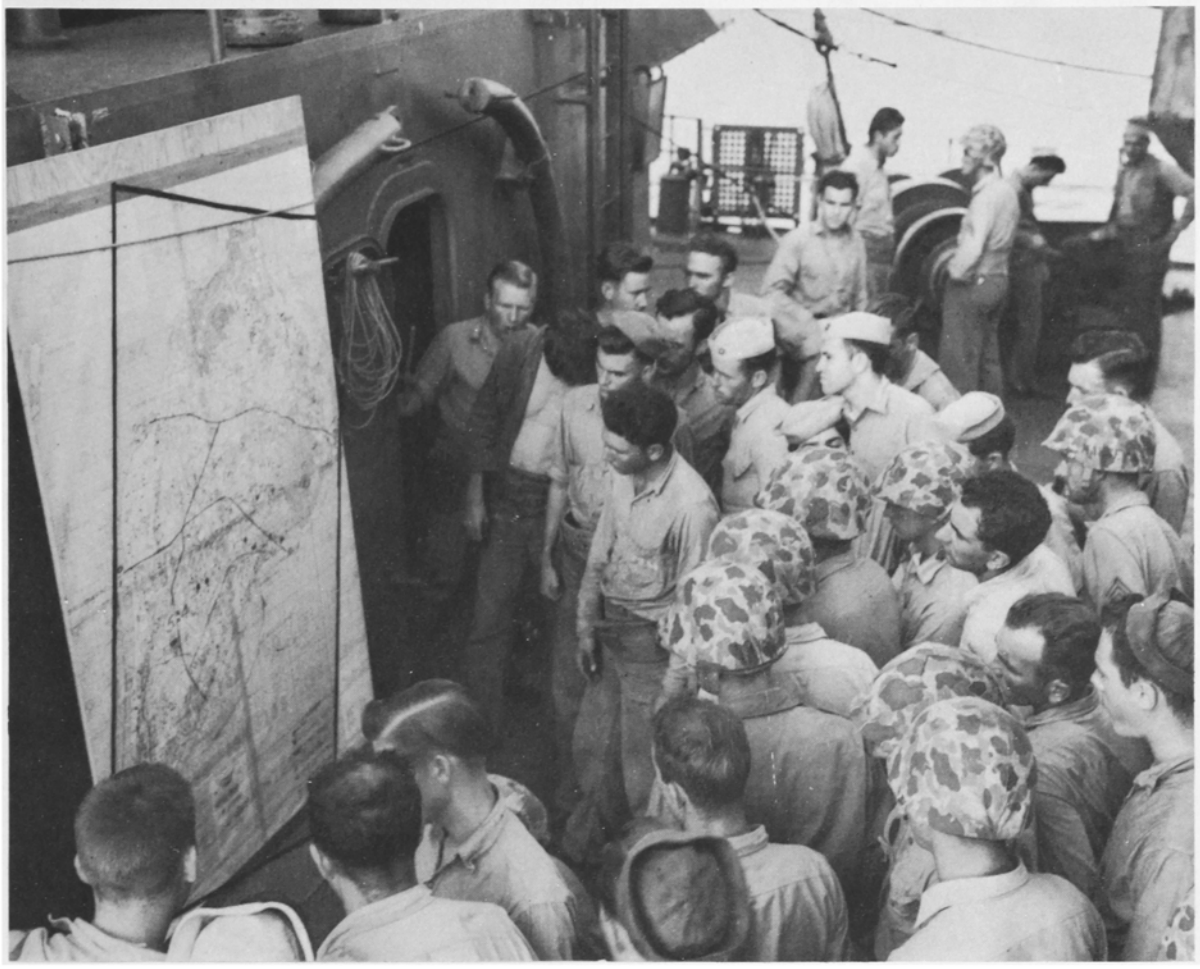


Figure 5-2.—Map of forthcoming operation mounted for inspection.

lished as the result of rehearsals conducted aboard ship

b. Rehearsals

(1) Debarkation exercises duplicate as closely as possible the actual procedure to be used in the debarkation of troops and their equipment at the objective. All troops must be familiar with the location of their debarkation stations and the routes between assembly areas and debarkation stations. The location and marking of rail loading stations and debarkation nets, as well as the routes thereto, will be in accordance with established doctrine *NWP-22*, as modified by conditions aboard individual ships.

(2) In general, routes for the movement of boat teams to their debarkation stations are selected to provide the shortest possible route to avoid converging troop columns in narrow passageways or on ladders, and to conform with the provisions of the ship's watertight integrity plan.

c. Training while at anchor

(1) During periods when the ship is at anchor, maximum advantage will be taken of opportunities for training which will not be possible once the ship is underway. When underway, it is not practicable for ships to lower landing craft for debarkation and landing exercises.

(2) Debarkation drills will be repeated until troops and ship's personnel have become thoroughly familiar with the necessary procedure.



Figure 5–3.—Relief maps are training aids that are easily understood.

(3) Final debarkation drills will be carried out with full equipment, including heavy items such as machine guns, mortars, and radio, which require lowering and guide lines or slings for loading. Necessary lowering and guide lines will be furnished by the ship concerned.

505. LANDING REHEARSALS

a. It is essential to the proper execution of the landing attack that all elements of the landing force conduct full scale landing rehearsals after completion of embarkation. These landing exercises should be carried out under circumstances which duplicate as closely as possible the beach and terrain conditions which will be encountered at the objective. All elements of the amphibious troops and amphibious task force, are rehearsed in the exact procedure to be effected during the landing attack at the objective.

b. Prior to moving to the area of the main landing rehearsals, it will frequently be possible for embarked landing teams to engage in limited landing exercises against constructive beaches. Such exercises are desirable because they enable troops to perfect their debarkation procedures, and provide opportunity for boat groups to rehearse the formations and control of landing craft.

c. Full scale dress rehearsals will be conducted with all individual equipment and with sufficient organizational equipment and supplies to properly exercise all command and logistic control agencies, including shore parties. Such

rehearsals must be followed by critiques to analyze the weaknesses revealed during the exercise. Corrective action will be taken to ensure that mistakes made during rehearsals will not be duplicated during the actual combat operation.

506. TRAINING WHILE UNDERWAY

a. General

Training conducted while the ship is underway will be limited to those activities which do not interfere with the ship's operating procedures. Crowded conditions aboard ship require that shipboard routine be highly organized. Consequently, all training must be thoroughly planned and organized in order to avoid conflicting activities.

b. The training program while the ship is underway may include the following:

(1) Troop life aboard ship, to include naval customs, ship terminology and routine, and anticipated ship's drills and debarkation exercises.

(2) Physical conditioning.

(3) Debarkation drills, as discussed in previous paragraphs, to include moving to debarkation stations with full equipment during darkened ship.

(4) Weapons school, stressing nomenclature, functioning, care and cleaning of all weapons with which the landing force is equipped.

(5) Armored vehicle and aircraft recognition, to assist in the identification of enemy armor and aircraft which can be expected in the theater of operations.

(6) Map reading and combat orientation. Instructions should stress familiarization with the maps and aerial photographs which will be used at the objective.

(7) Intelligence indoctrination as to the characteristics, customs, and language of the combatants and civilians at the objective.

(8) Briefing on the mission and employment of all embarked units.

507. DEBARKATION TRAINING ABOARD LANDING SHIPS

a. The debarkation of troops from landing ships, such as LST or LSD, is much simpler than from transports. To ensure smooth and rapid unloading of troops and materiel, however, it is necessary to hold debarkation exercises. Landing ships will normally debark assault troops and equipment in amphibian vehicles from an assembly area located as close to the line of departure as conditions will permit. While at anchor, troops should be completely debarked during such drills. At sea, debarkation exercises will be restricted to rehearsing the loading of the amphibian vehicle teams into their respective vehicles.

b. Troops aboard landing ships may be billeted by boat or vehicle teams in such manner that they may move by the most convenient route to their assigned amphibian vehicle. Frequent rehearsals for vehicle crews and teams will be held to enable troops to move to their assigned vehicles in the minimum time. In the case of a night landing, rehearsals will be held in the dark.

c. Assignment of communications personnel to duties in the Joint Communication Center and to the operation of radio and visual circuits while embarked ensures maintenance of a high state of training.

508. FIRING OF WEAPONS

The commanding officer of the ship may authorize the firing of weapons off the ship's deck. Such firing should be limited to familiarization and test firing and must be closely supervised to ensure observance of all safety precautions particularly in regard to the direction of fire in relation to other ships of the convoy. The test firing of automatic weapons should be accomplished as close to the time of arrival at the objective as possible to assure proper functioning during the landing attack.

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