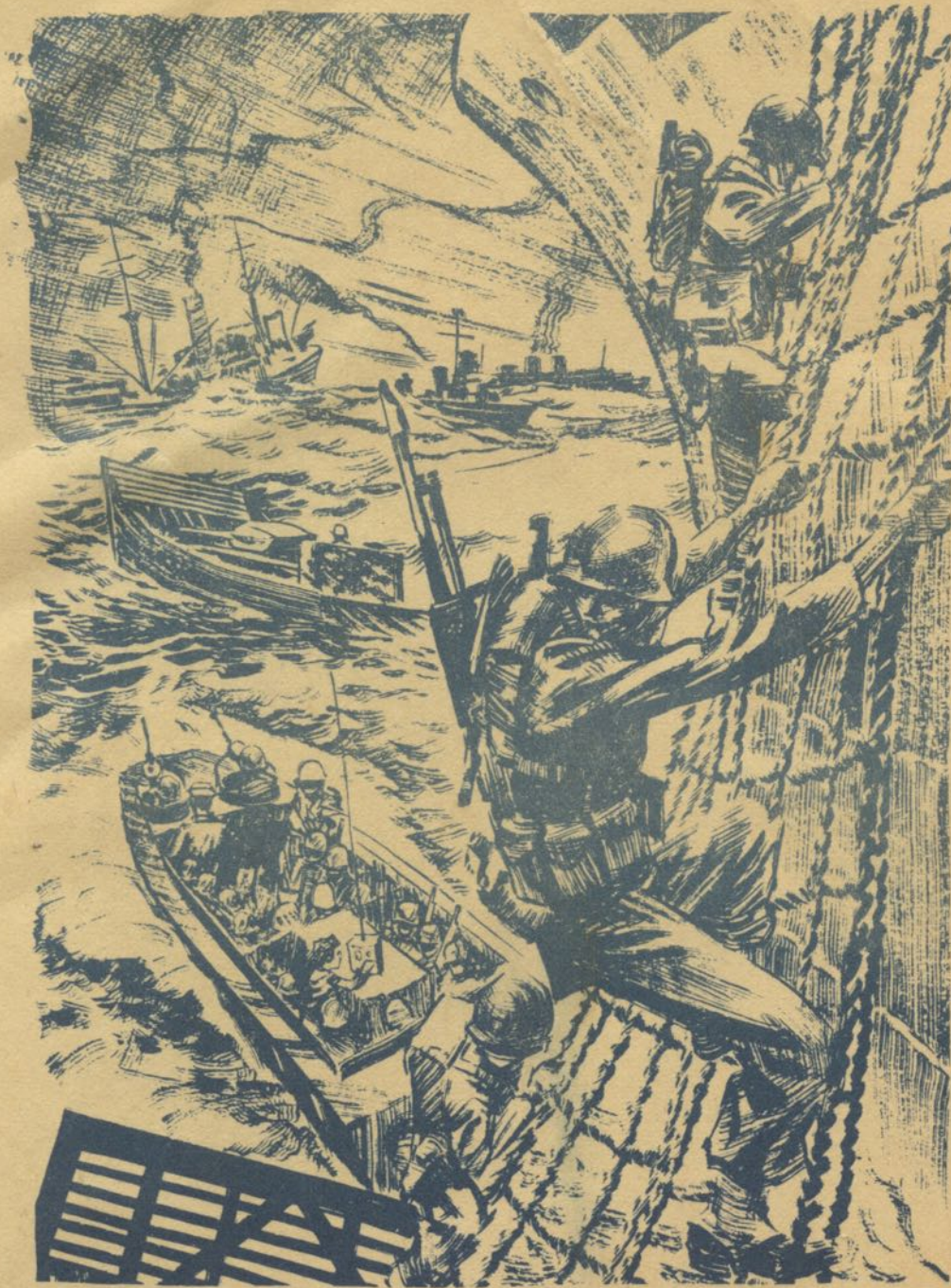


# LIFE ABOARD A TRANSPORT



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HEADQUARTERS  
TROOP TRAINING UNIT  
AMPHIBIOUS TRAINING COMMAND, PACIFIC FLEET  
CAMP ELLIOTT, SAN DIEGO 44, CALIFORNIA.

LIFE ABOARD A TRANSPORT

The information compiled in the following paragraphs is for the benefit and guidance of officers and enlisted men who may be embarked aboard a troop transport for transportation overseas.

The data contained herein is not to be interpreted as official ship's regulations or the regulations of any particular unit. It is merely a source of helpful information which will tend to make your journey more pleasant and to avoid unnecessary confusion for all concerned.

It is recommended that all personnel become thoroughly familiar with the contents of this pamphlet prior to an embarkation.

5 January, 1944.



## EMBARKATION

When you embark for your journey overseas, you will go aboard a ship and not a boat.

Ships are sea going vessels and boats are carried aboard ships.

This may seem to be of minor importance, but nothing will bring tears to the eyes of a 'salty' old 'skipper' quicker than to have you call his ship a boat. So, cultivate the habit right now of using the proper term for each.

During the embarkation, the pier where your ship is tied up will no doubt be crowded and there will be a certain amount of confusion due to loading equipment, supplies, vehicles, ammunition, etc. It is therefore important that you remain with your unit in a prescribed formation and not wander aimlessly about in the way of the stevedores and trucks that are trying to get the ship loaded. Do not come on the pier until notified and then follow a route which will least interfere with the loading. Always be on the lookout for overhead booms and cranes which are working and avoid passing under them. Many fatal accidents have occurred from the neglect of this precaution.

When you board your ship you will go over the gangway either up to the quarterdeck or through a cargo port.

It is a Naval custom that when going aboard a ship you stop upon reaching the top of the gangway, face aft, or toward the stern, and salute the colors. Then face inboard, or the quarterdeck, and salute the officer-of-the-deck at which time say, "I request permission to come aboard, Sir".

In case of personnel embarking as a unit, they will often be carrying barrack bags or other equipment and it will not be necessary for each individual to carry out this procedure but it will be accomplished by the officer or non-commissioned officer in charge of the unit and at which time he will inform the officer-of-the-deck the name of the unit coming aboard.

Upon leaving the ship, the same procedure is followed in the reverse order by saluting the officer-of-the-deck and saying, "I request permission to leave the ship, Sir", then go to the top of the gangway, face aft and salute the colors. The colors will not be saluted between sunset and 0800, during which time they are not hoisted. The salute is then made to the quarterdeck.

When once aboard the ship, go directly to your quarters or compartment. In all probability there will be a member of the advance party on hand who will be familiar with the ship to direct you. Do not loiter around the hatches or on decks where loading is in progress. Keep your eyes open and watch out for swinging hooks and overhead booms with cargo. Ships rigging which is working is under stress of several tons and often carries away, which may result in serious injury to persons in the vicinity.  
KEEP OUT OF THE WAY.

Once you have reached your compartment and have been assigned a bunk, place your individual equipment on your bunk and stay there, unless otherwise directed. This will be no time for your "tour of inspection" of the ship. There may be a demand for additional working parties and your Commanding Officer may want to locate you in a hurry. Be sure you know the number of your compartment and memorize it. You will be instructed how to place your equipment. Some transports are equipped with racks



for rifles and packs. On others, the packs are secured to the foot of the bunks and rifles slung underneath. In any event, keep your equipment compact and don't spread out all over the ship. You will be somewhat crowded in a limited space and it is quite easy for equipment to become lost or mixed up. The less space you consume with your equipment, the more space you will have to move around in.

During the embarkation you may be called upon to help load the ship. You should enter into this task with a whole-hearted attitude and not with reluctance. Oftentimes it is a hard, tiresome job, but it is one of the jobs which must be done and everyone must do his share. Remember, that the equipment, food, and ammunition which is being put aboard that ship is for you, and when the time comes to use it, you will be mighty glad they are there. The loading will be under the direction and supervision of the Transport Quartermaster, so give him your utmost cooperation, is you are called upon.

Prior to sailing you will be issued life preservers and instructed in the use of them. The two types, which are now in general use, are the kapok jacket and rubber belt. The rubber belt type is one which requires considerable care in handling as they are somewhat fragile. They are partially inflated by means of two small metal cylinders containing gas. Once you have seen the operation of them demonstrated, it will not be necessary for you to experiment with your own because there is a scarcity of the gas cylinders and if used, you may not be able to replace them.

After your ship has gone beyond the submarine nets, you will be required to wear your life belt at all times. It will be your own personal responsibility to see that your belt is in perfect condition all the time and always available. They should NEVER be used as a seat or pillow. They are furnished you for your own safety and it is up to you to safeguard them.

#### VOYAGE

Once your ship has set sail, your voyage may be one of considerable duration lasting several weeks, or it may be one of a few days. In either case, you will want to be as comfortable as possible and this may be easily accomplished by following a few simple rules and suggestions.

As your ship is leaving the pier, do not stand around on deck or lean over the rails. This not only is the mark of a true "land lubber" but most of the deck space will be needed by the ship's crew, who will be busy handling lines and stowing them away. Crew members of the sea details need a lot of room to carry on their duties and cannot waste valuable time moving groups of "sightseers". A good place for you to be at this time would be in your compartment. KEEP OUT OF THE WAY.

Either shortly after sailing or sometimes before, you will be instructed in the ship's regulations concerning troops aboard. These regulations must be obeyed to the letter. To you, they may seem harsh and unnecessary, but everyone of them has been designed for your comfort, health, and safety. Listen intently to these regulations and then consider it your own responsibility to see that they are carried out.

Sometimes during your first day out you will be shown your "abandon ship station". This station will generally be



on deck in the vicinity of your berthing compartment and you should immediately learn the shortest route to this station. Travel it as often as possible, so you will be able to find it in total darkness. While enroute, you will be rehearsed several times in "abandon ship" drills. Get to your station quickly and with as little confusion as possible. These drills are for your benefit and safety and should not be considered as a nuisance or unnecessary.

Another drill which troops may or may not participate in is "fire drill". On some transports the troops are asked to augment the crew firemen. On others, the crew may be of sufficient size that they do not require any of the troops. In the case of fire, you may be instructed to fall in at your abandon ship station. Do this quickly and by all means, keep passage-ways clear. A fire aboard ship is extremely hard to control and a few seconds time may mean the difference between life or death for those embarked.

There are other drills which are performed by the Navy while enroute, including "man overboard" in which they simulate the rescue of a person overboard, and "general quarters" in which all gun crews man their battle stations.

The alarms for these various drills are sounded from the bridge and will be distinctly heard throughout the ship. You will be instructed in the system of these alarms. Whether they pertain to you or not, keep a cool head at all times and do not become excited or panicky. More accidents have occurred aboard ship through panic stricken troops than by actual disasters. Be a man instead of a whimpering kid. Follow the orders of the officers and you will be O.K. In case of emergency, keep your head on your shoulders and your feet on the deck. Your chances for survival are 1,000 to 1 better if you keep calm and aid in keeping your comrades in the same state of mind.

Cleanliness must be stressed at all times. Life aboard a transport is bad enough at its best. Cramped quarters, sweating bodies, and dirty clothes do not present the most healthy conditions. Epidemics start quickly if all are not careful. One of the easiest things you can do is to keep your body clean.

Not only is personal cleanliness necessary, but also cleanliness throughout the entire ship. It will be up to each man to assume a personal responsibility in this matter. The ship is your 'home' during the entire voyage and should be considered as such.

Heads, or toilets will require constant care and supervision. A detail will be supplied by the troops to care for washrooms and heads which service their particular compartment. Drain pipes used in plumbing aboard ship are sometimes small. Great care must be exercised to avoid throwing anything in toilets which will stop-up the drain. This always results in a sickening mess slopping around on the deck of your washroom. This will only happen about once and you will go gunning for your buddy who was responsible for it.

Sweeping details will be furnished by the troops at regular intervals to clean various parts of the ship used by troops. Most generally, about 4 or 5 times a day, you will hear the announcement come over the P.A. system, "Clean sweepdown, Fore and Aft". This is when the sweepers get on the job. The Navy is very proud of the decks on their ships and insist on their being kept clean. The throwing of cigarette butts on the deck will never be tolerated. Cans and buckets are placed at various intervals throughout the ship and are used for all trash. NEVER, under any condition, throw anything over the side of a



ship. This not only constitutes a fire hazard, in the case of lighted cigarettes, but it is also an excellent means of informing the enemy submarines and ships of your presence and course. A good way to dispose of a cigarette is to tamp it out on the sole of your shoe and then throw the butt in the nearest container. Never leave papers or magazines lying around on the deck. They are easily blown overboard and will disclose your course.

Water conservation is a subject which you will hear continually during your voyage. We will attempt to explain here just why this subject is of utmost importance and must be enforced.

All fresh water which is used aboard ship is made from salt water which passes through evaporators or distilling plants. This is quite an involved process and these evaporators are limited in capacity. Most transports make about 24,000 or 25,000 gallons of fresh water per day. It requires several thousand gallons daily to operate the ship which includes engine requirements, cooking, drinking, laundry, etc., so it is obvious that if your ship is on a prolonged voyage, the evaporators will be unable to compete with the consumption. Therefore, it is imperative that embarked personnel cut their personal requirements to a minimum. This may be a trifle difficult for you at first, after being used to an unlimited supply in camp or at home. When using a washbowl, put only a small amount of water in the bowl. Use the same water to wash with and rinse with. When taking a shower, turn on the shower, to wet your body, then turn it off. Soap your body well and then turn the shower on again to rinse off, using as little water as possible. Fresh water is a precious item aboard ship and failure to use it sparingly may result in a daily "water ration" or the discontinuing entirely of fresh water, except for cooking and drinking. Neither of which is a pleasant situation. So, when you see one of your buddies wasting fresh water, remember that it is part of your water and may result in all of you having to do without. When you have been forced to use salt water exclusively for a few days, you will appreciate the subject or "water conservation" much more.

The messing of troops aboard ship always presents a problem. As previously stated, the space in a ship is limited and all space must be utilized to the best advantage. Meals will be served cafeteria style, whereby you will take your tray or mess gear and pass by the galley or kitchen in a line to receive your portion of food. You will then pass on into the mess hall, where again, you find that tables are limited. So the rule is, eat quickly and get out so your buddy can eat too. Due to congestion when troops are embarked, it is not uncommon on some transports for the "chow line" to start forming at 10:30 or 11:00 A.M. and continue on until 1:00 or 1:30 P.M. in order to feed all troops. So, if you have to wait in line an unreasonable length of time, it is no doubt due to the fellow ahead of you taking too much time to eat. While the "chow line" is in formation it will be under the direct supervision of the ship's Master-at-Arms, who is the "Chief of Police" aboard ship. Obey his orders and follow his instructions. The storage space for food on a ship is also limited and food must not be wasted. There will be plenty to eat for all, but don't take more than you can eat. As a general rule, the Navy serves excellent food.

The troops will be asked to furnish a limited number of cooks and messmen. However, the mess personnel is somewhat fewer than is used in camps ashore, due to the limited amount of working space.

Under the present wartime conditions, all ships observe blackout regulations while at sea. This is one regulation that every man aboard must see is enforced.



Blackout begins at sunset and continues until sunrise. During this time, there is no smoking permitted on any of the decks and all air ports are closed. Disregard of these orders may result in the loss of the ship and all personnel. Even the glow from the tip of a lighted cigarette is visible for from 5000 to 6000 yards at sea on a dark night. That is all that is needed by an enemy submarine commander to send his torpedo into the side of your ship.

So, if by chance, you yield to temptation to violate this rule by lighting a cigarette, striking a match or opening a port, you may start wondering who smashed in your head. It was probably your buddy who realizes what it means and wants to live a little longer even if you don't. You are in the big league now, playing for keeps, and it is no time to see how many rules you can violate and get away with. Oftentimes ventilation is quite poor in troop compartments and it is quite a temptation to open a port or watertight door for a little fresh air. DON'T DO IT. It may not only result in a court-martial for you but also a brief period in a hospital if your buddies see you. It is not only your life you are endangering, but their's too.

On some transports, a few troops will be permitted to sleep on decks, if there is room and weather permits. If such is the case on your ship, pick out a nice out-of-the-way spot. Never flop down in a passageway or where people walk. After dark, ship's officers and other personnel make periodic inspections throughout the ship and you may be awakened by someone's foot in your face. Always lie down on decks 'athwartships', that is crosswise, never fore and aft. This is for the purpose of your own protection. A sudden lurch of the ship could roll you off.

NEVER sleep in landing boats on deck or in the vicinity of heavy equipment which may fall. It is a fine privilege to be permitted to sleep on deck while in tropical waters and should not be abused. And, of course, the life belt must be with you at all times.

At various points throughout the ship you will find guards and sentries stationed. Sometimes these are Navy personnel or they may be from your own troops. Whoever they are, obey their orders. They are placed there for a definite purpose and must carry out their orders. So, don't argue with them if told you cannot go just where you would like to. There are certain parts of the ship which are restricted to troops, including officers wardroom country. Always bear in mind that your ship is the 'home' of the officers and crew who are operating it - they are on board continuously and you should not trespass in their territory any more than you would want someone to trespass through your private quarters in camp. Never go to the wardroom country unless sent for or on duty, and then with due respect.

The bridge is always out of bounds for troops unless on duty there. It is from here that the ship is operated and it is no place for sightseers.

Also gun platforms are restricted to troops. The ships guns may have to go into action on a moments notice and there won't be time for the gun crew to elbow their way through a crowd.

Never enter a cargo hold once it has been secured without permission and then only in company with a ship's officer or the Transport Quartermaster.

Throughout the ship, there will be located several watertight compartments. All ships have a definite plan for protection against sinking at sea by an arrangement of water-tight



doors placed at key points in the interior of the ship. The purpose of these doors is to localize any damage that may result from torpedo attack, bombings, or gunfire from enemy craft. NEVER open these doors UNDER ANY CIRCUMSTANCES. Again, you may not only imperil your own life, but the lives of many others.

You may or may not be called upon to stand air and submarine lookout watches. If you are called upon, do your job intelligently and with caution. Do not make a snap decision that every piece of debris or floating box is a submarine periscope. Make definitely certain that it is a periscope or plane before you sound an alarm. If you see anything you do not understand call the officer or NCO of the watch.

If you are in need of medical attention while enroute, go first to your own troop doctor. If his facilities are not adequate to care for your case, he will make the necessary arrangements with the ship's doctor for you. Never go direct to the ship's sick bay on your own accord. They will not be permitted to treat you.

Sometimes a certain amount of clothes washing by troops will be permitted while enroute if the trip is of long duration. This will be done under the supervision of the ship's First Lieutenant, who will see that lines are rigged in the proper places for drying. Never hang up wet or damp clothing in the berthing compartments. A few of the present transports have laundry facilities for a limited amount of troops work which usually will be confined to shirts and trousers.

Recreation presents somewhat of another difficult problem for embarked troops due to limited space and facilities.

Time will go quite slow for you after the first few days out and it is the wise soldier who will find a little extra space in his personnel belongings for one or two good books or small games which can be traded back and forth during the voyage. Card games are permissible but gambling is never tolerated on any ship in the Navy.

Most transports are equipped to show movies in the evenings, generally utilizing the mess hall for this purpose.

Radios or other electrical appliances are not permitted while at sea.

If there is a chaplain aboard, you will have an opportunity to attend services on Sunday. He will also arrange for a few 'smokers' while underway.

It will be quite possible that a few available spaces on deck may be found to carry out daily exercises for small groups at a time. This may even consist of going up and down ladders. Remember, you want to be in good physical shape when you get to where you are going.

In the event your destination takes you beyond the equator, you will have an opportunity to witness and no doubt participate in, the "King Neptune Party", which is a traditional Navy initiation ceremony for those crossing the "line" for the first time. This occasion is not carried out as elaborately under war conditions as it is in peace time, but some ships still conduct it on a small scale. The purpose of this custom is to have a little fun and enjoyment and NOT to have people hurt or killed, as has often happened in the past. If you do participate, go about it in a sensible way and avoid undue roughness which may result in injury. Don't get 'sore' and try to be a good "shellback" when you finish.



## CUSTOMS AND SHIP ROUTINE

Each day there will be published a "Plan of the Day" which is a schedule of events for that particular day. The "Plan of the Day" will be posted on bulletin boards throughout the ship and it would be well for you to familiarize yourself with this publication, as it will often give information which pertains to troops. It also tells at what time certain duties will be performed during the day by the ship's crew.

Generally, twice a day, at 0800 and 1300, the ship's crew will "muster-on-quarters". This is for the purpose of roll call and instructions. Troops normally muster once a day for roll call.

In the Navy, morning colors are always at 0800 and are lowered at sunset. While underway at sea, they are flown from the top of the mainmast. When the ship is tied up at a pier or at anchor, they are flown from the stern of the ship. The same courtesies are rendered as ashore.

As has been previously stated, the Navy is proud of their decks on a ship and many times during the day, the decks will be "scrubbed down" by the crew. Again the by-word is keep out of the way. Salt water hoses are used for this job and you may get an accidental ducking by being too close.

Paint chipping and painting are going on almost continuously on a ship. Keep your eyes open at all times for fresh paint jobs. It not only will ruin your clothes but also the disposition of the sailor who has to do it over after you have smeared it up. Chipping and painting are not done merely to give people something to do. Metal, when exposed to salt water and air, will rust and corrode very rapidly and therefore requires a heavy coat of paint at all times.

A word you will hear quite frequently on your trip will be "Gangway". When you hear this word shouted by someone it means clear a space or get out of the way, someone wants to get through. It will probably be some officer or other person on important business. So when you hear it, move over to the side of the passageway or ladder and let the person pass by.

It would be well for you to become familiar with the Navy system of designating time by "bells". Every ship has a "Ship's bell" on the bridge for the purpose of striking the time of day at half-hour intervals. It is quite simple and not at all complicated. On most transports, it is the custom to strike bells from 0800 to sunset, or, during the time the colors are hoisted. So, at 0800, you will hear 8 bells struck, at 0830, 1 bell; 0900, 2 bells; 0930, 3 bells, and so on around the clock, adding one bell each half-hour up to and including 8. After 8, it starts with 1 again. Therefore, 8 bells designates either 0800, 1200, 1600, 2000, 2400, 0400. 1 bell designates either 0830, 1230, 1630, 2030, 0030, or 0430. Sit down and figure it out for yourself.

This system of time originated back in the days of sailing vessels, before clocks were plentiful, for the purpose of dividing up the watches, which were of four hours duration. It has been handed down traditionally throughout the years.

During the time you are aboard ship, you are under the indirect control of the Captain of your ship. Although you have a Troop Commander aboard who is your immediate superior, the ship's Captain is absolute master aboard his ship. His responsibility is all embracing, and his word is law. His staff of Naval officers have their duties directly under the Captain, the same as do your own company officers. You should never harass these officers



with foolish questions, nor should you get in their way during the performance of their duties. Afford these officers the same courtesy that you do your own officers and, if in doubt, lean over backwards to help in any way, and to show respect for them. It will pay big dividends.

#### DEBARKATION

Sooner or later, you will arrive at your destination, even though it did seem somewhat hopeless during the voyage.

You may leave the ship over nets into small boats or you may walk down the gangway onto a pier. In either case, stay with your unit. Make sure you have all of your personal belongings. It will most generally be impossible to recover anything left aboard. Go to your debarkation station quickly and with as little confusion as possible. It is always a good idea to know the other people who have been assigned to the same boat with you. In this way, a quick glance about can determine if all are present.

Probably the last ones to leave the ship will be the cleaning detail. After troops have left a ship, an inspection is made by some of the troop officers in company with the Transport Quartermaster or ship's officers to see that all compartments and holds are clean. You can aid materially in this respect by making sure YOUR area is clean when you leave the ship.

It will not be necessary for you to "load" yourself down with candy bars and cigarettes prior to leaving the ship. The supply of these items is limited and the chances are that there will be a lot more where you are going than on the ship. Remember, the crew on that ship would like some left over for them as will other troops who are to embark. Furthermore, it is a Federal offense to remove "sea store" cigarettes from a ship to shore.

#### GENERAL

You must realize that you are moving into the realm of the Navy, and that life with them is altogether different from your routine camp life. In camp, you have been accustomed to large barracks, plenty of water and fresh air, ample room in which to move about, and the privilege of going and coming just as you please. When you are aboard ship, you must put this out of your mind during the period you are afloat, and quickly adjust yourself to the seaman's way of living. You will be in cramped quarters, the like of which you probably have never seen before. Fresh water is scarce and must be conserved to the maximum. You will not be able to come and go as you please but will have well defined routes of travel about the ship which must be followed at all times. Certain spaces will be designated as space for troops. STAY THERE. You must do as you are told without asking questions, and you should not gripe about your living conditions. The reason for your crowded condition is obvious. The armed forces must embark as many men as possible in the space available, so you must not think of your ocean voyage as a pleasure trip in any sense of the word. You are being taken to a place where you can apply in combat the things you have been taught on this side of the water.

The things which you will be asked to do aboard ship are not for the purpose of harassing you or to see how uncomfortable you can be made. They are the result of much experience in the



transportation of troops overseas and are designed for your safety and welfare.

### CONCLUSION

Nerves are always at a feather edge during an ocean crossing. If your friends curse you, or speak harshly to you, shake it off and forget it. Bad blood is easily stirred up under these trying conditions. So use your head and save all your fighting for the field of battle against your common enemy.

The strange life aboard ship and the many inconveniences that beset you tend to cause a lot of "griping" among troops new to the sea. Remember that for centuries, troops have traveled the sea in cramped quarters to get at the enemy on the other side. Save your "griping" for the enemy.

In your contact with Navy personnel you will hear a strange and "weird" language spoken. You will be able to understand this "language of the sea" much better if you become familiar with some of the nautical terms and phrases which are appended to this publication.

Learn to speak of the "deck" instead of the floor. Call the toilet the "head", etc. Food is prepared in a "galley" and not a kitchen. You either go "below" or "above" on a ship, NEVER upstairs or downstairs. You always walk "forward" or "aft" on a ship, never up front or back.

You will not be expected to be a competent sailor in this "one easy lesson" but we hope that the foregoing will be an aid to your general knowledge when you go aboard ship.

### POINTS ON ABANDONING SHIP

1. Any person who goes to sea during war may at any time be required to abandon ship. To do this expediently and with the maximum of safety to all hands aboard, certain rules must be strictly adhered to.

- a. Orders must be obeyed and carried out at once, letter perfect.
- b. Keep calm and stand quietly at your abandon ship station.
- c. Do not rush or crowd - disaster may result.

2. Know your abandon ship station as soon as it has been assigned you. Find it in the daytime, and at night with a darkened ship. Find an alternate way as well as the direct route. Obey the order of the officers in charge. This is vitally important if you are forced to go down loading nets or lines. DO NOT LEAVE UNTIL YOU ARE TOLD TO DO SO.

3. Know how to inflate and adjust your life preserver, and check it for any flaws or defects. When the time comes, it will be the margin of life or death, so treat it as a friend.

4. Take your drills seriously. They may mean your life. Official records show that crews most efficiently trained in drills saved the greatest number of men. The ill trained crews saved the least number of survivors.

5. - Additional food and water is a decided asset. If



necessary throw the food over the side. It can be picked up later. Have a flashlight and knife always close at hand.

6. As soon as you hit the water, begin to swim AT RIGHT ANGLES TO THE SHIP. In any event, stay clear of the propellers. If you are in charge of a boat, or life raft, after loading get as far away from the ship as possible. This is doubly true when it is evident that the ship is going down rapidly, so as to avoid getting caught in the suction.

7. Regardless of climate - hot or cold - KEEP YOUR CLOTHES ON. Facts of survivors show that in many cases the only ones saved were those wearing heavy woolen underwear. Keep your valuables and a money belt with you. They may come in handy.

8. Do not jump over the side unless you have no alternative and then only when you are definitely ordered to do so. Rapid sinkings are rare; it would be much more dangerous to you and your shipmates for you to jump in the water than it would be for you to stay on board and leave the ship in an orderly manner when ordered to do so. On the other hand, the ship may not sink at all. Many times what at first appears to be a hopeless situation has cleared up and the ship has made port. After the order has been given to abandon ship, keep quiet. No one is to talk except those giving the orders. Non-commissioned officers must be the last to leave the ship. Do not obey any orders except those given by the officers; follow those orders as you were instructed during drills. Do not forget that you alone, by not knowing what to do, may cause a panic.

9. When in a raft you should make every effort to keep it from the ship, especially from the proximity of the propellers. In all cases maneuver the raft to windward if possible. As a general rule it is believed that a ship lying to will drift faster than a raft. It is paramount that the raft be maneuvered to windward if the ship is afire or there is an oil fire on the water.

10. If for any reason you have to pass through a burning area - wet towels or blankets and cover the face and hands.

11. The medical boats have a supply of drugs and dressings including the sulfa drugs. Use any of them if needed, but do not waste them. They may prove very valuable.

12. It is very essential to preserve fresh water; a person can live much longer without food than he can without water; an average of six ounces is considered the minimum for existence. This may increase in the tropics and decrease in cold climates; but in either case water is essential. A quart of water contains 32 ounces; therefore, a gallon has 128 ounces. Therefore, at the rate of 6 ounces a day per man, twenty-one men will use one gallon per day. Take stock of your water supply and ration it according to supply and demand even if you have to cut the ration below six ounces. You may be able to replenish your supply from time to time from rain water, but do not depend on this. Sea water does not relieve thirst and if drunk will cause violent illness and prove fatal. A responsible person should be placed in charge of the water and food supply and the set rations rigidly adhered to.

13. The food should be in a concentrated form; hard tack and sweet or salty things should not be used as they cause thirst out of proportion to their food value. In the case of hard tack, survivors have been unable to chew it because of sore teeth or gums. It has been found that concentrated Malted Milk tablets are the most valuable single food item. If there are cigarettes on the raft, it might be well to ration them also; while they are not an essential, they will help morale.



14. Keep your clothes on at all times, even in the tropics. A raft is no place to get a sunburn and certainly you need all the protection that you can get in the cold weather. Remember that you are on an endurance test and need to preserve every asset. In cold weather, watch parts for freezing. Keep moving the fingers and toes, make grimaces to keep the face muscles in motion and to keep up the circulation. Should part become numb, rub them gently.

15. At times there may be flaming oil or gasoline around the ship. Make every effort to avoid it whether you are in a raft or swimming. If it becomes necessary to swim through a flaming area, swim under water.

16. To summarize: Keep your head; know the designated route to your abandon ship station and one or two alternate routes; obey your officers. It has been proven that men have been lost because they did not obey orders. Preserve your resources - physical, food and water.

In addition to the above general instructions, the following specific instructions govern:

1. ALWAYS ABANDON SHIP AS FAR FORWARD OF THE TORPEDO HIT AS POSSIBLE.
2. KNOW THE DIRECTION OF THE WIND BEFORE ABANDONING SHIP AND GO TO THE WINDWARD WHEN POSSIBLE, THOUGH ALWAYS ABANDON ANY SHIP FROM THE OPPOSITE SIDE OF THE TORPEDO HIT.
3. GET INTO A BOAT WITHOUT ENTERING OIL-COVERED WATER IF POSSIBLE.
4. BECAUSE OF DANGER OF INJURY AVOID FLOATING WRECKAGE WHEN ABANDONING SHIP.
5. ALWAYS JUMP FEET FIRST. DO NOT DIVE.
6. BREAST STROKE OR SIDE STROKE ARE THE BEST TO USE WHILE SWIMMING THROUGH OIL SLICK.
7. KEEP YOUR HEAD HIGH AND EYES AND MOUTH CLOSED WHILE SWIMMING THROUGH OIL SLICK.
8. TRY TO SWIM UNDERWATER AS MUCH AS POSSIBLE WHILE MAKING WAY THROUGH FIRE OR HEAVY OIL SLICK.
9. RELAX AND CONSERVE ENERGY WITH THE IDEA ALWAYS PRESENT IN MIND OF STAYING AFLOAT.
10. PROCEED IN AN EASY AND SLOW MANNER TO THE NEAREST BOAT, RAFT, OR FLOATING OBJECT AND CLING TO THIS UNTIL RESCUED.



NAUTICAL TERMS AND PHRASES

ABAFT - - - - -	In the direction of the stern.
AFT - - - - -	Near the stern.
AMIDSHIPS ('MIDSHIPS) -	In the center of the vessel, either with reference to her length or to her breadth.
ATHWARTSHIPS ('THARTSHIPS)	At right angles to the fore-and-aft line of the vessel.
BARGE - - - - -	A ship's boat designated for the use of flag officers.
BELAY - - - - -	To make fast to a pin or cleat. (Stop, cancel, such as to belay an order.)
BETWEEN DECKS ('TWEEN DECKS)	The space between any two decks of a ship.
BILGE - - - - -	The curved part of a ship's hull where the sides and the flat bottom meet. Also the largest circumference of a cask.
BITTS - - - - -	Vertical wooden or metal projections on the deck used for securing lines or gear.
BOAT BOOM - - - - -	The boom swung out from a ship's side when at anchor and to which boats in the water secure.
BOAT HOOK - - - - -	A wooden staff with a metal hook at one end used for fending off or holding on.
BOATSWAIN (BOS'N) - - -	An officer aboard ship who has charge of the rigging and who calls the crew to duty.
BOOBY HATCH - - - - -	A raised small hatch.
BREECH - - - - -	The bottom of a block. The after end of a gun. The outside angle of a knee-timber.
BRIDGE - - - - -	The raised platform extending athwartship in the forward part of the ship and from which it is steered and navigated. Amids-hip and after bridges are sometimes so fitted.
BRIG - - - - -	The ship's prison. A square rigged vessel with two masts. An hermaphrodite brig is rigged on the formast like a brig and on the mainmast like a schooner.
BROACH TO - - - - -	To slew around when running before the wind.
BULKHEAD - - - - -	Transverse or longitudinal partitions separating portions of the ship.
BUNK - - - - -	Bed on board ship.
CALL - - - - -	The Boatswain's pipe.
CARGO HATCH - - - - -	A hatch over a cargo hold.
CARRY AWAY - - - - -	To break or tear loose.
CLEAT - - - - -	A fitting of wood or metal with horns, used for securing lines.
COLORS - - - - -	The national ensign.
COMPANIONWAY - - - - -	The steps leading below from the upper deck.
DAVIT - - - - -	A curved metal spar fitting into a socket on the deck and projecting over the side for hanging a boat.
DEAD AHEAD - - - - -	Directly ahead.
DEAD RECKONING - - - - -	A navigator's reckoning with courses steered and distances run independent of sights or bearings.
DECK - - - - -	The floor of all parts of the vessel which rest upon the beams.
DIP - - - - -	(Colors) The temporary lowering of the ensign part way down in the process of saluting or returning a salute of an other vessel.
DOGS - - - - -	Used to secure water-tight doors and hatches.



DOG WATCH - - - - - One of the two-hour watches from 4 to 8 p.m.; from 4 to 6 p.m. is the first dog watch, and from 6 to 8 p.m., the second dog watch.

DOUBLE BOTTOMS - - - - - Water tight subdivisions of a man-of-war next to the keel and between the outer bottom and inner bottom.

DRAFT - - - - - The depth of water to vessel's keel. The depth to which a vessel sinks in the water.

DUNNAGE - - - - - Loose material placed in holds for the cargo to rest on, or jammed between the cargo to wedge it.

EASE OFF - - - - - To slack up.

ENSIGN - - - - - The flag carried by a vessel as the insignia of her nationality.

FALL - - - - - That part of tackle to which the power is applied in hoisting.

FANTAIL - - - - - The part of the stern of a vessel extending abaft the sternpost.

FATHOM - - - - - Six feet.

FENDER - - - - - Canvas, wood or rope used over the side to protect a vessel from chafing when alongside another vessel or a dock.

FIDLEY - - - - - The iron framework around the ladder of a deck-hatch leading below decks.

FORE - - - - - Term used to distinguish the forward part of a vessel, or parts forward of amidships.

FORECASTLE ('FOCSLE) - - - - The upper deck forward of the foremast.

FOUL - - - - - Jammed, not clear.

GALLEY - - - - - The ship's kitchen.

GANGWAY - - - - - An opening in the bulwarks to give entrance to the ship.

GEAR - - - - - The general name for ropes, blocks and tackles of spars and sails.

GIG - - - - - A ship's boat designated for the use of the Commanding Officer.

GUNWALE ('GUNNEL) - - - - - The upper rail of a boat or vessel.

GYRO COMPASS - - - - - A compass consisting of a rapidly spinning rotor so swung as to maintain its axis in the geographical meridian and pointing to the true North.

HAND-ROPE - - - - - A line secured waist high above a boat-boom or gangplank; used for steadying oneself. (Also termed grab rope.

HARD OVER - - - - - An order to put the wheel or tiller as far over to the side designated as possible.

HAWSER - - - - - A large rope for towing or heavy work.

HEAD - - - - - The ship's lavatory; or toilet.

HEAVING LINE - - - - - A small line secured to a hawser and thrown to an approaching vessel or to a dock, for a messenger.

HEAVE TO - - - - - To put a vessel in the position of lying-to.

HELM - - - - - The tiller. The machinery by which a vessel is steered.

HOIST AWAY - - - - - An order to haul up.

HOLD - - - - - The space below decks utilized for the stowage of ballast, cargo or stores.

HULL - - - - - The body of the vessel.



INBOARD - - - - - Toward the fore-and aft line of the ship.  
 INSHORE - - - - - Toward shore.  
 JACK - - - - - The flag similar to the union of the national flag.  
 JACOB'S LADDER - - - - - A ladder of rope with wooden steps used over the side and aloft.  
 KEEL - - - - - The timber or bar forming the backbone of the vessel and running from the stem to the sternmost at the bottom of the ship.  
 KNOCK OFF - - - - - To stop; especially to stop work.  
 KNOT - - - - - A division of the log-line, answering to a mile of distance. A nautical mile is 6,080 ft., a land mile is 5,280 ft.  
 LADDER - - - - - A metal, wooden or rope stairway.  
 LANYARD - - - - - A rope made fast to an article for securing it, e.g., knife lanyard, bucket lanyard, etc.; or for setting up rigging.  
 LEE - - - - - The side opposite to that from which the wind blows.  
 LEEWARD ('LOOARD) - - - - - The direction away from the wind.  
 LEEWAY - - - - - The drift of a vessel to leeward by the wind or tide.  
 LIFE-LINE - - - - - A line secured around the side of the ship above the deck to prevent persons from falling overboard.  
 LIGHTER - - - - - A craft used in loading and unloading vessels.  
 LIST - - - - - The inclination of a vessel not caused by wind or sea.  
 MAGAZINE - - - - - The space provided for the stowage of explosives.  
 MAKE COLORS - - - - - Hoisting the ensign at 8 a.m.  
 MAKE SUNSET - - - - - Lowering the colors at sunset.  
 MESS - - - - - Any number of men who eat or lodge together.  
 MILE - - - - - A nautical mile of 1-60 of a degree of latitude, generally 6080 feet.  
 MUSTER - - - - - To assemble the crew.  
 OFFICER OF THE DECK - - - - - The officer temporarily in charge of the deck of a vessel.  
 ON THE BEAM - - - - - Same as abeam or abreast.  
 OUTBOARD - - - - - Towards the sides of the vessel.  
 PAINTER - - - - - A rope attached to the bows of a small boat, used for making her fast.  
 PAY OUT - - - - - To slack out on a line made fast on board.  
 PIPE DOWN - - - - - An order to keep quiet; and an order dismissing the crew from an evolution.  
 PIPE TO (Quarters) - - - - - Boatswain's pipe call to an evolution.  
 POOP DECK - - - - - A partial deck at the stern over the main deck.  
 PROW - - - - - The part of the bow above the water.  
 QUARTER - - - - - That portion of the vessel's sides near the stern.  
 QUARTERMASTER - - - - - A petty officer of the bridge force.  
 RIBS - - - - - The framework of a vessel.  
 RIGGING - - - - - General term for all ropes of a vessel.  
 SCREW - - - - - The propellor.  
 SCRUPPERS - - - - - Holes cut in the waterways to drain water from the decks.  
 SECURE - - - - - To make fast; safe.  
 SET THE WATCH - - - - - Strictly speaking, to divide a ship's company into watches, the order at 8 p.m. on a man-of-war to station the first watch.



SHORE - - - - - To prop up. A prop or stanchion, placed under a beam.

SHOVE OFF - - - - - To leave; an order to the bowman to shove the bow clear preparatory to leaving a dock or a vessel's side.

SICK BAY - - - - - Ship's hospital.

SLING - - - - - To set in ropes, so as to put on a tackle to hoist or lower it.

STANCHIONS - - - - - Upright posts of wood or iron, placed so as to support the beams of a vessel. Upright pieces placed at intervals along the sides of a vessel, to support the bulwarks, and rail, and reaching down to the bends by the side of the pieces to which they are bolted. Any fixed upright support.

STAND BY - - - - - A preparatory order.

STERN FAST - - - - - (Stern line) A rope led over the stern of a boat and used in securing her by the stern.

STOVE - - - - - Broke in.

STOW - - - - - To put in place.

TAKE A TURN - - - - - To pass a turn around a belaying pin or cleat and hold on.

TARPAULIN - - - - - A piece of heavy canvas, used for covering hatches, boats, etc.

TWARTSHIPS - - - - - At right angles to the fore-and-aft line.

TOPSIDES - - - - - Above decks.

TROUGH - - - - - The hollow between two waves.

TURN - - - - - Passing a rope around a pin or kevel, to keep it fast.

TURN TO - - - - - An order to commence ship's work.

UNDERWAY - - - - - Having way or progress.

VENTILATOR - - - - - A wooden or metal pipe used to supply or exhaust air.

WAKE - - - - - A vessel's track; behind.

WARDROOM - - - - - Commissioned officer's quarters.

WATCH - - - - - A division of time on board ship. There are seven watches in a day, from 12 a.m. round through the 24 hours. They consist of 5 regular 4 hour watches and 2 "dog-watches". A certain portion of the ships company appointed to stand these watches are known as the "watch". A buoy is said to watch when it floats on the surface.

WEATHER - - - - - To windward.

WINCH - - - - - A purchase formed by a horizontal spindle or shaft with a wheel or crank at the end.

WINDWARD - - - - - Toward the wind.

WING - - - - - That part of the hold or between-deck which is next to the side.



TROOP TRAINING UNIT  
 AMPHIBIOUS TRAINING COMMAND, PACIFIC FLEET  
 SAN DIEGO 44, CALIFORNIA, CAMP ELLIOTT

SHIPS OF THE NAVY

SYMBOL	TYPE	NAMED AFTER
BB	Battleship	States of the Union
CV	Aircraft Carrier (Fleet)	Famous Battles
CB	Large Cruisers	Cities
CA	Heavy Cruisers	Cities
CL	Light Cruisers	Cities
DD	Destroyers	Famous Naval Officers
DE	Escort Vessels	De Numbers
SS	Submarines	Deep Sea Fish
SM	Submarine Minelayers	Deep Sea Fish
CMc	Coastal Minelayers	Indian Names
CM	Minelayers	Indian Names
DM	Light Minelayers	Indian Names
DMS	Fast Minesweepers	Indian Names
AM	Minesweepers	Indian Names
AMc	Coastal Minesweepers	Indian Names
YMS	Mother Minesweepers	Indian Names
AMb	Harbor Base Minesweepers	Indian Names
PG	Gunboats (PR river gunboats)	Cities
PY	Converted Yachts(PYc Coastal)	Jewels or cities.
PC	Sub Chasers	PC Numbers
PE	Eagle Boats	PE Numbers
PT	Motor Torpedo Boats	PT Numbers
PTC	Motor Boat Sub Chasers	PTC Numbers
AVG	Aircraft Escort Vessels	Geographical Names
ACV	Auxiliary Aircraft Carriers	
AV	Seaplane Tenders (large)	Geographical Names
AVP	Seaplane Tenders (small)	Geographical Names and Birds.
AVD	Converted Destroyers	Former Destroyers names (Person)
APV	Aircraft Transports	Geographical Names
AR	Repair Ships	Characters of Greek mythology.
AD	Destroyer Tenders	Geographical Names
AS	Submarine Tenders	Stars and names of famous people
ASR	Submarine Rescue Vessels	Birds
AO	Oilers	Indian Names
AOG	Gasoline Tankers	Rivers
AN	Net Tenders (large)	Indian Names
AE	Ammunition Ships	Mountains and Chemical Names
AF	Stores Ships	Stars, etc.
AK	Cargo Ships (AKS cargo Issue)	Stars
AP	Transports	Prominent Men, etc.
APL	Barracks Ships	Famous People
AH	Hospital Ships	"Relief" "Solace" etc.
AT	Ocean Going Tugs	Indian Names
AG	Miscellaneous Suxillaries	- - - - -
YN	Net Tenders	Trees

(Plus miscellaneous craft, such as tugs, scows, gate vessels, etc.)



