

# USAREUR Pamphlet 385-15-4

## Safety

### Sea and Supercargo Operations Checklist and Risk Assessment

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For the Commander:

ANTHONY R. JONES  
*Major General, GS*  
*Chief of Staff*

Official:



MARILYN A. QUAGLIOTTI  
*Brigadier General, GS*  
*Deputy Chief of Staff,*  
*Information Management*

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**Summary.** This pamphlet provides information for conducting sea and supercargo operations. This pamphlet should be used with UR 55-26 and UP 385-15.

**Applicability.** This pamphlet applies to leaders who are planning or conducting sea or supercargo operations in USAREUR.

**Forms.** USAREUR and higher-level forms (printed and electronic) are available through the USAREUR Publications System (UPUBS).

**Suggested Improvements.** The proponent of this pamphlet is the Office of the Deputy Chief of Staff, Personnel and Installation Management, HQ USAREUR/7A (AEAGA-S, 370-8084). Users may suggest improvements to this pamphlet by sending DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, USAREUR/7A, ATTN: AEAGA-S, Unit 29351, APO AE 09014.

**Distribution.** A (UPUBS). This pamphlet is available only in electronic format.

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## 1. PURPOSE

The purpose of this pamphlet is to provide guidance to commanders and other leaders who are planning or conducting sea or supercargo operations in USAREUR. This pamphlet should be used with UR 55-26 and UP 385-15.

## 2. REFERENCES

- a. FM 55-65, Strategic Deployment.
- b. UR 55-26, Unit Movement Planning.
- c. UP 385-15, Leaders Operational Accident Prevention Guide.

## 3. EXPLANATION OF ABBREVIATIONS

FM	field manual
NCO	noncommissioned officer
NCOIC	noncommissioned officer in charge
OIC	officer in charge
SPOD	seaport of debarkation
SSN	social security number
TM	technical manual
TWX	teletypewriter exchange
UP	USAREUR pamphlet
UR	USAREUR regulation
USAREUR	United States Army, Europe

## 4. SUPERCARGO

a. Supercargoes are teams of soldiers who accompany, supervise, maintain, and guard unit equipment aboard a ship. An essential part of their job is to monitor and adjust equipment lashings and tie-downs. UR 55-26, appendix D, prescribes specific responsibilities for supercargoes.

b. The size of the supercargo team dedicated to a ship must be consistent with the team's role in guarding and maintaining the equipment en route, the resources available on the ship, and the additional cost required to equip and sustain the team en route. FM 55-65 and UR 55-26 explain supercargo composition, function, planning, and operations.

c. The ship's captain is the ultimate authority on the ship. The captain's word is absolute law and must be obeyed by everyone. The first mate is the captain's right-hand. Problems will be reported to the first mate.

d. Leaders should use table 1 when planning and conducting sea and supercargo operations.

## 5. ABANDONING SHIP

Nobody likes the idea of abandoning ship, but it is sometimes necessary. Well-planned survival procedures increase the chances of successful rescue. Records show that, even in the worst cases, it takes at least 15 to 30 minutes for a sinking ship to fully submerge. This time is critical and must be used to prepare for abandoning ship. The information in table 1 must be taught to supercargoes.

<b>Table 1 Sea and Supercargo Operations Risk Assessment</b>	
<b>Hazard/Activity/ Item</b>	<b>Recommended Controls</b>
<b>Supercargoes</b>	See FM 55-65 and UR 55-26 for details on supercargo planning.
	Provide the first mate with a manifest of the supercargo (name, rank, SSN, unit, place of birth, citizenship). Send a copy of this manifest to the unit personnel officer.
	The first mate will brief supercargo officers and NCOs on safety requirements, fire and lifeboat drills and stations, life-preserver requirements, restricted deck areas, situations requiring immediate notification of the ship's crew and how to do that, layout of the ship (incl emergency hatches), whistle signals and their meanings, ship's alcohol policy, chain of command, and call signs for ship's officers.
	Check with the first mate before the ship sails to see if more information is needed.
	Ensure that the supercargo has brick radios and that there is no frequency interference with the ship's brick radios.
	Provide the team call signs to the first mate.
	Ask the first mate for the ship's normal meal schedule, and when and where the team will eat.
	Publish a daily, by-name roster of duties and specific duty locations. If a team member does not show up, the roster will help determine where to start looking.
	Start each day with a safety briefing based on your risk assessment and lessons learned from the previous day's activities.
	Brief team members on expected weather for the next 24 hours so they can dress appropriately.
	Establish a buddy system for hold checking and make sure each team going into a hold has a radio and checks into and out of the hold on the supercargo radio net. No one will be allowed to go into a hold alone without a radio.
	Decks in holds are always slippery and greasy. Boots pick this up and put it on ladders and walkways. Require team members to clean the soles of their footwear periodically. Ask the first mate if work boots have to be taken off in crew quarters and mess areas. Make sure supercargo team members have clean sneakers.
	Check aircraft and vehicle lashings to make sure they are tight. Find out what the first mate's standards are. Ask for a class on how to properly break and tighten the various chain tiedowns.
	Acquire the correct shipping TMs for the aircraft and the latest TWX messages on aircraft-tiedown procedures.
	Drill supercargo teams on lifeboat and abandon-ship procedures.
	Take only supercargo members who can swim.
	Forbid and suppress horseplay.
	Identify and show the team and the crew the identified hazards, to include the easiest locations to fall off the ship.
	Check holds for running vehicles after the ship's blowers are turned off. Holds can turn into deathtraps when drivers forget to turn off vehicles.
	Get team members to stow all supercargo gear as soon as possible after consulting with the first mate.
<b>Abandoning ship - survival procedures</b>	Train personnel on the following:
	Remember that, even in the worst case, it takes 15 to 30 minutes for a sinking ship to fully submerge. Prepare to abandon ship.
	Wear as much warm clothing as possible. Cover head, neck, hands, and feet.
	Put on immersion suit (if available) over warm clothing.
	If prone to seasickness, take preventive medicine in a dose recommended by the manufacturer. Vomiting removes body fluids and increases the risk of hypothermia.
	If possible, avoid jumping into water. Climb aboard a raft or boat at the embarkation deck. Use pilot ladders or lower the body into the water by a rope or fire hose.
	If jumping into the water cannot be avoided, keep elbows at the side, and cover the nose and mouth with one hand while holding the wrist or elbow with the other hand. If possible, do not jump into the water from higher than 16 feet.
	Once in cold water, take precautions such as buttoning clothing, turning on signal lights, and finding the whistle on the life jacket before losing use of the hands.
	Look for lifeboats, liferafts, survivors, or floating objects. Swim only to reach those people or objects that are nearby. Swimming increases the rate at which the body loses heat by pumping out warm water between the body and clothing.
	Remain as still as possible, regardless of pain intensity. Pain will not kill a person, but heat loss will. Violent shivering and pain are natural body reflexes, but they are not dangerous.
	Body position in the water is very important in conserving heat. Float as still as possible with legs together, elbows close to sides, and arms folded across the front of the life jacket. Keep the head and neck out of the water, and huddle closely with other survivors.
	Certain "drown proofing" techniques (such as relaxing in the water and allowing the head to submerge between breaths) should not be used in cold water. If in cold water and not wearing a life jacket, tread water only as much as necessary to keep the head above water.
	Keep a positive attitude about survival and rescue. The will to live increases the chance of survival.