2013 CRUISE TRAINING PROGRAM

Department of Marine Transportation

FOURTH CLASS

A Second 100 Years of Maritime Excellence

2013 Training Voyage of the USTS KENNEDY

Prepared By:
Captain Tim Brady
Sea Term Coordinator
Dept of Marine Transportation

Cadet _____
Division _____
Berthing Location _____

INTRODUCTION

The Fourth Class Deck Training Program is intended to build upon skills achieved in Vessel Familiarization and Basic Safety Training (MT1111), to ensure professional competency in the following areas:

A. Personnel safety, lifesaving and social responsibilities
B. Fire prevention and equipment
C General Seamanship
D. Watchkeeping
E. Introduction to elements of navigation

We want you to learn, but to also have an enjoyable cruise. The basic goal of the Marine Transportation Department's Training Program for the Fourth Class Cadets is to bring you up to the entry level of an Ordinary Seaman. You will be expected to pay attention to your instructors and senior cadets and try your hand at these new skills. Many topics will be a review of what you already learned in MT 1111. You will have an opportunity to try these out in a true shipboard environment. We hope and expect that you will take every opportunity available to you to live and learn.

Profiles of training lectures that you will attend on the cruise are included as Section 2.

Mentor Designation and Acknowledgement:
A First Class Deck cadet has been assigned to you as a mentor for the duration of the cruise. The list of mentors will be posted outside the Deck Training Office. Seek out this individual or any Deck Training Officer if you need help or further guidance in any aspect of the cruise or your individual cruise responsibilities. In the space provided below, write your name and berthing location and the name of the mentor assigned to you. Have this individual initial and date this text box. You are expected to meet with this individual at least several times throughout the cruise. Contact him/her if you have any questions, problems or concerns. These people have been assigned to help you through the cruise.

Manual Owner's Name _____ Berthing Location _____

Mentor Assigned _____ Mentor met and initialed _____

For assessment and grade purposes, your cruise grade will be based upon the following:
Participation grades in watch and class
Multiple Choice Exam Score
Maintenance Grade (Provided by Chief Mate)

EXAMINATION SCHEDULE

DIVISION 1	**- 1D**	Training Day # 6	January 19
	- 1A	Training Day # 8	January 24
	1B	Training Day # 16	February 8
	- 1C	Training Day # 24	February 21
DIVISION 2	**- 2G**	Training Day # 8	January 24
	- 2E	Training Day # 14	February 6
	2H	Training Day # 16	February 8
	- 2F	Training Day # 22	February 19
DIVISION 3	**- 3J**	Training Day # 6	January 19
	- 3K	Training Day # 14	February 6
	3I	Training Day # 22	February 19
	- 3L	Training Day # 24	February 21

These exams and quals will occur on your last training day during Deck Training Sessions. Should you need to be retested, there will be one additional exam day which will occur on February 17 (Exam Day 2). It is your responsibility to ensure scheduling of this exam.
If you cannot make either of these, see the Deck Training Coordinator, Capt. Fitzpatrick.

TRAINING MATERIAL AND EQUIPMENT:
The following equipment and textbooks will be required to complete the Fourth Class Deck Training Program:

- Marine Fire Fighting - Brady There are plenty of copies in the ship's library
  Take one out just before your deck training cycle, and return it after your exams
- Dept. of Marine Trans. 2010 Cruise Training Manual for Fourth Class – (this manual).

RECOMMENDED ADDITIONAL BOOKS (NOT REQUIRED)

- American Merchant Seaman's Manual
- Duttons and or Bowditch
- Rules of the Road USCG
- Cornell Manual for Lifeboatmen, Able Seaman and QMED
- Modern Seamanship - Knights

OTHER REQUIRED EQUIPMENT

- Work Gloves, Hard Hat, Safety Glasses / Goggles,
- Flashlight (with red lens cover if possible)
- Pocket Knife
- Personal Calculator
- *ANY OTHER EQUIPMENT AS REQUIRED BY THE COMMANDANT OF CADETS SEA BAG REQUIREMENTS.*

None of the above items will be provided by the Academy although publications may be available in the library. A great deal of effort has been made in providing you with insight into the contents of each lecture, which you are scheduled to attend. It is your responsibility to familiarize yourself with the contents of the lecture profile for your scheduled class prior to your

attending that session. You will be held accountable for the reading material assigned in the lecture profile and for providing any equipment specified in the lecture profile required to meet the session objectives.

DEPARTMENTAL TRAINING SCHEDULES:

Cadets are advised to consult the Fourth Class Deck Long Term Training Schedule (Section 3) to determine lecture subjects and locations of weekly training evolutions. A Daily Training Schedule will be posted by 1900 each evening to update the Long Term Training Schedule to reflect last minute changes resulting from ship operational requirements, weather or other circumstances. The Daily Training Schedule will be posted in the following locations:

1. CADET CHARTROOM BULLETIN BOARD (Forward and After Navigation Labs)
2. CADET DIVISION BULLETIN BOARDS
3. CENTRAL STAIRWELL BULLETIN BOARD MIDSHIPS STBD SIDE
4. BULLETIN BOARD OUTSIDE DECK TRAINING OFFICE

Make sure you can locate a copy of the daily training schedule if you are in Deck Training that day.

The Daily Training Schedule will take precedence over the long-term schedule in this manual.

Cadets must report for all classes as scheduled. Cadets failing to meet a class as scheduled, leaving a class without the permission of the instructor, or returning late from a Fire/Abandon Ship or other drill will be placed on report.

Students who are unsure of the use of the Long Term Training schedule or any of the contents of this publication or may have questions relating to your Deck Training Program should see the Deck Training Coordinator at the Deck Training Office for clarification or assistance.

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SECTION 1

Vessel Safety Familiarization

SAFETY FAMILIARIZATION

All individuals assigned to a vessel must meet the following international minimum competencies before being assigned. The minimum training requirement and expected outcome for the Vessel Safety Familiarization Training, which you have received, is indicated below. Your receiving a passing grade in MT 1111 is indicative that you have fulfilled these requirements. Primary emphasis of the Fourth Class Deck Training Program will be to dramatically increase your skill above these minimum levels.

VESSEL SAFETY FAMILIARIZATION

Be able to understand:
Understand safety information symbols, signs and alarm signals.
Must be able to speak, read and understand English. Safety information symbols, signs and alarm signals are correctly interpreted. Safety instructions are clearly understood. Orders are carried out and properly complied with.

Know what to do if:
The fire and emergency signal is sounded. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Initial actions are appropriate to the urgency of the situation.*

Be able to identify:
Identify muster and embarkation stations and emergency escape routes. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with the station bill, emergency procedures or safety regulations.*
The distress or emergency signals are immediately recognized. Reports to designated station properly dressed wearing life jacket or immersion suit, ready to carry out duties on command.

Emergency procedures and safety regulations:
Read and demonstrate an understanding of T. S. KENNEDY's emergency procedures and safety regulations for:

A. At-sea fire control plan
B. In-port fire control plan

Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Actions are appropriate to the urgency of the situation.

Be able to raise the alarm:
Raise the alarm and have a basic knowledge of the use of portable fire extinguishers.
Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Makes a preliminary assessment of the situation and then raises the alarm. Proper portable fire extinguisher and suitable extinguishing agents are selected and utilized for various classes of fire.

Be able to locate:

Locate and explain how to operate fire-fighting equipment; fire monitoring systems, alarm activating points, general alarm bells, fire extinguishers, fire hydrants, fire axes and hoses. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

Be able to locate:
Locate, close and open the fire (flame screen), watertight doors, and weathertight doors fitted aboard, other than those for hull openings.
Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.

Be able to locate:
Locate fixed CO_2 and Halon bottle rooms, and control valves. Explain how to operate fixed fire-fighting systems:
Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.

Be able to locate:
Locate and explain the operation of the emergency fire pump. *Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.*

Be able to locate:
Locate the damage control lockers, breathing apparatus and fire fighter's outfits.
Actions taken during relevant drills or actual emergency situations are appropriate to the circumstances and in accordance with emergency procedures or safety regulations. The type and scale of emergency must be promptly identified. Demonstrate the ability to access and utilize fire-fighting equipment in a timely manner.

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SECTION 2

Cruise Lecture Profiles and Information

Section 2 - Table of Contents

LECTURE TITLE: SAFETY

TRAINING SUBJECT: Personal Safety Equipment

TRAINING LECTURE OBJECTIVE:
To introduce the fourth class cadets to the proper use of personal safety equipment. Emphasis to be placed upon consequences of not being properly protected.

DISCUSS:
A. Eye Protection
B. Hearing Protection
C. Protective Clothing
    1. Long Sleeves and Pants
    2. Safety Shoes
    3. Gloves
D. Hard hats
E. Fall Protection Equipment
F. Respirators

SHOW/DEMONSTRATE:
A. The correct usage of personal safety equipment
B. Why loose clothing/gloves can be dangerous

READING ASSIGNMENT:
T/S KENNEDY Safety Manual: Personal Safety equipment

TEST QUESTIONS:
Why is personal safety equipment important?
What do respirators protect us from?
What is the difference between safety glasses and goggles?

Emergency Signals

Application

The use of emergency signals is the most effective way to convey to all hands that there is an emergency situation or drill on board. The station bill sets forth the various emergency signals to be used for the calling of the crew to their stations and for giving instructions while at their stations. The signals listed below will be sounded in the event of a drill or actual emergency on board. All hands are required to respond promptly to the drill or emergency signals by proceeding to their assigned station and carrying out their assigned duties, or as otherwise directed by the officer-in-charge. All hands should be alert for follow-on public address announcements during drills and/or actual emergencies.

Definitions

The term ***"Whistle"*** means the vessel's approved whistle which is an approved sound signaling appliance capable of producing the prescribed blasts and which complies with the specifications in Annex III of the Navigation Regulations.

1. The term ***"Short blast"*** means a blast of about one (1) seconds' duration.
2. The term ***"Prolonged blast"*** means a blast of from four (4) to six (6) seconds' duration.
3. The term ***"Long blast"*** means a blast of from eight (8) to ten (10) seconds' duration.

The term ***"General Alarm Tone"*** means the vessel's U.S. Coast Guard approved sound signal generated tone that is an approved sound signaling appliance capable of producing the prescribed tones in lieu of general alarm bell signals.

Fire and Emergency Signal

The fire and emergency signal shall be a continuous blast of the whistle for a period of NOT LESS THAN ten (10) seconds supplemented by the continuous sounding of the general alarm tone for NOT LESS THAN ten (10) seconds.

1. ***One (1) short blast*** direct the Squad to Muster Station No. 1, Forward Muster Area. (Main Deck, No. 2 Hatch, Frame 1-55-0)
2. ***Two (2) short blasts*** direct the Squad to Muster Station No. 2, Midship Muster Area. (Main Deck, Quarter Deck, Frame 1-110-0)
3. ***Three (3) short blasts*** direct the Squad to Muster Station No. 3, Aft Muster Area. (Main Deck, Aft of Cadet Mess, Frame 1-194-0)

Dismissal from Fire and Emergency Stations

The general alarm shall be sounded three (3) times supplemented by three (3) short blasts of the whistle. Note the ship's whistle and general alarm tone are used for this signal.

Abandon Ship Signal

The signal for boat stations or boat drill shall be a succession of MORE THAN six (6) short blasts followed by one (1) long blast of the whistle supplemented by a comparable signal on the general alarm.

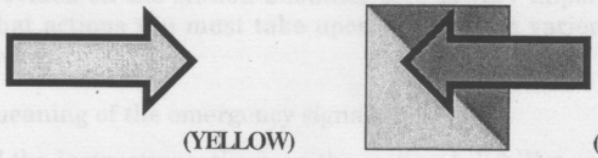
Where whistle signals are used for the handling of survival craft, they shall be as follows:

1. ***Lower Boats*** - One (1) short blast of the whistle (whistle only).
2. ***Stop Lowering Boats*** - Two (2) short blasts of the whistle (whistle only).
3. ***Dismissal from Boat Stations*** - Three (3) short blasts of the whistle (whistle only).

These signals are sounded on the whistle only because all hands should be on deck at lifeboat stations.

Man Overboard Signal

The man overboard signal shall be a succession of three (3) prolonged blasts of the whistle supplemented by a comparable signal on the general alarm; immediately followed by one (1) short blast of the whistle to indicate the man is overboard to starboard (®) or, two (2) short blasts of the whistle to indicate the man is overboard to port (⟨) supplemented by a comparable signal on the general alarm.



(YELLOW) (RED)

* *Three prolonged blasts and/or dashes is the Morse code character for the signal letter "O". The single letter signal "O" may be sent by any method of signaling to indicate "Man Overboard".*

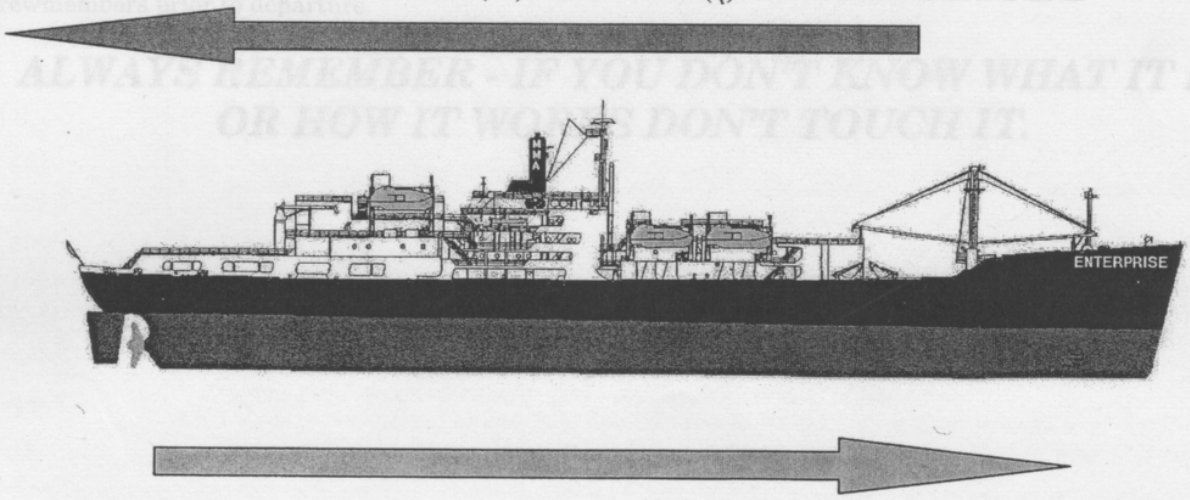
Dismissal or Stand-down from Man Overboard Stations will be passed over the public address system by direction from the officer-in-charge.

Vessel Emergency Traffic Patterns

Order will be maintained during every drill or actual emergency; all hands will promptly proceed to their assigned duty stations adhering to the following traffic flow pattern:

1. PROCEED UP AND FORWARD ON THE STARBOARD SIDE OF THE VESSEL
2. PROCEED DOWN AND AFT ON THE PORT SIDE OF THE VESSEL
3. KEEP TO THE RIGHT-HAND SIDE OF PASSAGEWAYS AND LADDERS

PROCEED DOWN (™) AND AFT (⟨) ON THE PORT SIDE



PROCEED UP (©) AND FORWARD (®) ON THE STARBOARD SIDE

KEEP TO THE RIGHT-HAND SIDE (Φ) OF PASSAGEWAYS/LADDERS

WHEN THE ALARM SOUNDS - GO TO YOUR STATION

46 CFR 199.180--Training and Drills

§199.180 (b) Familiarity with emergency procedures. Every crewmember with emergency duties assigned on the muster list must be familiar with their assigned duties before the voyage begins.

The information provided on the station bill/billet card is very important to everyone aboard the vessel. It instructs you on what actions you must take upon hearing the various alarm signals. In addition, take the time to do the following:

- ☑ Learn the meaning of the emergency signals.
- ☑ Understand the instructions given on the station bill/billet card.
- ☑ Learn your assigned emergency duties before the voyage begins.
- ☑ Know the location of your lifejacket, and how to use it.
- ☑ Know the location of your immersion/anti-exposure suit or thermal protective aid (TPA) and how to use it.
- ☑ Know the location of lifeboats, liferafts and other life-saving equipment.
- ☑ Know the location of fire extinguishers and other fire fighting equipment.
- ☑ Know the location of your emergency stations.
- ☑ Learn two emergency escape routes for getting out of your living and working spaces in the event of emergency situations; know how to exit these spaces in the dark.
- ☑ Know the main dangers to survivors.

The alarms will be demonstrated during a safety orientation and emergency drills conducted by a licensed crewmembers prior to departure.

ALWAYS REMEMBER - IF YOU DON'T KNOW WHAT IT IS OR HOW IT WORKS DON'T TOUCH IT.

PERSONAL SURVIVAL

THE SEVEN STEPS FOR SURVIVAL

STEP 1 ***Situation Recognition***	▪ Situation recognition is one of the key factors in survival. o Admit that your life is in danger. o Acknowledge that in a life-threatening situation if you fail to act you could die. ▪ Take action. Don't wait until it's too late. Call for HELP! o Initiate survival procedures immediately. o Prioritize the threats. If necessary, do first aid and fire fighting as soon as possible.
STEP 2 ***Inventory***	▪ Decide what can help and/or hurt you in this situation! Prioritize your problems and analyze the condition of your critical systems. ▪ Inventory items you've got with you that will help you cope with this emergency.
STEP 3 ***Shelter***	▪ Shelter yourself quickly; the ship/boat is your best shelter. o Prevent the ship/boat from sinking. Use the bilge pump, a bailer, and/or a bucket. o Stay in, on, or with the ship/boat as long as it floats. ***"Don't abandon the ship until the ship abandons you!"*** o Do not launch survival craft until you are ready to board. Stay together as a pod/group. o Climb up on floating objects or the ship/boat if it is flooded or capsizes until it sinks. ▪ Keep from drowning. o Don your life preserver (PFD), or immersion/anti-exposure suit as soon as possible. o Hold-on to anything that floats. Get as much extra buoyancy as possible. ▪ Prevent Hypothermia. Hypothermia is the greatest cause of death at sea in emergency situations. ***Cold Kills!*** o DO NOT go into the water. Stay dry and out of the water for as long as possible. If you get wet, try to dry yourself. o Preserve body heat with insulating materials. Use a Thermal Protective Aid (TPA). ▪ Cover-up! Body heat is lost 25 times faster in water than in air at the same temperature.
STEP 4 ***Signals***	▪ Call for HELP immediately. Alert anyone who can help you. ***A signal is anything that makes you bigger, brighter or different from your surroundings.*** Attach retroreflective tape to outerwear. Wear bright contrasting colors on deck. Attract attention to yourself with a whistle, flashlight or strobe. ▪ Help rescuers find you. Only use distress signals when they can be seen or heard. o Use the VHF-radio or cellular telephone to establish contact immediately. ▪ See International/Inland Rules of the Road, Rule 37, *Distress Signals* below.
STEP 5 ***Water***	▪ Administer water rations to the sick and injured immediately if they are conscious. Otherwise, commence water rationing after the first 24-hours. Find a safe source of fresh water. ▪ NEVER DRINK SALT WATER, URINE, BLOOD, ALCOHOL, OR FISH JUICE!
STEP 6 ***Food***	▪ Follow the water and food rationing instructions printed on the survival ration containers. DONT eat food if you don't have water.
STEP 7 ***Play***	▪ Keep a positive mental attitude. Stay busy. Review survival procedures. ▪ *Decide to stay alive.* You can do it! Survive because you will never allow yourself to give-up! ▪ Those who fail to plan, you plan to fail. Develop a contingency plan. Plan for the *What If* situations.

In a survival situation, the decisions you make will be far more important than the equipment you carry with you. You must train yourself to: Look, Think, Act and then Monitor the results. Caution and creativity are your best friends. Use them to survive!

Motion Sickness (Seasickness)

"The deck was deserted, and he crawled to the extreme end of it. There he doubled up in limp agony. The surge and the screw combined to sieve out his soul. His head swelled, his body seemed to lose weight he was fainting from seasickness. The roll of the ship tilted him over the rail. A low, gray mother wave swung out of the fog pulled him down and away. The great green sea closed over him and he went quietly to sleep." From *CAPTAIN'S COURAGEOUS* by Rudyard Kipling.

Seasickness aboard ship is not generally a problem for experienced mariners, though everyone has experienced seasickness at sometime in their career. In survival craft, seasickness is a serious problem. Lifeboats, rescue boats and liferafts have a motion that can make even the most seasoned mariners become seasick. Seasickness induces projectile vomiting which results in a significant loss of body fluid. Inevitably, dehydration results in incapacitation and even death. Seasickness also destroys the will to live, a critical concern in any survival ordeal.

Causes of motion sickness (Seasickness)

Motion sickness (seasickness) occurs when there is an imbalance between visual images and the portion of the middle ear, which senses motion. Mental and physical stress, as well as the rolling or pitching motion of a vessel, contributes to motion sickness. Reading, chart work, looking through binoculars, writing the log or other tasks that require close visual attention can stimulate the onset motion sickness. Going below deck for extended time periods, stagnant air and foul odors often trigger seasickness.

Symptoms

People don't die from motion sickness, but if you've ever been really seasick, at first, you think you're going to die, and then you wish you could. The motion of the vessel, especially when the vessel's heading produces a rolling or pitching motion, can cause the typical symptoms of nausea and vomiting. The primary symptoms of seasickness are:

- ✓ Nausea and vomiting
- ✓ Increased salivation
- ✓ Unusual paleness
- ✓ Sweating
- ✓ Drowsiness, yawning
- ✓ Overall weakness
- ✓ Unsteadiness
- ✓ Stomach discomfort

Children under the age of 12 are generally more susceptible than adults. But according to a recent poll, motion sickness has been experienced by half the adult population at one time or another, including many who never go to sea. Women are more likely than men to suffer from seasickness and appear to be at higher risk just before and during menstruation. Susceptibility to motion sickness normally diminishes with age.

Prophylactic Medications
Cautions/Restrictions

Anti-motion medication must not be given under the following circumstances:

- Without medical supervision
- Within 12 hours of alcohol consumption
- To pregnant crew members

Some anti-motion medications may cause drowsiness. Consult a medical professional to determine if other alternatives are available.

Motion sickness can often be prevented or made less severe with different kinds of anti-motion medications including over the counter medications like: Dramamine, Marezine, Bonine, Phenegran, Dextroamphetamine and Sturgeron. Sturgeron (cinnarizine) is an antihistamine, as is dimenhydrinate (Dramamine), diphenhydramine (Benadryl), meclizine (Bonine, and Dramamine II), and promethazine (Phenergan), (though this last is also a phenothiazine, centrally acting antiemetic). If you are going to try one or the other you might want to start with Marezine, since it is the least likely to cause drowsiness.

Scapolamine or Tranderm Scop, a patch worn behind the ear contains scopolamine, is available only by prescription and also can be taken in tablet form. When taken through a patch, the drug is released slowly over time. Scopolamine is not recommended for children or for those with glaucoma, difficulty urinating, or an allergy to it or other belladonna alkaloids. Scapolomine is probably the most effective and its effects also last the longest, about 72 hours.

Note

While some people swear by one or the other of these remedies, there is no one drug that has proven to be ideal for everybody. Crewmembers who are especially susceptible to motion discomfort should be alert for weather and sea conditions that are likely to cause seasickness. None of the pills work immediately and all must be taken before the onset of motion sickness symptoms occur.

Non-medicinal Remedies

Though widely used, non-medicinal remedies are of unproven benefit. They include gingerroot capsules and acupressure wristbands.

Nature's Way has a preparation called "Motion Mate" that contains ginger root powder, meadow sweet, peppermint, red raspberry leaves, and hyssop. These herbs are powdered, in a capsule. Other companies have a standardized ginger extract that is in gel-caps. Research has shown that ginger is as effective as the antihistamine anti-nausea drugs like Dramamine, without the side effects. Cosmonauts are issued a ginger preparation for motion sickness. The primary advantage of the ginger is it's easy to obtain and had no known side effects.

Acupressure, which puts pressure between the flexor tendons on the wrists, is a remedy that some people swear by and others swear at. Exactly what the wrists have to do with the brain and stomach isn't clear. If it works for you, acupressure can be simple and effective. You can buy or make seasickness bands. They are merely elastic straps you wear around the wrists that press an acupressure point at the flexor tendons. A recent study finds a positive result from the acupressure bands. The principle advantages of wristbands are that they can provide some relief after the onset of seasickness symptoms, and they do not cause drowsiness or dehydration.

Besides taking medication, there are other prophylactic actions that will help you prevent or better manage seasickness.

DO

- ✓ Keep busy
- ✓ Stay above deck in the cool fresh air
- ✓ Go to a location where the motion is easiest like the berthing areas
- ✓ Looking out over the water and focus on the horizon or shoreline
- ✓ Drink only enough water to prevent dehydration
- ✓ Keep the stomach full. Eat dry foods like dry toast, saltine crackers or ginger snaps.
- ✓ Keep your mouth fresh by chew gum or sucking on hard candy or mints
- ✓ If all else fails, lie down on your back and close your eyes. Try and relax. Sooner or later you will get your "sea legs"

DON'T

- ✗ Avoid high motion locations onboard like the bow, stern and high upper decks
- ✗ Avoid stuffy confined spaces
- ✗ Avoid spaces with foul odors like the garbage room or heads
- ✗ Avoid concentrating on the movement of the vessel
- ✗ Avoid foods that are hard to digest like greasy, spicy or rich entrées
- ✗ Avoid liquids like milk, coffee/tea, fruit juices and carbonated soda
- ✗ Avoid smoking
- ✗ Avoid alcohol and drug use

INLAND NAVIGATION RULES

ANNEX IV

33 CFR 87

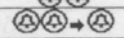
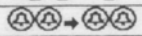
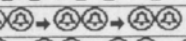
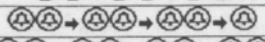
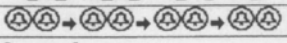
DISTRESS SIGNALS

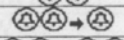
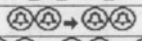
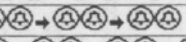
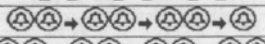
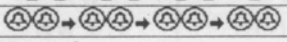
§ 87.1 NEED OF ASSISTANCE

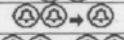
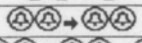
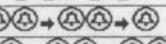
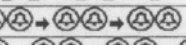
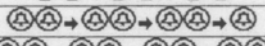
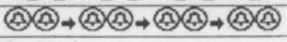
The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

a. A gun or other explosive signal fired at intervals of about a minute;
b. A continuous sounding with any fog-signaling apparatus;
c. Rockets or shells, throwing red stars fired one at a time at short intervals;
d. A signal made by radiotelegraphy or by any other signaling method consisting of the group • • • • • • • • • • • • (SOS) in the Morse Code;
e. A signal sent by radiotelephony consisting of the spoken word "Mayday";
f. The International Code Signal of distress indicated by N.C.;
g. A signal consisting of a square flag having above or below it a ball or anything resembling a ball;
h. Flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
i. A rocket parachute flare or a hand flare showing a red light;
j. A smoke signal giving off orange-colored smoke;
k. Slowly and repeatedly raising and lowering arms outstretched to each side;
l. The radiotelegraph alarm signal;
m. The radiotelephone alarm signal;
n. Signals transmitted by emergency position-indicating radio beacons;
o. Signals transmitted by radio communication systems, including survival craft radar transponders meeting the requirements of 47 CFR 80.1095.
p. A high intensity white light flashing at regular intervals from 50 to 70 times per minute.

TOLLING OF THE WATCH BELL

WATCH 0001-0400	WATCH 1200-1600	BELL TOLLING PROCEDURES *Bells are tolled in groups of two in order to be distinguishable.*		
Watch Time	*Watch Time*	*Number of Bells*	*Bells Tolled*	*Strike Procedure*
0030	1230	One Bell	1 toll of the watch bell	
0100	1300	Two Bells	2 tolls of the watch bell	
0130	1330	Three Bells	3 tolls of the watch bell	
0200	1400	Four Bells	4 tolls of the watch bell	
0230	1430	Five Bells	5 tolls of the watch bell	
0300	1500	Six Bells	6 tolls of the watch bell	
0330	1530	Seven Bells	7 tolls of the watch bell	
0400	1600	Eight Bells	8 tolls of the watch bell	
End of the 00-04 or 12-16 watch. Begin the 04-08 or 16-20 watch.				

WATCH 0400-0800	WATCH 1600-2000	BELL TOLLING PROCEDURES *Bells are tolled in groups of two in order to be distinguishable.*		
Watch Time	*Watch Time*	*Number of Bells*	*Bells Tolled*	*Strike Procedure*
0430	1630	One Bell	1 toll of the watch bell	
0500	1700	Two Bells	2 tolls of the watch bell	
0530	1730	Three Bells	3 tolls of the watch bell	
0600	1800	Four Bells	4 tolls of the watch bell	
0630	1830	Five Bells	5 tolls of the watch bell	
0700	1900	Six Bells	6 tolls of the watch bell	
0730	1930	Seven Bells	7 tolls of the watch bell	
0800	2000	Eight Bells	8 tolls of the watch bell	
End of the 04-08 or 16-20 watch. Begin the 08-12 or 20-24 watch.				

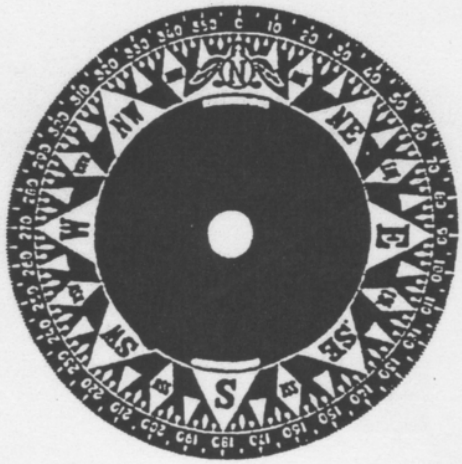
WATCH 0800-1200	WATCH 2000-2400	BELL TOLLING PROCEDURES *Bells are tolled in groups of two in order to be distinguishable.*		
Watch Time	*Watch Time*	*Number of Bells*	*Bells Tolled*	*Strike Procedure*
0830	2030	One Bell	1 toll of the watch bell	
0900	2100	Two Bells	2 tolls of the watch bell	
0930	2130	Three Bells	3 tolls of the watch bell	
1000	2200	Four Bells	4 tolls of the watch bell	
1030	2230	Five Bells	5 tolls of the watch bell	
1100	2300	Six Bells	6 tolls of the watch bell	
1130	2330	Seven Bells	7 tolls of the watch bell	
1200	2400	Eight Bells	8 tolls of the watch bell	
End of the 08-12 or 20-24 watch. Begin the 00-04 or 12-16 watch.				

POINTS OF THE COMPASS

NORTH TO EAST			SOUTH TO WEST		
DIRECTION	*POINT*	*DEGREES*	*DIRECTION*	*POINT*	*DEGREES*
North	N	000°	South	S	180°
North by East	N x E	011-1/4°	South by West	S x W	191-1/4°
North North East	NNE	022-1/2°	South South West	SSW	202-1/2°
North East by North	NE x N	033-3/4°	South West by South	SW x S	213-3/4°
North East	NE	045°	South West	SW	225°
North East by East	NE x E	056-1/4°	South West by West	SW x W	236-1/4°
East North East	ENE	067-1/2°	West South West	WSW	247-1/2°
East by North	E x N	078-3/4°	West by South	W x S	258-3/4°
East	E	090°	West	W	270°

EAST TO SOUTH			WEST TO NORTH		
DIRECTION	*POINT*	*DEGREES*	*DIRECTION*	*POINT*	*DEGREES*
East	E	090°	West	W	270°
East by South	E x S	101-1/4°	West by North	W x N	281-1/4°
East South East	ESE	112-1/2°	West North West	WNW	292-1/2°
South East by East	SE x E	123-3/4°	North West by West	NW x W	303-3/4°
South East	SE	135°	North West	NW	315°
South East by South	SE x S	146-1/4°	North West by North	NW x N	326-1/4°
South South East	SSE	157-1/2°	North North West	NNW	337-1/2°
South by East	S x E	168-3/4°	North by West	N x W	348-3/4°
South	S	180°	North	N	360°

The Cardinal Points of the Compass are: North, East, South, and West
The Intercardinal Points of the Compass are: Northeast, Southeast, Southwest, and Northwest



There are 32 point of the compass. One point is equal to 11-1/4°

LECTURE TITLE: COMMUNICATION 1

TRAINING SUBJECT: CODE FLAGS

SPECIAL REQUIREMENTS:
- International Signal Flags
- Phonetic Tables

TRAINING LECTURE OBJECTIVE:
A. Identify the components of the International Code of Flags and Pennants
B. Explain the basic meaning of the flags, pennants and substitutes
C. Explain procedures for sending and receiving flag hoists
D. Explain proper care of flags

DISCUSS:
A. Identification of flags
B. Illustrate the difference between a flag, a burgee, and a pennant
C. The use of code pennant and substitutes
D. Tackline
E. Single, double, and triple letter signals

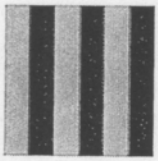
SHOW/DEMONSTRATE:
Knowledge of common single signal flag hoists

TEST QUESTIONS:
- What is the meaning of the single letter signal G flag?
- **WHAT IS THE MEANING OF THE SINGLE LETTER SIGNAL Y FLAG?**

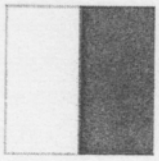
SPECIAL FLAG SIGNALS

a. Bravo flag - handling dangerous cargo

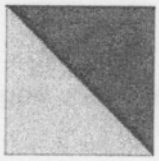
b. Golf flag - I require a pilot



c. Hotel flag - I have a pilot on board

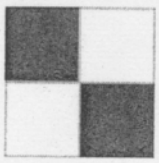


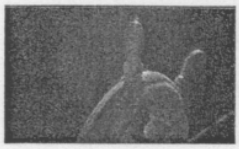
d. Oscar flag - Man overboard



e. Quebec flag - I request free pratique

f. Uniform flag - You are running into danger





ORDERS TO THE HELM

STEERING PROCEDURES

Standard maritime phraseology governing orders to the helmsman is required so that the conning officer's orders will be understood and promptly executed by the helmsman. The conning officer must give helm orders in a loud and distinct manner so that all concerned will hear and understand the helm orders.

When changing course, the conning officer shall:

1. Visually verify that the direction and path of the intended course change are clear and unobstructed.
2. Use proper phraseology when giving rudder commands.
3. Whenever a helm order is given, the conning officer should point in the direction of the desired course change.
4. When ordering rudder, instruct the helmsman what the final course will be.
5. Watch the helmsman turn the wheel. Make sure it is in the ordered direction.
6. Verify the rudder position utilizing the Rudder Angle Indicator.
7. Observe the gyro compass and rate of turn indicator to ascertain the direction and rate of turn.
8. Insure that overswing is avoided. When swinging to a new course, bring the rudder amidships a number of degrees before reaching the desired course equal to one half the rudder angle being used. Example: When using 20° of rudder angle, order the rudder amidships 10° before the desired course.

STEERING PROCEDURES/HELM ORDERS

The helmsman shall:

1. **Repeat Order:** Repeat each helm order, word-for-word.
2. **Execute Order:** Properly execute the helm order
    a. apply appropriate amount of rudder to actuate controllable turn rate
    b. approach ordered course, recognize turn rate
    c. check swing, apply counter rudder as necessary
    d. steady-up on ordered course
3. **Report Order:** Report when the order and/or action has been completed.
4. **Command Conflicts:** The master's orders are to be obeyed whenever conflict arises between members of the bridge team.

STANDARD ORDERS TO THE HELM

"RIGHT/(LEFT) _____ DEGREES RUDDER"

The order is normally followed by a new course to steer such as *"Right 15° rudder, steady on course 025°"*. The helmsman shall reply: *"The rudder is right 15° rudder, steady on course 025°, Sir"*.

If no course is given, the helmsman shall reply: *"The rudder is right 15°, Sir, no new course given"*.

"RIGHT/(LEFT) FULL RUDDER"

Normally 30° rudder is applied in the direction ordered. The helmsman shall reply: *"The rudder is right/(left) full rudder, Sir"*.

"HARD RIGHT/(LEFT) RUDDER"

Maximum rudder is applied in the direction ordered, normally about 35°. The helmsman shall reply: *"The rudder is hard right/(left) rudder, Sir"*.

"INCREASE THE RUDDER TO RIGHT/(LEFT) ____ DEGREES"

Increase the rudder angle to the specified angle. For example, if the rudder is at right 10°, the conning officer might give the order *"Increase your rudder to right 20°"*. The helmsman shall reply: *"The rudder is increased to 20° right rudder, Sir"*.

"EASE THE RUDDER TO RIGHT/(LEFT) ___ DEGREES"

Decrease the rudder angle to the specified angle. For example, if the rudder is at right 30°, the conning officer might give the order, *"Ease the rudder to right 15°"*. The helmsman shall reply: *"The rudder is eased to 15° right rudder, Sir"*.

"RUDDER AMIDSHIPS"

Position the rudder on zero rudder angle. The helmsman shall reply: *"The rudder is amidships, Sir"*.

"STEADY" OR "STEADY AS YOU GO"

Steer and report the course that the vessel is heading when the order is given. If the vessel is turning, the helmsman notes and reports the heading and brings the vessel back to that course. The helmsman should attempt to establish a fixed range ahead to steer by whenever possible. The helmsman shall reply: *"Steady, steering course 000°, checking 014°, Sir"*.

"SHIFT THE RUDDER"

Move the rudder through amidships to the same angle in the opposite direction from where it is presently set. The helmsman shall reply: *"Shift rudder, Sir"*.

"MEET HER"

Use the rudder as necessary to check, but not stop, the ship's swing. The helmsman shall reply: *"Meet her, Sir"*.

"NOTHING TO THE RIGHT/(LEFT)" OR "NOTHING TO THE RIGHT /(LEFT) OF ____ DEGREES"

Do not let the ship's head swing to the right or left of the course indicated. The helmsman shall reply: *"Nothing to the right/(left) of course 000°, Sir"*.

"MIND YOUR RUDDER (HELM)"

A warning to mind the helm and steer more precisely. The helmsman shall reply: *"Mind the helm, Sir"*.

"VERY WELL"

Reply by the conning officer after receiving a report from the helmsman. The helmsman shall not respond to this reply.

"BELAY THAT ORDER" OR "BELAY MY LAST"

Any order from the conning officer to the helmsman to disregard the command given and continue as before. The helmsman shall reply: *"Belay your last, Sir"*.

STEERING PROCEDURES/COMPASS COMPARISON

Compare gyro compass repeaters in order to determine any discrepancies between the Master gyro heading, steering and miscellaneous gyro repeaters. Synchronize all gyro repeaters as required. Verify the Master gyro heading, steering repeater heading, and standard compass heading as well as the gyro course, gyro error, local variation, and heading deviation. Throughout the watch the gyro compass heading is to be compared with the standard magnetic compass at least once every hour by the OOW and COOW, every thirty (30) minutes by the Quartermaster, and every fifteen (15) minutes by the helmsman. The OOW, COOW and Quartermaster comparisons are to be entered into the compass record book. Whenever the course is changed, the new comparisons for the gyro, standard and steering compasses are to be noted in the compass record book and entered in the Deck Logbook as well as indicated on the Bridge Status Board.

STEERING PROCEDURES/HELM WATCH RELIEF

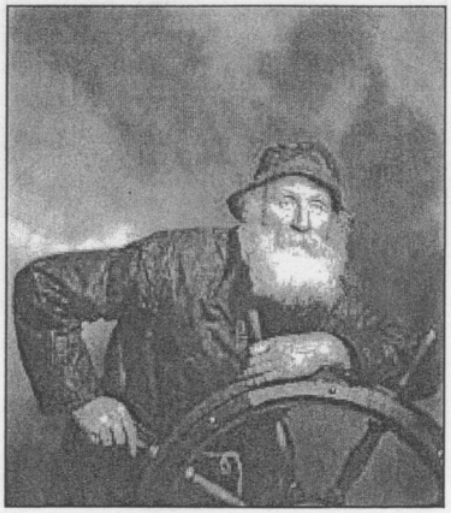
Prior to authorizing a change in helmsman the officer of the navigational watch will require both the relieving and relieved helmsman to report:

1. The mode of operation (hand, auto-pilot, NFU)
2. Steering unit in use (port or starboard steering unit)
3. Vessel's heading:
    a. True course (T)
    b. Gyro course (pgc)
    c. Magnetic compass course (psc)
4. The amount of helm carried to maintain a steady course, when appropriate

The helm shall be relieved with no rudder on and under no circumstances will the wheel be relieved during a maneuver. Ensure that the helmsmen check the course recorder chart at the completion of their trick on the wheel whether steering by hand, autopilot or non-follow-up unit (NFU).

USE OF AUTOMATIC PILOT

The officer of the navigational watch must bear in mind the need to station the helmsman and to put the steering into manual control in sufficient time to allow any potentially hazardous situation to be dealt with in a safe manner. With a vessel operating in automatic steering, it is highly dangerous to allow a situation to develop to the point where the watch officer watch is without assistance and has to break the continuity of the lookout in order to take emergency action. The changeover from automatic to manual steering and vice-versa shall be made by, or under the supervision of, a responsible officer. At least once each watch, require a change in steering modes from hand steering mode to gyro mode in order to instill familiarization with the system and to be able to shift over quickly in an emergency situation.



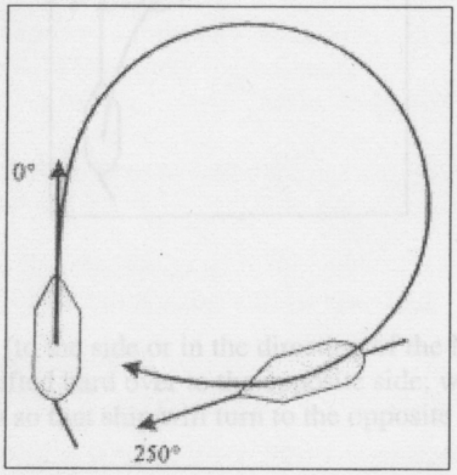
MAN OVERBOARD (MOB) EMERGENCY TURNS

Nowadays, Man Overboard (MOB) maneuvers see limited use on highly maneuverable ocean going vessels. Global Positioning System (GPS) and electronic charting systems have a Man Overboard (MOB) function, which records the ship's position, and gives the navigator the bearing and the distance from or to the point where the person fell overboard.

When a less maneuverable single screw ship is proceeding at full speed ahead (Full Sea Speed), in open ocean the following three standard emergency maneuvers can be used:

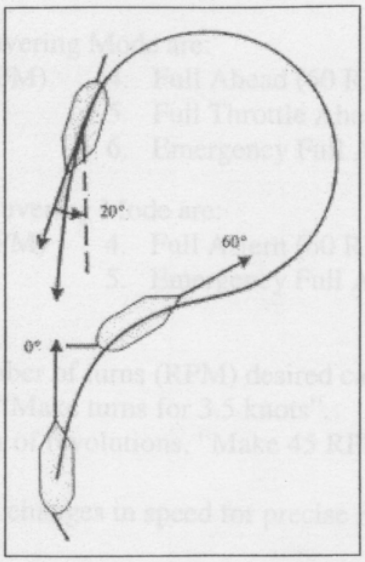
Round Turn/Single Turn

Single turn (270° maneuver): Rudder hard over (to the side or in the direction of the MOB); after deviation from the original course by 250°, rudder to midship position and stopping maneuver is initiated.



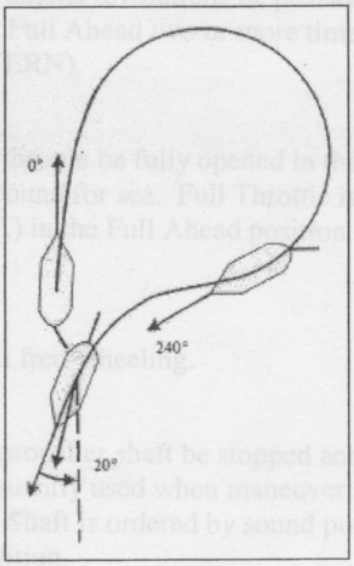
Williamson Turn

Williamson turn: rudder hard over (to the side or in the direction of the MOB); after deviation from the original course by 60º, rudder is shifted hard over to the opposite side; when heading 20º short of opposite course, rudder to midship position and ship to be turned to the opposite/reciprocal course (180°) and stopping maneuver is initiated.



Scharnow Turn

Scharnow turn: rudder hard over (to the side or in the direction of the MOB; after deviation from the original course by 240º, rudder shifted hard over to the opposite side; when heading 20º short of opposite course, rudder to midship position so that ship will turn to the opposite or reciprocal course (180°) and stopping maneuver is initiated.



TRAINING SUBJECT: NAVIGATION GENERAL 1 - LOOKOUT PROCEDURES

SPECIAL REQUIREMENTS:

- 7X50 Binoculars
- Copy of Rule 5
- Look-out Watch Station Requirements
- Signal Flags
- Telescopic Alidade and Azimuth Circle

TRAINING LECTURE OBJECTIVE:

A. Instruct students on the proper lookout procedures under normal and emergency situations, so that cadets can be expected to meet all lookout watch qualification requirements.

DISCUSS:

A. Reporting of Contacts/Targets
B. Typical flag hoists
C. Changing concepts of the term "Lookout"
D. Man overboard procedures
E. Use of Alidade, binoculars

SHOW/DEMONSTRATE:

A. Contact reporting using relative bearing and true bearings
B. Williamson turn procedure
C. Signal flags
D. Use of water lights and lifesaving appliances used in man-overboard situations.

READING ASSIGNMENT:

Section 2 Information in Training Manual- *Duties of a Lookout.*

TEST QUESTIONS:

- How many degrees relative is "Broad on the Starboard bow"?
- What signal flag is hoisted when a man is overboard?
- What are the duties of the look-out?

LOOKOUT PROCEDURES

DUTIES & RESPONSIBILITIES OF THE LOOKOUT

International and Inland Navigation Rule 5, *Lookout* states: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision, stranding and other hazards to navigation." The primary responsibility of the deck watch is the proper keeping of the lookout. Lookout is the fundamental building block upon which all other watchkeeping skills are built. The principle duties of the lookout are sighting, identifying, and accurately reporting to the responsible authority all objects or sounds detected.

46 CFR 97.27-5 MASTER'S AND OFFICER'S RESPONSIBILITY

(a) Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or to maintain a proper fire watch or from any neglect of any precaution, which may be required by the ordinary practice of seamen or by the special circumstances of the case. When circumstances require it, additional watches shall be maintained to guard against fire or other danger and to give an alarm in case of accident or disaster.

The lookout's initial report should indicate:

1. What - object (ship, light, buoy, distress signal, whales, wreckage)
2. Where - bearing (relative or true)
3. How far off - (hull-down, on the horizon, hull-up, close aboard)

Sample lookout report: *"Bridge, this is the bow lookout. There is a white light broad on the starboard bow close aboard."*

Lookout reports can be amplified with contact identification, direction of movement, bearing drift, speed, color, sound or light characteristics when discernible.

DETECTION AND REPORTS

Lookout (s) shall detect and report sightings of:

1. Distress signals
2. Persons in distress (Man overboard, shipwrecked survivors, calls for help)
3. Vessels and/or aircraft in distress
4. Derelicts, wreckage, floating or partially submerged debris
5. Pollution incident (oil spill, a sheen on the water)
6. Vessel traffic and/or aircraft
7. Aids to navigation (navigation buoys and lights)
8. Danger to the vessel or hazards to navigation (land, sighting or hearing breaking serf, obstructions, discoloration of the water)
9. Reduction in visibility due to fog, mist, falling snow, heavy rainstorms, sandstorms, or any other similar cause.
10. Change in weather

11. Hearing other vessels or aids to navigation (e.g. bell, gong, fog horn or maneuvering signals)
12. Ice
13. Unusual sightings or any unreported change in the field of view or sector
14. Sightings of marine life in compliance with the Endangered Species Act/Marine Mammal Protection Act (50 CFR 222). (Examples: Humpback or North Atlantic right whales, stellar sea lions or sea turtles)

LOOKOUT PRINCIPLES

In applying these principles, the following shall be observed:

1. Whoever is keeping the lookout must be able to give full attention to that task and no duties shall be assigned or undertaken which would interfere with the keeping of a proper lookout.
2. The duties of the person on lookout and helmsman are separate and the helmsman shall not be considered the person on lookout while hand steering.
3. There may be circumstances in which the officer of the watch could be the sole lookout in daylight. This practice will not be followed aboard the training vessel.
4. Lookouts shall be posted as low down and far forward as possible with an unobstructed, all-round view.
5. Lookouts must proceed to and from lookout stations on the leeward side of the vessel.
6. Remain alert. Give your full and undivided attention to lookout.
7. Stay on your feet. Do not sit or lounge about. You are expected to stand your watch.
8. Do not talk to others except as required by your lookout duties while on watch.
9. When making lookout reports, speak in a loud, clear voice using proper procedures and phraseology on the sound powered telephone system.
10. Continue to repeat all lookout reports until acknowledged by the watch officer.
11. Before reporting to your lookout station, be sure that you understand your duties. If you do not understand your duties or any instruction, which you have been given, ask for a clarification from the person assigning the duties.
12. Call the bridge immediately whenever you are in danger or when the vessel starts to ship spray (white water). This is especially important during periods of darkness or reduced visibility when the lookout cannot be clearly observed from the bridge.
13. Exchange the following information when the lookout is relieved:
    a. the location of any object(s) in sight,
    b. object(s) previously reported
    c. the present and past weather
    d. any special instructions or safety precautions
    e. brief description of your watch activities
    f. the status of the navigation lights.

You are an essential member of the navigational watch team. Your lookout reports are critical to the safe navigation of the training ship. Report everything. It's your job!

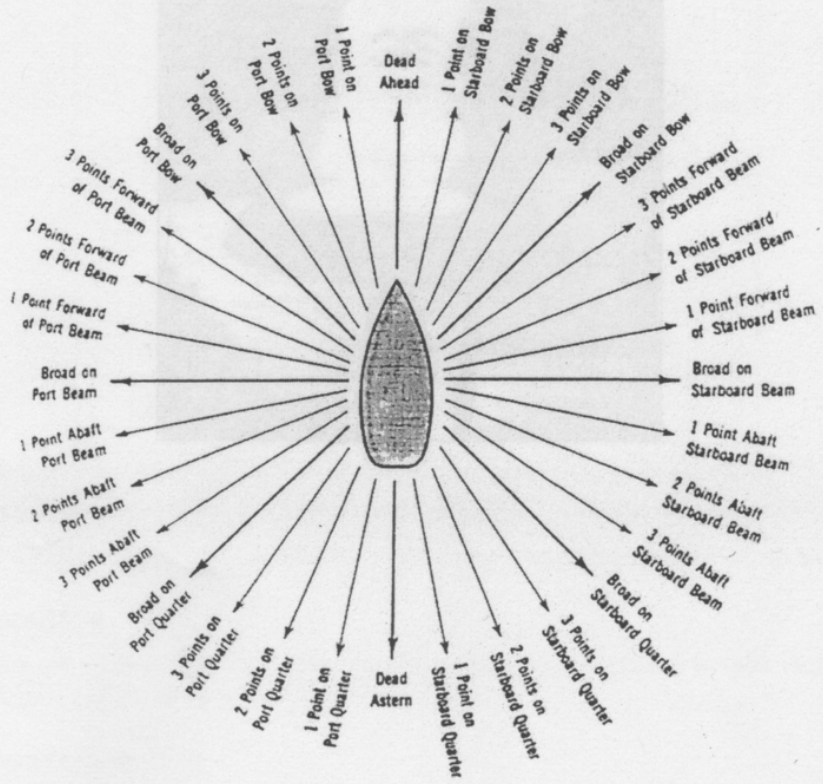
LOOKOUT REPORTING METHODS – RELATIVE BEARINGS

Relative bearings are expressed as an angular distance from the heading or bow of the vessel toward the object.

1. Relative bearings are the angular difference between an object and the ship's head. Relative bearings are usually measured clockwise thought 360° from the ship's heading.

2. A relative bearing may be expressed as a number of points from the bow as pictured below. Relative bearings may be measured from zero degrees (000°) or Dead Ahead either clockwise (+) or counterclockwise (-) through 180° when designated as right/left or Port/Starboard.

3. An even more general indication of relative bearing may be given by such directions as:
   a. Ahead (↑)
   b. On the port (↖) or starboard (↗) bow
   c. On the port (←) or starboard (→) beam
   d. On the port (↙) or starboard (↘) quarter
   e. Astern (↓)

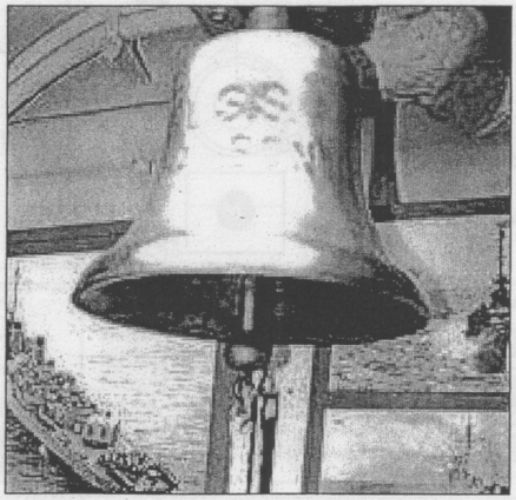


LOOKOUT REPORTS - UTILIZING THE SHIP'S BELL

The ship's bell is located on the forecastle head aft of the anchor windlass. The ship's bell is only used to make lookout reports when the sound powered telephone system (1-JV) is inoperative or when it is required by the Master and/or Watch Officer.

When ship's bell is used for Lookout reports, they shall be as follows:

1. *Object or vessel observed on the starboard side* (↗).
   Watch Bell Report: One (1) ring or stroke of the ship's bell.
2. *Object or vessel observed on the port side* (↖).
   Watch Bell Report: Two (2) rings or strokes of the ship's bell.
3. *Object or vessel observed dead ahead* (↑).
   Watch Bell Report: Three (3) rings or strokes of the ship's bell.



LOOKOUT ASSESSMENT

In conformance with Table A-II/4
Competence: Keeping a proper look-out by sight and hearing.
KUP: Responsibilities of a look-out, including reporting the approximate bearing of a sound signal, light or other object in degrees or points

Performance Objective	Condition For Assessment	Performance Measures	Performance Standards	Assessment Date	Assessor's Initials
Knowledge of general duties of lookout	Verbal Assessment	Performs the duties of ship's look-out	Describes general duties of look-out, including: Reporting all lights, sounds, objects, land, water discoloration, reporting own ship's nav lights burning.		
			Describes the differences between lume and light.		
			Describes the difference in sound of bell, whistle and gong.		
		Relieves the look-out properly	Describes the process of look-out relief, including: adjusting eyes for night vision, proper protective gear		
		Responds properly to Man Overboard Situation	Describes procedure for look-out when Man Overboard occurs, including: 1. Keeping man in sight, 2. Pointing to man, 3. Reporting man overboard to bridge on which side, 4. Throws lifering, 5. Remain on station until properly relieved or ordered otherwise		
			Describes Man overboard signals for Training vessel: Three prolonged blasts (4-6 seconds) on the whistle and general alarm bell followed by one short blast of the whistle to indicate overboard to stbd or two short blasts to indicate the person is overboard to port, supplemented by same signal on the general alarm bells		
		Reports sightings to bridge in proper manner.	Describes methods of reporting to bridge: 1. Voice 2. Sound powered phone 3. Walkie-talkie 4. Bell.		

CADET NAME _____ SS# _____

Lookout Assessment Mk1 12/31/03

Performance Objective	Condition For Assessment	Performance Measures	Performance Standards	Assessment Date	Assessor's Initials
Knowledge of general duties of lookout	Practical Demon--stration	Reports sightings to bridge in proper manner.	1. Demonstrates proper use of sound powered phone. 2. Identifies closest sound powered phone to: After Lookout Station Forward Lookout Station 3. Describes proper signals for reporting by bell		
		.	Demonstrates ability to identify four bearings (designated by assessor) by the point system		
		Uses binoculars in correct fashion	Demonstrates ability to adjust binoculars to look-outs eyes. 1. Uses center adjustment for unadjustable eye and individual adjustment for other eye. 2. On twin eye adjustables, adjusts each to own best vision.		
	Verbal Assessment		Describes power and field of vision indicated on binoculars. 7 Power, 50 Field of vision less power but wider field of vision than 8 X 35		
			Describes proper care of binoculars. 1. Keep dry, 2. Clean lenses with proper material, 3. Keep straps around neck, 4. Put in case when done, 5. Don't leave loose on table, 6. Keeps out of direct sunlight.		
		Can Identify distress signals.	Lists ten of the 16 International distress signals: 1. Red Star Shells, 2. Continuous sounding of fog horn, 3. Flames on Vessel, 4. Gun Fired at 1 minute intervals 5.Orange background with black ball and square, 6. SOS, 7. Parachute Red Flare, 8. Dye marker, 9. Code Flags N over C, 10. Square Flag over Ball, 11. Waving of arms, 12. Radio Telegraph alarm, 13.Radio telephone alarm, 14. EPIRB, 15.Smoke, 16. Mayday on radio,		
	Practical Demon--stration	Can utilize bearing circle for taking bearings	Demonstrates taking bearing of designated object. 1. Circle carefully placed on repeater. 2. Circle turned to proper direction by finger pins or ring, not by vanes, 3. Cadet used proper vane to sight through. 4. Cadet keeps circle level by using both bubbles. 5. Bearing should be within one degree of what assessor shoots.		

LECTURE TITLE: FIREFIGHTING

TRAINING SUBJECT: Fire Theory, shipboard fire fighting and shipboard fire detection systems

SPECIAL REQUIREMENTS:

- Access to Bridge, galley, paint locker, damage control locker, CO_2 and Halon Rooms

TRAINING LECTURE OBJECTIVE:

To introduce the Fourth Class Cadets to the basics of fire theory, prevention, and extinguishment as well as to gain knowledge of the fire equipment and systems found on the T/S KENNEDY.

DISCUSS:

A. Basic Fire Theory: Fire Triangle and Tetrahedron - Emphasize that vapors burn (even from solids)
B. Knowledge of contents of a compartment and knowledge of your ship are of prime importance
C. Emphasize Fire Prevention. A clean ship is less likely to be a fire statistic
D. Classes of Fires
E. Importance of Detex Rounds and early detection
F. Methods of sounding alarm and fire containment
G. When to fight the fire
H. Various Smoke and fire detection systems in use aboard KENNEDY
I. Shipboard fixed and portable equipment
J. Fire Extinguishment
K. Proper hose handling techniques
L. Content of Fire Fighting Lockers
M. Proper care for fire fighting equipment

SHOW AND OR DEMONSTRATE:

A. Attack procedures and agents for Class A, B, C, D fires
B. Show that if burning Class A materials can be thrown overboard, you don't have afire.
C. Detection systems found aboard the T/S KENNEDY
D. Location and contents of DC Equipment Lockers
E. Different hand held extinguishers
F. Identify different smoke and fire sensors onboard KENNEDY
G. Different equipment within the Fire Fighting Lockers

READING ASSIGNMENT:

Marine Fire Fighting, Brady Part I, Chapter 1 and 2; Part II, Chapters 4 and 5
T/S KENNEDY Bridge Procedures Manual: Detex Routes
T/S KENNEDY Safety Manual: Fire Fighting Equipment

TEST QUESTIONS:

- Fire Prevention, Fire Triangle and Tetrahedron
- Fire Classification
- Fire and Emergency Signals

FIRE DETECTION AND FIRE FIGHTING EQUIPMENT FOUND ONBOARD THE T/S KENNEDY

LECTURE TITLE: PILOTING

TRAINING SUBJECT: INTRODUCTION TO CHART NAVIGATION

SPECIAL REQUIREMENTS:
- Chart tables
- Plotting equipment
- chart (Mercator) 13205 TR

TRAINING LECTURE OBJECTIVE:
A. To familiarize student with elements of piloting.
B. To familiarize students with instruments used in piloting.

DISCUSS:
A. Mercator charts and chart symbols (Basic)
B. Magnetic and gyro compasses and errors - variation/deviation
C. Direction -True/Compass
D. Bearings, track, dead reckoning, speed, distance, soundings
E. Latitude, longitude

SHOW/DEMONSTRATE:
A. How to lay down a track with parallel rules or navigational protractors.
B. How to lay down bearings; obtain fix, and determine vessel's position in terms of latitude and longitude.

READING ASSIGNMENT:

MISCELLANEOUS:

TEST QUESTIONS:
- How is distance measured on a Mercator chart?
- What is the latitude and longitude of Block Island Southeast light?
- What is a chain of soundings?
- Where is variation found?

LECTURE TITLE: SEAMANSHIP

TRAINING SUBJECT: DOCKING AND MOORING WITH FIBER LINES & WIRE ROPE, KNOTS

SPECIAL REQUIREMENTS:

- Heaving lines
- Mooring lines and rope stoppers
- Block and tackles.
  Small Stuff

TRAINING LECTURE OBJECTIVE:

A. Teach students proper line handling and mooring procedures.
B. Instill in students a need for constant safety awareness when working with mooring and small lines.
C. To instruct students in the tying, practical use and safety considerations of individual knots. This section is a review for the cadets. Each should have already demonstrated satisfactory performance in this subject area in MT 1111.
D. Practice skills in throwing the heaving line
E. Achieve level of competence for ORDINARY SEAMAN position

DISCUSS:

A. Mooring line commands
B. Names and positions of mooring lines
C. How lines are faked, coiled and fleshed
D. Safety procedures- Hospital side and safe side of a synthetic mooring line under tension
E. Winches and capstans
F. Mooring lines singled up, bights singled up, doubled up
G. Dipping the eye
H. Elongation and slipping
I. Knots and usages: Know how to tie “Blindfolded”
   Square Knot, Becket Bend, Bowline

SHOW/DEMONSTRATE:

A. Passing types of rope stoppers
B. Faking out lines on deck and in rope locker
C. Securing lines on deck
D. Proper way to throw heaving lines
E. Proper way to make up and stow heaving lines
F. Tying the knots in Discussion Section I and discussing their practical application

READING ASSIGNMENT:

MISCELLANEOUS:

TEST QUESTIONS:

- Where is the hospital side of a nylon line?
- Which knot would be used to bend two different sized lines together?

LECTURE TITLE: MARINE WEATHER

TRAINING SUBJECT: Importance of weather on the mariner

SPECIAL REQUIREMENTS:
- NOAA Weather Observer Manuals

TRAINING LECTURE OBJECTIVE:
To introduce the Fourth Class Cadets to the basics of weather and the effects on the mariner in the marine environment.

DISCUSS:
A. Why is weather important to the mariner
B. What causes weather
C. Wind - Direction, Relative True
D. Wind Strengths - Beaufort Scale
E. Sea States - Swell vs. waves
F. Cloud Types and indicators
G. Atmospheric Pressure and indicators
H. Temperature - Celsius vs. Fahrenheit
I. Weather Observer Role
J. Special weather situations - Storms, Tidal Waves

SHOW AND OR DEMONSTRATE:
A. Different Cloud types
B. Current Sea State
C. Current Wind Conditions
D. Current Swell Patterns
E. Weather observation equipment

READING ASSIGNMENT:
None

TEST QUESTIONS:
- Identify different cloud types
  - Which Beaufort number indicates a higher wind speed

Fire Detection and fire fighting equipment found onboard the T/S KENNEDY

LECTURE TITLE: CARGO GEAR I

TRAINING SUBJECT: CARGO GEAR OPERATIONS

SPECIAL REQUIREMENTS:

- One set of cargo gear and power to the winches
- Students will wear work gloves, hard hats, and safety shoes

TRAINING LECTURE OBJECTIVE:

A. Introduce students to safety requirements when using conventional cargo gear
B. Develop practical experience at cargo gear operations

DISCUSS:

A. Safety Procedures
B. Nomenclature
C. Hand Signals
D. Winch operations
E. Topping procedures
F. Spotting procedures
G. Operating procedure
H. Lowering procedures
I. Securing for sea
J. Cargo Gear Record Book and deck log entries

SHOW / DEMONSTRATE:

A. Set gear for topping
B. Top and spot gear
C. Winch operations
D. Secure for sea
E. Cargo gear inspection procedures

READING ASSIGNMENT:

- *AMSM* p. 5:20 – 5:23
- *Marine Cargo Operations* p.390-417
- *Merchant Marine Officers Handbook* ch. 10

MISCELLANEOUS:

TEST QUESTIONS:

A. What is the purpose of the schooner guy?
B. What size and type of wire is used on cargo gear with a ten ton SWL as a preventer guy?
C. Cite what is included in the Cargo Gear Record Book.

WATCHSTATION / GENERAL TRAINING REFERENCE:

- Professional Achievement Exam
- Boatswain Mate of the Watch
- Seaman 1.9
- Monitor the loading, stowage etc. of cargo; Table A-II / 1 (i.)

LECTURE TITLE: HISTORY I

TRAINING SUBJECT: MERCHANT MARINE INDUSTRY

SPECIAL REQUIREMENTS:

- Computer and Projector for power point presentation.

TRAINING LECTURE OBJECTIVE:

A. To introduce students to the various aspects of the industry.
B. To familiarize students with the MT curriculum / program.

DISCUSS:

a. Where the industry started.
b. Where the industry is going.
c. What type of vessels graduates work on.
d. Average pay for a 3rd mate right out of school.
e. Normal work schedule for the industry.
f. Military job's taken by Marine Transportation graduates.
g. Shore side job's available.
h. Class schedule.

SHOW/DEMONSTRATE:

A. Power point presentation on marine Industry.

READING ASSIGNMENT:

MISCELLANEOUS:

TEST QUESTIONS:

-
-
-
-

LECTURE TITLE: WATCH STANDING III

TRAINING SUBJECT: BRIDGE INTRODUCTION

SPECIAL REQUIREMENTS:

- Bearing Circle
- Charts
- Sound powered phone, operational.

TRAINING LECTURE OBJECTIVE:

A. Familiarize students about the basic operations of the bridge
B. Familiarize students with the bridge equipment.

DISCUSS:

A. Electronics
B. Radar (3cm / 10 cm)
C. Gyro's
D. GMDSS
E. Helm
F. Bow Thruster
G. Fire Panel
H. Fathometer
I. Lifesaving Equipment
J. Chart table
K. Barometer
L. Course recorder
M. ECDIS
N. Sound powered phone
O. Engine order telegraph
P. Navigation lights

SHOW/DEMONSTRATE:

A. How the sound powered phone is operated.
B. How to take a bearing.

READING ASSIGNMENT:

MISCELLANEOUS:

TEST QUESTIONS:

-
-
-
-

LECTURE TITLE: **ELECTRONIC NAV**

TRAINING SUBJECT: **INTRODUCTION TO ELECTRONIC NAVIGATION**

SPECIAL REQUIREMENTS:

-
-
-

TRAINING LECTURE OBJECTIVE:

A.
B.

DISCUSS:

A.
B.
C.
D.
E.

SHOW/DEMONSTRATE:

A.
B.

READING ASSIGNMENT:

MISCELLANEOUS:

TEST QUESTIONS:

-
-
-
-

LECTURE TITLE: WATCH STANDING V

TRAINING SUBJECT: COLLISION AVOIDANCE

SPECIAL REQUIREMENTS:

- Rules of the Road book
- White board

TRAINING LECTURE OBJECTIVE:

A. Instruct the students on the basic principals of safe navigation, by using the Navigation Rules and good seamanship.

DISCUSS:

A. Navigation rules
B. Navigation lights
C. Inland / International rules
D. VTS
E. Sound and light signals
F. Types of vessel designations (NUC, RAM, Fish, etc.)

SHOW/DEMONSTRATE:

A. Head on collision
B. Overtaking situation
C. Crossing situation
D. Narrow channel
E. Vessel traffic separation scheme

READING ASSIGNMENT:

MISCELLANEOUS:

TEST QUESTIONS:

-
-
-
-

2013 CRUISE TRAINING PROGRAM

Department of Marine Transportation

FOURTH CLASS

SECTION 3

Cruise Calendar
Long Term Training Schedule

FRESHMAN SEA TERM COURSES WINTER 2013 - DIV-1-4C-1D

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 1	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 2	LOOKOUT RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	PILOTING RM: 6-2	

	Period 1	Period 2	Period 3	Period 4
Training Day 5	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 6	JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6	TEST

GOLD

	Period 1	Period 2	Period 3	Period 4
Training Day 1	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 2	PILOTING RM: 6-2		FALL PROTECTION RM: 6-6	LOOKOUT RM: 3-2

	Period 1	Period 2	Period 3	Period 4
Training Day 5	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 6	MERCHANT MARINE HISTORY RM: 3-2	JSA RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	TEST

FRESHMAN SEA TERM COURSES WINTER 2013 - DIV-1-4C-1C

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 19	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 20	LOOKOUT RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	PILOTING RM: 6-2	

	Period 1	Period 2	Period 3	Period 4
Training Day 23	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 24	JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6	TEST

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 19	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 20	PILOTING RM: 6-2		FALL PROTECTION RM: 6-6	LOOKOUT RM: 3-2

	Period 1	Period 2	Period 3	Period 4
Training Day 23	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 24	MERCHANT MARINE HISTORY RM: 3-2	JSA RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	TEST

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-2-4C-2E

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 9	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 10	LOOKOUT RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	PILOTING RM: 6-2	

	Period 1	Period 2	Period 3	Period 4
Training Day 13	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 14	JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6	TEST

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 9	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 10	PILOTING RM: 6-2		FALL PROTECTION RM: 6-6	LOOKOUT RM: 3-2

	Period 1	Period 2	Period 3	Period 4
Training Day 13	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 14	MERCHANT MARINE HISTORY RM: 3-2	JSA RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	TEST

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-1-4C-1B

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 11	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 12	LOOKOUT RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	PILOTING RM: 6-2	

	Period 1	Period 2	Period 3	Period 4
Training Day 15	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 16	JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6	TEST

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 11	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 12	PILOTING RM: 6-2		FALL PROTECTION RM: 6-6	LOOKOUT RM: 3-2

	Period 1	Period 2	Period 3	Period 4
Training Day 15	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 16	MERCHANT MARINE HISTORY RM: 3-2	JSA RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	TEST

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-2-4C-2F

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 17	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 18	LOOKOUT RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	PILOTING RM: 6-2	

	Period 1	Period 2	Period 3	Period 4
Training Day 21	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 22	JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6	TEST

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 17	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 18	PILOTING RM: 6-2		FALL PROTECTION RM: 6-6	LOOKOUT RM: 3-2

	Period 1	Period 2	Period 3	Period 4
Training Day 21	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 22	MERCHANT MARINE HISTORY RM: 3-2	JSA RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	TEST

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-1-4C-1C

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 19	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 20	LOOKOUT RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	PILOTING RM: 6-2	

	Period 1	Period 2	Period 3	Period 4
Training Day 23	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 24	JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6	TEST

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 19	SMS RM: 6-2	CONFINED SPACE RM: 6-2	SEMANSHIP SEATORIUM	
Training Day 20	PILOTING RM: 6-2		FALL PROTECTION RM: 6-6	LOOKOUT RM: 3-2

	Period 1	Period 2	Period 3	Period 4
Training Day 23	611 Goes to Sea RM: 6-2		FIREFIGHTING SEATORIUM	
Training Day 24	MERCHANT MARINE HISTORY RM: 3-2	JSA RM: 6-6	SAFETY EQUIPMENT TOUR 3-2	TEST

FRESHMAN SEA TERM COURSES WINTER 2013 - DIV-3-4C-3J

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 1	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 2	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 5	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 6	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 1	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 2	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	FALL PROTECTION RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 5	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 6	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-2-4C-2G

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 17	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 18	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	SAFETY EQUIPMENT TOUR RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 21	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 22	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2013 - DIV-3-4C-3J

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 1	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 2	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 5	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 6	611 Goes to sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD

	Period 1	Period 2	Period 3	Period 4
Training Day 1	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 2	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	FALL PROTECTION RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 5	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 6	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-2-4C-2G

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 3	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 4	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 7	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 8	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD

	Period 1	Period 2	Period 3	Period 4
Training Day 3	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 4	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	SAFETY EQUIPMENT TOUR RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 7	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 8	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-3-4C-3K

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 9	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 10	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 13	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 14	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD

	Period 1	Period 2	Period 3	Period 4
Training Day 9	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 10	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	SAFETY EQUIPMENT TOUR RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 13	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 14	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-2-4C-2H

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 11	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 12	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 15	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 16	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 11	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 12	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	SAFETY EQUIPMENT TOUR RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 15	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 16	611 goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-3-4C-3L

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 17	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 18	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 21	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 22	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 17	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 18	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	SAFETY EQUIPMENT TOUR RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 21	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 22	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

FRESHMAN SEA TERM COURSES WINTER 2012 - DIV-3-4C-3I

BLUE	Period 1	Period 2	Period 3	Period 4
Training Day 19	SEMANSHIP SEATORIUM		JSA RM: 6-6	MERCHANT MARINE HISTORY RM: 3-2
Training Day 20	CONFINED SPACE RM: 6-2	LOOKOUT RM: 3-2	SAFETY EQUIPMENT TOUR RM: 3-2	FALL PROTECTION RM: 6-6

	Period 1	Period 2	Period 3	Period 4
Training Day 23	FIREFIGHTING SEATORIUM		PILOTING RM: 6-2	
Training Day 24	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

GOLD	Period 1	Period 2	Period 3	Period 4
Training Day 19	SEMANSHIP SEATORIUM		PILOTING RM: 6-2	
Training Day 20	JSA RM: AFT NAV LAB	CONFINED SPACE RM: AFT NAV LAB	LOOKOUT RM: AFT NAV LAB	SAFETY EQUIPMENT TOUR RM: AFT NAV LAB

	Period 1	Period 2	Period 3	Period 4
Training Day 23	FIREFIGHTING SEATORIUM		MERCHANT MARINE HISTORY RM: 3-2	FALL PROTECTION RM: 6-6
Training Day 24	611 Goes to Sea RM: 6-2		SMS RM: 6-2	TEST RM: 6-2

CONSULT DAILY POSTED SCHEDULES AFTER 1900 FOR ANY CHANGES

WHEN AN EMERGENCY DRILL IS SCHEDULED, EXCEPT WHEN SUCH DRILLS OCCUR AT 1530 OR LATER, TRAINING SESSIONS WILL RESUME/COMMENCE 10 MINUTES AFTER "SECURE FROM ALL DRILLS" IS PIPED.