



NONRESIDENT TRAINING COURSE

January 1993



Seaman

NAVEDTRA 14067

NOTICE

Pages 5-15, 5-24, 5-28, 5-29, 5-31, 5-32, 5-33, 5-34, 5-35, and 5-36 must be printed on a **COLOR** printer.

Although the words “he,” “him,” and “his” are used sparingly in this course to enhance communication, they are not intended to be gender driven or to affront or discriminate against anyone.

COMMANDING OFFICER
NETPDTC
6490 SAUFLEY FIELD RD
PENSACOLA, FL 32509-5237

ERRATA #1

23 Jul 1999

Specific Instructions and Errata for
TRAMAN

SEAMAN

1. No attempt has been made to issue corrections for errors in typing, punctuation, etc.

2. In the TRAMAN, make the following changes:

<u>Page</u>	<u>Column</u>	<u>Change</u>
1-7	1	In the paragraph titled "FOR WATCH" last sentence, change the word "heading" to read "hearing."
1-7	2	In the first paragraph of the topic titled "LOOKOUT AND SOUND-POWERED TELEPHONE TALKER WATCHES," change NAVEDTRA number "10045F" to read "12043" and NAVEDTRA number "14005" to read "12097."
4-5	2	In the first paragraph, first sentence, change "figure 5-4" to read "figure 4-4."
4-31	2	In figure 4-26, change the word "WATER" in the first column to read "FEEDWATER." Change the corresponding NIGHT LIGHT BOX in column 3 of figure 4-26 to display all three lights in the top row, the first two lights in the second row, and the first light in the bottom row.
5-15	1	Change paragraph 5 to read as follows: "The general call for all boats to return to their ships is QUEBEC hoisted singly."
5-20	2	Change paragraph 1 to read as follows: "Stand-on vessel refers to any power-driven vessel in a crossing situation close enough to involve risk of collision; the vessel being on the starboard side of another vessel is the "stand-on" vessel, the vessel should maintain course and speed."

Anywhere "COMDTINST M16672.2B" appears in your training manual, change it to read "COMDTINST M16672.2c."

Anywhere "*Boatswain's Mate*, Volume 1, NAVEDTRA 10101" appears, change to read "*Boatswain's Mate*, NAVEDTRA 12100."

Anywhere "NWP 14" appears, change to "NWP 4-01.4."

COMMANDING OFFICER
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ERRATA #2

22 May 2000

Specific Instructions and Errata for
Nonresident Training Course

SEAMAN

1. This errata supercedes all previous erratas. No attempt has been made to issue corrections for errors in typing, punctuation, etc., that do not affect your ability to answer the question or questions.

2. To receive credit for deleted questions, show this errata to your local course administrator (ESO/scorer). The local course administrator is directed to correct the course and the answer key by indicating the questions deleted.

3. Assignment Booklet

Delete the following questions, and leave the corresponding spaces blank on the answer sheets:

1-8	1-44	2-45	3-41	4-22
1-30	2-38	3-12	3-70	4-28

Make the following changes:

<u>Page</u>	<u>Question</u>	<u>Change</u>
4	1-34	Change "helmsman" to read "lee helmsman"
5	1-42	Change "zero" to read "-1"
5	1-51	Change answer number 4 to read "88°"
7	1-65	Change "helmsman" to read "lee helmsman"
8	Top of Page	Change to read "pages 2-14" vice "pages 2-11"
24	4-46	Change to read "areas" vice "countries"
24	4-49	Change to read "diameter" vice "circumference"
24	4-51	Change to read "inches" vice "ft" in answers 1 through 4
25	4-60	Change question to read "A modern magazine sprinkler uses approximately how many galls of water per minute per square foot to wet down all exposed bulkheads?"
26	4-73	Change to read "Mk 42" vice "Mk 45"

PREFACE

By enrolling in this self-study course, you have demonstrated a desire to improve yourself and the Navy. Remember, however, this self-study course is only one part of the total Navy training program. Practical experience, schools, selected reading, and your desire to succeed are also necessary to successfully round out a fully meaningful training program.

COURSE OVERVIEW: In completing this nonresident training course, you will demonstrate a knowledge of the subject matter by correctly answering questions on the following: the various shipboard watches and watchstander's equipment; the fundamentals of marlinespike seamanship, deck seamanship, and boat seamanship; ammunition and gunnery, and the principles of ammunition safety and Navy gun systems.

THE COURSE: This self-study course is organized into subject matter areas, each containing learning objectives to help you determine what you should learn along with text and illustrations to help you understand the information. The subject matter reflects day-to-day requirements and experiences of personnel in the rating or skill area. It also reflects guidance provided by Enlisted Community Managers (ECMs) and other senior personnel, technical references, instructions, etc., and either the occupational or naval standards, which are listed in the *Manual of Navy Enlisted Manpower Personnel Classifications and Occupational Standards*, NAVPERS 18068.

THE QUESTIONS: The questions that appear in this course are designed to help you understand the material in the text.

VALUE: In completing this course, you will improve your military and professional knowledge. Importantly, it can also help you study for the Navy-wide advancement in rate examination. If you are studying and discover a reference in the text to another publication for further information, look it up.

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Sailor's Creed

“I am a United States Sailor.

I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me.

I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world.

I proudly serve my country's Navy combat team with honor, courage and commitment.

I am committed to excellence and the fair treatment of all.”

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INSTRUCTIONS FOR TAKING THE COURSE

ASSIGNMENTS

The text pages that you are to study are listed at the beginning of each assignment. Study these pages carefully before attempting to answer the questions. Pay close attention to tables and illustrations and read the learning objectives. The learning objectives state what you should be able to do after studying the material. Answering the questions correctly helps you accomplish the objectives.

SELECTING YOUR ANSWERS

Read each question carefully, then select the BEST answer. You may refer freely to the text. The answers must be the result of your own work and decisions. You are prohibited from referring to or copying the answers of others and from giving answers to anyone else taking the course.

SUBMITTING YOUR ASSIGNMENTS

To have your assignments graded, you must be enrolled in the course with the Nonresident Training Course Administration Branch at the Naval Education and Training Professional Development and Technology Center (NETPDTC). Following enrollment, there are two ways of having your assignments graded: (1) use the Internet to submit your assignments as you complete them, or (2) send all the assignments at one time by mail to NETPDTC.

Grading on the Internet: Advantages to Internet grading are:

- you may submit your answers as soon as you complete an assignment, and
- you get your results faster; usually by the next working day (approximately 24 hours).

In addition to receiving grade results for each assignment, you will receive course completion confirmation once you have completed all the

assignments. To submit your assignment answers via the Internet, go to:

<http://courses.cnet.navy.mil>

Grading by Mail: When you submit answer sheets by mail, send all of your assignments at one time. Do NOT submit individual answer sheets for grading. Mail all of your assignments in an envelope, which you either provide yourself or obtain from your nearest Educational Services Officer (ESO). Submit answer sheets to:

COMMANDING OFFICER
NETPDTC N331
6490 SAUFLEY FIELD ROAD
PENSACOLA FL 32559-5000

Answer Sheets: All courses include one “scannable” answer sheet for each assignment. These answer sheets are preprinted with your SSN, name, assignment number, and course number. Explanations for completing the answer sheets are on the answer sheet.

Do not use answer sheet reproductions: Use only the original answer sheets that we provide—reproductions will not work with our scanning equipment and cannot be processed.

Follow the instructions for marking your answers on the answer sheet. Be sure that blocks 1, 2, and 3 are filled in correctly. This information is necessary for your course to be properly processed and for you to receive credit for your work.

COMPLETION TIME

Courses must be completed within 12 months from the date of enrollment. This includes time required to resubmit failed assignments.

PASS/FAIL ASSIGNMENT PROCEDURES

If your overall course score is 3.2 or higher, you will pass the course and will not be required to resubmit assignments. Once your assignments have been graded you will receive course completion confirmation.

If you receive less than a 3.2 on any assignment and your overall course score is below 3.2, you will be given the opportunity to resubmit failed assignments. **You may resubmit failed assignments only once.** Internet students will receive notification when they have failed an assignment--they may then resubmit failed assignments on the web site. Internet students may view and print results for failed assignments from the web site. Students who submit by mail will receive a failing result letter and a new answer sheet for resubmission of each failed assignment.

COMPLETION CONFIRMATION

After successfully completing this course, you will receive a letter of completion.

ERRATA

Errata are used to correct minor errors or delete obsolete information in a course. Errata may also be used to provide instructions to the student. If a course has an errata, it will be included as the first page(s) after the front cover. Errata for all courses can be accessed and viewed/downloaded at:

<http://www.advancement.cnet.navy.mil>

STUDENT FEEDBACK QUESTIONS

We value your suggestions, questions, and criticisms on our courses. If you would like to communicate with us regarding this course, we encourage you, if possible, to use e-mail. If you write or fax, please use a copy of the Student Comment form that follows this page.

For subject matter questions:

E-mail: n314.products@cnet.navy.mil
Phone: Comm: (850) 452-1001, Ext. 1826
DSN: 922-1001, Ext. 1826
FAX: (850) 452-1370
(Do not fax answer sheets.)
Address: COMMANDING OFFICER
NETPDTC N314
6490 SAUFLEY FIELD ROAD
PENSACOLA FL 32509-5237

For enrollment, shipping, grading, or completion letter questions

E-mail: fleetservices@cnet.navy.mil
Phone: Toll Free: 877-264-8583
Comm: (850) 452-1511/1181/1859
DSN: 922-1511/1181/1859
FAX: (850) 452-1370
(Do not fax answer sheets.)
Address: COMMANDING OFFICER
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PENSACOLA FL 32559-5000

NAVAL RESERVE RETIREMENT CREDIT

If you are a member of the Naval Reserve, you may earn retirement points for successfully completing this course, if authorized under current directives governing retirement of Naval Reserve personnel. For Naval Reserve retirement, this course is evaluated at 6 points. (Refer to *Administrative Procedures for Naval Reservists on Inactive Duty*, BUPERSINST 1001.39, for more information about retirement points.)

Student Comments

Course Title: Seaman

NAVEDTRA: 14067 **Date:** _____

We need some information about you:

Rate/Rank and Name: _____ SSN: _____ Command/Unit _____

Street Address: _____ City: _____ State/FPO: _____ Zip _____

Your comments, suggestions, etc.:

<p>Privacy Act Statement: Under authority of Title 5, USC 301, information regarding your military status is requested in processing your comments and in preparing a reply. This information will not be divulged without written authorization to anyone other than those within DOD for official use in determining performance.</p>
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NETPDTC 1550/41 (Rev 4-00)

CHAPTER 1

WATCHES

As a Seaman, you are a part of the backbone of the Navy. Depending upon the location of your duty station, you may be assigned to do anything from clerical work to helping run a ship. Since most Seamen have duty assignments on board ships, this course will deal basically with that situation.

On board a ship, you will be assigned to jobs such as keeping up the ship's compartments, decks, deck machinery and other equipment, external structures, and lines and rigging. You will also be standing deck watches, such as helmsman, lookout, and messenger watches underway and in port; standing sentry, fire, security, anchor and other special watches; manning and operating small boats, booms, cranes and winches; and acting as a member of gun crews and damage control parties. Without personnel with the skills to do these jobs, the power of the Navy would be nonexistent. We will talk about watch standing in this chapter.

A Navy ship in commission can never be left unattended. In port or underway, the security of the ship and the safety of personnel are vital. As an underway watch stander, you have, by necessity, a great responsibility placed upon your shoulders. Outstanding performance is the only acceptable performance, and it is also the minimum standard.

WATCHES

LEARNING OBJECTIVE: Identify the different types of watches aboard ship.

When assigned to a watch, you are responsible for the proper performance of all the duties prescribed for that watch. You should remain alert, be prepared for any emergency, and require all subordinates to be attentive. Orders must be issued in the customary style of the U.S. Navy.

When you are on watch, it is your duty to promptly inform the officer of the deck (OOD), the Boatswain's Mate, or the petty officer of the watch of any matters about the watch. Do not relieve another watch stander until you are thoroughly acquainted with the standards and responsibilities pertaining to the watch. You may decline to relieve your predecessor if you feel it is

justified, but you must immediately report that action to the officer of the deck (OOD).

Finally, as a watch stander, do not leave your post until relieved or secured by proper authority. Clearly, the highest level of professional performance is expected when on watch.

TYPES OF WATCHES

Civilian companies that work around the clock are said to have shifts. In the Navy, the ship's day is divided into watches. These watches follow one another continuously, and not only keep the ship in operation but also keep it ready for possible action.

The term watch is used in several ways. Most of the watches are of 4 hours' duration. Usually, it means one of the periods into which the day is divided, as in the following watch periods.

- 0000-0400 MIDWATCH
- 0400-0800 MORNING WATCH
- 0800-1200 FORENOON WATCH
- 1200-1600 AFTERNOON WATCH
- 1600-1800 FIRST DOG WATCH
- 1800-2000 SECOND DOG WATCH
- 2000-2400 EVENING WATCH

The 1600 to 2000 watch is dogged, which means it is divided to allow personnel to be relieved to eat their evening meal. The dog watches also permit rotation of the watches. Otherwise, personnel would stand the same watch each day. (Usually, the 1600 to 2000 watch is dogged only at sea.)

DUTIES OF A WATCH STANDER

A watch, in-port or underway, sometimes refers to the location of the member on watch, such as the quarterdeck watch. It may also refer to the section of the ship's crew on duty or to a member on watch, such as the lookout watch.

Each member of the crew is assigned to a watch section. The number of sections varies with the number of personnel assigned and the ship's commitment. When word is passed that the first section (or the second, and so on) has the watch, each member in that section reports to his or her assigned watch station.

Watches must be relieved in ample time. Usually, this means 30 minutes before the next watch. This time difference is essential so the relief can receive information and/or instructions from the person on watch. In the case of night lookouts, this extra time allows your eyes to adjust to night vision.

When reporting directly to the person being relieved, a relief should say, "I AM READY TO RELIEVE YOU." The person to be relieved then passes on to the relief any pertinent instructions or information relating to the proper standing of the watch. When the conditions and instructions are understood by the oncoming watch, he or she reports to the OOD, saying "I REQUEST TO ASSUME THE DUTIES OF (MESSENGER, PETTY OFFICER OF THE WATCH, ETC.)." The OOD may question the relief as to the instructions, and once satisfied, will grant permission. The offgoing watch then reports to the OOD that he or she has been properly relieved.

CONDITIONS OF READINESS

LEARNING OBJECTIVES: Identify the conditions of readiness aboard ship. Explain the duties of the messenger, including general rules and the handling of incoming messages.

Six conditions of readiness govern the type of watch aboard ship. Following is a brief description of these conditions of readiness.

	GENERAL DEGREES OF READINESS	CONDITION WATCH
1st	Complete readiness for immediate action	I
2nd	Temporary relaxation from 1st degree for rest and for meals at battle stations	IE
2nd	Readiness to conduct amphibious assault operations	IA
2nd	Readiness to conduct ASW operations	IAS
Special	Readiness for limited action	
3rd	Part of armament ready for immediate action, remainder on short notice	II
3rd	Readiness to conduct ASW operations for prolonged periods with all sensors and control stations and some weapons manned	IIAS

	GENERAL DEGREES OF READINESS	CONDITION WATCH
4th	Part of armament ready for immediate action, remainder at prolonged notice	III
5th	Peacetime cruising, no armament manned	IV
6th	In port, peacetime, no armament manned	V

DUTIES OF A MESSENGER

Most messenger duties are as messenger to the officer of the deck, commonly called the OOD messenger.

When given a message to deliver, be sure you know exactly where to go and what to say. When you arrive at your destination, repeat the message in the exact words that were told to you. Always carry the messages directly and quickly.

Before returning to the sender to report delivery of the message, wait for a reply or until you are told there is none.

MESSAGES

Messages for the captain of the ship or the admiral should be delivered to the respective officer or to his or her orderly if one is assigned.

Develop resourcefulness in tracking down people who are not easy to locate. Report your return to the officer of the deck; and if there was a delay in delivering the message, tell him why.

GENERAL RULES FOR A MESSENGER

The general rules for a messenger are as follows:

1. Be in the prescribed uniform of the day at all times.
2. Be attentive to all calls.
3. Deliver messages directly and quickly. Return at once to the sender and report the delivery of the message.
4. If unable to deliver a message, report this fact at once to the sender.
5. If you are sent to an officer's or chief petty officer's room, knock. Do not enter until you are told to do so.
6. Before going to meals or to the head, obtain permission from the petty officer of the watch.