

FM 55-17

**CARGO SPECIALISTS'
HANDBOOK**

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HEADQUARTERS, DEPARTMENT OF THE ARMY

CARGO SPECIALISTS' HANDBOOK

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PREFACE

This manual provides guidance and technical information relevant to personnel who move supplies and materiel through water, motor, rail, and air terminals. The specific intent of this manual is to provide instructions in all phases of cargo handling with the emphasis on securing, loading, and unloading all types and configurations of cargo. Descriptions of cargo-handling gear are also provided in some detail.

The US Army's environmental strategy into the 21st century defines the Army's leadership commitment and philosophy for meeting present and future environmental challenges. It provides a framework to ensure that environmental stewardship ethic governs all Army activities. The Army's environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations, as an integral part of all Army missions. The Army's environmental vision statement communicates the Army's commitment to the environment.

The proponent of this publication is HQ TRADOC. Submit changes for improving this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) and forward it to Commander, USACASCOM, Training Directorate, ATTN: ATCL-AT, 401 1st Street Suite 227, Fort Lee, VA 23801-1511.

Unless this publication states otherwise, masculine nouns and pronouns do not refer exclusively to men.

PART ONE
TERMINAL ORGANIZATIONS, FACILITIES, AND VESSELS
CHAPTER 1
AN OVERVIEW OF TERMINAL OPERATIONS

Section I. Overview

1-1. INTRODUCTION. This chapter provides an overview of the following:

- Types of terminal operations.
- Marine terminal operations within CONUS.
- Terminal organizations in a TOPNS.
- Responsibilities of MSC.
- The relationship between MSC, transportation terminal service units, and the ship's officers.

It also discusses the Congressionally mandated MRS of 1992, the DOD recommended development of an integrated mobility plan that gives the Army a strategically effective deployment capability based on the current reduction-in-force and the revised national security strategy. The study also identifies a shortfall of three million square feet of surge sealift capability and a shortfall of two million square feet of prepositioned sealift capability to carry Army combat, combat support, and combat service support equipment. The new integrated mobility plan calls for the expansion of the Army Afloat Prepositioning Program and is being partially met through the introduction of the T-AKR 295 and 296 Class Strategic Sealift Ships.

1-2. TYPES OF TERMINAL OPERATIONS. The primary categories for Army terminal operations are ocean water terminal operations and inland terminal operations.

a. **Ocean Water Terminals.** Ocean water terminals are classified as fixed-port facilities, unimproved port facilities, or bare beach port facilities. These facilities are subclassified as general cargo terminal, container terminal, RO/RO terminal, and combination terminal. Normally, general cargo terminal operations apply to all ocean water terminals. Container, RO/RO, and combination terminal usually refer to a fixed-port facility. LOTS operations no longer refer to only bare beach operations. The expanded definition of LOTS applies to any operation where oceangoing cargo vessels discharge to lighterage.

(1) **Fixed port facilities.** Fixed port terminals are an improved network of cargo handling facilities specifically designed for transfer of oceangoing freight, vessel discharge operations, and port clearance. At these facilities, deep-draft oceangoing vessels come alongside a pier, ship or quay and discharge cargo directly onto the apron. Most cargo moves into open or covered in-transit storage to await terminal clearance. Discharge selected cargo direct to land