NAVY Delayed Entry Program (DEP)

Training Plan

Over the course of this training, Future Sailors will be expected to learn and complete a series of at-home assignments consisting of various material they will be expected to know before they arrive at Recruit Training Command. Every meeting you will bring your issued Blue Folder and Training Plan / Study Guide Booklet.

This material has been broken into five segments. Upon the completion of each segment, a test will be given to ensure he or she has learned the material.

* Before shipping out for Recruit Training Command, Future Sailor MUST turn in all issued study material (blue folder with training plan, study guide, and all inserts).

If a Future Sailor has missed a meeting for whatever reason, they will be responsible for:
- contacting their recruiter the Monday prior to their absence
- completing any and all missing assignments to be turned in the following meeting

Port and Starboard Leaders will collect assignments at the beginning of every meeting and will verify that all work has been completed in their corresponding section. Only then will they give all assignments to the training officer.

Failure to complete and turn in handwritten homework or test failure will result in:
- 2 sets of the assignment that was not completed (Recruit Block Writing) due the following week

Failure to recite General Order or answer Recruiter’s question of choice:
- Write failed General Order or Question/Answer 10 Times (Recruit Block Writing) due the following week

Failure of a Test will result in:
- Restarting the block of which the test is prescribed for
  (example: Failure of Block 1 test will result in starting back at Week 1)
TEST 1

Week 1

11 General Orders of a Sentry
- Handwritten in Recruit Block Writing (All capital letters)

Week 2

Rank/Recognition: Collar/Sleeve of Enlisted
- Handwritten in Recruit Block Writing (All capital letters)

Week 3

Rank/Recognition: Collar/Sleeve of Officers
- Handwritten in Recruit Block Writing (All capital letters)

Week 4

Study for DEP Test 1 (Utilize DEP Study Guide and START Book)
- Enabling Objectives:
  - 11 General Orders of a Sentry
  - Sailor’s Creed
  - Rank/Recognition: Enlisted/Officers (Identify by Text or Image)
  - Anchors Aweigh - Demonstrate
  - Core Values
  - RTC Maxim
  - Military Time (24 hour clock)
  - Phonetic Alphabet
TEST 2

Week 5

Aircraft/Ships - Names, Types, and Purposes
- Handwritten in Recruit Block Writing (All capital letters)
- Summarize key facts from each aircraft/ship with its type/purpose

Week 6

Naval History and Terminology
- Handwritten in Recruit Block Writing (All capital letters)
- Summarize key facts from each event/war in Naval History

Week 7

Military Drill and Etiquette
- Paraphrased and Handwritten in Recruit Block Writing (All capital letters)
- Demonstrate Drills correctly when ordered

Week 8

First Aid
- Handwritten in Recruit Block Writing (All capital letters)

Week 9

Study for DEP Test 2 (Utilize DEP Study Guide and START Book)
- Enabling Objectives:
  - Aircraft - Names, Types, and Purposes
  - Ships - Names, Types, and Purposes
  - Naval History
  - Naval Terminology
  - Military Drill and Etiquette
  - First Aid
TEST 3

Week 10

- Weapons Conditions Q&A
- Force Protection Conditions Q&A
- Weapons Components/Characteristics Q&A
  - Handwritten in Recruit Block Writing (All capital letters)

Week 11

- Use of Deadly Force Q&A
- Code of Conduct
- Law of Armed Conflict
  - Handwritten in Recruit Block Writing (All capital letters)

Week 12

- Study for DEP Test 3 (Utilize DEP Study Guide) – VERBAL
  - Enabling Objectives:
    - Weapons Conditions
    - Force Protection Conditions
    - Weapons Components
    - Weapons Characteristics
    - Use of Deadly Force
    - Code of Conduct
    - Law of Armed Conflict
TEST 4

Week 13
Deck Equipment / Structure of a Ship
- Handwritten in Recruit Block Writing (All capital letters)

Week 14
Basic Line Handling / Signal Flags and Pennants
- Handwritten in Recruit Block Writing (All capital letters)

Week 15
Study for DEP Test 4 (Utilize DEP Study Guide)
- Enabling Objectives:
  - Deck Equipment Terms
  - Structure of a Ship Terms
  - Signal Flags and Pennants
TEST 5

Week 16

Ship Compartment Identification
- Handwritten in Recruit Block Writing (All capital letters)

Week 17

Basic Damage Control
- Handwritten in Recruit Block Writing (All capital letters)

Week 18

Classes of Fire
- Handwritten in Recruit Block Writing (All capital letters)

Week 19

Study for DEP Test 5 (Utilize DEP Study Guide)
- Enabling Objectives:
  - Ship Compartment Identification
  - Basic Damage Control
  - Classes of Fire
11 General Orders of a Sentry
You will be required to quote all of these at random times throughout boot camp.

1. To take charge of this post and all government property in view.

2. To walk my post in a military manner, keeping always on the alert, and observing everything that takes place within sight or hearing.

3. To report all violations of orders I am instructed to enforce.

4. To repeat all calls from posts more distant from the guard house than my own.

5. To quit my post only when properly relieved.

6. To receive, obey and pass on to the sentry who relieves me, all orders from the Commanding Officer, Command Duty Officer, Officer of the Deck, and Officers and Petty Officers of the Watch only.

7. To talk to no one except in the line of duty.

8. To give the alarm in case of fire or disorder.

9. To call the Officer of the Deck in any case not covered by instructions.

10. To salute all officers and all colors and standards not cased.

11. To be especially watchful at night, and, during the time for challenging, to challenge all persons on or near my post and to allow no one to pass without proper authority.

Sailors 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.

RTC Maxim

I will not lie, cheat, or steal - nor tolerate those among us who do.
Officer and Enlisted Insignias (COLLAR)

E-1 Seaman Recruit: Nothing
E-2 Seaman Apprentice: 2 Diagonal Stripes
E-3 Seaman: 3 Diagonal Stripes

E-4 Petty Officer 3rd Class: Perched Eagle 1 Chevron
E-5 Petty Officer 2nd Class: Perched Eagle 2 Chevrons
E-6 Petty Officer 1st Class: Perched Eagle 3 Chevrons

E-7 Chief Petty Officer: Gold Fouled Anchor with a silver superimposed USN
E-8 Senior Chief Petty Officer: Gold Fouled Anchor with a silver superimposed USN and 1 silver star
E-9 Master Chief Petty Officer: Gold Fouled Anchor with a silver superimposed USN and 2 silver stars
E-9 Master Chief Petty Officer of the Navy: Gold Fouled Anchor with a silver superimposed USN and 3 silver stars

W-1 Warrant Officer – 1: 1 Gold Bar with 2 Blue Breaks
W-2 Chief Warrant Officer – 2: 1 Gold Bar with 3 Blue Breaks
W-3 Chief Warrant Officer – 3: 1 Silver Bar with 2 Blue Breaks
W-4 Chief Warrant Officer – 4: 1 Silver Bar with 3 Blue Breaks
W-5 Chief Warrant Officer – 5: 1 Silver Bar divided by 1 vertical Blue Break

O-1 Ensign: 1 gold bar
O-2 Lieutenant Junior Grade: 1 silver bar
O-3 Lieutenant: 2 silver bars
O-4 Lieutenant Commander: 1 Gold Oak Leaf
O-5 Commander: 1 Silver Oak Leaf
O-6 Captain: 1 Silver Spread Eagle

O-7 Rear Admiral (lower): 1 Silver Star
O-8 Rear Admiral (upper): 2 Silver Stars
O-9 Vice Admiral: 3 Silver Stars
O-10 Admiral: 4 Silver Stars
O-11 Fleet Admiral: 5 Silver Stars (in a circle)

Minimum Time to Advance

<table>
<thead>
<tr>
<th>Rank</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-1 Seaman Recruit</td>
<td>0 Months</td>
</tr>
<tr>
<td>E-2 Seaman Apprentice</td>
<td>9 Months</td>
</tr>
<tr>
<td>E-3 Seaman</td>
<td>9 Months</td>
</tr>
<tr>
<td>E-4 Petty Officer Third Class</td>
<td>6 Months + EVAL + Advancement TEST</td>
</tr>
<tr>
<td>E-5 Petty Officer Second Class</td>
<td>12 Months + EVAL + Advancement TEST</td>
</tr>
<tr>
<td>E-6 Petty Officer First Class</td>
<td>36 Months + EVAL + Advancement TEST</td>
</tr>
<tr>
<td>E-7 Chief Petty Officer</td>
<td>36 Months + EVAL + Advancement TEST</td>
</tr>
<tr>
<td>E-8 Senior Chief Petty Officer</td>
<td>36 Months + EVAL + Advancement TEST</td>
</tr>
<tr>
<td>E-9 Master Chief Petty Officer</td>
<td>36 Months + EVAL + Advancement TEST</td>
</tr>
</tbody>
</table>
### Officer and Enlisted Insignias (SLEEVE)

<table>
<thead>
<tr>
<th>E-1</th>
<th>Seaman Recruit:</th>
<th>Nothing</th>
<th>Possibly a specialty mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-2</td>
<td>Seaman Apprentice:</td>
<td>2 Diagonal Stripes</td>
<td>Possibly a specialty mark</td>
</tr>
<tr>
<td>E-3</td>
<td>Seaman:</td>
<td>3 Diagonal Stripes</td>
<td>Possibly a specialty mark</td>
</tr>
</tbody>
</table>

| E-4 | Petty Officer 3\(^{rd}\) Class: | A Perched Eagle | Specialty Mark | 1 Chevron |
| E-5 | Petty Officer 2\(^{nd}\) Class: | A Perched Eagle | Specialty Mark | 2 Chevrons |
| E-6 | Petty Officer 1\(^{st}\) Class: | A Perched Eagle | Specialty Mark | 3 Chevrons |

| E-7 | Chief Petty Officer: | A Perched Eagle, Specialty Mark, 1 Rocker, 3 Chevrons |
| E-8 | Senior Chief Petty Officer: | A Perched Eagle, Specialty Mark, 1 Rocker, 3 Chevrons with 1 Silver Inverted Star |
| E-9 | Master Chief Petty Officer: | A Perched Eagle, Specialty Mark, 1 Rocker, 3 Chevrons with 2 Silver Inverted Stars |
| E-9 | Master Chief Petty Officer of the Navy: | A Perched Eagle, Inverted Gold Star in place of the Specialty Mark, 1 Rocker, 3 Chevrons with 3 Gold Inverted Stars |

| W-1 | Warrant Officer – 1: | |
| W-2 | Chief Warrant Officer – 2: | 1 Gold Stripe with 3 Blue Breaks |
| W-3 | Chief Warrant Officer – 3: | 1 Gold Stripe with 2 Blue Breaks |
| W-4 | Chief Warrant Officer – 4: | 1 Gold Stripe with 1 Blue Break |
| W-5 | Chief Warrant Officer – 5: | 1 Gold Stripe divided by a 1/8” Blue Stripe with 1 Blue Break |

| O-1 | Ensign: | one ½ inch Gold stripe |
| O-2 | Lieutenant Junior Grade: | one ¼ inch Gold stripe and one ½ inch Gold Stripe |
| O-3 | Lieutenant: | two ½ inch Gold stripes |
| O-4 | Lieutenant Commander: | two ½ inch Gold stripes and one ¼ inch Gold stripe |
| O-5 | Commander: | three ½ inch Gold stripes |
| O-6 | Captain: | four ½ inch Gold stripes |

| O-7 | Rear Admiral (lower): | one 2 inch Gold stripe |
| O-8 | Rear Admiral (upper): | one 2 inch Gold stripe and one ½ inch Gold stripe |
| O-9 | Vice Admiral: | one 2 inch Gold stripe and two ½ inch Gold stripes |
| O-10 | Admiral: | one 2 inch Gold stripe and three ½ inch Gold stripes |
| O-11 | Fleet Admiral: | one 2 inch Gold stripe and four ½ inch Gold stripes |
RTC Chain of Command

President (Commander-in-Chief): Mr. Obama
Vice-President: Mr. Biden
Secretary of Defense: Mr. Gates
Secretary of the Navy: Mr. Winter
Chief of Naval Operations: ADM Roughhead
Master Chief Petty Officer of the Navy: MCPON West
Commander of Naval Education and Training Command (CNETC)
Naval Education and Training Command (NETC)
Naval Education and Training Command Force Master Chief Petty Officer Commander, Naval Service Training Command (CNSTC)
Naval Service Training Command, Command Master Chief Petty Officer

Commanding Officer (CO), RTC
Executive Officer (XO), RTC
Command Master Chief Petty Officer (CMC)
Military Training Director (MTD)
Fleet Commander
Fleet Leading Chief Petty Officer
Ship’s Officer
Ship’s Leading Chief Petty Officer
1st Recruit Division Commander (RDC)
2nd Recruit Division Commander (RDC)
3rd Recruit Division Commander (RDC)

Anchors Aweigh (RTC)

Stand Navy out to sea, Fight our battle cries
We’ll never change our course so vicious foe steer shy-y-
Roll out the TNT, Anchors aweigh
Sail on to victory and sink their bones to Davy Jones hooray!

Anchors aweigh, my boys, anchors aweigh
Farewell to foreign shores, We sail at the break of day day day day,
Through our last night ashore, drink to the foam,
Until we meet once more here’s wishing you a happy voyage home!

Oooh rah ___ (Division Number), Go Navy! Smooth Sailing!

Phonetic Alphabet

A: Alpha          B: Bravo          C: Charlie          D: Delta          E: Echo
F: Foxtrot       G: Golf           H: Hotel           I: India          J: Juliet
K: Kilo          L: Lima           M: Mike            N: November       O: Oscar
P: Papa          Q: Quebec         R: Romeo           S: Sierra         T: Tango
Z: Zulu
U.S. NAVY SHIPS AND AIRCRAFT

Surface Combatant Ships
Mission: Varies with the type of combatant ship. The Naval Reserve forces also completely and independently maintain and operate many surface combatant ships. Their missions are the same as their active duty counterpart.

1. Aircraft Carriers
   - Mission: Carry, launch, and retrieve aircraft at sea.
   - CVN - Nuclear Powered

2. Cruisers (CG)
   - Mission: Protect battle groups from surface and air attacks as well as conduct land attacks (G - designates guided missiles)

3. Destroyers (DDG)
   - Mission: Detect and engage enemy submarines, aircraft, and surface ships, conduct land attacks, and perform patrol, search, and rescue operations

4. Frigates (FFG)
   - Mission: Escort other ships to protect them from submarines and perform costal patrols.

5. Littoral Combat (LCS)
   - Mission: perform anti-submarine Escort other ships to protect them from submarines and perform coastal patrols

6. Mine Warfare Ships
   - Mission: clear mines from vital waterways
     - Mine-countermeasures ships (MCM) - find and destroy moored and bottom mines
     - Coastal mine hunters (MHC) - detect and locate highly sophisticated mines

7. Amphibious Ships
   - Mission: land large numbers of personnel, equipment, and supplies on enemy shores
     - General Purpose Amphibious Assault Ships (LHA) - transport and land marine personnel using helicopters, landing craft, and amphibious vehicles
     - Amphibious Assault Ships, multipurpose (LHD)
       - transport and land marine personnel and their equipment using helicopters, landing craft, and amphibious vehicles
       - perform antisubmarine warfare using helicopters
     - Amphibious Transport Docks (LPD) - transport and land personnel and equipment using helicopter and landing craft
     - Dock Landing Ships (LSD) - transport and land:
       - troops and cargo
       - amphibious vehicles
       - landing vehicles including Landing Craft Air Cushion (LCAC)
Submarines
Mission: Varies with the type of submarine

1. Attack Submarines (SSN)
   - Mission: located and destroy enemy ships and submarines, conduct land attacks

2. Ballistic Missile Submarines (SSBN)
   - Mission: Launch ballistic missiles for attacks on enemy land targets

3. Guided Missile Submarines (SSGN)
   - Mission:
     - Located and destroy enemy ships and submarines
     - Launch guided missiles for attacks on enemy land targets

Auxiliary Ships and Military Sealift
Mission: Provide support services for the fleet

1. Submarine Tenders (AS) - service submarines

2. Fast Combat Support Ships (T-AOE, T-AKE) - carry fuel, ammunition, and supplies

3. Salvage Ships (T-ARS) - assist ships in distress and sunken vessels
   - Towing Vessels
   - Performing manned diving operations
U.S. Navy Aircraft Categories

- Fighter - Attack
- Fighter
- Submarine Patrol
- Antisubmarine
- Transport
- Special Electronics/Reconnaissance
- Helicopters

Fighter - Attack (A)
- Intercept, attack and destroy enemy targets ashore and at sea and destroy enemy aircraft and incoming missiles
- Defend ships and ground forces
- Escort attack aircraft during missions into enemy territory

1. F/A-18 Hornet
- By changing external equipment, can serve as either a fighter or attack aircraft (carry bombs)
- Aerial refueling can extend the Hornet’s range

2. AV-8B Harrier
- By changing external equipment, can serve as either a fighter or attack aircraft (carry bombs)

Fighter (F)

Transport (C)
- Transporting personnel and cargo (C - Cargo)
- Aerial refueling of aircraft. (KC - refueling aircraft)

1. C-9B Skytrain - Navy version of civilian passenger airliner
2. C-130 Hercules - one of the most versatile tactical-transport built
3. KC-130 - refuels aircraft in flight
4. C-2A Greyhound - normally used for Carrier Onboard Delivery (COD) - transporting supplies and personnel from land to aircraft carriers

Special Electronics (E) - Reconnaissance

1. E-2C Hawkeye - uses radar for early warning of approaching enemy (Aircraft, Missiles, Ships, Submarines)
2. EA-6B Prowler - Jams enemy radar signals and destroys enemy radars

Helicopter (H)

1. CH-46 Sea Knight - carry personnel and cargo to ships at sea using vertical replenishment (VERTREP)
2. SH-60 Seahawk - antisubmarine warfare and Search and Rescue (SAR)
3. MH-53E Sea Dragon - detect and neutralize submerged naval mines
Aircraft Names and Abbreviations

Fixed Wing

C - Cargo
C-2A - Greyhound - Logistics Aircraft
C-12 - Huron - Logistics Aircraft
C-20 - Gulfstream - Logistics Aircraft
C-21 - Learjet - used to support training
C-26 - Metro III
C-37A - Gulfstream V
C-37B - Gulfstream 550
C-40A - Clipper - Logistics Aircraft
C-130 - Hercules - Logistics Aircraft

E - Electronic Warfare
E-2 - Hawkeye - early warning and control aircraft
E-6B - Mercury - airborne command post
EA-6B - Prowler - electronic warfare aircraft
EP-3E - ARIES II - signals intelligence reconnaissance aircraft

F - Fighter
F-5N/F - Adversary - aircraft
F/A-18C/D - Hornet - strike fighter
F/A-18E/F - Super Hornet - strike fighter

M - Multipurpose
MQ-8B - Fire Scout Unmanned Aerial Vehicle (UAV)

N - Special Test, permanent
NU-1B - Otter - Light Cargo Transport

P - Patrol
P-3C - Orion - Long Range ASW aircraft
P-8A - Poseidon - Multi-mission Maritime Aircraft (MMA)

R - Reconnaissance
RQ-2A - Pioneer - Unmanned Aerial Vehicle (UAV)
RQ-8A - Fire Scout Unmanned Aerial Vehicle (UAV)

T - Trainer
T-6A - Texan II - Turboprop Trainer
T-34C - Turbomentor - Training Aircraft
T-38 - Talon - Supersonic Trainer
T-39D/N/G - Sabreliner - Radar-Navigational Training Aircraft
T-45A - Goshawk - Training Aircraft

U - Utility
U-6A - Beaver All-Purpose Utility Transport
Aircraft Names and Abbreviations

Rotary Wing

A - Attack
AH-1W - Cobra
AH-1Z - Viper

C - Cargo
CH-53D - Sea Stallion

H - Rescue (Help)
HH-1N - Iroquois - shore-based search and rescue duties
HH-60H - Rescue Hawk - search and rescue (SAR) missions

M - Multi-role
MH-53E - Sea Dragon - anti-mine warfare, shipboard delivery, transport and assault support - derived from Sea Stallion
MH-60R/S - Seahawk/Knighthawk - multi-mission rotary
MH-22B - Osprey - multi-mission rotary/fixed hybrid by USMC

S - Anti-Submarine Warfare
SH-60B/F - Seahawk - submarine-hunter

T - Trainer
TH-6B - United States Naval Test Pilot School’s test pilot training aircraft - derived from the MD-369H
TH-57 - Sea Ranger - primarily used for training

U - Utility
UH-1N - Iroquois - USMC utility helicopter
UH-1Y - Venom - USMC utility helicopter
UH-3H - Sea King - utility helicopter

V - VIP Transport
VH-3D - Sea King - executive transport mission for the President of the United States
VH-60N - Night Hawk - supports the executive transport mission for the President of the United States
U.S. NAVAL HISTORY

Birth Certificate of the Navy
This prosaic language, drafted on 13 October 1775 by the Continental Congress, constitutes the Navy’s “birth certificate.” Resolved, that a swift sailing vessel, to carry ten carriage guns, and a proportionable number of swivels, with eighty men, be fitted, with all possible dispatch for a cruise of three months, and that the commander be instructed to cruise eastward, for intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct...Resolved, that another vessel be fitted out for the same purposes.

The Birth of the United States Navy
Meeting in Philadelphia, the Continental Congress adopted the original legislation out of which the Continental Navy grew. Within a few days of that vote, Congress established a Naval Committee, which directed the purchasing, outfitting, manning and operations of the first ships of the new Navy, drafted naval legislation, and prepared rules and regulations to govern the Navy’s conduct and internal administration.

The Birthplace of the Navy
At least half a dozen places claim the title “birthplace of the Navy.” Machias, ME, points to the seizing of the Royal Navy schooner Margaretta by a small sloop armed with woodsmen on 12 June 1775. Whitehall, NY, proudly affirms the army’s fleet on Lake Champlain under Benedict Arnold as our first Navy. Beverly and Marblehead, MA, manned the small fleet of schooners employed by George Washington in 1775. Providence, RI, was the site of the first call for the establishment of a Navy. But perhaps the best claim for birthplace of the Navy belongs to Philadelphia, PA. It was here that the Continental Congress passed the first national naval legislation, and Philadelphia was the port where the purchase and outfitting of the first four vessels of the Continental Navy took place.

The Revolutionary War
During the war, the Navy’s squadrons and cruisers seized enemy supplies and carried correspondence and diplomats to Europe, returning with needed munitions. They took nearly two hundred British vessels as prizes, some off the British Isles themselves, contributing to the demoralization of the enemy. A notable triumph during the war was the capture of the British sloop of war Drake by Captain John Paul Jones’ Ranger in April 1778. Jones gained international notoriety for his operations against the British in the North Sea and his raids against the coast of Great Britain itself!

War of 1812
Despite the powerful Royal Navy’s close blockade of the American coast, a number of U.S. warships were able to slip through the blockaders to take their toll of enemy naval and merchant ships. The U.S. Navy won several courageous victories in ship-to-ship actions; the most memorable by Captain Isaac Hull in USS Constitution (“Old Ironsides”) over HMS Guerriere. USS Constitution, commissioned 21 October 1797, is one of the world’s oldest commissioned warships.

Civil War 1861-1865
The Union Navy blockaded some three thousand miles of Confederate coast from Virginia to Texas in a mammoth effort to cut off supplies, destroy the Southern economy and discourage foreign intervention. Although Confederate forces fought valiantly throughout the war, control of the sea by the Union Navy isolated the South and gave Northern military forces the added dimension of mobility which sea power provides.

Admiral David G. Farragut was the first American to be promoted to the rank of Rear Admiral in the U.S. Navy. His promotion was a reward for the successful capture of New Orleans, but he is best remembered for his aggressiveness at Mobile Bay, where he supposedly said, “Damn the torpedoes, full speed ahead.”

World War I 1917-1918
After American entry, the outcome hinged upon a steady flow of troops and supplies across the ocean to the battlefields of France. A vast convoy system of merchant ships, destroyers and cruisers went into operation and dramatically reduced ship losses. Naval aircraft, flying from European bases, aided in the antisubmarine effort. Large U.S. Navy minelayers laid some 60,000 mines in the great North Sea mine barrier designed to deny German submarines access to the open sea. In the final analysis, control of the sea approaches to Europe made victory possible.

World War II – Asian-Pacific Theater 1941-1945
As the Japanese drove south to seize territory in the Philippines, Southeast Asia and Indonesia, the few United States and Allied warships available offered valiant resistance against overwhelming odds. The decisive Battle of Midway provided the turning point in the war. In the amphibious
assault and defense of Guadalcanal, at sea and ashore, the advance of Japan into the South Pacific was halted. Step-by-step amphibious operations were launched from the South Pacific arena and westward through the mid-Pacific by Admiral Nimitz, and northward from the Southwest Pacific by joint forces under General MacArthur. Admiral Nimitz was advanced to the position of Fleet Admiral in 1944. Nimitz’s accomplished planning of strategy and willingness to employ bold tactics were largely responsible for the successes of the U.S. Navy in the Pacific theater during the war. He served as Chief of Naval Operations from December 1945 to December 1947, when he retired.

**World War II – European Campaigns**
The Battle of the Atlantic saw the life-and-death struggle against the German submarine offensive to choke off the sea passage between the U.S. and Europe. Had the U-boats succeeded in halting the waterborne movement of men and materials, Nazi Germany would have emerged victorious. D-Day, the most massive amphibious operation in history, was 6 June 1944. Preceded by naval bombardment, the clearing of obstacles and mines, the Allied Expeditionary Force embarked in thousands of ships and craft at British staging areas, crossed the channel and stormed ashore in Normandy, France.

**Cold War with the Soviet Union 1945-1990**
At the end of World War II, the Soviet Union adopted an aggressive expansionist foreign policy. Determined to extend its influence, it dropped an “iron curtain” across Eastern Europe. During this period, the Navy enforced the United States government’s foreign policy of containing the Soviet threat. The Navy continued its traditional role as the nation’s seaward, first line of defense in preventing an attack on the U.S. and its allies.

**The Korean Conflict 1950-1953**
Initially, during the Korean Conflict, the Seventh Fleet entered the Formosa Strait to secure it from potential use as an invasion route into Taiwan. Because of limited range, Air Force jets stationed in Japan could not attack targets in Korea. The bulk of this attack was carried out by carrier-based naval aircraft. In addition to carrying out the daring amphibious landing at Inchon that nearly turned the tide of the Korean Conflict, the Navy provided shore bombardment; carrier strikes against bridges, supply depots and transportation; close air support for ground troops; amphibious landings and evacuations and logistical support for the Army. These actions proved that the Navy’s mission had become even more valuable in the post-World War II era.

**The Vietnam War 1959-1973**
The U.S. Navy’s contribution to the effort to defend the Republic of Vietnam was of heroic proportions. Some two million U.S. naval personnel served their country in Southeast Asia. As expected, the Navy fulfilled its traditional role as protector and securer of the sea. Naval aviators played a key role in the massive bombing runs over the Ho Chi Minh Trail. Navy personnel also played less traditional roles. SEAL (Sea, Air, Land) Teams conducted operations against Viet throughout Vietnam used as supply lines for the Viet Cong were patrolled and interdicted. Various naval units were combined to combat infiltration from Cambodia, control vital Delta waterways and bring the fight to the enemy in his own backyard.

**Persian Gulf War [Desert Shield and Desert Storm] 1990-1991**
In response to the invasion of Kuwait by Iraqi ground forces on 2 August 1990, the U.S. Navy provided the largest, fastest strategic sealift in history. Over 240 ships carried more than 9.15 million tons of equipment and supplies to the forces of the Desert Shield and Desert Storm operations. More than 90% of materiel to support the campaign and the majority of medical assets in the early months were provided by the Navy. The U.S. Navy interdicted Iraqi seaborne trade, cut enemy resupply lines and ultimately dampened the enemy’s will to fight by severely disrupting Iraq’s economic health. Thanks to the Navy’s unchallenged control of the sea lanes, the forces of Saddam Hussein were defeated a mere seven months after the invasion of Kuwait.

A small craft approached the port side of the destroyer, in which an explosion occurred, putting a 40-by-40-foot gash in the ship's port side. It was speculated at the time that over 1,000 pounds of explosive were used. The blast hit the ship's galley, where crew were lining up for lunch. Seventeen sailors were killed and thirty-nine others were injured in the blast. The attack was the deadliest against a U.S. Naval vessel since the Iraqi attack on the USS Stark (FFG-31) on May 17, 1987.

**War on Terrorism (2001-Present)**
U.S. NAVAL TERMINOLOGY

adrift: Loose from moorings and out of control (applied to anything lost, out of hand, or left lying about)
aft-end: Near or toward the stern of the vessel
all hands: The entire ship’s company, both officer and enlisted
allotment: An amount of money a member has coming out of his regular pay
aye-aye: Reply to an order or command meaning “I understand and will comply”
barracks: Building where Sailors live
below: Downstairs
brightwork: Brass or shiny metal kept polished rather than painted
bunk or rack: Bed
buoy: An anchored float used as an aid to navigation or to mark the location of an object
carry on: An order to resume work or duties
cast off: To throw off; to let go; to unfurl
chain locker: Compartment in which anchor chain is stowed
chit, chit book: Coupon or receipt book
chow hall (mess deck): Place to eat
colors: Raising or lowering of a national flag, Ceremonies held at 0800 and sunset for hoisting and hauling down the national ensign
deep six: To dispose of by throwing over the side
ensign: National flag; commissioned officer between the rank of Chief Warrant Officer and Lieutenant Junior Grade
fast: Snugly secured
fathom: A unit of length (equal to 6 feet) used for measuring the depth of water
flag officer: Any commissioned officer in paygrade O-7 or above
galley: Kitchen
gangway: An opening in a bulwark or lifeline that provides access to a brow or accommodation ladder; an order meaning to clear the way
gear locker: Storage room
geedunk: Candy, gum or cafeteria
general quarters: Battle stations
liberty: Permission to leave the base (usually for not more than 48 hours)
lifeline: Lines erected around the weatherdecks of a ship to prevent personnel from falling or being washed over the side
overhead: Ceiling
passageway: Hallway
quarters: Assembling of all hands for muster, instruction, and inspection
rating: A job specialty title
reveille: Wake up, start a new day
scullery: Place to wash dishes
scuttlebutt: Drinking fountain; a rumor
secure: Lock, put away or stop work
sickbay: Hospital or Medical clinic
swab: Mop
taps: Time to sleep, end of day
tattoo: Five minutes before taps
topside: Upstairs
turn to: Begin work
working aloft: Working above the highest deck; generally performing maintenance on the ship’s mast
Attention:
At Attention, you stand straight with your heels together. Your feet will form a 45-degree angle and your head and body will be erect, hips and shoulders level, and your chest will be lifted. Your arms will hang naturally with your thumbs aligned with the seam of your trousers or skirt. Your legs will be straight, but do not lock your knees. Your head and eyes should be directed forward. Your mouth should be closed and your chin should be tucked in slightly.

Parade Rest
The command “Parade Rest” is only given when the formation is at attention. In a single movement, bring your left foot out to shoulder width and join your hands, right over left, palms facing away from your body, at the small of your back.

At Ease
When given the command “At Ease” you may relax and move about. While at ease your right foot must remain in place. While in this position you are not allowed to talk.

Fall Out
This command is not the same as Dismissed. “Fall Out” means you are free to break ranks, but you must remain nearby. When given the command “Fall In” return to your place in ranks and come to Attention.

Uncover
Some ceremonies and inspections will require you to remove your cover. The command “Uncover Two” is used to direct this action. When you hear the command “Uncover”, raise your hand as you would during the hand salute but grab the brim of your cover instead of touching your forehead. When you hear the command “Two” lift your hat a bit to avoid messing up your hair and then return your hand to your side in a direct manner. On the command “Cover”, grasp your hat with both hands and place it firmly on your head. Drop your left hand, leaving your right hand holding the brim of the cover until you hear the command “Two”. You may now drop your right hand to your side.

Right or Left Face
Command: “Right (left) Face”. At the command “Face” slightly raise the left heel and right toe. Face the right, turning on the right heel, putting pressure on the ball of the foot and holding the left leg straight. Then place the left foot smartly beside the right one.

About Face
Command: “About Face”. At the command, place the toe of the right foot about half-foot to the rear and slightly to the left of the left heel without moving the left foot. Put the weight of the body mainly on the heel of the left foot, right leg straight. Then turn to the rear, moving to the right on the left heel and the ball of the right foot. Place the right heel beside the left to complete the movement.

Alignment
The leader has the choice of two commands when he or she wants the members to align themselves with each other. The first, “Dress Right, Dress” (normal interval) aligns members at arm’s length while the second, “At a Close Interval, Dress Right, Dress” cuts the distance between members in half.

Dress Right, Dress
On the command “Dress Right, Dress”, all division members except the right flank member turn their heads and look and align themselves to the right. At the same time, each division member except the flank member lifts their arm shoulder high (normal interval), or places their left hand on their hip (close interval). The right flank member holds position (stands fast) and looks to the front. The other division members use the right flank member as a guide and take short steps as necessary to align themselves and to achieve the proper interval. Once the alignment is complete, division
members hold their position until the “Ready, Front” command is given. At this time, division members snap back to the Attention position.

Hand Salute

A custom is a long established practice that carries the force of law. Courtesies are acts, or words, that express consideration and respect for another person. The salute is one of the required acts of military courtesy. The salute shows respect and is a sign of comradeship. There are several types of salutes, including the gun salute and rifle salute, but the most common, and possibly the most important is the hand salute.

Raise the right hand and bend your arm at the elbow, until the tip of your forefingers touches the lower part of your cover or forehead just above and to the right of your right eye. Fingers are extended and aligned with the thumb. With the elbow slightly in front of your body, your upper arm should be parallel with the deck or ground. The hand and wrist must be held in a straight line and the forearm should be at a 45-degree angle. Returning the arm to its normal position at your side completes the salute. This motion is done in one sharp, clean motion.

When saluting you should:

Salute properly and smartly. Avoid saluting in a casual or perfunctory manner. A sharp salute is a mark of a sharp Sailor. Always use your right hand. Use your left hand only if your right hand is injured. Use your left hand to carry objects and leave your right hand free to salute.

Accompany your salute with a cheerful greeting, e.g., “Good morning, Sir,” “Good afternoon, Commander Howington,” “Good evening, Chaplain Dory.” Always salute from the position of attention. If you are walking, you need not stop, but hold yourself erect and square. If double timing, slow to a walk when saluting. Look directly into the officer’s eyes as you salute. Salute all officers who are close enough to be recognized as officers.

Quarterdeck:

The designated location and ceremonial site where the Officer of the Deck Inport maintains the watch. It is that area on the ship where Sailors or visitors actually board and depart the ship.

Watch standing is an integral part of the military and it is taken very seriously. Watch standers not only keep areas secure from intruders, they are also the first line of defense in disasters. Without properly trained watch personnel, good discipline and order cannot be maintained. It is everyone’s responsibility to understand the duties and responsibilities of all watch personnel.

Watch Stander Duties and Responsibilities:

a. Always be in the proper uniform for standing watch on the Quarterdeck. The proper uniform is always published in the Plan of the Day.

b. When relieving the watch, arrive no later than 15 minutes before the scheduled start of the watch. After receiving any information from the previous watch, exchange salutes with your relief.

c. When an enlisted Sailor in uniform crosses the Quarterdeck when arriving, they must salute the National Ensign located at the stern of the ship, then salute the Officer of the Deck and “Request permission to come aboard.”

d. When an enlisted Sailor in uniform crosses the Quarterdeck to depart, they must salute the senior watch stander, and “Request permission to go ashore.”

e. When an officer is crossing the Quarterdeck they will follow the same procedures as the Sailor. However, they “have permission to (come aboard/go ashore).”

f. When not in uniform, everyone will come to attention, face the National Ensign without saluting, then face the Officer of the Deck and appropriately “request permission” depending on whether they are arriving or departing.

g. Render honors to all Commanding Officers and above as they cross the Quarterdeck. All Commanding Officers shall receive 4 bells and are announced by the name of their unit and the word “Arriving” or “Departing”. For example, if the CO of the Comstock arrived, he would have 4 bells rung and then be announced as “Comstock, Arriving”.


First Aid

Purposes of First Aid
- Save life
- Prevent further injury - you must know what to do, and what not to do
- Prevent/Minimize Infection

Primary Objectives to Maintain
- Airway
- Breathing
- Circulation

General Rules of First Aid
- Remain calm
- Examine entire body
  - remove only enough clothing to determine the extend of injury
  - ensure the person do NOT become chilled
- Shout “help” and send for medical help immediately
- Be confident and reassuring. It is important to keep patient calm
- Keep victim lying down - head should be level with body when victim is:
  - vomiting/bleeding from the mouth - turn head to side to prevent aspiration
  - Aspiration - inhalation of blood, vomit, or water into lungs
  - shortness of breath - place in sitting or semi-sitting position to make breathing easier
  - suffering from shock - place on back with feet elevated higher than hear to maintain blood volume/pressure to heart
- Prevent Further Injury - do not move victim unless necessary
- Do NOT allow patient to see injury - can increase shock
- Do NOT touch open wounds or burns
- Do NOT give an unconscious person anything by mouth - prevent choking and aspiration
- Use extreme care and caution when treating a suspected fracture
  - immobilize broken or suspected broken bones before moving victim
  - do NOT attempt to set fractures (broken bones); may prevent further injury
- Transport the victim with FEET FIRST down ladders and HEAD FIRST up ladders
  - Stokes Stretcher - transfer victims from boats or ships
  - Miller Board - vertically move victims
  - Spine Board - immobilize victims with possible spinal injury
  - Army Litter - transports battle casualties
- Keep victim comfortably warm to alleviate or reduce shock

Three Primary Tasks of First Aid
- Maintain Breathing
- Stop Bleeding
- Prevent or Reduce Shock
Types of Bleeding
- **Arterial** - bright in appearance - spurts from wound
- **Venous** - dark red/maroon in appearance - flows steadily from wound
- **Capillary** - bright red/maroon - oozes from wound

Controlling Bleeding
- **Direct Pressure**
  - **Pressure Points** - application of pressure where a main artery lies near the skin surface and over a bone or firm tissue
  - **Elevation** - raise injured area above heart, use stable object
- **Tourniquet**
  - Use of a tourniquet is dangerous, can cause tissue injury or loss of injured limb
  - Used only in cases of partial or complete severing of arms, legs, or when bleeding is uncontrollable

Skins Wounds
- **Incision** - smooth with little damage to surrounding skin - knife, razor, glass
- **Laceration** - skin is torn rather than cut, blunt force - tire iron, bat
- **Puncture** - skin is pierced by a pointed object - bullet, nail, knife
- **Abrasion** - skin is rubbed or scraped off
- **Avulsion** - skin is torn loose or left hanging as a flap - lawn mowers, machines

Bone and Muscle Injuries
- **Open Fractures** - bone is protruding through the skin
- **Closed Fractures** - bone is NOT protruding through the skin
- **Strain** - stretched or torn muscle
- **Sprain** - stretched or torn ligaments and tendons
- **Dislocation** - bone is forcibly removed from joint

Burn Injuries
- **First-degree** - minor redness, mild pain and swelling, increased warmth
- **Second-degree** - skin is red, mottled (different colors), and blistered.
- **Third-degree** - destruction of nerve endings, may appear charred or white

Heat Injuries
- **Heat Cramps** - muscle pain and spasm due to exertion - hot, sweaty skin
- **Heat Exhaustion** - nausea - cool, pale and moist skin - pupils dilated
- **Heat Stroke** - skin is hot, dry, reddish, and flushed - constricted pupils

Freezing Injuries
- **Superficial Frostbite** - skin reddening, pain, numbness, white/bluish white, skin WILL move over bony ridges
- **Deep Frostbite** - same as Superficial Frostbite, but skin will NOT move over bony ridges
Weapons Conditions

1. Describe a 9mm pistol in condition 1. Magazine inserted, round chambered, slide forward, safety on.
2. Describe a 9mm pistol in condition 2. This condition does not apply to the 9mm pistol.
3. Describe a 9mm pistol in condition 3. Magazine inserted, chamber empty, slide forward, safety on.
4. Describe a 9mm pistol in condition 4. Magazine removed, chamber empty, slide forward, safety on.
5. What weapons condition does not apply to the 9mm pistol? Condition 2
6. When do you take the weapon off safety? When ready to fire
7. Where is the magazine located in Condition 3? Inserted into the pistol
8. Where is the magazine located in Condition 4? Removed from the weapon
9. Describe a “Clear and Safe” weapon. Slide locked to the rear, no magazine inserted, no round in chamber, safety on.
10. What is a hangfire? Delay in the explosion of the charge after the trigger is pulled.
11. What is a misfire? Failure of a round to fire after the trigger is pulled.

Components

1. How many rounds can the 9mm pistol’s magazine hold? 15 rounds
2. What component is used to release the magazine from the pistol? Magazine release button
3. What two components are aligned to aim the pistol? The front and rear sights
4. What component fires a round when squeezed? The trigger
5. What’s the function of the trigger? To fire a round when squeezed
6. What’s the function of the slide stop? To hold the slide to the rear after the last round is fired
7. What component provides for proper placement of the hands on the pistol? The pistol grip
8. What’s the function of the hammer? Drop to fire a round when the trigger is squeezed.
9. What component ejects the empty cartridge after firing? The slide assembly
10. What component reloads a new round after firing? The slide assembly
11. What component is used to place the weapon on safe? Decocking Safety Lever
12. What component prevents the trigger from accidentally being squeezed? Trigger guard
13. What are the two sights on the 9mm pistol? The front and rear sights

Characteristics

1. What is the maximum effective range of the 9mm pistol? 55 yards
2. How much does the 9mm pistol weigh? Approximately 2.5 pounds

Force Protection Conditions

1. What is THREATCON ALPHA set? When a possible terrorist threat is present
2. When is THREATCON BRAVO set? When a predictable terrorist threat is present
3. When is THREATCON CHARLIE set? When an imminent terrorist threat exists
4. When is THREATCON DELTA set? When a terrorist attack has occurred in the immediate area.
5. What are the four THREATCONs? Alpha, Bravo, Charlie, Delta
**Use of Deadly Force**

1. **When may excessive force be used?** Excessive force may never be used
2. **What is deadly force?** Force that a person uses causing death or serious bodily harm
3. **Under the Use of Force Continuum, how much force is authorized?** Only the minimum force necessary to compel compliance.

4. **Name one circumstance when the use of deadly force is authorized:**
   a. Self defense and the defense of others
   b. Defense of assets involving national security
   c. Defense of assets inherently dangerous to others
   d. To prevent serious offenses against persons
   e. Escape

5. **Name one indicator of hostile intent:**
   a. Presentation of a weapon
   b. Raising a weapon to the firing position
   c. Disregarding verbal commands to halt
   d. Failure to turn away when ordered
   e. Threatening posture
   f. High speed run toward a post
   g. Penetrating the barrier plan

6. **Are warning shots authorized when considering deadly force?** Warning shots are not authorized
Conduct During Armed Conflict

Code of Conduct

**Article I:** I am an American, fighting in the armed forces which guard my country and our way of life. I am prepared to give my life in their defense.

**Article II:** I will never surrender of my own free will. If in command I will never surrender the members of my command while they still have the means to resist.

**Article III:** If I am captured, I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.

**Article IV:** If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information nor take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

**Article V:** When questioned, should I become a prisoner of war, I am required to give name, rank, service, number, and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

**Article VI:** I will never forget that I am an American, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.

Law of Armed Conflict

**Lawful Combatant** - authorized by government authority to engage in hostilities (military)

**Noncombatant** - not authorized by government authorities to engage in hostilities (civilian)

**Unlawful Combatant** - directly participate in hostilities without being authorized by governmental authority to do so (insurgents)

1. Fight only enemy combatants; safeguard noncombatants when possible.
2. Destroy no more than the mission requires.
3. Treat all civilians humanely and respect their property; do not attack.
4. Collect and care for sick or wounded, be they friend or foe, land or sea.
5. Do not attack enemy armed forces that surrender. Disarm them and turn over to your superiors.
6. Prisoners of War (POW) are to be treated fairly and protected against violence.
7. Protect and respect chaplains, medical personnel, medical facilities, and medical transportation.
8. Attempt to prevent any violations of these rules.
Deck Equipment

**Pier:** a structure extending from land out into the water that provides a mooring for ships

**Mooring Lines:** used to secure a ship to a pier or another ship

**Bollard:** post on the pier, over which the ship’s mooring line is placed

**Bitts:** a pair of metal posts on the deck of the ship; used mainly to belay (secure) the mooring lines

**Chocks:** fittings on the deck of the ship, through which mooring lines are led
  - **Open:** open at the top
  - **Closed:** closed by an arch of metal across the top
  - **Roller:** contains rollers to reduce friction

**Rat Guards:** metal disks that are secured to a mooring line to prevent rats from traveling over the mooring lines and onto the ship

**Cleats:** pair of projecting horns used for belaying line or wire

**Fenders:** cushioning devices used to prevent contact between the ship and pier or another ship

**Lifelines:** used to prevent personnel from falling overboard

**Anchor:** a device, dropped by chain, used to prevent or restrict the motion of the ship (weight may vary from 30 pounds to 30 tons)

**Hawsepipe:** guides the anchor chain through the deck and out the side of the ship

**Anchor Chain:** metal links that connect the anchor to the ship
  - Links are connected to make up a ‘shot’ of chain. A standard shot is fifteen fathoms long (fathom = 6 feet)
  - As a warning when an anchor is dropped, the next to last shot is painted yellow, the last shot is painted red

**Anchor Windlass:** a mechanical system used to raise the ship’s anchor and to handle lines or wires - the **Wildcat:** engages the links of the anchor chain
  - **Vertical:** used on combat ships, has capstan for handling lines/wires
  - **Horizontal:** has gypsy heads for handling lines/wires

**Brow:** a ramp between ships or between a ship and a pier, that gives personnel access to the ship

**Accommodation Ladder:** a flight of steps rigged and lowered from a ship to provide access to a small boat or pier

Ship Structure

**Hull:** the outer skin of the ship

**Keel:** backbone of the ship’s hull

**Main Weather Deck:** any deck exposed to the elements

**Fantail:** the after end of the main deck

**Forecastle:** pronounced ‘FOHKSUL’ - the forward end of the main deck

**Bridge:** a space in the ship’s superstructure from where personnel command the ship - also the underway watch station for the officer of the deck

**Bow:** the forward most part of the ship

**Stern:** the after most part of the ship

**Centerline:** an imaginary running down the middle of the ship from bow to stern

**Port:** left of the centerline when facing forward

**Starboard:** right of the centerline when facing forward

**Outboard:** toward the side of the ship  
**Inboard:** toward the inside of the ship

**Waterline:** the water level along the hull of the ship

**Freeboard:** the distance from the waterline to the weather deck

**Draft:** the distance from the keel to the waterline.

**Trim:** difference between the fore and aft draft

**List:** Port or starboard incline of a vessel; the ship leans to one side
Basic Line Handling

Coil Down: laying the line up in circles, roughly one on top of the other
Fake Down: laying the line out in long, flat bights, one alongside the other
Flemish Down: lay circles of line on the deck, tight spiral
Alongside: by the side of a pier or ship
Anchorage: an area designated to be used by ships for anchoring
Anchors Aweigh: when the ship’s anchors are clear of the bottom and the ship bears the weight of the anchor
Chafing Gear: material used to protect a line from excessive wear
Single Up: single sections of line between the ship and the pier
Dip the Eye: mooring lines are placed over the same bollard; the second line is led up through the eye of the first; allows either line to be cast off without disturbing the other
Double Up: double sections of line between the ship and pier
Belay: to secure a line to a fixed point, such as a cleat
Cast Off: an order to let go, or throw off, mooring lines from a bollard
Check: to ease out just enough line to prevent it from parting under strain
Heave Around: to pull in a line
Avast: stop; as in “avast heaving around” – stop pulling in line
Heave: to throw
Heaving Line: a small line with an orange ball at one end
Pay Out: to feed out or lengthen a line
Slack: to allow a line to run out
Bird’s Nest: excess mooring line is wrapped around the bitts to prevent trip hazards and surface abrasion of the line

Signal Flags and Pennants

Used to visually communicate messages to other ships and small boats. Aboard ship, signal flags and pennants are flown on flag hoists using lightweight lines called halyars.

Alfa: diver in the water; keep well clear, travel at low speeds — WHITE AND BLUE
Bravo: taking in, discharging, or handling dangerous materials — ALL RED
Foxtrot: flight operations in progress — fixed wing aircraft
Hotel: flight operations in progress — helicopter
India: in port or at anchor, preparing to come alongside
Kilo: men working aloft; all radars/radio antennas in the vicinity are secured
Oscar: man overboard; all personnel muster with their divisions — RED/YELLOW
Papa: general recall; all personnel return to the ship
Quebec: boat recall; all small boats return to ship
Romeo: at sea, flown by a ship preparing to replenish
Third Substitution: captain is not aboard
Union Jack: commissioned ship is not underway; stared blue flag on jack staff
Ship Compartment Identification

The means of locating spaces aboard ship; like an address

- Made up of FOUR parts:

First - DECK or LEVEL on which the compartment is located
- Decks are numbered from the main deck (1st deck) to the keel (bottom)
- Each deck above the main deck is a ‘level’
  - the levels of a ship are preceded with a zero
  - the first level above the main deck is “01”; the numbers then go upward: 02, 03, 04, etc

Second - forward-most frame in the compartment
- ships are built with frames (metal ribs) to support the ship’s structure
- frames divide the ship and extend port to starboard
- frame “1” is at the bow of the ship
- frame numbers increase consecutively moving toward the stern

Third - compartment’s relation to the ship’s centerline
- Centerline - an imaginary lengthwise line through the center of the ship
  - If a compartment is:
    - On the **centerline**: its number will be **zero**
    - **Port** of the centerline: it will be identified by an **even** number starting from the centerline toward the outside, increasing: 2, 4, 6
    - **Starboard** of the centerline: it will be identified by an odd number starting from the centerline toward the outside, increasing: 1, 3, 5

Fourth - compartment’s primary use
- A: Storage Space
- E: Engineering Space
- F: Fuel oil / Lube oil Stowage Space
- L: Living Space
- M: Magazine/Ammunition Space
- Q: Miscellaneous Spaces

EXAMPLES:

**03-75-0-L**
Third Level - Frame Seventy-Five - Centerline - Living Space

**2-63-1-A**
Second Deck - Frame Sixty-Three - Starboard to centerline - Storage Space

**5-2-6-E**
Fifth Deck - Frame two - Port to centerline - Engineering Space
Basic Damage Control

Purpose of Damage Control
- Maintain damage control charts
- Ensure the proper material condition of readiness is set and maintained
- When there is damage to the ship, determines the ship’s condition

Three Basic Material Conditions of Readiness

X-Ray
- Black Letter “X”
- Set when a ship is in no danger of attack such as in well-protected harbors or when in homeport during normal working hours
- Provides the LEAST protection against fire and flooding
- Allows MAXIMUM freedom of personnel movement
- All closures marked by an “X” are secured

Yoke
- Black Letter “Y”
- Set when the ship is underway (at sea) and in port after normal working hours
- When set, all closures marked by an “X” or “Y” are secured.

Zebra
- Red Letter “Z”
- Set for GENERAL QUARTERS (Battle Stations)
- Provides MAXIMUM protection for ship and personnel
- When set, all closures marked by an “X” “Y” and “Z” are secured.

Special Classifications

Circle X-Ray / Circle Yoke
- Black “X” or “Y” in black circle
- Close when conditions X-Ray or Yoke are set, may only be opened when going to/from Battle Stations, inspecting equipment, moving ammunition

Circle Zebra
- Red “Z” in a red circle
- Close when condition Zebra is set, may only be opened with Commanding Officer’s permission for preparing/distributing battle rations and a limited use of sanitary facilities - must have a watch-stander by an open Circle Zebra

Dog Zebra
- Red “Z” in a black “D”
- Close when Zebra is set, used during “Darken Ship” to prevent light from escaping the ship at nighttime.

William
- Black “W”
- Attached to VITAL system fittings which must be open at all times, secured to isolated portions of the ship, repair equipment

Circle William
- Black “W” in a black circle
- Attached to VENTILATION systems, normally kept open except during a Chemical, Biological, and Radiological (CBR) attack.
Fire Chemistry

Fire Triangle - the following requirements must exist for fire to occur:
- OXYGEN – from the air in the earth’s atmosphere
- FUEL – any substance that will burn
- HEAT – at a high enough temperature to cause fuel to burn
- UNINHIBITED CHAIN REACTION

Fire Tetrahedron – a chemical reaction between OXYGEN, FUEL, and HEAT must occur to have a fire

Classes of Fire

Class ALPHA Fire
- Solids (wood, paper, cloth)
- Smoke: White
- Extinguishing Agents:
  - Water (applied as a fog or solid stream)
  - Aqueous Film Forming Foam (AFFF) – forms liquid foam blanket creating a vapor-tight seal over fire smothering oxygen supply
  - Carbon dioxide (CO2) – displaces oxygen, effective in small spaces

Class BRAVO Fire
- Liquids (oil, diesel fuel, gasoline)
- Gases (acetylene, propane)
- Smoke: Heavy Black
- Extinguishing Agents:
  - Aqueous Film Forming Foam (AFFF)
  - Potassium bicarbonate (PKP) – interrupts chemical reaction, effective on small fires
  - Water – Water Fog or Straight stream
  - Halon 1301 – colorless, odorless gas, interrupts chemical reaction
  - Carbon dioxide (CO2)
  - Aqueous Potassium Carbonate (APC) – used in galley for burning cooking oil and grease, soap-like solution, smothers fire, PREVENTS REFLASH
  - Secure fuel source – secure the fire by ending the original source

Class CHARLIE Fire
- Electrical
- Smoke: Blue – Sparks/Arcs
- Extinguishing Agents:
  - Carbon dioxide (CO2)
  - Water Fog
  - Potassium bicarbonate (PKP) – use only as LAST RESORT, will CORRODE electrical equipment

Class DELTA Fire
- Combustible/Hazardous materials (Magnesium – aircraft landing gear, wheels, engine parts)
- Extinguishing Agents:
  - Jettison (throw overboard) or Deep Six
  - Water fog – NEVER use a solid stream of water on a Class DELTA fire, because burning magnesium will break down into basic elements (Hydrogen and Oxygen) and cause an EXPLOSION
Delayed Entry Program Personal Qualification Standards – DEP PQS

1. DEP Responsibilities
   a. Define the mission of the Navy.
   b. Recite the eleven general orders of a sentry.
   c. Recite the Sailor’s Creed.
   d. Recite the RTC Maxim.
   e. Explain the program for which you enlisted.
   f. Explain your responsibilities to your recruiter.
   g. How many times are you required to contact your recruiter?
   h. Explain your conduct while in the DEP.

2. Navy Core Values
   a. Define Honor.
   b. Define Courage.
   c. Define Commitment.

3. Code of Ethics
   a. Explain the Navy’s Policy on Alcohol use.
   b. Explain the Navy’s Drug Policy.
   c. Explain the Navy’s Sexual Harassment Policy.
   d. Explain Fraternization (While in DEP & Boot Camp).
   e. Explain your recruiter’s prohibited practices.

4. RTC Chain of Command
   a. Discuss the RTC Chain of Command. b. Responsibilities of each.

5. Physical Readiness Program
   a. How many fitness tests will you receive at RTC?
   b. What is the maximum body fat percentage allowed at RTC?

6. Advancement
   a. Explain the different ways to get advanced pay grade prior to attending RTC.
   b. Explain the Referral Recognition Program.
   c. Explain the minimum time in pay grade for normal advancement E-1 to E-4.

7. Military Drill / Etiquette
   Demonstrate the following:
   a. Attention
   b. Hand Salute
   c. Left Face
   d. Right Face
   e. About Face
   f. Regular / Close Interval Dress
   g. Parade Rest / At Ease
   h. Explain / Demonstrate the proper way to cross a Quarterdeck.
   i. Describe when, where, and whom to salute.
8. Navy Terminology / Phonetic Alphabet / Military Time
   a. Discuss Navy terminology
   b. Recite the Phonetic alphabet.
   c. Recite Military Time.

9. Rank and Recognition
   a. Name and identify enlisted ranks E-1 through E-9.
   b. Name and identify officer ranks 0-1 through 0-10.
   c. Name and identify warrant officer ranks W-2 through W-5.

10. Aircraft and Ships
    a. Describe the following types of aircraft:
        Fighters, Cargo, Bomber/Attack, Patrol, Helicopter
    b. Describe the following types of ships:
        Combatant, Carrier, Auxiliary / Support, Amphibious

11. Personal Financial Management
    a. What is Goal setting?
    b. What is My Pay?
    c. What is an LES?
    d. What is DDS and what is required before leaving for Basic Training?
    e. Why is maintaining good credit important?