SEAL

Combat Boarding Manual

RIG ASSAULT SOPs

1. Background.

a. The following are fundamental tactics for Rig Assault. Standard procedures for insertion, infiltration, actions at objective, integration of forces and consolidation are included. Because the variety of tactics used in rig/platform recapture are target specific, the situation will dictate the applicability of the general guidelines listed below. These SOPs provide a general overview of rig/platform operations; they are not intended to restrict the options of the tactical commander.

2. Pre-assault.

a. Insertion of sniper/observer personnel, when practical, should be executed at the earliest opportunity to provide intelligence update on target activity, hostile forces and environmental data. From a position proximate to the target, intelligence is communicated via SATCOM to higher headquarters and assault forces staging at an FSB. Real-time data may be passed to planners on hostile forces, movement and habits, and provide "eyes on" information vital to operational planning and mission success.

3. Insertion/infiltration.

a. Insertion into the area of operations may be accomplished by air, surface or subsurface platforms. Following insertion, infiltration of the target area is usually undertaken by CRRC. This permits water assault forces to maintain communications prior to main body launch and facilitates swimmer scout/lead climber insertion. The low freeboard and small radar signature of inflatable craft make them especially well-suited to infiltrate swimmers into the target area.

b. Swimmer scout/lead climber launch should be coordinated with sniper/observer personnel to preclude compromise. Prior to insertion, a tide and current check should be conducted in the vicinity of the objective. In areas known for short currents (i.e., Gulf of Mexico and North Sea), this procedure is particularly important. Swimmer scouts/lead climbers may communicate with main body to adjust the "spot" of main body swimmer release. When major items of equipment are to be carried, and/or tactical considerations require long swims, a broad communication window should be established. Current, illumination and environmental factors will determine the distance at which swimmer scouts and main body will be launched. In conditions of low illumination, 1000-500m distance is usually sufficient.

c. Once on target, swimmer scouts/lead climbers mount the platform by any available means, reconoiter the immediate vicinity of the climb site, and rig ladders and climbing aids for main body approach. Lead climbers are responsible for security during main body climb and selection of a secure location in which swimmers can consolidate and rig for assaults.

d. Main body swim should be conducted with each shooting pair designated a swim pair. Following swimmer insert, CRRCs loiter downwind of the objective, coming no closer than 1500m to the target. At the time of the actual assault, CRRCs close the objective and are directed by the on-scene commander.

e. Upon arrival at the objective, assaulters remove fins, secure them to the ladder or rig, and climb. It may be necessary to secure the bottom of the ladder to the rig to prevent fins/equipment and wave action from pulling the ladder into view.

f. Following the climb, assaulters consolidate in the area designated by lead climbers and rig for CQB. As soon as team members are safely over the rail, preparations should be made for immediate assault. Weapons, lights and communications equipment should be readied while lead climbers maintain security.

4. Actions at Objective.

a. At earliest opportunity, communication should be made with follow-on assault forces. When waterborne element begins infiltration of the platform/hostage site, follow-on forces should be notified and move into position to react in the event of compromise.

b. While executing a soft approach to the hostage site, assaulters should be prepared to conduct an immediate assault.

c. At the time waterborne element approaches, air assault forces should be in a downwind orbit 4-5nm from the platform, prepared to assault. This distance places follow-on forces far enough from target to avoid detection of rotor noise, and sufficiently close to arrive on scene within 90-120 seconds from call.

d. Waterborne element continue soft approach and call in follow-on hostage site. In the event of compromise, assault teams engage the opposing force, neutralize it and proceed immediately to the hostage site. Soft approach may be continued if, in the opinion of the tactical commander, the engagement did not compromise the prescence of assault force. In a deliberate assault, assault teams stage at entrances to the hostage site. The air assault team is called in by prearranged signal. Room entry is executed immediately upon hearing rotor noise of the approaching aircraft.

e. Air assault teams fast rope or perform helo land insertion at designated points. Snipers cover catwalks, towers and weatherdecks. Command and control elements position themselves to control the recapture operation and communicate with higher authority.

f. The specific mission of the assault forces will be stated in operation order. In general terms, it may be expected to be prioritized as follows:

(1) Rescue and secure the hostages.

(2) Neutralize the terrorist threat.

(3) Communicate HUTS report to appropriate authority.

(4) Safeguard/secure rig and platform equipment.

g. As soon as CQB operations are completed, HUTS (Hostages Unknown Terrorists Seals) reports should be communicated to the on-scene commander.

h. Hostages should be secured and consolidated in an area separate from neutralized terrorists. The expeditious removal of hostages from the rig is the responsibility of the tactical commander. Explosive devices, booby traps and booby trapped hostages should be reported immediately and referred to EOD personnel. Hostages should be removed from spaces where such threats exist.

i. The possibility of "sleepers," unaccounted terrorist and fire/chemical/explosive hazards, should be considered and anticipated. Once the hostages are secure, unaccounted for or escaped terrorists may continue to pose a significant threat to hostages, rig and friendly forces. If, following CQB operations, these conditions exist:

(1) Additional measures should be taken to safeguard hostages at consolidation points and their approaches.

(2) Teams should be dispatched to locate the remaining terrorists.

(3) Measures should be taken to safeguard helicopters, exposed friendly forces and landing sites from terrorist intervention.

(4) Steps should be taken to ensure the security of the route along which hostages will be traveling from consolidation point to extraction.

j. Wounded hostages and assault personnel receive priority over wounded terrorists for exfiltration and should be stabilized on-scene. Following the removal of the hostages, assault team will be exfiltrated as directed by the on-scene at the discretion of the commander.

5. Communications.

a. A lost communications plan and contingency signals are mandatory. Covert/overt lights, pyrotechnics and relay networks may be necessary to ensure communications reliability.

b. Communications equipment should be waterproofed, secured and made buoyant for swimmer

operations. Where possible, waterproofing material should not interfere with the operation or function of equipment. Command and control communication personnel should be positioned to establish satellite or LOS communications without delay.

Incl:

(1) 45 Day Ammunition/Explosive Loadout
(2) Ordnance Departmental Loadout
(3) Air Operations Departmental Loadout
(4) Medical Departmental Loadout
(5) Submarine Operations Departmental Loadout
(6) Intelligences Departmental Loadout
(7) Communications/ET Departmental Loadout
(8) Equipment Palletizing
(9) Standard Individual Operational Loadout
(10) Standard Breacher Operational Loadout
(11) Standard Sniper Operational Loadout
(12) Specialty Equipment
(13) Aircraft Preparation & Pilot Brief
(14) Sniper Employment
(15) Communications Plan
(16) Mission Execution Check List
(17) Prisoner Handling
(18) Follow-on Security Force
(19) Clearance of Internal & External Spaces

Subj: HOSTILE SHIPBOARDING OPERATIONS

1. INTRODUCTION

a. This document provides a baseline framework for recommended tactics and equipment for heliborne operations against an uncooperative and potentially hostile Contact Of Interest. (i.e. Merchant vessels and Maritime Oil Platforms).

2. BACKGROUND

b. Currently, forward deployed SEAL platoons are being tasked by fleet commanders for operations against potential hostile shipping and oil platforms. Given the wide variety of reasons for executing this option in a maritime environment, the continued use of SEALs for future shipboarding tasking is most probable.

3. SCOPE

c. The following standard operating procedures provide recommended guidelines for predeployment training of SEAL platoons involving tactics, personnel, and equipment for shipboarding operations.

Encl: (1)

AMMUNITION/EXPLOSIVE LOADOUT
(45 DAY DEPLOYMENT)

* NOTE: 70% OF AMMO LOADOUT DESIGNATED FOR TRAINING
30% HELD IN RESERVE FOR SHIPBOARDING CONTINGENCY

ITEM	QUANTITY	NALC
1. 9MM BALL	20,000	A363
2. 7.62MM MATCH	500	A136
3. 5.56MM BALL	500	A071
4. 22CAL LONG RIFLE MATCH	300	O.P
5. 12 GAGE 00 BUCK	1000	A011
6. 40MM HEDP	100	B546
7. 40MM CS	20	B537
8. FLARE HAND RED STARCLUSTER	10	L306
9. FLARE HAND WHITE PARA	10	L312
10. FLARE HAND GREEN STARCLUSTER	10	
11. FLARE MK-13 BOX	3	L275
12. SMOKE HAND RED	5	G950
13. SMOKE HAND YELLOW	5	G945
14. SMOKE HAND GREEN	5	G940
15. GRENADE HAND RIOT CONTROL CS	16	G963
16. GRENADE HAND STUN	138	O.P.
17. GRENADE HAND CONCUSSION	32	G911
18. PENCIL FLARE KIT	16	
19. FLEX LINEAR 600 GRAIN ROLL	1	
20. ELECTRIC CAPS	10	M130
21. NONELECTRIC CAPS	20	M131
22. LTWT DET CORD ROLL	1	M977
23. TIME FUSE CAN	1	M670
24. M60 FUSE IGNITORS	30	M766
25. DATA SHEET ROLL 3/4 INCH	1	M986
26. M112 BLOCK C-4	4	
27. NONAIL ROLL	1	O.P.
28. NONAIL NONELECTRICAL IGNITORS	30	O.P.

NOTE: (1) DASH-2 COMPLETED FOR ALL HAZARDOUS CARGO.
(2) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (2)

ORDNANCE DEPARTMENTAL LOADOUT

* ISSUED TO EACH MEMBER OF PLATOON

1. MP-5N	16EA.	*
2. SIG P226	16EA.	*
3. REMINGTON 870 W/ FOLDING STOCK	3EA.	
4. M-79	3EA.	
5. RUGER 22CAL W/ SUPPRESSOR	2EA.	
6. M-16	4EA.	
7. M-14	2EA.	
8. MP-5N FLASHLIGHT	16EA.	*
9. CLAYMORE WIRE & SPOOL	4EA.	
10. BLASTING MACHINE 30 CAP	2EA.	
11. CLAYMORE CLACKER	4EA.	
12. CLAYMORE CIRCUIT TESTER	2EA.	
13. ELECTRICAL TAPE ROLL	6EA.	
14. ADHESIVE TUBE NONFLAMMABLE	10EA.	
15. CAP CRIMPERS	2EA.	
16. HARDCELL FOAM 4FT X 6FT	2EA.	
17. RIGGER TAPE ROLL	2EA.	
18. BEARCLAW MAGNET 2IN X 6IN	4EA.	
19. BALING WIRE ROLL	2EA.	
20. CIRCUIT TESTER GALVANOMETER	2EA.	
21. WIRE CUTTERS	1EA.	
22. DOUBLEBACK TAPE ROLL	4EA.	
23. HAVERSACK BAG	2EA.	
24. MP-5N SPARE PARTS KIT	1EA.	
25. M-16/M-14 SPARE PARTS KIT	1EA.	
26. REMINGTON 870 MAGAZINE EXTENSIONS	3EA.	
27. MP-5N SLINGS	18EA.	*
28. M-14 SLINGS	2EA.	
29. M-16 SLINGS	4EA.	
30. M-P5N MAGAZINES	160EA.	*
31. SIG P-226 MAGAZINES	96EA.	*
32. M-16 MAGAZINES	28EA.	
33. M-14 MAGAZINES	14EA.	
34. MP-5N ASSAULT VEST	16EA.	*
35. FLASHCRASH POUCHES	32EA.	*
36. HANDCUFFS	16EA.	*

37. SIG P226 MAGAZINE POUCHES ..... 32EA. *
38. TIETIES LARGE ..... 1000EA.
39. EARPRO BOX ..... 2EA.
40. TOOL BOX WEAPONS ..... 1EA.
41. PLATOON WEAPONS CLEANING BOX ..... 1EA.
42. BREAKFREE BOTTLE LARGE ..... 6EA.
44. AIMPOINT 3000 ..... 4EA.
45. AIMPOINT 3000 BATTERIES ..... 12EA.
46. M-16 AIMPOINT 3000 MOUNT ..... 2EA.
47. M-14 AIMPOINT 3000 MOUNT ..... 2EA.
48. LOCKTIGHT BOTTLE SMALL ..... 1EA.
49. EXTENDED MAGAZINE POUCH ..... 32EA. *
50. M-16 MAGAZINE POUCH ..... 32EA. *
51. TARGET 1000 INCH BOX ..... 1EA.
52. TARGET FBI BOX ..... 8EA.
53. HAMMER ..... 1EA.
54. NAILS BOX ..... 2EA.
55. SAW WOOD ..... 1EA.
56. STAPLEGUN ..... 2EA.
57. STAPLES BOX ..... 4EA.
58. PASTIES TARGET WHITE/BLACK ROLL ..... 10EA.
59. SHOOTING GLASSES ..... 16EA. *
60. WEAPONS BOX LARGE ..... 2EA.
61. SIG HOLSTER QUICKDRAW ..... 16EA. *
62. GRENADIER'S VEST ..... 2EA.
63. RHODESIAN AMMO VEST ..... 2EA.
64. STUNGUN HAND 90000 VOLTS ..... 6EA.
65. PROTECTIVE RIFLE CARRYING BAGS ..... 6EA.
66. HIGH SECURITY LOCKS ..... 2EA.
67. COMBINATION LOCKS ..... 6EA.
68. SECURITY SEALS ..... 50EA.
69. WIRE CUTTERS ..... 1EA.

NOTE: (1) DASH-2 COMPLETED FOR ALL HAZARDOUS CARGO.
(2) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (3)

AIR OPERATIONS DEPARTMENTAL LOADOUT

* ISSUED TO EACH MEMBER OF PLATOON

1. TUBULAR NYLON 1 INCH ROLL	2EA.	
2. TUBULAR NYLON 1/2 INCH ROLL	1EA.	
3. PARACORD 550 ROLL	1EA.	
4. RIGGER'S TAPE ROLL	6EA.	
5. SET HARNESSES CLIMBING	16EA.	*
6. SNAPLINKS NONLOCKING	100EA.	
7. SNAPLINK LOCKING	20EA.	
8. FASTROPE 90FT	2EA.	
9. SPY RIG	1EA.	
10. SPY HARNESS	16EA.	
11. SPY RIG CARGO STRAP 15FT	4EA.	
12. TYPE-4 CONNECTOR LINK	8EA.	
13. CAVING LADDER	2EA.	
14. PAINTER'S POLE	3EA.	
15. CAVING LADDER HOOK	2EA.	
16. PARA BAGS	6EA.	
17. SAFETY ROPE 12 FT. SPYRIG	16EA.	
18. SPYRIG LINE FLOATATION BUOY	1EA.	
19. NYLON BRUSH	1EA.	
20. FASTROPE GLOVES LEATHER EXTRA	10EA.	
21. FASTROPE GLOVES INSERTS EXTRA	10EA.	
22. FLIGHT GLOVES EXTRA	10EA.	
23. PROTECT HELMET EXTRA	2EA.	
24. BOOGIE GOGGLE	16EA.	
25. RUBBER BANDS BOX	2EA.	
26. TIETIES LARGE	300EA.	
27. CRUSE BOX	1EA.	
28. COMBINATION LOCKS	2EA.	
29. CARGO STRAPS	8EA.	

NOTE: (1) DASH-2 COMPLETED FOR ALL HAZARDOUS CARGO.
(2) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (4)

MEDICAL DEPARTMENTAL LOADOUT

* ISSUED TO EACH MEMBER OF PLATOON

1. MORPHINE SERETS	16EA.	
2. TRAUMA BAG MEDICAL	1EA.	
3. IVs EXTRA	5EA.	
4. GUNSHOT KITS EXTRA	10EA.	
5. PLASTIC ZIPLOCK BAGS LARGE BOX	1EA.	
6. GASMASK	16EA.	*
7. GASMASK FILTER EXTRA	16EA.	*
8. CRUSE BOX	1EA.	
9. COMBINATION LOCKS	2EA.	
10. MEDICAL RECORDS	16EA.	*
11. UPDATED SHOT RECORDED	16EA.	*

NOTE: (1) DASH-2 COMPLETED FOR ALL HAZARDOUS CARGO.
(2) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (5)

SUBMARINE OPERATIONS DEPARTMENTAL LOADOUT

NOTE: # IF REQUIRED

1. DUPONT INSTANTANEOUS CUTTING TORCH KIT	2EA.	
2. DUPONT CUTTING TORCH RODS BOX	5EA.	
3. HARRIS REDUCER W/ GAGES	1EA.	
4. STANDARD O2 CYLINDER FITTINGS	2EA.	
5. SIMFLEX HOSE W/ STANDARD FITTING	1EA.	
6. TOOL BOX	1EA.	
7. WELDER'S GOGGLES W/ #5 LENS	2EA.	
8. CARRYING POUCH FOR CUTTING RODS	2EA.	
9. O2 CYLINDER LARGE, WELDER'S GRADE	2EA.	#
10. HASKEL O2 PUMP	1EA.	#
11. CHEM LIGHTS GREEN BOX	1EA.	
12. CHEM LIGHTS RED BOX	1EA.	
13. CHEM LIGHT I.R. BOX	2EA.	
14. TIETIES SMALL	200EA.	

NOTE: (1) THE DUPONT CUTTING TORCH IS USED FOR NONEXPLOSIVE BREACHING OF SHIP'S SPACES. THE DUPONT TORCH REQUIRES AN O2 SOURCE OF WELDER'S OR AVIATOR'S GRADE O2 FOR RECHARGING OF THE TORCH'S O2 CYLINDER. PRIOR TO DEPLOYMENT FOR SHIPBOARDING OPERATIONS AN O2 SOURCE MUST BE IDENTIFIED. THE DUPONT O2 CYLINDER CAN BE RECHARGED BY CASCADING. HOWEVER, ONLY IF THE PRIMARY O2 SOURCE HAS BEEN CHARGED TO 1800 LBs PSI.

(2) DASH-2 COMPLETED FOR ALL HAZARDOUS CARGO.
(3) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (6)

INTELLIGENCES DEPARTMENTAL LOADOUT

NOTE: # IF REQUIRED
* ISSUED TO EACH MEMBER OF PLATOON

1. CAMERA KIT 35MM ..... 1EA.
2. VHS VIDEOCASSETTE CAMERA RECORDER ..... 1EA.
3. VIDEO TELEVISION MONITOR ..... 1EA. #
4. FILM 35MM BLACK/WHITE ROLL ..... 10EA.
5. VIDEOCASSETTE TAPE VHS ..... 4EA.
6. FLIP CHART PAPER ..... 1EA.
7. PENS/PENCILS BOX ..... 3EA.
8. DIVIDERS ..... 2EA.
9. PAPER PAD ..... 5EA.
10. COMPUTER LAPTOP ..... 1EA.
11. PRINTER ..... 1EA.
12. COMPUTER PRINTER PAPER BOX ..... 1EA.
13. MAGIC MARKERS VARIOUS COLORS BOX ..... 1EA.
14. MAPS/CHARTS AREA OF OPERATIONS ..... 3EA.
15. CURRENT INTEL PACKAGE AREA OF OPERATIONS ..... 1EA.
16. UPDATED SECURITY CLEARANCES FOR PLATOON ..... 16EA. *
17. PASSPORT ..... 16EA. * #
18. CRUSE BOX ..... 1EA.
19. COMBINATION LOCKS ..... 2EA.

NOTE: (1) THE NECESSITY OF THE VIDEO CAMERA CANNOT BE OVERSTATED. THERE ISN'T A QUICKER SOURCE AVAILABLE FOR CONDUCTING AERIAL PHOTO RECONNAISSANCE OF A POSSIBLE CONTACT OF INTEREST. THE USE OF PHOTOGRAPHY THROUGH A VIDEO CAMERA IS IDEAL FOR PLANNING INSERTION POINTS AND ROUTES.

(2) DASH-2 COMPLETED FOR ALL HAZARDOUS CARGO.
(3) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (7)

COMMUNICATION/ET DEPARTMENTAL LOADOUT

1. MX-300R VHF ..... 16EA.
2. AN/PRC-112 ..... 16EA.
3. AN/PRC-113 ..... 2EA.
4. HST-4 ..... 2EA.
5. HANDMIKE 300R ..... 16EA.
6. SNIPER RADIO HEADSET CH-46 ..... 3EA.
7. SNIPER RADIO HEADSET UH-60 ..... 3EA.
8. OIC/AOIC RADIO HEADSET ..... 3EA.
9. C-2 ELEMENT RTO RADIO HEADSET ..... 2EA.
10. CHARGER MX-300R ..... 1EA.
11. TD-100 LASER SIGHT ..... 3EA.
12. TD-100 BATTERY CHARGER ..... 4EA.
13 BATTERY BA5590 BOX ..... 2EA.
14. BATTERY PRC-112 ..... 20EA.
15. BATTERY D CELL BOX ..... 1EA.
16. BATTERY AA BOX ..... 4EA.
17. BATTERY C CELL BOX ..... 1EA.
18. BATTERY STROBE BOX ..... 1EA.
19. BATTERY AAA BOX ..... 1EA.
20. BATTERY 9 VOLT BOX ..... 1EA.
21. FUSE MX-300R EXTRA ..... 10EA.
22. KY-57 ..... 2EA.
23. KY-13 ..... 2EA.
24. TOOL KIT ..... 1EA.
25. STROBE LIGHT EXTRA ..... 10EA.
26. I.R. COVER STROBE EXTRA ..... 10EA.
27. SPARE PARTS KIT FOR ALL HEADSETS ..... 1EA.
28. WATERPROOF BAG LARGE ..... 2EA.
29. STANDARD COMM PLAN..... 1EA.
30. EXECUTION CHECK LIST ..... 1EA.
31. NVG GOGGLE ..... 4EA.
32. MEMORY STORAGE BATTERY KY-57 ..... 2EA.
33. MEMORY STORAGE BATTERY KY-13 ..... 2EA.

NOTE: (1) DASH-2 COMPLETED FOR ANY HAZARDOUS CARGO.
(2) 1149s COMPLETED FOR ALL DEPARTMENTAL GEAR TO INCLUDE SUBCUSTODY OF ISSUED EQUIPMENT TO PLATOON MEMBERS.

Encl: (8)

OPERATIONAL EQUIPMENT PALATALIZATION

1. DISCUSSION

a. The forward deployment of a SEAL platoon tasked with shipboarding operations will normally be conducted in multable moves on various air and ground transport. Prior logistical planning and preparation of equipment for those moves are accentual for a smooth transition into the area of operations.

b. For proper logistical planning, the following items are recommended to be identified by the SEAL platoon commander prior to any movement from the initial staging base (ISB):

- TAD orders completed for all personnel.
- Advanced Per Diem requested as per orders.
- Total inventory of all operational and personal equipment.
- Total weight of all operational and personal equipment.
- 1149s completed for all operational equipment by departments.
- Cargo manifest of all operational and personal equipment.
- Platoon sailing list updated with current security clearances.
- Platoon & commander's inspection of all operational equipment.
- Dash-2 completed on all hazardous cargo.
- All message traffic completed requesting transportation of personnel and equipment. To include: Total weight of cargo and cubic space. Type hazardous cargo, number of passengers, number of pallet spaces required for fixedwing transport number of wood pallets (when using rotarwing transport), travel itinerary, in-flight meals for all personnel, priority of mission.
- Identify liaisons officer for each layover during transit.
- Identify secure storage area for weapons, hazardous cargo, and equipment at each layover point during transit.
- Berthing of all personnel at all layover points.
- Mailing address of FSB.
- Identify message plad of FSB.
- Identify forklift for on and off loading of equipment at each layover point.
- Identify transportation of personnel at each layover point as required.
- Identify dining facilities at each layover point.
- Request in-country clearances as required for each host country.
- Passports and host country visa requested as required.
- Identify radio communication requirements and security of.
- RECONFIRM, RECONFIRM, AND RECONFIRM all the above prior to departure.

c. The correct palatalization of all operational and equipment is crucial. All associated equipment should be separated into the following categories:

- CQB personal operational ready bag (with complete bullet and ordnance loadout), fastropes bags, spyrig bags, breacher backpacks, all explosive breaching charges, dupont cutting torch.
- Personal bag (nonoperational gear only).
- Departmental cruse and weapons boxes.
- Training Ordnance (ammunition and explosives).
- Operational departmental bags.

d. After categorizing the above equipment, all operational and personnel bags should be placed into the appropriate 4 ft. x 4 ft. cardboard "Triwall" and covered by a plastic protective bag. The "Triwall" should than be placed onto a 4 ft. x 4 ft. wood or metal forklift pallet. The "Triwall" is then banded to the forklift pallet and marked with the SEAL platoon's identification.

e. The remainder of the ordnance and operational cruse/weapon boxes should be placed onto 4 ft. x 4 ft. wood or metal forklift pallet, then banded for transport.

f. The pelletized "Triwall" can now be easily transported by placing it on any standard U.S. Air Force fixed winged aircraft pallet as is or rolled into any U.S. rotor winged cargo aircraft (i.e. CH-46, CH-53). All U.S. cargo helicopter's inside rollers are specifically designed to fit a standard metal or wood forklift pallet. Additionally, the "Triwall" is used also for all VERTREPS and COMREPS when transporting equipment from ship to ship. Also, the "Triwall" can be easily transported by forklift.

Encl: (9)

STANDARD INDIVIDUAL OPERATIONAL LOADOUT

1. PENCIL FLARE KIT ..... 1EA.
2. MK-13 FLARE ..... 1EA.
3. STROBE LIGHT W/ I.R. COVER ..... 1EA.
4. BATTERY STROBE LIGHT EXTRA ..... 1EA.
5. CHEMLIGHT WHITE HIGH INTENSITY ..... 3EA.
6. CHEMLIGHT I.R ..... 1EA.
7. SIGNAL MIRROR ..... 1EA.
8. UDT LIFEJACKET ..... 1EA.
9. FLIGHT SUITE ..... 1EA.
10. BULLETPROOF VEST W/ PLATES ..... 1EA.
11. BULLETPROOF VEST FLOTATION BLADDER ..... 1EA.
12. GUNSHOT KIT WATERPROOFED ..... 1EA.
13. I.V. KIT WATERPROOFED ..... 1EA.
14. PRC-112 ..... 1EA.
15. CANTEEN 1 QT ..... 1EA.
16. SIT HARNESS CLIMBING ..... 1EA.
17. HANDCUFFS ..... 1EA.
18. SNAPLINK NONLOCKING ..... 4EA.
19. TIETIES LARGE ..... 12EA.
20. GASMASK ..... 1EA.
21. GASMASK FILTER EXTRA ..... 1EA.
22. PROTECT HELMET ..... 1EA.
22. KNIFE ..... 1EA.
23. BUNGIE CORD ..... 1EA.
22. FLIGHT GLOVE PAIR ..... 1EA.
22. FASTROPE LEATHER GLOVE PAIR ..... 1EA.
23. FLASHCRASH POUCH ..... 1EA.
24. HOLSTER QUICKDRAW ..... 1EA.
25. MAGAZINE POUCH SIG P-226 QUICKDRAW ..... 1EA.
27. CQB ASSAULT VEST ..... 1EA.
28. CQB ASSAULT VEST MP-5N MAGAZINE POUCH ..... 2EA.
29. M-16 AMMO POUCH FOR CS GRENADE ..... 1EA.
30 M-16 AMMO POUCH FOR OFFENSIVE GRENADE ..... 1EA.
31. CQB ASSAULT VEST MX-300R POUCH ..... 1EA.
33. CQB ASSAULT VEST HANDCUFF POUCH ..... 1EA.
34. MAGAZINE MP-5N ..... 7EA.
35. MAGAZINE SIG P-226 ..... 3EA.
36. WEB BELT ..... 1EA.

37. REDLENS FLASHLIGHT ..... 1EA.
38. PLASTIC BAG ZIPLOCK LARGE ..... 4EA.
40. O.D. TRIANGULAR BANDAGE ..... 3EA.
41. MAGIC MARKER ..... 1EA.
42. FLASHCRASHES ..... 4EA.
43. MX-300R ..... 1EA.
44. MX-300R HANDMIKE ..... 1EA.
45. CQB ASSAULT VEST MX-300R HANDMIKE POUCH ..... 1EA.
46. GUNSHOT KIT POUCH ..... 1EA.
47. I.V. KIT POUCH ..... 1EA.
48. NOMEX FLAMEPROOF HOOD ..... 1EA.
49. CT BOOTS DANNERS ..... 1EA.
50. MP-5N ..... 1EA.
51. SIG P-226 ..... 1EA.
52. CANTEEN POUCH ..... 1EA.
53. MP-5N FLASHLIGHT ..... 1EA.
54. MP-5N SLING ..... 1EA.
55. PROTECTIVE EYE WEAR ..... 1EA.

Encl: (10)

STANDARD BREACHER OPERATIONAL LOADOUT

1. PENCIL FLARE KIT ..... 1EA.
2. MK-13 FLARE ..... 1EA.
3. STROBE LIGHT W/ I.R. COVER ..... 1EA.
4. BATTERY STROBE LIGHT EXTRA ..... 1EA.
5. CHEMLIGHT WHITE HIGH INTENSITY ..... 3EA.
6. CHEMLIGHT I.R. ..... 1EA.
7. SIGNAL MIRROR ..... 1EA.
8. UDT LIFEJACKET ..... 1EA.
9. FLIGHT SUITE ..... 1EA.
10. BULLETPROOF VEST W/ PLATES ..... 1EA.
11. BULLETPROOF VEST FLOTATION BLADDER ..... 1EA.
12. GUNSHOT KIT WATERPROOFED ..... 1EA.
13. I.V. KIT WATERPROOFED ..... 1EA.
14. PRC-112 ..... 1EA.
15. CANTEEN 1 QT ..... 1EA.
16. CANTEEN POUCH ..... 1EA.
17. SIT HARNESS CLIMBING ..... 1EA.
18. HANDCUFFS ..... 1EA.
19. SNAPLINK NONLOCKING ..... 4EA.
20. GASMASK ..... 1EA.
21. GASMASK FILTER EXTRA ..... 1EA.
22. PROTECT HELMET ..... 1EA.
23. KNIFE ..... 1EA.
24. BUNGIE CORD ..... 1EA.
25. TIETIES LARGE ..... 12EA.
26. FLIGHT GLOVE PAIR ..... 1EA.
27. FASTROPE GLOVE LEATHER PAIR ..... 1EA.
28. FLASHCRASH POUCH ..... 1EA.
29. HOLSTER QUICKDRAW ..... 1EA.
30. MAGAZINE POUCH SIG P-226 QUICKDRAW ..... 1EA.
31. CQB ASSAULT VEST ..... 1EA.
32. M-16 AMMO POUCH CS GRENADE ..... 1EA.
33. M-16 AMMO POUCH OFFENSIVE GRENADE ..... 1EA.
34. CQB ASSAULT VEST MX-300R POUCH ..... 1EA.
35. CQB ASSAULT VEST HANDCUFF POUCH ..... 1EA.
36. MAGAZINE SIG P-226 ..... 3EA.
37. WEB BELT ..... 1EA.
38. REDLENS FLASHLIGHT ..... 1EA.

39. PLASTIC BAG ZIPLOCK LARGE ..... 4EA.
40. O.D. TRIANGULAR BANDAGE ..... 3EA.
41. MAGIC MARKER ..... 1EA.
42. FLASHCRASHES ..... 4EA.
43. MX-300R ..... 1EA.
44. MX-300R HANDMIKE ..... 1EA.
45. CQB ASSAULT VEST MX-300R HANDMIKE POUCH ..... 1EA.
46. GUNSHOT KIT POUCH ..... 1EA.
47. I.V. KIT POUCH ..... 1EA.
48. NOMEX FLAMEPROOF HOOD ..... 1EA.
49. CT BOOTS DANNERS ..... 1EA.
50. BACKPACK FRAME ALICE ..... 1EA.
51. HOOLIGAN TOOL ..... 1EA.
52. SLEDGE HAMMER 6LBs ..... 1EA.
53. EXPLOSIVE CHARGE POUCH ..... 1EA.
54. DOORCHARGE EXPLOSIVE ..... 2EA.
56. ADHESIVE TUBE NONFLAMMABLE ..... 2EA.
57. BEARCLAW MAGNET SMALL ..... 2EA.
58. 12 GAGE 00 BUCKSHOT ..... 40EA.
59. CLAYMORE WIRE & SPOOL ..... 1EA.
60. 30 SEC NONELEC FIRING ASSEMBLY ..... 2EA.
61. 15 SEC NONELEC FIRING ASSEMBLY ..... 2EA.
62. EXTENDED AMMO POUCH ..... 1EA.
63. REMINGTON 870 FOLDING STOCK REMOVED ..... 1EA.
64. MP-5N SLING ..... 1EA.
65. REMINGTON 870 FLASHLIGHT ..... 1EA.
67. BLASTING MACHINE 30 CAP ..... 1EA.
68. PROTECTIVE EYE WEAR ..... 1EA.

NOTE: NONAIL NONELECTRIC FIRING SYSTEMS WHEN POSSIBLE SHOULD BE USED IN PLACE OF THE STANDARD ELECTRIC AND NONELECTRIC EXPLOSIVE SYSTEMS.

Encl: (11)

AIRBORNE SNIPER OPERATIONAL LOADOUT

IF REQUIRED *
NIGHT OPERATION ONLY #

1. PENCIL FLARE KIT ..... 1EA.
2. MK-13 FLARE ..... 1EA.
3. STROBE LIGHT W/ I.R. COVER ..... 1EA.
4. BATTERY STROBE LIGHT EXTRA ..... 1EA.
5. CHEMLIGHT WHITE HIGH INTENSITY ..... 3EA.
6. CHEM LIGHT I.R. ..... 1EA.
7. SIGNAL MIRROR ..... 1EA.
8. UDT LIFEJACKET ..... 1EA.
9. FLIGHT SUITE ..... 1EA.
10. GUNSHOT KIT ..... 1EA.
11. I.V. KIT ..... 1EA.
12. PRC-112 ..... 1EA.
13. SIT HARNESS CLIMBING ..... 1EA.
14. 4 FT NYLON RUNNER ..... 1EA.
15. SNAPLINK NONLOCKING ..... 3EA.
16. KNIFE ..... 1EA.
17. FLIGHT GLOVES ..... 1EA.
18. ASSAULT BOOTS ..... 1EA.
19. RHODESIAN AMMO VEST ..... 1EA.
20. M-16/M-14 MAGAZINES ..... 7EA.
21. SIG P-226 MAGAZINES ..... 3EA.
22. HOLSTER SIG P-226 ..... 1EA.
22. MAGAZINE POUCH P-226 ..... 1EA.
23. GRENADIER'S VEST ..... 1EA.
24. SLING M-14 LEATHER ..... 1EA.
25. AIMPOINT 3000 SIGHT W/ MOUNT ..... 1EA.
26. AIMPOINT 3000 BATTERY EXTRA ..... 2EA.
27. TD-100 ..... 1EA. # *
28. NVG GOGGLE ..... 1EA. # *
29. REDLENS FLASHLIGHT ..... 1EA.
30. WEB BELT ..... 1EA.
31. I.V. POUCH ..... 1EA.
32. GUNSHOT KIT POUCH ..... 1EA.
33. MX-300R ..... 1EA.
34. MX-300R HEADSET ..... 1EA.

35. 7.62MM MATCH ..... 210EA. *
36. 5.56MM BALL ..... 210EA. *
37. 40MM HED ..... 6EA.
38. 40MM CS RIOT CONTROL ..... 2EA.
39. M-79 ..... 1EA.

Encl: (12)

SPECIALTY EQUIPMENT

1. COMMUNICATIONS HEADSET SNIPER

a. The "Sniper Cranial Headset" should be constructed to enable the airborne sniper to have a simultaneous communication link with all assault team members (MX-300R UHF) and his supporting sniper pilot through the aircraft's internal communication system (ICS).

b. The most common aircraft used in support of a shipboarding operation are the SH-3, CH-46, and SH-60. The airborne sniper must be aware that these aircraft ICS systems are not compatible. These aircraft require different ICS headset adapters. (See diagram: 18-1, 18-2, 18-5.)

2. COMMUNICATIONS HEADSET RADIO TELEPHONE TALKER

a. The "RTO Cranial Headset" should be constructed to enable the RTO to have a simultaneous communication link with all assault team members (MX300-R UHF) and the AFC, OSC, and all supporting aircraft (HST-4 UHF-SAT). (See diagram: 18-4, 18-5.)

3. COMMUNICATIONS HEADSET ASSAULT TEAM COMMANDER

a. It is essential that the Assault Team Commander have a clear and direct communications link with all members of his assault force. During an assault there is a great amount of background noise (i.e. sniper aircraft, ship's noise). With a standard hand or throat mike the background noise makes communications nearly impossible.

b. The use of a cranial communications headset helps filter the background noise without interfering with the ability of the AFC to monitor all communication (MX300-R UHF).
(See diagram: 18-5.)

4. COMMUNICATIONS HEADSET PARTS LIST

1. Soldering Iron
2. Flux
3. Five Wire Cable, 15 Gauge
4. Wire Red
5. Wire Black
6. Wire White
7. Wire Green
8. Wire Orange
9. Heat Shrink Tubing, Assorted Sizes

10. Cable Ties, Assorted Sizes
11. Drill or Dremel Tool
12. Aural Protector, Sound, PT# MIL-A23899b(AS)
13. Audio Amp (27.5 VDC), PT# Am-3597C/A, NSN# 5831-00-100-1932
14. Toggle Switch, Small (SPST TEMP. ON), PT# TM-3-Mm575028-26
15. Microphone Assy., PT# MC-087-002 NSN# 216-080-001
16. Speakers, Earphone, PT# 2990000-1, NSN# 5965-00-062-0555
17. Motorola Cable to Radio Connector (Same as Earmics)
18. Cable Speaker, PT# CX-4832/AR,M22442/15-1, NSN 5995-00-961-8516
19. Ohms +/-5% Resistor
20. Audio-In, PT# CAGE 18068 10638A, NSN# 5995-00-631-8566
21. Adaptor Cable, PT# CX-4831AR
22. Adaptor Cable, PT# M22442/14-1 DLA400-89C-0028
22. Connector, Radio (MIL Handset Jack) PT# U-229A
23. Toggle Switch, Small (DPST Temp. On) Standard Handset switch
24. 33mf, 25V Capacitor
25. Assembly (ICS) PT# DLA400-89-5245
26. SH-60 Headset-MIC H-172U, PT# 499-128-001, NSN 5965-00-715-4031
27. SH-60 Cable, PT# CX-130171AR40, NSN# N00383-85-C-5223
28. SH-60 ASTROCOM 10561 NSN# 5995-01-016-4131

5. CRANIAL COMMUNICATIONS HEADSET CONSTRUCTION OVERVIEW

a. The basis of construction lies in isolating the systems used from one another. (i.e. Motorola in one ear piece, ICS in the other). The Speaker Boom is only part of the Headset assembly which is used to talk on both isolated comm systems. This is accomplished by connecting both mics on one boom utilizing cable ties. (Make sure the "PICK-UP" areas are clear on both MICS.) Military, Motorola, and ICS systems can all be interchanged or built separately to meet mission requirements. All ICS equipment was acquired from various Helo squadrons. The adapter (CX-4831) is used with CH-46 ICS only.

6. AIMPOINT 3000 OPTICAL SIGHT

a. The Aimpoint 3000 telescopic sight is primarily employed by the airborne sniper elements for highly accurate fire (surgical quick kill) during daylight hours. The Aimpoint 3000 is an electronic sight which requires 2 photocell batteries (Size A-76). The sight generates a red dot for a aimpoint within the optical tube. The red dot inside the optical tube is manually adjusted by two turret knobs, for windage and elevation. The red dot should be adjusted for point of aim, point of impact at 200 meters. In order to properly employ this sight, the sight requires the target of interest to be illuminated enough to be seen without aid of any mechanical devices.

When mounting the Aimpoint 3000, "Locktight" should be used to secure the mount to the weapon of choice. The Aimpoint should be torqued to 65 inch pounds. Once the Aimpoint is zeroed, the sight

should be left on the weapon and placed in a protective weapons box to prevent the accidental disturbance of the zero.

7. DUPONT DISSECT INSTANTANEOUS CUTTING TORCH

a. The Dupont torch is employed by the Assault Force for nonexplosive breaching of compartments and spaces on board ships or oil platforms. The primary concern of explosive entries is over pressurization of the space or compartment being breached. This could prove fatal to anyone located in those spaces. Situation will dictate which method the assault team will employ. However, if the ROE prevents explosive entries, the Dupont torch provides the AFC an excellent alternative. (See encl: 5).

8. TD-100 TARGET LASER DESIGNATOR

a. The TD-100 is an INFRARED/REDDOT laser designator. The employment of this optical sight is similar to the Aimpoint 3000. The TD-100 is designed for designating hostile targets by the airborne sniper elements during total darkness.

b. With the aid of NVG Goggles (PVS-5B or ANVIS-4), the TD-100 in the Infrared mode is best suited for surgical quick kill during hours of darkness and the use of NVG reduces target accusation. In order to distinguish good guy from bad, I.R. chemlights should be used by each member of the assault force along with "Glint" tape to positively identify assault team members.

c. The TD-100 can be zeroed onto a presighted M-16 rifle by mounting the designator. Select the Red Dot mode. Put the rifle into your shoulder and acquire a good sight picture while looking through the rear sight and centering the front sight post at a target 5 meters away. Turn the sight on. Adjust the windage and elevations of the designator until the Red Dot is centered on top of the front sight post. This should give you a quick zero at whatever distance the rifle was initially zeroed at. As with any optical sight, once it is mounted it should be left on the weapon and placed in a protective carrying case.

Encl: (13)

AIRCRAFT PREPARATION & PILOT BRIEF

1. INSERTION AIRCRAFT PREPARATION

a. The insertion aircraft used in shipboarding operations are normally limited to Fleet assets. These assets consist of SH-3, CH-46, SH-60, and the CH-53 aircraft. The CH-46 is the preferred insertion platform because of it's ability to carry a fully loaded out 16 man SEAL Helo Assault Force plus 2 EOD personnel.

b. The disadvantages: SH-3 without it's electronic package is limited to 8 passengers. The SH-60 is normally limited to 3 passengers because of it's electronic package for Antisubmarine Warfare. The CH-53 should not be used because its rotorwash could blow personnel off the insertion point when fastroping. However, the SH-60 and the SH-3 are suitable for a sniper platform. In most case the Assault Force Commander will not be given the option of what aircraft he wants to use.

c. When using the CH-46 for insertion, a number of things have to be done prior to the mission:

1. Remove the right and left front side doors.

2. Install fastrope on SAR Boom. The fastrope should be rigged for quick release.

3. Spyrig should be rigged to fit the Hell Hole.

4. Caving Ladder rigged for deployment from right front side door.

5. ICS should be made available to the Fastrope Master and AFC.

6. All communications should be tested with all assault forces prior to lift off.

7. Mission, Spyrig, Fastrope, briefs conducted with Aircrew and Pilots prior to lift off.

d. Most civilian ships don't have the capability of landing a helo on it's deck. The extraction of the Assault Force from a deck of a target ship might require the use of a SPIE rig. Also, the SPIE rig's primary function is for emergency extraction of the Assault Force if for whatever reason it has to abandon ship and go into the water.

e. Caving ladder is used for the same reasons, it allows the Assault Force the ability to get back into the Insertion Aircraft without it having to land.

2. SNIPER AIRCRAFT PREPARATION

a. The Sniper Aircraft should have both sides of the aircraft rigged so the Sniper can shoot freely from both sides of the aircraft. The removal of door and windows will most likely be required depending on the aircraft type.

b. Communication should be installed and checked between the pilot and sniper. (See: Encl 12).

c. Fastrope installed on SAR Boom in case the Sniper has to be inserted on deck of the target ship.

d. The Sniper Aircraft secondary mission is SAR, it should have a fully functional hoist and horse collar for recovery of personnel.

f. If possible a spyrig should be rigged for extraction of the Assault Force.

g. Caving ladder installed.

h. Mission, SPIE rig, Fastrope and Sniper briefs should be given to the aircrew and pilot prior to aircraft lift off.

Encl: (14)

SNIPER EMPLOYMENT

1. CONCEPT OF OPERATIONS

a. The employment of Snipers during a shipboarding operation is a valued assets, which should be made available to the Assault Force Commander. Normally, a SEAL platoon should have two qualified Military Snipers. The Snipers tasked to support a shipboarding operation should be experienced SEAL operators who can be trusted to work independently without directions, make quick and competent decisions in regards to the use of "Deadly Force" as they apply to the current "Rules of Engagement."

b. During a shipboarding operation two Snipers will be employed. Each Sniper will be assigned his own aircraft. The primary responsibility of the Sniper Element is to provide close-in and highly accurate supporting small arms fire for the duration of that specified mission.

2. SNIPER EMPLOYMENT

a. The sniper aircraft will link up with the Assault Force insertion aircraft 5 miles a stern of the Contact of Interest. The two sniper aircraft will take station ahead of the assault Force's insertion aircraft. All aircraft will proceed to the Contact of Interest at an altitude of 50 feet AGL.

b. Once reaching the Stern of the Contact of Interest the sniper aircraft will flair and maneuver port and starboard of the Assault Force's fastrope insertion point. The insertion aircraft should immediately follow the sniper aircraft and take station for inserting the Assault Force. The sniper aircraft will maintain a 45 - 60 degree attack angle while providing security. This attack angle prevents the skipping of rounds into friendly forces. In addition to providing cover fire the sniper elements are required to pass timely information to the members of the Assault Force of hostile's location, number of hostiles, booby traps, weapons, most direct and assessable routes to the Bridge, all movement of unknown personnel and their description.

c. Once the Assault Force has inserted and has started their movement to the Bridge, the Sniper Element will clear just ahead of the Assault Force while they are conducting their movement to the Bridge, engaging any potential threats.

d. Once the Assault Force has taken and secured the Bridge the Sniper Element will maintain station providing security for any additional insertion of Follow-on Forces or clearance of outside and internal spaces. The Sniper Element will not leave station unless so directed by the Assault Force Commander.

Encl: (15)

COMMUNICATIONS PLAN

NET:	CALLSIGN	1 UHF COMMAND	2 UHF H/HELD	3 ICS	4 UHF A/C CNTL	5 SAT/UHF OTC NET
OSC		X			X	X
AMC		X	X		X	
AFC (C-2)		X	X		X	X
LEDET			X			
SNIPER 1			X	X		
SNIPER 2			X	X		
INSERT A/C		X		X	X	
SNIPER A/C 1		X		X	X	
SNIPER A/C 2		X		X	X	
FOFC		X	X		X	

Encl: (16)

MISSION EXECUTION CHECK LIST

1. K.I.S.S.

a. A few basic rules apply when constructing an Execution Check List. First and foremost it should be as simple as possible. Secondly, all communication should be encrypted and thirdly, when communicating the sequence of evens, code words should not be used (if possible). Plain language is far simpler than trying to remember a couple dozen code words. For example if your trying to communicate to your OSC that you secured your objective, say "objective secured." Do not use the codeword like "Ramjet" or something along those lines. Think about it. Your in the middle of the ocean, your radios are encrypted. Who is going to hear you? Keep it simple (K.I.S.S.).

b. EXECUTION CHECK LIST

EVENT	RPT	NET	TO	FM	CODE
HAF READY TO LAUNCH	M	1	OSC	AFC	NONE
EXECUTE ORDER	M	5	AMC	OSC	NONE
HAF AIRBORNE	M	1	OSC	AFC	NONE
HAF AT PT A (2 MIN OUT)	M	1	OSC	AFC	2 MIN OUT
COMPROMISE AUTH GRANTED START ASSAULT	M	1	AFC	OSC	NONE
TARGET DECK CLEAR	M	2	AFC	SN 1,2	NONE
HAF ON DECK	M	1	OSC	AFC	NONE
BRIDGE SECURED	M	1	OSC	AFC	NONE
CRITICAL SPACES CLEARED	M	1	OSC	AFC	NONE
FOF ON DECK	M	1	OSC	AFC	NONE
DETAINEE PROCESSING COMPLETED	M	1	OSC	AFC	NONE

EXTRACT HAF	M	1	AMC	AFC	NONE
EXTRACT HAF COMPLETED	M	1	OSC	AFC	NONE
TAKING FIRE	X	1,2,3	ANY	ANY	NONE
ABORT MISSION	X	1,2,3	ANY	ANY	NONE
MEDIVAC	X	1,2,3	ANY	ANY	NONE
MAN OVERBOARD	X	1,2,3	ANY	ANY	NONE
SWITCH TO SECONDARY FREQUENCY	X	1,2,3	ANY	ANY	NONE

M = MANDATORY

X = AS REQUIRED

c. LOST COMMUNICATION PLAN

GREEN SMOKE - BRIDGE AND ALL CRITICAL SPACES SECURED, INSERT FOLLOW-ON FORCE

YELLOW SMOKE - EXTRACT HAF

RED SMOKE - IMMEDIATE HELO MEDIVAC

MK-13 - MAN OVERBOARD

ONE HAND BEING WAVED IN A CIRCULAR MOTION OVER HEAD - BRIDGE AND ALL CRITICAL SPACES SECURED, INSERT FOLLOW ON FORCE

ONE HAND WAVED IN A CIRCULAR MOTION TO THE SIDE - ASSAULT TEAM READY FOR EXTRACTION

TWO HAND WAVED IN A CIRCULAR MOTION OVER HEAD - MEDICAL EMERGENCY, IMMEDIATE HELO EXTRACTION

Encl: (17)

PRISONER HANDLING

1. CONCEPT

a. Prisoner handling is a primary concern in the mission concept. Normally, the crews aboard most Merchant Vessels consist of 40 or more personnel. The Merchant crews for the most part are nonhostile. This requires the Assault Force to be fully skilled in the tactics and procedures of prisoner handling and crowd control.

2. PRISONER HANDLING

a. When handling prisoners the amount of force used to subdue an individual is in direct relation to the amount of force the prisoner uses to resist. In other words, use only the amount of force that is necessary to secure the individual. You are not authorized to use deadly force on any individual who does not present a threat of bodily harm to yourself or others around him.

b. The six rules of prisoner handling are:

- Speed
- Secure
- Search
- Silence
- Separate
- Safeguard

These are basic rules to live by when handling prisoners. The two man rule should always be utilized. One man to set security while the other man handles the prisoner.

c. To better understand the six rules of prisoner handling as they apply to the shipboarding mission, further explanation is as follows:

1. SPEED. This goes without saying. The faster you handle a prisoner the less time he has to react to the situation.

2. SECURE. The securing of prisoners during a shipboarding operation could be performed by any member of the Assault Force during any phase of the mission. Each member of the Assault Force should have in his possession prior to the mission enough prisoner handling gear to fully secure 6 prisoners, either by handcuffs or tieties.

a. During the initial assault, if a Detainee is encountered while the Assault Force is moving to the

Bridge, the first two men in the train will move to the appropriate flank (this is done so the number 3 man in the train can pick up point and the train does not have to stop) and secure the prisoner, while the remainder of the train continues to the Bridge. The two men who remained behind secure the prisoner, handcuff the prisoner to hard point of the ship's Weatherdeck, and quickly as possible fall back into the train.

b. The same holds true if a Detainee is encountered in a confined space during the initial assault and the first two men cannot step to the flank to secure the prisoner. The Pointman will knock him to the ground and the train will go over him. The last two men in the train will stop and secure the prisoner, handcuff him to the ship, and quickly fall back into the train.

c. If there are a large number of prisoners who can effectively hinder the Assault Force by leaving them short handed during the final assault onto the Bridge, the train will blow pass them and continue towards their objective.

d. Once the Bridge has been assaulted, all prisoners in the Bridge are secured by handcuffs or tieties before any movement of the prisoners or questioning. After the Bridge has been secured the requirement of securing prisoners to a ship's hard point no longer exist.

e. When moving prisoners always maintain bodily control.

f. Always handcuff behind the back.

g. If it can be avoided do not place a blindfold on a prisoner because it makes him harder to move around, and it makes some prisoners lose control where they normally would not.

h. Be aware of the deck of the ship – it can be so hot at times that if a prisoner's bear skin comes in contact with it he might loose control (again, where he might not have).

3. SEARCH

a. Place the prisoner on his stomach with his arms and legs spread. Always approach from the rear, placing your foot between his crotch. At this point if he moves you can disable him with a kick to the groin. With your foot between his legs kneel down, placing your knee into the small of his back and placing one hand on his head, forcing it into the deck. With the free hand start a detailed search of his body.

b. When searching a prisoner search him completely, starting either from the head or the feet and working towards the opposite end of the body. After searching the first half of him, search under him for possible Booby Traps which could be hidden under the prisoner. When done, roll the prisoner over. Always roll him in a direction so if there is a Booby Trap, his body can be used as a shield against the blast.

c. Once the prisoner is on his back complete the detailed search, again starting from one end of the body or the other. The main rule is to have a logical order when searching a prisoner or you might forget a portion of the body.

4. SILENCE

a. Never allow prisoners to talk, especially with each other. By allowing prisoners to talk, they can become organized or comforted. You want the prisoner to be off guard and disoriented as much as possible.

5. SEPARATE

a. During a shipboarding mission this is hard to maintain. You are dealing with large numbers of people with limited space. Normally, detainees will be consolidated at one or more staging points. (See: Encl: 30, 33 & Diagram 21.1, 30.1.)

6. SAFEGUARD

a. It is the Assault Force's responsibility to provide security to your prisoners. Prior to the movement of any prisoner, security must be set along the route the prisoner is to be moved. If a shortage of personnel doesn't allow adequate security along the entire route to the next staging point, the prisoner will be moved in a leap frog movement. Security will be placed as far as tactical feasible along the route towards the next staging point. Prisoners will than be restaged. Security will then be set again along the prisoner's route of movement to the next staging point. Then the prisoners moved. This will be repeated as many times as necessary to complete the movement to the Detainee Processing and Search Area. (See: Encl: 30 & Diagram: 21.1, 24.1.)

Encl: (18)

FOLLOW-ON SECURITY FORCE

1. EMPLOYMENT OF FOLLOW-ON FORCE

a. The Security Follow-on Forces should be brought on board after the SEAL Assault Force has established initial control of the topside spaces and before undertaking internal clearance operations of the Contact of Interest (COI).

b. Additional Follow-on Forces should be detailed to secure Communication Facilities, Engineering, Aft Steering, and establishment of the Detainee Staging and Processing Area.

c. Supporting surface ships close at best speed and prepare to serve as SAR, emergency landing platform or plane guard, and support as directed.

d. EOD personnel should be with initial Assault Force and exfiltrate with same if practical. If EOD cannot fastrope in with Assault Force, they should have first priority to board after initial force.

e. The decision to send ship's Boarding Party aboard COI will be made by OSC based upon recommendation of AFC and other relevant factors.

f. Detailed clearance of the COI by the SEAL Assault Force then begins and will require significantly more time. During the detailed clearance, medical assistance may fastrope on board or come aboard with ship's boarding party and establish a Triage Facility if required. Wounded will be evacuated as necessary. Assembly areas may be established and all passengers and crew accounted for, searched and marshalled to safe areas in case they require evacuation.

g. When appropriate, the AFC will call for responsibility for the COI, crew, and passengers will be transferred to the appropriate authority and the Assault Force will depart the COI, unless security is required.

2. ESTABLISHMENT OF THE DETAINEE STAGING/PROCESSING AREA

a. Prior to the establishment of the "Detainee Staging & Processing Area," communications between the AFC and the Follow-on Force Commander must be established. It is the Assault Force Commander's responsibility to establish a secured Detainee Staging Area for consolidated all Detainees encountered while conducting detailed clearances of the internal spaces and compartments of the COI.

b. The Assault Force and the Follow-on Force should have a "Detainee Turnover Point" somewhere along the route to the "Detainee Staging/Processing Area." (Normally the "Detainee Staging & Processing Area" will be located externally, usually the flight deck or VERTREP station.) Prior to any

prisoner movement a security corridor will be established to safeguard and assist in controlling the movement of prisoners. (See diagram 23.1, 24.1)

c. The SEAL assault force should possess the capability to conduct the entire shipboarding mission without the assistance of a follow-on force.

Encl: (19)

CLEARANCE OF INTERNAL & EXTERNAL SPACES

1. TWO MAN ROOM CLEARANCE

a. Normally on most maritime Contact Of Interests the basic two man clearance is the most widely used room clearance procedure. This is due to the limited size of most compartments and spaces found on most shipping vessels and oil platforms. Obviously there are exceptions to every rule (i.e. Bridge, Mess Decks, Engineering, Crew's Lounge.)

b. The standard operating procedure for conducting a basic two man room clearance are as follows:

1. Assault Team (commonly referred to as the "Train") stacks outside the entrance of the room that is to be cleared. Security is maintained to the rear by number the 5 man or the last man in the stack. Front security is maintained by the Pointman, door security is the number 1's man's job and breaching of the door is the Breacher's responsibility. No clearance should be attempted unless there is at least a two man backup team in the stack prep and ready to assist the primary 2 man clearance team. (See: Diagram 25.1.)

2. Each member in the stack quickly preps their self prior to entering the room.

3. Once each member of the room clearance team is ready, starting from the rear of the Train the last man gives a "Squeeze Signal" firmly to the man in front of him. This signals that he is fully prep and ready to conduct the room clearance. This "Squeeze Signal" is passed in order to the front of the stack until it reaches the number 1 man. The "Squeeze Signal" will not be passed unless that particular man is fully ready.

4. Once the "Squeeze Signal" reaches the number 1 man he knows every one behind him is fully ready and standing by to enter the room. The number 1 man than makes eye contact with the Breacher, the number 1 man nods his head three times and the door is breached and the two man team enters the room and conducts clearance. (See: Diagram 25.2).

5. The standard operating procedure for any room clearance are as follows: The number 1 man always moves left staying between 12-18 inches off the wall penetrating 3/4 of the way down the wall. The number 2 man always moves to the right staying 12-18 inches off the wall penetrating 3/4 of the way down the wall.

6. The "Fields of Fire" for the first two men entering a room will never change, no matter how many men are conducting a room clearance. The number 1 man's initial field of fire will always be straight down the wall once cleared, the number 1 man will then sweep right across the room all the way over to the other side of the room just short of his partner. The exact opposite procedure for the number 2 man will be employed, sweeping to his left.

7. As soon as each man's field of fire are cleared, each man will respond with a verbal signal of "Clear."

8. As soon as the door is breached the Breacher and Pointman will move down the hall to the next closest room to be cleared door' and restaging their self as before (See: Diagram 25.2). The Pointman will maintain security and the Breacher will stand just to the left or right depending on the door and wait until the Train catches up. The Number 3 and four man will assume the number 1 and 2 man responsibility for the next room. After the first room is cleared the old number 1 and 2 man will fall into the rear of the Train and assume the old number 5 and 4 man's responsibilities. (See: Diagram 25.3.)

2. FOUR MAN ROOM CLEARANCE

a. The four man room clearance is conducted in the same manner except there are the addition of 2 men. A four man room clearance is the standard operating procedure employed for larger compartments (i.e. Bridge, Engineering, Mess Decks).

b. The procedure for conducting a four man room clearance are as follows:

1. Stack the Train. (See: Diagram 26.1.)

2. The stack will than prep as described for a two man room clearance.

3. Squeeze signal passed when ready, Breacher breaches door. Pointman and Breacher move to the next door. (See: Diagram 30.1.)

4. Four man team enter room and conduct clearance. (See: Diagram 26.1.)

5. The 1 and 2 men conduct standard room clearance. Number 1 man moves left sweeping right clearing his field of fire, the number 2 man moves right and sweeps left clearing his field of fire.
(See: Diagram 26.1.)

6. The number 3 man enters the room directly behind the number 2 man, Moving to the left along the wall. Penetrating halfway down the wall. The number 3 man should be between 12-18 inches off the wall. The number 3 man's field of fire is directly to the center of the room, than sweeping to the left just short of the number 1 man. (See: Diagram 26.2.)

7. The number 4 man enters the room directly behind the number 3 man, moving to the right along the wall. Penetrating halfway down the wall. The number 4 man should also be between 12-18 inches off the wall. The number 4 man field of fire is directly to the center of the room, than sweeping to the right just short of the number 2 man. (See: Diagram 26.2.)

8. After the room is cleared, the room clearance team withdraws from the room. First man in is the last man out. The order of withdraw should be 4, 3, 2, 1.

9. The 4 man room clearance team should fall back into the stack. (See: Diagram 26.3).

3. THE TRAIN

a. The "Train" will continue this procedure until all spaces and compartments are cleared. (See: Diagram 30.1.)

b. During the initial internal room clearance the first room or passageway on each level will be designated as the "Detainee Staging Area." This area will be used as a consolidation point for any Detainee encountered during the level by level, room to room clearance. (See: Diagram 30.1.) Two men will then be designated as security for the "Detainee Staging Area." Normally, this is the first two men who initially cleared the compartment.

c. If during a room clearance, a Detainee is encountered (if he does not present a threat), he is secured and searched in the compartment he was found. The Train will continue to clear spaces moving passed the room the Detainee was encountered.
(See Diagrams: 34.1, 35.1, 36.1, 37.1.)

d. If it is a four man room clearance, the last two men who entered the compartment (3 & 4 man) will be responsible for securing the prisoner and his movement to the Detainee Staging Area. The last man to initially enter the compartment (#4 man) during the clearance will be responsible for the movement of the Detainee to the staging area. If the room no longer poses a threat the remainder of the clearance team will leave the room and fall back into the rear of the Train. On a two man room clearance, the number 2 man assumes the responsibilities of prisoner handling. The number 1 man maintains room security. Same rule applies, last man in will move the Detainee. (See: Diagram 35.1, 36.1).

4. PASSAGEWAY CLEARANCE

a. "L" SHAPED

The "L" shaped passageway should be cleared by conducting a one man clearance. Rear security is always the last man in the Train responsibility. (See: Diagram 27.1, 27.2).

b. "T" SHAPED

The "T" shaped passageway should be cleared by conducting a two man clearance. On this type of passageway, the Breacher should take one step to the outside of the Train during the forming of the Stack prior to clearing the passageway. This enables the Breacher an easier access to the front of the Train. The Breacher's normal position in the Train is behind the Pointman. (See: Diagram 28.2).

c. FOUR DIRECTIONAL

This passageway should be cleared by conducting a three man clearance. Again, the Breacher steps to the side. (See: Diagram 29.1.)

5. INTERNAL STAIRS

a. Stairs are normally cleared using a one man clearance. The Pointman will clear ahead of the Train. If the Train is to enter through door onto particular level of a COI utilizing the stairs, a two man clearance will be conducted. First the Train will stop, prep for the clearance, squeeze signals passed. Once ready the Pointman and the Breacher conduct the clearance. The pointman moves past the door, taking a position so he can cover the remainder of the stairs below him. The Breacher moves forward where he can cover the door and, if needed, breach the door without interfering with the clearance team ability to go through the door to clear the passageway of that level.

6. EXTERNAL STAIRS

a. External stairs primarily are located on the main superstructure. The best method for clearing a flight or flights of stairs is with a four man clearance team.

b. The standard operating procedure is as follows: Left, right. forward, and back. The number 1 man always clears left, number 2 man always clears right. Number 3 man in the stack clears forward. The number 4 man clears back. This way 360 degrees of security is maintained.

c. The remainder of the Train sets up below the 4 man clearance team.

d. The number 5 man becomes the Pointman for the remaining members of the Train. The number 5 man and the remainder of the train will move halfway up onto the stairway, but not before the 4 man clearance team makes their move onto the next level of stairs to be cleared.

e. Once the number five man hears an "All clear" he will lead the remainder of the Train past the stationary clearance team to the next level of stairs and stop. The clearance team will maintain their position until the last man in the Train has passed. The clearance team will than collapse and fall back into the rear of the Train.

f. The number 5 man now become the number 1 man. As soon as the new pointman has four men he can repeat the 4 man clearance procedure.

h. This tactic enables the Train to establish a "Bounding Overwatch" as they move to their objective. Remember the remaining member in the train pick up their normal fields of fire.

8. WEATHERDECK

a. Normally the movement onto the Weatherdeck is in association with the Assault Force's insertion and its movement to the Contact of Interest's superstructure. When planning an insertion point on to the Weatherdeck (if possible) plan for the shortest and most direct route to the Bridge. The movement to the Bridge should be as far as possible to the Port or Starboard side of the ship's Weatherdeck. This allows the Assault Force to cut down on their fields of fire and concentrate their security to the front, back, and to one flank.

b. During the assault, the movement from the insertion point to the Bridge should be accomplished in a "Bounding Overwatch" type movement. The clearance of the Weatherdeck as the Assault Force makes it's way to the Bridge should be viewed as a multiple room clearance. That is, all dead spaces and structures encountered along the route should be cleared utilizing basic CQB skills. (See: Diagram 41.1.)

9. BRIDGE

a. The primary objective on any hostile shipboarding is the Bridge. On most Merchant Shipping Vessels if you control the Bridge, you control the ship. Normally the ship's "Master" will be located in close proximity to the Bridge, along with ship's communications space. On most civilian ships an "Emergency Stop" will be located at one of the control panels on the Bridge. The Bridge area should be secured by the Assault Force in the least amount of time possible. This will cut down the ship's crew reaction time. Don't sacrifice your Assault Force's security for blinding speed.

b. The Bridge is normally a four man room clearance with at least a 2 man backup team.

c. The possibility of having the requirement to mechanically or explosively breach the Bridge's hatch or door is always there. Plan for it. A good rule of thumb for breaching is every door or hatch is a breaching problem. Train for it. Flex Liner, Data Sheet, Explosive Foam and 12 gage 00 Buck are some of the explosive that can be used. Hooligan Tools, Sledge Hammers, Crow Bars, and Fire Axes are a few items which also should accompany any Assault Force on a shipboarding operation. These items are backpacked by the Breachers. In addition, two men should be designated as "Torch Operators."

d. Once the Bridge is secured the following sequence of events should take place in the following order:

- Bridge secured by 4 man room clearance team.

- Communications is established to Higher Authority.

- All Detainee are secured that are located on the Bridge.

- The ship's Master is identified and brought to the Bridge, Instructed to stop the ship, and present a complete sailing list of the crew and all documentation of cargo his ship is carrying.

- If the ship's Master will not immediately stop the ship the Assault Force will stop the ship.

- C-2 element is fully established within close proximity to the Bridge. Normally the C-2 element consists of the Assault Force Commander and his Radio Communicator.

- Security force is left on the Bridge along with the C-2 element.

- Follow-on Force is inserted and employed.

- Assault Force Commander directs his force to start internal clearance.

- Internal clearance completed. All Detainees accounted for and cargo inventoried.

- Detainees turned over to the Follow-on Force for search and processing.

- Assault Force extracts.

e. The Assault Force should be able to accomplish any portion of the shipboarding mission or the entire mission without the aid of a following force in case the following force cannot be inserted on to the COI for whatever reason.

Diagram 21.1 VBSS DETAINEE STAGING & PROCESSING AREA

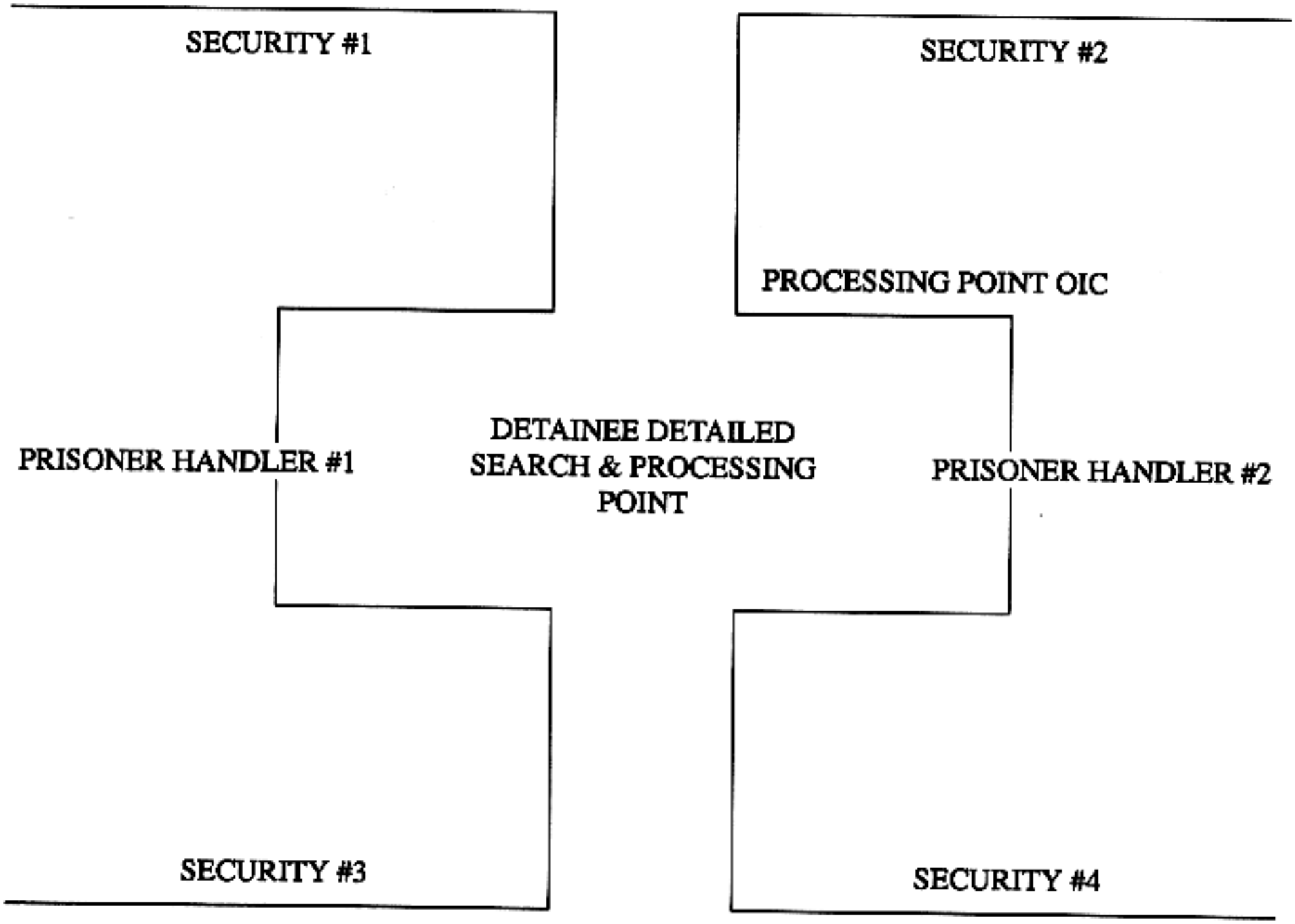


Diagram 41.1

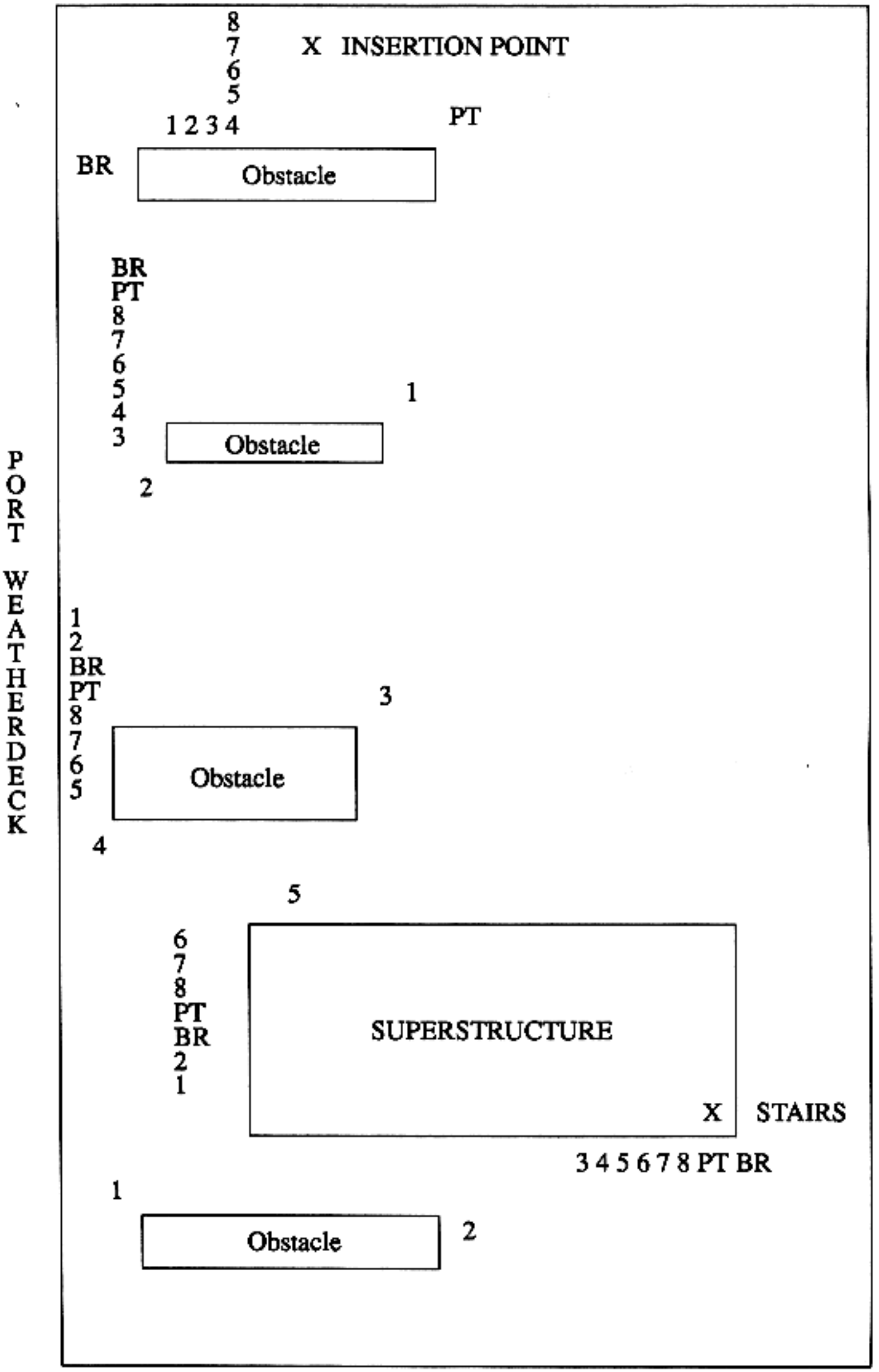

8
7
6
5
X INSERTION POINT
1 2 3 4
PT
BR
Obstacle
BR
PT
8
7
6
5
4
3
1
Obstacle
2
PORT WEATHERDECK
1
2
BR
PT
8
7
6
5
3
Obstacle
4
5
6
7
8
PT
BR
2
1
SUPERSTRUCTURE
X STAIRS
3 4 5 6 7 8 PT BR
1
Obstacle
2

Diagram 24.1

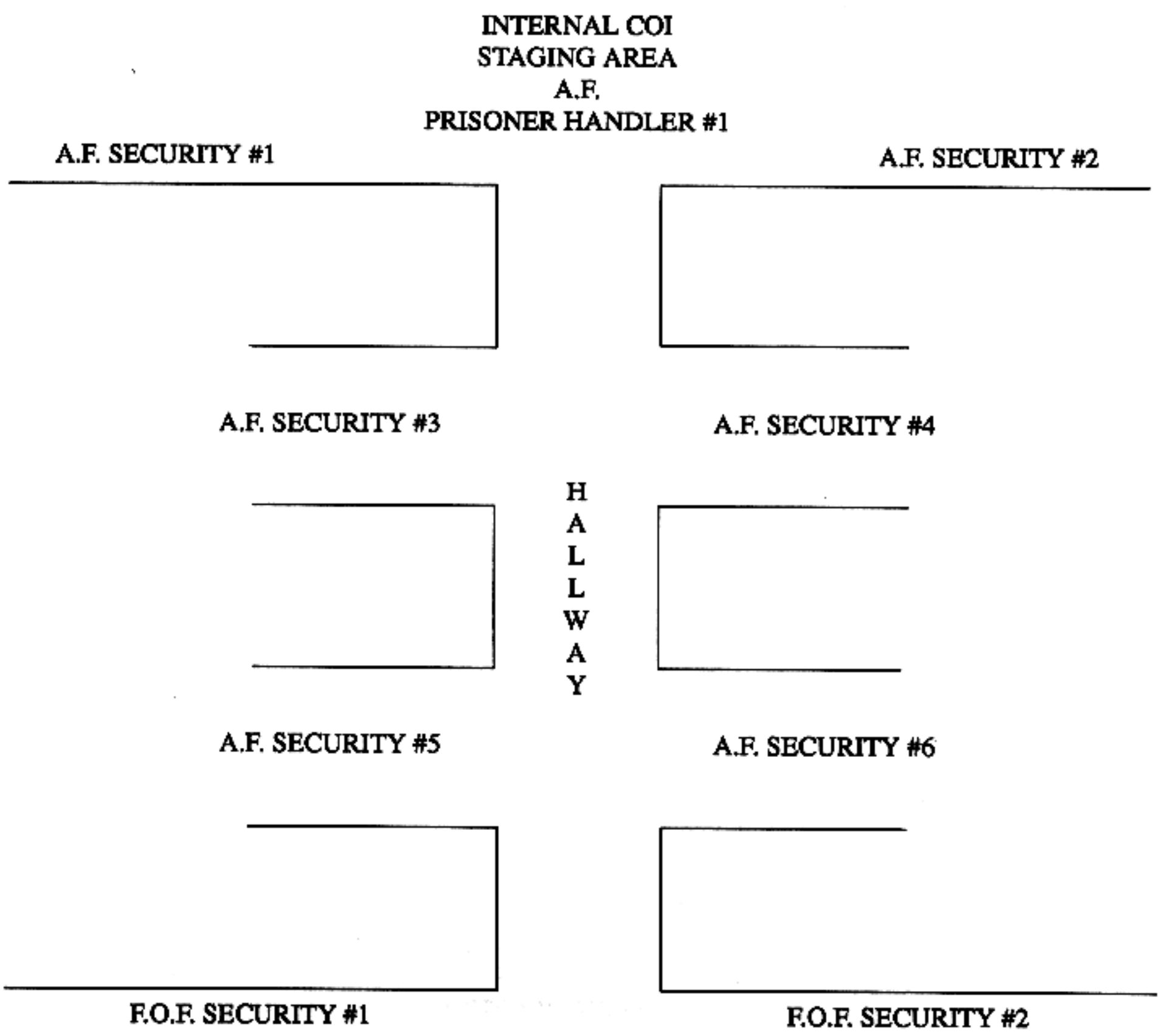
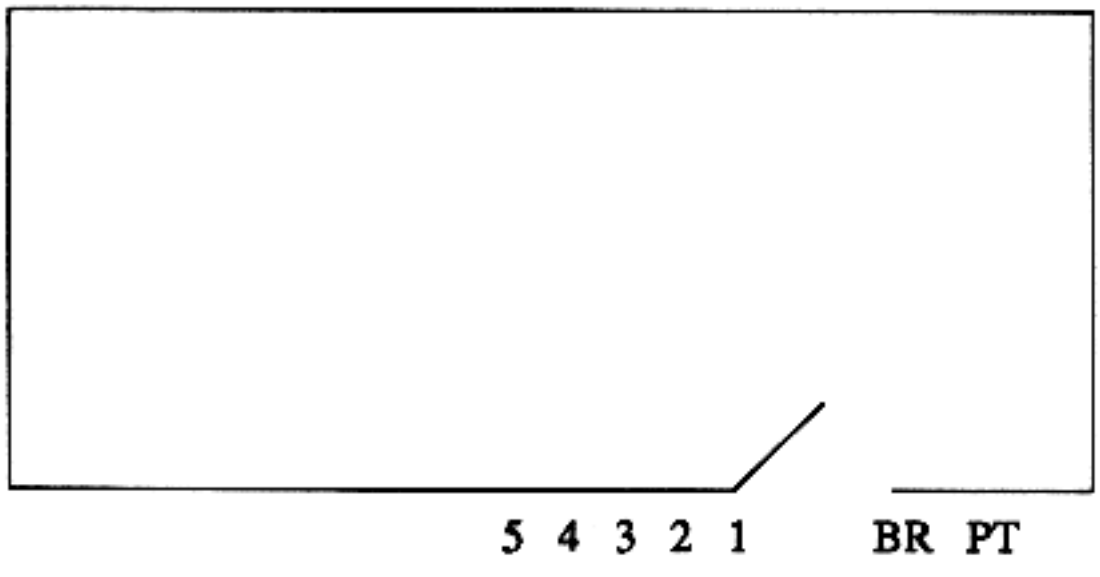

INTERNAL COI
STAGING AREA
A.F.
PRISONER HANDLER #1
A.F. SECURITY #1
A.F. SECURITY #2
A.F. SECURITY #3
A.F. SECURITY #4
H
A
L
L
W
A
Y
A.F. SECURITY #5
A.F. SECURITY #6
F.O.F. SECURITY #1
F.O.F. SECURITY #2
"DETAINEE TURNOVER POINT"
F.O.F. PRISONER HANDLER #1
EXTERNAL DETAINEE STAGING/PROCESSING

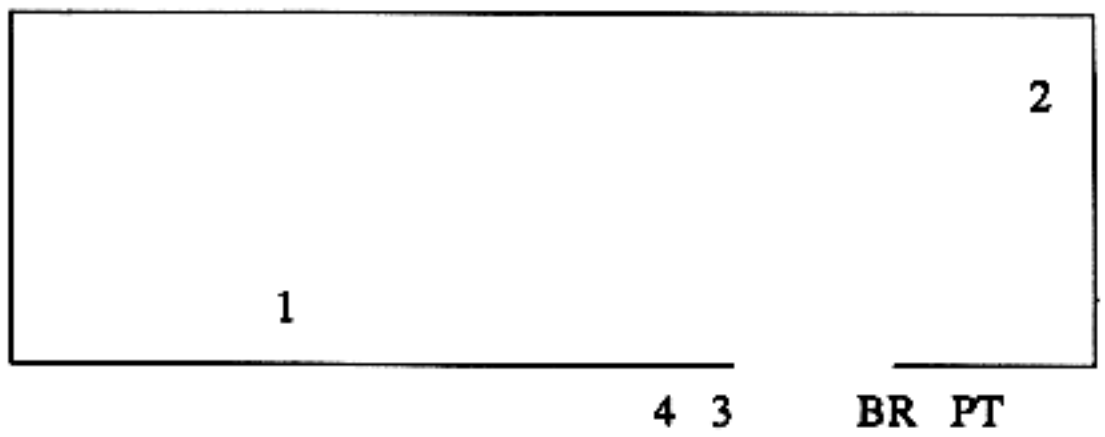
Diagram 25.1

TWO MAN ROOM CLEARANCE



"STACKING"

Diagram 25.2



"TWO MAN CLEARANCE"

Diagram 25.3

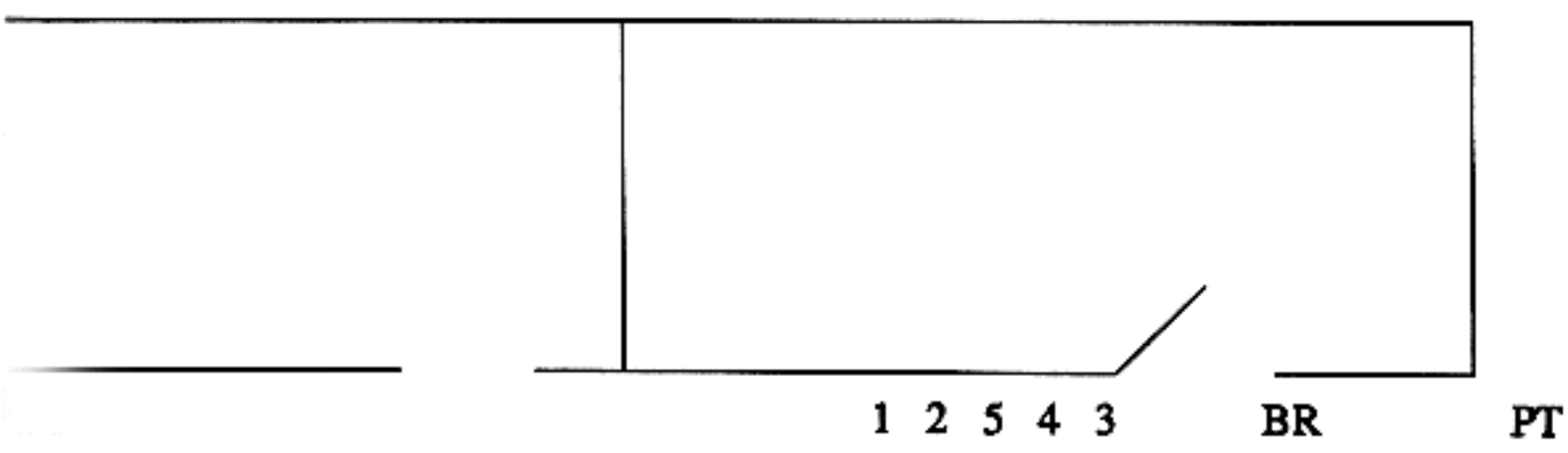
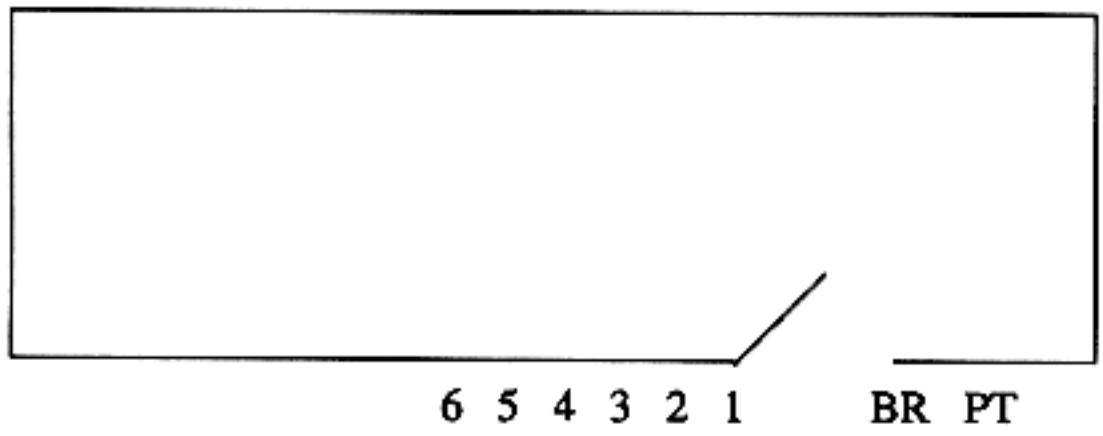


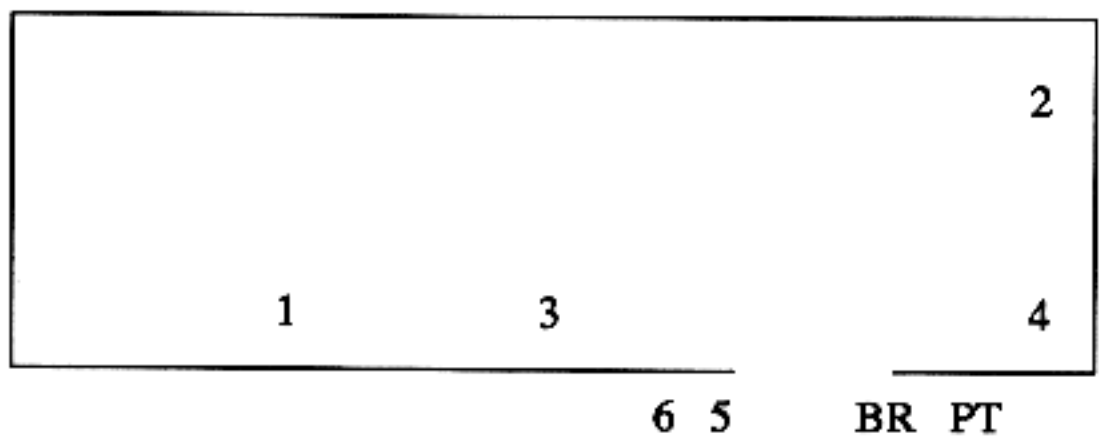
Diagram 26.1

FOUR MAN ROOM CLEARANCE



"STACKING"

Diagram 26.2



"FOUR MAN CLEARANCE"

Diagram 26.3

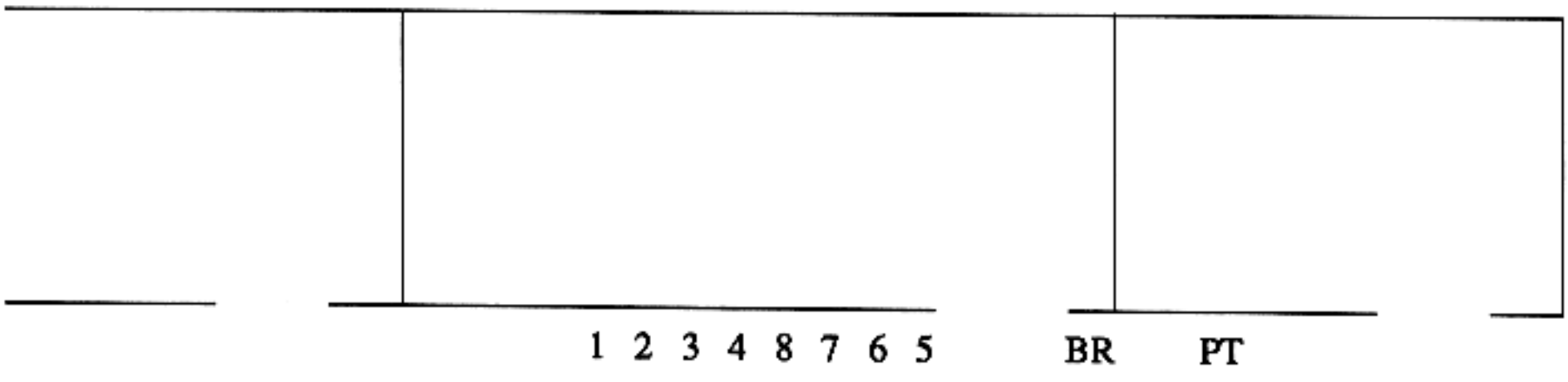
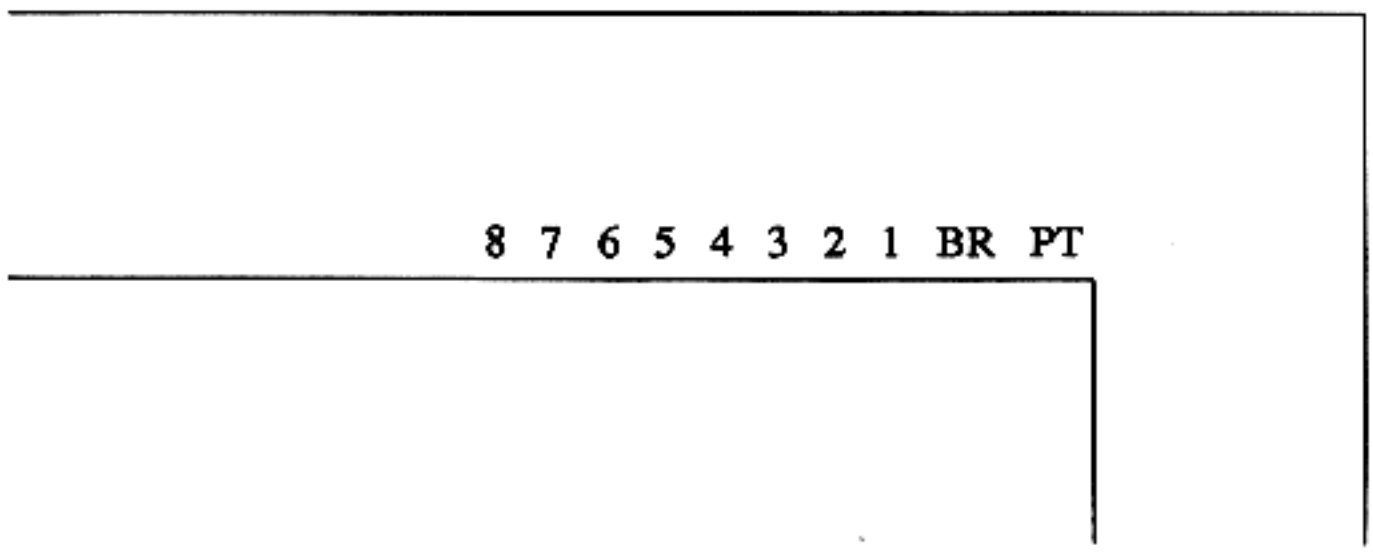


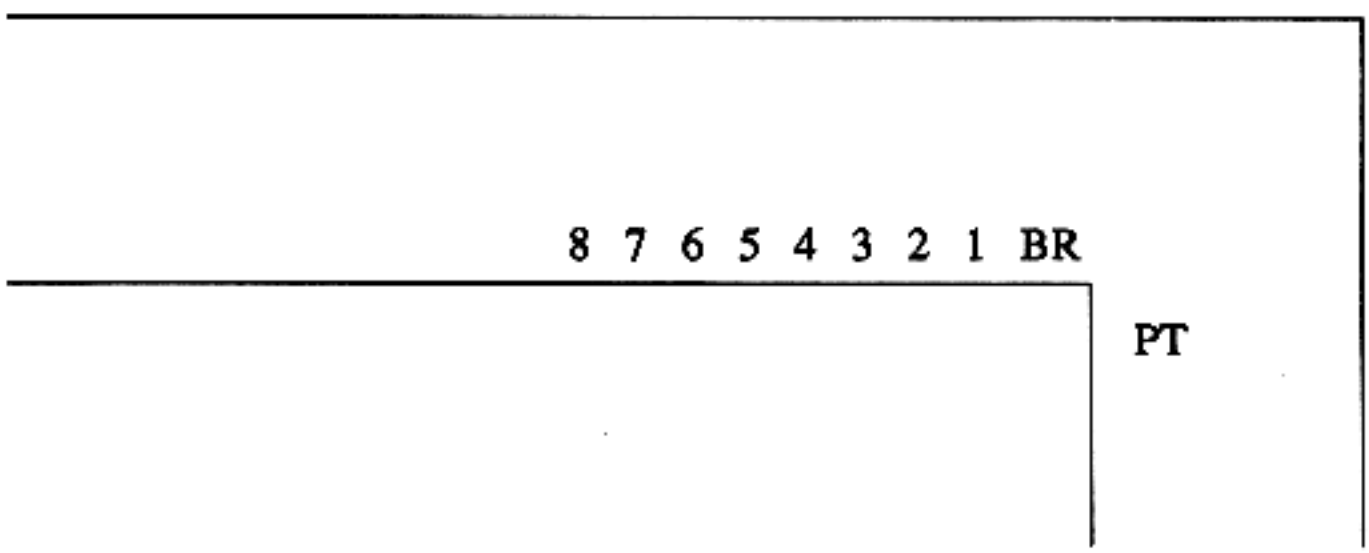
Diagram 27.1

"L" SHAPED PASSAGEWAY CLEARANCE



"STACKING"

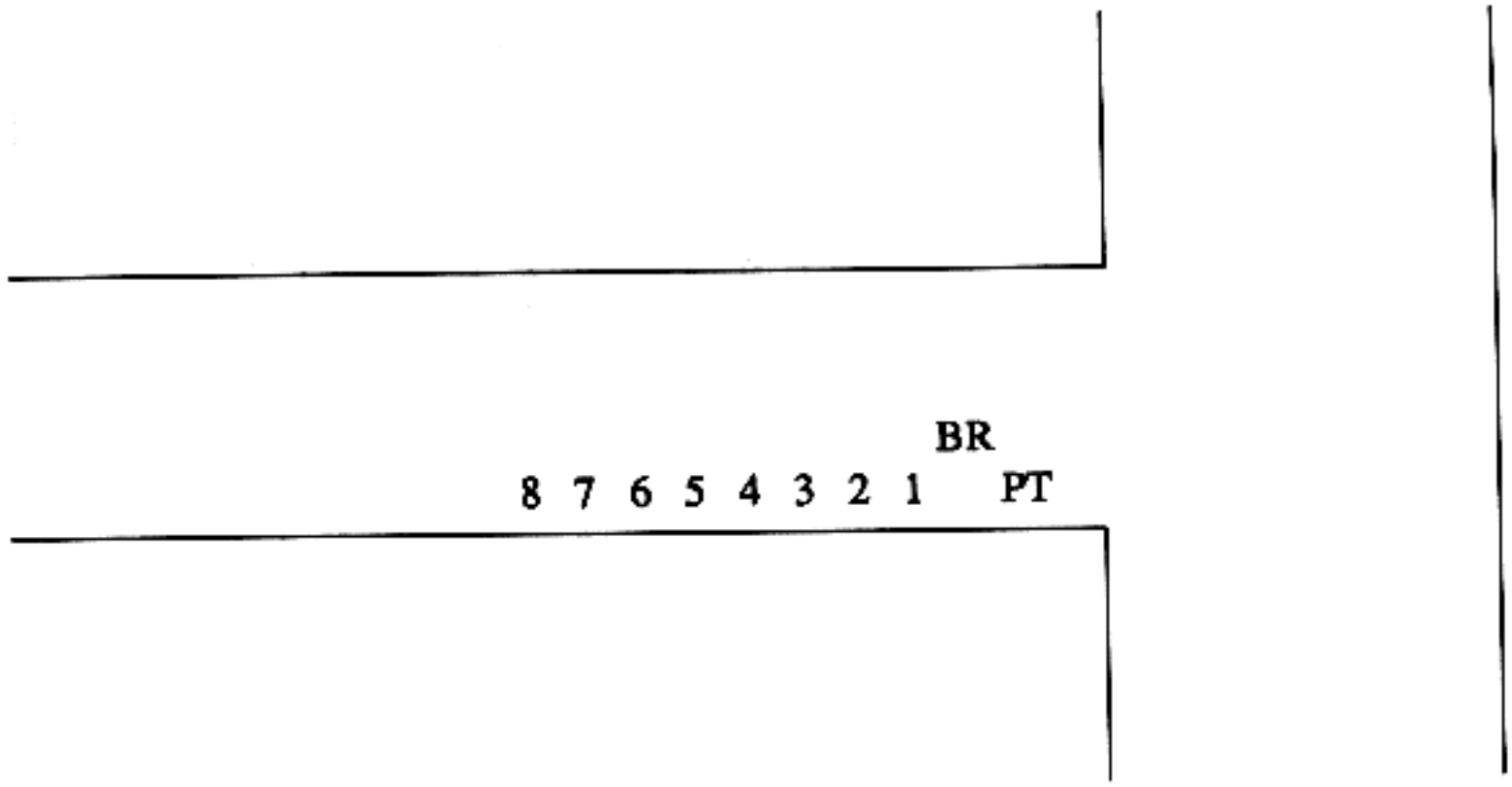
Diagram 27.2



"ONE MAN CLEARANCE"

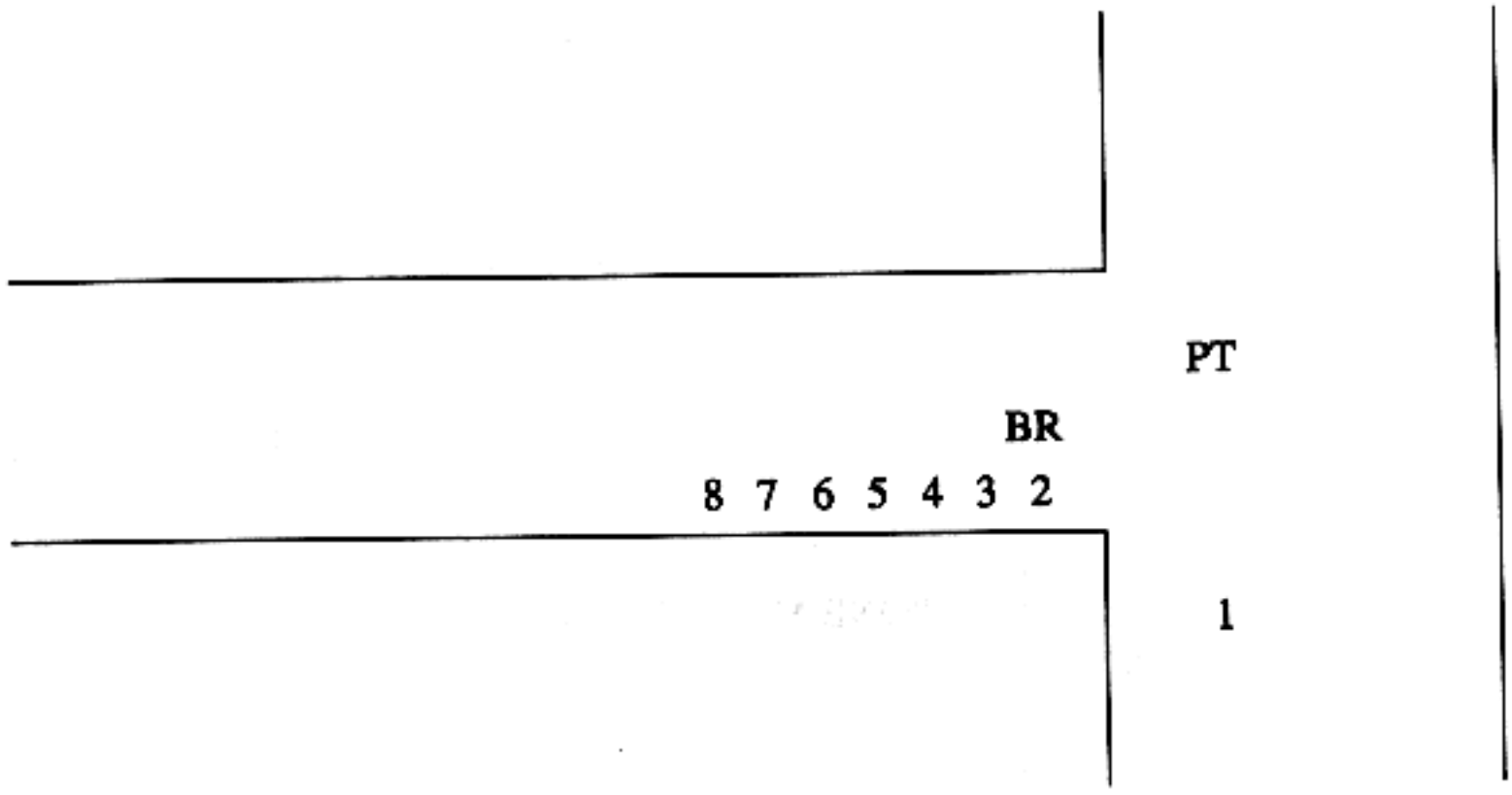
Diagram 28.1

"T" SHAPED PASSAGEWAY CLEARANCE



"STACKING"

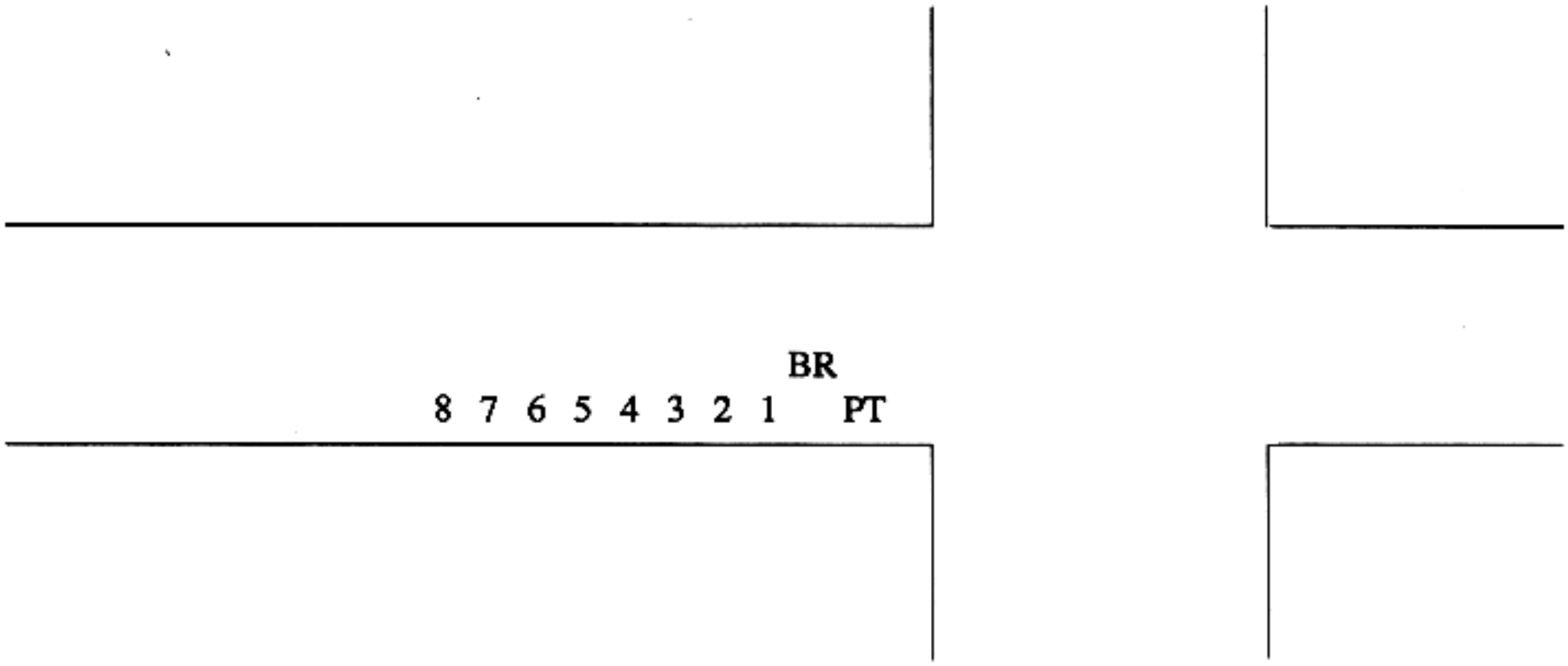
Diagram 28.2



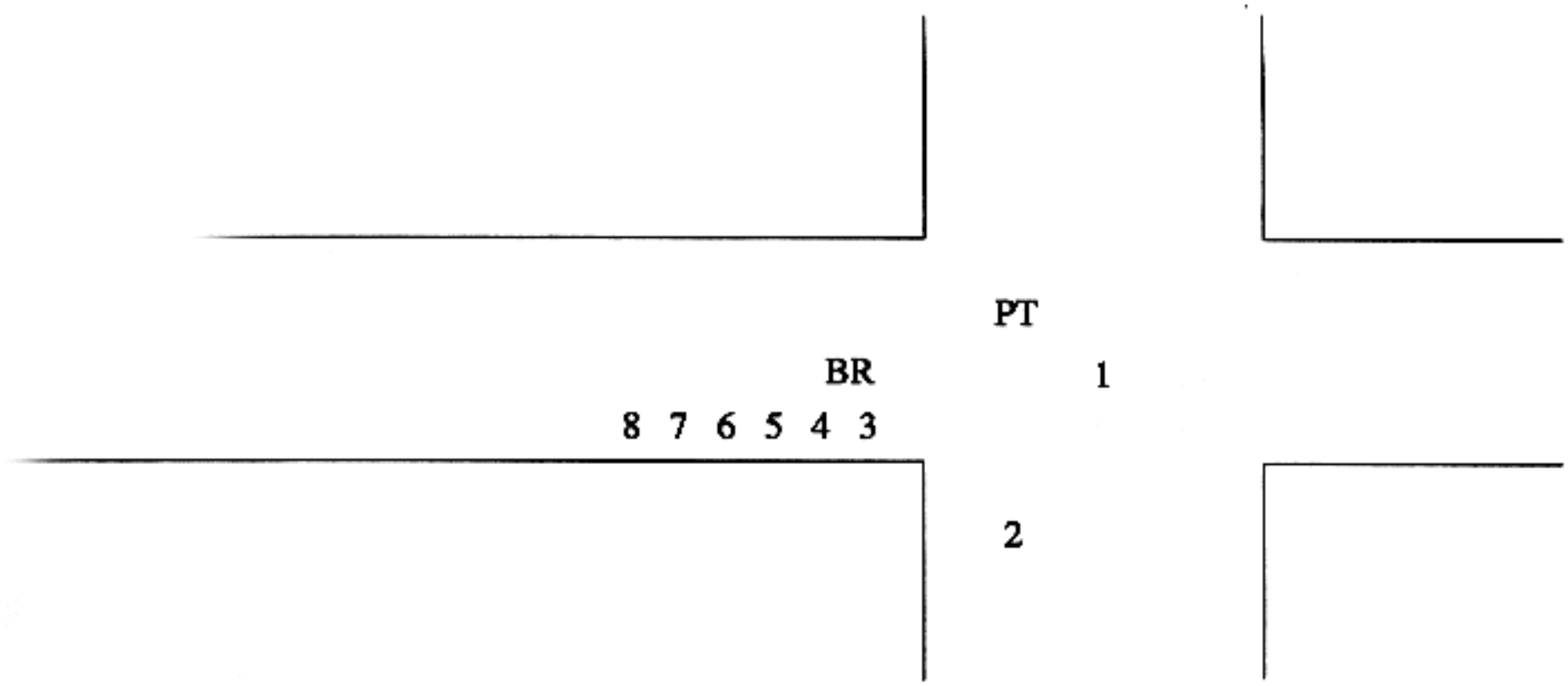
"TWO MAN CLEARANCE"

Diagram 29.1

MULTIPLE DIRECTIONAL PASSAGEWAY



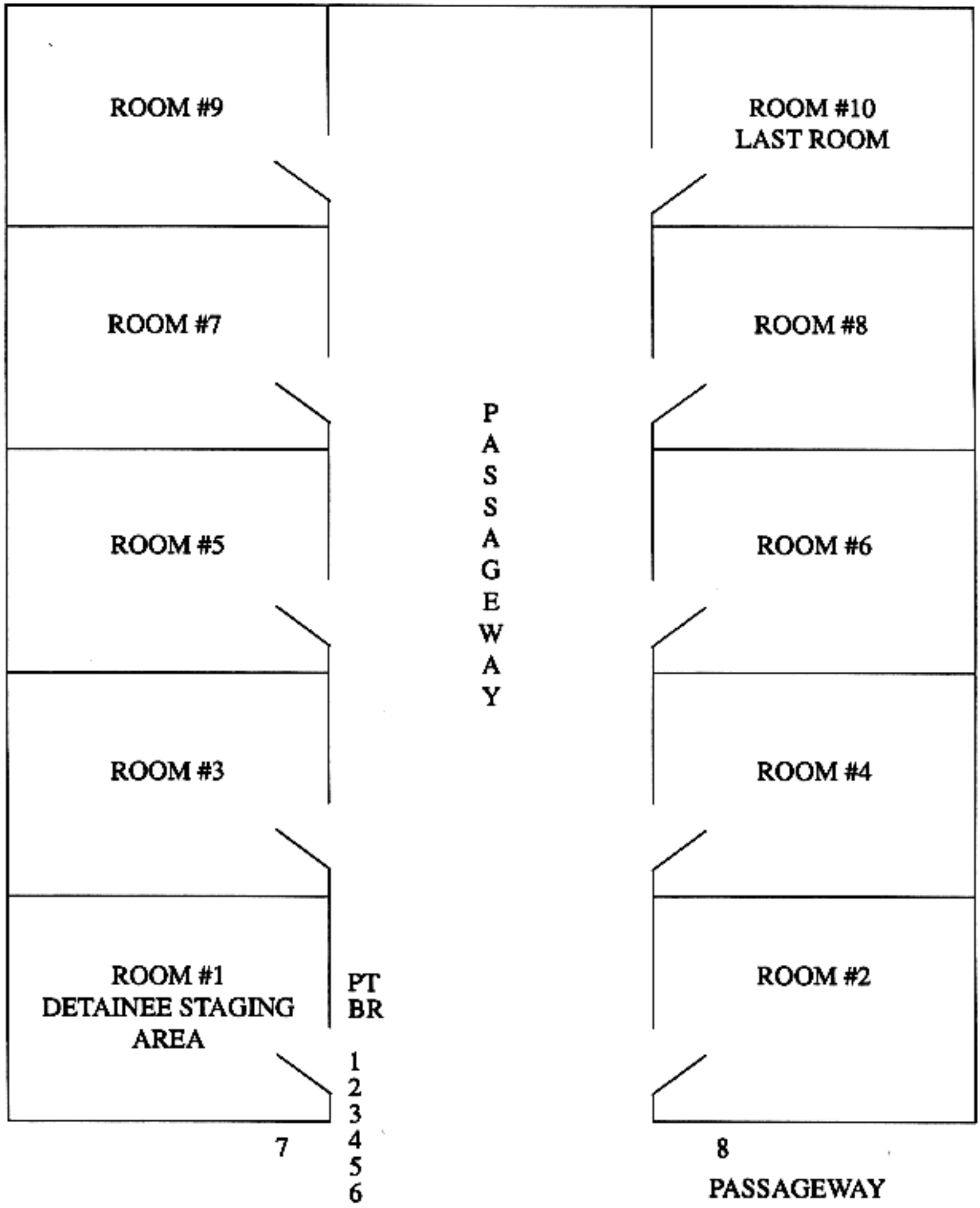
"STACKING"



"THREE MAN CLEARANCE"

Diagram 30.1

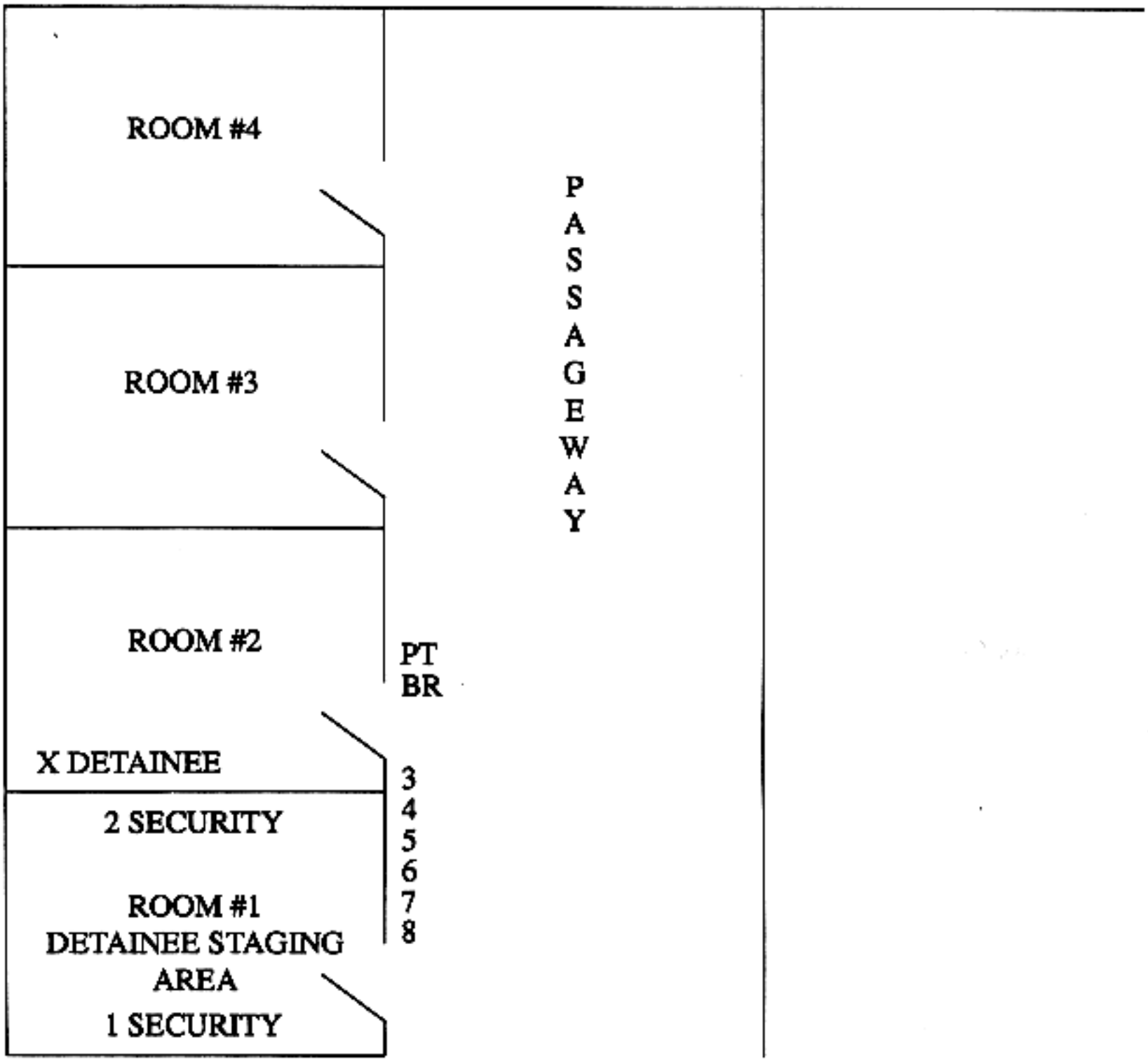
MULTIPLE ROOM CLEARANCE



"MULTIPLE ROOM CLEARANCE"
&
"DETAINEE STAGING POINT"

Diagram 34.1

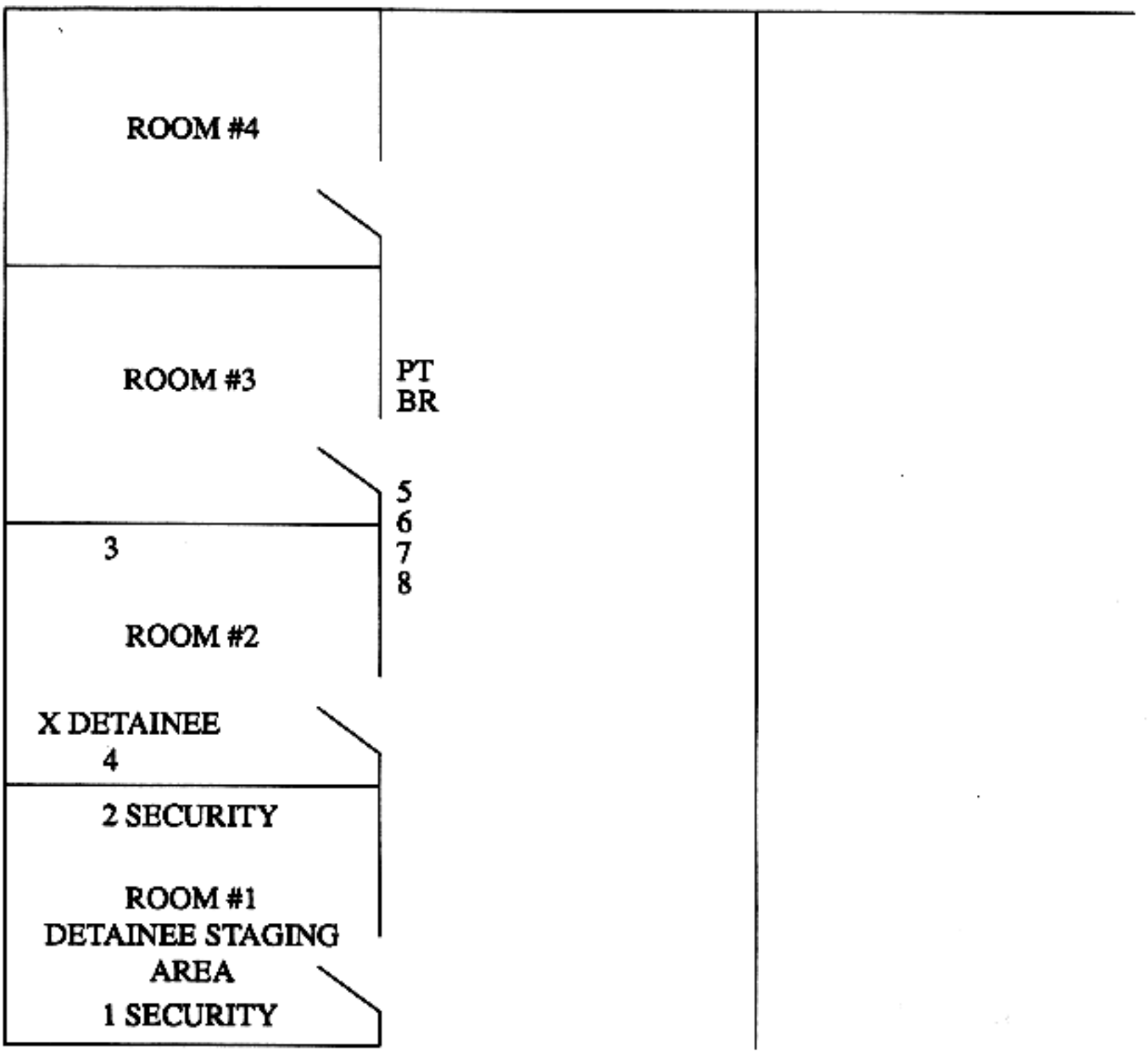
DETAINEE STAGING POINT



ROOM CLEARANCE

Diagram 35.1

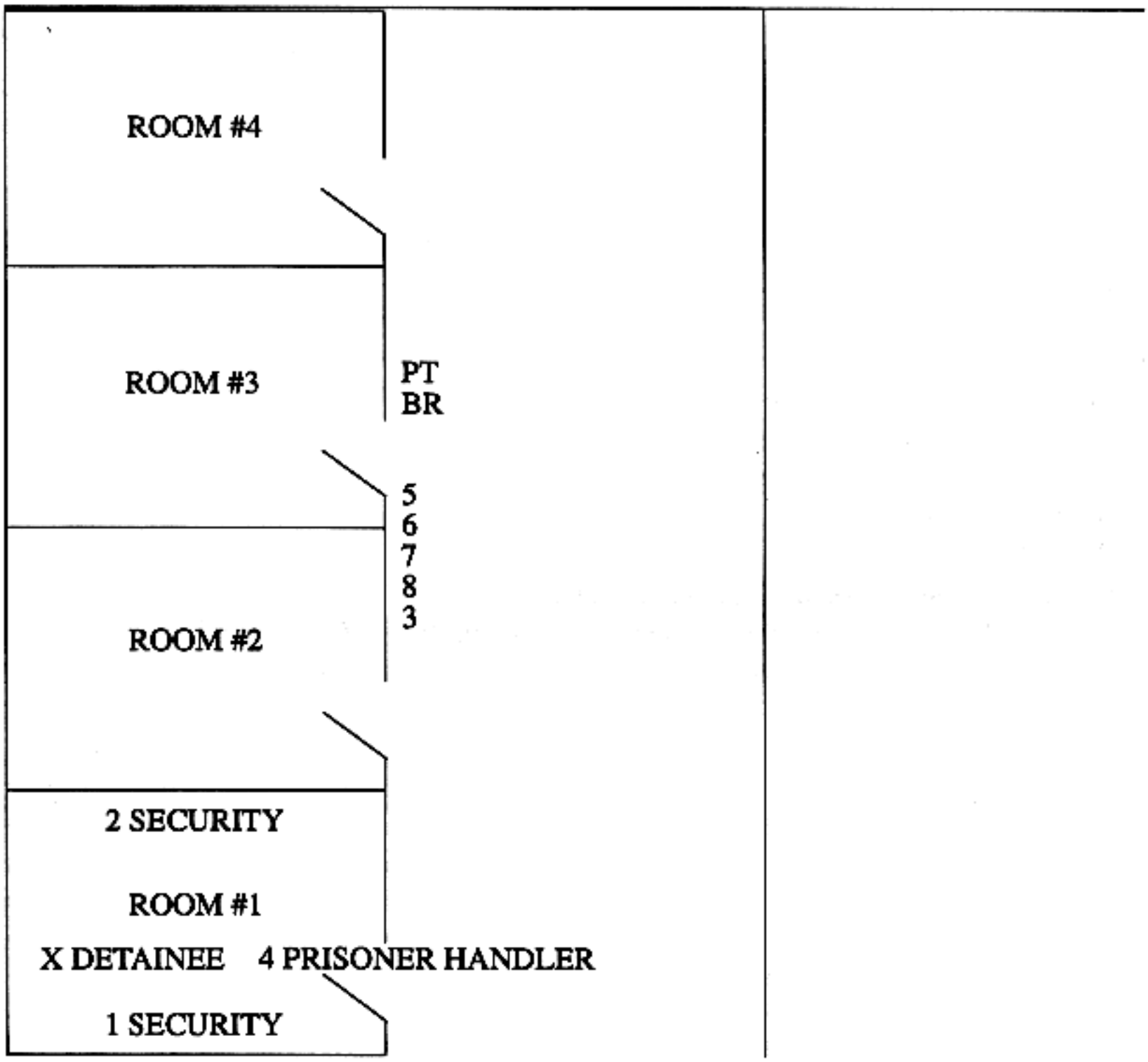
DETAINEE STAGING POINT



ROOM CLEARANCE

Diagram 36.1

DETAINEE STAGING POINT



ROOM CLEARANCE

Subj: Shipboarding (Subsurface Assault)

1. Purpose:

To provide future guidance for SEAL personnel in advanced maritime instruction involving shipboarding platform subsurface assault.

2. Discussion:

a) The two-week period of shipboarding instruction was the first subsurface shipboarding instruction. The following discussion is directed toward the problems involving these procedures, not the obvious tactical deficiencies.

The obvious hazard to the diver is the potential of entanglement with the ascent lines used to connect the diver's UBA to the derigging line. In subsurface derigging under controlled conditions involving a swimming pool or combat training tank, where the divers do not have to deal with any environmental or visibility problems, the above procedures do not present any problems.

Under normal environmental conditions at night and in open water, the derigging procedures have a potential for entangling divers. The main problem is the ascent lines. If a group of divers encounter any type of current or surge, there is an extreme possibility of diver entanglement when ascending to the surface.

Once on the surface, the procedure is to drop the UBA while still attached to the ascent line. (In most cases, the divers do not surface exactly together.) Again, if there is any surge or current, poor diver positioning due to restricted visibility, or loss of body contact with other divers while ascending, there exists more than a reasonable chance of a UBA being blown into a nearby diver. For example, if a diver becomes entangled after he drops his own UBA and the rest of the eight-man element has done the same, the weight of all the dive rigs would pull the entangled diver under the surface of the water to the depth equal to the length of the ascent line.

If this procedure is attempted around an oil platform, chances of this happening on a scale of 1 to 10, due to the heavy surge encountered around most open water oil rigs, would be a 5.

The second problem is swimming an element on a derigging line (lizard line). Under most simple derigging situations, the current derigging procedures present no apparent problems. However, training for the worst case scenario is how an assault element should approach their training—under conditions where limited visibility is a factor and obstacles such as ships screws, struts, etc., are a major problem in controlling the confusion factor while that element locates and rigs their securing point for their derigging line.

Under conditions where there are a lot of obstacles (such as oil rigs), swimming an eight-man element

on a derigging line should be eliminated. All members should be attached by buddy line. An echelon formation is recommended with the attack board diver leading the formation. The secondary job of the attack board diver is to maintain the derigging line. Once on the target, the derigging line man finds his first securing point for the derigging line. After snapping one end of the derigging line to the securing point with a snap link, the derigging line man then places the #2 man's hand on the securing point. Next, the derigging man detaches his buddy line and hands it to the #2 man. Next, the derigging man swims the derigging line bitter end out to the second secure point, secures the line, then swims back to the first point by following the derigging line back to the element waiting on the first securing point. This method gives the derigging line man the freedom to search for the second derigging point without dragging seven other swimmers with him. This method keeps the confusion factor to a minimum.

After returning to the securing point, the derigging line man places the #2 man on the line. This procedure is repeated for each man as the swimmer line moves down the derigging line toward the second securing point. After the element moves down the derigging line and the first man reaches the second securing point, the derigging line man places his hand on the second securing point where the derigging line is attached. The #1 man places his hands on the derig line and slides his hand back down the line until he feels the first derig line securing point. Next the #1 man snaps himself into that securing point with a snap link, then slides his hands down the derig line toward the man next to him until he locates the next securing point. The #1 man then grabs the #2 man's hand and places it on that securing point and squeezes his hand, signalling to him that this is his securing point. The #2 man snaps himself into the derigging line securing point. This procedure is repeated for each man.

SWIMMER APPROACH SQUEEZE SIGNALS

1. SWIMMER ELEMENT ENTERS WATER IN DIVE PAIRS.

2. SWIMMER ELEMENT GETS ON LINE IN THE DIRECTION OF MOVEMENT TO TARGET.

3. STARTING FROM THE DIVE END OF THE SWIMMER FORMATION, THE #8 MAN OR LAST SWIMMER SNAPS HIS BUDDY LINE INTO THE #7 MAN OR THE NEXT MAN IN THE SWIMMER FORMATION. SNAPPING INTO THE SWIMMER NEXT TO YOU LETS HIM KNOW YOU ARE READY TO START THE DIVE. THIS PROCEDURE IS REPEATED IN SWIMMER ORDER FROM THE REAR OF THE SWIMMER ELEMENT. WHEN THE #2 MAN SNAPS HIS BUDDY LINE INTO THE #1 MAN (OR COMPASS MAN), THIS LETS HIM KNOW THAT ALL SWIMMERS TO THE REAR OF HIM ARE READY TO START THE DIVE.

WARNING: NO SWIMMER SHOULD SNAP HIMSELF INTO THE MAN NEXT TO HIM IF HE IS NOT READY TO DIVE. THIS IS THE ONLY METHOD FOR NONVERBAL COMMUNICATION TO ENSURE THAT THE OIC KNOWS ALL HIS DIVERS ARE READY TO DIVE.

4. COMPASS MAN WAITS FOR HIS BUDDY LINE TO BE SNAPPED IN TO SIGNAL TO START

THE DIVE. ONCE THIS IS DONE, THE COMPASS MAN STICKS OUT HIS HAND TO SIGNAL THE TIME KEEPER/#2 MAN (NORMALLY THE OIC) HE IS READY TO START THE DIVE.

5. TIME KEEPER SQUEEZES THE COMPASS MAN'S HAND AND STARTS THE CLOCK. THE COMPASS MAN STARTS THE DIVE. ALL COMBAT SWIMMER PROCEDURES ARE FOLLOWED UNTIL REACHING THE TARGET.

NOTE: TIME FOR THE AVERAGE SWIMMER ELEMENT CONSISTING OF EIGHT MEN TO SWIM 100 YARDS IS FOUR MINUTES.

6. ONCE THE SWIMMER ELEMENT REACHES THE TARGET, THE ELEMENT WILL NORMALLY HAVE TO MOVE LEFT OR RIGHT TO THEIR FIRST SECURING POINT. FOR SETTING THE DERIGGING LINE, THE SIGNAL IS A CLENCHED FIST WITH THE THUMB POINTING IN THE DIRECTION THE ELEMENT HAS TO MOVE. THIS CAN ONLY BE DONE IN WATER THAT OFFERS SOME VISIBILITY. IN ZERO VISIBILITY, THE #1 MAN PULLS OR PUSHES THE #2 MAN IN THE DIRECTION HE WANTS TO MOVE THE ELEMENT. THIS IS REPEATED IN ORDER DOWN THE SWIMMER ELEMENT. WHEN THE #1 MAN LOCATES THE FIRST SECURING POINT, HE STOPS THE FORM BY USING A CLENCHED FIST OR IN ZERO VISIBILITY JUST SIMPLY STOPS SWIMMING. ALL SWIMMERS SHOULD BE WELL BRIEFED PRIOR TO STARTING THE DIVE SO THEY HAVE A GOOD IDEA WHAT IS GOING TO HAPPEN AND IN WHAT ORDER.

NOTE: THE #1 MAN IS THE PRIMARY SWIMMER FOR ENSURING THE ELEMENT GETS TO THE TARGET. ONCE ON TARGET, IT IS HIS ADDITIONAL RESPONSIBILITY TO MOVE THE SWIMMER ELEMENT IN A CONTROLLED AND ORDERLY MANNER TO THE FIRST DERIGGING LINE SECURING POINT. AFTER LOCATING THE FIRST SECURING POINT, IT IS HIS JOB TO LOCATE THE SECOND SECURING POINT AND SET THE DERIGGING LINE. IT IS WITHOUT QUESTION THAT YOUR MOST EXPERIENCED OPERATOR SHOULD ONLY BE ASSIGNED THIS JOB!

8. ONCE THE #1 MAN LOCATES THE FIRST DERIGGING LINE SECURING POINT, HE IMMEDIATELY SNAPS HIS DERIGGING LINE INTO THE SECURING POINT BY A SNAP LINK.

9. AFTER SECURING THE DERIGGING LINE, THE #1 MAN LOCATES THE #2 MAN'S NEAREST HAND AND PLACES IT ON THE FIRST SECURING POINT AND SQUEEZES IT FIRMLY, SIGNALLING TO THE #2 MAN THIS IS THE FIRST SECURING POINT. IN ZERO VISIBILITY, THIS IS THE ONLY WAY THE #2 MAN (OIC) KNOWS WHERE THEY ARE AT. IT ALSO LETS THE #2 MAN KNOW THE #1 MAN IS GETTING READY TO SET THE DERIGGING LINE.

10. WHEN THE #1 MAN IS READY TO SET THE DERIGGING LINE, HE UNSNAPS HIS BUDDY

LINE FROM HIMSELF AND PLACES IT IN THE #2 MAN'S HAND LOCATED ON THE FIRST SECURING POINT FOR THE DERIGGING LINE. THIS SIGNALS TO THE #2 MAN THAT THE #1 MAN IS LEAVING TO LOCATE THE #2 SECURING POINT. #1 MAN PAYS OUT THE DERIGGING LINE FROM THE LINE POUCH WHILE SEARCHING FOR THE SECOND SECURING POINT. AFTER LOCATING IT, HE SECURES THE BITTER END OF THE DERIG LINE TO THE SECOND POINT, THEN SWIMS BACK DOWN THE LENGTH OF THE DERIG LINE TO THE FIRST SECURING POINT AND THE #2 MAN.

NOTE: THE DERIGGING LINE MAN SHOULD ALWAYS HAVE WITH HIM A DERIGGING LINE EXTENSION IN CASE THE PRIMARY DERIGGING LINE IS TOO SHORT.

NOTE: THE DERIGGING LINE SHOULD BE "S" FOLDED AND LIGHT RUBBER BANDED AND STORED IN A POUCH FOR SWIMMER'S MOVEMENT AND ORDERLY PAYING OUT OF THE DERIG LINE WHEN SECURING IT ON TARGET.

NOTE: TO KEEP THE CONFUSION FACTOR TO A MINIMUM IN LIMITED VISIBILITY, HEAVY SURGE, OR CURRENT, THE DERIGGING LINE SHOULD NOT BE SWAM ON THE APPROACH BY THE SWIMMER ELEMENT. THE REASON BEING THAT IT IS A HELL OF A LOT LESS DIFFICULT TO LOCATE THE SECOND SECURING POINT THROUGH OBSTACLES, IN POOR VISIBILITY, OR IN CURRENT/SURGE WITH ONE PERSON OR SWIM PAIR THAN IT WOULD BE DRAGGING SEVEN SWIMMERS BEHIND THE #1 MAN. THIS CUTS DOWN ON THE CONFUSION WHEN ONE MAN CAN OPERATE BY HIMSELF TO SECURE THE DERIG LINE. IN SUBSURFACE DERIGGING, ONE MAN DOING THE THINKING IS BETTER THAN EIGHT.

11. ONCE THE DERIGGING LINE MAN RETURNS AFTER SETTING THE DERIG LINE, HE TAKES THE #2 MAN'S HAND OFF THE FIRST SECURING POINT AND PLACES IT ONTO THE DERIGGING LINE AND SQUEEZES IT FIRMLY. THIS LETS #2 MAN KNOW THAT THIS IS THE DERIGGING LINE AND TO START MOVING DOWN THE DERIGGING LINE TOWARD THE SECOND SECURING POINT.

NOTE: THIS STEP IS REPEATED IN ORDER FOR EACH MAN AS THE SWIMMER ELEMENT MOVES DOWN THE DERIGGING LINE. IT IS THE RESPONSIBILITY OF EACH MAN TO PHYSICALLY PLACE THE MAN'S HAND BEHIND HIM ON THE DERIGGING LINE AND TO GIVE HIM A SQUEEZE SIGNAL, LETTING THAT DIVER KNOW THIS IS THE DERIG LINE. THIS IS THE ONLY WAY FOR AN ORDERLY MOVEMENT DOWN THE DERIGGING IN ZERO VISIBILITY.

12. ONCE THE #1 MAN REACHES THE SECOND SECURING POINT, HE PLACES HIS HAND ON IT AND THE SECURING LINE. AFTER DOING THIS, THE #1 MAN SLIDES HIS HAND DOWN THE DERIGGING LINE BACK TOWARD THE #2 MAN AND LOCATES THE FIRST DERIGGING LINE SWIMMER SECURING LOOP. NEXT, AFTER LOCATING HIS LOOP, #1

MAN SNAP LINKS HIMSELF INTO THIS SWIMMER SECURING LOOP.
13. AFTER SECURING HIMSELF TO THE DERIG LINE, THE #1 MAN GRABS THE SWIMMER SECURING LOOP WITH HIS HAND AND SLIDES IT ALONG THE DERIG LINE BACK TOWARD THE #2 MAN POSITION UNTIL HE LOCATES THE NEXT SWIMMER SECURING POINT ON THE DERIG LINE. ONCE LOCATING THIS POINT, THE #1 MAN LOCATES THE #2 MAN'S CLOSEST HAND AND PLACES IT ON THAT SWIMMER SECURING POINT AND SQUEEZES IT FIRMLY. THIS SIGNALS TO THE SWIMMER THAT THIS IS THE DERIG LINE AND THIS IS HIS DESIGNATED SWIMMER DERIG SECURING POINT. WHEN THE SWIMMER IS SURE OF HIS SECURING POINT, HE SNAP LINKS HIMSELF INTO THAT POINT.

NOTE: THIS PROCEDURE IS REPEATED IN ORDER DOWN TO THE END OF THE SWIMMER ELEMENT. IT IS THE RESPONSIBILITY OF EACH SWIMMER TO PLACE THE MAN NEXT TO HIM ON HIS SWIMMER SECURING POINT AFTER LOCATING HIS OWN. THIS IS THE ONLY WAY IT WILL WORK IN LIMITED VISIBILITY.

NOTE: WHEN THE LAST MAN AT THE REAR OF THE SWIMMER ELEMENT HAS SECURED HIMSELF INTO HIS SWIMMER SECURING POINT, IT IS HIS RESPONSIBILITY TO INITIATE THE PROCEDURE FOR DERIGGING AND SURFACING. THIS IS DONE WITH A SQUEEZE SIGNAL.

14. ONCE THE LAST MAN IN THE ELEMENT IS SECURED INTO THE DERIGGING LINE AND HE IS READY TO START DERIGGING, HE UNSNAPS HIS BUDDY LINE AND PASSES IT UP THE SWIMMER ELEMENT TO THE NEXT MAN IN LINE, ONE SQUEEZE.

NOTE: NO SWIMMER SHOULD PASS A ONE SQUEEZE SIGNAL UNTIL HE IS SURE HE IS READY TO START DERIGGING.

15.THIS PROCEDURE IS REPEATED UP THE SWIMMER LINE UNTIL THE #1 MAN RECEIVES THE ONE SQUEEZE SIGNAL. THIS LETS THE MAN AND THE OIC KNOW THAT ALL DIVERS ARE READY TO START DERIGGING.

16. STARTING FROM THE FRONT OF THE SWIMMER LINE, AFTER THE #1 MAN IS SURE EVERYONE IN THE SWIMMER LINE IS READY TO DERIG, THE #1 MAN SENDS DOWN THE SWIMMER LINE **TWO SQUEEZES** TO START DERIGGING.

NOTE: THE TWO SQUEEZES ARE RECEIVED BY EACH SWIMMER AND IMMEDIATELY PASSED TO THE NEXT SWIMMER IN LINE BEFORE STARTING THE DERIGGING PROCEDURE.

17. STARTING FROM THE REAR OF THE SWIMMER ELEMENT, AFTER THE LAST SWIMMER IN THE SWIMMER LINE IS FULLY DERIGGED AND IS FULLY READY TO SURFACE, HE PASSES TWO SQUEEZES TO THE SWIMMER NEXT IN LINE TOWARD THE

FRONT OF THE SWIMMER LINE.
NOTE: NO SWIMMER SHOULD PASS TWO SQUEEZES UNTIL HE IS FULLY DERIGGED AND READY TO SURFACE. THIS IS THE ONLY WAY THE #1 MAN KNOWS EVERYONE BACK DOWN THE FORMATION IS DERIGGED AND READY TO SURFACE.

18. THIS PROCEDURE OF PASSING TWO SQUEEZES TO THE MAN NEXT TO YOU AFTER YOU ARE DERIGGED IS REPEATED ALL THE WAY UP TO THE #1 MAN.

19. AFTER THE #1 MAN RECEIVES TWO SQUEEZES FROM THE #2 MAN HE KNOWS EVERY ONE IS READY TO SURFACE. THE #1 MAN THEN PASSES THREE SQUEEZES WHICH SIGNAL TO THE #2 MAN STANDBY TO SURFACE. THIS SQUEEZE SIGNAL IS REPEATED ALL THE WAY TO THE END OF THE SWIMMER LINE.

20. WHEN THE LAST MAN IN THE SWIMMER LINE GETS THREE SQUEEZES, THIS SIGNALS THAT THE SWIMMER ELEMENT IS READY TO SURFACE. THE PROCEDURE THEN IS THE LAST MAN SUCKS HIS UBA DRY OF AIR, CLOSES HIS UBA, GRABS THE MAN'S SHOULDER NEXT TO HIM AND PULLS HIM LIGHTLY TO THE SURFACE. THIS PROCEDURE IS REPEATED FOR ALL DIVERS TO START THE MOVEMENT TOWARD THE SURFACE.

NOTE: THIS PROCEDURE IS REPEATED FOR THE SWIMMER ELEMENT BACK UP THE SWIMMER LINE. MAINTAINING BODY CONTACT IS IMPORTANT TO ENSURE THAT EVERYONE REACHES THE SURFACE TOGETHER. THIS CUTS DOWN THE CHANCE OF A SWIMMER GOING THE WRONG WAY IN ZERO VISIBILITY.

21. SWIMMERS SHOULD SURFACE AS CLOSE TO THE TARGET AS POSSIBLE. FACE MASKS SHOULD BE REMOVED IF POSSIBLE PRIOR TO REACHING THE SURFACE. MOVEMENT AND NOISE SHOULD BE KEPT DOWN TO A MINIMUM.

22. ONCE ON THE SURFACE, THE OIC GETS A HEAD COUNT AND MOVES THE SWIMMER ELEMENT TO THE DESIRED CLIMB POINT.

23. AT THE CLIMB POINT, THE LADDER AND POLE MAN PREP THEIR EQUIPMENT AS CLOSE TO THE SKIN OF THE TARGET AS POSSIBLE. EVERYONE ELSE REMAINS AGAINST THE SIDE OF THE TARGET.

24. WHEN READY, THE POLE MAN, LADDER MAN AND SECURITY MOVE AWAY FROM THE SKIN OF THE TARGET JUST ENOUGH TO GET A GOOD ANGLE AGAINST THE SIDE OF THE TARGET TO SET THE LADDER AND HOOK WITH THE PAINTER'S POLE. EVERYONE ELSE REMAINS AGAINST THE SKIN OF THE TARGET. WHILE THE POLE MAN IS SETTING THE LADDER FOR THE CLIMB, THE POINT MAN AND OIC ARE REMOVING THEIR FINS AND PREPPING THEMSELVES FOR THE CLIMB WITH A MINIMUM AMOUNT OF NOISE,

REMEMBERING TO STAY AGAINST THE SIDE OF THE TARGET AS MUCH AS POSSIBLE.
25. ONCE THE LADDER IS HOOKED, THE POINT MAN AND OIC START CLIMBING THE LADDER. THE POLE MAN LOWERS THE LADDER AND SNAP LINKS IT INTO THE LOWEST PORTION OF THE LADDER AND MOVES TO THE REAR OF THE ELEMENT ALONG WITH THE LADDER MAN.

26. JUST SHORT OF EXPOSING HIMSELF, THE POINT MAN STOPS HIS CLIMB, DRAWS HIS SIDEARM, POPS HIS HEAD UP, AND RECONS FOR ANY THREATS TO THE SWIMMER ELEMENT. IF THERE ARE NONE, HE CONTINUES HIS CLIMB. THE POINT MAN GETS ON DECK AND CONDUCTS ANOTHER SECURITY CHECK.

IF ALL IS CLEAR, THE POINT MAN SIGNALS FOR THE OIC TO CONTINUE HIS CLIMB AND TO BOARD THE TARGET. THE POINT MAN'S JOB AT THIS POINT IS TO MAINTAIN 360 DEGREE SECURITY.

27. ONCE ON BOARD, THE OIC SETS THE SAFETY LINE AND SIGNALS EVERYONE ELSE TO START THEIR CLIMB. IN POOR VISIBILITY, RED AND GREEN CHEM LIGHTS CAN BE USED TO SIGNAL CLIMB OR NO CLIMB. IF A SIMPLE HAND SIGNAL CAN BE USED, USE THAT. IF IT IS A SECURE HOOK FOR THE LADDER, THE SAFETY LINE DOES NOT HAVE TO BE USED.

28. SWIMMERS WAIT ON THE BOTTOM OF THE LADDER WITH THEIR FINS OFF AND SNAPPED LINKED INTO THE BOTTOM OF THE LADDER. EVERYONE ELSE SHOULD BE AGAINST THE SIDE OF THE TARGET. DEPENDING ON THE SEA CONDITIONS, SWIMMERS SHOULD HAVE BOTH FINS OFF OR AT LEAST ONE FIN OFF GETTING READY TO GET ON THE LADDER TO CLIMB. PRIOR TO GETTING ON THE LADDER, THE SWIMMER'S FINS SHOULD BE SNAPPED LINKED INTO THE LOWEST PORTION OF THE CAVING LADDER AS POSSIBLE. SPEED IS THE KEY.

NOTE: SWIMMERS WAITING TO GET ON THE LADDER SHOULD STAY AGAINST THE TARGET AS MUCH AS POSSIBLE WHILE REMOVING THEIR FINS AND PREPPING THEMSELVES TO CLIMB. STAY AWAY FROM THE LADDER UNTIL IT IS YOUR TIME TO CLIMB. REMEMBER, THERE SHOULD BE NO SPACE BETWEEN PERSONNEL GETTING ON THE LADDER TO CLIMB.

29. ONCE SWIMMERS START BOARDING THE TARGET, THE OIC SHOULD DIRECT PERSONNEL WHERE HE WANTS THEM TO SET SECURITY. THE RULE IS 360 DEGREES. THE OIC SHOULD DIRECT PERSONNEL TO THE FIRST SET POINT WHERE THE ASSAULT ELEMENT CAN PREP GEAR, EXPLOSIVES, COMMS, AND REBRIEF AS REQUIRED WITH AS MUCH SECURITY AS POSSIBLE.

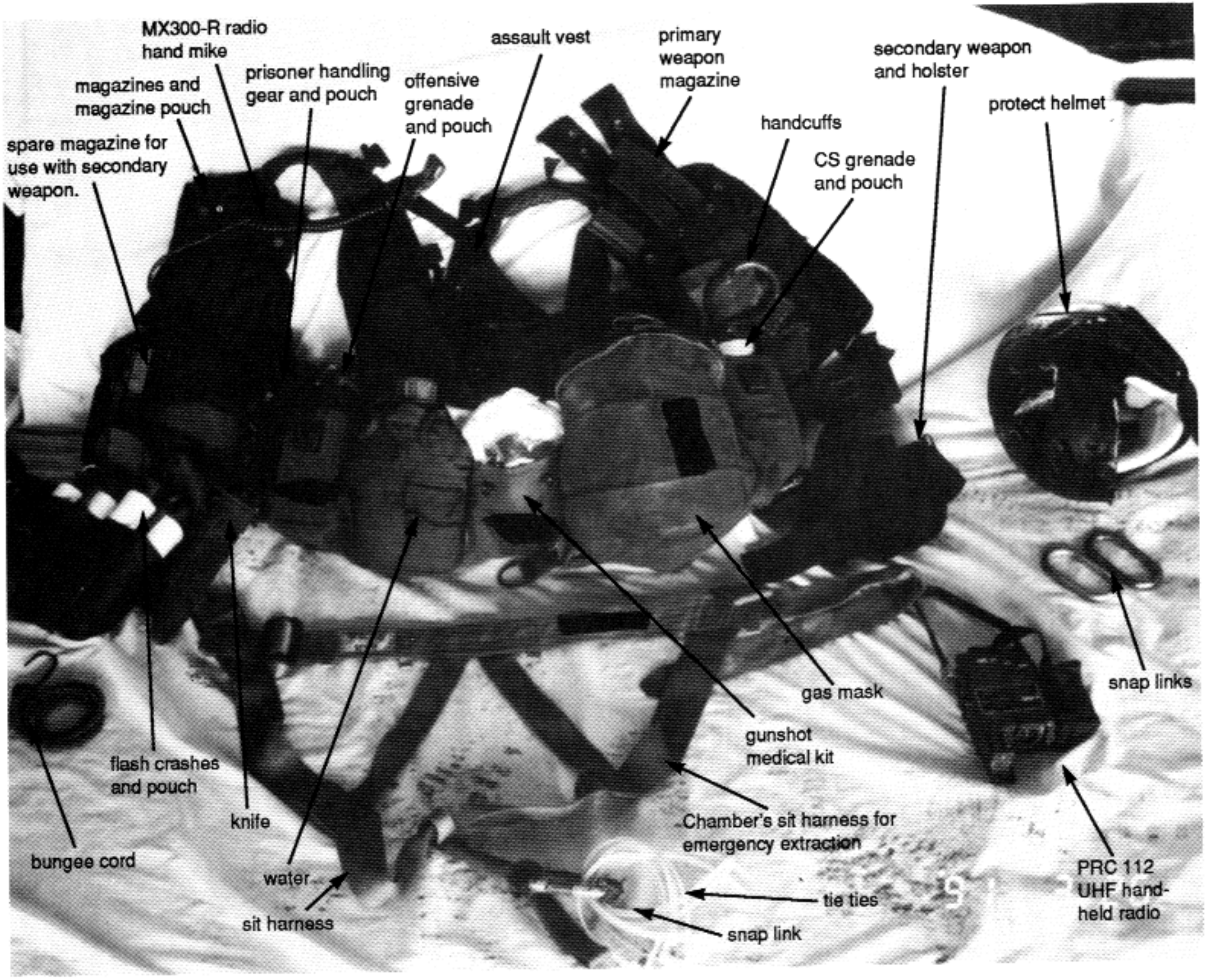
30. ONCE THE ASSAULT TEAM IS READY, EQUIP IS PREPPED AND CHECKED, AND A

HEAD COUNT IS COMPLETED, THE ASSAULT ELEMENT MOVES TO THE FINAL SET POINT. THIS MOVEMENT SHOULD BE DONE IN A BOUNDING OVERWATCH OR LEAPFROG MOVEMENT.

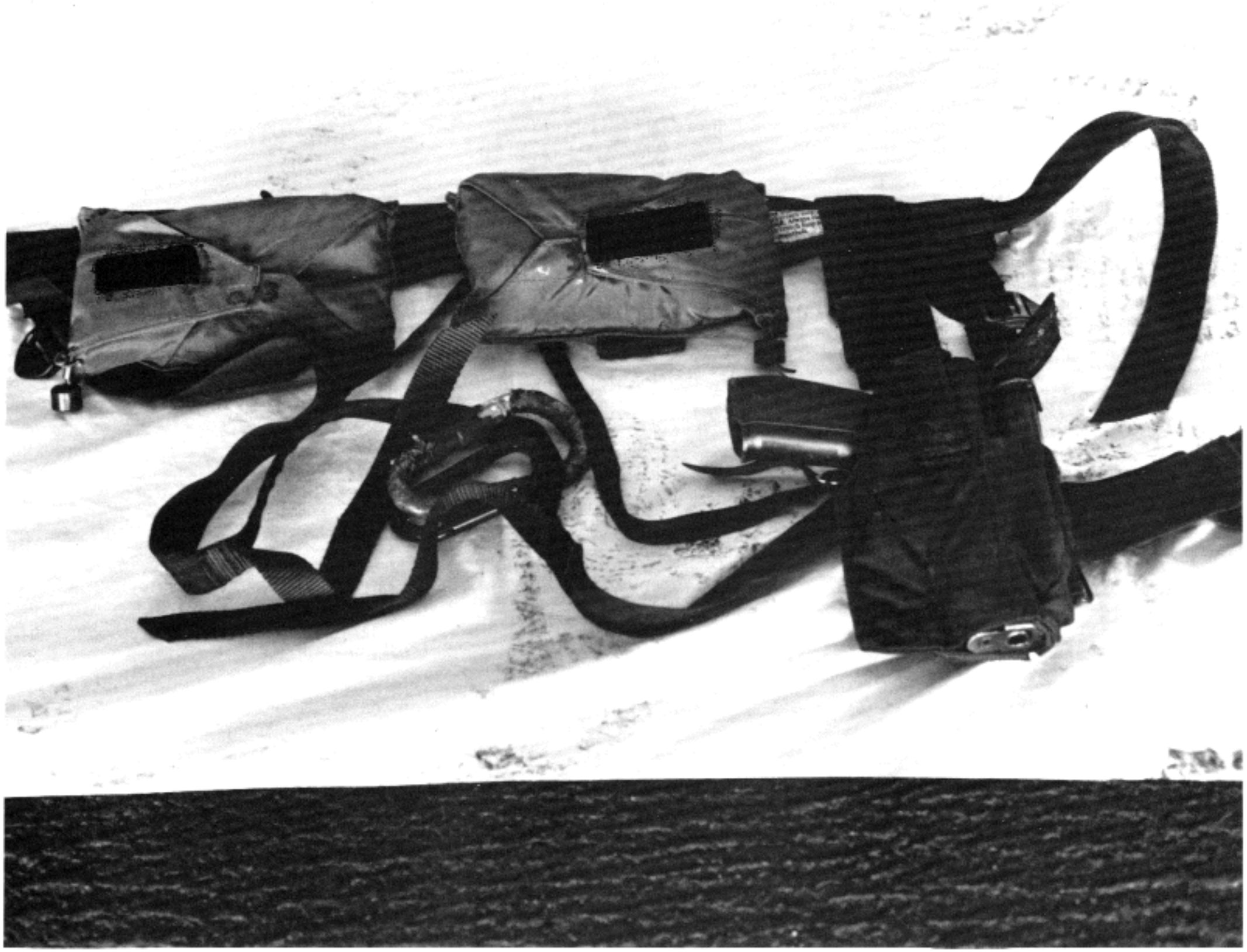
31. AT THE FINAL SET POINT, ALL BREACHING CHARGES ARE PREPPED AND FIRING WIRE LADED OUT TO THE TARGET ENTRY POINT. BREACHER AND SECURITY MOVE TO THE ENTRY POINT, SET CHARGES AND MOVE BACK TO THE FINAL SET POINT. ANY LAST COORDINATION BY THE OIC IS DONE. CHARGES ARE IGNITED. THE ASSAULT IS CONDUCTED.

32. AFTER THE ASSAULT, A STATUS REPORT IS CONDUCTED BY THE OIC AND REPORTED TO HIGHER AUTHORITY.

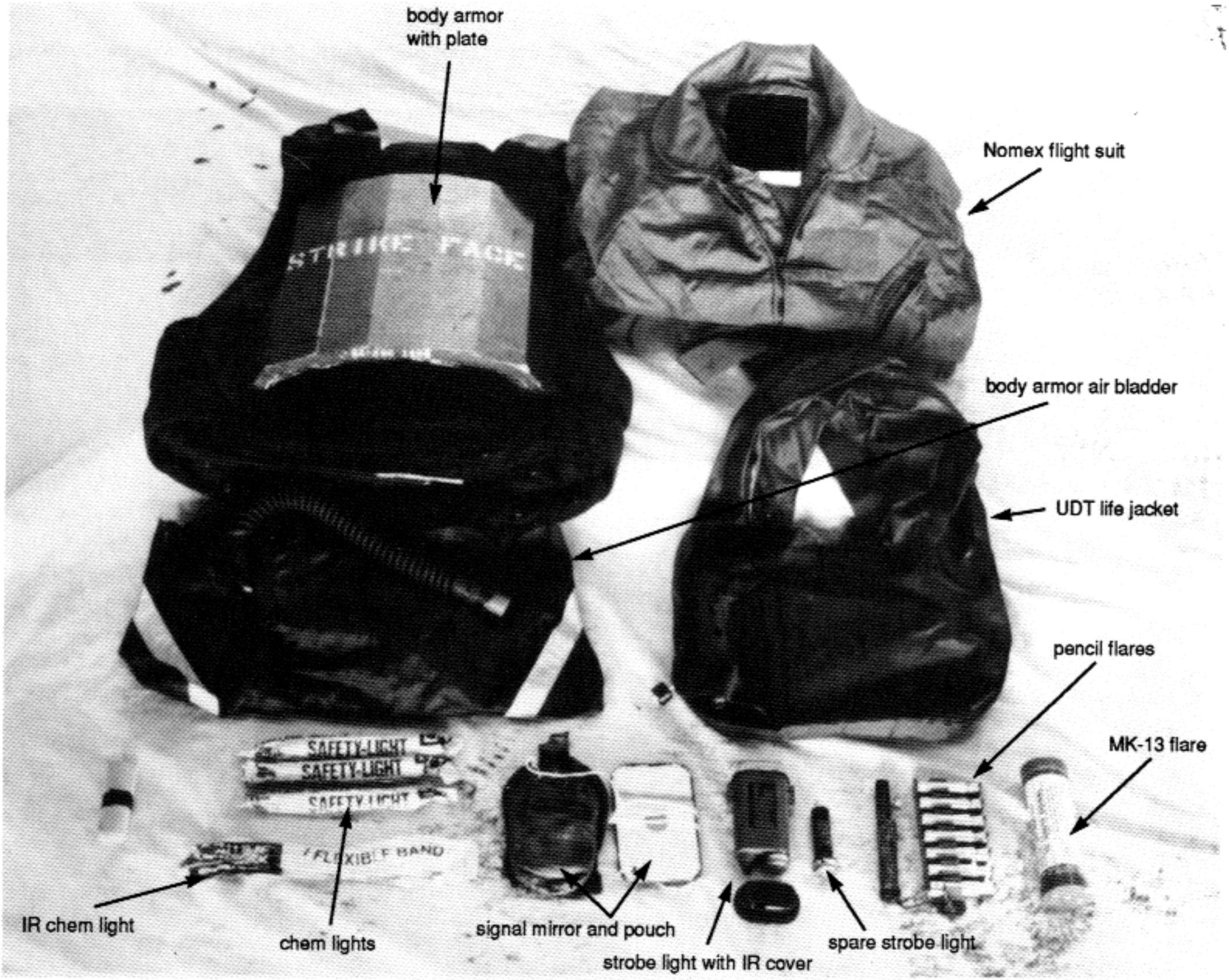
33. SECURITY IS MAINTAINED AT ALL TIME IN THE OPERATION.



Second-line equipment for basic close-quarter battle (CQB). Second-line equipment is the basic combat fighting gear.



Emergency inflation bladders (CO^2 activated), secondary weapon with quick-draw holster, and sit harness.

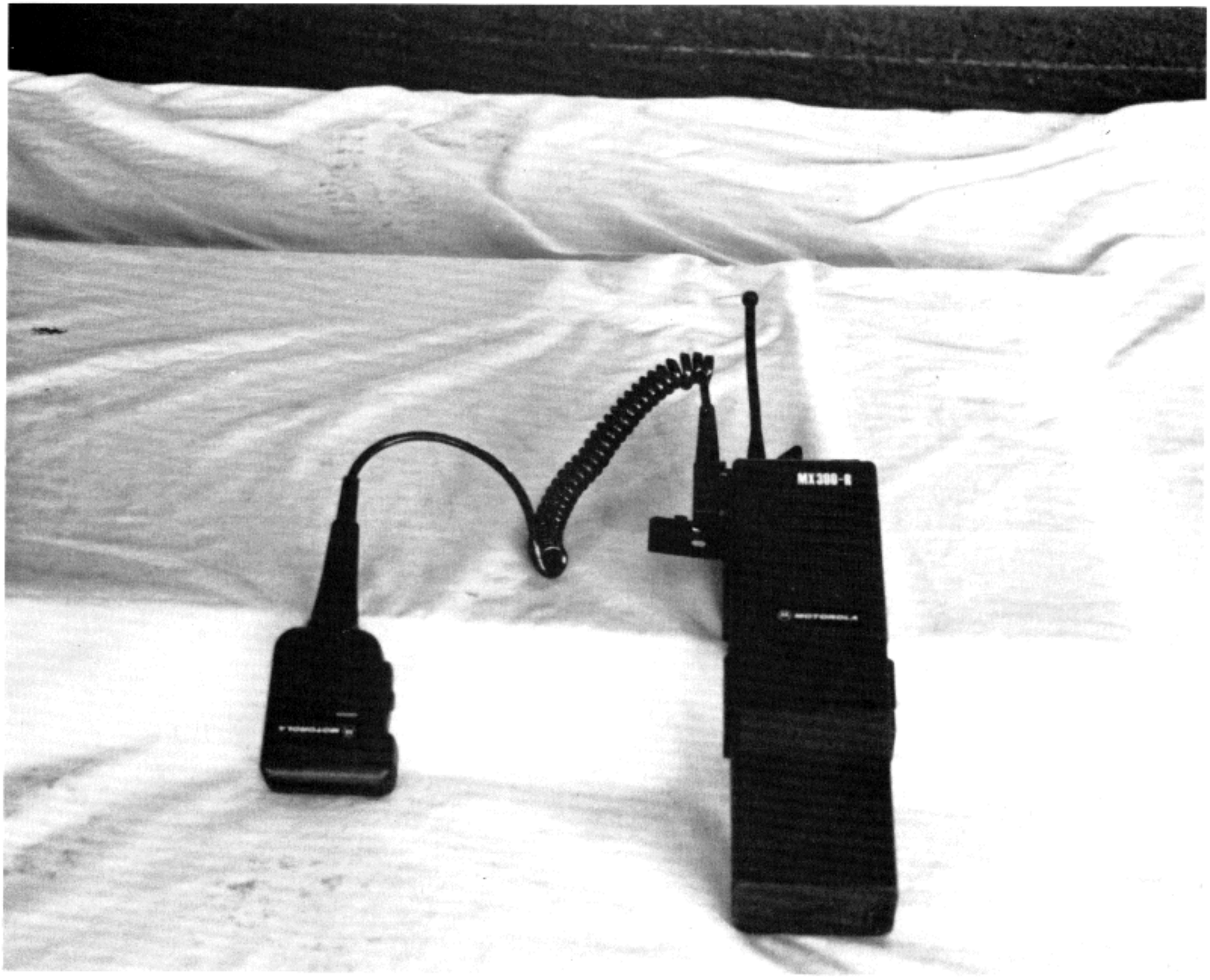


First-line equipment for basic CQB. First-line equipment is what an individual SEAL feels he needs to have on his body or flight suit if second-line equipment has to be ditched. It normally consists of survival and/or signalling gear, medical gear, and secondary weapon.

Flight suit, assault boots, and flight gloves.

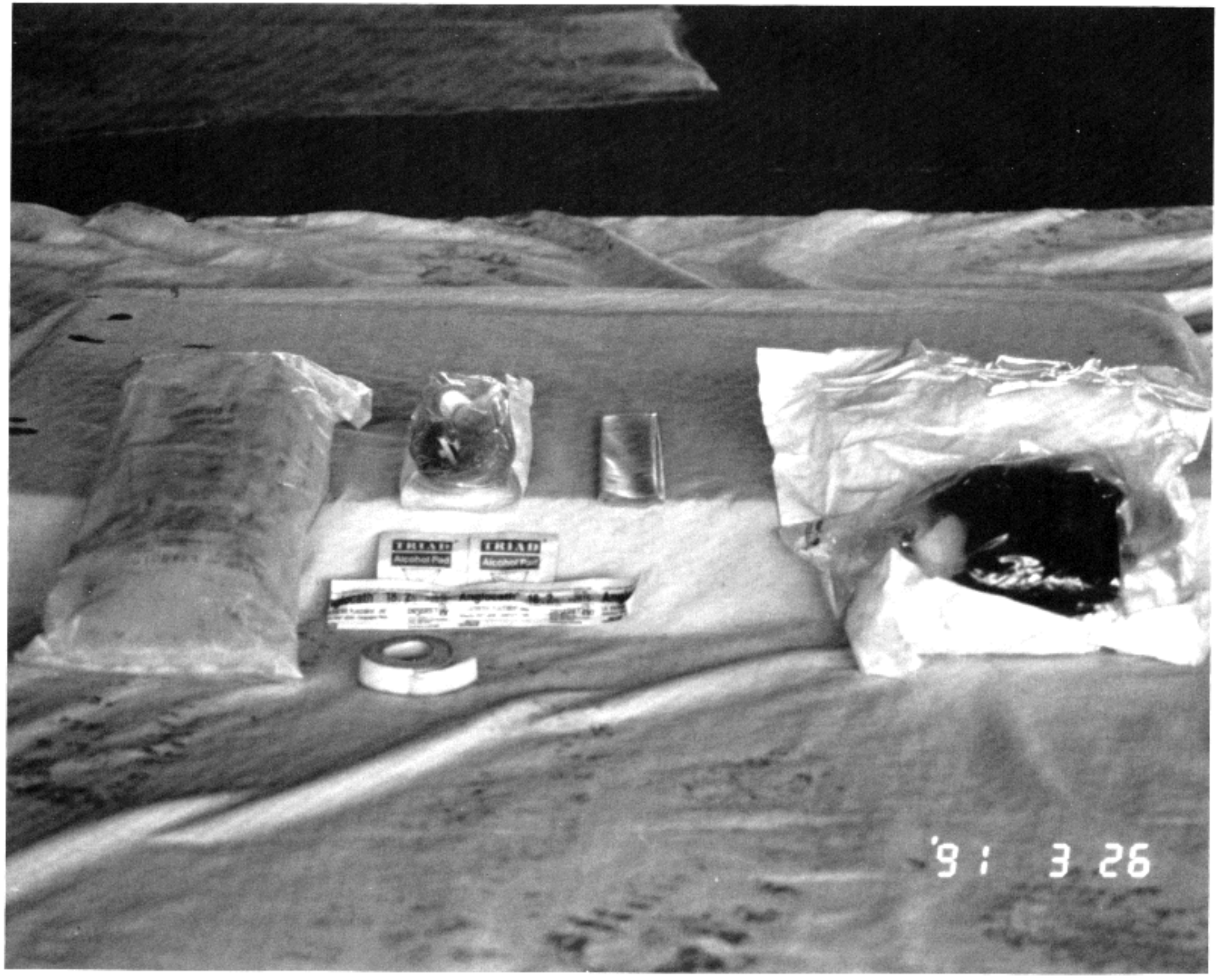
Standard loadout of four flash crashes, one offensive grenade, and one CS grenade.

Standard weapons and bullet loadout: H&K MP-5 with flashlight (top) and SIG Sauer MK24.



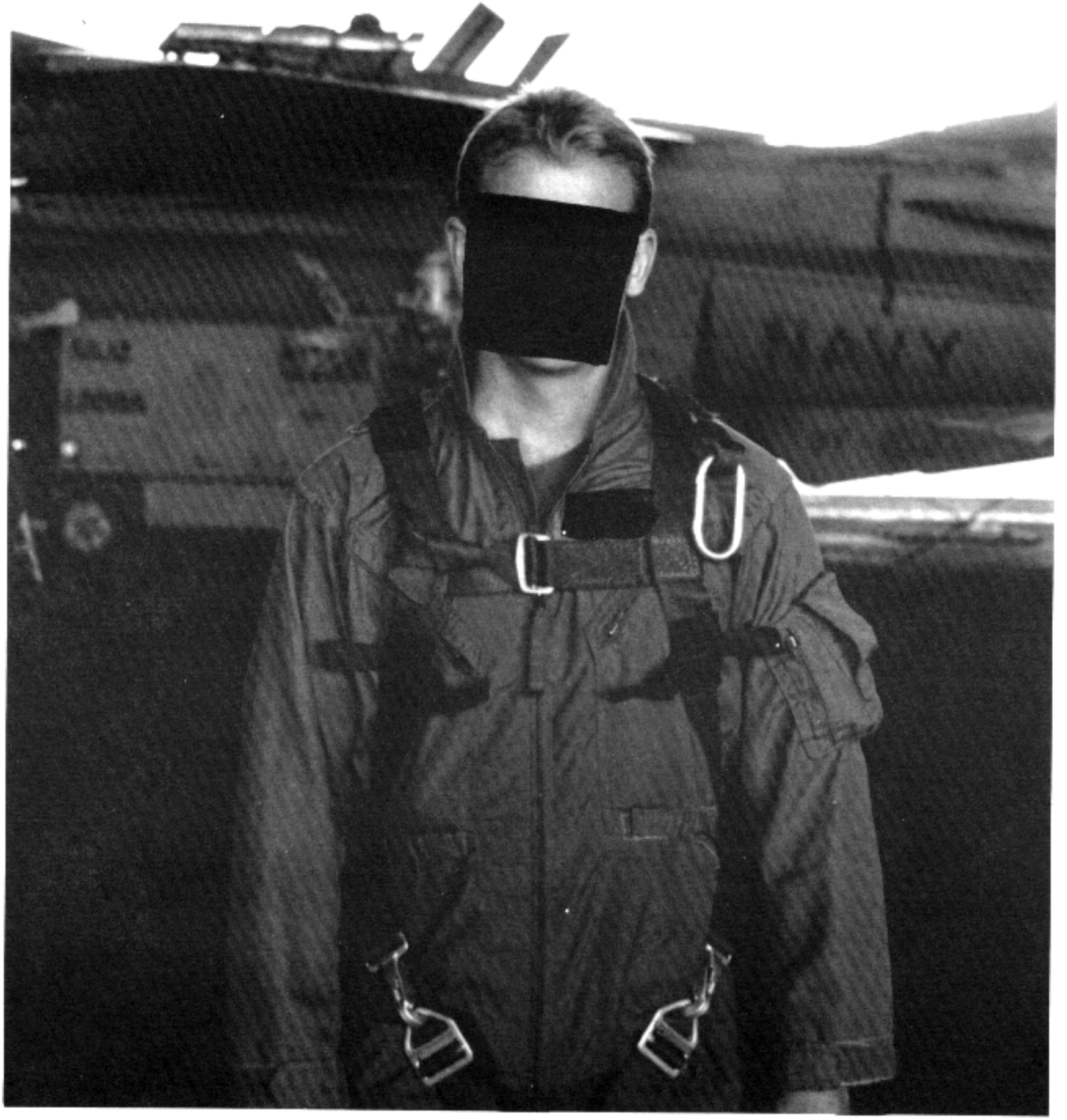
Standard loadout MX300-R with hand mike.

Prisoner handling gear: one set of handcuffs, six large tie ties, two triangular bandages, one Magic Marker, three large Ziplock plastic bags.

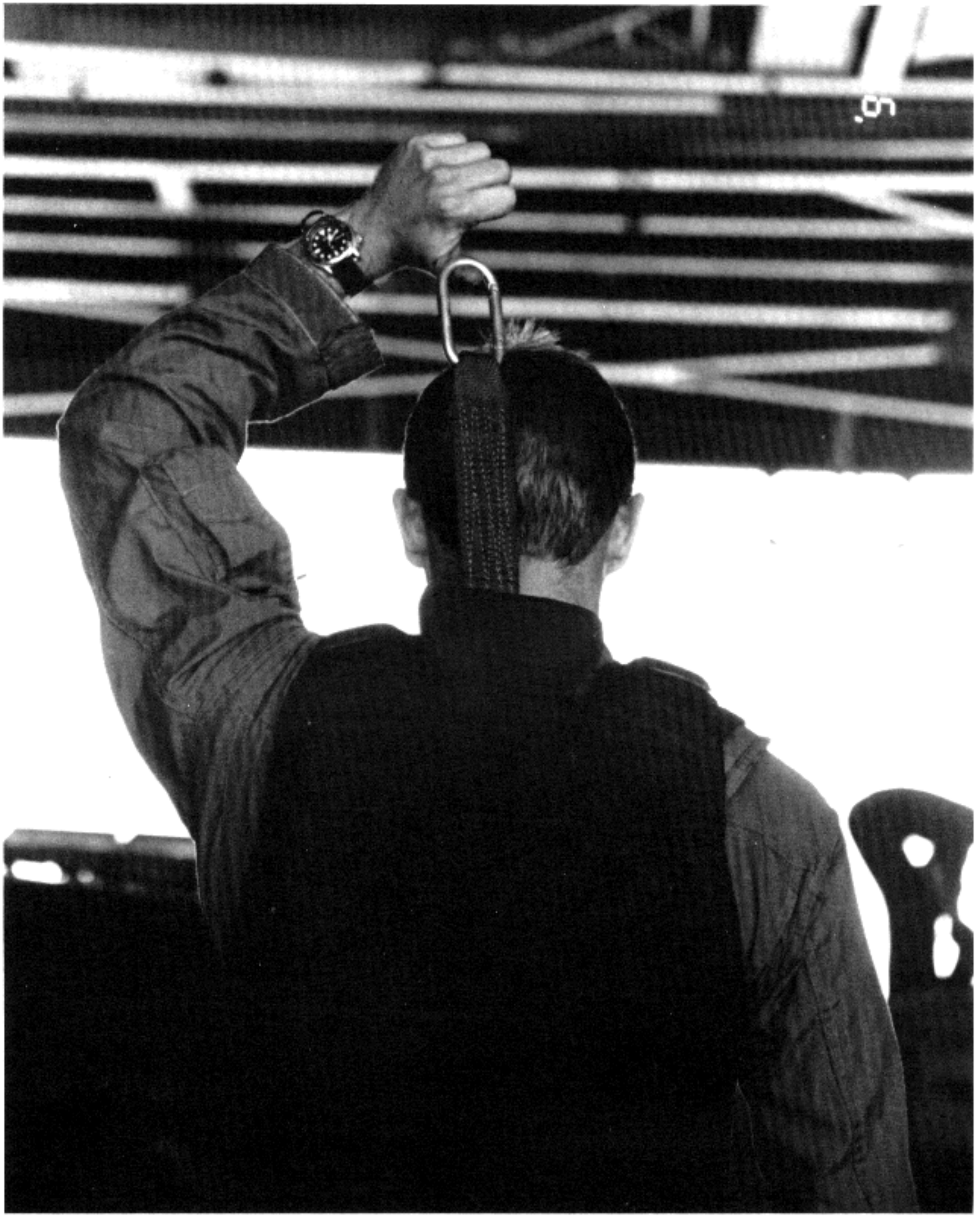


Standard loadout IV kit.

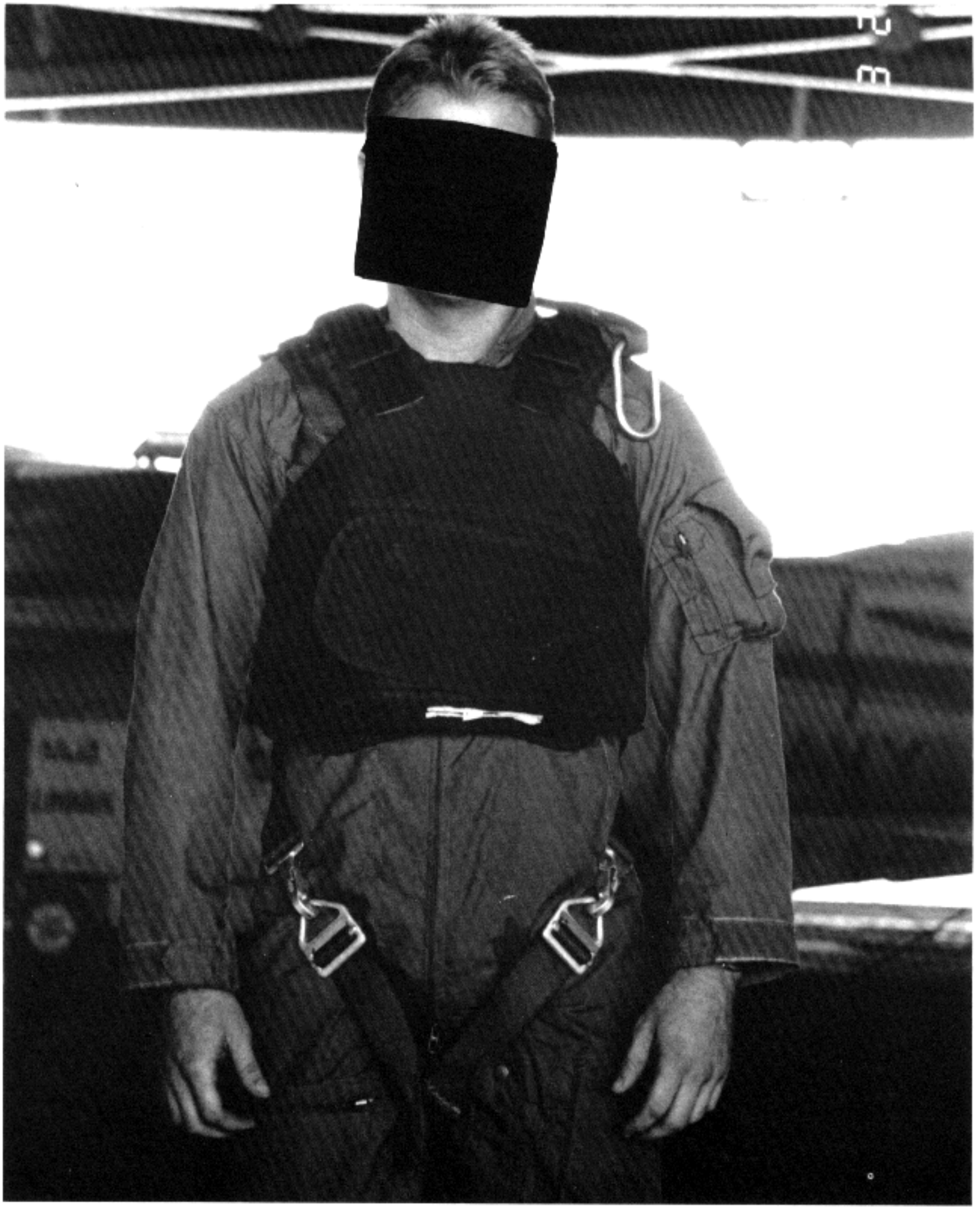
Body armor with flotation bladder.



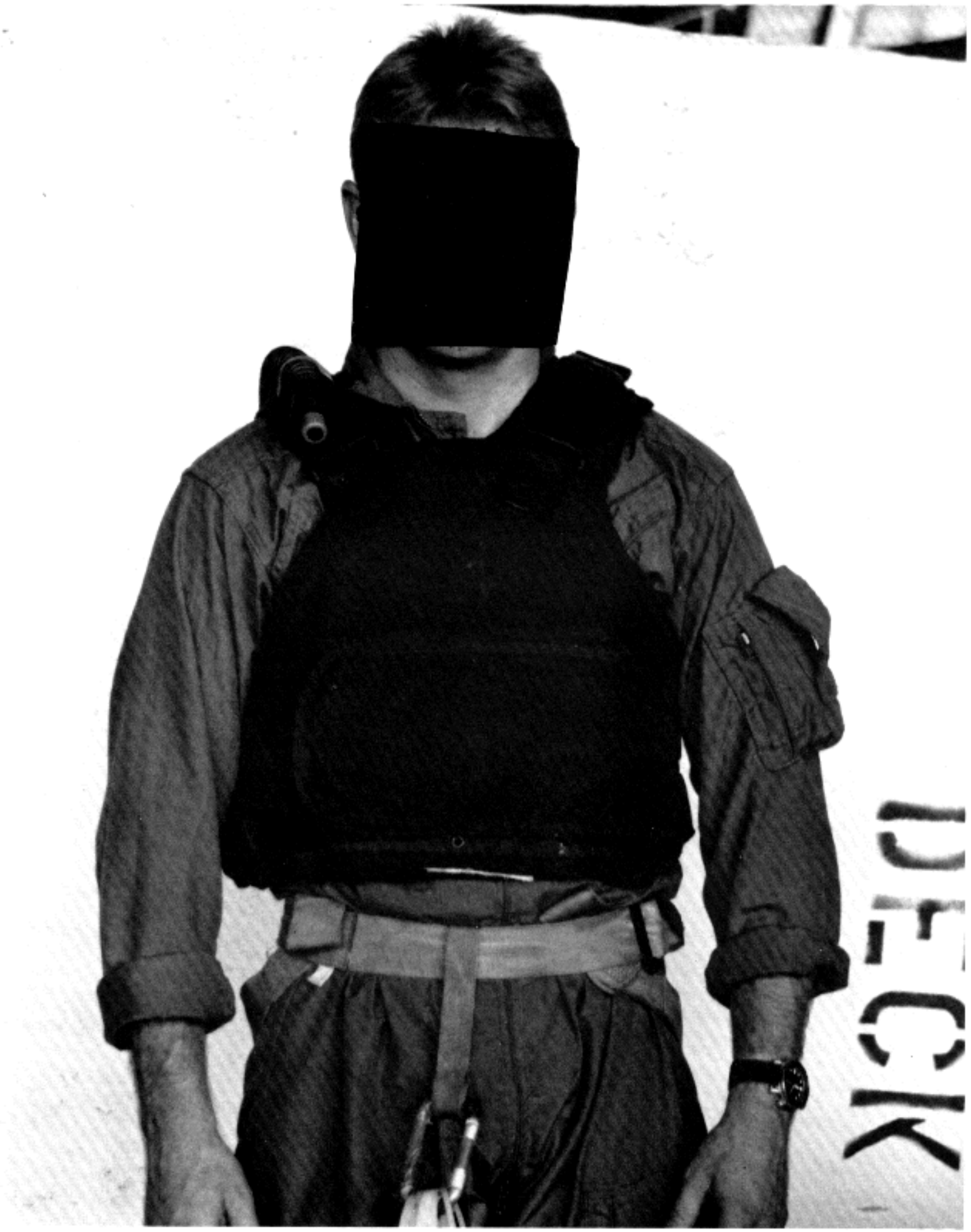
SPIE harness (front view).



SPIE harness shown under body armor (back view).



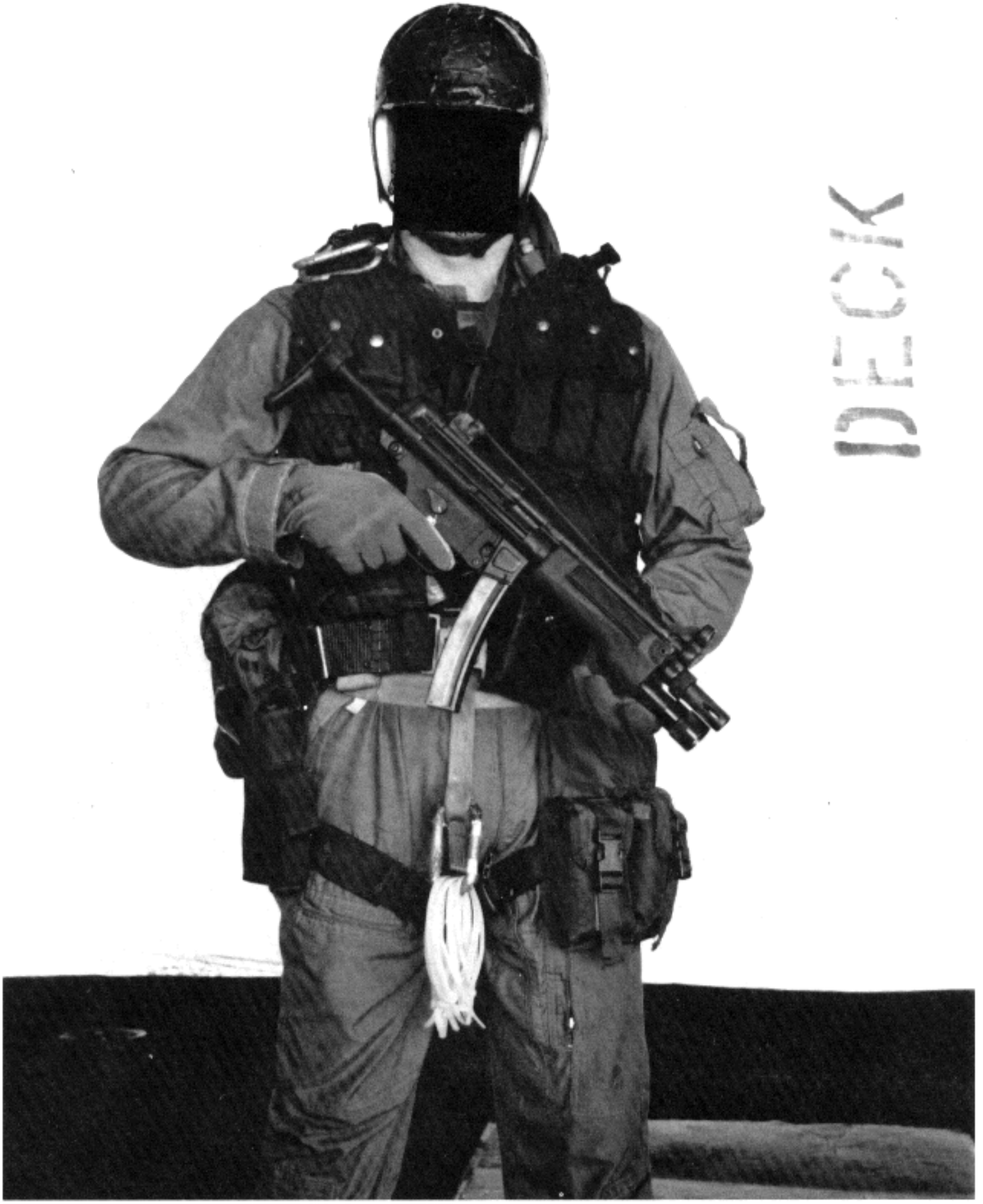
SPIE harness shown under body armor (front view).



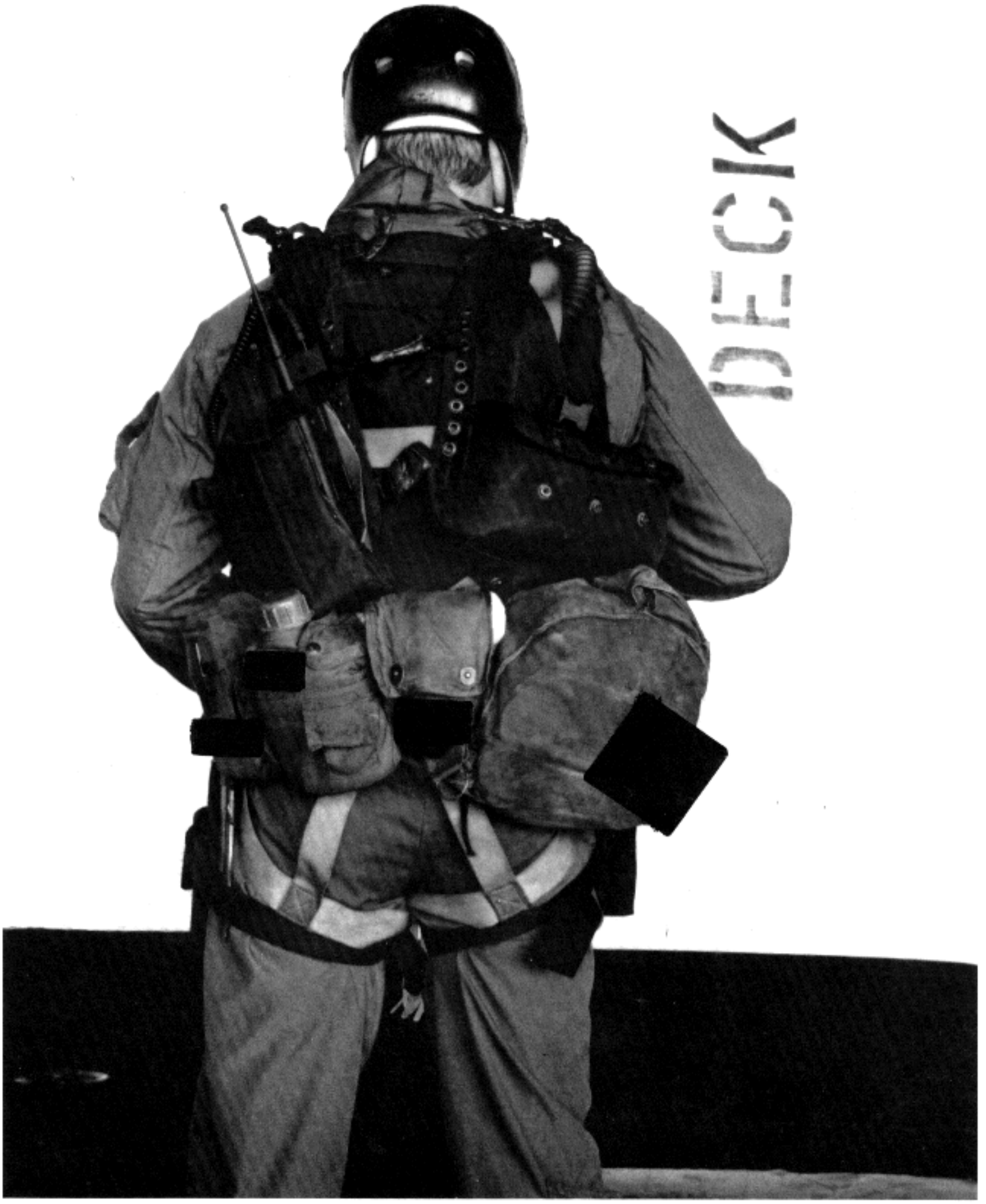
Body armor, sit harness, body armor flotation bladder.

Body armor, body armor flotation bladder, sit harness (back view).

UDT life jacket, sit harness, body armor with flotation bladder.



Standard loadout, assault team member (front view).

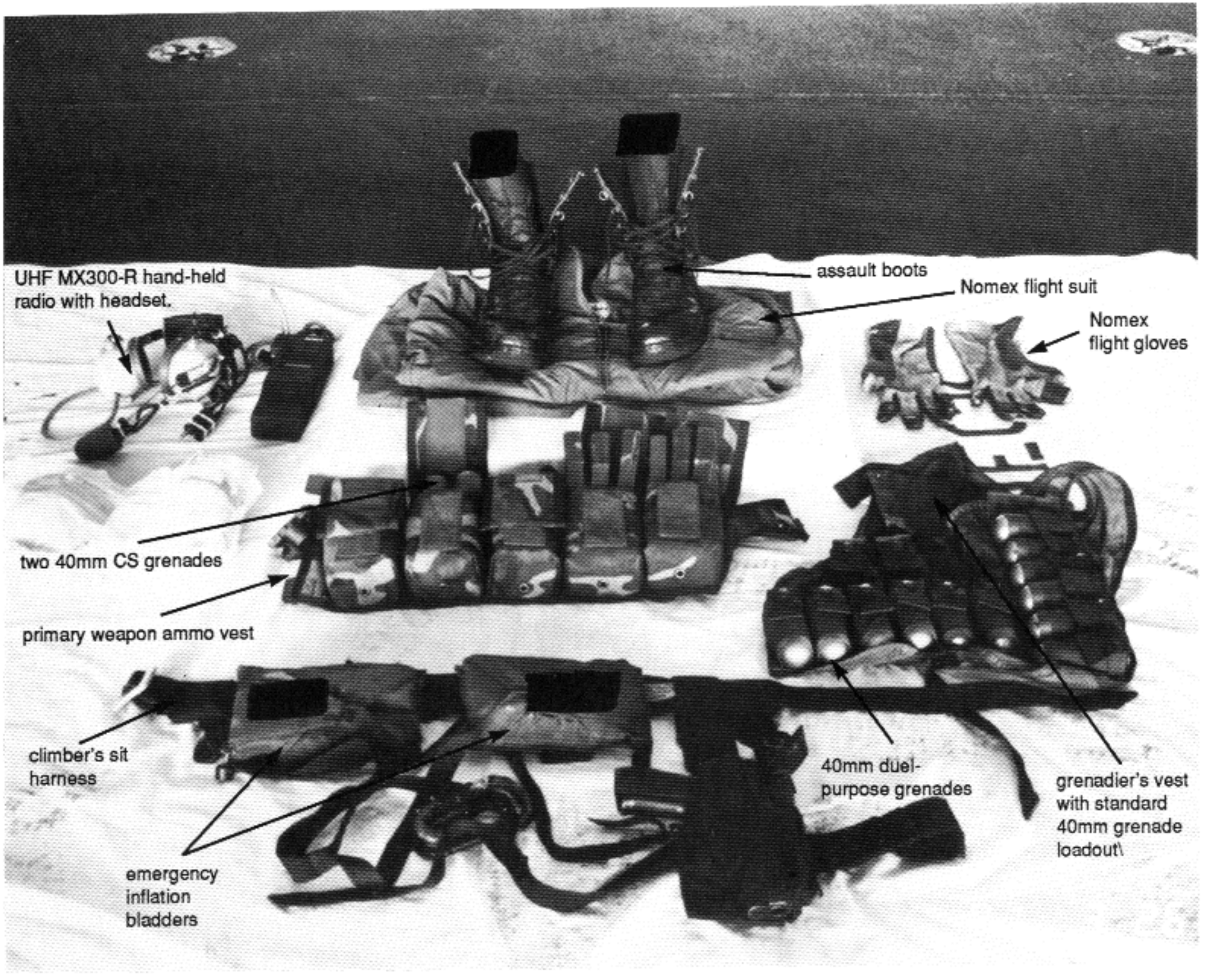


Standard loadout, assault team member (back view).

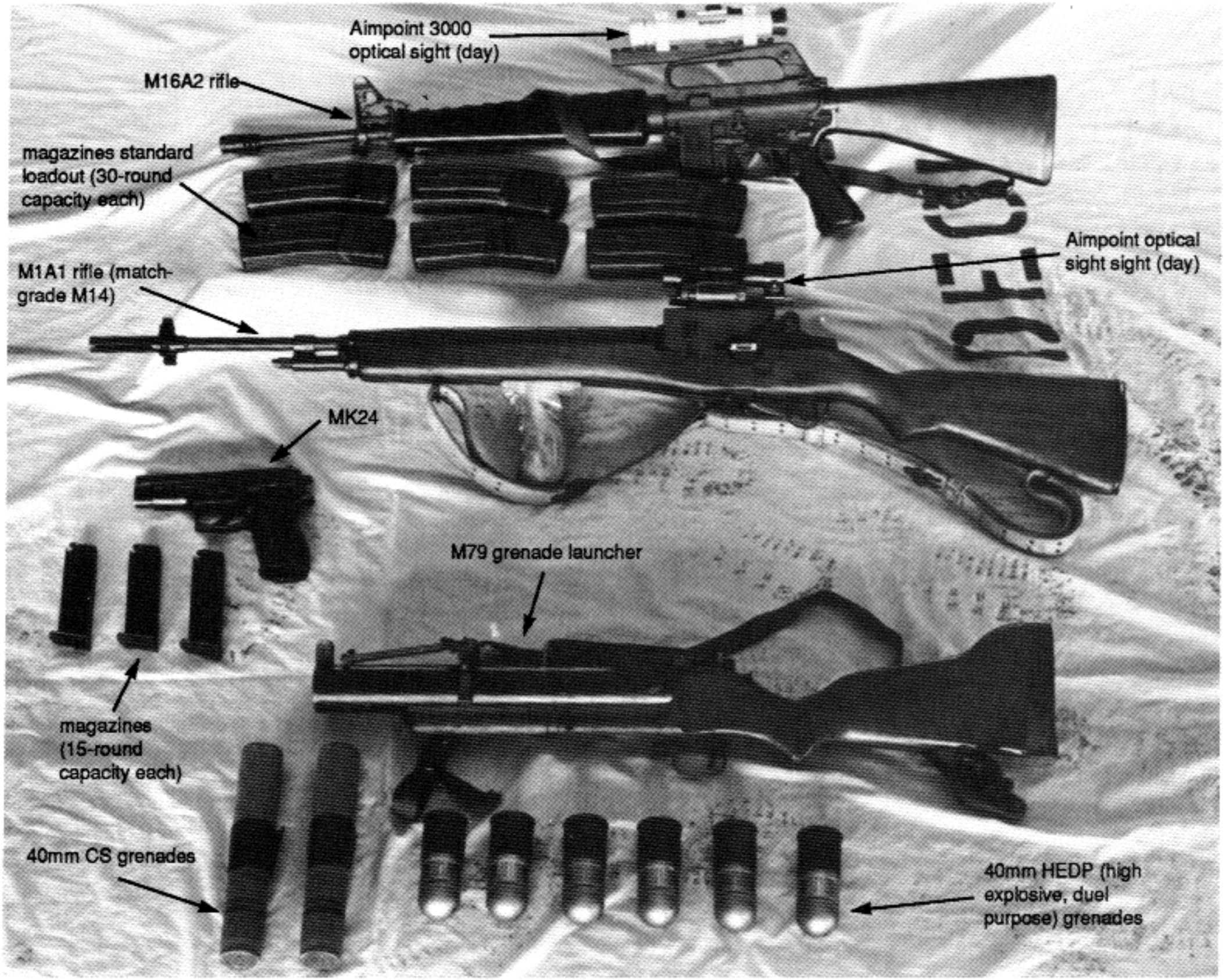
Assault force commander (front view).

Assault force commander (back view).

Assault force commander communications headset.



VBSS sniper equipment loadout.

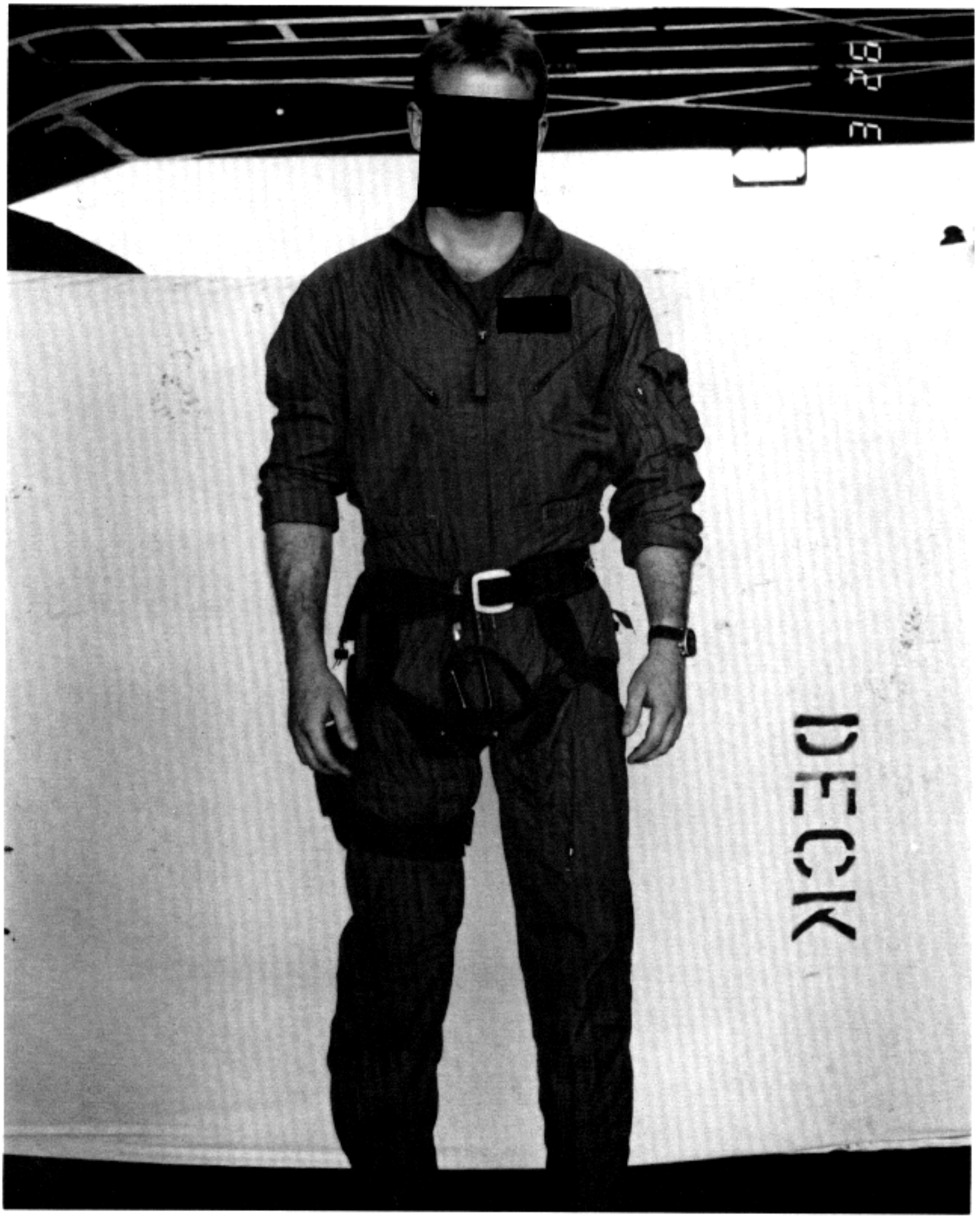


VBSS sniper weapons and bullet loadout.

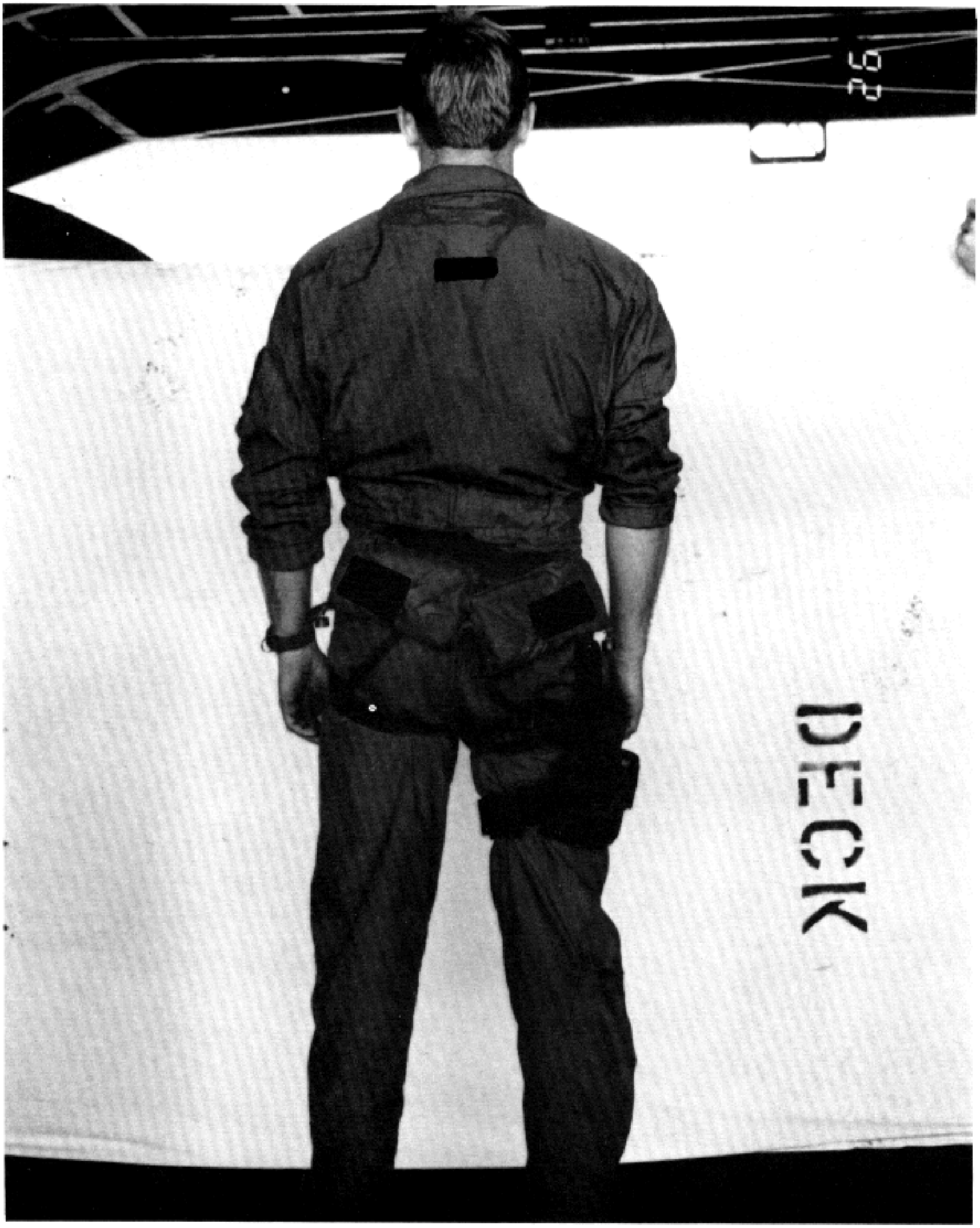
M79, 40mm HEDP grenades (antipersonnel), CS grenades standard loadout.

VBSS sniper loadout, 40mm grenades with vest.

VBSS sniper loadout: flight suit, assault boots, flight glov



VBSS sniper first-line equipment (front view).

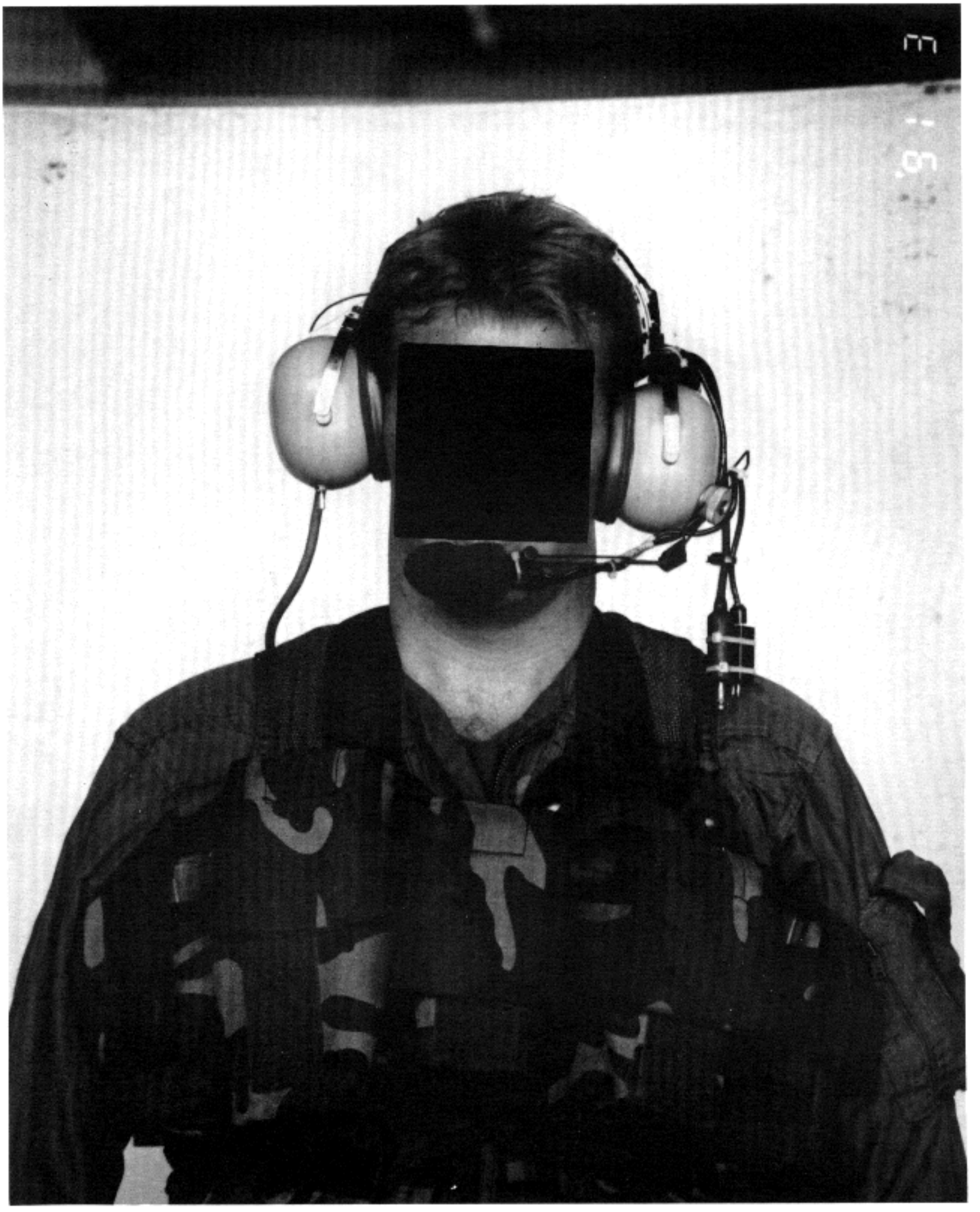


VBSS sniper first-line equipment (back view).

VBSS sniper 40mm vest standard loadout.

VBSS sniper second-line equipment.

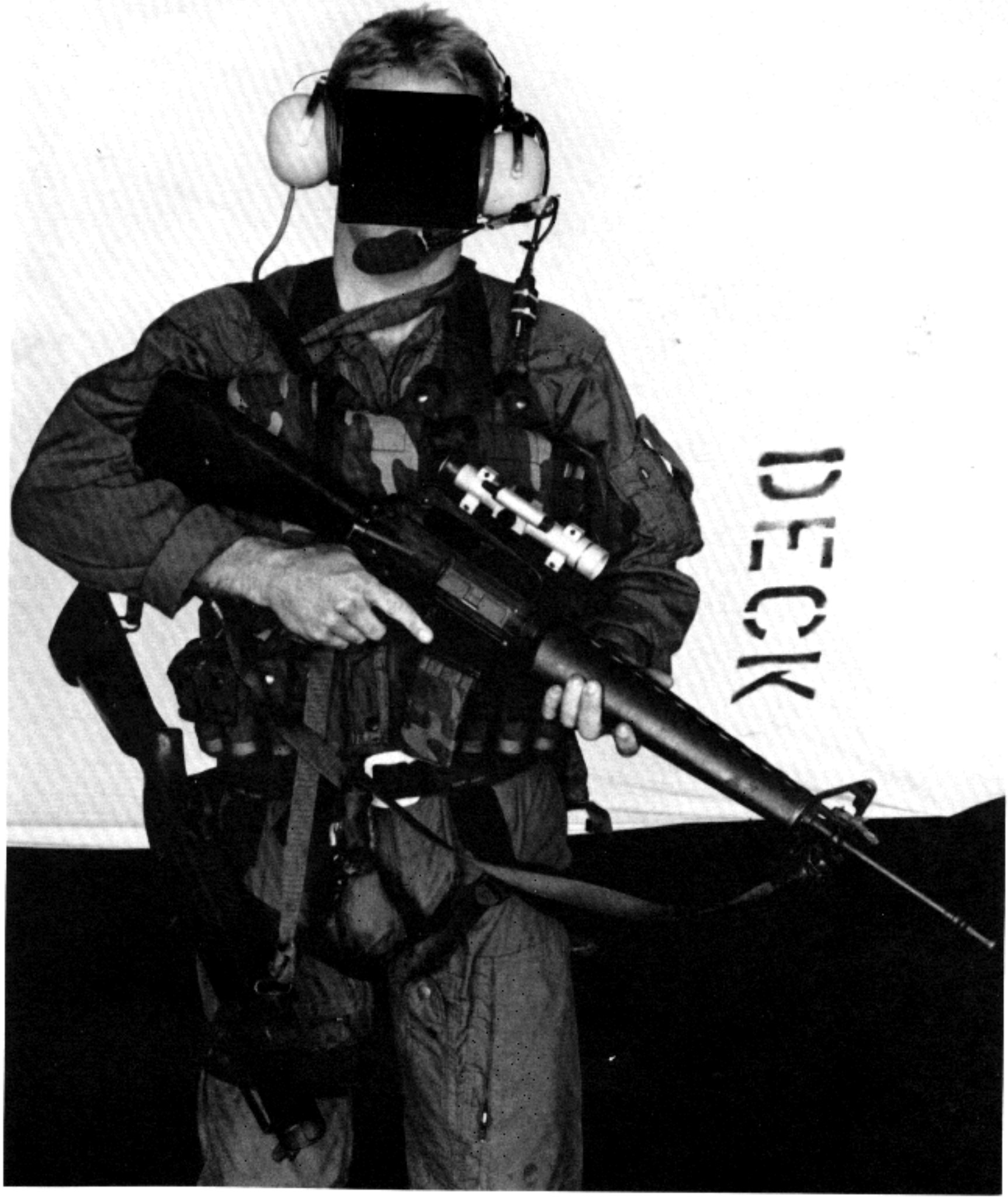
VBSS sniper communication headset and radio.



VBSS sniper communication headset.

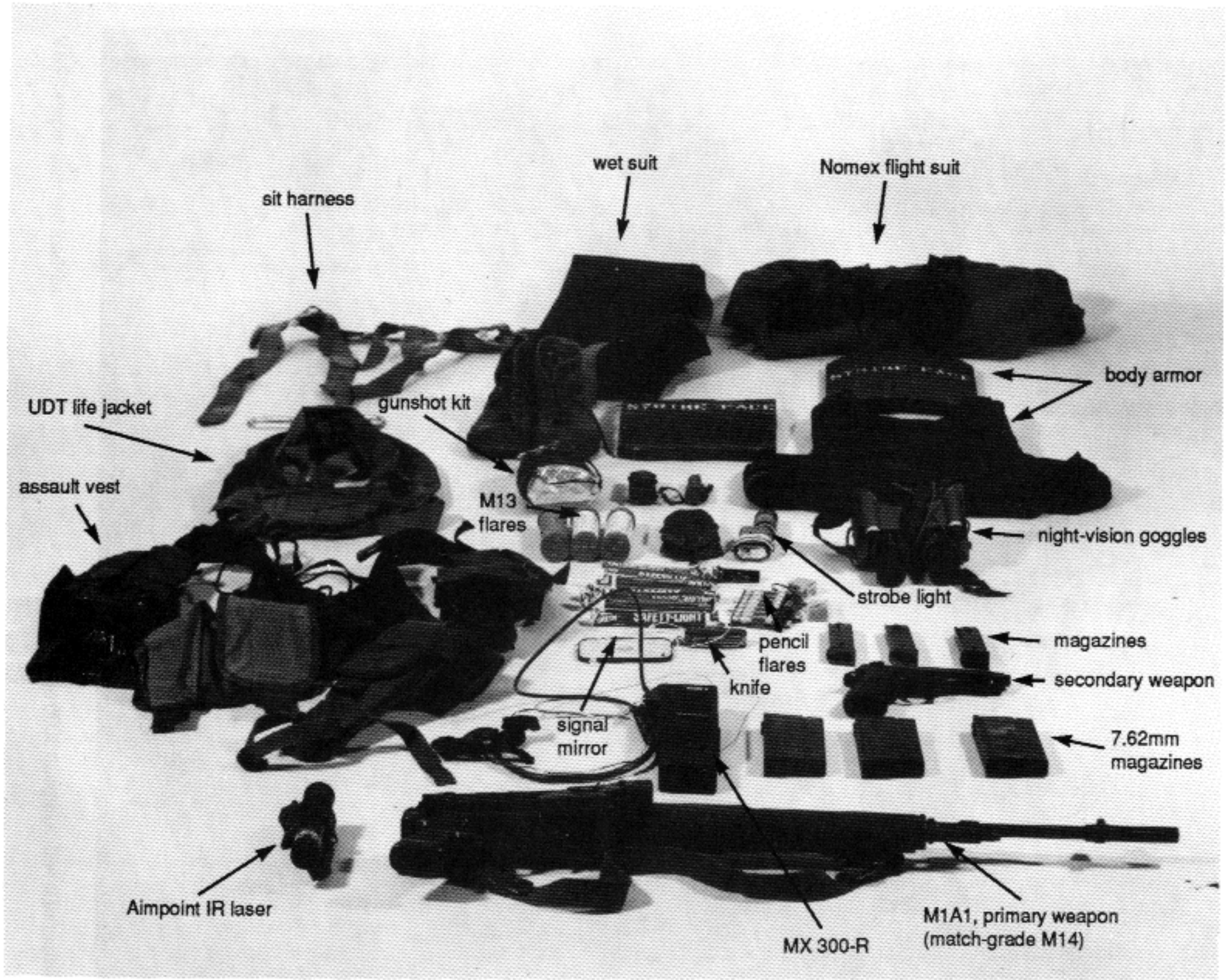
VBSS sniper communications headset and radio.

VBSS sniper standard loadout.

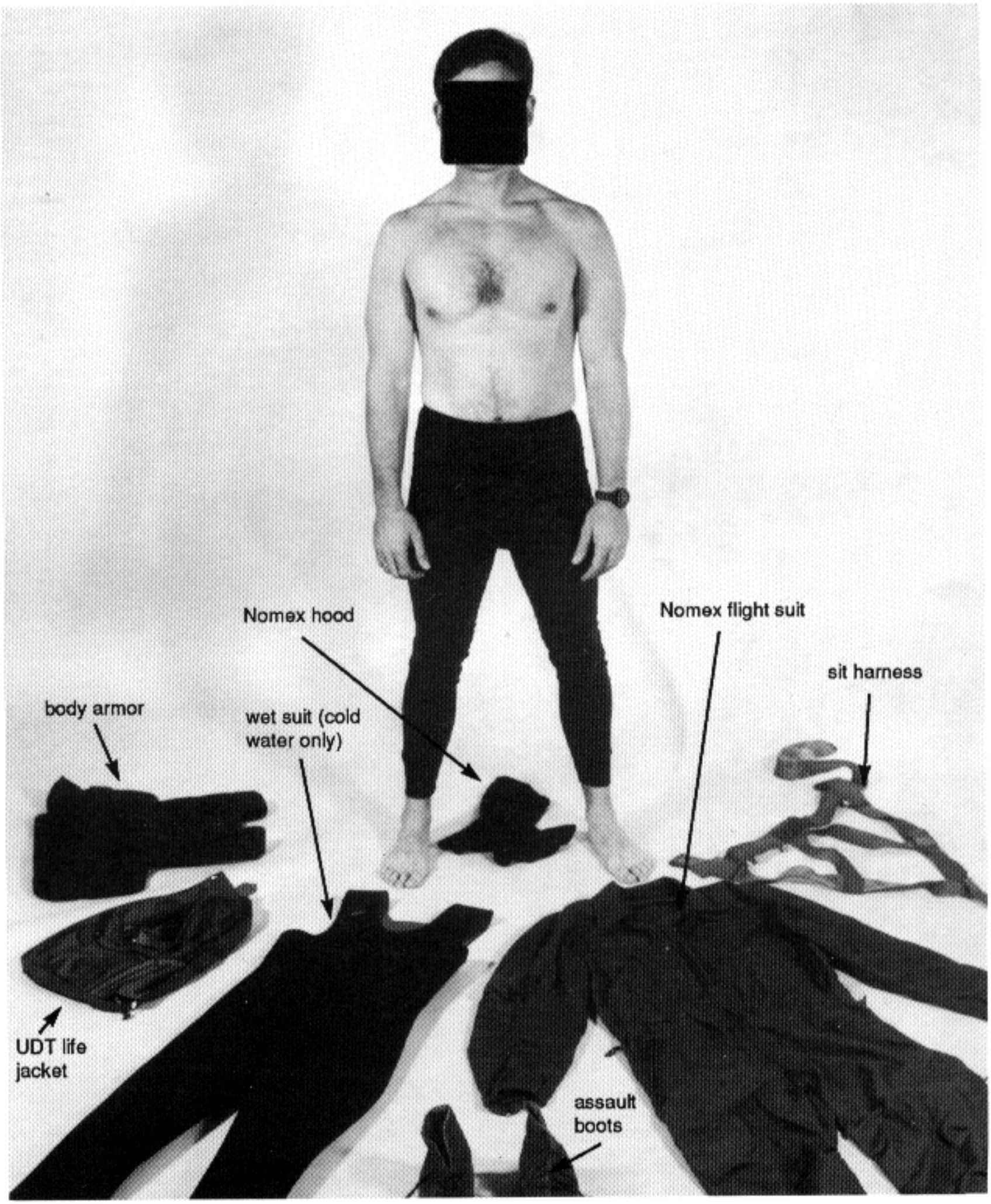


VBSS sniper standard loadout.

VBSS sniper rifle with Aimpoint 3000 optical sight.



Helicopter sniper platform uniform and equipment (night).



Sniper air assault equipment.

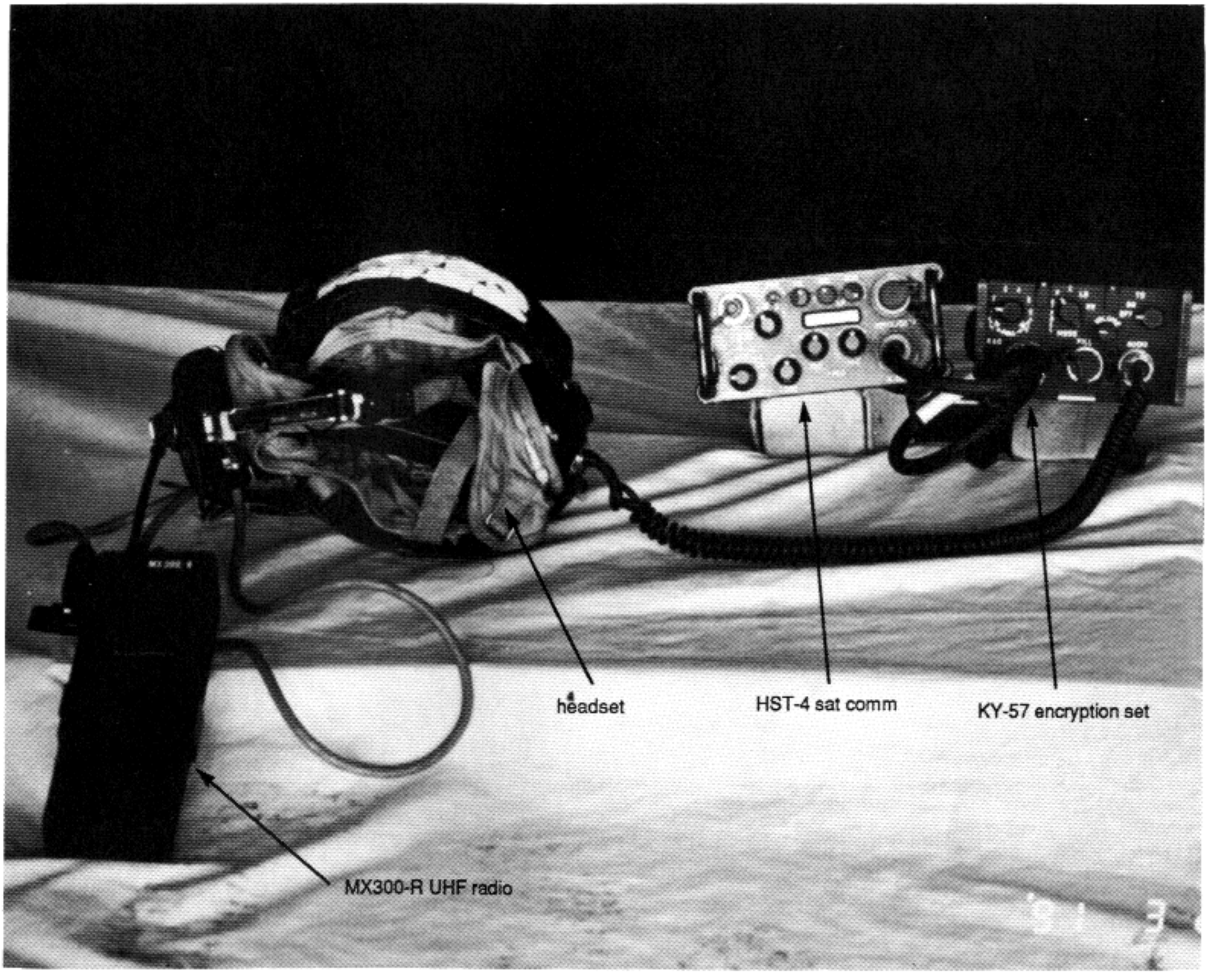
VBSS sniper (night) first-line equipment.

VBSS sniper (night) first- and second-line equipment (front view).

VBSS sniper (night) first- and second-line equipment (back view).

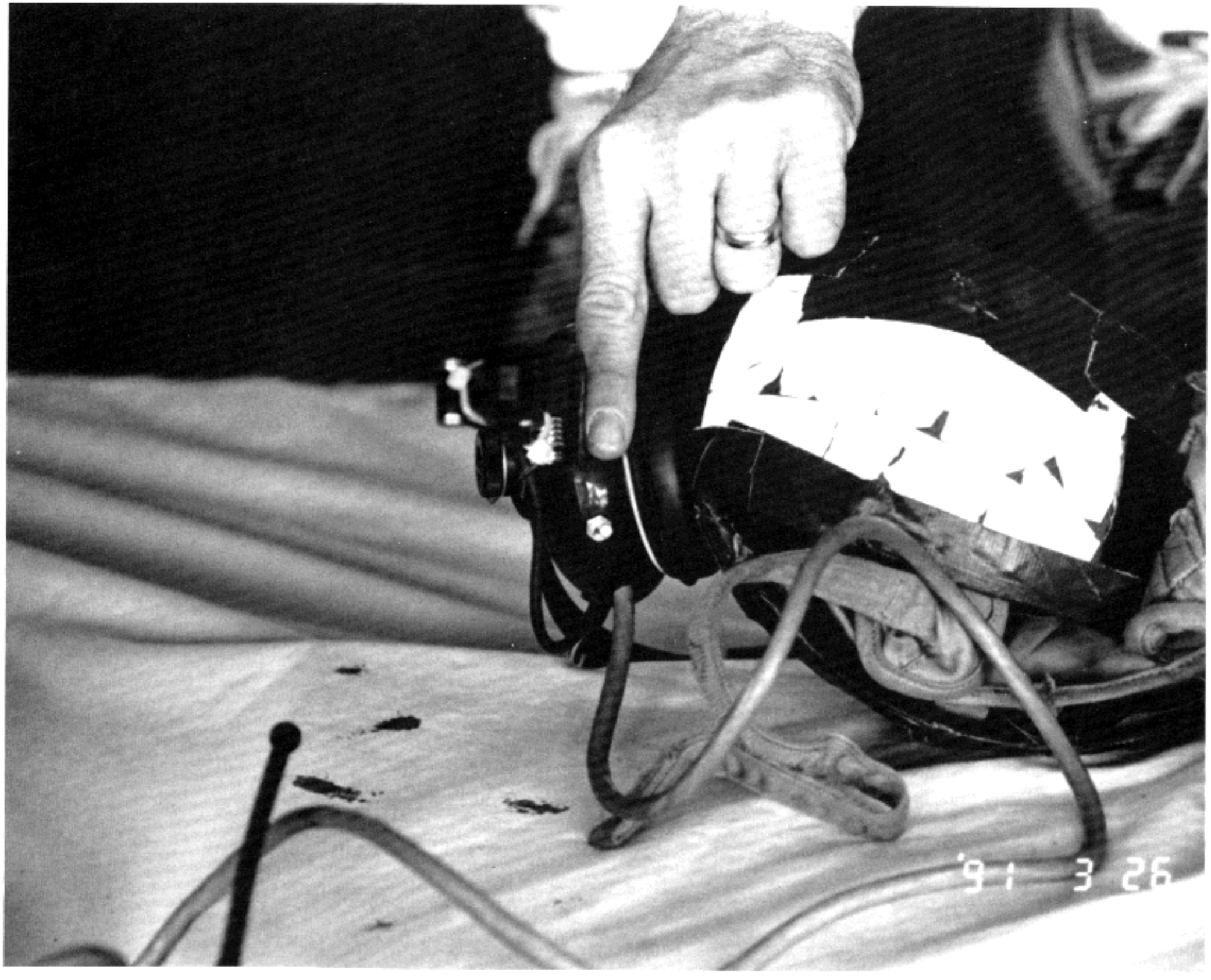
VBSS sniper (night) fully dressed for helo assault, including night-vision goggles.

C-2 element radio communicator's loadout.



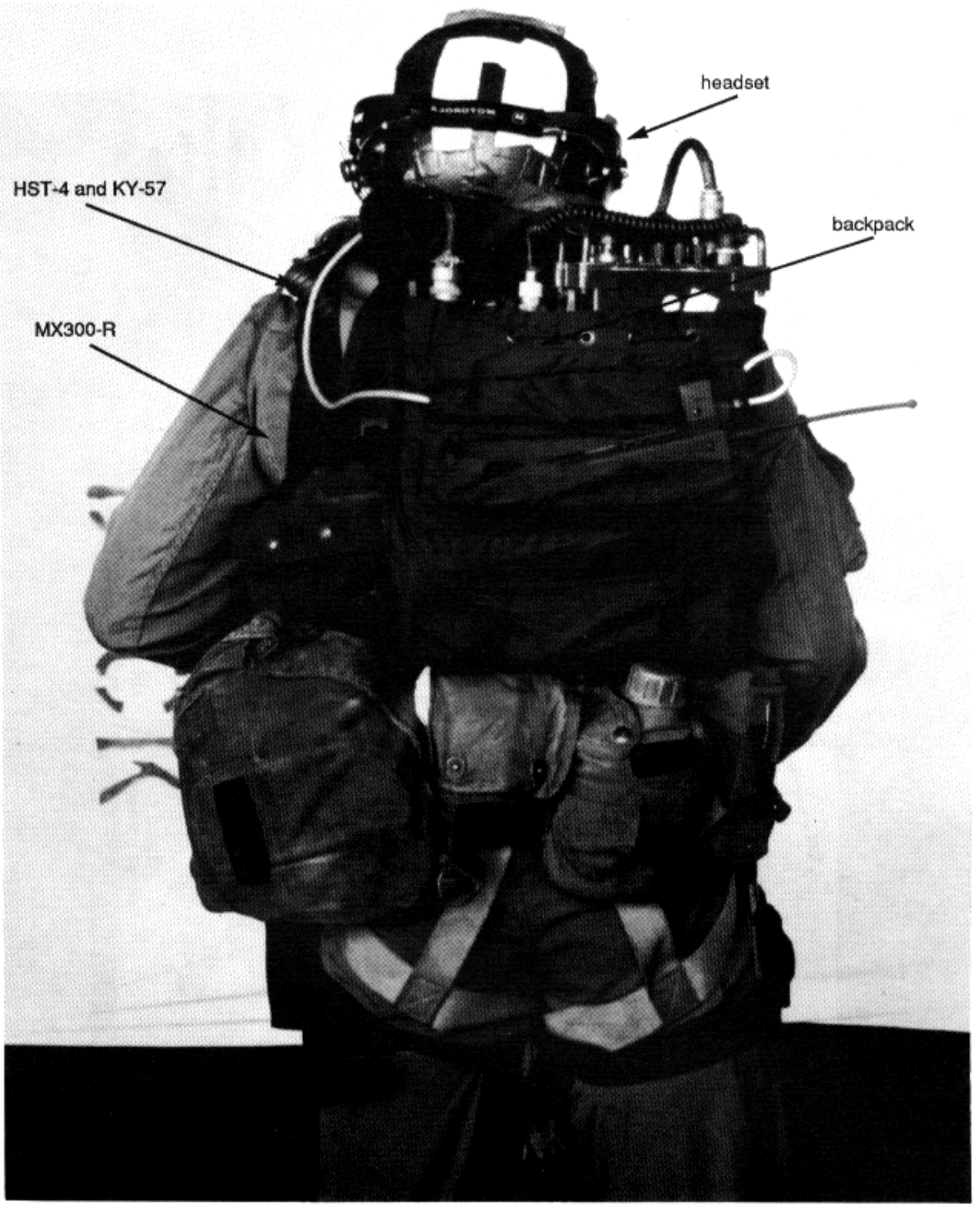
C-2 element communicator equipment.

C-2 element communicator's headset.

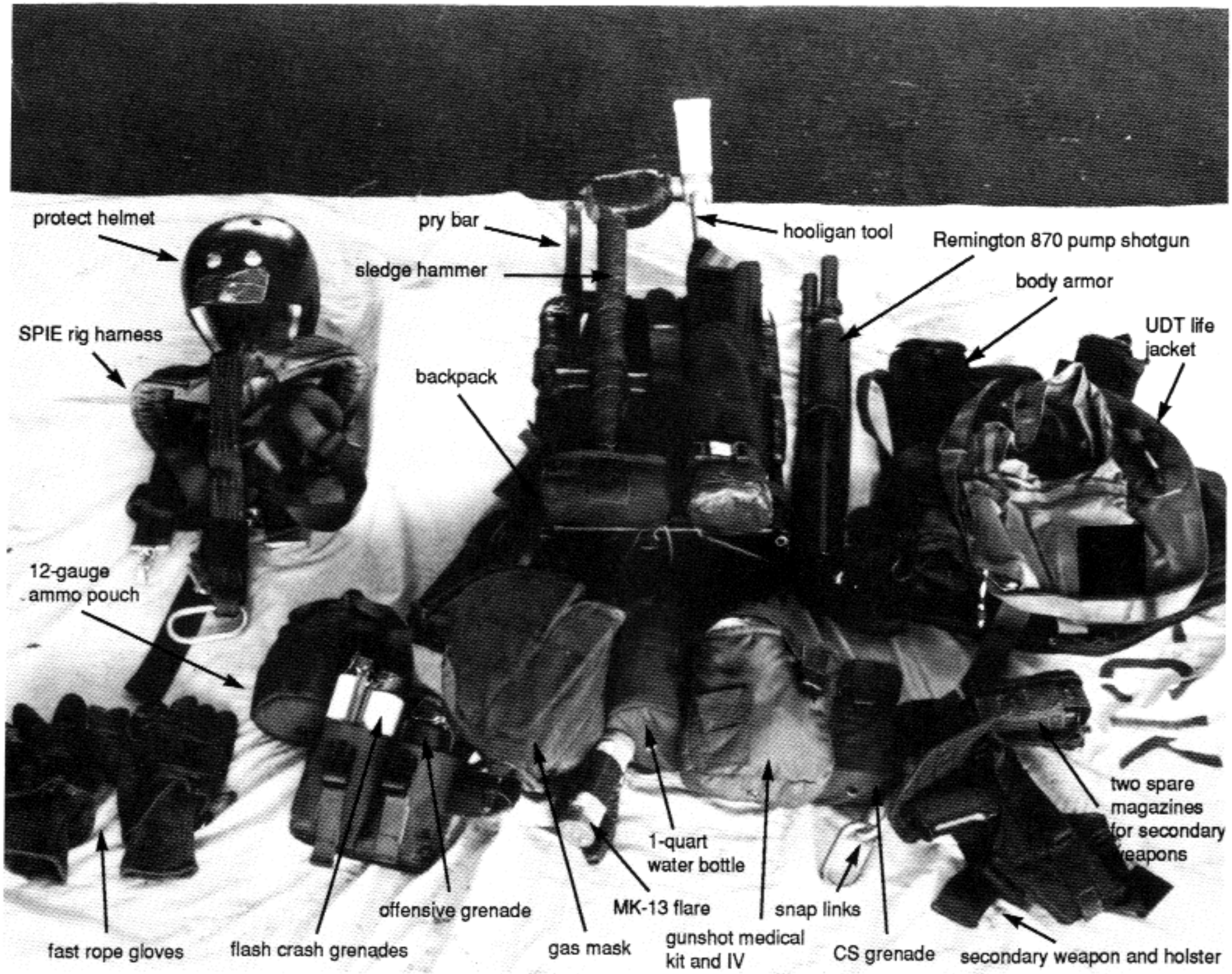


Communication headset push-to-talk toggle switch (MX300-R).

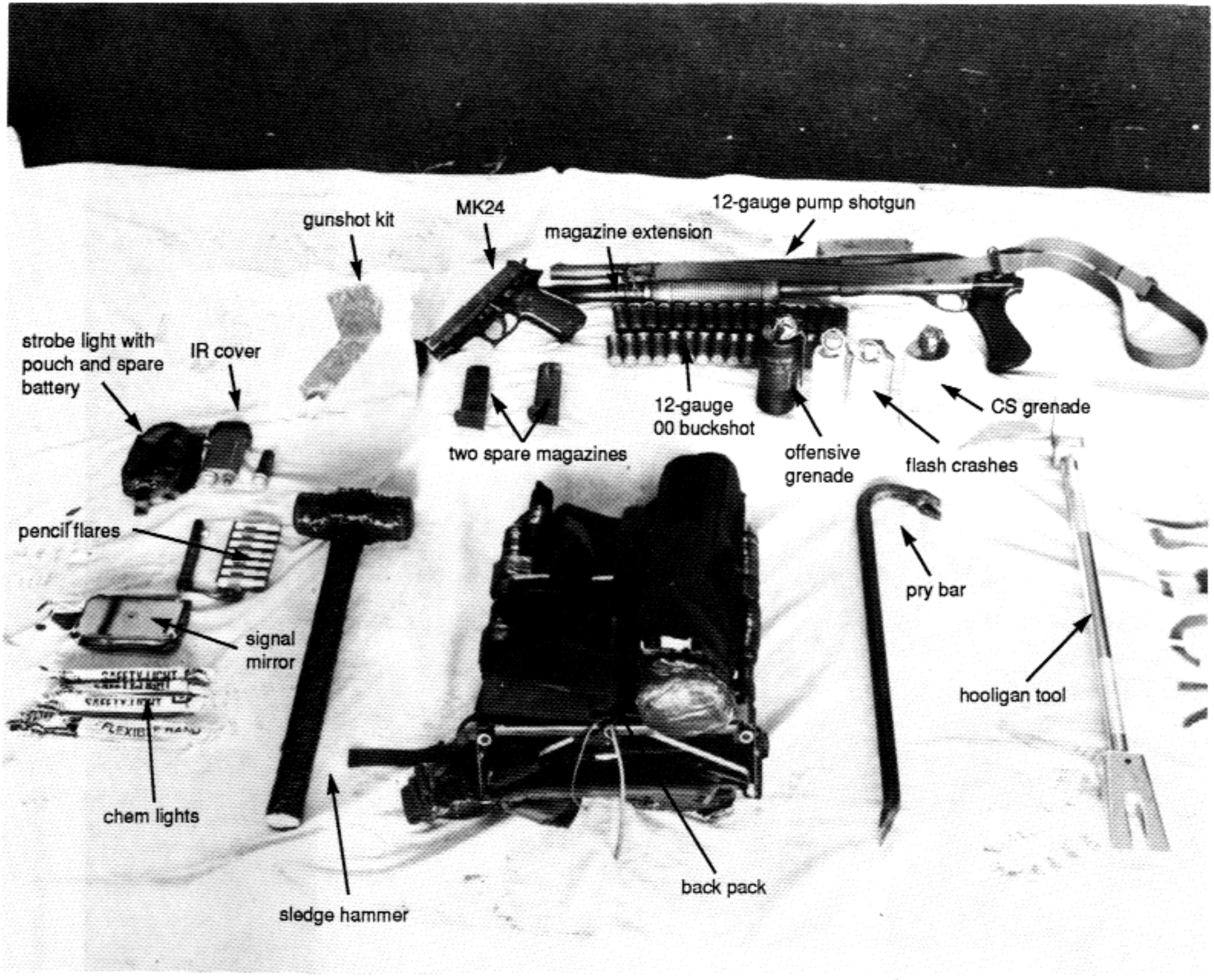
C-2 element communication headset push-to-talk toggle switch (HST-4 sat comm).



C-2 element communicator (back view).



Breacher loadout.



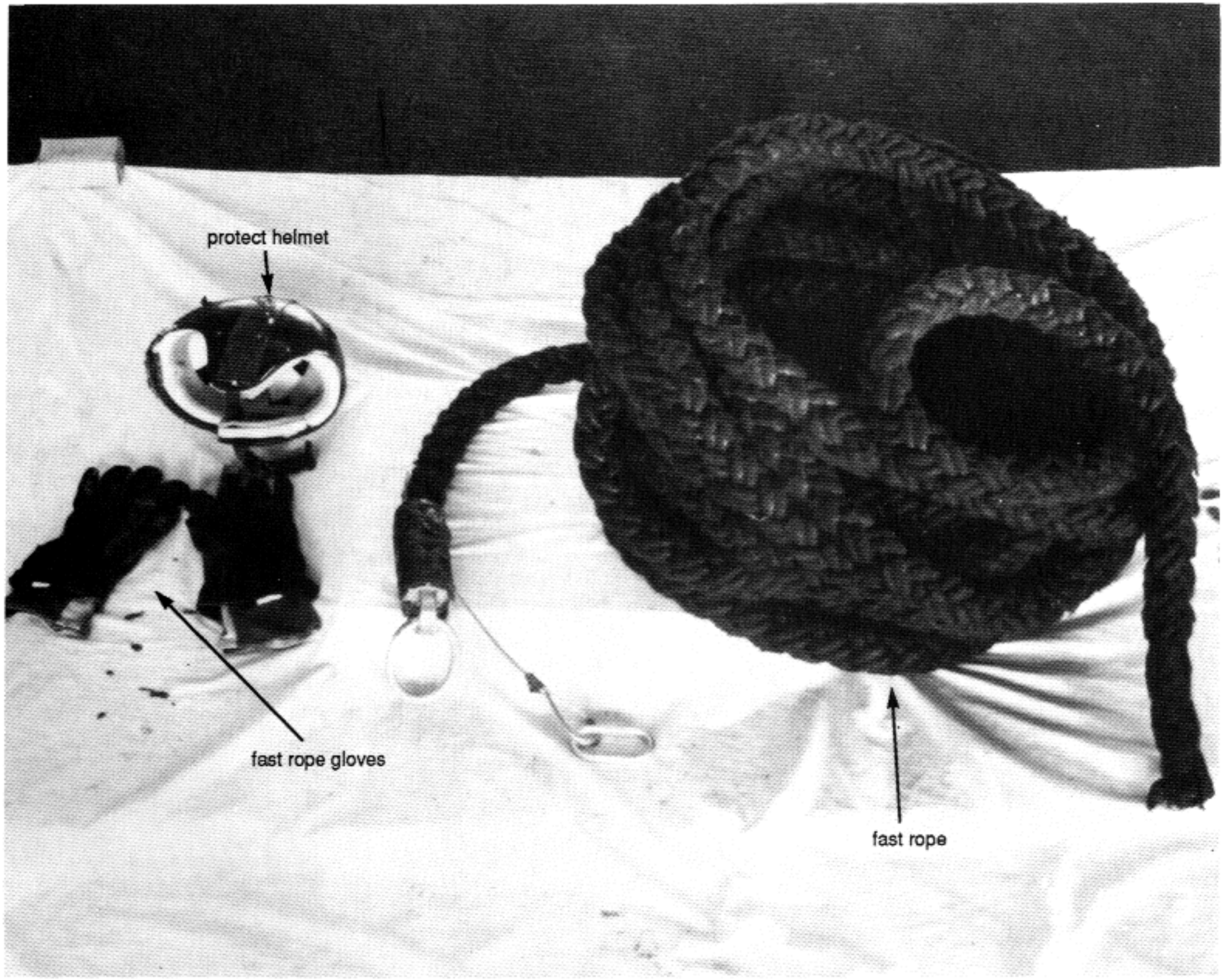
VBSS breacher loadout.

VBSS breacher (front view).

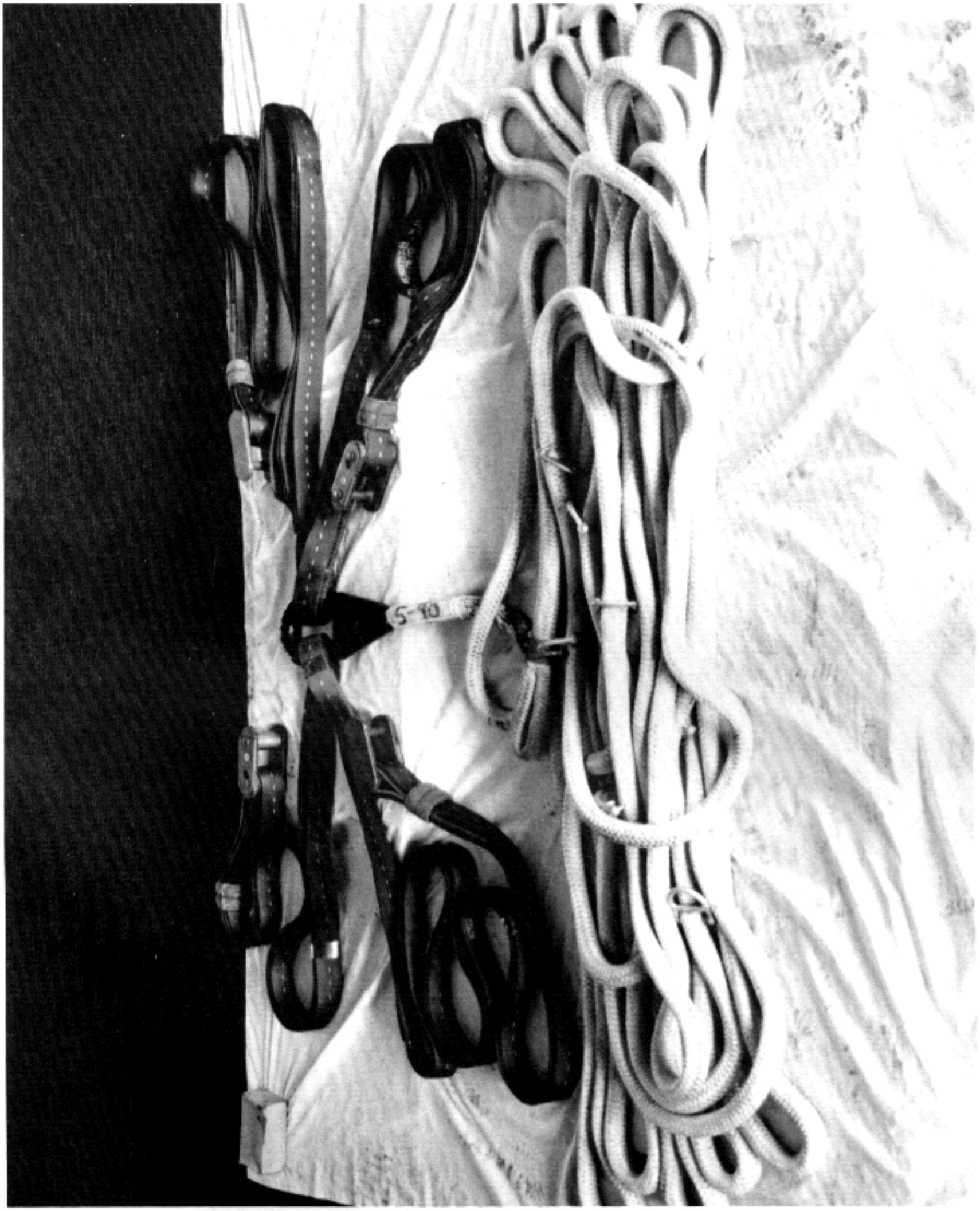
VBSS breacher (side view).

VBSS breacher (back view).

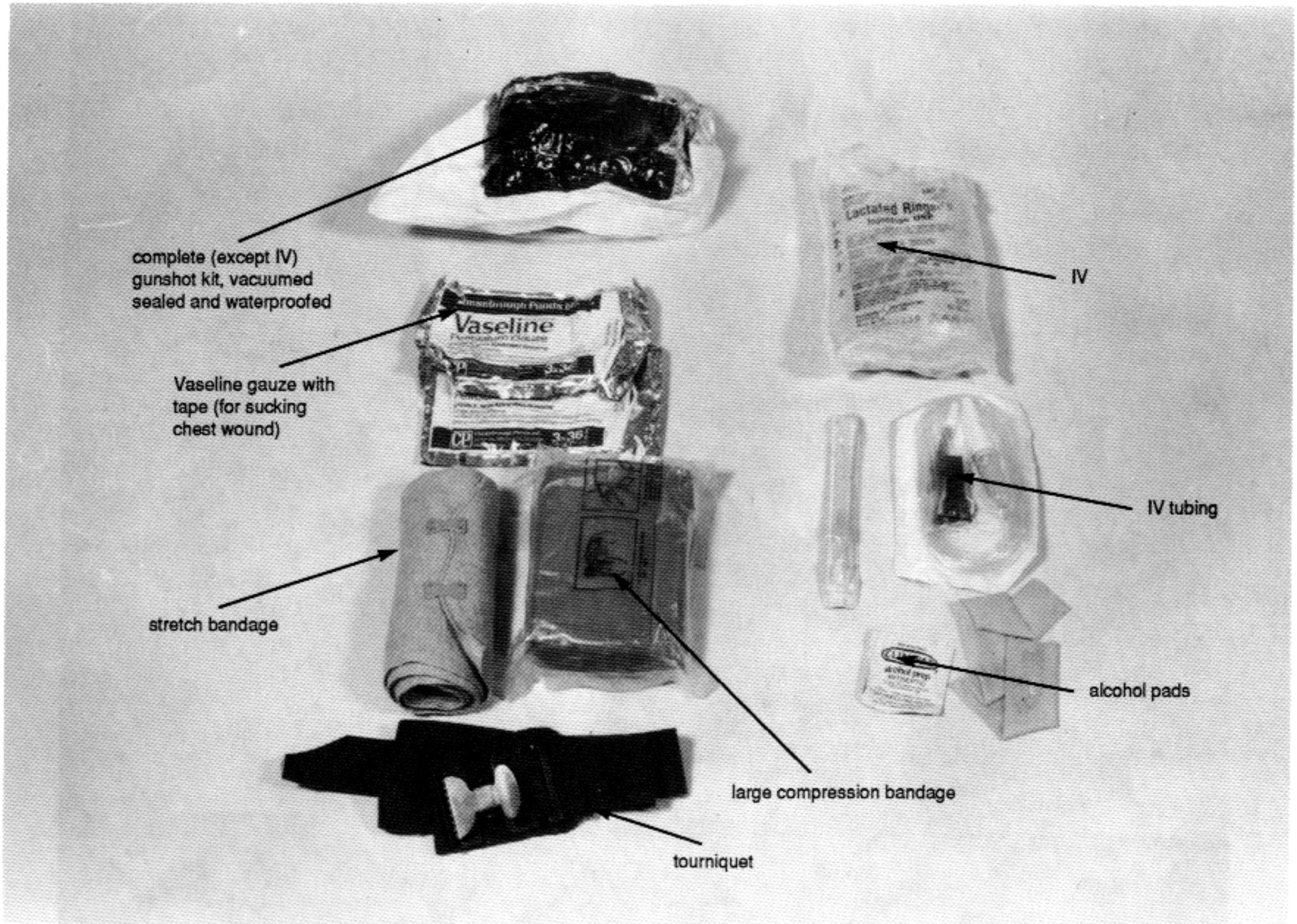
DuPont cutting torch.



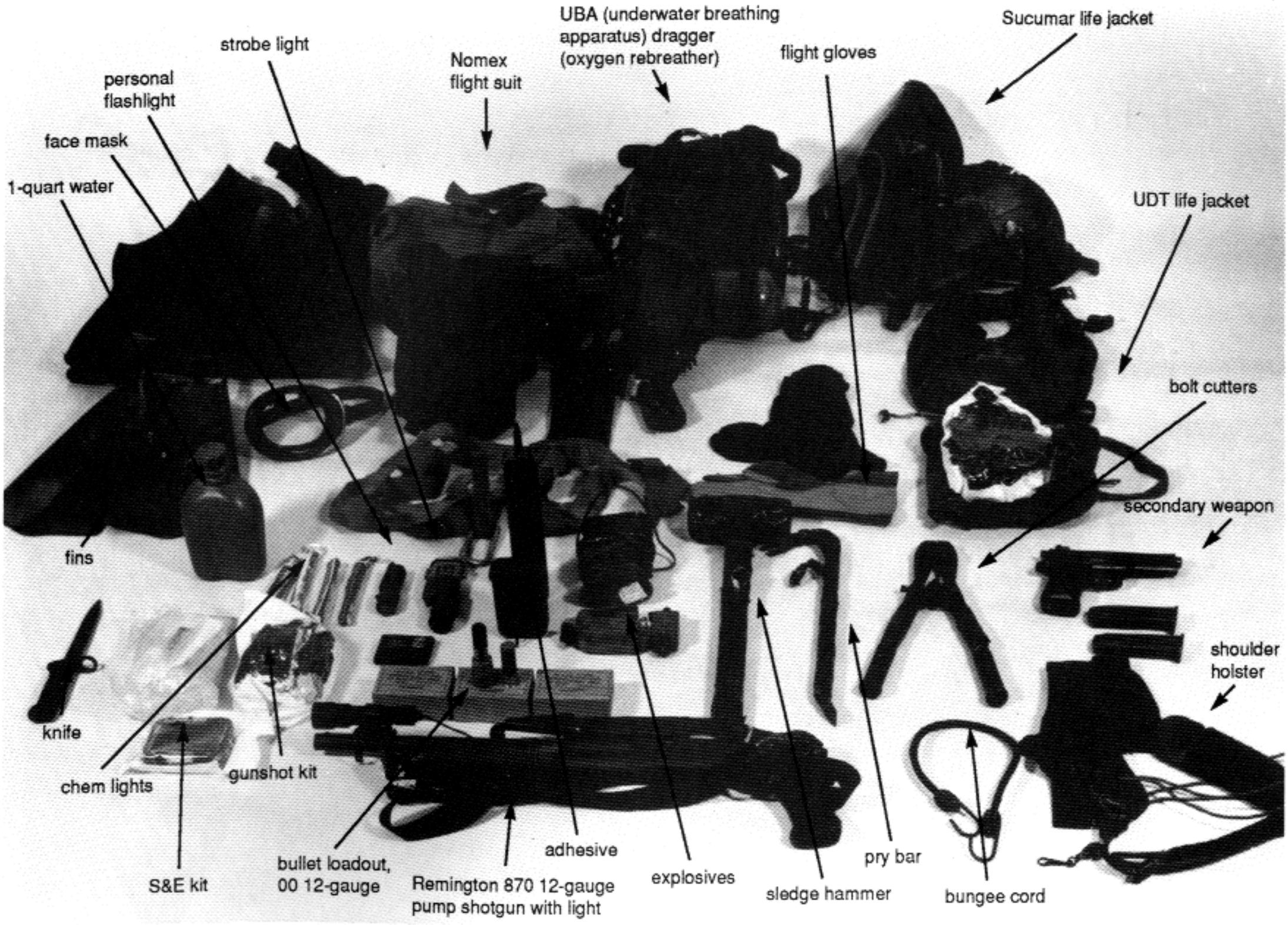
Standard fast rope equipment (primary insertion) for all assault force personnel.



SPIE rig (emergency extraction).



Standard gunshot kit for all assault force personnel.



Subsurface assault breacher's equipment.

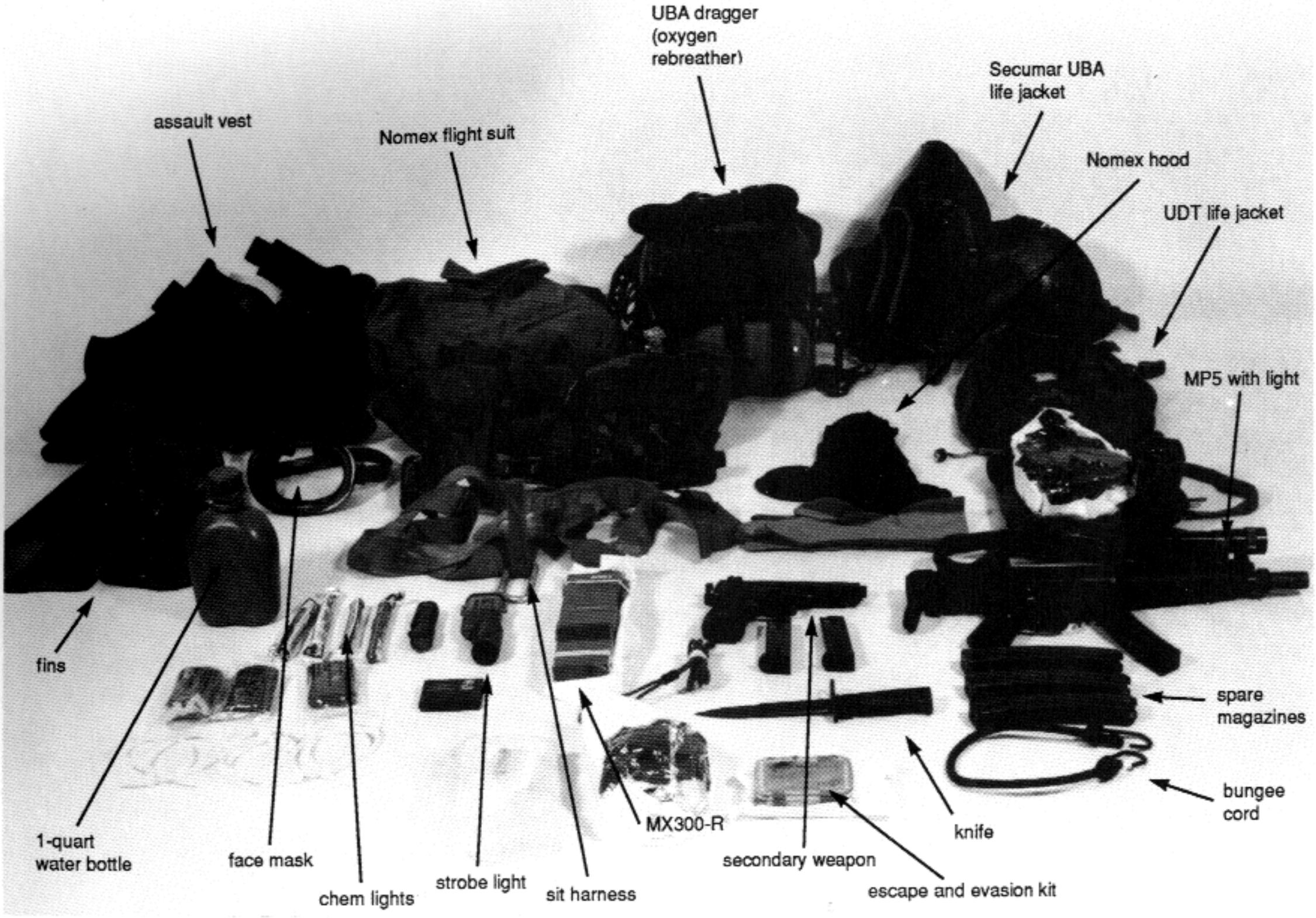
VBSS subsurface assault breacher fully dressed and ready to don dive gear (front view)

VBSS subsurface assault breacher (back view).

VBSS subsurface assault breacher ready to dive (front view).

VBSS subsurface assault breacher ready to dive (side view).

VBSS subsurface assault breacher ready to dive (back view).



VBSS subsurface assault standard loadout.

VBSS subsurface assault team member fully dressed (side view).

VBSS subsurface assault team member fully dressed (back view).

VBSS subsurface assault assault team member ready to don dive equipment (front view).

VBSS subsurface assault assault team member ready to don dive equipment (back view)

VBSS subsurface assault team member ready to dive (front view).

Breacher's subsurface assault web gear (front view).

Breacher's subsurface assault web gear (back view).

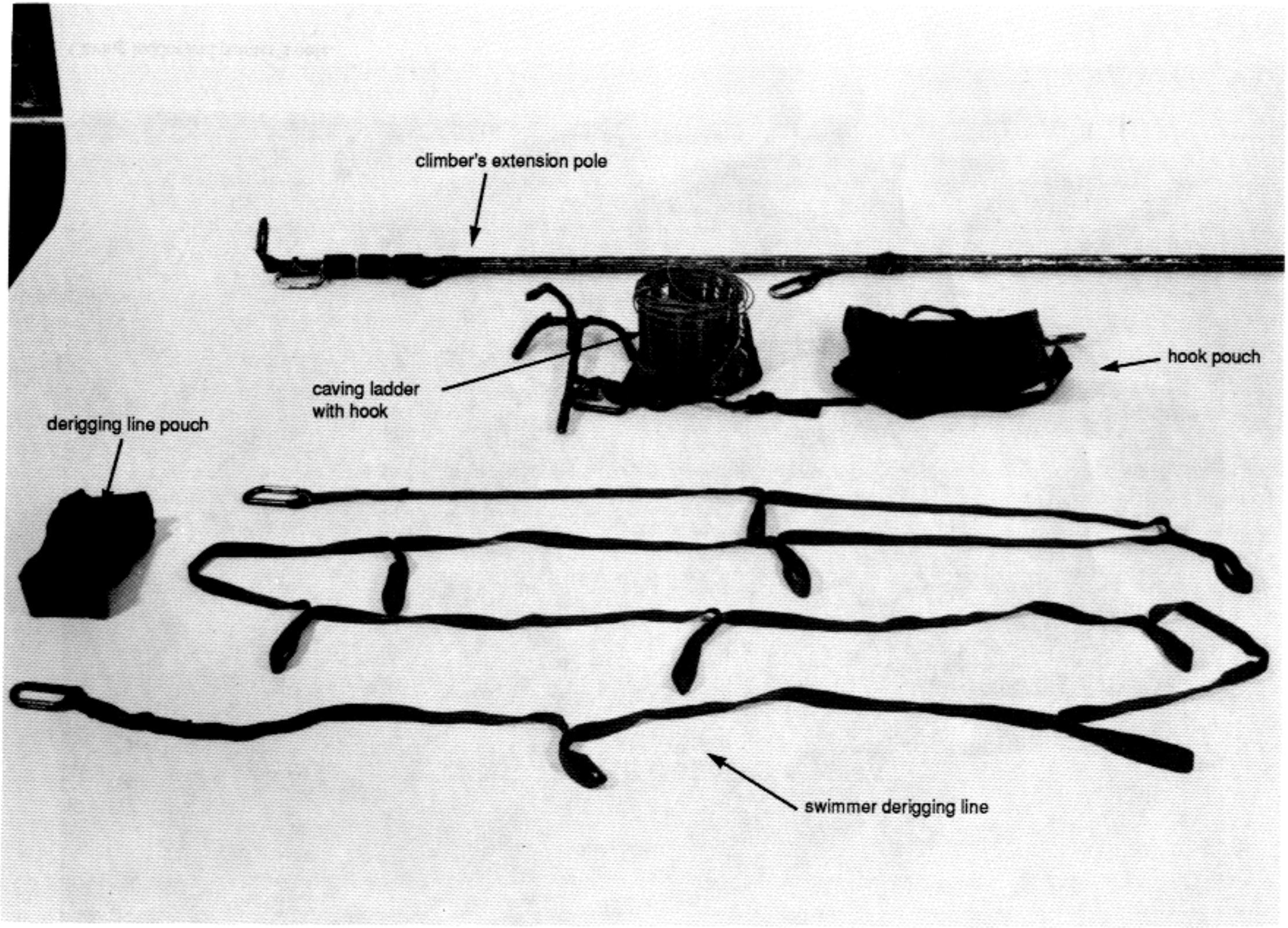
Breacher's subsurface assault web gear (side view).

Standard subsurface assault web gear.

VBSS subsurface assault breacher.

VBSS subsurface assault team member.

Caving ladder and painter's pole.



VBSS subsurface assault special equipment.