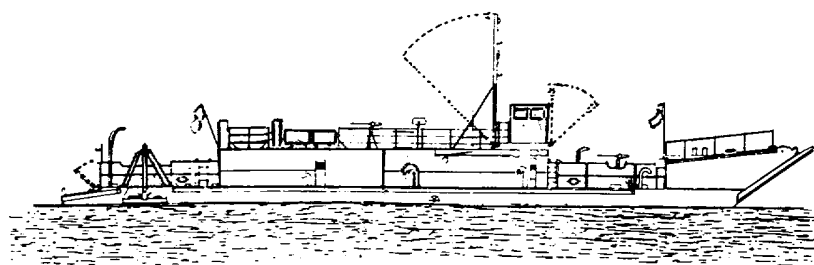


TECHNICAL MANUAL

OPERATOR'S, ORGANIZATIONAL,
DIRECT SUPPORT, AND GENERAL SUPPORT
MAINTENANCE MANUAL

LANDING CRAFT UTILITY
LCU 1667 - 1670
(1905-00-168-5764)



EQUIPMENT DESCRIPTION

TECHNICAL PRINCIPLES
DESCRIPTION

DESCRIPTION AND USE OF
OPERATORS CONTROLS
AND INDICATORS

PREVENTIVE MAINTENANCE
CHECKS AND SERVICES

HEADQUARTERS, DEPARTMENT OF THE ARMY

8 AUGUST 1983

TECHNICAL MANUAL

NO. 55-1905-219-14-1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 8 August 1983

Operator's, Organizational, Direct
Support and General Support
Maintenance Manual

LANDING CRAFT UTILITY
LCU 1667 - 1670
NSN 1905-00-168-5764

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

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* This manual supersede TM 55-1905-219-14-1, dated 29 August 1980.

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CHAPTER 1 INTRODUCTION

Section I. GENERAL INFORMATION

1-1. SCOPE.

This manual covers Landing Craft Utility, LCU 1667 - 1670 manufactured by General Ship and Engine Works, East Boston, Massachusetts. See Figure FO-1 for an overall view of the landing craft.

This manual contains operating and maintenance instructions for the crew. Also included is Direct Support Maintenance Instructions.

This manual consists of ten volumes containing five chapters. Refer to the Table of Contents in this volume for an overall outline of the various volumes and their contents. Each section within a chapter will have a table of contents indicating the page on which a particular paragraph begins.

1-2 MAINTENANCE FORMS, RECORDS AND REPORTS.

Department of the Army (DA) forms and procedures used for equipment maintenance will be those prescribed by DA Pam 38-750, The Army Maintenance Management System (TAMMS).

1-3 DESTRUCTION OF ARMY MATERIAL TO PREVENT ENEMY USE.

Procedures for destroying Army materiel to prevent enemy use are listed in TM 750-244-3.

1-4 REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR).

If your Landing Craft needs improvement, I us know. Send us an EIR. You, the user, are the only one who can tell us what you do not like about your equipment. Let us know why you do not like the design. Tell us why a procedure is had to perform. Put it on an SF 368 (Quality Deficiency Report). Mail it to us at: Commander, US Army Aviation and Troop Command, ATTN: AMSAT-D-WTT, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798.

1-5 NOMENCLATURE CROSS REFERENCE.

For nomenclature used in Army watercraft, refer to the following:

TM 55-501 Marine Crewman's Handbook
TM 55-509 Marine Engineman's Handbook

1-6. LIST OF ABBREVIATIONS.

ABV.BL	Above base line (lowest part of keel)
CG	Cleaning Gear
Condtn	Condition
Conn	Connector
Compt.....	Compartment
Distr	Distribution
D.O.	Diesel Oil
Eng	Engine
Exh	Exhaust
Fdn	Foundation
FE.....	Fire Extinguisher
FOTBPMH	Flush Oil Tight Bolted Plate Man Hole
FP	Freeing Port (scupper)
F.P.M.....	Feet Per Minute
Fwd.....	Forward
FWTBPMH.....	Flush Water Tight Bolted Plate Man Hole
FWTQA.....	Flush Water Tight Quick Acting
FWTQAES	Flush Water Tight Hatch Quick Acting Emergency Scuttle
Gen.....	Generator
Gov.....	Governor
G.P.	Gallons Per Minute
Htr.....	Heater
Hyd	Hydraulic
IC.....	Interior Communications
IFF	Identification Friend or Foe
Inbd.....	Inboard

LIST OF ABBREVIATIONS (Continued)

Ind.	Indicator
Lkr	Locker
Lt	Light
Mag.	Magazine
MG.	Machine Gun
OBA.	Oxygen Breathing Apparatus
Ord	Ordnance
Outbd.	Outboard
Plths.	Pilothouse
P/S.	Port/Starboard
P.S.I.	Pounds Square Inch
Pt.	Parts
QAWTD	Quick Acting Water Tight Door
RAWTH	Raised Water Tight Hatch
Rcpt	Receptacle
Refr.	Reefer (freezer)
Rm.	Room
RMHS	Remote Magnetic Heading System
R.P.M.	Revolutions Per Minute
R.S. Lkr (219)	Ready Service (Ammunition)
RWTH W/QAES	Raised Water Tight Hatch With Quick Acting Emergency Scuttle
RWTMH	Raised Water Tight Man Hole Scuttle
Shr	Shower
Sld	Sliding (door)
S.P.	Sound Powered
Sr	Stateroom

LIST OF ABBREVIATIONS (Continued)

St.....	Stores
Stbd	Starboard
SW.....	Salt Water
Sys.....	System
Vent	Ventilation
VL	Vertical Ladder - U up - D down
WC	Water Closet
Wr.....	Wardroom
Wrb.....	Wardrobe
WTD	Water Tight Door
Xmfr.....	Transformer

1-7. HAND RECEIPT.

Hand receipts for Components of End Item (COEI), Basic Issue Items (BII), and Additional Authorization List (AAL) items are published in a Hand Receipt manual, TM 55-1905-220-14-HR. This manual is published to aid in property accountability and is available through: Commander, US Army Adjutant General Publication Center, 2800 Eastern Boulevard, Baltimore, MD 21220.

Section II. EQUIPMENT DESCRIPTION

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1-8. EQUIPMENT PURPOSE, CAPABILITIES, AND FEATURES.

The landing craft is twin screw, diesel-engine driven vessel of welded steel construction. For long voyages (trans-ocean) it will normally be carried on the deck of a ship in one piece. The craft is designed to carry cargo from ship to shore, shore to shore, and ship to pontoon causeway. The landing craft may be linked, bow to stern with another craft, creating its own causeway. The landing craft, upon reaching its destination, can load or unload cargo over a hinged bow ramp directly from/onto a beach or pontoon causeway. Cargo may consist of either three (3) M-103A tanks, six (6) M-42 tanks, three (3) M-48 tanks, or motor vehicles or artillery equipment and their operating/maintenance personnel. After a beach and miscellaneous cargo landing, the craft is designed to retract from the beach under its own power, assisted by the use of the stern anchor.

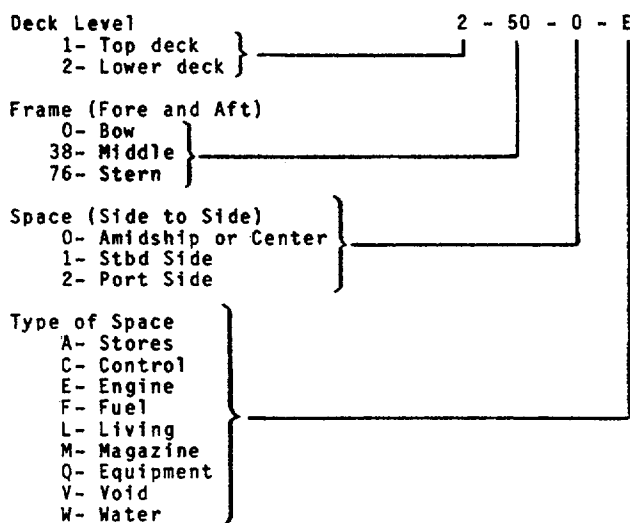
1-9. LOCATION AND DESCRIPTION OF MAJOR COMPONENTS.

Refer to paragraph 1-10 for an overall orientation of the landing craft. This overall familiarization is further subdivided into the specific views contained in the subsequent section.

1-10. GENERAL FAMILIARIZATION.

a. Refer to Figure FO-2 for an overall starboard (Stbd) view of the landing craft. This view shows the frame identification from the bow to the stern. The frames are located every 21 inches (53.34 cm) and the numbering begins at the bow.

b. Refer to Figure FO-3 for an inboard profile view of the Stbd side of the landing craft. This view shows the various compartments which are identified as follows:



The House and Vehicle Deck view is shown in Figure FO-4. Note the frame location numbers beginning at the bow and ending at the stern. The below deck view of the landing craft is shown in Figure FO-5.

1-11. EXTERIOR ORIENTATION.

The following paragraphs locate and describe the major exterior components.

1-12. MOORING, TOWING, CAUSEWAY FITTINGS, AND LASHING GEAR.

The mooring, towing, causeway fittings, and lashing gear are shown in Figure FO-6.

1-13. EMERGENCY/LIFE SAVING EQUIPMENT.

The Emergency and Life Saving Equipment is shown in Figure FO-7.

1-14. MACHINE GUN, READY SERVICE LOCKERS, AND GRENADE LOCKERS.

The Machine Guns and Ready Service Lockers for machine gun ammunition and grenade lockers are shown in Figure FO-8.

1-15. RUNNING LIGHTS, PELORIS, MASTS, FLAGS AND ENSIGN.

Figure FO-9 shows the components used to navigate the vessel. Also included are the various masts and flag and ensign staffs. Refer to Figure FO-10 for the components on the Mast.

1-16. FIRST AID EQUIPMENT.

First Aid Equipment is located both inside and outside. Refer to Figure FO-11 for orientation.

1-17. ANCHOR "A" FRAME AND CONTROL STATION.

The "A" Frame and the Control Station for the Anchor are located on the Cargo Deck near the Stern. Refer to Figure 1-4 for the major components for the "A" Frame and to Figure 1-5 for the Anchor Winch Control Station.

1-18. EMERGENCY STEERING COMPONENTS.

The components required to steer the vessel in an emergency situation are shown in Figure 1-6.

1-19. BOW RAMP.

The major components of the Bow Ramp are shown in Figure 1-7.

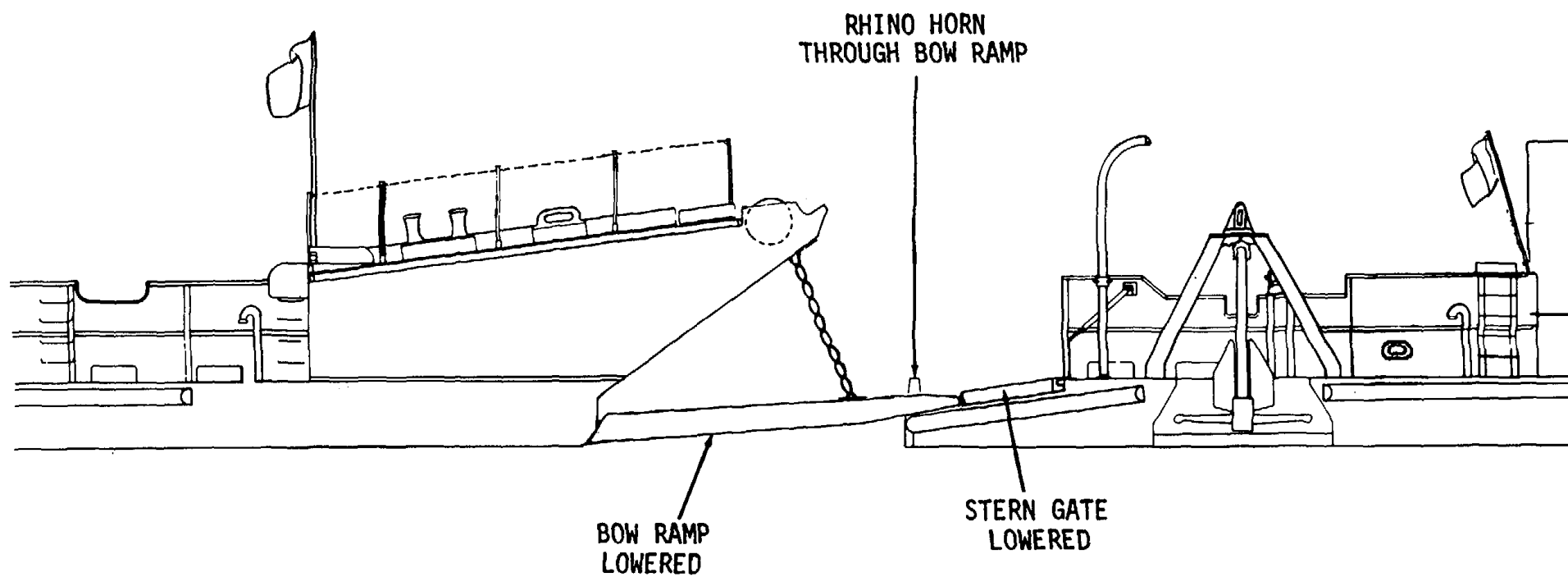
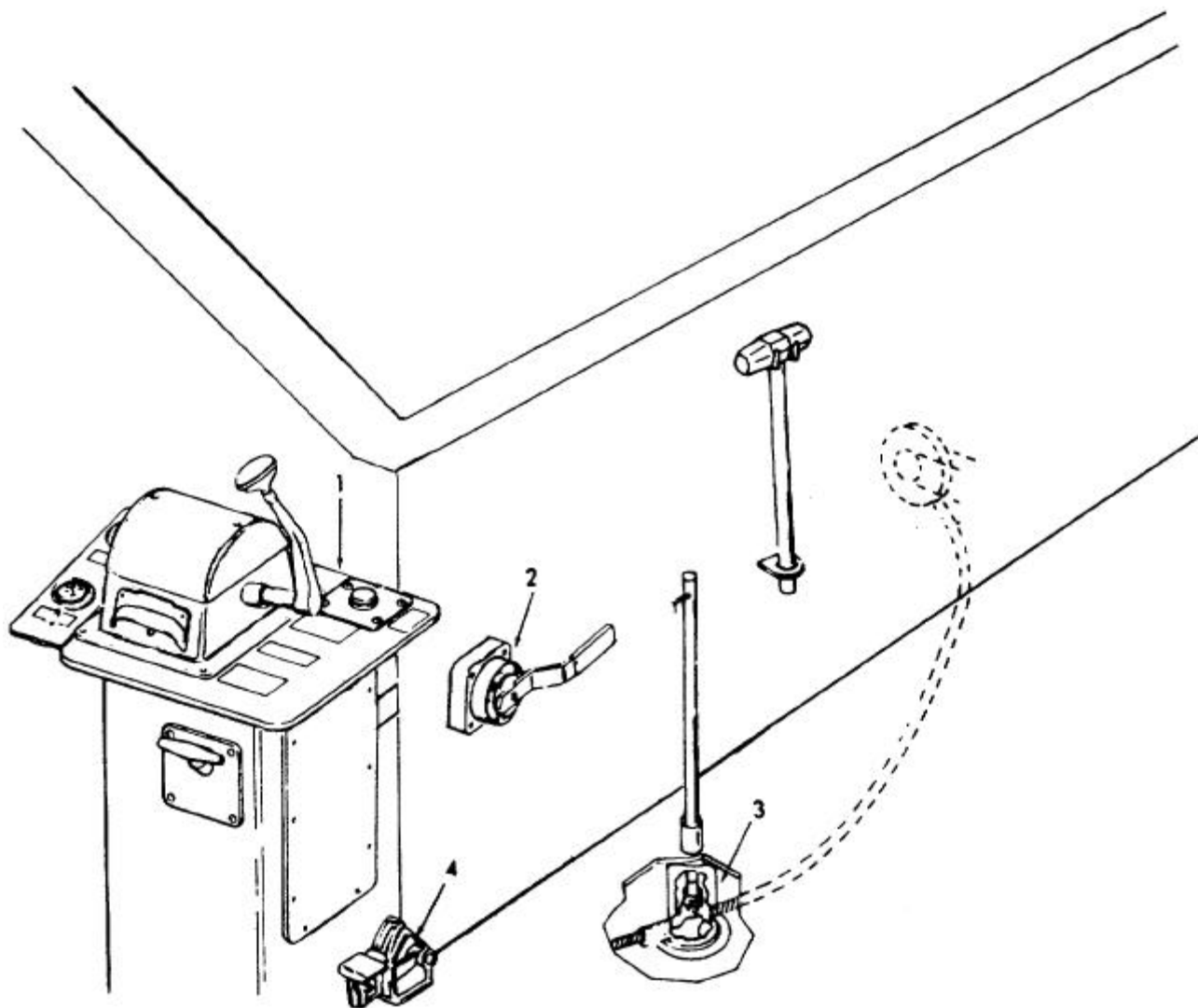
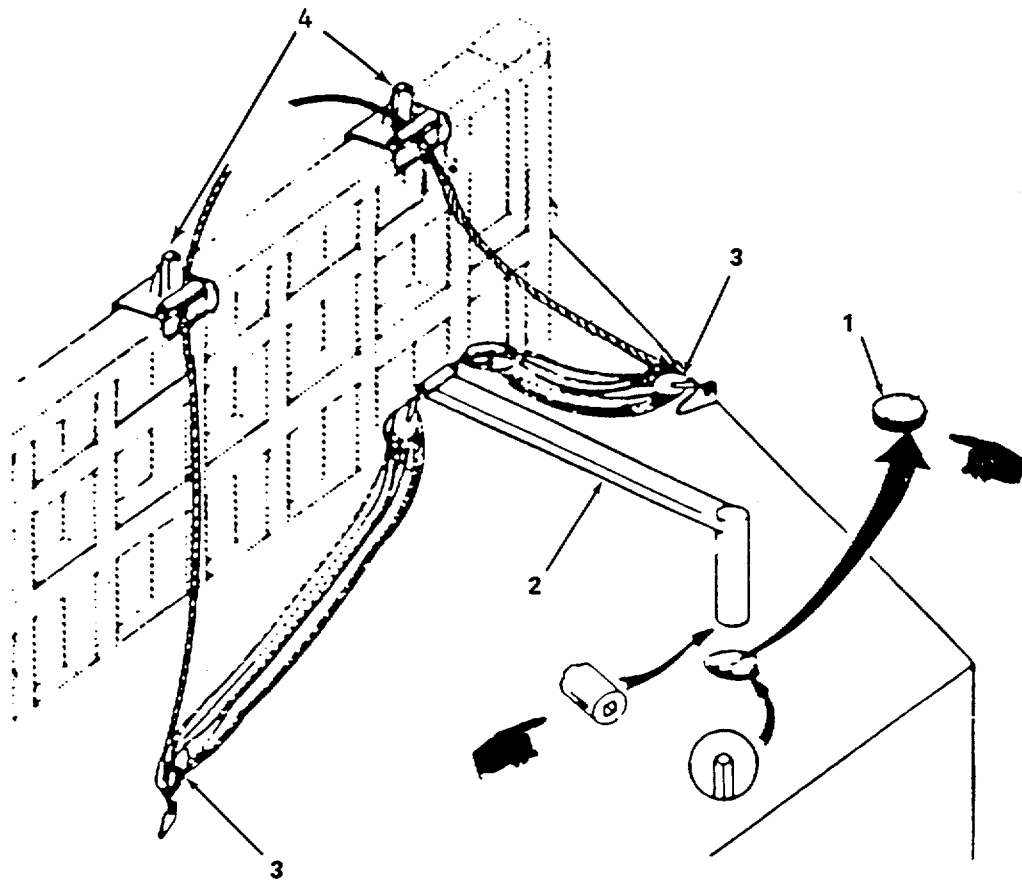


Figure 1-1. Causeway Between Two LCU's.



1. CONTROL STATION - Operating controls for raising and lowering the anchor.
2. DIRECTIONAL CONTROL - Controls the angle of pivot of the "A" Frame.
3. WIRE ROPE CUTTER - Cuts the anchor cable in case of emergency.



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- 1- DECK PLATES - Removable access plate for access to top of rudder posts.
- 2- STEERING TILLER - Emergency steering tiller.
- 3- BLOCK AND TACKLE - Mechanical device to pull tiller.
- 4- BLOCK DAVIT - Guides rope from steering tiller to cargo deck.

Figure 1-6. Emergency Steering Components.