

ANNEX 8B

INCIDENT BOARDS

1. Incident boards are used for the visual recording of information regarding damage, flood, fire, contamination and Ship Protection issues. Marking is carried out by each Incident Board Operator (IBO) who is constantly in communication with other IBOs to gain the information. The incident board consists of deck plan drawings of all decks, arranged one above the other, on a single board which is covered in clear plastic (Perspex) on which the operators can indicate incidents using marker pens. This is sited such that the Damage Control Command Team can see the complete picture of the ship. Bolts or stud bolts must securely fasten these and other DC information boards to a fixed structure, preferably, in order to minimise the risk of dislocation when subjected to shock loading. All incident boards are prepared in accordance with Naval Engineering Standard (NES) 119, of which [Table 8B-1](#) is a summary. Incident Boards at some command positions will need to be portable in order to facilitate relocation should the area become untenable.

2. Marker Pens

Incident boards are annotated, as detailed in [Table 8B-1](#), using fine-tipped permanent OHP marker pens. These have a finer point than chinagraph markers, resist smudging and accidental removal of information. Markings may be removed by using a normal rubber eraser ensuring that [Para 3](#) below is adhered to.

Table 8B-1. Incident Board Symbology

FEATURE	SYMBOL
Watertight structures, doors, hatches, trunks, etc.	Thick black line.
Non-watertight structure.	Thin black line.
Compartment names.	Abbreviated in fine lettering not over 3 mm high.
Location markings.	Bold type 4 mm for deck and section 3 mm for remainder. No markings for doors hatches or trunks, eg 5E_A .
Fire and Repair Party Posts.	Segmented concentric rings filled equally with red, green and blue enclosing identification, eg Aft .
The number of personnel stationed in each compartment at Damage Control State 1.	Indicated by the number contained in a black circle.
Modularised Machinery (with Halon or CO ₂ drench).	Black rectangle with symbol GTM or DGM .
Capacities (in tonnes) of all watertight compartments below 1 Deck (ships without pumping and flooding boards only).	Enclosed in a black rectangle in the compartment.
Aluminium structure.	Bordered blue.
Unbacked Melamine.	Continuous emerald green line (when unbacked MPL is removed then these lines must be deleted).

Table 8B-1. Incident Board Symbology (Cont'd)

FEATURE	SYMBOL
Damage Control Section boundaries.	3 mm blue and white broken line.
Citadel boundaries.	3 mm continuous orange line.
Sub citadel boundaries.	3 mm broken orange line.
Cleansing stations. Citadel In/Out airlocks. CBRN store.	Tinted orange.
Gas Free - Contaminated if used spaces.	Purple/orange dotted line.
Gas free spaces not included in the citadel.	3 mm continuous purple line.
Damage Control, HQ1, HQ2, AHQ Section bases and Command shelter station.	Bordered in red.
Switchboards, EDCs and spaces containing High Voltage HV hazards.	Tinted green.
Magazines, weapon stowages, launchers, all explosive stowages and handling areas and petrol stowages.	Tinted red.
Main machinery spaces and associated trunking.	Pink or blue wash, adjacent spaces alternatively coloured. Common trunking to be dual coloured stripes.
Upperdeck re-entry fire locker.	Red border and symbol RFL .
Zonal DC Boxes.	Black box around the letters DCBZ .
Weapon Section Bases.	Letters WSB inside a pink circle.
Medical Stations.	Red Cross in a circle with annotation SMP , MHQ or FAP beneath.
Air Filtration Units.	To be identified by the letters AFU with the location and zone number. Tinted blue.
Ship Protection Incidents.	Incidents identified in green.

3. Recording of Information on the Board

The board principally concerned with the recording of damage is the Incident Board and it is to be marked boldly by marker pens using the colours and methods shown in [Fig 8B-1](#) and [Fig 8B-2](#) and as stated below:

a. **Errors and Erasures.** In all DC States, the Incident Board deck plan must reflect the exact damage picture at that precise moment and the narrative at States 2 and 3 must correctly detail the history of events should there be a need to hand over the incident or should a Board of Enquiry require it as evidence. Therefore:

- (1) A significant error in board marking (eg fire identified and marked in the wrong compartment) should be erased and marked correctly.
- (2) Incorrect wording in the narrative should be lined through and the correct word inserted.
- (3) All other variable conditions including smoke/flooding boundaries, containment markings, FCP/Support party/spare hand movements and BA/foam dump relocation, can be erased and moved to reflect the current status.

(4) Prior to any erasure or amendment the HQ1 IBO must seek permission from the DCO (at sea) or the OOD (alongside). At DC States 2 and 3 the narrative must be annotated with timings and a clarifying note to reflect the reason for change eg 0830: FCP relocated from 2C/D to 2D/E ready for re-entry or 0845: Spare hands moved from Flightdeck to SRDH due to smoke clearance. At DC State 1, all changes to Incident Boards are to be controlled by the HQ1 IBO via the IBO comms net (see [sub para t](#)).

(5) Permanent marker can be erased without damage to Incident Boards using a standard pencil eraser or plastic polish. During DC/FF exercises non-permanent markers are used however, the routines detailed above should be followed.

b. **Additional Information.** Should be marked in black in the appropriate space between deck plans (this does not include the timetable of fire, flood or contamination (see [sub para d](#))).

c. **Boundaries.** Lines to denote fire/flood boundaries are not to be used unless the deck plan compartment marking does not identify the boundaries sufficiently (eg fire in a cabin area). Marking for contamination is to include boundary lines (see [sub para l](#)).

d. **Marking of Times.** The timetable of a fire, flood or contamination incident should be marked in red, blue or yellow marker respectively as follows:

(1) **Initial Report.** Time is to be marked in the top left hand corner of the compartment/space concerned or, if the space is very small, immediately outside the top left hand corner of the boundary.

(2) **Containment.** The time of containing the incident is to be marked in the top right hand corner of the compartment/space concerned or, if the space is very small, immediately outside the top right hand corner of the boundary.

(3) **Fire Extinguished.** The time when the fire has been extinguished is to be marked in the bottom right hand corner of the compartment/space or, if the space is very small, immediately outside the bottom right hand corner of the boundary (for fires only).

(4) **Completion.** The time when action taken to deal with the incident is completed (compartment is tenable) is to be marked in the bottom left or right hand corner of the compartment/space concerned or, if the space is very small, immediately outside the bottom left or right hand corner of the boundary.

e. **Fire.** Is marked by a red cross in red circle with red hatching. Times are marked in red.

f. **Free Flood, Slow Flood, Free Surface.** Is marked by a blue FF, SF or FS respectively in a blue circle with blue hatching. Times are marked in blue (see [Para 1423](#) for definitions).

g. **Double Incident (Fire and Flood) in the Same Compartment.** Fire information is to be marked by a red cross in red circle with red hatching in one direction, times marked in red. Flood information is to be marked by a blue FF, SF or FS respectively in a blue circle with blue hatching in the other direction. Times are marked in blue (see [Fig 8B-1](#)).

h. **Protected Decks and Deckheads.** Protected decks and deckheads are to be identified by a black circle and line from the compartment. The black circle is to contain the fire protection rating of that deck or deckhead (see [Fig 8B-1](#)).

i. **Protected Bulkheads.** A dashed line against the bulkhead over the length concerned with qualifying text as required (see [Fig 8B-1](#)).

j. **Boundary Cooling.** On a deck or deckhead, a blue BC in a blue circle with qualifying wording in black. For bulkheads, a blue wavy line against the bulkhead over the length concerned. The following procedure is to be adopted:

- (1) The I/C Containment details the boundary cooling team.
- (2) The HQ1 IBO marks up the incident board with straight blue lines (bulkheads) and blue circles (decks/deckheads) denoting that boundary cooling is 'planned' in those areas (see [Fig 8B-3](#)).
- (3) On confirmation of boundary cooling being established wavy lines are added and the letters 'BC' is inserted inside the boundary cooling circle (see [Fig 8B-2](#) and [Fig 8B-4](#)).
- (4) When boundary coolers are removed during re-entry phase, the blue BC in a circle or blue wavy line against the bulkhead will be removed leaving the planned boundary cooling annotated on the Incident Board.

k. **Splinter Holes.** A black V(s) for hull and bulkheads; black dot within a black circle for decks. These markings may be superimposed over other incident markings.

l. **Contamination**

(1) **Vapour.** Contamination from without is marked by yellow circle divided horizontally with CHEM or BIO in black in the top half and chemical agent designator in the lower half. The circle is to be surrounded by hatching within a yellow boundary (which denotes the new citadel boundary). Contamination from within is to be marked by brown hatching within a heavy yellow boundary and qualified by black wording to indicate the nature of the contamination (eg FREON). Times to be marked in yellow.

(2) **Liquid.** A brown circle divided as in [Fig 8B-1](#) showing time of discovery, agent type and CAM reading, if known, with an arrow indicating the point source of the liquid.

- (3) **Contaminated Flood.** Is to be marked by brown hatching in one direction and blue hatching in the other direction within a heavy yellow boundary qualified by black wording to indicate the nature of the contamination (eg DIESEL). Times to be marked in yellow (see [Fig 8B-1](#)).
- m. **Shoring.** A black T(s) either vertically or horizontally against the deck/bulkhead/hull over length concerned.
- n. **Distorted Bulkhead.** Marked as a black wavy line through the length of the bulkhead concerned.
- o. **Distorted Deck.** Marked by black wording with a black arrow if necessary.
- p. **Movement of Hands.** Those movements, especially hands from the Command and their disposition, are recorded on any suitable blank space on the incident board, in black.
- q. **Planned Smoke Boundary**
- (1) **Bulkheads.** A black short/long dot at the top of the planned bulkhead smoke boundary.
- (2) **Hatches.** A small black tail that extends beyond the corners of the hatch (see [Fig 8B-1](#)).
- r. **Smoke Boundary**
- (1) **Doors and Bulkheads.** A solid black line drawn along the line of the bulkhead containing the door and extending beyond the line of the ships side.
- (2) **Hatches.** A solid black diagonal line through the hatch extending beyond the line of the corners.
- s. **Flooding Boundary**
- (1) **Bulkheads.** A solid blue line drawn along the line of the bulkhead containing the door and extending beyond the compartment, both athwartships and fore and aft as appropriate.
- (2) **Decks.** A solid blue diagonal line through a hatch extending beyond the line of the corners.
- (3) **Updating.** The flooding boundary marking is to be moved (see [Para 3](#)) as incidents are dealt with and compartments closer to the primary zone of damage become tenable.



Note. *Hatching (fire, flood or contamination) covering adjacent compartments is to be alternated as illustrated in [Fig 8B-2](#).*

t. **Minimising Incident Boards.** During a lull in action at DC State1 the DCO may order 'Minimise Incident Boards'. This is to reduce clutter whilst leaving an accurate record of damage. This evolution is to be controlled by the HQ1 IBO, via the IBO comms net, one completed incident at a time. The damage marking is to be replaced with the relevant circular symbol in the correct colour with the time that the incident was completed. All remaining shoring and distorted bulkhead markings are to be retained. The minimised symbol should be small but legible and contained within the compartment where possible. In small compartments the symbol should be placed as near to the compartment as practicable with a similarly coloured arrow to within the damaged compartment.

u. **High Voltage (HV) Compartments.** High voltage decay times must be indicated on individual equipment and recorded on compartment Kill Cards. Where a compartment contains no HV equipment but is transited by HV cables the compartment is to be considered as a HV compartment in the event of a fire within. Kill Cards for such compartments are to have HV cable runs annotated in **RED**.

4. Electronic Damage Control Information Systems

Electronic Damage Control information systems conform as far as practicable with the foregoing colour coding.

5. Ship Protection Incidents

The Ship Protection Organisation in harbour may use the Incident Board. The markings to be used are detailed in BRd 8988 - Royal Navy Manual of Military Training, Operations and Tactics.

Fig 8B-1. Incident Board Markings

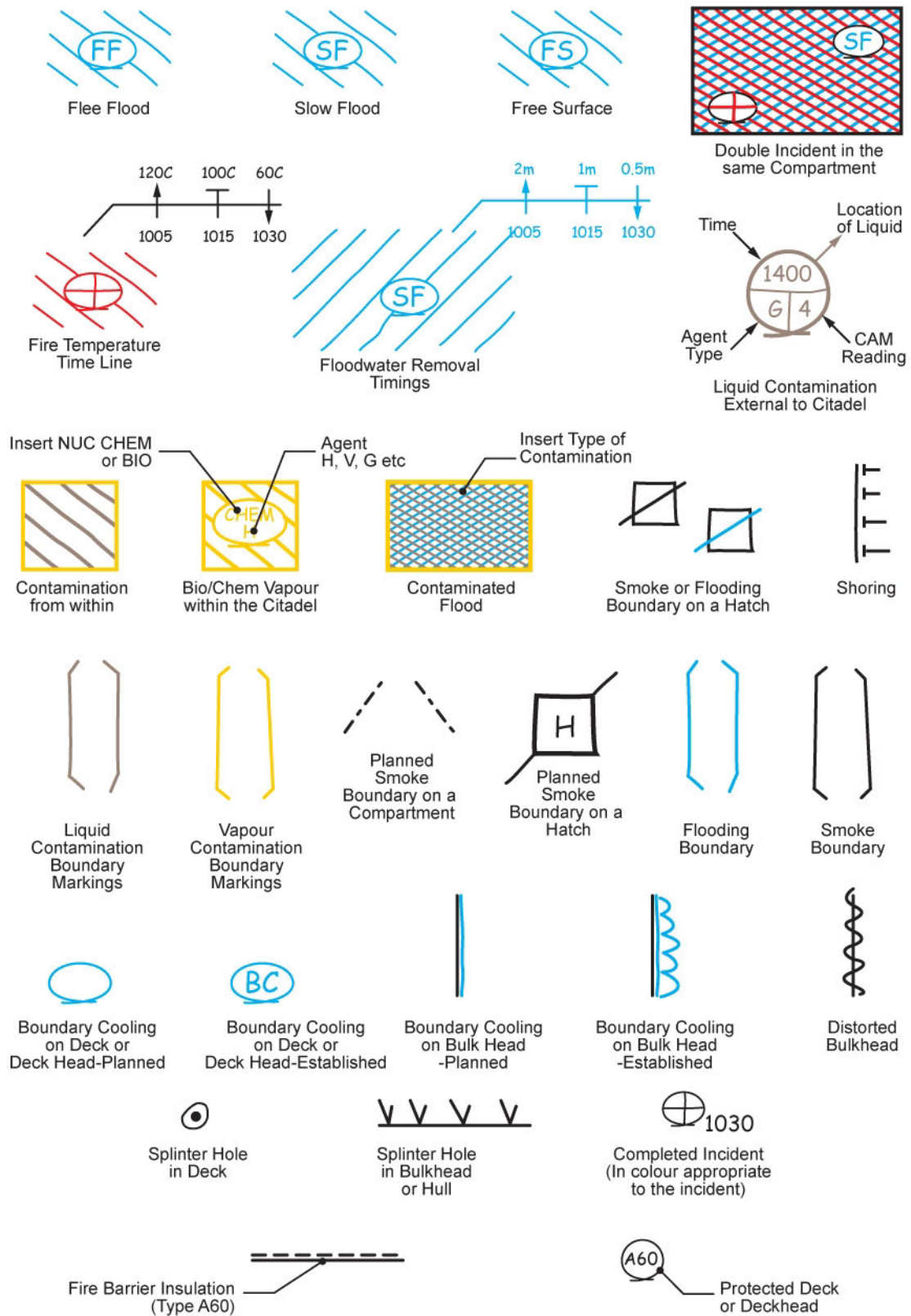


Fig 8B-2. Incident Board Markings (Working Example)

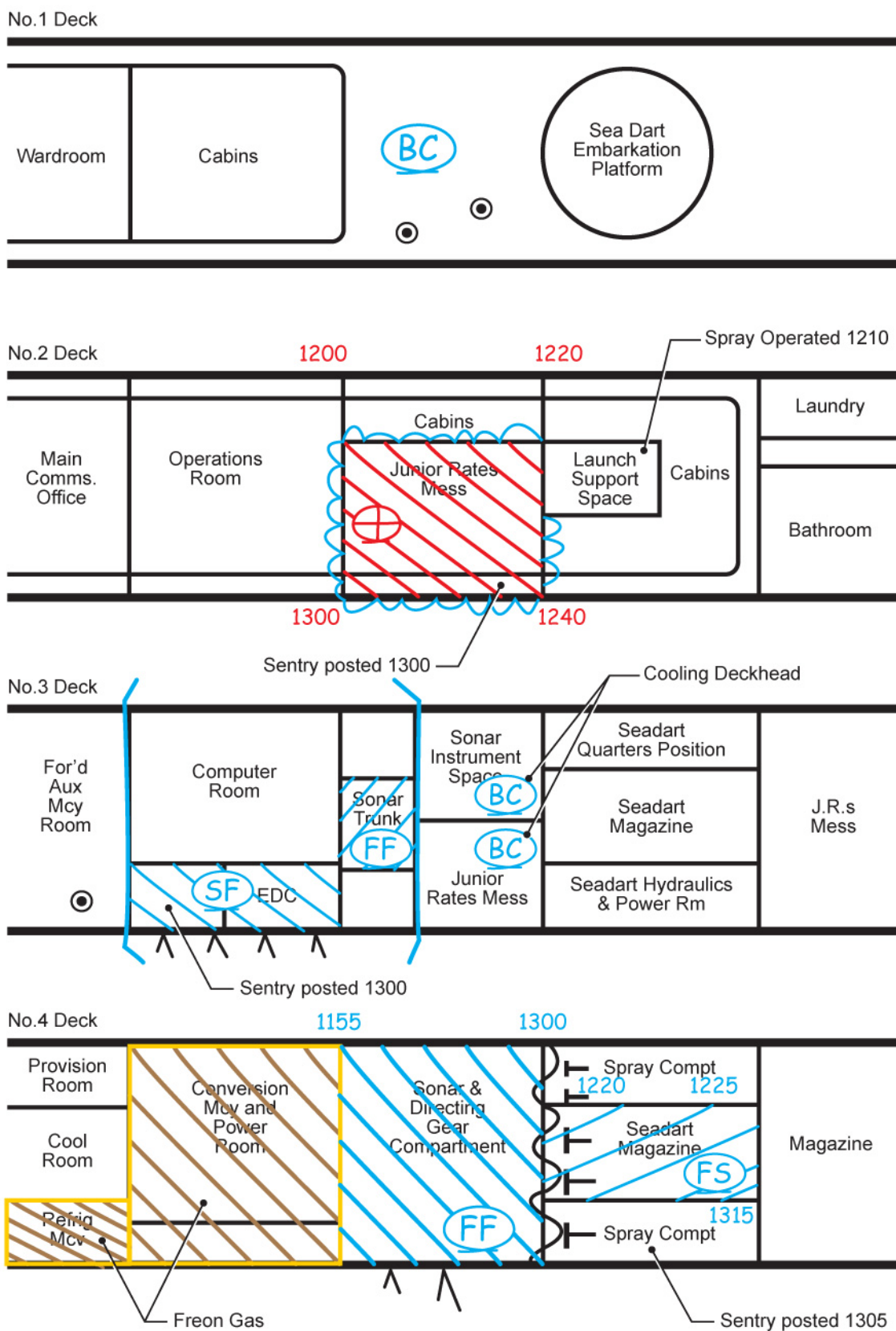
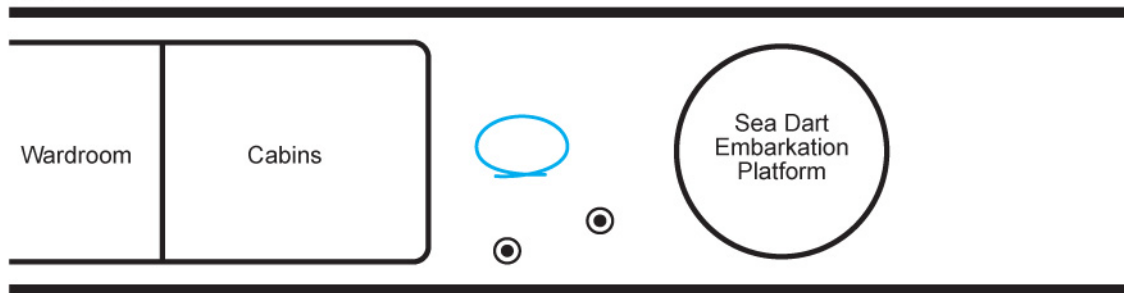
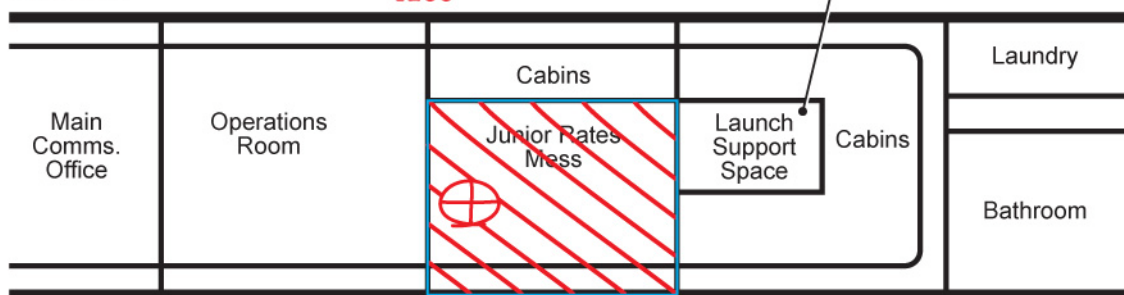


Fig 8B-3. Boundary Cooling Marking - Planned

No.1 Deck



No.2 Deck



No.3 Deck

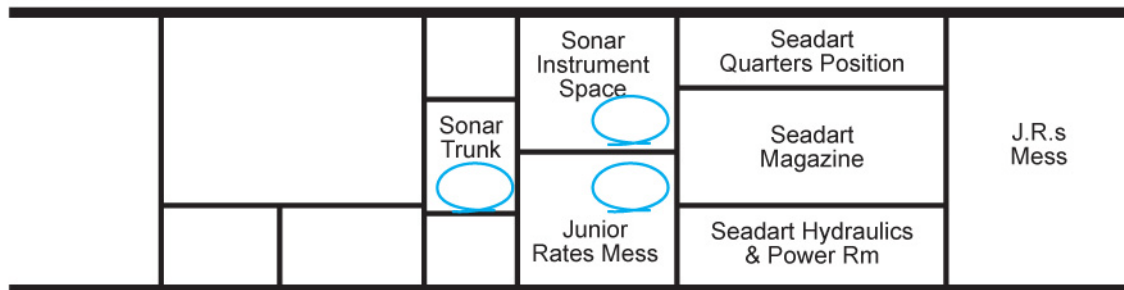


Fig 8B-4. Boundary Cooling Marking - Established