

CHAPTER 10

DAMAGE CONTROL PREPARATIONS FOR WAR AND ACTION

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CHAPTER 10**DAMAGE CONTROL PREPARATIONS FOR WAR AND ACTION****1001. Damage Control Preparations for War**

a. It is difficult to establish with certainty those actions, which should be taken by ships on or before the outbreak of hostilities in order to improve DC arrangements. The difficulties are:

(1) To establish those actions, which appear desirable from a damage control and firefighting viewpoint and those, which could, over a realistic period of time, prove to have a degrading effect on habitability and morale.

(2) To establish those actions which will take time to complete and which should therefore be started at an early stage in a period of tension, and other actions which, once completed, might prove a distinct source of embarrassment to ships and bases, were tension to be relaxed (this latter category includes actions which could involve financial loss).

b. The Force Commander or individual CO must be given guidance on what is desirable and what is considered acceptable under certain broad circumstances, and they must be free to decide their action according to the prevailing conditions. For example:

(1) The removal of ships side linings was found to be necessary during the Second World War to make easier the control of possible damage to the hull, but their removal in a modern ship could have a marked effect in the Arctic or tropics, as well as possibly depriving the side of lining/lagging provided for the limitation of noise.

(2) Some preparations may be obvious to an outside observer who might interpret them as an escalation of the situation. The rules of engagement in force at the time must therefore be taken into account.

c. Preparations can be undertaken in three stages. The first stage contains those actions that can be carried out covertly and later reversed at little cost. The second stage comprises actions to be taken during a hardening of the situation. The third stage should be put into effect on completion of the second stage preparations if the situation continues to deteriorate and, hopefully, to be completed before the start of hostilities. In some situations (eg operations other than war) it may be necessary to merge or adjust the following staged preparations to ensure that the ships operational posture is fully tailored to the overall situation. This will be decided by the Command, based on guidance from the CTG and from internal 'table-top' planning.

1002. First Stage Preparations

a. Conduct 'table-top' planning (see [Annex 8E](#)) for likely CBRNDC scenarios and adjust preparations accordingly.

- b. Check main and duplicate key boards/drawers are correct and make good any shortcomings.
- c. Check holdings and serviceability of CBRN and DC equipment and stores, special attention being paid to BA, firefighting equipment and that CBRN stores are adequate and in date for use.
- d. Review planned maintenance on CBRN/DC, and associated, equipment, bringing forward as necessary.
- e. Review contents of Ships and Departmental CBRNDC Orders.
- f. Check all smoke curtains for operation and effectiveness.
- g. Check all escape hatches operate correctly.
- h. Check all escape ladders function correctly.
- i. Order the removal of facial hair (see RNTM 147/12).
- j. Review the Jettison Bill.
- k. Review medical arrangements:
 - (1) Order war stores.
 - (2) Check that the ships company in date for medical/dental checks.
 - (3) Check that all blood groups are known.
 - (4) Accelerate the first aid training programme.
 - (5) Disperse first aid equipment and stores around the ship.
 - (6) Check Chemical Field Sets are complete and in date.
- l. If at sea, de-fuel all boats except the seaboat(s).
- m. Review the arrangements for locking compartments, other than magazines and storerooms (for which other arrangements already exist), to ensure ease of access in the event of damage.
- n. Review arrangements for, and identify, compartments and spaces available for the stowage of additional CBRN/DC and other equipment and stores.
- o. Ensure that a suitable officer whose place of duty is remote from that of the officer normally responsible holds the combinations to security containers.
- p. Promulgate a 'gash' disposal policy and organisation.

- q. Check respirators and haversack contents (see JSP 925 Chapter 6 and JSP 926 Equipment Section).
- r. Order identity discs to be worn.
- s. Review holdings of CBRN/DC stores. Order additional DC shoring timber and steel plate.
- t. Fit anti-shatter film to all glass mirrors and unbacked melamine paper laminate linings.

1003. Second Stage Preparations

- a. Ensure that victualling, NAAFI and medical stores are safely and adequately dispersed throughout the ship.
- b. Disperse the sleeping and messing arrangements of key personnel as much as possible.
- c. Order respirator canisters to be changed using the spare one carried in the haversack.
- d. The following stores should be issued in accordance with current allowances and as necessary, and indicated by the threat assessment:
 - (1) Action coveralls.
 - (2) Once-only suits.
 - (3) CBRN inner and outer gloves, overboots and suits.
 - (4) Additional respirator canisters.
 - (5) Chemical agent detector paper.
 - (6) DKPs 1 and 2.
 - (7) RVDs and CAMs.
 - (8) Dosimeters and radiac instruments to be distributed.
 - (9) NAPS, BATS and Combopens. Orders for the issue and use of these items will normally be given by the Chief of Joint Operations (CJO), the Joint Task Force Commander (JTFC) or by the CTG.
 - (10) Action carry bags, when authorised by the Command.
- e. Order respirators and lifejackets to be carried.

- f. Activate SICS, SIRS and MCAD, if held and relevant to the threat. Run up CAMs and COLPROCAMs to confirm serviceability. Equipment activation will need to balance the threat level against the consumption of consumables for some equipment.
- g. Prepare Secondary Medical Position (SMP).
- h. Land the following, non-essential, items:
 - (1) Curtains, loose covers and bunk overcases (except those covering foam rubber or plastic material).
 - (2) All surplus furniture.
 - (3) Non-fireproofed timber (excluding timber needed for DC and emergency repairs).
 - (4) Gangway furniture eg screens, lifebelts, stands, covers etc.
 - (5) Ship and boat name boards and badges.
 - (6) All awnings and stanchions.
 - (7) Recreational boats.
 - (8) Loose carpets.
 - (9) Glass-fronted pictures, crests and non-essential decorative items.
 - (10) All trophies, silver and associated cases.
 - (11) All non-Service items of personal baggage including civilian clothes and shoes.
 - (12) Reduce holdings of paint (minimum to 'touch up' rust patches and external surfaces) and other flammables.
 - (13) Funnel badges.
 - (14) Private radios/recording equipment that cannot be securely stowed in lockers. Mobile phones are so small that they can easily be stowed but EMCON/security considerations may require some action to be taken.
- i. Remove Perspex/glass fronts to notice boards etc and, where necessary, replace with wire mesh.
- j. All books except BRs etc in use, to be kept secured in lockers. Books on bookcases/shelves are to have a method for restraining contents.

- k. Ensure, wherever possible, that items of equipment and stores that are normally not secure, and could be accelerated under shock/whip conditions, are adequately secured.
- l. Make checks to ensure that the ship is best able to resist shock, as follows:
- (1) Check that all shock mounts are free to move and are in good condition.
 - (2) Check that items, which are shock mounted, have adequate clearance around them and that stores, books etc are not stowed on top of them.
 - (3) Check that shock mounted items are not 'shorted out' by bights in cable or pipe connections. Minimum clearance is given in BR 3021 Volume 2.
 - (4) Check that all storerooms are stowed correctly with all battens in place and items lashed in position where necessary.
 - (5) Check that all fire extinguishers, hoses, portable pumps and associated equipments are in their correct stowage positions and cannot be displaced by shock or whip.
 - (6) Check that all gas/air bottles are in their correct stowages and are not free to move.
 - (7) Check that all equipment secured to benches, bulkheads and other fixed structures are bolted in position.
- m. Distribute plastic jerry cans and similar containers, filled with fresh water, around the ship.



Note. Guidance on the hygiene of containers used for fresh water storage is to be followed as detailed in BRd 820 - Portable Water Management Chapter 6.

- n. Accelerate and intensify the training of CBRN/DC teams.
- o. Personnel to be briefed and practised on how best to protect themselves from the effects of weapons.
- p. Issue morphine to officers/ratings in charge of First Aid Parties.

1004. Third Stage Preparations

- a. Ensure that the Ship's Company have access to, and are encouraged to read:
- (1) BR 4007 - The Naval Guide to Ship Firefighting.
 - (2) BR 4008 - The Naval Guide to Damage Control and Stability.
 - (3) BR 1329 - Survival Handbook.

That CBRN and DC personnel have access to:

- (4) BRd 2170 - Ship CBRNDC Manual: Volumes 1, 2, 3 and 6 (Vol 4 - Submarine CBRNDC and Volume 5 for Embarked Aviation Crash Fire Rescue).
 - (5) Ships CBRNDC Class Book - CB 4538 series.
 - (6) Ship Stability and Survivability Book - CB 9500 series (not all ships).
 - (7) Ships CBRNDC Orders.
- b. Issue lengths of line for securing bedding, furniture etc in place before going to Damage Control State 1.
- c. Consider draining deep fat fryers when not in use.
- d. The use of hot water heating urns should be controlled and restricted to reduce 'wild heat' and the risk of scalding.
- e. Issue the maximum number of torches.
- f. Cabins, messdecks and public areas to be secured (bedding, lockers, drawers, furniture, etc) when not in use.
- g. Servery, galley and food or other lift hatches/shutters/doors to be closed when not in use.
- h. Rim locked doors to be left unlocked and closed. Where security is necessary hasps, staples and lightweight padlocks should be fitted.

1005. Jettison Bill Preparation

- a. A Jettison Bill is to be prepared in accordance with BRd 2 and included as part of the ships CBRNDC Orders. It should list all those items which are comparatively heavy, sited above the centre of gravity (usually superstructure, 1 and 2 Decks only) and which can be removed and jettisoned with reasonable ease. Ideally, the Jettison bill should contain the following information:
- (1) The item of equipment.
 - (2) Its position by location marking and distance from the centreline.
 - (3) Its weight and mobility.
 - (4) The tools, if any, needed for its removal.
- b. Jettison Bill items must be peculiar to the particular ship, but the types of equipment, which can usually be included, are as follows:
- (1) Anchors, but not the cables, which should be dropped into the lockers.

- (2) Ships boats, which can be put into the water and secured to the ship.
- (3) Aircraft, which can be flown off.
- (4) Ready use ammunition lockers (but not the ammunition) and other weatherdeck lockers.
- (5) Equipment such as wires and reels, hawsers, awning gear and canvas, spare gear for weapons, machinery boats, etc, cable working gear.
- (6) RAS stump mast.
- (7) Potatoes from their weatherdeck stowage.

1006. Identity Discs

All RN personnel are to be in possession of 2 identity discs on personal loan. Two stainless steel identity discs with nickel plated metal neck chains and connectors are to be secured inside the respirator haversack. These discs are engraved with the name, official number, blood group and religion of the owner. They are to be worn around the neck of the owner when ordered.

1007. Damage Control Preparations for Action

- a. In applying these recommendations, or before consideration is given to making any or all of them mandatory, account must be taken of the situation(s) in which the particular ship(s) may be involved.
- b. In a general war situation a ship is likely to spend a large part of the time in Damage Control State 2 with the majority of the ships company in defence watches. Under such circumstances messdecks and cabins are being lived in and workshops are being used, and will continue to be right up to the moment when DC State 1 is ordered, which may be as a result of:
 - (1) A change in the overall threat, which probably requires the rapid assumption of action stations in addition to DC State 1.
 - (2) Sudden and unexpected damage, which could require the immediate assumption of action or emergency stations.
 - (3) Knowledge that the operations into which the ship is about to enter will mean prolonged periods of action stations and/or DC State 1 with a high possibility of damage.
- c. In the types of situation, which give rise to the sudden and unexpected assumption of action stations/emergency stations/DC State 1, it is neither reasonable nor realistic to expect that all desirable precautions will have been taken before personnel close up at their stations. However, when some warning is to be expected, precautions can and must be taken beforehand.

d. It is more probable that a ship will find it necessary to go to DC State 1 from State 2 with no prior warning and that occupants of compartments (messes, workshops, etc) will be unable to complete all the desirable preparations before closing up. The training of the ships company must therefore stress the importance of tidy living at all times and the particular training of the DC teams must emphasise the need to correct any obvious faults in preparations as part of their closing up drill.

e. If the preparations for war have been carried out, preparations for DC State 1 should normally be limited to the following, unless there is special reason for further measures:

- (1) Carry out the State 1 preparations listed in the ships CBRNDC Orders.
- (2) Empty waste paper baskets and gash buckets.
- (3) Cover TV and VDU screens not required in Action.
- (4) If the warning time permits, all personnel dress in clean clothing.
- (5) Stow away all loose clothing and ensure that doors to kit lockers and drawers in offices and cabins are securely closed.
- (6) If towels cannot be safely stowed within kit lockers they should be firmly knotted on the towel rails.
- (7) Bundle curtains together and stow them or lash them securely in their positions.
- (8) Lash and secure movable furniture except, for example, the wardroom table and fittings where the wardroom is the Secondary Medical Position (SMP).
- (9) Check the smaller compartments that are not covered by the normal key regulations.
- (10) Switch off unnecessary heaters, heating and electrical circuits.
- (11) No hot fat/cooking oil in galleys.
- (12) All personnel carry respirators and lifejackets.
- (13) Check that plastic, fresh water containers are full, and stowed safely. All water bottles to be filled.

f. The Command should have a clear understanding of the time taken for key personnel to close up from State 2, and the time taken to achieve full State 1. In some situations these times may be crucial in determining whether to order State 1 as a threat materialises or remain at State 2 until after damage is sustained, in order to ensure highest feasible level of damage control integrity as the 'hit' is taken.