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CHAPTER 20

FIRE AND EMERGENCY ORGANISATION

2001. Terminology

a. Since the Harbour Fire and Emergency Party (HFEP) and the Standing Sea Emergency Party (SSEP) deal with a variety of incidents such as fire, flood and structural damage the terminology describing the control points for an incident are:

(1) **Scene of the Incident (SOTI).** The actual location of the incident. This will be under the immediate control of the I/C Attack Party.

(2) **Forward Control Point (FCP).** The elected control point of the I/C Main Group. By definition this will be the single entry control point for entry to the SOTI. It should be located at the established smoke boundary for a fire situation, ie a watertight door or hatch.

b. The Duty Watch is the smallest unit capable of fighting, or at least containing, a major outbreak of fire. It must be organised to provide Specialist Personnel to maintain overall control of the incident and safety of the ship, a Main Group to locate, control and extinguish the fire as quickly as possible and a Containment Group to establish the boundaries of the fire and contain it.

2002. Duty Watch Organisations

Three duty watch organisations are available to ships in Fleet Time. They are:

a. **Full HFEP.** For use by ships outside of HM Naval Bases and for those ships recovering from a period of Upkeep. Lean manned ships should note Para 2025 [sub para b](#).

b. **Reduced HFEP.** Details of the Reduced HFEP are at [Para 2027](#). Commanding Officers may consider this the standard organisation for use in HM Naval Bases but should take into account the factors at Para 2026 [sub para b](#) in deciding whether it is appropriate to their ships level of training and programme. It is expected that, in many cases where sufficient personnel are available, Commanding Officers will consider that a Full HFEP better meets their requirements for training and their Duty of Care commitments.

c. **Minimum HFEP.** Details of the Minimum HFEP are at [Para 2028](#). The total manpower requirement is 18. It may be used in HM Naval Bases Portsmouth and Devonport to provide greater flexibility in manpower management and should take into account the factors at Para 2026 [sub para b](#).

**Notes:**

1. *Regardless of what type of Harbour Fire and Emergency Party (HFEP) is being employed (Full, Reduced or Minimum) and where the Notice for Sea does not dictate, the recommended minimum number of SOC holders within Frigates and Destroyers HFEP may be reduced to one at the MEO's discretion.*
2. *Ships intending to use a Reduced or Minimum HFEP should ensure that the MOD Area Fire Prevention Officer is informed.*

2003. Shared HFEP in DD/FF Alongside at Naval Bases

To reduce the Duty Watch burden when alongside in a Naval Base, DD/FF may share a HFEP if the following constraints can be met:

- a. Ships are of the same class and they are either rafted together or berthed in such a way that access between them can be guaranteed by ship-to-ship brow.
- b. If the ships are alongside in a UK HM Naval Base (or Rosyth) with Fire Rescue Service (FRS) available, the resultant capability must provide no less than the Minimum HFEP in accordance with [Para 2028](#).
- c. If the ships are alongside in a UK HM Naval Base (or Rosyth) with no FRS available, the resultant capability must provide no less than the Full HFEP in accordance with [Para 2004](#).
- d. The security and arming state permits the reduction in manpower.
- e. Each ship must provide her own Command Team (OOD, DMESR, DWESR and DPO), Attack Party and roundsmen to the pool of personnel making up the HFEP watches.
- f. A shared system guaranteeing provision of the remaining capability of Containment and Support (Full and Reduced) is agreed between the ships and endorsed by the Fleet Waterfront Organisation.
- g. All personnel are to be familiar with and trained in their roles, and the combined HFEP is to be mustered and exercised in accordance with standard operating procedures. Particular emphasis must be placed on the strict adherence to correct rounds routines and procedures.
- h. A single Quartermasters position is to be used, with communications and main broadcast to both ships. A direct telephone is to be set up between HQ1s/SCCs of the ships. HQ1s/SCCs of the ships must be permanently manned by an HQ1 watchkeeper.
- i. The participating ships are to Emergency Clear Lower Deck immediately it becomes apparent that an incident cannot be dealt with by initial attack.

- j. The ships sharing a HFEP are to ensure that they have enough personnel to react to an incident in their ships before releasing personnel to assist other ships.

SECTION 1 - FULL HARBOUR FIRE AND EMERGENCY PARTY ORGANISATION

2004. Introduction

a. This section sets out a flexible organisation for the composition of the Full Fire and Emergency Party of all ships in harbour, whether at anchor or alongside outside a Fleet base. The numbers of hands forming each of the groups detailed in the following paragraphs are the recommended minimum (based on the capability of a fully manned frigate) and if they cannot be met, the risk of ineffective firefighting will be increased. However, it will be necessary in some ships to make some adjustments to the numbers, and under these circumstances it is important that the overall concept of the organisation is retained.

b. Ship knowledge, teamwork, speed and effective use of firefighting techniques, and well maintained equipment are essential for successful firefighting. To further enhance the effectiveness of the HFEP the following actions are recommended:

- (1) At the forenoon muster of the HFEP, on taking over the duty, personnel are to be detailed for their specific firefighting duties and all junior ratings are to be fully briefed on their individual tasks and responsibilities by group leaders. It is too late once an emergency has arisen, to attend to these arrangements.
- (2) Daily Orders should include the names of all members of the HFEP and specify their individual roles within the organisation.



Notes:

1. *When wearing BA, men with beards experience up to 10% reduction in the wear time due to the reduced efficiency of the face seal. Men with beards should not, wherever practicable, in peacetime, be allocated to duties that require them to wear breathing apparatus. In wartime all beards are removed as part of the preparations for war (see BRd 2170(2) Para 2109 for further details).*
2. *The HFEP is to include a First Aid qualified rating (non-RF and not a Main Group member).*

2005. First Aid Firefighters

These personnel are not necessarily duty or specifically detailed personnel. They are the person(s) discovering the fire and those in the vicinity who hear and respond to the loud vocal alarm of "FIRE, FIRE, FIRE" (it is most important that when a fire is discovered the alarm is also raised by informing the QM or HQ1/SCC). First aid firefighters must use equipment to hand in an attempt to extinguish or contain the fire. If unsuccessful in their attempt, the person who found the fire and who has vital information about the location, seat and type of fire etc, must remain at the SOTI and report to the person in charge of the Attack Party and of the Main Group as they arrive to take charge of the incident.

The OOD and Officer in Charge of the FRS may also require debriefing the person who found the fire. The name of the person finding the fire is to be reported to HQ1 by the I/C Main Group and the person is to be escorted to HQ1 for debrief as soon as he can be spared or when ordered by the OOD.

2006. Main Group

The precise function of the Main Group may alter, depending upon the situation and nature of the fire, but the basic philosophy remains the same - the Attack Party must always be prepared to attack a fire immediately it is reported and the remainder of the group then maintains this attack continuously and aggressively. Wearing a red surcoat with a white stripe identifies the I/C Main Group.

2007. I/C Main Group

a. The I/C Main Group should:

(1) Have a thorough knowledge of the ships layout, which includes all routes of entry and exit from major compartments and those fitted with fixed firefighting installations.

(2) Have a thorough knowledge of the harbour fire organisation contained in this Chapter and be familiar with:

(a) [Chapter 16](#) and [Chapter 12](#).

(b) Ships General Orders [Chapter 15](#).

(c) Ships CBRNDC Orders (BRd 2170 Volume 7 - Ship Specific CBRNDC Orders).

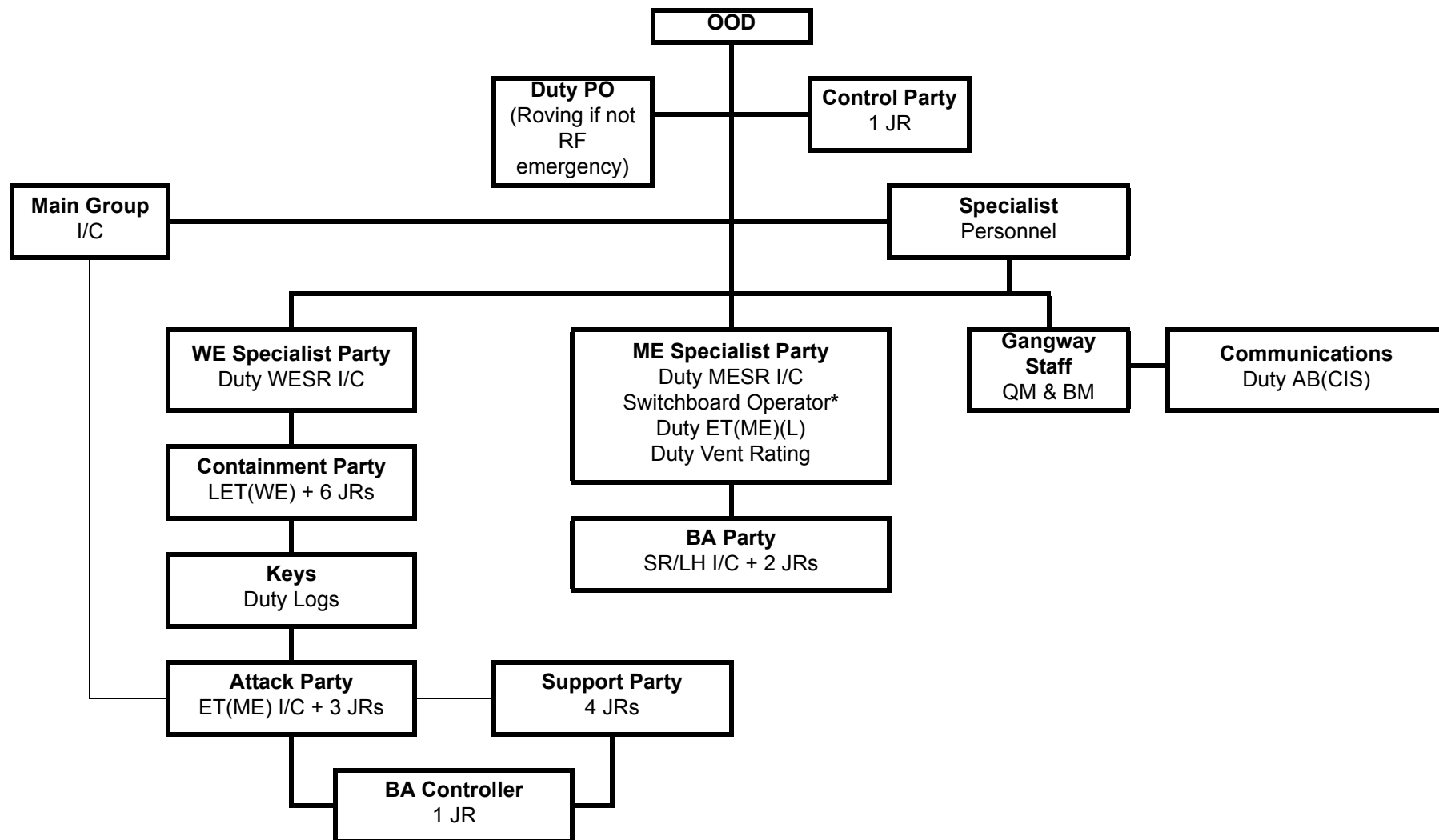
(d) Harbour Fire Exercise Assessment Form (paying particular attention to Umpire 1 section).

b. On taking up the duty he is to brief the Main Group to ensure that they are aware of their tasks and responsibilities within the fire and emergency organisation.

c. On hearing the alarm he should proceed immediately to a safe position as close as possible to the scene of the incident, in order to appraise the situation and to ensure that an effective initial attack is being made on the fire. With this first hand knowledge, and after debriefing the person who found the fire, he will be able to decide where to position the FCP and where, if necessary and after consultation with the DWESR, to establish the smoke boundary.

d. He must operate the fixed firefighting systems, when ordered by HQ1, and confirm their operation to HQ1.

Fig 20-1. Full Harbour Fire and Emergency Party



* See Para 2002 [Note 1](#).

- e. He must also bear in mind that the attack BA personnel:
 - (1) Should be dressed in overalls/No 4 working dress with sleeves rolled down.
 - (2) Should carry out a BA face seal check before entering the fire zone.
 - (3) Will not necessarily be relieved by the firefighting team provided by the Support Party, may have either extinguished the fire, run out of air or been beaten back by the fire.
 - (4) Will have been nominated at the Duty Watch muster so that the BA Controllers' boards can be made up in advance. In making up the boards it is to be assumed that the pressure in each BA is 160 bar (EDBA), and the time started to breath is taken as time the incident was piped.
 - (5) May be compelled, for any of a variety of reasons, to withdraw from their attack on the fire. Should this happen they must ensure that the compartment is sealed by shutting the hatch or door. Consideration may also be given to holding the hatch or door on a waterwall. In deciding which of these methods should be adopted consideration must be given to the problem of free surface water, which can build up should the sealing hose be in prolonged use, compared to the flash over dangers involved in a full hatch/door re-entry procedure.
- f. The I/C Main Group must ascertain if there are any personnel trapped in the fire zone and if there are any casualties who require assistance.
- g. On the withdrawal of the Attack BA personnel, the I/C Main Group must ensure that the expended firefighting appliances are moved out of the area from which the next attack is to be mounted.
- h. He must request, from HQ1, information on any specific hazards existing in the compartment on fire or in adjacent compartments. This information is included on compartment firefighting Kill Cards, which are held at HQ1.
- i. He must supervise hose running, detailing the lengths of hoses required and the type of nozzles to be used, and should be guided by the following principles:
 - (1) Firefighting hoses must be run from separate hydrants, although it is acceptable to use a 'Y' piece to supply a boundary cooling hose and a firefighting hose from the same hydrant.
 - (2) Sufficient hose must be provided to allow the firefighters to reach all parts of the compartment.
 - (3) The firefighter nozzle has a considerably lower discharge rate than the waterwall nozzle and is therefore the preferred nozzle for firefighting between decks.

- (4) Waterwall nozzles must always be used to provide the waterwall, and the firefighter nozzle is used for fighting carbonaceous fires.
 - (5) M170 nozzles to be used where fitted.
- j. He must establish the nature of the fire and if there is a possibility that it is a fuel/oil fire, must ensure:
- (1) The firefighting medium is AFFF.
 - (2) A FB5X branchpipe is used, in conjunction with an inline inductor where appropriate.
 - (3) Sufficient quantities of replenishment AFFF are provided for the Support Party. **A 20 ltr drum lasts approximately 60 secs when supplying an FB5X branchpipe through a No 2 hose.**
 - (4) The number of drums to adequately blanket a compartment is shown adjacent to the foam inlet tube. This number should not be exceeded. It must be remembered that the foam will not spread evenly throughout a compartment owing to obstructions such as machinery, lockers, consoles etc, or if the ship has a heel.
 - (5) If a hatch re-entry is to be made, a third hose incorporating an inline inductor and fitted with a FB5X foam making branchpipe must be used to provide AFFF. Before the FB5X is directed at a fire it is essential that foam is being produced (also see [Annex 21A](#)).
- k. If it has not been necessary to shut the door or hatch on the fire and the Attack BA personnel are continuing to fight it, then the I/C Main Group is to ensure, either directly to where the Support party are dressing, or preferably through HQ1/SCC, that the first two fully dressed Support Party arrive at the FCP on air to enable the Continuous Aggressive Attack (CAA) to continue. The I/C at the FCP then has the flexibility to use them in pursuing an aggressive attack, if circumstances dictate, or holding them to await the remainder of the Support Party if a full re-entry is to be made. The I/C at the FCP is to make every effort to inform HQ1/SCC and/or the Support Party dressing area whether the first two dressed are required or not.
- l. If the Support party arrive as a team and the CAA is not available then the I/C at the FCP must brief them on the nature, location and size of the fire, together with any other information available. This can be taken from Kill Cards and should include positions of hazardous items such as gas cylinders, batteries etc. This briefing should take place in a suitable clean air environment where the team need not use air from their sets. He must ensure that each team member is conversant with his task within the team.
- m. The I/C Main Group must ensure that all personnel not involved with a re-entry procedure are kept well clear of the door or hatch to be used. He must ensure that all those remaining in this area are fully protected in Full Firefighting rig and BA (see [Para 2511](#)) and keep low to avoid any fireball.

- n. As soon as the Support Party has been deployed to fight the fire (and if a second Support Party cannot be supplied from 'Emergency Clear Lower Deck' (ECLD) personnel), the I/C Main Group must ensure that the relieved Attack Party is being dressed and prepared to form a second Support Party to be ready for briefing, well before the team tackling the fire is due out.
- o. He will debrief all firefighting teams on their exit from the fire zone.
- p. He must keep the control team informed on the current situation, especially when it is changing, for better or for worse. In the latter situation, requests for additional manpower should be made early.
- q. The I/C Main Group must continue to direct the Main Group's attack on the fire until he is sure that the Fire Rescue Service (FRS) (which should arrive at the SOTI quickly in the UK, and probably less quickly in some other parts of the world) is ready in all respects to commence firefighting, and has been fully briefed on taking over the firefighting task. He remains at the SOTI and:
 - (1) Liaises with the FRS.
 - (2) Maintains control over RN personnel who are assisting the FRS in carrying out other firefighting tasks.
 - (3) Keeps the OOD informed of the current situation and so assist him in his overall ship safety function.
- r. The I/C Main Group must keep HQ1 informed of the amount of time any BA wearers having remaining on task until reliefs are due in. This time must be passed in minutes rather than actual time ie 'reliefs due in 20 mins'.

2008. Attack Party

The Attack Party, under the leadership of an ET(ME), should consist of two AB(WAR) and one other JR. These are organised such that the ET(ME) I/C plus one attack the fire and other 2 are BA wearers. They, and the BA Controller, are to be dressed in Tier 1 (Enhanced) firefighting rig ie No 4 uniform/overalls with sleeves rolled down and cotton underwear (inc cotton T-shirt) worn, natural fibre socks, DMS boots and red surcoats throughout the period of their duty. Their aim is to attack the fire as quickly as possible.

- a. On the alarm being raised the ET(ME) plus one other junior rate are to attack the fire, collecting SPE(AFFF) and CO₂ fire extinguishers en route. They should establish the seat and nature of the fire using the thermal imaging camera (TIC) if it has been delivered by the nominated rating.
- b. The two persons detailed as BA wearers, on hearing the alarm, are to act independently of one another and everyone else on board. They are to proceed to the nearest BA locker, don the BA (plus firefighters' hood and anti-flash gloves), conduct a face seal check and remaining on air proceed to the SOTI collecting SPE(AFFF) en route. On arrival at the SOTI they are to attack the fire, whether or not the Attack BA Controller is present.

The BA 'set number' tally should be left at the entrance to the SOTI to identify that the BA wearer is within. The men being relieved (first aid attack firefighters) who are not wearing BA must then withdraw (see [sub para d](#)).

c. The BA Controller is to obtain his own BA control board and enter on it the time of the fire broadcast as the time of entry of the Attack BA team. He may not see the Attack BA men prior to them making their entry and must assume their initial BA pressure as entered on the control board to be 160 bar (EDBA). The BA Controller must search the access to the SOTI for BA tallies and report his findings to the I/C SSEP/Main Group.

d. The Attack Party are to report to I/C Main Group for redeployment when relieved, beaten back or their attack on the fire has to cease.

Notes:

1. **Thermal Imaging Camera (TIC).** *The prime use of the TIC is to locate the seat of the fire through smoke. It is also useful in search and rescue, identifying fuel leaks feeding a fire, locating firefighting equipment and spotting unexpected hazards in smoke logged areas. Until the arrival and involvement of the firesuitmen, the TIC is a valuable tool to the I/C of the Attack Party. Initially the TIC is to be given to the ET(ME) I/C of the Attack party by a member of the Containment Party. Subsequently, its use will be controlled by the I/C Main Group. In most circumstances, where the TIC is needed, the user will be wearing BA. The user should be aware of the TIC limitations described in [Chapter 23](#).*

2. **Large Compartments with More than One Access Point.** *There is a risk that when the alarm is raised, members of the Attack Party will proceed to differing access points and frustrate the aim of a coordinated attack. Provision is to be made in Ships Orders for a standard muster point for each major space, so that these become well known and can also be piped when the initial alarm is raised. Simplicity is vital; therefore choice of port or starboard passage access to all compartments may be appropriate as standard operational procedures.*

3. **Head and Hand Protection.** *Attack Party BA wearers should wear firefighters hoods and anti-flash gloves. The non-BA wearers are not required to do so.*



2009. Support Party

a. On the alarm being raised, the Support Party is to muster, with all speed, at the designated FRPP. This party has two main tasks:

- (1) To provide personnel dressed in full firefighting rig, (see [Chapter 25](#)), with a BA Controller, to the scene of the incident as soon as possible.

- (2) To coordinate, collect and provide to the SOTI all necessary equipment to sustain a continuous attack on the fire (hoses, nozzles, inline inductors, AFFF, etc). Manpower for the latter task is to be provided from members of the retiring Attack Party, from supplementary personnel onboard when the alarm is raised, or from Emergency Clear Lower Deck.
- b. Support Party firesuitmen are to be dressed in Tier 1 (Enhanced) firefighting rig (see [Chapter 25](#)) throughout the period of their duty. Surcoats are to be worn (see [Para 2023](#)). The composition of the Support Party 4 man firefighting team is detailed in [Para 2029](#).
- c. To ensure a continuous and aggressive attack on a fire, the Support Party is to be deployed as follows:
 - (1) Alarm raised, initial attack made by Attack Party/Attack BA.
 - (2) Support party muster at the designated FRPP (BA Controller at the FCP).
 - (3) The first 2 members of the initial Support Party are to don FFHBC and proceed to the FCP on air. They are not required to carry out the standard communications check, as this will delay their arrival at the FCP. If the helmets are functioning correctly, each team member will have communications with each other and with the I/C FCP who will have a hand-held radio pre-set to Channel 1.
 - (4) Once the first 2 arrive at the FCP, the I/C then has the flexibility to use them, if needed, to maintain a continuous and aggressive attack or, if the door to the compartment has been shut, keep them there to prepare for a full re-entry whilst waiting for the remainder of the Support Party to arrive.
 - (5) The remainder of the Support Party are to carry out a communications check before reporting to the I/C FCP 'on air'. The Team Leader of the Support Party is to switch from FF to TL mode before donning the helmet.
 - (6) If no message or information is received at the Support Party dressing area, with regard to the state of the door/hatch to the compartment on fire, then it is to be assumed that the door/hatch is open.
 - (7) The second Support Party is to use Channel 2 on their FFHBC helmet radios, so that they do not interfere with communications at the SOTI. The I/C at the FCP is to change to Channel 2 once the second Support Party has taken over at the SOTI.

2010. BA Controller

When BA is used operationally a BA Controller must be detailed.

- a. The BA Controller must be well trained in the use of the apparatus and understand the important part he plays in the safety arrangements for the firefighters in the fire zone.

- b. The BA Controller may act as the controller for up to 10 BA wearers (two 5 man teams), ie in the harbour fire situation he controls both the Attack and Support Party.
- c. The duties of a (EDBA) BA Controller are as follows:
- (1) He must always be in possession of a reliable timepiece (mobile phones are **NOT** to be used) and a water resistant marker pen for the Control Board.
 - (2) On assumption of the duty, if acting as the Attack Party controller, he is to enter the names of the Attack BA wearers onto a BA Control Board (Column A) and also a cylinder pressure of 160 bar (Column B) and ensure that the partially filled BA Control Board is kept with them at all times.
 - (3) On hearing the “**Fire Pipe**” they are to annotate the time of the pipe into Column C of the BA Control Board for the Attack BA wearers and locate at the nominated FCP. They must remain outside the fire zone, near to the smoke boundary, and must, on no account, be detailed for any other duties.
 - (4) If the BA Controller sees the Attack BA prior to entry they are to take the actual cylinder pressure the BA Control Board (Column B and C) accordingly.
 - (5) When acting as Controller for the Support Party is to:
 - (a) Assist the wearer to don and adjust the BA, and to carry out functional and face seal checks. Clip the set number tally to the Control Board.
 - (b) Mark up the BA Control Board iaw [Para 2610](#).
 - (6) Additionally, for Search and Rescue operations they are to ensure that the tail of the guideline is secured to an anchorage point at the incident entry point.
 - (7) Keep a sharp listening watch for any signals from distress alarms.
 - (8) Ensure that the I/C Main Group is kept informed of the time that a relief team should be committed to relieve the previous team ie ‘time relief due in’.
 - (9) Inform the Officer in Charge of firefighting if a BA wearer has not emerged by the ‘due time out’.
 - (10) When BA wearers exit:
 - (a) Identify the BA wearer once they are ‘off’ air.
 - (b) Remove the ‘set number’ tally and replace it on the original BA set.
 - (c) Erase the wearers details from the Control Board.
 - (d) Ensure the wearer is debriefed by the person I/C Main Group at the FCP, and then is to report to the BA Controller for the removal of the BA set.

2011. WE Specialist

On the alarm being raised, the Duty WE Senior Rate is to close up in HQ1/SCC. He is responsible for:

- a. Ensuring firefighting teams have access to magazines in the vicinity of the fire.
- b. Advising the OOD on the following:
 - (1) Magazine and explosive safety.
 - (2) Movement of ammunition.
 - (3) Magazine firefighting arrangements, spray systems and fitted pumping arrangements.
 - (4) Electronic and electrical equipment safety.
 - (5) Internal and external communications.
- c. Coordinate containment, liaising between the 2 I/C of the Containment Party, specialist parties and the OOD, in order to establish priorities for the containment task and to ensure that the duties listed in [Para 2012](#) are effectively executed.

2012. Containment Party

- a. The containment Party, in harbour, should comprise the following personnel.
 - (1) WE Senior Rate (OIC).
 - (2) LET(WE) (2 I/C).
 - (3) Normally 6 personnel, (but see [Section 2](#) for Reduced and Minimum HFEP numbers).
 - (4) Additional hands should be employed when available.
- b. When the alarm is raised, members of the Containment Party are to muster, as quickly as possible, as directed by the fire 'pipe', collecting their containment bags from the blue lockers. A rating is to be pre-designated to provide a TIC at the SOTI. The OIC should work closely with HQ1 and regularly update HQ1 on the status of containment. In harbour, the 2 I/C's primary role is to brief boundary monitors/coolers on where they are required to monitor/cool and hazards in the vicinity of where they are monitoring/cooling, and to confirm that boundary cooling has been established where directed. He should also check on the well being of personnel, particularly on the upperdeck and rove regularly to ensure boundary monitors/cooling efforts are proving effective. Planned containment details may be marked on incident boards by means of a solid blue line but the location must be checked by the 2 I/C prior to passing the boundary as contained to HQ1. Guidance on boundary monitoring/cooling and the temperature monitoring system (TMS) is at [Annex 21D](#). Guidance on flooding boundary monitoring is at [Para 1507](#), [Para 1508](#) and [Para 1615](#).

c. All personnel involved in containment should receive a detailed brief on their roles and responsibilities when assigned to boundary monitor/cool a compartment. The use of diagrams and containment Kill Cards, particularly in high risk areas such as magazines, will help considerably in ensuring boundary cooling is effectively conducted. The use of comprehensive aide memoirs with boundary cooling and flooding boundary instructions given to all personnel will provide confidence in their task and ensure all actions are carried out and reported.

2013. The Duty LET(WE)

The Duty LET(WE), as 2 I/C of the Containment Party, is to be briefed by the Duty WESR on the location of all the adjacent compartments and to be made aware of those compartments presenting the greatest hazard, eg magazines, gas cylinder stowages, fuels, flammables etc. He should constantly check the boundaries to ensure that his team has contained the incident and is to keep the OOD informed through direct liaison with the DWESR. He is to provide first hand guidance on the safety of electronic and electrical equipment and personnel. Smoke control measures initiated by the Attack Party become the responsibility of the Containment Party once it has closed up. He may initiate local smoke control measures, using ventilation, as directed by HQ1/SCC, reporting back on their effectiveness and the location of smoke boundaries. He is to initiate action to remove or drain down free surface water.

2014. Keys Rating

Normally the Duty Logs, the Duty Keys Rating musters at containment control on the alarm being raised, and is responsible for obtaining the keys to the duplicate keyboard from the OOD, and then providing to the ratings in charge of both Main Group and Containment Party the necessary keys to enable firefighters and boundary monitors to gain access to all compartments in the vicinity of the fire.

2015. ME Specialist Party

This party is responsible for:

- a. Maintaining the integrity of the ships electrical power supplies and safeguarding those to electrical services, if necessary by shedding load and/or putting additional generators on load. Where possible, normal and alternative power supplies to the HPSW pumps should be established and maintained during firefighting operations.
- b. Crash stopping ventilation if only operable from the switchboard, or ensuring it has been stopped. Shutting upper deck vent flaps on systems serving the compartment on fire, and subsequent operation of other vent systems for smoke clearance.
- c. Checking all HPSW pumps and starting additional pumps to maintain the HPSW system pressure. If necessary, this is to be achieved by shutting off seawater to non-essential services.
- d. Isolating electrical power supplies in and around the area of the fire to minimise the danger to firefighters and equipments.
- e. Checking and safeguarding those systems essential to the firefighting effort (Hi Fog, HP air, etc) and isolating those systems containing hazardous fluids (fuel, lub oil, hydraulics, etc) to prevent them from feeding the fire.

- f. Making contact and liaising with the shore electrical supply authority.
- g. Advising the OOD on fixed firefighting installations for machinery spaces, paint shop, flammable storerooms, gas cylinder stowages, hangars, etc.
- h. Advising the OOD on the following:
 - (1) The technical aspects of firefighting.
 - (2) Pumping and salvage arrangements.
 - (3) Ventilation and smoke clearance.
 - (4) Ship stability and MARPOL implications.
 - (5) The presence of compressed gases or pressure vessels in the vicinity of the fire, including HP air, refrigerant gases, oxygen and acetylene gases and the discharging of the contents of HP air cylinders, where possible.
 - (6) The nature of the ships structure, ie aluminium or steel on the area of the fire.

2016. Breathing Apparatus Party

The Breathing Apparatus Party is led by the BA Coordinator who must be specifically trained in this task. All members of this party must be familiar with BA control as well as recharging techniques. On the alarm being raised the BA Coordinator organises his party to collect BA and spare cylinders (excluding the 4 designated for the upper deck re-entry locker) to form a dump in a position allowing room to work and being free from smoke. This location is to be broadcast. Once the necessary BA has been collected, the BA Coordinator is responsible for:

- a. **The BA Tote Board.** This provides a method of accounting for all BA and associated equipment and shows the quantity, identity number and location of all BA sets and spare cylinders held onboard.
- b. Provision of BA to required user locations.
- c. Recharging used BA cylinders.
- d. Informing the OOD of the BA availability state.
- e. Coordinating optimum use of BA procured from outside sources (other ships etc).
- f. Briefing all BA Controllers in their duties at the start of their period of duty, noting that BA Controllers in the Main Group are not members of the BA party.
- g. Provision and briefing of BA Controllers, other than BA Controllers pre-designated as members of the Main Groups.

2017. Breathing Apparatus Dump

a. **Forming The Dump.** The location of the BA dump should take into consideration:

- (1) Location of the fire.
- (2) Proximity to the Flight Deck (flying ops), weapons, sensors and areas where guardrails have been 'struck'.
- (3) Access to charging facilities.
- (4) Weather conditions (rain, etc).
- (5) Location of gangway(s) and potential Fire Rescue Service BA Dump/ Forward Control Point.
- (6) Availability of communications with HQ1/SCC/OOD.



Note. *If, after the initial location of the BA dump has been piped, the BA Coordinator considers that a move to another, more suitable, location is appropriate he should inform HQ1/OOD and re-locate the dump.*

b. **Setting Up The Dump**

- (1) In forming the dump, all BA and associated equipment must be collected where possible.
- (2) The collection of BA and associated equipment should start in areas adjacent to the scene of the fire to minimise possible loss of equipment should the fire escalate.
- (3) When sets are collected from lockers all associated items should be removed and taken to the dump, ie control boards, board markers, hoods and gloves, etc.
- (4) As BA and other items arrive at the dump they should be placed in separate areas as designated by the BA Coordinator, ie useable sets, spare cylinders (full), spare cylinders (empty), extension sets.
- (5) All sets should be checked on arrival at the dump to ensure that they:
 - (a) Are not defective.
 - (b) Are fully charged.
 - (c) Have all straps fully extended.
 - (d) Are recorded, along with all associated items on the Tote Board.

2018. Gangway Staff

On receipt of the fire alarm, from whatever source, a pipe is to be made by the Gangway Staff or HQ1/SCC Watchkeeper, as appropriate, informing the Ship's Company of the existence of a fire, its location and where various members of the Fire and Emergency Party are to muster. This pipe is to be repeated. When available, the main broadcast alarm is to be used prior to making this initial emergency broadcast. Thereafter, the Gangway Staff or the HQ1 Watchkeeper (depending on access to shore telephone) is to carry out the following:

- a. Inform the (FRS) and maintain a 7.5 m clear area at the foot of the brow for FRS access.
- b. Inform shore authorities and adjacent ships.
- c. If the FRS has arrived and once the appropriate route to the SOTI from the 'on' brow has been agreed between the Officer responsible for ship safety and the FRS officer, the BM can be instructed to leave the gangway to identify the route by running a combined guide and sound powered telephone line.
- d. Mark up the incident board on the gangway with location and any other relevant information on the fire.
- e. Control entry to and exit from the ship, and account for personnel using the 'peg board'.
- f. Prepare to meet the FRS Officers and escort them to HQ1/OOD.
- g. Keep a red flag in daytime, or a red light at night at the foot on the 'on' brow.

2019. Communications Rating

On the alarm being raised, a Duty AB(CIS) is to carry out the following tasks:

- a. Rig a sound powered telephone between HQ1 (or other control position) and the FCP.
- b. Man emergency communications nets to outside authorities.

**Notes:**

1. Task above should be undertaken by the HQ1 Incident Board Operator/Communications Number when in the Reduced Harbour Fire Party organisation.
2. Task b is only to be undertaken when the Full Harbour Fire Party organisation is in force and there are 2 duty AB(CIS)s in the Duty Watch.

2020. OOD Firefighting Command and Control

The OOD's primary consideration during peacetime incidents is the safety and security (S&S) of the ship's company and the ship. OODs must use an aide memoire to ensure that all issues have been considered throughout the incident. During an incident the OOD's position is in HQ1 from where Command and Control should be exercised. To ensure effective control is achieved the OOD must consider:

a. Continuous Aggressive Attack - First 15 mins

- (1) Check the pipe is correct, re-pipe as necessary, check vent crash stopped ([Para 2119](#)), HPSW pressure ([Para 2205](#)) and HV implications if relevant ([Para 2139](#)).
- (2) Pipe arrival in HQ1 and hasten reports, receive report from HQ1 watchkeeper and ensure IBO begins narrative.
- (3) As soon as possible make contact with the FCP and establish its location with a safe route, status of the fire (Type of fire? carbonaceous, oil based, etc.) and priority (status of door/hatch, CAA or containment while rigging for re-entry), smoke boundaries (if established) (see [Note](#)) and if there are any casualties.



Note. Smoke must be controlled effectively, although the establishment of smoke boundaries too early can hinder the CAA.

- (4) The location of the FCP and smoke boundaries should always be piped when known and if moved ([Annex 21C](#)).
- (5) If casualties, then correct pipe to be made ([Para 0713](#)).
- (6) If there are any hazards in the compartment pipe what the hazard is and the implications to the HFEP ([Para 0713](#)).
- (7) Consider the use of fixed systems (see [Annex 21F](#) for MMS).
- (8) Pipe when electrical isolations made, if Attack/Support party are still attacking the fire.
- (9) Consider Emergency Clear Lower Deck (ECLD) early, but after 2 mins to allow Attack BA to proceed to the scene unimpeded (**Note. Mandatory requirement with Minimum Duty Watch**). Precede pipe with general alarm ([Para 0713](#)), stating reasons for ECLD, where to muster and safe route. Ensure all personnel are accounted for (use the Duty PO if necessary).
- (10) Ensure person discovering the fire reports to OOD in HQ1. OOD to debrief person finding the fire establishing: - type of fire, location of fire, actions carried out, type of extinguishers used and status of the door/hatch.
- (11) Check that containment is being carried out and establish priorities ([Para 2012](#) and [Annex 21D](#)), including TMS if MMS.

(12) Check QM/BM has closed the gangway, informed FRS and adjacent ships ([Para 2018](#)).

(13) Use Duty PO as Rover, providing leadership and direction at the scene as required and providing OOD with first hand picture (Para 2028a [sub para \(2\)](#)).

(14) Discuss with DMESR stability and MARPOL implications ([Para 2015](#)).

(15) Check location of BA Dump ([Para 2017](#)).

(16) OOD is to continually check the incident board to ensure that it is annotated correctly and is an accurate representation of the situation on the ground.

b. **Containment**

(1) If door/hatch closed, then a new priority must be piped (containment while rigging for re-entry, unless it is a MMS, when it is containment only while fixed systems are being used and the compartment is cooling).

(2) At this stage a Command Huddle may be considered appropriate if the situation is unclear, or people are missing and priorities are to be allocated. A similar format to the State 1 Command Huddle should be used ([Para 0812](#)), but reports should be more SITREP focussed than 'Top 3' focussed.

(3) OOD and I/C FCP should agree how re-entry will be conducted, ie the route to fresh air, where smoke boundaries will be established and where FCP will re-locate to.

(4) Once the I/C FCP is satisfied that the Support Party has been briefed and are at their positions off air, the correct hoses are rigged and charged and that a plan for re-location and smoke boundaries has been agreed then he is to seek permission to make a re-entry from the OOD.

(5) The OOD must satisfy himself that all isolations to the compartment have been completed, vent has been re-crash stopped and that HPSW pressure is adequate before he can give permission for the re-entry. He then gives the I/C FCP a direct order to conduct the re-entry over the main broadcast **AND** secondary communication, reiterating the checks stated above.

(6) A relief team should be considered and if no spare hands available may be formed by using the Attack party. This team should be ready well before the team tackling the fire is due out (Para 2007 [sub para n](#)).

(7) The OOD to pipe the new location of the FCP, smoke boundaries and time to relief for the Support Party once informed by I/C FCP.

(8) Consider medical attention and drinks for the Support Party.

(9) Do not stall CAA while waiting for FRS. Once on the scene consider using FRS for search and rescue if people missing, firefighting if beyond ship resources or containment if that will free up hands for the ship firefighting effort. OOD does not relinquish responsibility for S&S of ship, but handover of the task must be clear and piped over main broadcast so that HFEP and Ship's Company are aware (see [Annex 20A](#) and [Annex 20B](#)).

c. **Permission to Enter Compartments with Support Teams.** There are 2 scenarios when a compartment which has sustained a fire or has had an alarm raised on it requires re-entry through a closed door or hatch:

(1) **Scenario 1:** The initial attack was beaten out and the CAA has been lost or the access has remained closed throughout. The I/C main group has rigged for the re-entry phase outside the compartment in a clean atmosphere ie the re-entry point is outside the smoke boundary. In this situation the following routine is to be adopted prior to the re-entry commencing:

(a) I/C Main Group is to seek permission to commence re-entry confirming that the Support Party have been fully briefed and are waiting off air, all hoses are rigged and charged with FF medium proved.

(b) HQ1 carry out the following checks:

- Ventilation crash stopped.
- All isolations are complete (compartment and any re-entry isolations).
- HPSW ringmain is (**class specific**) pressure.
- Confirm standby support team available/being dressed.

(c) I/C FCP obtains permission from OOD (or IBC obtains permission from Command at sea). OOD (or DCO at sea) then authorises the re-entry to I/C Main Group via main broadcast **AND** secondary communication.

(d) On receipt of the order to enter the compartment I/C Main Group carries out the following:

- Ensures the pre-determined smoke boundary is established and sentries in place.
- Remove all personnel not in Full Firefighting rig from inside the new smoke boundary.
- Put Support Team on air.
- Relocate FCP as directed by HQ1.

(e) Once FCP re-established I/C Main Group is to order I/C Support Party to carry out the re-entry.

(f) When I/C Support acknowledges order I/C Main Group is to inform HQ1 of:

- Location of FCP.
- Location of smoke boundaries.
- That entry has commenced.
- Time relief party is required.

(2) **Scenario 2:** The re-entry to the fire is required to be made from a contaminated area (ie within the smoke boundary) and the team rigging for the re-entry has needed to be on air to do so. In this scenario the following routine is to be adopted:

(a) I/C Support Team seeks permission to re-enter the compartment confirming that all hoses are rigged and charged with FF medium proved. They will also pass the minimum BA pressure of the team ie 250 bar to I/C Main Group.

(b) I/C Main Group then passes this pressure and **TIME FOR RELIEF** to HQ1 whilst seeking permission to re-enter the fire.

(c) HQ1 carry out the routine in Scenario 1 [sub para \(b\)](#) and [sub para \(c\)](#) including considering re-locating the FCP to enable future Support Teams to enter from fresh air. This may also require the relocation of smoke boundaries.

(d) For subsequent re-entries through closed doors or hatches, TL of the Support Party is to confirm that actions at [sub para \(a\)](#) above to I/C Main Group.

(e) **If the BA pressure is above 160 bar:** I/C Main Group will order the re-entry to commence and informs HQ1 that the subsequent re-entry has commenced and any other actions that have been taken eg re-locating FCP/ re-establishing/moving of smoke boundary etc.

(f) **If the BA pressure is below 160 bar:** The re-entry is **NOT** to commence without the OOD (Command at sea) approval. In this situation, consideration should be given to tasking a new Support Team to carry out the re-entry.

(g) On receipt of permission to re-enter, the I/C Main Group is to order the I/C Support Team to commence the re-entry.

d. **Re-Entry/Recovery**

(1) Once fire extinguished and boundary search complete, then pipe name of sentry and time to relief ([Para 2145](#)).

(2) Obtain smoke clearance plan from DMESR and pipe outline plan, where Ship's Company should keep clear of and where smoke will exhaust. It is important to have an alternate plan. Smoke clearance must be closely managed due to the dangers it presents and the unpredictability of where smoke may end up (see [Annex 21N](#)).

- (3) Once incident complete, regain material and personnel posture as quickly as possible.
- (4) Retain data and information from the incident for input to the Navy Lessons and Incident Management System (NLIMS) (2013 DIN06-023 refers).
- (5) Consider Trim for personnel engaged in firefighting effort.

2021. Medical First Aid

Whilst in Harbour, a Duty Watch First Aider is to be nominated on Daily Orders. They are to be qualified and in date to Level 2 standard, having also completed the 'core' Level 3 training competencies (AMBU use; AED and Entonox use). They are not to be part of the Reaction Force or Main Group. Their role and the role of the Ship's Company when dealing with a fire involving casualties is as follows:

- a. Ships with reduced manning/harbour duty watches may use the DFA to deliver the TIC or keys to the I/C at the SOTI but he must be relieved of those responsibilities to deal with any immediate casualties. If there are no immediate casualties he is to close up at HQ1, with adequate equipment, draw the keys to the sickbay and prepare for casualties. This allows direct communication between SOTI/OOD/HQ1/SCC.
- b. On assuming the duty, the DFA is to draw a specific first aid bag from the Senior Medical Branch Rating (SMBR)/Medical Branch Rating (MBR) or previous DFA (although can use their own bag if a member of the SSFAP or Action FA Teams), be briefed and perform daily equipment checks as detailed in [Annex 13D](#).
- c. On discovering a casualty, a Loud Vocal Alarm (LVA) is to be conducted and continued until the general alarm sounds and a main broadcast pipe is made. The DFA is to attend the scene with his First Aid Bag and AMBU box as a minimum.
- d. A loud vocal alarm on finding a fire should include the presence of casualties. Priorities for attacking the fire does not change, although casualties should be moved if hindering firefighting efforts. On being beaten back, the casualty should then be rescued by the retreating firefighters or as directed by the OOD or I/C at the SOTI.
- e. The casualty is to be moved to clear air, beyond the smoke boundary and clear of any traffic, and passed into the care of the DFA who should receive the following information about the casualty:
 - (1) Nature of injuries if known.
 - (2) Whether or not exposed to inhalation of smoke and any loss of consciousness.
 - (3) Whether or not a key member of the firefighting organisation.
 - (4) Location/compartment rescued from, and whether or not any other casualties exist so that search and rescue is not implemented unnecessarily.

- f. All information is to be passed immediately to the OOD/HQ1. The DFA is then to liaise with the QM and await arrival of professional medical assistance.
- g. The DFA must be afforded assistance when dealing with isolated injured personnel.
- h. On completion of the duty, the DFA is to return the First Aid bag and debrief the SMBR/MBR/incoming DFA as required.

2022. Emergencies

As soon as it is apparent that a fire is more than a minor incident, the OOD should declare a full scale emergency as detailed in Chapter 7 [Section 2](#). This will ensure that all uninvolved personnel are brought out of the ship, clear of danger, and provide a ready pool of spare hands for extra firefighting and containment tasks.

2023. Identification of FF Personnel

In order to facilitate the easy recognition of Fire and Emergency Party personnel, coloured surcoats should be worn as follows:

- a. **Red, with a white stripe** I/C Main Group.
- b. **Red** Main Group with the exception of the BA Controller.
- c. **Yellow** Breathing Apparatus Party plus Attack and Support Parties' BA Controllers.
- d. **Green** Duty Vent.
- e. **Blue** Containment Party.
- f. **Brown** Nominated Key Personnel.

2024. Firefighters' Communications

The Support Party are equipped with the Firefighters Helmet with Built-in Communications (FFHBC) to enable them to communicate with the I/C Main Group. The helmet is described in [Chapter 25](#) and the radio procedures are detailed in [Chapter 9](#).

SECTION 2 - REDUCED AND MINIMUM HARBOUR FIRE AND EMERGENCY PARTY ORGANISATIONS

2025. General

It is mandatory to maintain a harbour Duty Watch roster of not less than 1 in 4 in HM Naval Bases outside of leave periods. Whilst some ships are able to achieve this without undue problems, others (particularly Type 23s) have difficulty. Therefore, the composition of Harbour Fire and Emergency Parties (HFEP) may be reviewed in order to provide the Commanding Officer (CO) with greater flexibility in manpower management. The following paragraphs provide COs with guidance on the options of HFEP size required and mandates the minimum organisation that can be operated, in specific circumstances, in Fleet Time. It does not include the arrangements for:

- a. Ships in Upkeep (for MM/PPs in upkeep at Portsmouth and Rosyth see [Annex 37J](#) and [Annex 37K](#)).
- b. Ships outside HM Naval Bases, which should maintain a Full HFEP. Lean-manned ships that are unable to achieve this level may reduce towards the Reduced HFEP organisation at [Para 2027](#) and [Fig 20-2](#), taking into account the associated risk.

2026. Risk

- a. COs retain care and protection of their personnel in all circumstances and a prime role of the Duty Watch are to safeguard those personnel living on board. In HM Naval Bases, where a degree of support can be guaranteed, there is potential to reduce the numbers of HFEP personnel commensurate with the level of potential support and the degree of risk of a major fire/flood occurring. The decision regarding the size of HFEP required should only be made after careful assessment of the relevant risks, balanced against the need to maintain 1 in 4 or better alongside in support of Personal Functional Standards. Fleet Waterfront Staff should be consulted before reducing to the minimum HFEP.
- b. Risk assessment involves several areas, most particularly the management of fires and other such emergencies. The following key areas will require evaluation before deciding on the level of HFEP to be employed:
 - (1) **Level of Experience.** Ships that have not achieved a formally recognised level of training in the past year ('Satisfactory' or better assessment in OST) would normally need to operate a full Duty Watch although, in the intervening periods (and after additional training if a 'Satisfactory' assessment was not achieved at OST) assessment can be conducted by Fleet Waterfront Staff. COs will need to pay close attention to the impact of the turnover of large numbers of personnel, or key personnel such as OODs, on standards previously achieved.
 - (2) **Prior Training.** Ships planning to change from one size of HFEP to another should ensure that all Duty Watches are fully briefed and exercised prior to undertaking a duty in the new organisation.
 - (3) **Fire Rescue Service (FRS).** The FRS serving HM Naval Bases Portsmouth, Devonport and Faslane can be expected to arrive in about 5 minutes. However, COs should be aware that a further significant period of time (perhaps 10-15 mins) might elapse before FRS firefighters are able to commence tackling the fire. Industrial action by FRS (either actual or forecast) would normally preclude use of the Minimum HFEP.
 - (4) **Ship's Status.** Is the ship fuelled/ammunitioned/stored? What machinery and electrical equipment is operating? What nature of work is being undertaken onboard? The amount of burning/welding taking place during an AMP significantly increases the risk of fire. COs may wish to consider utilising a larger Duty Watch during the day until such work has completed and then revert to a smaller HFEP, noting that thorough re-briefing of personnel would be required at the transition. An enhanced rounds routine could also be considered.

(5) **Mutual Support from Other Units.** When a ship is berthed in close proximity to other RN warships it can normally be assumed that adjacent ships will be able to provide additional manpower and equipment, should an emergency occur. However, if they too are working a Minimum HFEP the numbers of personnel they will be able to provide will be significantly reduced. Ships should also consider what support they themselves can safely provide to an adjacent ship if it requests assistance to deal with an emergency.

(6) **Age of Ship.** Older ships do not have the benefit of modern integrated fire detection systems. However, the same ships also tend to have larger numbers of personnel from which to draw the HFEP.

(7) **Security State.** The Duty Watch will need to be enhanced when the security state dictates.

(8) **Risk Assessment.** COs considering reducing to the Minimum HFEP will need to balance the above factors against their manpower constraints and their knowledge of the experience and competence of their personnel. In some situations it may be necessary to review the composition of certain duty rosters to ensure that the required experience and competence is available. Flotilla advice should be taken into account.

2027. Reduced HFEP

The Reduced HFEP, shown in [Fig 20-2](#), includes of the following personnel:

- a. The Main Group should be under the overall charge of the I/C Main Group who must have a good knowledge of the ship and firefighting techniques.
- b. The Attack Party, under the leadership of an ET(ME), should contain one ET(WE) and one Warfare Department junior rating (or two AB(WAR) and one other JR).
- c. The four members of the Support Party are to dress in Full Firefighting Rig before reporting to the I/C Main Group. The Attack party BA Controller is to act as Controller for all members of the Main Group.
- d. Attack and Support Parties share the BA Controller.
- e. In addition to taking charge of the Containment Party, the LET(WE) should also provide guidance on electronic and electrical safety.
- f. The Containment Party should contain all other duty personnel who have not been detailed for other specific fire and emergency party tasks, plus all available non-specified Duty Watch and non-duty personnel.
- g. The on watch Bosun's Mate is to act as one of the members of the Containment Party, after running out the guideline from the gangway to the FCP (this can only be carried out if he is not carrying a weapon).
- h. The duty Logistic rating is to act as a member of the containment group once he has obtained keys for all the compartments in the fire area.

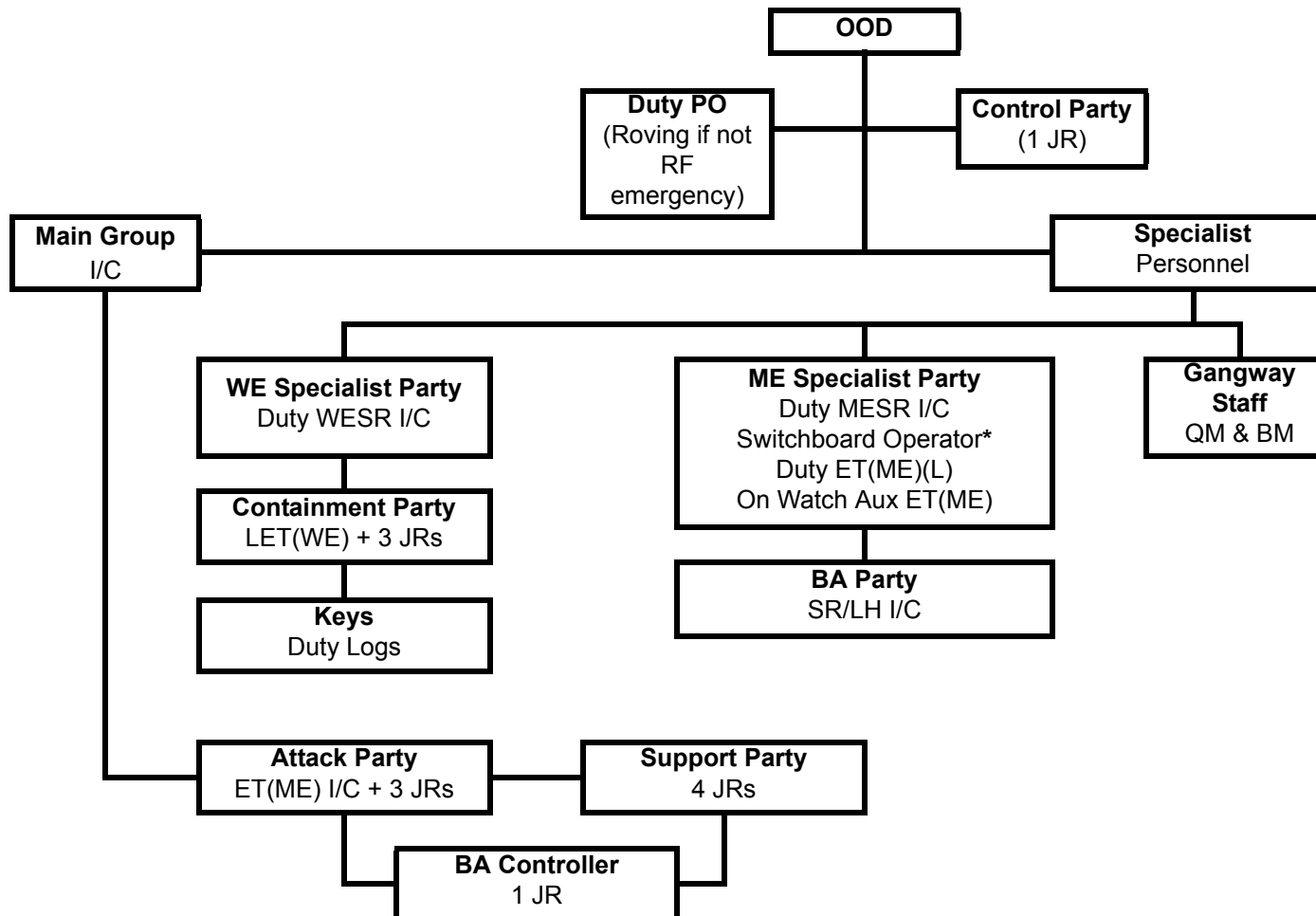
- i. Provided he is suitably qualified, the duty ME Senior Rate may, in ships where the main switchboard and HQ1 are co-located, also undertake the duties of the Switchboard Operator.
- j. All non-specified Duty Watch and non-duty personnel are available for use.

2028. Minimum HFEP

- a. The Minimum HFEP, shown in [Fig 20-3](#), consists of the following personnel:
 - (1) **Officer of the Day (OOD).** The experience and competence of the OOD will be pivotal to the Minimum HFEP's ability to deal with a significant incident such as a fire that is not extinguished by the Attack Party. The OOD will need to have a complete understanding of the tasks being undertaken by the various personnel and will need to direct them positively and with forethought. In particular the OOD will need to control the transition of the HFEP from an immediate reaction posture to the core of a larger team concerned with combating a more serious incident.
 - (2) **Duty Petty Officer (DPO).** The DPO's initial response to an alarm is to obtain first hand information from the SOTI and surrounding compartments in order to provide a verbal brief to the OOD in HQ1 of the situation. The brief should include, but is not limited to, details of the fire/flood, the compartments affected, the extent of smoke within the ship, the positions of the I/C Main Group and Attack Party, casualties and any perceived problems. If possible, the DPO should give the OOD an indication of whether he considers that the Attack Party will be able to deal with the emergency. On completion of the brief, the DPO should act as directed by the OOD, either repeating the tour of the affected area to provide a further brief to the OOD, or establishing the progress with the mustering of non-duty personnel. If available information indicates that the fire is not within the capabilities of the Attack Party, the OOD should direct the DPO to switch role to BA Coordinator in preparation for controlled attack on the fire utilising non-duty personnel, personnel from adjacent ships or the FRS.
 - (3) **Control Party.** The Control Party will be the on watch HQ1 Watchkeeper. On the alarm being raised he is to make the standard pipe and then immediately pipe "**EMERGENCY CLEAR LOWER DECK**". Either the HQ1 Watchkeeper or the QM is to inform adjacent ships and call the FRS in accordance with the ships standard procedures. The HQ1 Watchkeeper then mans the incident board and internal communications.
 - (4) **On-Watch Quartermaster (QM).** The QM's initial reactions are as laid down in [Para 2018](#). In addition, the QM should ensure that a senior person from the non-duty personnel is mustering them. Presuming the non-duty personnel are adjacent to the brow or on the jetty, the QM should act as the communications link to and from the OOD. The QM should also ensure that the second brow is opened, utilising one of the non-duty personnel (or if none are onboard then one from an adjacent ship) if possible.

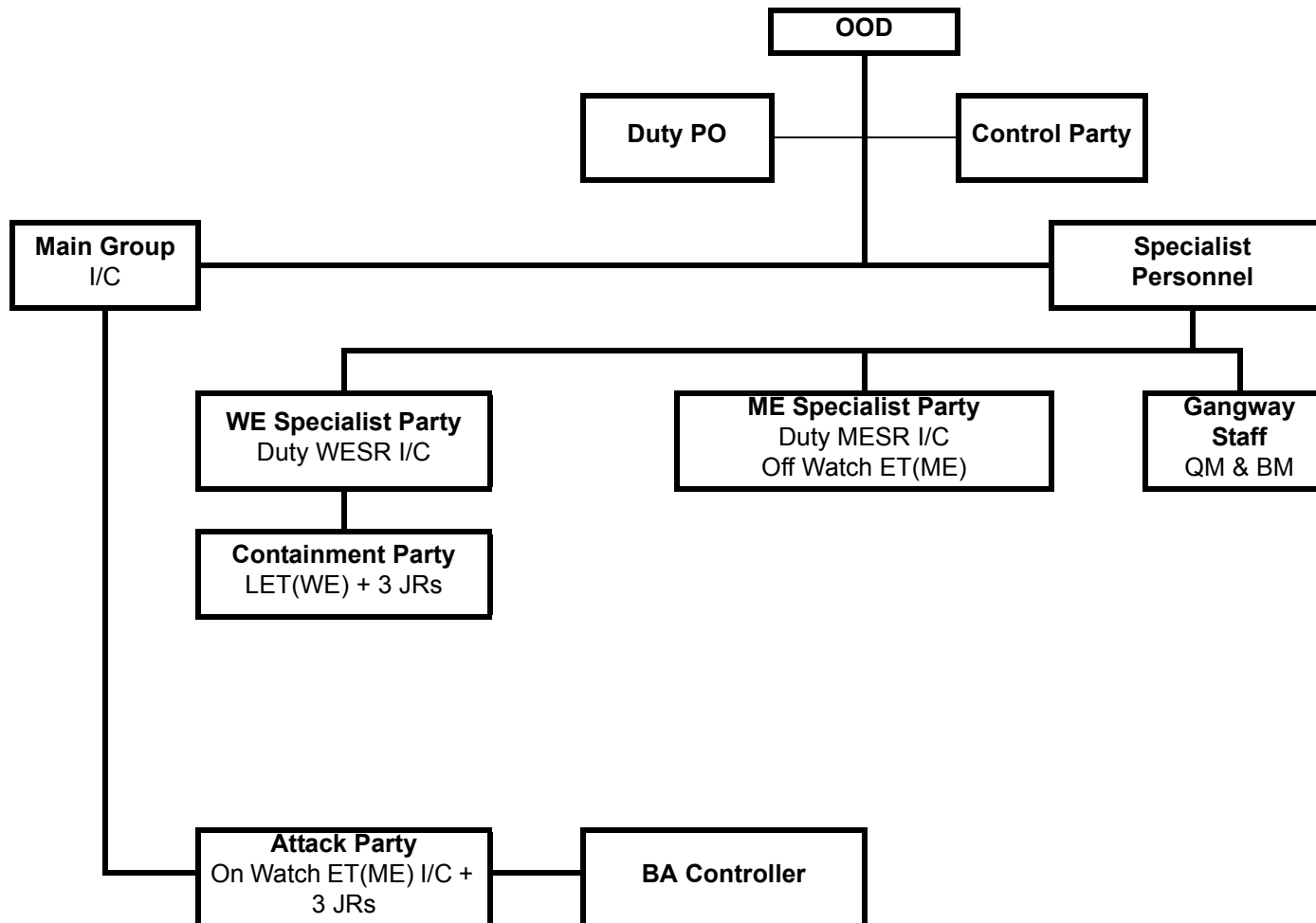
- (5) **On-Watch Boatswain's Mate (BM).** The BM should immediately take the Thermal Imaging Camera (TIC) (which is to be held adjacent to the brow) to the SOTI then provide the communications from HQ1 to the SOTI. He is then to return to the brow to await the arrival of the FRS and lead the FRS Senior Officer to HQ1. Once the route to the Forward Control Point (FCP) from the 'on' brow has been agreed the BM is to run the combined guide and telephone line. On completion he is to return to the brow but may be required to form the core of the BA Party under the leadership of the DPO if the Attack Party has not extinguished the fire. He will need to be trained in BA re-charging.
- (6) **Duty ME Senior Rate (DMESR).** The DMESR must be Switchboard Operating Certificate (SOC) qualified. He is to direct the off-watch ET(ME) and is to undertake the function at [Para 2015](#).
- (7) **On-Watch ET(ME).** Immediately the alarm is raised the on-watch ET(ME) is to assume the role of I/C of the Attack Party.
- (8) **Off-Watch ET(ME).** The off-watch ET(ME) is to muster in HQ1 for tasking by the DMESR, primarily to carry out ME isolations and vent duties.
- (9) **Duty WE Senior Rate (DWESR).** After his initial briefing to the OOD on the WE aspects, the DWESR is to act as the Containment coordinator in accordance with [Para 2011](#).
- (10) **Containment Party.** The Initial Containment Party will comprise the duty LET(WE) plus the off-watch QM, BM and HQ1 Watchkeeper. Their duties are as laid down in [Para 2012](#) excluding provision of the TIC to the SOTI. In addition the LET(WE) is to act as the Keys Rating, noting that the priority compartments will always be those adjacent to the scene of the fire rather than the locked/closed compartment containing the fire which would require a full controlled re-entry in slower time. The LET(WE) is to liaise with the Containment Coordinator ensuring that he has a full picture of the extent of the fire/smoke and requirements for additional personnel. The Containment Party may be supplemented later by the on-watch BM, by non-duty personnel, personnel from other ships or re-deployed Attack Party personnel.
- (11) **I/C Main Group.** When a Minimum HFEP is being used the I/C Main Group must ensure that he provides the OOD with the earliest possible assessment of the scale of the emergency supplementing the information later as necessary. The OOD must be informed early whether the door to the compartment is open/shut. He must ensure his plan for dealing with the emergency takes account of the availability of manpower. In particular, the availability of personnel to form a Support Party will influence whether the door to the compartment will need to be closed on withdrawal of the Attack BA or whether the I/C Main Group consider calling forward individual members of a forming Support Party to relieve the Attack BA.

Fig 20-2. Reduced Harbour Fire and Emergency Party



* See Para 2002 [Note 1](#).

Fig 20-3. Minimum Harbour Fire and Emergency Party



(12) **Attack Party.** The Attack Party will be formed by the on-watch ET(ME) plus 3 other junior ratings. The Attack Party duties are as laid down in [Para 2008](#) except that when relieved/beaten back they are immediately to work as directed by the I/C Main Group to prepare the necessary equipment for a Support Party/FRS attack on the fire or to be re-deployed for containment effort. Information obtained by use of the TIC must be passed to the I/C Main Group to assist in planning the next attack and for optimising containment effort in the interim.

(13) **BA Controller.** Duties are in accordance with [Para 2010](#).

b. No dedicated First Aid Party is available in this organisation. Ships should ensure that one non-Main Group member of the HFEP is suitably trained or an adjacent ship can provide that adequate cover.

SECTION 3 - HARBOUR FIRE AND EMERGENCY PARTY IN MM/PP

2029. General

For details of the Harbour Fire and Emergency Party routine and procedures in MM/PP see [Para 3714](#).

SECTION 4 - FIREFIGHTING IN CONJUNCTION WITH THE FIRE RESCUE SERVICE (FRS)

2030. Liaison with the Fire Rescue Service (FRS)

A good liaison with FRS is essential if efficient use is to be made of their service in the event of fire. This liaison is vital when a ship is in harbour for any length of time and/or the Ship's Company is depleted (eg by leave or training).

a. All RN and RFA vessels are to contact the FRS on arrival at a port away from their home base, either in the UK or abroad, to arrange for a ship acquaint visit. The objective of this visit is for the FRS Officers to familiarise themselves with the ships layout, firefighting practices, firefighting organisation and installed firefighting equipment.

b. Exceptionally, for security reasons or assessed lack of capability in some foreign ports, the CO may exercise his discretion in not making local contact.

c. Contact with the FRS in Portsmouth, Plymouth and Clyde Naval Bases should be made, in the first instance, through the MOD Defence Area Fire Prevention Officer (AFPO). The AFPO should be kept up-to-date with any significant changes that might affect the ships firefighting capability, eg docking, leave period, supply of additional pumps etc.

d. The AFPO or one of his officers will attend ship fires during normal working hours, but this attendance may be delayed during silent hours.

e. For ships in Upkeep Periods it is essential that the FRS and AFPO be kept fully informed by the CO or Senior Naval Officer of the circumstances applicable to a ship (see [Chapter 24](#)).

2031. FRS Priorities

The firefighting priorities of the FRS are as follows:

- a. To save life.
- b. To save property.
- c. To extinguish the fire.

2032. FRS/DLC/OOD Liaison

a. Ships General Orders are to contain instructions for calling the FRS as an automatic response to the discovery of a suspected or known fire when a ship or submarine is berthed in a Naval Base, commercial port or shipyard. This is particularly important during the vessels upkeep periods where there are deviations to the normal standard procedures. Standard briefing forms are to be used and completed by the ship staff in the event that the FRS is called to assist with an emergency onboard the ship. The system consists of 2 forms, the Fire Rescue Service Information Form (see [Annex 20A](#)) for completion on arrival in port and the Fire Rescue Service Incident Briefing Form (see [Annex 20B](#)) to be completed in the event of an emergency. Additionally, a separate Ships Incident Board is to be retained at the QM's desk to provide the FRS with essential ships layout information. When the FRS is in attendance the Incident Board is to be presented to the OIC for use during briefings. During exercises the FRS emergency call is to be a touch drill only. At anchor or at a buoy, due regard must be given to the FRS problem of getting out to the ship.

b. Upon arrival of the FRS the Senior Fire Officer attending the incident is to be met at the brow and escorted directly to the Ships Officer responsible for the safety of the ship. At this stage in Portsmouth, Plymouth and Faslane the FRS may establish their own Control Point (CP), Forward Control Point (FCP), and Breathing Apparatus (BA) and firefighting equipment dump in the most appropriate locations. Should the FRS subsequently become involved in the incident; communications are to be established between the Officer responsible for ship safety and the FRS CP. Whenever possible a Liaison Officer or Senior Rating should be stationed at the FRS CP.

c. The Ships Officer responsible for the safety of the ship is to fully brief the Senior Fire Officer on the situation, and then, after consultation with him, decide whether to ask the FRS to standby or carry out firefighting actions. The Ships Officer responsible for the safety of the ship may request the FRS to undertake some, or indeed all, aspects of the operation. The appropriate strategy will be dependent on the nature of the incident and the ships manpower and equipment available. Any request for assistance should be clearly recorded. If FRS assistance is accepted, control of the firefighting aspects of the incident is to be given to the Senior FRS Officer. A main broadcast pipe advising personnel that the FRS are assuming control of firefighting is to be made.

d. The level of involvement of the FRS will be determined by the operational state of the vessel and the ships complement. As a general rule, frigates and above that are operational may require less assistance than MM/PP or submarines.

Due to the limited manpower resources, RFAs and ships in refit or repair will generally require major assistance from the FRS. The initial level of attendance is predetermined by individual local authorities and is usually in the order of two appliances with others later.

2033. Ship Safety

Notwithstanding the involvement of the FRS in some or all aspects of the operation, the officer responsible for ship safety retains full overall responsibility and safety of the ship, but not the control of the FRS personnel if they are committed to the firefighting task. It is imperative that no matter what firefighting strategy is adopted, until such time that a fire is extinguished, a continuous attack on the fire is maintained.

2034. Brows

When a ship has more than one brow, a clear indication is to be given as to which one should be used by the FRS to come aboard. A red flag, or a red lamp by night, should be placed in a prominent position to mark the 'on' brow.

2035. Probable Questions

The following are among the questions likely to be asked by the FRS Officer on arrival:

- a. Is anyone missing and/or injured?
- b. Where is the fire?
- c. What is burning?
- d. Have electrical supplies to the ship/fire zone been isolated?
- e. How long has the fire(s) been burning?
- f. How did the fire start?
- g. What action is being taken by the ships staff?
- h. What is the state of the ships HPSW system?
- i. Are there any dangerous compartments adjacent?
- j. What is the composition of the ships Fire and Emergency Party?
- k. How critical is the ships stability?
- l. How much water has been pumped in?
- m. Are timber docking shores affected (in dry dock only)?
- n. Has a smoke boundary been set up? If so, where?

2036. Missing Personnel

The FRS may arrive before an accurate check of personnel has been made. During the initial consultations between the FRS and the officer responsible for ship safety, a decision whether search and rescue operations by the FRS are required in preference to firefighting assistance may have to be made.

2037. Electrical Supplies

The FRS normally expects all electrical supplies to an installation on fire to be isolated. This is seldom practicable in a warship fire. However, when there is a risk of voltages in excess of 440V, the equipment should be isolated. It must be noted that attempts at maintaining a 'keep alive' policy may be counter-productive when compared with the savings in damage through quick extinction of the fire.

2038. Route to Fire

Once the appropriate safe route to the Forward Control Point (FCP) from the 'on' brow has been agreed between the officer responsible for ship safety and FRS Officer, the ships staff are to identify that route by running a combined guide and sound powered telephone line.

2039. Control of Personnel

- a. Strict control over the combined numbers of personnel involved in the firefighting operation will need to be exercised, and the FRS will normally require all RN/RFA personnel not directly involved to clear the ship. This will be achieved by sounding the main broadcast alarm and making a pipe to clear lower deck (see Chapter 7 [Section 2](#)).
- b. Entry to and egress from the ship is to be controlled by the gangway staff at the brow(s).
- c. FRS personnel will at all times act under the direction of Fire Officers. RN/RFA personnel will act under the direction of the OOD or his representative.

2040. Employment of RN/RFA Personnel

Ships firefighters, working in pairs and wearing BA, will normally be required to act as guides. Close collaboration between the rating in charge of the ships main group and the FRS Officer at the FCP is essential. The rating in charge of the ships main group, once relieved by the FRS at the FCP, is to remain there. His duties will be:

- a. To liaise with the FRS Officer in charge at that position.
- b. To keep HQ1 informed of all actions being taken.
- c. To maintain control of all the RN/RFA personnel actively engaged in firefighting.

2041. Evacuation of HQ1

Should HQ1 and AHQ need to be evacuated for any reason, it is recommended that the ships control team move to the brow. If this is not practicable, any other location in clear air with good ships internal communications should be selected.

2042. Communications

The ship is to provide a communication link from HQ1 or AHQ to the FCP, and from the brow to the FCP, manned by ships staff at both ends. FRS officers will normally use their own communications system, but these may prove inadequate in a warship environment and, in some cases, the associated RADHAZ prohibits their use. Regulations in place preclude the use of any portable communications equipment in RFAs unless the equipment is designated intrinsically safe.

2043. Disposition of RN/FRS Personnel

- a. FRS firefighters normally 'mask up' within the ship at their FCP. The rating I/C of the Main Group will operate from the agreed FCP.

HQ1 (Gangway in RFA)	FCP	CONTROL POINT (Jetty/Brow)
OOD Senior Fire Officer Specialist Personnel	Junior Fire Officer I/C Main Group FRS BA Ships BA Controller	2FO 2nd OOD Quartermaster Bosun's Mate

- b. Ships staff BA Controllers should continue to control ships personnel using BA at the same time maintaining the closest possible liaison with the FRS Controllers. Should firefighting measures be assigned to the FRS, overall coordination of all BA wearers is to be exercised by the FRS officer in charge of the firefighting operations. The endorsement of the combined RN/FRS FCP adjacent to the scene of the incident depends on the Fire Officer classifying the area 'clean air'. The rating I/C of the Main Group and the RN BA Controller will be required to relocate to the FRS FCP if control of firefighting operations passes to the FRS.

SECTION 5 - FIREFIGHTING AT SEA**2044. Standing Sea Emergency Party (SSEP)**

- a. In all ships at sea there must be a party of specifically detailed firefighters under the charge of a suitable senior rating, which is available at all times and ready for an immediate response to a fire. In Damage Control State 1 the Fire and Repair Parties meet this requirement. For States 2 and 3 a Standing Sea Emergency Party (SSEP) is to be formed. The SSEP should be made up from daywork personnel for the State 3 situation and 'on call' personnel for State 2. The SSEP members are to be briefed on their duties prior to the ship sailing.

- b. If the SSEP is unable to cope with a fire, either due to lack of personnel or shortage of material resources, it is important that the ship be piped to Emergency Stations in good time. This will get the right people to the right places quickly and bring the ships Fire and Repair Parties to State 1. It will also clear the area of unnecessary personnel, allow off-watch watchkeepers to be accounted for and provide back up where necessary. The actual stage at which the ship should be piped to Emergency Stations will vary depending upon the size of the SSEP and the rate of escalation of the incident.

- c. In order to facilitate the identification of SSEP personnel, coloured surcoats should be worn as detailed at [Para 2023](#).

2045. SSEP Organisation in DD/FF and Larger Ships

In DD/FF and larger ships, the SSEP comprises all the firefighting groups and parties detailed in the previous paragraphs (main, containment and specialist), since manpower is readily available.

- a. **SSEP Team.** In order to achieve continuity and a well-trained, worked-up team, all members of the SSEP should be drawn from daywork or on-call personnel. No member of the SSEP is to be detailed as a Special Sea Dutymen. **The I/C Main Group must be CBRNDC 35 Course qualified and in some circumstances the most suitable choice will be the CPOET(ME).** Specialist parties are to be made up from daywork personnel from the relevant departments. The remainder of the Attack, Support and Containment parties are to be made up from personnel from **ALL** departments.

- b. **Procedure.** In DD/FF and larger ships, where the SSEP comprises all the firefighting groups and parties of the full harbour organisation, the procedure to be followed is much the same as when the ship is in harbour:

(1) When the alarm is raised the Attack Party should proceed directly to the SOTI. They are to collect portable first-aid firefighting appliances and TIC en route, and join up with such firefighters as there may be. Having established the seat and nature of the fire, they are to fight it with the appropriate appliances. Two ratings (previously detailed) should arrive at the SOTI wearing BA, and carrying portable firefighting appliances. The sixth member, the BA Controller, proceeds directly to the FCP, ready to prepare the ratings wearing BA for entry as quickly as possible. The BA Attack Party, using portable appliances or hoses as appropriate, is to commence firefighting immediately. All members of the Attack Party are to be fully experienced in dressing and wearing BA as well as being capable of using a BA control board.

(2) In those ships with numbers other than six junior ratings in the Attack Party, the firefighting procedure should be adjusted to suit the numbers involved.

(3) As soon as the initial alarm is raised, HQ1 should be manned by the MEO, the DCO, an incident board operator, a communications number and the DWEO to advise on WE aspects; switchboards should be manned by qualified switchboard operators to crash-stop ventilation and to safeguard electrical supplies; SCC/MCR/ER watchkeepers should put all available HPSW pumps on to the HPSW system. The first task of the communications number is to rig a sound powered telephone between HQ1 and the FCP.

(4) The XO should briefly visit the FCP and HQ1 in the early stages, in order to gain an up-to-the-minute appreciation of the situation so that he will be able to give advice to the Command on whether there is a need for the ship to go to Emergency Stations.

c. **First Aid Firefighting During Silent Hours.** It is recommended that the following on-watch ratings be detailed to undertake first aid firefighting until relieved by the SSEP: an ET(ME), AB(CIS), AB(WAR), a Bosun's Mate and a Warfare Department rating either from the Operations Room or Watch on Deck.

2046. Containment Party

a. To contain primary boundaries quickly, it is important that a Containment Party is provided immediately following the emergency pipe. These personnel are an integral part of the SSEP and are identified by the wearing of blue surcoats. It is advantageous to have a WE senior rating as I/C Containment Party, so that he can advise Deck Managers on electrical equipment and magazine hazards at the boundaries. Should the ship subsequently go to Emergency Stations, then personnel nominated from spare hands would augment the Party. In capital ships, there is normally sufficient manpower available to deal with all primary boundaries, adding extra personnel from Section Bases when at Emergency Stations. The minimum containment organisation for a typical DD/FF at sea is normally as follows:

- (1) **DWEO/WSO.** Technical advice to the DCO.
- (2) **WO2/CPO/PO.** I/C Containment Party.
- (3) **CPO/PO/LH.** 2 I/C Containment.
- (4) **Four CPO/PO.** Deck Managers (from any department).
- (5) **All Officers of Quarters (OOQ).**

b. The I/C Containment Party has a roving role, visiting HQ1, WSB, the Containment HQ and containment operations as necessary. He is responsible to, and briefs, the DWEO/WSO in HQ1. He ensures consistency between the respective incident boards.

c. The 2 I/C Containment is normally stationed at the nominated Containment HQ and is responsible to the I/C Containment Party. He details and controls the Deck Managers and Boundary Coolers, and coordinates TMS data from the Deck Managers (see [Annex 21D](#)).

d. Deck Managers are each allocated a deck as their area of responsibility. They are particularly valuable for MMS fires, which require boundary monitoring/cooling on several decks and in a large number of compartments. They are responsible to the 2 I/C Containment for ensuring that boundary monitors/coolers are in the correct location with the correct equipment to monitor/cool the designated areas of the boundary. The use of diagrams and Kill Cards, particularly in high risk areas, will help to ensure that boundary cooling is effective. They are to report to the 2 I/C Containment when the monitors/coolers are in position and undertaking their tasks. Deck Managers are then to constantly monitor their areas, briefing the 2 I/C on progress, including TMS data.

e. OOQs are to report to the 2 I/C Containment with their magazine keys. Should a fire be adjacent to a magazine or ready-use locker, the relevant OOQ should then report to the FCP to take charge of the boundary monitors/coolers in the vicinity of his quarter.

f. Boundary Monitors Coolers are to carry out their duties as detailed by their Deck Manager. They are to cool designated areas, if they are hot to the touch, and carry out temperature monitoring in accordance with the procedures in [Annex 21D](#).

2047. SSEP Organisation in MM/PPs

For details of the SSEP Organisation in MM/PPs see [Para 3726](#).

2048. SSEP - Command and Control Aide-Memoire

a. Continuous Aggressive Attack - First 15 mins (DCO)

(1) Check the pipe is correct (General Alarm), re-pipe as necessary, check vent crash stopped ([Para 2119](#)), HPSW pressure ([Para 2205](#)) and HV implications if relevant ([Para 2139](#)).

(2) DCO to pipe arrival in HQ1 and hasten reports, receive report from HQ1 watchkeeper and ensure IBO narrative begins.

(3) DCO makes contact as soon as possible with the FCP and establish its location, status of the fire (Type of fire? carbonaceous, oil based, etc. minor, significant, critical (see [Note 1](#)), winning/holding/losing) and priority (status of door/hatch, CAA or containment while rigging for re-entry), smoke boundaries (if established) (see [Note 2](#)) and if there are any casualties.



Notes:

1. **Minor:** Small/Containable, **Significant:** Potential to effect ship capability and **Critical:** Prejudices survival of ship or fighting capability.

2. Smoke must be controlled effectively, although the establishment of smoke boundaries too early can hinder the CAA.

(4) The location of the FCP and smoke boundaries should always be piped when known and if moved ([Annex 21C](#)).

(5) If casualties, then correct pipe to be made ([Para 1312](#)).

(6) If any hazards in the compartment - pipe what the hazard is and the implications to the SSEP.

(7) Consider the use of fixed systems ([Annex 21F](#) for MMS).

b. Command Adviser/MEO

(1) **Command Aim (CA)** - Does it change?

(2) **Whole ship priorities eg:**

- (a) CAA.
- (b) Account for personnel.
- (c) Prepare for CASEVAC.

(3) If complex incident consider Bridge Command Huddle. Brief CO as follows:

- (a) CA achievable - Yes/No.
- (b) Status of speed, steering and stability.
- (c) Command Top 3 Priorities, possibly:
 - Deal with fire (CAA) - currently winning, require stable platform suggest altering course/slow down.
 - Account for personnel - Emergency Stations (ES) has been piped, awaiting SITREP from manpower coordinator.
 - Prepare for CASEVAC, T2 in sickbay, recommend go to flying stations, nearest hospital 25 nm.
- (d) Status of ES if not already briefed.
- (e) Status of blanket searches - if applicable.
- (f) Mini SOC's called on aviation facilities to assess potential impact on flying.
- (g) Casualty Status in format: Total 1, status 0100 (ie T1, T2, T3, T4), requirement for CASEVAC your Command No 3, impact on OC.
- (h) End with repeat of CA achievable Yes/No.

c. **DCO**

(1) Pipe when electrical isolations made, if attack/support party are still attacking the fire.

(2) Consider ES early, but after 2 mins to allow Attack BA to proceed to the scene unimpeded. Precede pipe with General alarm ([Para 0704](#)), stating reasons for ES, where to muster and safe route. Make sure all personnel accounted for, using a Rover if necessary. What is the process? Is there a manpower coordination cell on the Bridge/XO Cabin?

- (3) Ensure the person finding the fire reports to HQ1. DCO is to debrief this person at the incident board establishing: type of fire, location of fire, actions carried out, type of extinguishers used and status of the door/hatch.
- (4) Check containment being carried out and establish priorities ([Para 2012](#) and [Annex 21D](#)), including TMS if MMS.
- (5) Employ Rovers, providing leadership and direction at the scene as required and providing DCO with first hand picture (Para 2028 [sub para \(2\)](#)).
- (6) Check that the picture makes sense and that all resources are marked ie FCP, 5 man teams, casualties, spare hands also if any resources have re-located, noting all this information on the Incident Board (IB).
- (7) Discuss with the Propulsion Manager (PM) if any stability or MARPOL implications ([Para 2015](#)).
- (8) Report from FCP - Winning/holding/losing.

d. **Containment**

- (1) If door/hatch closed, then new priority must be piped (containment while rigging for re-entry, unless it is a MMS, when it is containment only while fixed systems are being used and the compartment is cooling).
- (2) At this stage a Command Huddle may be considered appropriate if the situation is unclear, or people are missing and priorities are to be allocated. A similar format to the State 1 Command Huddle should be used ([Para 0812](#)), but reports should be more SITREP focussed than 'Top 3' focussed, although priorities should be allocated.
- (3) CA may also call a Command Huddle on the Bridge. Format as follows:
 - (a) CA brief to CO.
 - (b) XO (internal battle report, morale etc).
 - (c) NO with navigation update/safety/weather.
 - (d) Ops Officer to cover external factors (requests for assistance, updates to shore authorities, FIREP etc).
 - (e) PR Officer deals with media.
 - (f) Final update by CA, then hand over to CO.

e. **Re-Entry**

- (1) DCO and I/C FCP agree how re-entry will be conducted ie the route to fresh air, where smoke boundaries will be established, where FCP will re-locate to and the location of foam dump.

(2) Once the I/C FCP is satisfied that the Support Party has been briefed and in position off air, the correct hoses are rigged and charged and that a plan for re-location and smoke boundaries is in place, permission is to be sought to make a re-entry from the DCO (see Para 2020 [sub para c](#)).

(3) The DCO must satisfy himself that all isolations to the compartment have been completed (including re-entry isolations if required), vent has been re-crash stopped and that HPSW pressure is adequate before he can give permission for the re-entry (Command approval is required) or less than 60°C for MMS. He then gives the I/C FCP a direct order to conduct the re-entry over the main broadcast **AND** secondary communication, re-iterating the checks referred to in [Para 2020](#).

(4) A relief team should be considered from a FRPP. This team should be fully prepared and ready to relieve the initial firefighting team before they are due out (Para 2007 [sub para n](#)).

(5) The DCO then pipes the new location of FCP, smoke boundaries and time to relief for Support Party once informed by I/C FCP.

(6) Consider medical attention and drinks for support party.

f. **Recovery**

(1) Once the fire is extinguished and boundary search complete, then pipe name of the sentry and the time to relief ([Para 2145](#)). To avoid stress consider two sentries if available.

(2) Obtain smoke clearance plan from PM. Pipe outline plan, where ship's company should keep clear of and where smoke will exhaust. It is important to have an alternate plan. Smoke clearance must be closely managed due to the dangers it presents and the unpredictability of where smoke may end up (see [Annex 21N](#)).

(3) Consider removal of firefighting water.

(4) Once incident is complete, regain material and personnel posture as quickly as possible.

(5) Draft and send FIREP signal.

(6) Consider Trim for personnel engaged in firefighting effort.

SECTION 6 - FLOODING INCIDENTS

2049. General

In the same manner as dealing with any fire situation a quick response to flooding incidents is required to stop or contain the flood. The following points are a guideline for flood responses both in harbour or at sea during peacetime.

2050. I/C Main Group

The I/C Main Group is to have a thorough knowledge of the compartments within the Red Risk Zone and throughout the ship and be aware of the inherent dangers within these compartments. On hearing the flood pipe the I/C Main group:

- a. Is to proceed to the scene of the reported incident and establish the FCP informing the OOD/DCO of its location.
- b. Debrief the person reporting the incident and assimilate the information from other sources and pass the information to HQ1 keeping the OOD/DCO regularly updated as the situation develops. The person finding the incident is to report to HQ1.
- c. Is to ensure sufficient measures are taken to safeguard the safety of both the ship and personnel whilst dealing with incident.
- d. Is to implement any flooding boundaries as directed by the I/C containment of OOD/DCO.

2051. Attack Party

All members of the Attack Party are to be aware of the possible dangers from fumes from within the compartments. Fumes can be emitted from fuel/oil tanks or gas fumes released from sewage treatment or refrigeration plants. If a gas or fume danger is suspected the Confined Space Monitor is to be provided to the Attack Party prior to entry to the compartment. Should gas or fumes be detected all personnel entering the compartment are to wear BA. On hearing the flood pipe the non-BA wearing members of the Attack Party are to proceed immediately to the SOTI collecting leak stopping equipment en-route. Prior to entering any suspected flooded compartment the Indicator Test Plug (ITP) is to be used to ascertain the state of the compartment. Once access is gained to the compartment the flood is to be aggressively attacked using any first aid leakstopping material available. The two nominated BA wearing members of the Attack Party are to collect but not don BA in this instance and are to proceed to the SOTI via the closest FRPP to collect first aid leak stopping bags. On arrival at the SOTI they are to join in with the aggressive attack on the flood as directed by either I/C Attack or Main Group. If no gas or fume hazards exist within the compartment the BA sets are to remain at the FCP. Whilst BA is not in use the BA Controller can be also be utilised as a member of the attack team. The Attack Party is to continue the attack on the flood until either:

- a. The situation becomes uncontrollable and to maintain the attack would endanger personnel or the ship.
- b. They are relieved by other personnel detailed by the I/C Main Group.

2052. Support Party

The members of the Support Party nominated as firefighter and waterwall operators are to proceed to the FRPP closest to the incident and are to dress in multi-fab immersion coveralls. Once dressed they are to proceed to the FCP and are to report to the I/C Main Group prior to relieving members of the Attack Party at the SOTI. The remaining members of the Support Party are to collect the largest capacity pump available, test the pump and deliver it to the SOTI. On completion they are to carry out tasks as detailed by the I/C Main Group.

2053. Containment

As a priority in harbour, the DWESR is to detail off members of the Containment Party to provide a portable pump to the SOTI. He is then to proceed to HQ1 to inform OOD of all WE hazards within the vicinity of the incident (see Para 2055 [Note 1](#)). He is then to proceed to the containment control position and is to instigate the setting up of flooding boundaries (see [Para 1508](#)) in conjunction with the I/C Main Group. The DWESR is to ensure that the sentries are fully briefed.

2054. BA Party

The nominated BA Party are to remove all BA sets in the vicinity of the incident to a safe area and establish a dump. The use of these sets is to be controlled in the same manner as for a fire incident.

2055. DMESR/Propulsion Manager

The DMESR is to proceed to HQ1 to advise the OOD/DCO and carry out isolations as required:

- a. Crash stopping of ventilation (see [Note 2](#)).
- b. The availability of ships services and the effect the flood will have on these services.
- c. Ensuring systems within the flooded area are depressurised as soon as it is safe to do so.
- d. Isolating electrical supplies within the flooded area and boundary as required.
- e. Provide HPSW to enable the removal of floodwater/fluids.
- f. The removal of floodwater/fluids and the effects on ships stability.
- g. Advising the OOD/DCO on MARPOL considerations.
- h. The presence of gases within the flooded area.
- i. The estimated final level of the floodwater with reference to the waterline.
- j. Checking for the possibility of any further damage above the waterline through propagation and/or capillary action.
- k. Coordinating the recovery of systems and services within the flooded area when required and providing alternatives as necessary.

**Notes:**

1. *At sea the role of the WE specialist advisor to HQ1 is to be undertaken by the DWEO and is a separate task to I/C Containment.*
2. *It is highly likely that the incident will be discovered by alarm in HQ1/ SCC and the ventilation crash stopped as a precaution. The ITP is always to be used prior to entry and should the compartment appear pressurised it can be assumed that the compartment is flooding. Crashing stopping of ventilation will also reduce the spread of noxious fumes and gases around the ship.*