

CHAPTER 7**EMERGENCY PROCEDURES AT SEA AND IN HARBOUR****CONTENTS****SECTION 1 - EMERGENCY STATIONS****Para**

- 0701. Purpose
- 0702. Action
- 0703. Authority
- 0704. Procedure
- 0705. Control
- 0706. Exercises
- 0707. Audible Alarms
- 0708. RFA Audible Alarms
- 0709. SANDOWN Class MHC - Smoke Alarm System/General Alarm

SECTION 2 - EMERGENCY IN HARBOUR

- 0710. Purpose
- 0711. Personnel
- 0712. Action
- 0713. Procedure
- 0714. Control

SECTION 3 - CASUALTY ALARM

- 0715. Casualty Alarm Procedure

CHAPTER 7**EMERGENCY PROCEDURES AT SEA AND IN HARBOUR****SECTION 1 - EMERGENCY STATIONS****0701. Purpose**

Emergency Stations have been developed over many years to provide a simple standard procedure that will bring a ship to a high state of manning and material preparedness to deal with any hazardous situation in which Action Stations would not be appropriate. The routine thus evolved is a rapid and effective countermeasure that will provide the Command with an organisation capable of regaining the initiative in the event of:

- a. Fire.
- b. Collision or grounding.
- c. Aircraft or explosive accident.
- d. Flood.
- e. Unexpected mine explosion (MCMV in State 2 mine hunting operations).

0702. Action

It must be specified in Ships Standing Orders that the broadcast of “**EMERGENCY STATIONS**” requires the following actions to be carried out:

a. Manning

- (1) Personnel on watch are to remain closed up until relieved or otherwise ordered.
- (2) Personnel engaged in first aid measures to combat the hazard are to continue with their task until relieved by the Damage Control team.
- (3) Damage Control teams are to close up as for Damage Control State 1. Firefighters are to dress in full firefighting rig ready for deployment. ME and WE Officers and Senior rates are to close up, as detailed in departmental orders, to provide the fullest control over machinery.
- (4) Additional messengers are to close up at the Command position.
- (5) Additional internal communication numbers are to close up at positions detailed in the Orders.
- (6) First aid parties are to close up.
- (7) The remainder of the hands are to act as ordered by the Command, either to remain in their present position or to proceed to stated muster points. The Damage Control teams are not to be impeded.

Hands are not to return to their mess decks to collect lifejackets, but should carry them if immediately available (all ships have emergency lifejacket stowages on the upper deck).

b. **Material**

- (1) Additional electrical power is to be made available from standby generators.
- (2) All HPSW service pumps are to be run up, discharging to the HPSW main. System isolation is to be strictly controlled by HQ1.
- (3) Fire and repair parties are to carry out the following State 1 preparations if time permits:
 - (a) Unlock and check damage repair, fire and electrical lockers.
 - (b) Check compartment locks and keys.
 - (c) Ensure that there are no suction strainer hazards in the lower compartments.
 - (d) Check state of openings, including ventilation.
- (4) Main machinery is to be controlled from the machinery control position.

0703. Authority

The authority to initiate Emergency Stations rests with the Command. They may wish to delegate this authority in their Standing Orders to the Officer of the Watch at sea in the event of:

- a. Imminent collision or grounding.
- b. Helicopter crash on deck.
- c. Main machinery space fire in MM/PP (see [Chapter 37](#)).

0704. Procedure

The pipe “**EMERGENCY STATIONS**” should be made personally by the Executive Officer if the circumstances permit. It should always be preceded by the general alarm (but see [Para 0707](#)). The pipe “**EMERGENCY STATIONS**” must be followed by “**CLOSE ALL RED OPENINGS**” if there is a risk of flooding (eg imminent collision or grounding). At other times the pipe “**CLOSE ALL RED OPENINGS**” is not required because its application will cause unnecessary restriction of access. Care should be taken to broadcast any additional orders or information that will clarify the situation and improve response. The broadcast should include any special instructions for the mustering of spare hands in order to reduce interference with the work of the Damage Control parties (see Para 0702a [sub para \(7\)](#)).

0705. Control

Circumstances may dictate that Command and HQ1 teams cannot operate from their primary positions. They must ensure that their locations are known, especially to their subordinates, and that messengers are properly briefed. The spare hands at muster points (see Para 0702a [sub para \(7\)](#)) are to be mustered by divisional officers or senior ratings, and reported to the Officer of the Watch. They are then to be controlled by the XO, normally through the Officer of the Watch.

0706. Exercises

Emergency Stations should be exercised frequently and it should be borne in mind that the evolution is not, and should not be viewed as, a prelude to 'abandon ship'.

0707. Audible Alarms

a. **The General Alarm.** This is to precede the emergency broadcast on the following occasions of a **REAL** emergency:

- (1) Hands to Action Stations (to combat a **real** threat).
- (2) Hands to Emergency Stations/Emergency Clear Lower Deck.
- (3) Fire.
- (4) Flood.
- (5) Collision or grounding imminent.
- (6) Emergency landing/crash on deck (but not precautionary landing).
- (7) Fire danger.

The general alarm is **not** to be used for **any** other emergencies, or during any exercises. However, it may be used during OST when the Safeguard Rule is in force provided that a suitable prefix pipe is made at the start of the serial. A suitable prefix pipe is also to be made prior to system alarm testing.

b. **Chemical Alarm.** The chemical alarm is to be used in an operational CBRN context. It may also be used in a CBRN exercise. It is not to be used for any other purpose. An appropriate pipe should prefix tests.

The use of these alarms, as detailed above, is to ensure immediate awareness of all personnel onboard as soon as the alarm is sounded, followed by the swift and correct response by those involved in combating the emergency or taking specific action for personal safety or survival.

0708. RFA Audible Alarms

To comply with statutory regulations, audible alarms in RFA vessels will be sounded as necessary both in the Action and Exercise scenario.

0709. SANDOWN Class MHC - Smoke Alarm System/General Alarm

When the fire detection system initiates a fire alarm indication at the SCC that is not accepted by the operator, an output from the fire detection panel in the console will activate the General Alarm after a delay of approximately two minutes.



Note. *If muted, the detection system must be closely monitored, and all new annunciations accepted and the appropriate pipe made, ie “**SMOKE ALARM, SMOKE ALARM, SMOKE ALARM**” and location. It is unacceptable for the General Alarm to be automatically activated during exercises, or through the negligence of operators who fail to monitor the system correctly.*

SECTION 2 - EMERGENCY IN HARBOUR**0710. Purpose**

While most of the emergencies listed in [Para 0701](#) could happen in harbour, the use of Emergency Stations would generally be inappropriate as a number of key ratings may be ashore. Therefore, a different system for dealing with emergencies in harbour is required.

0711. Personnel

Initially, the Duty Part of the Watch will be used to deal with any harbour emergency. Should the Duty Part be unable to cope with the situation it will be necessary to muster all hands remaining on board (including civilian personnel where appropriate) in order to:

- a. Have all hands available to brief and employ as required.
- b. Ensure all personnel are accounted for.

The pipe is to be used is “**EMERGENCY, EMERGENCY, EMERGENCY - EMERGENCY CLEAR LOWER DECK. MUSTER**”. As the Local Area Fire Rescue Service (LAFRS) will normally want all personnel not engaged in fighting the fire to be cleared from the ship, the jetty area adjacent to the main gangway should be considered the preferred location for mustering if circumstances permit.

0712. Action

It must be specified in Ships Standing Orders that the pipe “**EMERGENCY, EMERGENCY, EMERGENCY - EMERGENCY CLEAR LOWER DECK**” requires the following action to be taken:

- a. **Manning**

- (1) Duty Part of the Watch remain closed up to deal with the emergency.
- (2) Personnel engaged in first aid measures to combat the hazard are to continue with their task until properly relieved.
- (3) All remaining hands are to muster at a point stated in the pipe taking the following equipment:
 - (a) A minimum of 4 sets of firesuits, gloves, firefighters' hoods, boots and socks (usually stowed in the FRP locker).

- (b) TIC to be collected and taken to the jetty.
 - (c) A minimum of 4 sets of BA.
 - (d) If possible they should take warm clothing with them, particularly at night, but they are not to waste time in returning to their messdecks in order to obtain the clothing.
- (4) Damage control and first aid personnel should be mustered apart from the remainder of the hands in order to be more easily detailed to support the Fire and Emergency Party.
- b. **Material.** As far as possible and as applicable, material arrangements should be as given in Para 0702 [sub para b](#).
 - c. **MM/PPs.** See [Para 3714](#).

0713. Procedure

The OOD, or the senior officer on board should make the pipe “**EMERGENCY, EMERGENCY, EMERGENCY - EMERGENCY CLEAR LOWER DECK**” personally if circumstances permit. The pipe should always be preceded by the main broadcast alarm and followed by the location of the safe area where the hands are to muster. Care should be taken to broadcast any additional orders or information that will clarify the situation and improve response. Departmental nominal lists should be compared with leave boards/cards to ascertain the names of those who should be onboard, and an officer or rating should be nominated from available personnel to muster non-duty personnel and report back to the OOD.

0714. Control

The OOD is to remain in charge of dealing with the emergency until relieved by a more senior officer. The allocation of extra hands is normally to be coordinated by the Officer or Senior rate in charge at the muster point.

SECTION 3 - CASUALTY ALARM

0715. Casualty Alarm Procedure

- a. Upon a casualty being discovered, the following loud vocal alarm (LVA) is to be used: “**CASUALTY, CASUALTY, CASUALTY**”. This is to include the location of the casualty/casualties and is to be repeated until acknowledged.
- b. In peacetime it is appropriate to make a Main Broadcast pipe, to include the relevant information. This will ensure that the Medical Branch Rating/Duty First Aider/ Standing Sea First Aid Party respond quickly. In the Action State casualties should not be piped. The information should be passed through MHQ.
- c. For MM/PP/1PBS routines see [Para 3721](#).
- d. The Casualty Alarm should not detract personnel from their duty to raise a Fire/ Flood Alarm (LVAs), but should be included in it.