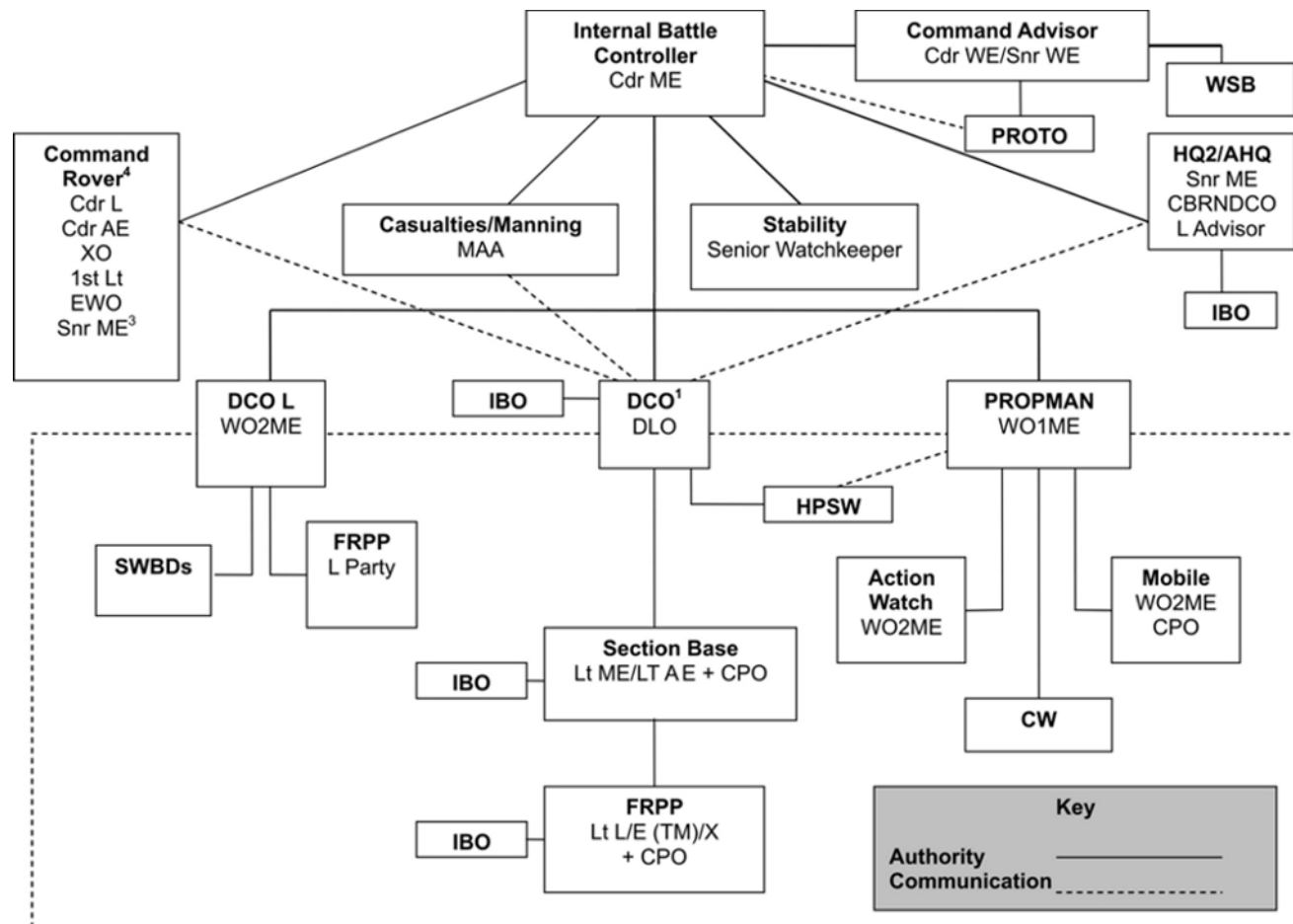


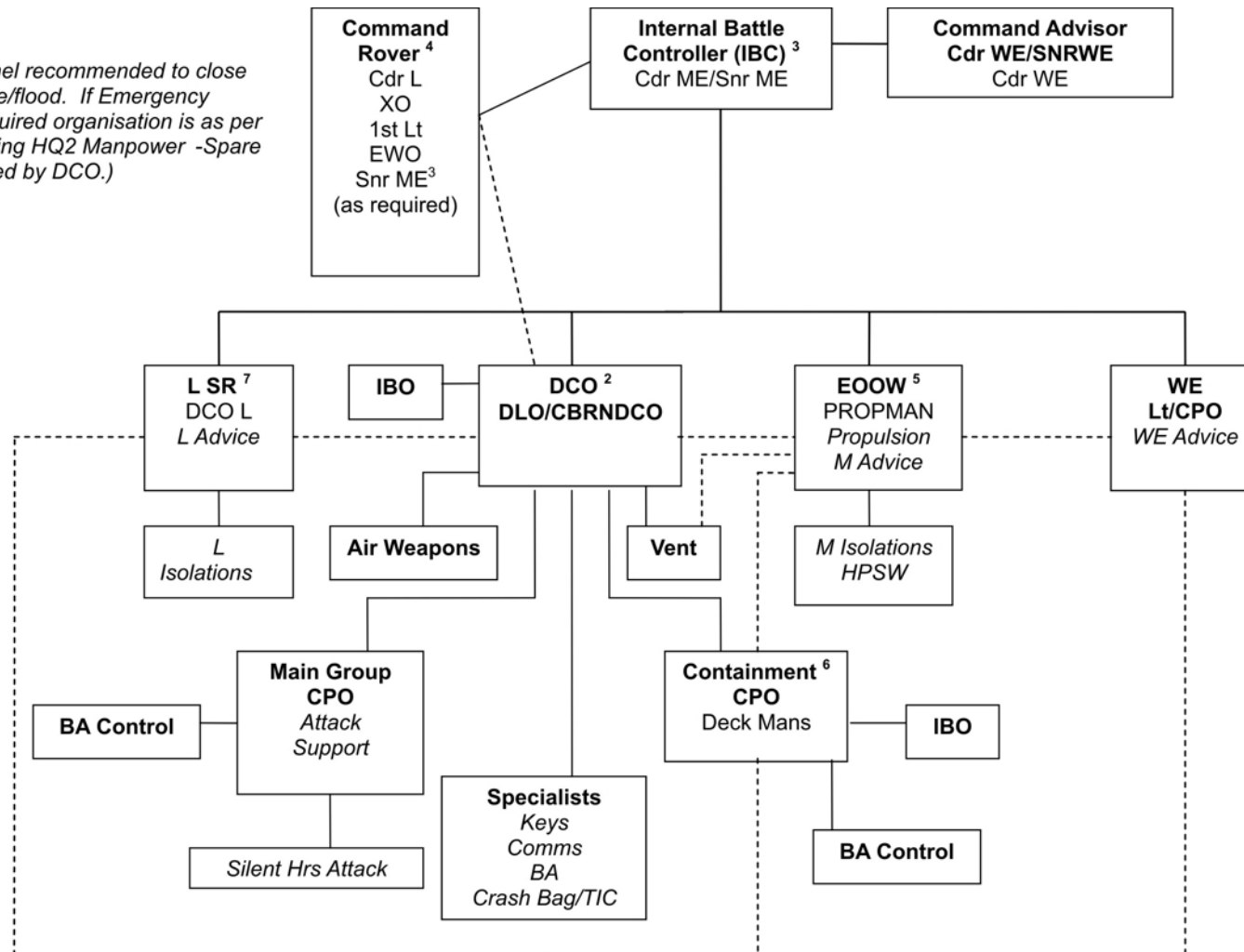
ANNEX 8F

DAMAGE CONTROL COMMAND AND CONTROL (C2) ORGANISATIONAL DIAGRAMS

a. LPD C2 Organisation at DC State 1



Note. Personnel recommended to close up initially for fire/flood. If Emergency Stations are required organisation is as per State 1. (excluding HQ2 Manpower -Spare hands as directed by DCO.)



c. For the C2 organisation in MM/PP see [Para 3702](#)

LPD Clarifying Notes:

1. Deputy Logistics Officer (DLO or DCL) has been designated as DCO at State 1 due to the fact that CBRNDCO is more likely to be an inexperienced Warfare Officer and not likely to have been I/C of an FRPP or Section Base in his career progression. CBRNDCO should have completed CBRNDC 35 course but will probably not have attended a specific C2 HOD course ie CBRNDC 4 and coupled with his inexperience may reduce the ships ability to Fight the Internal Battle.

2. At State 3 DCO may be carried out initially by either DLO or CBRNDCO (whoever arrives first/not on watch) until such times as it is deemed necessary to shift to Emergency stations. In the case of CBRNDCO his attendance at CBRNDC 35 and 5 course give him sufficient grounding to deal with a smaller State 3 peace time incident.

3. At State 1, Snr ME and CDR(E) must remain separated to ensure the Internal Battle fighting capability is maximised should HQ1 be lost. For this reason Snr ME should initially close up at AHQ (HQ2) and ensure all damage throughout the ship is recorded on their Incident board and that he maintains a handle on the efforts expedite repair. Should IBC deem it necessary, Snr ME may be used in a ME Roving capacity, however, it must be borne in mind that Snr ME's primary role is manning AHQ. At State 3, CDR(E) may decide to allow Snr ME to assume the role of Action MEO on a 'whoever arrives first basis' but in this case the other must assume a roving role to ensure HQ1 does not become overmanned and should revert back to CDR(E) should emergency stations be deemed necessary.



4. At State1 Command Rovers should close up at the predetermined areas which best utilise their experience/expertise eg CDR(AE) - Hangar, Snr ME - MMS etc. At State 3 Command Rovers should close up at predetermined areas at the start of an incident and given 1 of the 6 sides to rove eg XO to SOTI then FCP then HQ1 with person finding incident, CDR(L) to above incident, CDR(AE) SOTI for aircraft/hangar incident, EWO manpower etc. This will ensure that HQ1 is not overmanned or swamped in the first few crucial minutes of an incident. As the incident progresses the Command Rovers should only attend HQ1 or Command Huddles as required by IBC/ DCO and should carry out the Roving Role [Chapter 8](#).

5. The EOOW can be utilised as an effective PROPMAN in the first instance of an incident until such times as he is relieved by PROPMAN (WO2) should the ship shift to Emergency Stations.

6. The Containment Party usually close up at (HQ2/AHQ) during a State 3 incident however, should the ship shift to Emergency Stations HQ2 is quickly augmented by Section Base 3 and AHQ personnel. This can give rise to over-manning and the possibility of information becoming lost or confused. CDR(E) should give thought having AHQ/Section Base 3 personnel closing up elsewhere or with the spare hands (Snr ME as Rover for MMS incidents) when Emergency stations is piped.

7. A Senior Rate ET(ME) employed within the 'L' section could be utilised as SSEP(L) isolations in the first instance of an incident until such times as he is augmented by DCO(L) (WO2) should emergency stations be required.