

CHAPTER 8

DAMAGE CONTROL COMMAND AND CONTROL

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CHAPTER 8

DAMAGE CONTROL COMMAND AND CONTROL

SECTION 1 - ACTION ORGANISATION

0801. General

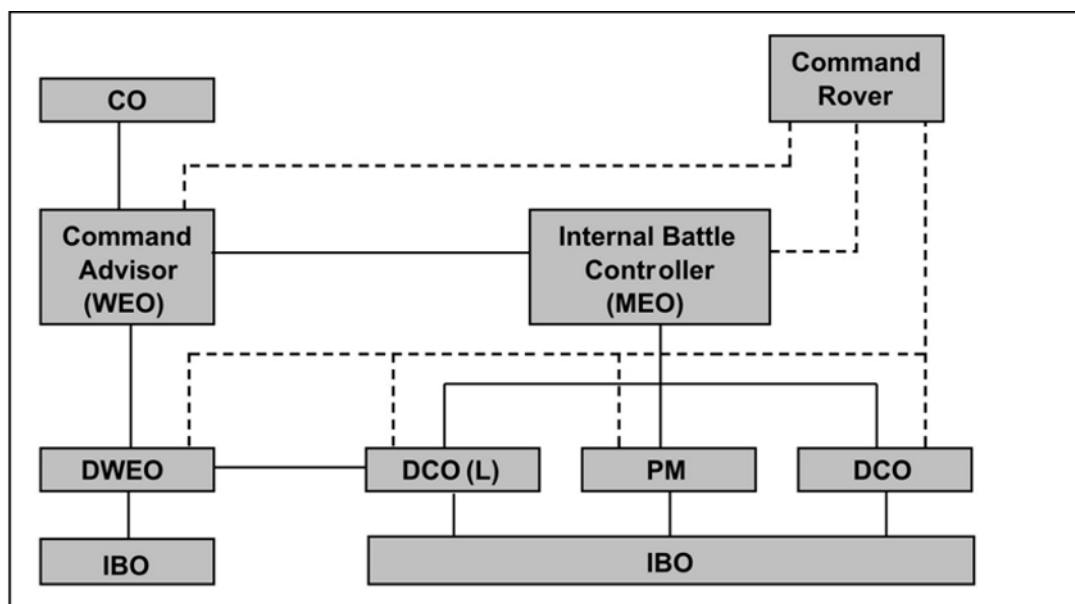
This chapter describes the Damage Control command and control organisation in a fully manned warship, at sea, in a war environment. The damage control and firefighting aspects are also applicable to peacetime incidents that would require implementation of Emergency Stations. The procedures are based on a ship of DD/FF size, but can easily be adapted to other vessels. Guidance on the Damage Control State 2 organisation is provided in [Section 3](#) of this Chapter.

0802. The Command Team

At the top of the Damage Control Command Team, is the CO who is supported by the Command Advisor in the Ops Room (WEO) and the Internal Battle Controller (MEO) in HQ1. These two maintain a liaison using a 'hot line' hardwired communications link, which provides the Internal Battle Controller (IBC) only link with the Command. This link is essential to:

- a. Continuously monitor the damage picture and assess the implications.
- b. Maintain a close liaison with each other, keeping each other aware of the internal and external picture.
- c. Set and review agreed priorities for damage repair teams which will maximise achievement of the Command Aim.
- d. Discuss and agree requests for manpower re-allocation, seeking Command approval as required.

Fig 8-1. The Command Team



0803. The Command Aim

The Command Aim is derived from the pre-eminent principle of war, identification and maintenance of the aim. The CO should set the Command Aim to bind together the efforts in all Warfare environments, be they external (ASW, AAW, ASuW) or internal (CBRN, damage control and firefighting). The CO must express his aim in a clearly focused sentence. This should then be transmitted through the command and control chain in two ways: direct to the WEO in the CO/WEO discussions, for onward transmission to the IBC and DWEO; and also by the CO, or PWO, via main broadcast during sitreps to the ships company. Although only one sentence, the Command Aim should contain sufficient information to make incident and equipment priorities readily apparent to members of the Damage Control Command Team. In order to ensure cohesion in the progress toward the Command Aim, each member of the Command Team should give consideration to 'translating' the Aim into plain English for their respective team members identifying individual important compartments and or equipment. For example the following Command Aim may not be readily understood by all: **"TO PROVIDE AAW PROTECTION TO THE HVU WHILST CARRYING OUT ASWC AT SPEEDS OF UP TO 21 KNOTS"**. Translating and outlining individual areas of priority will allow a certain level of autonomy and widespread use of 'command by veto', improving leadership efficiency and avoiding overload.

0804. Command Advisor

a. The role of Command Advisor will normally be filled by the WEO. Their position in the Ops Room is a node on the DC Telling Line (see [Chapter 9](#)), not only to receive information, but also for the input of damage control and firefighting information which may be fed to the Ops Room from other areas such as the bridge, flight deck or weapon crews. WEO mans Command Open Line to monitor the external battle and the tactical situation, and to pass high priority information quickly to the CO and the warfare team. WEO's briefings to the CO must be appropriately timed within the tactical situation and the format of the brief should be agreed beforehand with the CO. Items should be briefed in overall ship priority order using a portable briefing board and must include: advice on courses of action, any change to the Command Aim and the priorities derived from it, as well as fallback or reversionary modes of operation of damaged equipment. While weapon systems are often the highest priority, the brief must include damage control and firefighting, propulsion/systems, casualty and logistics information. An assistant, a junior engineer officer or a senior rating, who must have good knowledge of whole-ship mechanical and electrical systems in addition to weapon and sensors, supports the WEO. The assistant will manage the overall picture and maintain the Command Stateboard, also providing direction to the WSB in accordance with WEO's aims and policy.

b. To assist them in collating information, the Command Advisor has, at their position in the Ops Room:

- (1) A Command State Board, an example of which is at [Annex 38B](#).
- (2) An Incident Board, reflecting the board in HQ1.
- (3) **A Command Briefing Board**. This is a portable board to allow the WEO to take a concise brief to the Command. An example is at [Annex 38A](#).

- (4) **A Casualty State Board/Performa.** This is to indicate the name, rate, location, position and type of injury of all casualties. This board should have a cover to protect the information.

0805. Internal Battle Controller (IBC)

- a. The IBC will normally be the MEO and is to coordinate the HQ1/SCC team to achieve cohesive progress towards the Command Aim. Their responsibilities are listed in [Chapter 2](#). It is essential that they keep an overall view of all damage control and firefighting, CBRN, electrical repair and propulsion incidents, while delegating authority to make full use of the specialist personnel.
- b. The IBC must decide on movements of personnel from less to more hard pressed areas and give the necessary orders; if necessary, request assistance through the Command from quarters who may have hands to spare. They must advise the Command on any restrictions, eg in speed, which may need to be imposed. If damage is accompanied by CBRN contamination, or the threat of contamination, the situation facing the IBC is more complicated. For example, the ship would be in Condition ALFA, hands may be in shelter positions (see BRd 2170(2)) and the citadel may be breached. The CBRN Protection Officer (CBRNPO) must be consulted to assess the hazard to personnel. Actions to deal with fire and flood must take precedence and CBRN countermeasures may be limited by this requirement.

0806. Command Rover

- a. HODs, EWO and the Chief Boatswain's Mate (CBM) for Capital Ships and FF/DD fulfils a Command Rover function, providing essential support to the IBC, the Directors and the Command Advisor (WEO), in providing an expert audit of the overall picture and a Command level physical link between the Command Team, the scenes of all incidents and the FRPP/Section Bases that control them. They bring to bear a high level of leadership and direction at the scenes of action to overcome communication difficulties or differences in interpretation. The availability of both the XO and EWO to fulfil the Command Roving role offers a ship many opportunities and possibilities, especially at State 1.
- b. In FF/DD the relative strength of a Bridge Team and the experience of an EWO are just two of the factors that the Command Team should consider when deciding how to allocate Command Rovers. If both the XO and the EWO are available to rove they should initially decide how they are going to divide the ship. It is usually better for the XO to cover the fwd half of the ship where he is better placed to update his own tactical awareness. In any case the system must be flexible enough to allow IBC and the Directors to task rovers as required to cover priority incidents. The rovers must be careful not to overload HQ1 with too many visits. If the decision is taken to keep the XO on the bridge, allowing the EWO to rove the whole ship, then consideration should be given as to how tactical information is to be effectively passed around the Damage Control Command nodes.
- c. During single State 3 incidents, when the CO will almost certainly be on the Bridge, the XO may be best employed in the roving role with the EWO, leaving manpower control issues to the RPO or a Warfare senior rate.

d. In Capital Ships consideration should be given to using the HODs at State 1 as Rovers in areas which best suit their experience and area of expertise.

e. At State 3 in Capital Ships rovers should close up at predetermined areas of the incident, again, best utilising their experience eg XO to FCP then to SOTI (if possible) then HQ1 with person who discovered the incident, CDR(L) to above incident, CDR(AE) aft of incident or SOTI for A/C or hangar fires, EWO below incident etc. The Command Rover's tasks include:

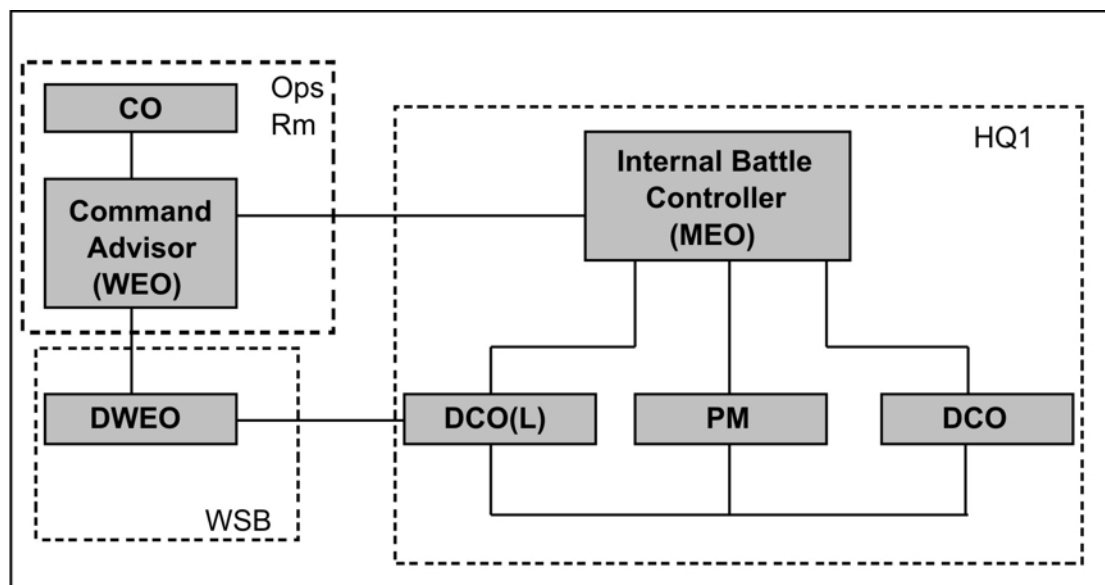
- (1) Roving as directed by the IBC or DCO to act as their 'eyes and ears'.
- (2) Extracting the maximum information from each damage scene, particularly with regard to boundaries.
- (3) Assessing whether any damage scene is under control and taking/directing remedial action.
- (4) Checking the quality of information flow between all Command nodes (HQ1, Ops Room, Bridge/HQ2, WSB, Section Bases, FRPPs and MHQ) and eliminating confusion.
- (5) Keeping abreast of the tactical picture and the Command aim and disseminating this information to all Command nodes and incident managers.
- (6) Maintaining impetus and morale throughout the ship.
- (7) Contributing to the 'Command huddle' in HQ1 when possible.
- (8) Maintain constant monitoring of WT integrity and State 1 preparations.

f. At State 1, the Command Rover may be on the Bridge or moving around the ship at the time of damage. If on the bridge, the Rover should ensure that the Bridge Team have made an initial damage report and then proceed to HQ1 so that the overall damage picture can be appreciated and incidents prioritised. At State 3 the Rover should proceed direct to the incident to establish a clear picture of events from the incident manager before heading to HQ1 to provide valuable confirmation of the extent of damage, establishing boundaries and actions taken so far. As well as visiting incidents, Section bases, FRPPs, HQ1, WSB and HQ2, periodic visits should be made to the Ops room and bridge to gather a tactical update, not forgetting to update incident boards in these locations. This should allow the XO to assume conduct seamlessly if the CO is incapacitated and allow relevant tactical information to be disseminated to all Command nodes as the Rover moves around the ship. Arrival in HQ1 should be announced "**XO/EWO in HQ1**" and the relevant Director briefed, with the IBC listening, ensuring that the Incident Board Operator (IBO) plots the information. When incidents are under control/complete, the Rover should ensure that the impetus is maintained throughout the regrouping and re-stowing phase.

0807. Directors of the Internal Battle

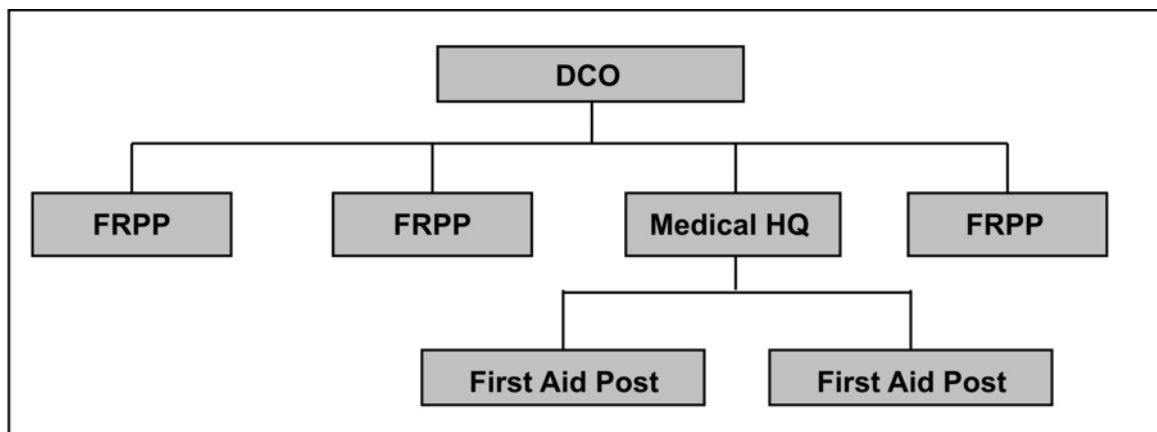
The next element of the Command Team are those who will actually direct and coordinate the damage repair activity. The directors of the internal battle are the Damage Control Officer (DCO), Damage Control Officer (Electrical) (DCO(L)) and Propulsion Manager (PM) all in HQ1, and the DWEO in the Weapon Section Base. Their aim is to achieve an effective recovery from the damage by acting in accordance with the priorities and instructions given to them by the Command Advisor and IBC, ensuring that these priorities are the focus of activity at the scenes of incidents. The tasks of these directors overlap in several areas and therefore it is essential that they communicate with each other. This is achieved by effective inter-desk liaison within HQ1, often using a 'chit' system, and the 'green line' between the WSB and HQ1 'L' desk.

Fig 8-2. Ops Room/HQ1/WSB Liaison

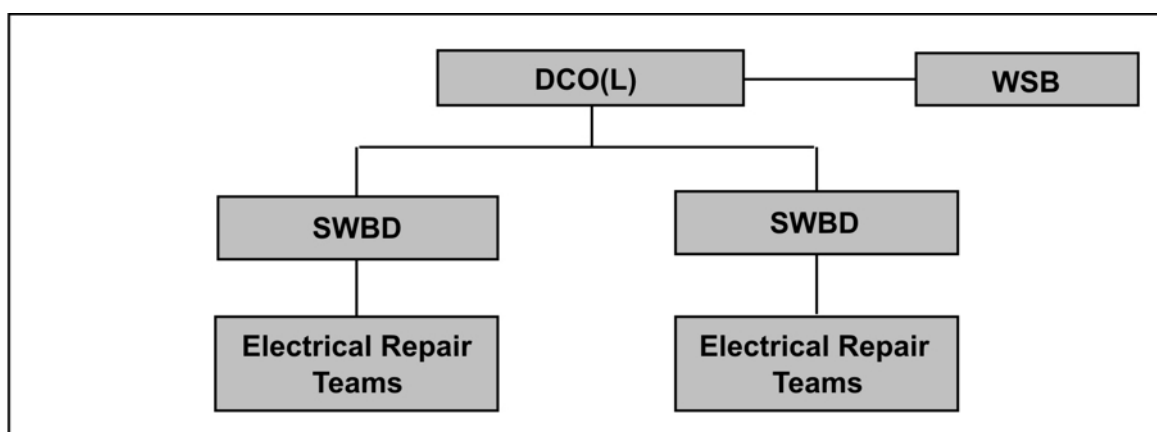


0808. Damage Control Officer (DCO)

The DCO provides an assessment for the IBC of the overall damage picture in the ship except in the main machinery spaces. He coordinates the efforts of the Fire and Repair Parties (FRPs) and medical teams. The damage picture is maintained using the main Incident Board and its associated operator (IBO), who is linked to the incident boards at all the command nodes (both FRPPs, Ops Room, WSB and AHQ) by the DC telling line. DCO is also directly responsible for the management of essential services in support of the DC effort (ventilation, High Pressure Sea Water (HPSW) main, eductors etc) and he will need to liaise with DCO(L) and PM to achieve this. DCO directs the actions of the FRPs in a management and coordination task, identifying and prioritising incidents and maximising the use of his personnel and material resources, or identifying when resources must be re-allocated. His priorities may lie in dealing with incidents, or in incident boundary management, or in containing incidents to allow other damage repair tasks to be carried out. The Logistics Support Cell (see [Chapter 12](#)) is under the control of the DCO, but will normally liaise directly with the repair teams. Similarly, the Medical Headquarters (see [Chapter 13](#)) will liaise directly with various control positions.

Fig 8-3. Damage Control and Firefighting Incident Management**0809. Damage Control Officer (Electrical) (DCO(L))**

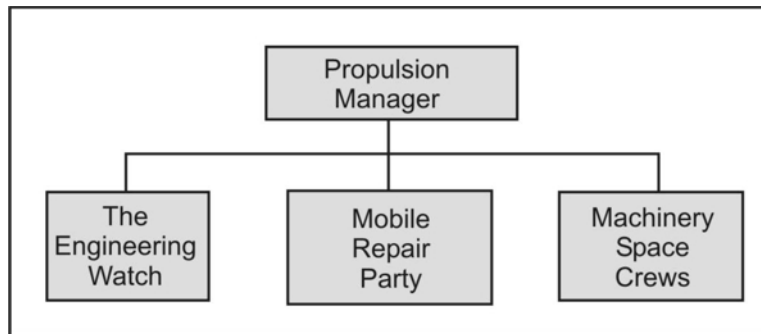
The DCO(L) is responsible for the integrity of the electrical power system and converted supplies. Their team must quickly build an accurate picture of damage to electrical services and the effect on key systems. DCO(L) then directs the electrical and switchboard teams in their repair efforts using the dedicated communications net ('green line') to the switchboards and the Electrical Repair Teams. DCO(L) has a key liaison function, both to the WSB via the 'green line' and inter-desk within HQ1. They must ensure loss of lighting etc is plotted on the main Incident Board in HQ1, as this information needs to reach all command nodes, he must also study the Incident Board to understand how the other incidents influence their own decisions. In QEC an experienced SR ET (WE) may be utilised by the DCO(L) to provide detailed information on Weapons systems.

Fig 8-4. Electrical Damage Repair Management**0810. Propulsion Manager (PM)**

The PM is located in HQ1/SCC. He must maximise propulsion and key ships systems to the Command by overseeing the actions of watchkeepers and machinery space crews, and directing the actions of the Mobile Repair Party (MRP). The PM coordinates the reactions to damage of the propulsion plant and then directs repair efforts to maximise the return of propulsion to the Command in accordance with the priorities set for him by the IBC. They have broadcast communications with machinery spaces and a dedicated line to the MRP, which is deployed as required by him to assist in machinery space incidents.

They must ensure machinery space fire and flood information is plotted on the Main Incident Board in HQ1, as this information needs to reach all command nodes, they must also study the Incident Board to understand how the other incidents influence their own decisions.

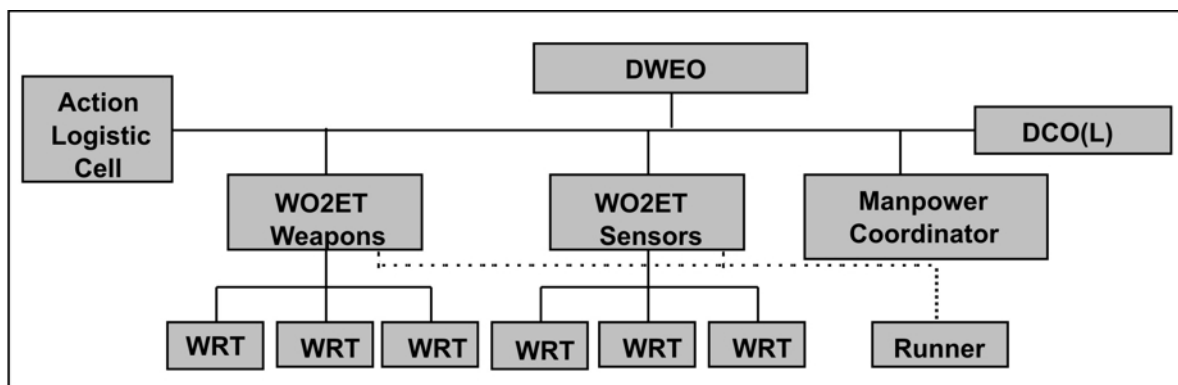
Fig 8-5. Propulsion Management



0811. Officer in Charge of the Weapon Section Base (OIC WSB)

The OIC WSB is normally the DWEO. They coordinate and direct the Weapon Repair Team (WRT) made up of WE personnel, dispersed at strategic locations throughout the ship. To assist the OIC WSB is a small team in the WSB, normally to include both WO2ETs. The WSB task is to build and validate the weapon and sensor damage picture and pass it to the WEO in the Ops Room, with appropriate assessments. The WSB is on the Damage Control Telling Line to monitor fires and floods and allow it to organise efforts to assist establishment of fire and flood boundaries. The WSB also continuously monitors the Command Open Line by speaker in order to keep abreast of the tactical situation. DWEO has a 'hot line' to the Command Advisor position in the Ops Room.

Fig 8-6. Weapon Section - Base Management



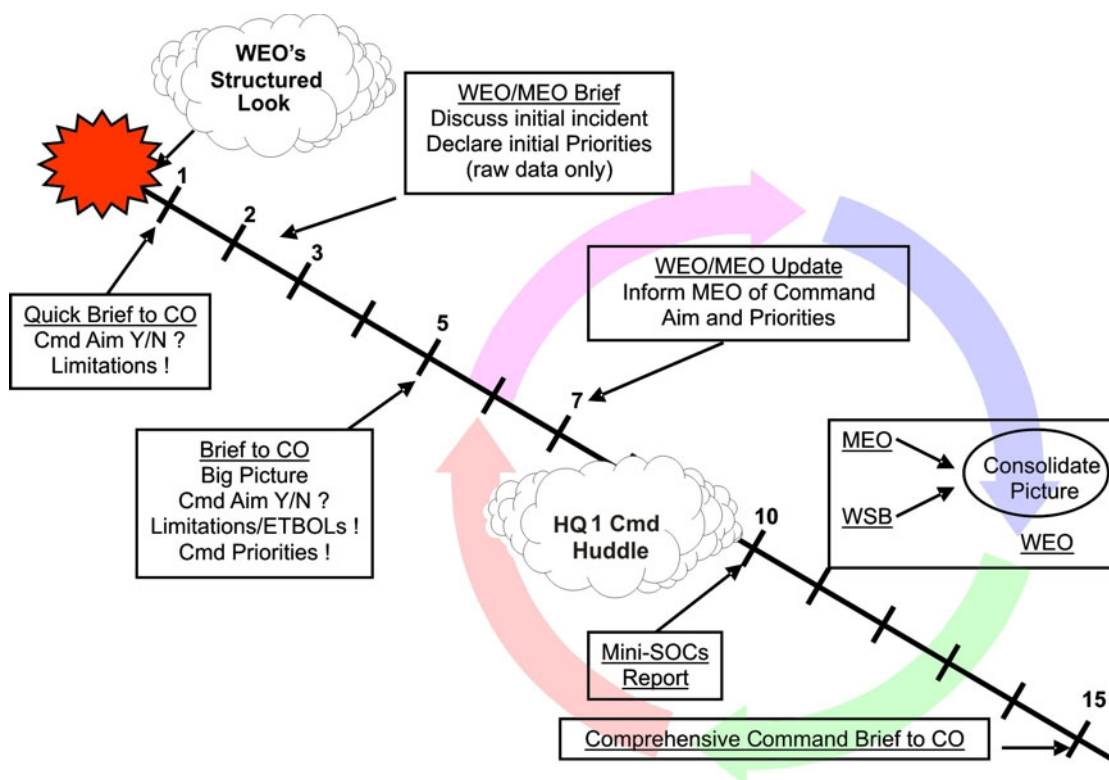
0812. Command Huddles

- a. The Command Huddle is an assessment tool that may be used in HQ1 by the IBC and his key advisors. Its purpose is to determine whether the Command Aim can be sustained, to assign incident priorities in support of it and focus the management of these priorities. The Huddle should begin with a statement by the IBC of the Command Aim and WEO's top three weapon repair priorities.

Each Director then gives a short brief stating whether they can or can not meet the Command Aim, percentage of Blanket Search complete, then their top 3 priorities, giving their reasons for the priority and offering Estimated Time Back On Line (ETBOL). This is then followed by a summary from the IBC confirming (or otherwise) the Directors priorities and stating the overall ship priorities and a reminder of the Command Aim. The target time for a Huddle is 2-3 mins; 20 seconds for each Director (and Command Rovers if present) and 30 seconds for the IBC to introduce and conclude.

b. The IBC should give a 2 mins warning for the Huddle, allowing his Directors to chase updates and assess their priorities. The Huddle should only be disturbed by other HQ1 personnel for 'Flash' messages. The Command Rovers should participate in the Huddle if present, interrupting to correct briefs if required and giving an update after the three Directors have completed their briefs. The Command Huddle will invariably dictate where the Rovers should head next. A Command Huddle should take place about every 10 mins until all repairable damaged is rectified. On completion of the Command Huddle the Command Advisor and the IBC consolidate the picture.

Fig 8-7. Internal Battle Timeline



0813. The Bridge Team

a. The Bridge Team is often in a unique position and indeed may provide the first notice of an attack and make the **“BRACE”** pipe. After damage the bridge can supply vital information on the type of damage and area of impact. In order to do this, someone must be nominated to watch the aircraft/missile/torpedo while others avert their eyes. This information should then be broadcast as soon as possible after **“STAND TO”**, preferably on main broadcast if available, and backed up on the AHQ Incident Board Operators communications line and on Command Open Line. A good description of the incident is essential, to provide guidance to personnel below decks, eg: ‘Bomb through foc’sle port side and large explosion/no explosion seen’.

b. Following action damage, initial reactions must concentrate on ship safety. This will invariably mean dealing with any propulsion and steering defects first: the Action OOW must know instinctively the initial actions for steering failures and Emergency Slow/Stop, including the override drill. If a propulsion defect and steering failure are indicated simultaneously, then the Navigating Officer (NO) should be ready to assist by dealing with one of the breakdowns on the OOW's behalf, or detail an appropriate person to help. The level of involvement from the NO in these reactions will depend heavily on the navigational situation. In open water the NO will be immediately available to take an active role, whereas in constrained waters, such as a swept channel, the needs of navigational safety may prevent the NO from direct involvement. Whatever the case, rapid restoration of propulsion and steering in the highest control state available is essential, particularly when in confined waters, in order to achieve the Command Aim.

c. After any immediate actions, Mini-SOCS must be initiated if not already in progress and all reports are to be made to Command Advisor's assistant in the Operations Room. Engineering defects should be monitored closely. After the immediate actions have been conducted, a concise brief on the problem and estimated time to repair should be obtained. For steering defects, a report on the status of power supplies to each motor and control system should be given. A running tally of defects should be kept, which should include ETBOL, in order to allow the OOW to assist in maintaining the drive to restore capability in line with the Command Aim. There must be frequent liaison between the bridge and SCC/MCR to ensure that momentum is not lost, as well as keeping the Ops Room aware of the key points.

0814. Fire and Repair Parties

a. Section Bases and FRPPs are pivotal to the success of Damage Control, and the Officer/Rating in Charge must ensure that the team is fully conversant with their individual responsibilities, and that all equipment and documentation is at a high standard. Manning levels should be in accordance with the Watch and Station Bill (W&SB) to achieve the right balance of expertise. Documentation should include the following as a minimum:

- (1) Manning checklist.
- (2) Full checklist for State 1 preparations.

- (3) A set of Kill Cards for compartments covered by the FRPP.
- (4) Full set of smoke clearance plans.
- (5) Electrical 'underground maps'.
- (6) Set of 'aides memoire'.
- (7) FRPP locker layout (BRd 2170(3)) plasticised and stuck to reverse of door.
- (8) Clear and accurate set of closing down cards.
- (9) Briefing cards for DC Patrols.
- (10) Dispersal plan for FRPP Team members.
- (11) Briefing cards for Boundary Coolers.
- (12) Boundary Search Cards.

b. The role of leading a Fire and Repair Party is a dynamic and responsible position. From here raw information is fed up through the lines of communication so that HQ1 can manage the whole-ship Damage Control effort effectively. The actions to deal directly with fires and floods are normally well known and understood. However the management of boundaries can be critical in maintaining the Command Aim. In addition to the containment of a fire by boundary cooling, limitation of the spread of smoke using well-controlled smoke boundaries is a separate task and can be more vital. The rapid establishment of flood boundaries can be the key factor in indicating to the IBC whether the Command Aim theme needs to switch from Fight to Survive. In establishing boundaries, priority should be given to protecting the command nodes and those compartments linked to the achievement of the Command Aim. Indeed, DCO may allocate a boundary as the top priority for a FRP (eg: 'Prevent the smoke from reaching the Ops Room').

c. The 2 I/C must rove between section incidents and the FRPP, feeding to the IBO and the FRPP Leader the relevant information, incident location, type and size, actions in hand and name of the incident manager, boundary management status, and his opinion on whether the incident is under control. They must physically return to the FRPP at regular intervals to update the OIC, view the incident board and check that the picture is correct.

d. The leader directs operations at the FRPP, controlling the quality of information received and questioning, that which is doubtful. Their specific tasks include the management of his personnel, equipment, fixed firefighting systems and HPSW, seeking authorisation from HQ1 where required. They must use the Command Aim, threat warnings and allocated priorities to shape the way he drives incidents within the Section. This may mean re-entry actions are delayed while weapon or 'L' repair teams carry out tasks, sometimes within a smoke boundary using BA.

e. The tendency to relax must be avoided until post incident actions are complete. There are 4 principal tasks:

- (1) **Smoke Clearance.** The clearance of smoke must be thought of early, strictly policed and the plan discussed with, de-conflicted and authorised by HQ1. However, smoke clearance must be carried out within the Command Aim on a priority basis. The smoke route must be known and as with smoke boundaries authorised by the Command via the DCO.
- (2) **Re-Stow/Replenish.** Check and re-stow equipment, recharge BA and extinguishers, to ensure everything is ready for immediate use.
- (3) **Re-Group.** Account for all team members, re-disperse and provide drinks where required, particularly for firefighting teams.
- (4) **Restore.** Restoration of State 1 posture.

0815. Composition of a Fire and Repair Party

The recommended composition given below is based on the number of personnel available for Damage Control duties in a fully manned ship. To maximise Damage Control training exposure the OICs of FRPPs should be DMEO and DLO. In smaller ships it will be necessary to make adjustments to the numbers while retaining the overall concept of the organisation (the tasks given in the 'Recommended Duty' column must be the guide to the manning requirement). The organisation is equally applicable to a FRP in a large ship.

Table 8-1. Example of Composition of a Fire and Repair Party

Manning	Recommended Duty
Officer 1 x ME Branch SR 1 x Able Rate	Overall I/C of the Fire and Repair Party 2 nd I/C FRP Communications
Senior/Leading Rate 1 x ET (ME) Able Rates x 2 Able Rates x 2 Able Rate	I/C Fire Party 2 nd I/C Fire Party; I/C of Repair Party Firesuitmen/as required for repair Fire back-up/as required for repair BA Controller
Able Rate Able Rate Able Rate Able Rate Able Rate	Pumping and leakstopping/as required Pumping and leakstopping/as required Pumping party/as required Pumping party/as required Pumping party/as required
Switchboard Manning	
ME(L) SR ME Leading Rate 1 ME Able Rate + 1 Able Rate (any) 1 ME Able Rate + 1 Able Rate (any)	I/C electrical repair/as required 2 nd I/C electrical repair/as required Working pair/as required Working pair/as required

0816. Damage Control and Firefighting Patrols

When a ship is closed up in Damage Control State 1 or 2, patrols should be detailed from the Fire and Repair Parties to patrol specified routes. They are responsible for ensuring that watertight and gastight openings conform to the Damage Control condition set and for maintaining a continuous watch for fire hazards and isolated incidents. To enable minor leaks to be tackled immediately each rating carries a patrol bag containing softwood wedges, bungs and a hammer. Each patrolling rating should also carry a torch and an EEBD. For their own safety and to facilitate reporting, each patrol should consist of two ratings whose duties are:

- a. To visit all compartments and spaces on their nominated route and report any incidents.
- b. To look for signs of flood, fire, machinery overheating, malfunction or electrical failure and to apply the correct drill for entering compartments in which damage may have occurred. When an incident is discovered one rating must report the fact to the FRPP/Section Base by the quickest possible means, while the other tackles the incident using the material in the patrol bag, or other equipment to hand, aided by the first rating once his report has been made. As soon as the repair or fire party takes the incident in hand, the patrol resumes its patrolling duties, unless ordered otherwise.

0817. FRP Personnel Dispersal and Blanket Search when at Damage Control State 1

A blanket search is a search carried out by all personnel not actively engaged at Action Stations to locate and identify action damage. The following is intended to amplify the dispersal and blanket search requirements for personnel directly involved in Damage Control countermeasures at State 1:

- a. Fire and repair parties, after mustering and completion of State 1 preparations, should be briefed with a plain English translation of the Command Aim and their priority areas and, at Threat Warning Red, be dispersed in pairs to nominated positions within each main sub-division of their sections. The identity and locations of the dispersed personnel should be recorded.
- b. The positioning of the dispersed personnel is to be influenced by the availability of suitable locations with means of escape and communications with the FRPP. The 5 man firefighting team and the first-aid party within each section should be included in the paired dispersal.
- c. The fundamental starting point for building a comprehensive action damage picture is a well organised and coordinated blanket search organisation. To achieve this aim, clear areas of responsibilities for blanket searching personnel must be defined. Also, to ensure that the blanket search routine is effective and comprehensive, personnel carrying out the searches must be aware of the search requirements. Initially, this is achieved by sound training and good ship knowledge of FRP personnel. However, to assist personnel in their task, they should be issued with pictorial blanket search route cards. These should detail the route to be taken, and what to look for. Blanket search cards should be ideally A5 size (see [Fig 8-8](#)) and plastic laminated. Copies should be retained at each FRPP and HQ1.

- d. The issue of blanket search cards will be prioritised by I/C FRPP in response to alarms, indications and initial reports. When the order “**STAND TO**” is broadcast by the Command, this should be closely followed by a broadcast from the DCO “**ALL POSITIONS CARRY OUT BLANKET SEARCH**”. There will be occasions when, due to action damage, personnel will have to use their discretion in deciding when to commence their blanket search. The search, both upwards and downwards, within the nominated section must be quick and efficient, carrying out the indicator test plug drill where necessary.
- e. When an incident is discovered, one of the search party must report the facts (location of incident, type, fire, flood, electrical, etc) to the FRPP/Section Base by the quickest possible means, while the other tackles the incident to the best of his ability, aided by the first person once the report has been made.
- f. The search party must stay at the scene of the incident until relieved by a team sent from the FRPP/Section Base and then resume its search unless instructed otherwise.
- g. The officer or senior rating in charge of the FRPP/Section Base should, on receiving reports from a blanket search party, tick the areas searched and mark up the incidents reported on his incident board with priority order, thereby quickly compiling a visual picture of the damage within the section.
- h. The firefighting team should not take part in the blanket search and should be instantly available to tackle any fire discovered.
- i. The spirit of this dispersal policy should also apply to other groups of personnel not manning essential action equipment at Damage Control State 1.

Fig 8-8. Example of a Blanket Search Card

T23 Fwd FRPP		Search Card 10 of 11
Dispersal Station: FWD SIS 3C		
EEBD: Held in FWD SIS		
Search Area 10: On hearing the pipe " Blanket search, Blanket search " conduct a search of the following areas		
FWD SIS		3C
SPORTS STORE		3C
MAG SPRAY COMPT		3C
MINOR TRANSDUCER SPACE		4C
On completion of blanket search report to FWD FRPP		
If you find an incident:		
Raise Loud Vocal Alarm and carry out First Aid Actions		
Contact FRPP via RICE (x123) or smoke zone comms		
Identify boundaries and report to FRPP		

j. **Reporting Blanket Search Completion**

- (1) In order for the DCO to have an accurate and up to date representation of the progress of the blanket searches ships are to adopt the following method:

(a) Create a check off list (see [Table 8-2](#)) for use at each FRPP/ZCP on/or close to each Incident Board/or adjacent to terminals (Type 45/LPD). The check off list is to contain a list of the number of search cards covering each area within that section of the ship. The lead IBO is to have a matching list covering **ALL** sections of the ship. If there are multiple blanket search cards that cover more than one ships section then this needs to be reflected in the ship lists at [Table 8-2](#).

(b) As each card is completed the FRPP/ZCP IBO ticks it off on the local section board and then passes this information to the lead IBO who marks up the Main Incident Board.

Table 8-2. Example Blanket Search Check Off List

FWD					
A/B Section		C Section		D Section	
Card	Complete	Card	Complete	Card	Complete
1		1		1	
2		2		2	
3		3		3	
4		4		4	
5		5		5	
6		6		6	
E Section		F Section		G Section	
Card	Complete	Card	Complete	Card	Complete
1		1		1	
2		2		2	
3		3		3	
4		4		4	
5		5		5	
6		6		6	
AFT					
H Section		J Section		K Section	
Card	Complete	Card	Complete	Card	Complete
1		1		1	
2		2		2	
3		3		3	
4		4		4	
5		5		5	
6		6		6	
L Section		M Section		N Section	
Card	Complete	Card	Complete	Card	Complete
1		1		1	
2		2		2	
3		3		3	
4		4		4	
5		5		5	
6		6		6	

(2) This will provide the DCO with an instant, clear picture of the ships blanket search progress allowing the FRPP/ZCP personnel to quickly identify the areas still to be completed and enabling the re-allocation of manpower to these areas speeding up the overall search process.

0818. Smart Searching

a. Background

(1) Following an attack where battle damage may have occurred, there is a requirement to conduct a blanket search of the ship in order to assess the level of damage and any subsequent affect upon achieving the Command Aim (see [Para 0817](#)). Ships are expected to be able to provide a full blanket search report to HQ1 within 10 mins of a hit/incident.

(2) Smart searching is a measured approach to blanket searching which utilises information from sensors within a ship to reduce the time taken in producing a reliable damage assessment. The use of smart search is not a new concept but it is envisaged that as ship's crews reduce significantly in proportion to the size of the vessel, eg Queen Elizabeth Class (QEC), this technique will play a much greater part in damage control situations.

b. Considerations

(1) Smart blanket searching prioritises where to send limited manpower to conduct detailed searches based on information supplied by ship's sensors. The sensors utilised for smart searching includes, but is not limited to flood alarms, smoke alarms, flame detectors, Closed Circuit Television (CCTV) and PMS (machinery information (stopped/standby/running)).

(2) Details of known sensor defects are to be reported to the IBC and appropriate FRPP/ZCP Officer as part of State 1 Preps.

(3) In ordering a smart search the DCO and subsequently the FRPP/ZCP Officer, should consider the information received from operational sensors and pay particular attention to any sensors which appear to be defective following an attack. Therefore the priority for compartments to be searched should be:

- (a) Compartments with sensors alarming/sensors indicating a recent fault.
- (b) Compartments which are critical to the Command Aim.
- (c) Compartments without sensor cover.
- (d) Compartments that have been assessed by sensors alone (to be visited as soon as the battle tempo permits).

0819. Machinery Operating Team

- a. The prime objective of the Marine Engineer Officer of the Watch (MEOOW), (EOOW in QEC), at Action is to maintain and maximise the availability of propulsion power. They also support and advise the PM as necessary. They are to use the MMS Action Crews to augment the information from within the SCC, sustain maximum power to the Command (equipments should not be shut down prematurely), provide innovative means of restoring power, and try to provide the PM with accurate and appropriate information. They may often be the first to hear of machinery damage and must collate all information and demand a full picture before briefing PM or liaising with DCO(L).
- b. The main distribution system should be operated from the secondary switchboards or monitored in the SCC. This reduces the manning in the SCC/MCR and ensures that any load transfers can be carried out using manual operation of breakers if necessary, without the need to close up additional personnel. It should release one senior rating to act as 'Controls Rover'. The switchboard operators should reconfigure as necessary keeping them informed. DCO(L) must be prepared to put cable running teams into BA in order to achieve a high priority task, (see [Chapter 19](#)).
- c. Main Machinery Space Action Crews are responsible to the MEOOW. If the space is manned, one Senior Rate plus one Junior Rate should be the minimum. A MEOOW1 qualified person should run the controlling engine room and other engine rooms by a MEOOW2 qualified person. Action Crews must be capable of operating all systems (in reversionary modes where applicable) and have a good knowledge of other spaces. On closing up they will conduct State 1 preparations and will conduct blanket searches when ordered. Action Crews will benefit from on-site 'Table Top' discussions on how they will conduct their business and what the PM needs.
- d. **Tiller Flat Team.** The Tiller Flat ET(ME) and Quartermaster (QM) work as a team. Procedures for all methods of steering are to be clearly displayed and thoroughly understood and practised. The team have the following tasks:
- (1) **Closing Down Procedure.** Communication checks, leak stopping bags available, FF gear checked and tools required for steering gear changeovers.
 - (2) Awareness of all reversionary modes of steering and be well versed in identifying the correct restorative action with hand pump steering considered the last resort.
 - (3) When damage occurs it is vital that the MCR/SCC receive a full brief on what the problem is and what is being done about it.
 - (4) Know each other's role and tasks at action.

0820. Mobile Repair Party (MRP)

The MRP will vary in strength depending on the ship class - generally a minimum of 2 CPOs (CPOET(ME) and ADHULL), a PO and 2 can be achieved. However, MRP size will be balanced by the number of personnel that are allocated to the MMS Action Crews. The MRP is under the control of the Propulsion Manager and a good line of communication is essential. Whilst the MRP will generally be used to provide assistance to the MMS Action Crews, IBC may require their expertise outside the MMSs (hull/structure repair and system reconfiguration are examples, or even calling for stores). The MRP needs to be effectively equipped, including immersion suits, and have access to the Ramset tool, Thermal Lance, cutting and spreading equipment and toolbags. The MRP may be used to deal with a wide range of incidents. A good level of ship and system knowledge are essential along with being well versed in damage control and firefighting (include GT module re-entry techniques) and a variety of hull and system repair techniques. They may also need to use breathing apparatus, so a BA Controller is to be nominated for them.

0821. Damage Reports

All reports must be made in the first instance to the Fire and Repair Party Post/Section Base, from where it will be reported to HQ1/SCC (in a large ship, where an officer is in charge of a Section Base, the initial reports must be carefully filtered and a concise report made to HQ1/SCC). Every incident must be reported to HQ1/SCC, but not necessarily all the detail. The types of report required are:

- a. First reports from any source (patrols, search parties, Command, machinery control room, electrical control positions, ships company) of incidents discovered, eg structural damage, flood, fire, damage to electrical or other services and casualties.
- b. Reports from search parties on the extent of damage and, if possible, more detail regarding loss of services and the aid considered necessary.
- c. Reports from fire parties on the nature and extent of fire and, if possible, the location of the seat of fire.
- d. Reports of failure or disruption of electrical services.
- e. Reports from electrical control positions giving an initial assessment of the effects of damage on electrical power and equipment (electrical damage affecting only weapons may be reported direct to the Command Advisor in the Operations Room).
- f. Reports from the Machinery Control Room giving loss or reduction of main and important auxiliary machinery.
- g. In a or LPH, from the hangar/flight deck or vehicle deck control positions giving all necessary detail on major incidents.

Table 8-3. Information Required by IBC
(Not in order of priority)

TYPE OF INFORMATION	INFORMATION SUPPLIED BY	METHOD
Type of attack expected, eg current threat.	Command	Telephone or Broadcast
Imminence of attack, eg missile launch, coming within range.	Command/OOW	Telephone or Broadcast
Engaged side (applicable mainly to larger ships).	Command/OOW	Telephone or Broadcast
Information on hits and/or near misses.	OOW and/or OOW of exposed weapons	Broadcast or via armament communications
Priorities for power or repair.	Command	Telephone
Detection of chemical spray attack.	OOW, MEC and/or fixed systems	Broadcast
Nearby air or surface nuclear burst.	OOW, MEC and/or fixed systems	Broadcast (take cover)
Detection of biological attack.	Medical	Telephone or conning

0822. Follow Up Reports

Early reports should be followed by more detailed reports as soon as the information is available. These follow-up reports may amplify or correct previous reports and/or specify new areas of damage. Brief statements concerning casualties should be included. As soon as the Damage Control parties are working to control or repair damage or to fight fire, HQ1/SCC must be kept informed of the actions being taken, the numbers of hands involved, the progress being made towards the containment of the incident and the flood/fire boundaries that have been established. All this information must be recorded in HQ1/SCC (mainly on the incident board).

Table 8-4. Information Required by the Command

TYPE OF INFORMATION	INFORMATION SUPPLIED BY	METHOD
Restrictions on manoeuvrability or speed imposed by mechanical/electrical damage, structural damage or fire.	HQ1 (IBC)	Telephone
Course to assist damage control operations or reduce smoke nuisance.	HQ1 (IBC)	Telephone
Defects affecting ability to employ countermeasures, eg pumps for prewetting, citadel defects.	HQ1 (IBC)	Telephone

Table 8-4. Information Required by the Command (Cont'd)

TYPE OF INFORMATION	INFORMATION SUPPLIED BY	METHOD
Limitations on ability to employ weapons systems caused by defects, damage or contamination, including delays in reaction caused by contamination.	WSB/Command Advisor	Telephone In person
Power failure to any system.	HQ1 (IBC)	Telephone
Damage affecting any system.	HQ1 (IBC)	Telephone
Serious numbers of casualties or impending radiation casualties among personnel serving any system or main machinery, or in Damage Control parties that may need reinforcement from other quarters.	HQ1 (IBC)	Telephone
Need to shelter or deep shelter.	HQ1 (CBRNPO)	Telephone
Requirement for decontamination and/or cleansing, eg: additional loading of cleansing station.	HQ1 (CBRNPO)	Telephone
Time likely to elapse before restrictions stated above can be lifted, and progress reports as necessary.	HQ1 (CBRNPO)	Telephone
Progress in watch changes and similar movements of personnel across the citadel boundary.	HQ1 (CBRNPO)	Telephone
Amplifying reports on the general situation and casualties.	HQ1 (IBC, XO)	Telephone or in person

0823. Narrative of Events

A full HQ1 narrative of events is to be kept in all Damage Control State 3 incidents, either by the Incident Board Operator on his board or at some other suitable position in HQ1. For further information see [Annex 8B](#).

0824. Estimated Time Back on Line (ETBOL)

Control positions, such as HQ1 and WSB should be given an estimate of the time at which damaged equipments and services will be back 'on line'. ETBOLs should always be used on Command Stateboards and are always expressed as an absolute time, ie '1145', or 'minute 45', never as the repair duration. If it is difficult to provide an ETBOL, then either a best guess should be given or, if still investigating, then a time to the next sitrep.

0825. Incident Assessment by the Command Rover

- a. The following questions will help the Command Rover to assess incidents:

AT THE INCIDENT SCENE	
FIRES	FLOODS
Where is the seat?	Where is the damage (ships side, deckhead or deck) and what type (splinter holes, fractured pipes etc)?
What type of fire (oil based/ carbonaceous)?	What is the level of water? Is it rising/falling/steady?
Which team is attacking it and with what?	Is the flood contaminated?
How long before re-entry (if applicable)?	Has initial leak stopping taken place?
What hazards are in the vicinity?	Are pumping requirements in place?
Are there casualties? Are they being dealt with?	
Is there an incident manager?	
What is the fire/smoke/flood boundary status?	
Which boundaries are priorities?	
Is the incident under control?	

AT THE FRPP
Are incidents shown correctly?
Are boundaries shown correctly?
When are reliefs due in?
What other incidents are there in the section?
Does the OIC have the right priorities?
Does the OIC have things under control?

- b. In order to gain this information the Command Rover must get as close as possible to an incident. For a flood this includes sighting the damage. Additional information should be gathered, for example the state of lighting in the ship. There is a lot to take in and good use of pocket size deck plans and 'aides memoire' are essential.

0826. Standard Operating Procedures (SOP)

- a. SOPs allow regular practice to develop instinctive reactions that are less likely to become degraded by the confusion of battle or peacetime incident. Some examples of SOPs are:

- (1) Firefighting.
- (2) Machinery breakdown drills.
- (3) Mini SOC's.
- (4) Blanket searches.
- (5) Damage Control.
- (6) Conventional Weapons Incident.

b. Mini-SOCs and blanket searches are the SOPs used to ensure that the extent of damage is accurately established. There are 2 key areas that must be included in this process:

- (1) **Damage Boundary.** Precise determination of incident boundaries by boundary/blanket search process is vital to Command and Control. For a fire or flood, high value compartment boundaries should be established first. For an equipment defect, the exact boundaries of the damage are required, or the report will be almost worthless. This includes whether the equipment is repairable, which power supplies are unavailable and whether faults are in cables or breakers, what functionality still remains and what reversionary modes are available. If the exact nature of the defect is not known, then a report of, **“Investigating, SITREP at minute”** is much more useful than no report.
- (2) **Implications.** Once the damage boundary is established, the task of assessing the implications is straightforward, using the Command Aim and an awareness of the Threat State. For these, the significance of the incident should be readily apparent.

0827. Damage Control Command and Control Communications

The Damage Control communications systems are detailed in [Chapter 9](#). They will vary between large and small ships, but [Fig 8-9](#) shows the links in a typical DD/FF.

0828. Damage Control Communication Procedures

a. Much confusion is created in action or peacetime incidents through the misinterpretation of common terms, and the failure to recognise that busy internal communications circuits and lines require exactly the same kind of voice discipline as used on radio circuits. The flow of information often relies on a junior rating, of limited experience and possibly in a state of shock, finding a number of defects or incidents and then reporting them accurately to the appropriate outstation. The scope for error is immense during this fast moving initial phase. A mistaken incident or incomplete report can cause incidents to be incorrectly prioritised with potentially catastrophic effects on the fighting and operational efficiency of the ship. The process is further complicated by the sheer volume of information which needs to be assimilated amidst the chaotic environment following a weapon hit or damage incident.

Fires, floods, smoke, violent manoeuvring, high pressure system leaks and noise all combine to add confusion and provides a breeding ground for poor communication and flawed decisions. This requires considerable forethought, practice and critical self-analysis by DC Command Team members.

b. When operating under stress, Command and Control discussions can be better focussed if leaders prefix sentences with key descriptive words, to tell the listener the type of message being passed. The most important examples are: 'Command Aim', 'Question', 'Order', 'Request Sitrep', 'Standby Sitrep', 'Incident Priorities'. For example:

- (1) 'Question? Status of the 3 Juliet fire?'
- (2) 'Order! send a firefighting team from the Aft FRPP to support fwd.'
- (3) 'Standby Sitrep:
- (4) 'Incident Priorities! Your first priority: fire in 3 Juliet. Your second etc.'

c. All references to ship location letters should be by use of the phonetic alphabet to avoid misunderstanding (eg 'fire in Two November Galley').

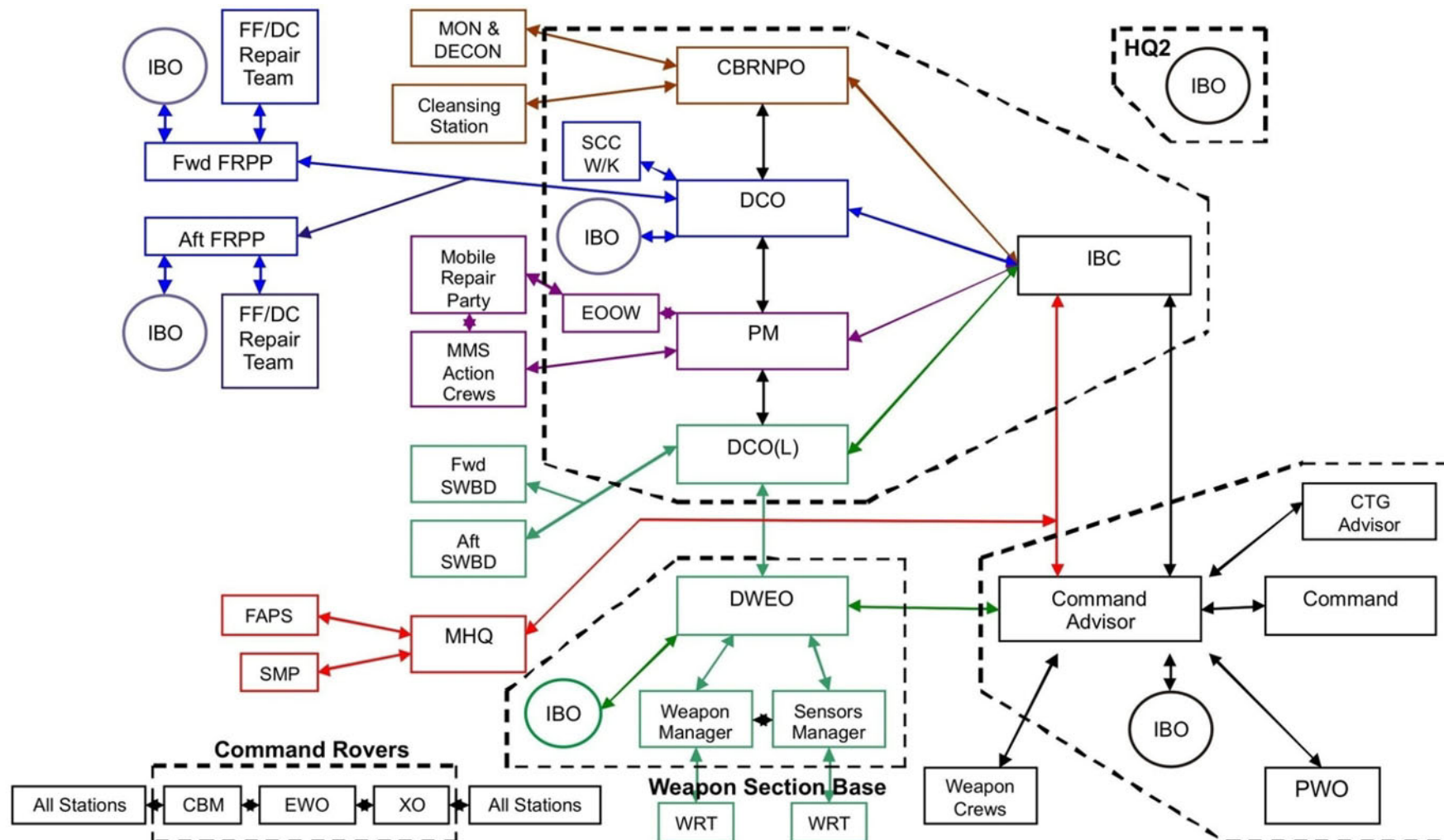
0829. Initial Contact Report

a. After a Loud Vocal Alarm (LVA) is raised, the first leader at the scene (eg WRT leader, MMS SR, fire/flood team leader) should make an Initial Contact Report (ICR), following the What, Where, Whither and When format; noting that Whither indicates whether the incident status appears to be improving or worsening. The status of an incident should be qualified as follows:

- (1) **Minor.** Relatively small scale incident, whose solution is containable within local damage control and firefighting resources.
- (2) **Significant.** Larger scale incident, which has the potential to affect key ships fighting and survival systems, but which is presently containable within local damage control and firefighting resources.
- (3) **Critical.** Major incident, which already prejudices the survival of the ship or her key fighting systems.

b. Defining the status is initially the role of the local Damage Control team leader, who should take this decision bearing in mind the Command Aim. For example, if the Command Aim is 'to provide goal keeping air defence', then an incident (fire, flood, smoke, power loss, equipment damage) that affects Vertical Launch Sea Wolf could be 'Significant' or 'Critical'. The status will allow those higher up the Command chain, notably DCO and IBC, to prioritise resource allocation. When reported from FRPP/ Section Base level to HQ1, these reports may be qualified with an indication of whether extra assistance will be required. If none is requested then it will be assumed that the incident is containable within local resources.

Fig 8-9. Damage Control Command Control and Communications Team for a Typical DD/FF



0830. Flash Procedure

Flash reports are designed to gain urgent attention of the Command Team. As such they must be used sparingly. All Directors must acknowledge Flash reports; unacknowledged Flash reports are to be repeated. The following occasions are usually the only ones where a Flash report will be appropriate:

- a. ICR of a 'Critical' or 'Significant' incident.
- b. Sitrep of a 'Critical' or 'Significant' incident, especially where the situation is deteriorating.
- c. Change in the Command Aim, or broad incident priorities.
- d. Key system or equipment restored or brought back on line.

0831. Message Chits

A chit system should be used to improve inter-desk liaison in HQ1. The 'What, Where, Whither, When' format recommended for ICRs is also ideal for chits. Chits may be made up as a tailored form, but the standard blank 'Post-It' can be just as effective and has the advantage of being self-adhesive.

SECTION 2 - CONTROL POSITIONS**0832. HQ1**

HQ1 should be sited in a position near the centre line, co-located with the ships electrical distribution and machinery control centre. This combined space should be designated the Ship Control Centre (SCC). For the purpose of integrated management, the SCC is designed to allow display and dissemination of Damage Control information, in conjunction with other systems, and must enable the IBC to control the various functions from a single position. The following should be provided in HQ1:

- a. The communications links specified in [Chapter 9](#).
- b. Damage Control information boards and control documentation, as detailed in [Annex 8A](#).
- c. A whole-ship Damage Control Incident Board, as detailed in [Annex 8B](#) with space for Command Aim, threat warnings and Command Priorities.
- d. Emergency lighting.
- e. A desk on which documents can be consulted.
- f. Fire, flood and CBRN monitoring remote warning equipment.
- g. Main broadcast microphone and alarm buttons.
- h. Citadel pressure manometer(s), for each sub-citadel.
- i. Duplicate key stowage.

- j. Heel indicator.
- k. HPSW Pump start/stop, pressure gauges for each leg of the HPSW System and operations of main isolating valves.
- l. A clock.
- m. Stowage for Damage Control documentation and 'may be left open' tallies.
- n. Individual vent start/stop and single action Crash Stop.

0833. Secondary Damage Control Headquarters (HQ2)

In large ships with a HQ2, it should be separated from HQ1 by at least 2 main transverse bulkheads, and should be fitted with equipment and information boards in a manner similar to HQ1 to allow takeover should HQ1 be put out of action. In addition, it should be fitted with the necessary instruments and repeats to indicate the state of machinery and systems.

0834. Alternative Damage Control Headquarters (AHQ)

In DD/FFs a fully provisioned HQ2 is not available. An AHQ is identified and is a manned position. In most ships the AHQ position will be on or near the bridge. An alternative whole-ship incident board which may be portable, or fixed if space permits, with a lockable cover, as appropriate, is fitted at this position and illuminated by low voltage, battery operated lighting. Communications links with HQ1, FRPPs, Ops Room and WSB must be available, along with copies of the more important control documents from [Annex 8A](#) (Kill Cards and Smoke Clearance Plans in particular).

0835. Section Bases

Section Bases in large ships should be sited on the deck that affords fire and repair parties the easiest fore and aft movement. They should be as well protected as possible by the ships structure and should be remote from the shipside. They should be in communication with their own outstations and with HQ1 and HQ2. Each section base should contain or be fitted with:

- a. A whole-ship Incident Board with space for Command Aim, threat warnings and Command Priorities.
- b. A Section Electrical Information Board.
- c. A Section HPSW System Board.
- d. A Section Damage Control Door and Hatch Board.
- e. A Section Ventilation Board.
- f. Kill Cards for compartments in that Section.
- g. Blanket Search Cards and tote.
- h. Section Keys.



Note. Ships of DD/FF size and below are single Damage Control Section ships (see [Chapter 1](#)). In these ships the role of the Section Base is subsumed into that of HQ1.

0836. Fire and Repair Party Posts (FRPP)/Zone Control Point (ZCP)

These consist of grouped damage control, fire party and electrical repair party lockers, or combined built-in stowages, sited with communication with HQ1 and a manometer for citadel pressure. The following information boards are required at FRPPs:

- a. Whole ship Incident Board.
- b. Whole ship HPSW System Board.
- c. Whole ship Electrical Information Board.
- d. Safety Plan (RFAs only).
- e. The FRPP documentation listed at [Para 0814](#).
- f. Blanket Search Cards and tote.

0837. Upper Deck Re-Entry Fire Party Post (UDRFPP)

An UDRFPP is located on the upperdeck of all DD/FF sized vessel (T23 and subsequent vessels have a dedicated compartment within the superstructure). The post comprises stowage for sufficient equipment to affect a re-entry into the ship, should it be necessary to withdraw firefighters to the upper deck. Breathing apparatus and the TIC are susceptible to damage from exposure to weather, so they are sighted at sheltered, but easily accessible locations within the superstructure.

0838. Alternative WSB

- a. The alternative WSB should be large enough to accommodate all WSB personnel with stateboard. The location of the alternative site will depend on the extent and location of damage or smoke. The final decision has to be made at the time. Two locations should be pre-designated to allow for flexibility. They are to be as far apart as practicable, and should be displaced laterally and vertically from the main WSB and from each other. Ideally, the two spaces should have the communications indicated in [Fig 9-1](#).
- b. Moving the WSB to its alternative location should be a pre-planned SOP. DWEO and WO2ETs should ensure that all personnel (each with an EEBD) are safely evacuated from the compartment, and as much portable equipment as possible is taken with them.

SECTION 3 - DAMAGE CONTROL STATE 2 ORGANISATION

0839. State 2 Considerations

a. DC State 2 must be reached via State 1 to ensure material and machinery configuration is correct. Reversion to DC State 3 must be via DC State 1. The default state for the release of manpower to deal with large incidents must be State 1 Action Stations.

b. Damage Control State 2 should be considered if the operational task requires more personnel on watch than can be generated at State 3 or if the external threat warrants further precaution. When reviewing the State 2 posture, invariably utilising the Command Estimate process, the following factors should be included:

- (1) Likely threat weapon warning time.
- (2) Typical reaction time for the ship to assume heightened Damage Control postures, eg State 1 Condition Zulu from State 2 Condition Yankee.
- (3) Required response to non-hostile incidents, eg internal fire, collision.
- (4) Successful maintenance of the State 2 posture requires strength of leadership and teamwork which in turn relies heavily upon individual knowledge of ship, drills, procedures and systems (including reversionary modes of operation), eg when assuming Condition Zulu in an unfamiliar part of ship.
- (5) The psychological importance of being at State 2, as opposed to State 3, should not be underestimated. State 2 provides a whole-ship focus to the task in hand and subconsciously causes people to mentally prepare for combat and damage, however remote that possibility might be. State 3 is synonymous with peacetime cruising and encourages that mindset. Personnel may require days to mentally adapt to State 2 and the real possibility of combat and trauma.

0840. Sustained Periods at State 2

During a sustained period of State 2 operations, a more loosely and generically applied Command Aim may be appropriate. Where the threat warning time allows sufficient reaction time for the ship to assume Action Stations, Damage Control State 1 Condition Zulu should be adopted to counter battle damage.

0841. Maintenance of Readiness

Where the threat warning time does not allow sufficient reaction time for the ship to assume Action Stations, or closing down to Condition Zulu could interfere with movement of the Ship's Company thereby hampering the ability to deal with a non-hostile incident:

- a. State 2 Standard Operating Procedures (SOPs) must be promulgated and understood at all levels. Example State 2 SOP algorithms are at [Fig 8-10](#) and [Fig 8-11](#).

- b. A Defence Watch Emergency Party (DWEPP), capable of reacting to a non-hostile incident or battle damage, should be nominated for each Defence Watch. Where practicable, key State 1 personnel should not be allocated a role in the DWEPP that is different from their role at State 1.
- c. Ships should practise the various scenarios so that key personnel can make the correct broadcast and personnel know the right response for an incident.
- d. All personnel, particularly the DWEPP, must be prepared to fulfil unfamiliar roles.
- e. DWEPP briefs, conducted at watch changes, must reinforce individual and team roles, the need to respond instinctively and remain closed up and on task until relieved by State 1 personnel.
- f. HQ1 Watchkeepers must be fully conversant with, and endorsed in the use of, HQ1 systems, communications and SOPs.
- g. Ship's Company messing and accommodation should be reviewed to ensure personnel are dispersed as close as is practicable to their Action Station thereby reducing movement and therefore time to achieve State 1. Sleeping in full AWD greatly assists individual protection and improves personnel response times. Implications of mine warnings on accommodation are also worthy of consideration.
- h. The Defence Watch Emergency Party (DWEPP) must wear surcoats for easy identification.
- i. To minimise the time accounting for personnel when assuming State 1, detailed DWEPP/State 1 personnel cross-reference muster lists are to be produced and report to HQ1 or Operations Room.
- j. Adequate provision must be made to bring up maintenance and discussed during the Battle Rhythm.

Table 8-5. Example of a DWEP

HQ1 TEAM DCO ME ADVISOR HQ1 WATCHKEEPER COMMS/IBO ME ISOLATIONS	CONTAINMENT I/C CONTAINMENT 1 CONTAINMENT 2 KEYS/CONTAINMENT 3 PATROL/CONTAINMENT 4 PATROL/CONTAINMENT 5 CONTAINMENT 6
EMERGENCY PARTY I/C FCP ATTACK ATTACK ATTACK BA ATTACK BA SUPPORT PARTY I/C SUPPORT (Firefighter) SUPPORT (Waterwall) SUPPORT (Hose Tender) SUPPORT (Ship Protector) BA CONTROLLER	FIRST AID I/C FA FA1 OPS ROOM IBO

**Notes:**

1. *These positions are to be covered by both Port and Starboard Watches and some positions may have to be split into 1st and 2nd Watches.*
2. *It is recommended that the Containment Group muster at the nominated WSB and use the WSB Incident Board.*

Fig 8-10. Internal Incidents

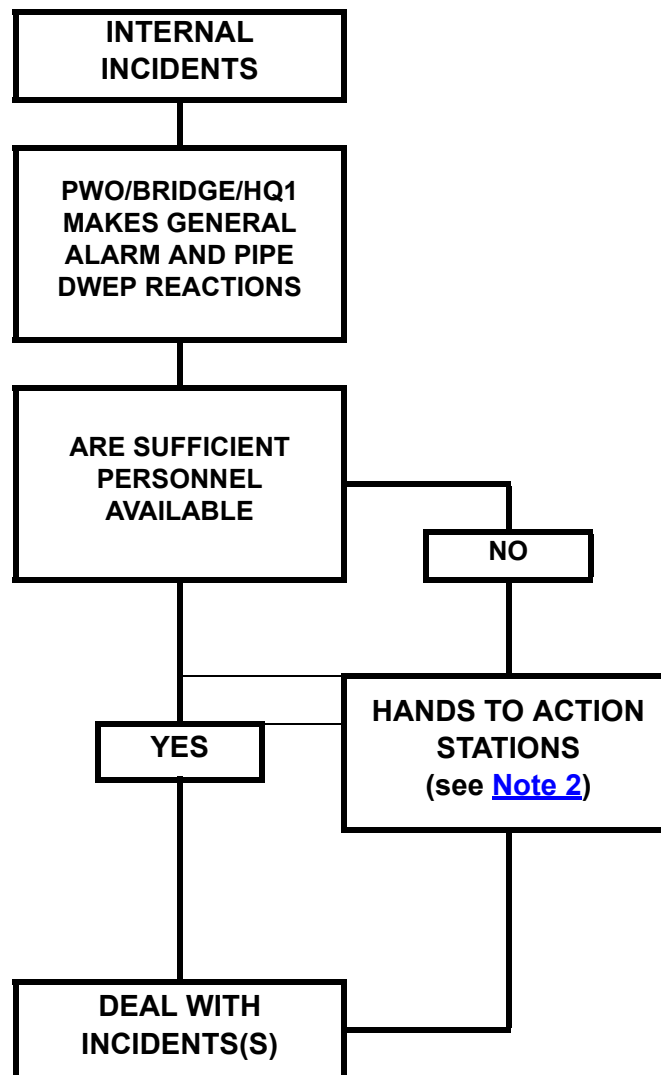
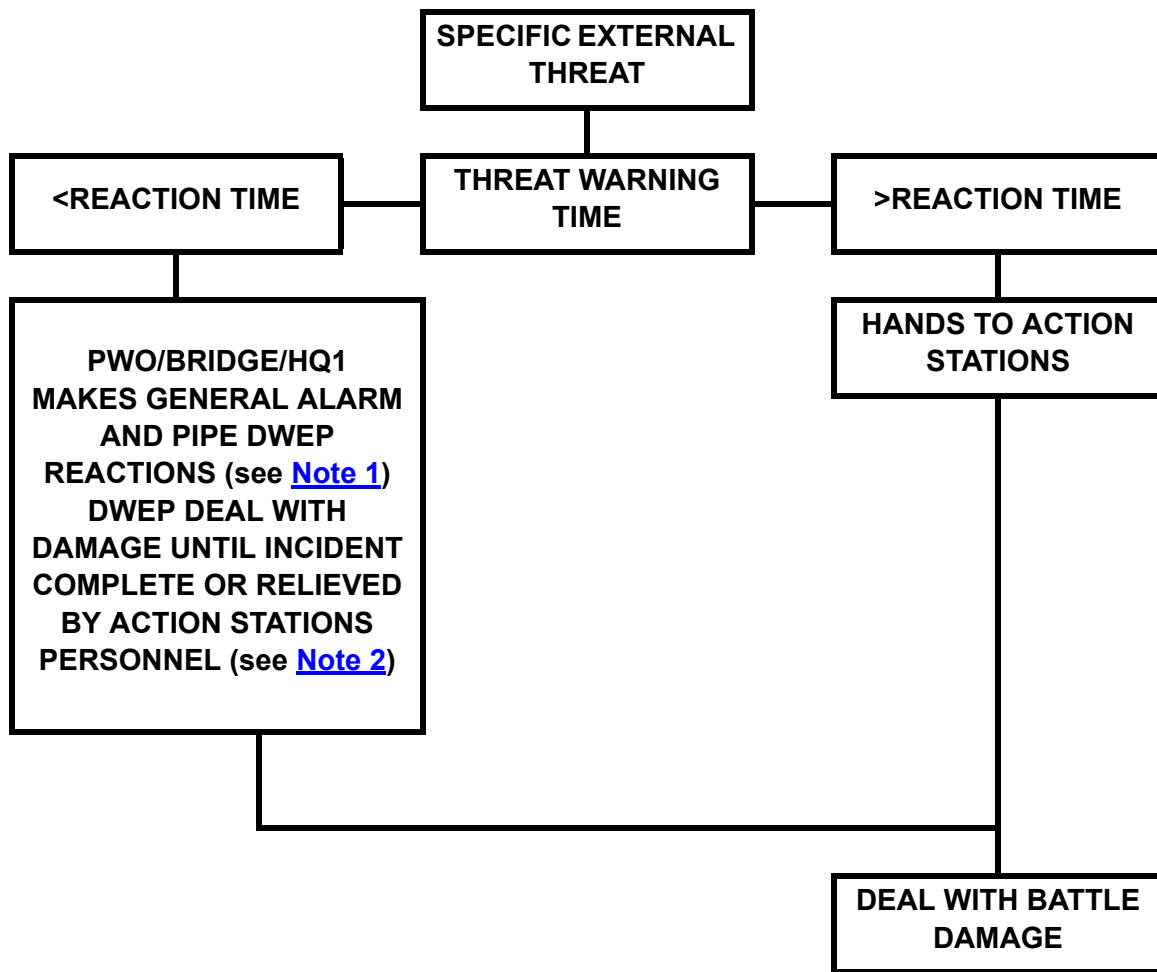


Fig 8-11. External Threat

**Notes:**

1. Personnel are to remain dispersed until "STAND TO" is piped. The DWEP should then be piped to muster. Contrary to State 3 practice the DWEP Support teams should muster at the FRPP nearest the incident. There may be a requirement to pipe "**HANDS TO ACTION STATIONS**" but add "**STAND FAST, BRACE, BRACE, BRACE**" prior to impact.
2. Where Action Stations are ordered to counter the internal, rather than the external, threat careful consideration should be given to:
 - a. Remaining at State 1 Condition Y.
 - b. Employment of Warfare personnel.

