

CHAPTER 4**DAMAGE CONTROL STATES OF READINESS****CONTENTS****Para**

0401.	General
0402.	Need for Damage Control States of Readiness
0403.	Aspects Governed by Damage Control States
0404.	Typical Arrangements
0405.	Definition of Damage Control States
0406.	Preparation of States of Readiness
0407.	Responsibility for Setting the State
0408.	Choice of State
0409.	Peacetime Navigational Hazards
0410.	Special Sea Dutymen
0411.	Assuming State 2
0412.	Assuming the Gastight Condition
0413.	Exercises
0414.	Manning for Damage Control State 1
0415.	Manning for Damage Control State 2
0416.	Manning for Damage Control State 3
0417.	Material Condition of a Ship
0418.	Pump Suctions
0419.	Stores and Equipment
0420.	Access to Compartments
0421.	Accessibility of Ships Side and Bulkheads
0422.	Security of Magazines
0423.	Hatch Guardrails
0424.	Ships Company Clothing
0425.	Action Carry Bags

CHAPTER 4

DAMAGE CONTROL STATES OF READINESS

0401. General

At all times ships must be prepared to limit the extent of damage and to minimise the effects when it occurs. This preparedness before damage is provided by the Damage Control states of readiness, and by watertight and gastight conditions (see [Chapter 5](#)).

0402. Need for Damage Control States of Readiness

At all times there must be some means of ensuring the highest state of ship preparedness compatible with fighting efficiency, habitability, routine and maintenance of structure, machinery and services. It is also necessary that manpower and materials to carry out effective countermeasures are readily available in sufficient numbers and quantity to meet the calculated risk of damage. Damage Control states of readiness are designed to ensure that manning requirements are met and material arrangements provided in varying degrees appropriate to the threat of attack or risk of damage. Since there is always some element of risk, there is always a need for some state of readiness to be in force. Obviously, maintaining the highest state is the best way to limit and control damage. However, the measures that this state imposes take personnel from their normal tasks and adversely affect habitability, routine and maintenance of the ship, its machinery and services. The highest state, therefore, cannot be maintained indefinitely and ships have to adopt a state of readiness which will afford reasonable habitability and as much opportunity as possible for normal routine and maintenance, at the same time permitting the highest state to be assumed before the risk of damage becomes imminent. The state adopted must thus depend on:

- a. The calculated risk of damage.
- b. The expected warning of attack.
- c. The speed with which the highest state can be assumed.

0403. Aspects Governed by Damage Control States

Damage Control states of readiness govern manning requirements, machinery and material preparations, and arrangements to limit and control damage, except:

- a. Preservation of watertight and gastight integrity, the conditions for which are described in [Chapter 5](#).
- b. The special needs in manning, machinery and material to meet solely the CBRN threat. This threat exists only in certain situations where the enemy has a CBRN capability and conditions are suitable for its use. These requirements are therefore governed by the gastight condition and not by a state of readiness.

0404. Typical Arrangements

Typical arrangements governed by Damage Control states of readiness include:

- a. Control and operation of machinery.
- b. Operation of HP sea water systems and other services.

- c. The spraying (and flooding, if applicable) of certain high risk areas.
- d. Operation, distribution and isolation of electrical power and services.
- e. Availability and stowage of CBRN and Damage Control stores and equipment.
- f. Security of and access to locked compartments (locks and keys).
- g. Operation of galleys.
- h. Organisation of the Secondary Medical Position, Sickbay and first Aid Posts.
- i. Securing of stores and gear in other places (including personal gear) to minimise the risk of damage, pump suction blockage and fire.
- j. Measures to protect the individual against the effects of damage, eg clothing, anti-flash gear and lifejackets.
- k. Damage Control and CBRN manning requirements.

0405. Definition of Damage Control States

There are three states of readiness, designed to meet all possible situations. These states provide a uniform framework throughout the Surface Flotilla into which each ship must build its own organisation, being guided by the principles outlined in this chapter and by the typical arrangements given in [Table 4-1](#). Classes of ships and even ships within a Class differ considerably and it is not possible to define manning, material and machinery arrangements to meet the needs of all ships. Therefore, the arrangements given in [Table 4-1](#) are for guidance only. The Damage Control states of readiness are defined as follows:

- a. **STATE 1 - Attack or Damage Imminent:** Highest state of Damage Control and CBRN preparedness compatible with fighting efficiency. Disregards habitability and wear and tear of machinery. All Damage Control and CBRN positions fully manned, with personnel relaxed for meals, etc, as ordered by the Command.
- b. **STATE 2 - Attack or Damage Possible:** Normal war cruising and harbour state. Skeleton watch system with personnel drawn from all departments.
- c. **STATE 3 - Attack or Damage Unlikely without Adequate Warning:** Normal peacetime cruising and harbour state. Large ships provide skeleton watch system as for State 2. In MM/PPs, no Damage Control manning except for the SCC watchkeeper (if applicable) and patrols. In harbour, maximum possible habitability, routine and maintenance.

Notes:

1. *Damage Control states of readiness do not necessarily coincide with armament degrees of readiness. Although Damage Control State 1 is always assumed when the armament goes to the first degree of readiness (Action Stations), the converse is not necessarily true, eg when operating in a mine threat area.*
2. *States and conditions can be altered independently of each other, but when changing one or the other it is advisable to mention both. For instance, when changing from State 2, Condition Yankee to State 3, Condition Yankee, the order should be 'ASSUME DAMAGE CONTROL STATE 3, CONDITION YANKEE'.*
3. *Some platforms cannot sustain all aspects of operations in Damage Control State 2 (eg domestic routines), therefore it has become common practice to operate in a lower manning state than this policy defines but with enhanced manning and material preparedness to meet the current threat. Whilst this level of operational risk lies with the Commanding Officer (CO) of the platform, the platform should make every effort to minimise the gap between the higher Damage Control State and the actual manning/material state, eg a ship choosing to operate with relaxations to manning levels must ensure that material preparations are not unnecessarily relaxed also. Such relaxations should remain cognisant of the notice required to return to the higher Damage Control State.*
4. *The 3 States defined above refer only to surface ships. Submarines have 4 Damage Control States (see BRd 2170(4)).*

**0406. Preparation of States of Readiness**

Deciding the material conditions of the ship and the organisation of the personnel needed to achieve the different states of readiness is the responsibility of the XO/MEO, who must work in accord with the Heads of Departments concerned. He should consider first the highest state when all safeguards have been applied, since these will affect all departments of the ship to a greater or lesser degree. The relaxations from this state that can be permitted in the lower states should then be considered. When the organisation for all states has then been decided for the ship as a whole, Heads of Departments must formulate the organisation for each state in their departments; for example, the MEO will draw up orders for the working of machinery.

0407. Responsibility for Setting the State

When ships are in company, the Officer in Tactical Command (OTC) is responsible for ordering the Damage Control state of readiness that is to be set. However, in a high threat situation in wartime, the Command should not wait for such an order if to do so would prejudice the achievement of a higher state in time to meet the threat and the Rules of Engagement permit. At all other times the responsibility rests with the CO of the ship.

0408. Choice of State

The following points must be considered before deciding the state of readiness to be set:

- a. **In War.** Damage Control State 2 is normal at sea and in harbour except for the relatively short periods when State 1 will be necessary.
- b. **In Peace.** The assumption of State 2 or State 1 will rarely be needed, except when ordered for exercise purposes. Prolonged periods on peacetime operations may require relaxations or enhancements to Damage Control State 2 or 3 so as to be able to sustain activity but provide appropriate readiness to counter internal and external threats. When assuming these modified Damage Control States the management of the operational risk (ie due to external threats) and the operating risks (ie the hazards endemic to the maritime environment) remains the CO's responsibility.
- c. **At Any Time.** The Damage Control state of readiness assumed should be no higher than that needed to accomplish the task and safeguard the ship in the particular circumstances.

0409. Peacetime Navigational Hazards

Most peacetime navigational hazards (eg fog, gale, narrow waters, RAS, entering and leaving harbour) are usually of relatively short duration and the full assumption of State 2, with all that it entails, could not be justified, but there should be no question of assuming a degraded State 2 (ie not carrying out all the measures implicit in assuming the State). It is tempting to do so in order, perhaps, to muster enough manpower to maintain watch on watertight integrity, but if this is done there will be a State 2 in peace different from State 2 in war, when all the measures must be properly carried out. Thus the organisation will fall into disrepute, and if an emergency requires the ship to be put on a war footing, much that has been practised in peace must be relearned. A way must be found to overcome the temporary manpower difficulty or the state must be properly assumed without debasement.

0410. Special Sea Dutymen

The best way of dealing with this problem is to remain in State 3 but to add to this 'Special Sea Dutymen', including in it any other special provision that seems prudent for the particular hazard. Thus for entering harbour in very poor visibility, order Damage Control State 3, Condition Yankee and pipe "**Special Sea Dutymen**" which should include in this instance an HQ1 watchkeeper, Damage Control patrols and any material measures ordered by the MEO (eg extra pumps, isolation of systems). Ships' orders should give details of the Damage Control provisions for the particular hazard, (over and above State 3), required when Special Sea Dutymen are piped. Tackling the problem in the right way needs careful thought and firm but flexible organisation, but the alternative of degrading State 2 is a trap that must be avoided. If, in peacetime, it seems probable that the hazard encountered or expected will be of long duration (perhaps many hours or some days), the full assumption of State 2 is then a practicable step which the Command is free to take with complete justification.

0411. Assuming State 2

It follows from the previous paragraphs that State 2 would generally be assumed only for long periods. Common prudence dictates that when the ship must be placed on a war footing, State 1 should be assumed for a thorough check of manpower and material, and that only after this should State 2 be ordered. In peace, if a navigational hazard is likely to be long lasting, and the Command decides that State 2 is to be assumed; the same routine should generally be followed.

0412. Assuming the Gastight Condition

Assuming the gastight Condition ALFA (see [Chapter 5](#)) poses another problem. The superimposing of gastight Condition ALFA on watertight Condition Zulu or Yankee will, in most instances, require the assumption of State 1 in order to have the manpower necessary to get all the openings and flaps set and the citadel pressure proved. When this has been achieved State 2 Condition YA can be assumed. State 2, condition YA preserves the integrity of the citadel whilst allowing internal Z doors to be open for greater freedom of movement through the ship and a better air flow in the air conditioning system. The relaxations to Condition ALFA that the MEO can allow are dealt with in [Chapter 5](#).

0413. Exercises

During exercises of long duration in peace, ships should exercise assuming State 2 via State 1, but on no account should this be attempted during a short exercise, lest State 1 itself becomes degraded.

0414. Manning for Damage Control State 1

The Watch and Station Bill must nominate sufficient personnel to ensure prompt and effective response to all forms of damage and fire. To achieve this it must:

- a. Man essential control positions.
- b. Provide Fire and Repair Parties, which include teams for pumping and flooding and electrical repair.
- c. Provide a Mobile Repair Party, stationed adjacent to HQ1, with specialist tools eg Thermal Lance, Ramset Tool and Cutting and Spreading Equipment.
- d. Man magazine flood and spray positions (mainly in large ships).
- e. In Condition ALFA, man the cleansing station(s) as required and provide monitoring and decontamination parties after contamination.

0415. Manning for Damage Control State 2

In Damage Control State 2, personnel are required to partially man certain positions to ensure the maintenance of the ordered CBRN and Damage Control condition of watertight/gastight integrity and to enable a smooth transition to Damage Control State 1 when ordered. The State 2 Damage Control Command and Control organisation is covered in more detail in [Chapter 8](#). The following requirements are to be covered in State 2:

a. Control

- (1) **Multi-Section Ships.** An officer or senior rating and 2 junior ratings as assistants in HQ1. One communication number in each Section Base.
- (2) **Single-Section Ships.** Ships with SCC's to be manned continuously by permanent watchkeepers. In other ships the OOD/OOW should maintain the Watertight Integrity Log.

b. **Patrols.** Two-man patrols to maintain a continuous check on the Damage Control state and condition ordered. Consideration should be given to making the patrol personnel permanent watchkeepers, rotated at approximately 3 monthly intervals. In addition to carrying out Damage Control patrols, their duty is to assist the rating in charge in HQ1/SCC.

c. **Relaxation to Condition ALFA.** One sentry to man each Alpha opening that has been opened, whilst it remains open.

0416. Manning for Damage Control State 3

In State 3, Damage Control requirements are to be covered as follows:

a. **Control**

(1) **Multi-Section Ships.** HQ1 only manned.

(2) **Single-Section Ships.** Ships with SCCs to be manned continuously by permanent watchkeepers. In other ships the OOD/OOW should maintain the Watertight Integrity Log.

b. **Patrols.** As for State 2, except that in single-section ships patrol duties are covered by duty personnel and ratings on watch. In ships with a permanently manned SCC, some of the Damage Control functions normally carried out by rounds are covered by automatic alarms and warnings displayed in the SCC and are monitored by the watchkeeper. Notwithstanding this, there remains a requirement for Damage Control rounds to be carried out.

0417. Material Condition of a Ship

The material condition of a ship is of vital importance to its Damage Control preparedness. Planned maintenance schedules take care of most of the requirements but constant vigilance is needed for such as the following:

a. Ensuring the continued watertightness and gastightness of structure and fittings by regular air testing, citadel tests, making certain that holes made when equipment (especially electric cable) is moved are efficiently blanked.

b. Frequent and systematic examination of all clips, rubbers, gas flaps, rod gearing, etc, to ensure that no distortion or other deterioration has taken place.

c. The maintenance of location, control and risk markings.

d. The systematic checking, testing and replacement as necessary of Damage Control and CBRN stores equipment and fittings.

The amount of paint on a ships side and superstructure should be kept to the minimum required to protect from corrosion, as unnecessary coats of paint can make a significant difference to a ships stability and too much paint also increases the smoke hazard in case of fire. It is worthy of note that fresh paint absorbs liquid chemical agent more easily than does paint that is a few weeks old. Redundant fittings and stores of all types should always be landed.

0418. Pump Suctions

The suction strainers of fixed and portable pumps can quickly be choked by loose material left lying on decks or thrown there by shock or blast. Particularly, this applies to soft materials, rags and paper, and to such things as paint chippings and rust scale. If a compartment is in darkness and only partly flooded, the difficulty of clearing suction strainers needs no emphasis. Even large gratings such as those fitted to hangar scuppers can be made useless by loose rags and other gear washed against them.

0419. Stores and Equipment

Storerooms and provision rooms normally have fitted stowages for their contents and keep-battens or wire mesh grills to secure them. The stores should always be properly stowed with all keep-battens in place and secured. Wrapping papers and bags, cardboard cartons and sacks should not be left lying about in the storerooms or anywhere else. In workshops, hangars, messdecks, etc, cleaning cloths should be kept in metal containers when not in use, or removed from the space and properly secured. Throughout the ship, loose clothing or other materials should never be left about and locker doors should not be left unsecured.

0420. Access to Compartments

a. On assuming Damage Control State 1, personnel are to ensure that non-watertight doors are secured in the open position. Exceptions are as follows:

(1) Non-watertight doors classed as fire doors and those giving access to compartments containing highly classified equipment/materials or attractive store items.

(2) All ships classified as passenger ships under SOLAS Part 1 Chapter II Part A Regulation 2/f and constructed under the rules applicable to a Class 1 Passenger ship, SOLAS Part 1 Chapter II-2 Regulation 9/4.1.2.2 are to have any ad-hoc cabin door securing arrangements removed in accordance with the SOLAS Regulations and the requirement to secure in the open position at Conditions 1 and 2 is removed.

b. Compartments containing highly classified equipments/materials and those containing attractive stores items (NAAFI store) may be excluded if the door securing mechanisms are left unlocked. If the compartment is required to remain physically secure during Damage Control State 1 the fitting of a hasp and securing the compartment with a soft padlock may achieve this.

c. Compartments containing highly classified material accessed by non-watertight doors secured by combination keypads are to have their locks latched in the open position. If required, a hasp may be fitted and the compartment secured during State 1 with a soft padlock.

0421. Accessibility of Ships Side and Bulkheads

Unless there is ready access to the ships side and to bulkheads, the efforts of repair parties, especially in leakstopping and shoring, may be seriously hampered. This is particularly important in storerooms and is dealt with in [Chapter 12](#). Throughout the ship, heavy materials or equipment that are stowed near the ships side or bulkheads may prove a serious hindrance when damage and/or flooding are being dealt with. Likewise, such items, if not properly secured, can shift as a result of explosion or heeling of the ship and become wedged against the ships side or bulkheads.

0422. Security of Magazines

The conditions of magazines and ammunition lockers depend upon the perceived threat and whether it is peace or wartime, and is decided by the Command.

- a. **Peacetime.** Normally all compartments (including hoists and trunks giving access) and lockers in which ammunition is stowed are kept locked, and this is known as the '**Security**' condition. When on Operational Tasking or Exercise, with the ship in either Damage Control State 2 or 3, depending on the nature of tasking or training, Command may direct that certain munition stowages be in '**Operational Access**' (**OA**) condition allowing easy and quick access to munitions for specific armaments or weapon systems in support of directed operational tasks, such as boarding or embarked military force activities, whilst the remainder of the explosive stowages remain in the '**Security**' condition.
- b. **Wartime.** When speedy access to these compartments is likely to be necessary in order to bring the armament into action quickly or to take urgent Damage Control action, the doors/hatches to magazines are to be clipped but unlocked, and this is known as the '**Access**' condition. This condition is normally associated with Damage Control States 1 and 2. When action is thought to be imminent the 'venting condition' may be considered more appropriate. These conditions can be ordered in peacetime, for exercise purposes, by the Command.
- c. In a harbour (when the ship is in Damage Control State 3) the '**Security**' condition is appropriate or depending on the Force Protection posture in force, '**Operational Access**' condition may be ordered.'

**Notes:**

1. *Unlocking of compartments does not imply that they may be left open. The door and other openings to magazines affected by the 'Access condition' or 'Operational Access' must conform to the particular watertight or gastight condition that the ship is in, according to their markings.*
2. *The condition of magazines, ie 'Security', 'Operational Access' or 'Access' should be recorded in the Ships Explosive Log RN Form S285B.*

0423. Hatch Guardrails

Hatch guardrails should be removed and stowed at Action (DC State 1), except around those hatches designated and marked 'Open in Action'. Additionally, they should be rigged around hatches left open as part of exercise requirements, eg at OST where some hatches may be designated to be left open for staff access. If any hatches are to be left open for protracted periods then the person in charge of the area should consider the requirement to rig guardrails, taking into account the ship motion and other hazards.

0424. Ships Company Clothing

Sufficient numbers of adequately protected personnel must always be available to be committed to damage control or firefighting duties in the event of any emergency being ordered (eg Clear Lower Deck or Emergency Stations). Whilst this is unlikely to pose a threat in temperate climates, COs should consider the requirement for a number of personnel to be in flame retardant clothing when operating in tropical areas. Whenever the normal Dress of the Day does not give the level of protection provided by the Basic Firefighting Rig (see [Chapter 25](#)), Basic Firefighting Rig is to be worn or immediately available to be donned by the following personnel:

- a. All personnel nominated to close up at the Scene of the Incident (SOTI) or at FRPPs in the event of an emergency.
- b. The Duty Part of the Watch in harbour.
- c. Personnel as nominated by departments to ensure that adequate numbers are available in the event of an emergency.

0425. Action Carry Bags

The large amount of personal protective and survival equipment that may need to be carried by personnel at Action Stations or Defence Stations can be a significant encumbrance. Action Carry Bags, which are normally kept in Naval Stores, may be issued to the Ship's Company, when authorised by the Command. This will enable personnel to have the items immediately at hand without wearing them about the body.

Table 4-1. Damage Control States of ReadinessGuidance for Damage Control and Firefighting only (see [Chapter 5](#) for CBRN guidance)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Preparations for War	None.	All preparations for war completed iaw BRd 2170(1) and FCD1.	
Watertight Condition	X (Y for situations of increased risk).	Y	Z
Gastight Condition	None.	None or A.	
Dress	Dress of the day. (but see Para 0424).	As State 1 but with anti-flash hoods down, lifejackets and survival suits to hand.	Full action dress iaw Chapter 25 .
Preparations for War	None.	All preparations for war completed iaw BRd 2170(1) and FCD 1.	
Watertight Condition	X (Y for situations of increased risk).	Y	Z
Gastight Condition	None.	None or A.	
Manning	Fire and Emergency Party (in harbour/ Standing Sea Fire Party (at sea). Patrols active with SSD. SCC manned.	HQ1 and FRPPs manned iaw Quarter Bill (defence watch manning) patrols active, HFEP/SSEP detailed in each watch.	Full Damage Control teams closed up iaw Quarter Bill, patrols active, dispersal of personnel

Table 4-1. Damage Control States of Readiness (Cont'd)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Fire and Repair Equipment	Equipment in normal stowages. FRPP lockers locked.		At each FRPP dress 1 x 4 man team in full firefighting rig, off air, communications equipment to hand. Fire and repair lockers unlocked and contents checked; on completion doors should be closed and secured with a drop-nosed pin but not locked.
	In all states fire hoses with nozzles are to be connected to hydrants.		
Non Watertight Doors (except fire doors)	Normal use.		All cabin doors and doors to unmanned compartments to be secured in the open position (see Para 0420).
Locked Compartments and Keys (except magazines)	Mortice locks and padlocks locked. Duplicate keys in normal stowage.	As for State 3 but duplicate keys held at FRPPs.	All compartments unlocked, unmanned secure stowages to be re-secured with soft padlocks only.
Magazines	Security condition or access condition.	Access condition.	Access condition.
Escape Ladders	Secured in the useable position (unless this interferes with normal access).		Secured in the useable position.

Table 4-1. Damage Control States of Readiness (Cont'd)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Ramset Explosive Power Tool	Explosive charges in small arms magazine.	Ramset Tools to be accessible. Explosive charges to be issued to Mobile Repair Party.	
Thermal Lance	In normal stowage.	Accessible to Mobile Repair Party.	
Cutting and Spreading Equipment	In normal stowage.	Immediately accessible to Mobile Repair Party.	
Smoke Curtains	Stowed.	Stowed.	
Hatch Guardrails	Rigged.	Rigged.	Removed and stowed, except hatches marked: 'OPEN IN ACTION'.
High Pressure Sea Water (HPSW) System	As ordered, checked on going to sea.	The system may be de-isolated to an extent dictated by the threat. In general, the number of running fire pumps should be reduced and the HPSW main isolated into the same number of sections as there are HPSW pumps running. Main systems board is maintained. In harbour the system is run as ordered. Pump starter override switches to be unlocked.	Divide HPSW main into as many sections as there are serviceable pumps. Run 1 pump to each section. For operation of Type 23 HPSW Main see BRd 3003(2)/ BR 6620(601). Ensure main and duplicate supplies to magazines are from separate sections. Pump starter override switch to be closed. All CFHR de-isolated.

Table 4-1. Damage Control States of Readiness (Cont'd)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR. (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR. (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Magazine Floods and Sprays	Manual Systems Main spray isolating valve (LOCKED OPEN). Operating valve (LOCKED SHUT). Automatic/Semi-Automatic Systems Main spray and system isolating valves (LOCKED OPEN). Spray shut off valve (LOCKED OPEN).	Manual Systems Main spray isolating valve (OPEN*). Operating valve (SHUT*). Automatic/Semi-Automatic Systems Main spray isolating valve (OPEN*). Spray shut off valve (OPEN*). *Padlock opened with hasp re-inserted in the valve locking pin/cotter.	
Portable DC/FF pumps (less than 100 kg)	Available consistent with maintenance.	Checked and tested and ready for immediate use.	
Mobile DC/FF pumps (more than 100 kg)			

Table 4-1. Damage Control States of Readiness (Cont'd)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Emergency Electrical Equipment	Equipment secured.	Equipment checked. Emergency cables ready for immediate use.	Emergency electrical equipment.
Main Machinery	As ordered, consistent with maintenance.	Sea: Full power available. Harbour: As ordered.	Full power available.
Auxiliary Machinery	As ordered, consistent with maintenance.	Sea: As ordered. Harbour: As ordered.	
Fresh Water	Normal use.	Normal use.	Pumps stopped. System isolated.
		Notes: 1. Before the pumps are stopped, plastic jerry cans are to be filled with fresh water and distributed to FAPs and SMPs. 2. Pumps may be restarted at the discretion of the Command to provide essential facilities such as Bridge window washing, cleansing stations and essential domestic services.	
HP Air	Main de-isolated.	Main isolated. Compressors run as necessary (but not from compartments affected by smoke).	
Refrigeration and Air Conditioning	Operating except as required for maintenance.	Operating unmanned.	Operating unmanned.
		Note. In Condition ALFA tested regularly for leaks by personnel in BA.	

Table 4-1. Damage Control States of Readiness (Cont'd)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Main Generators	Sea: Sufficient running to ensure adequate power if one fails. Harbour: As ordered.	Sea: On load as required. All other generators at immediate notice. Harbour: As ordered.	All generators running and supplying their own sections.
High Power Electrical Distribution System	As ordered in the BR 6500 series, Main Supply System Handbook, CBRNDC Class Book or BR 2000 series. It is important that interconnecting cables are isolated whenever possible and always in State 1.		
Emergency Generators	At immediate notice except during overhauls.		
Changeover Switches	All automatic COSs to be in the 'auto' mode. Both hand and automatic COSs should select the Normal supplies.		
Converted Electrical Supplies	Enough conversion to meet the load, (consistent with maintenance). LP battery floating.	Enough conversion to meet the load. LP battery floating.	All conversion machinery available. LP battery floating.
Hydraulic Ring Main	Pumps running and system pressurised as required.	As for State 1. De-isolated and pressurised if required for use as required by HQ1.	Pumps shut down. System de-pressurised and isolated iaw system BR.
Chilled Water	Sea: As for State 2. Harbour: As required.	As for State 1 unless maintenance requirements dictate otherwise.	All plant available. System isolated iaw system BR.

Table 4-1. Damage Control States of Readiness (Cont'd)

CONSIDERATIONS	STATE 3 NORMAL PEACETIME STATE AT SEA AND IN HARBOUR (NON ACTION DAMAGE POSSIBLE AT ANY TIME)	STATE 2 NORMAL WAR STATE AT SEA AND IN HARBOUR (ACTION POSSIBLE WITH LITTLE WARNING)	STATE 1 ACTION STATE (ACTION IMMINENT)
Galleys, Bakeries, etc	Normal use.	Normal use, emergency food at hand for action messing (not to be used without Command approval).	Shut down except as ordered for action messing. Galleys, etc. not to be used without Command approval (for Action messing details see BR 93).
Naval Store Rooms	As for State 1 consistent with storing.	Stowed to meet the Damage Control threat (see BR 4).	Naval Store Rooms.
Victualling Store Rooms	As for State 2 consistent with storing and maintenance except stocks of RU provisions not required.	As for State 1 consistent with storing.	As for Naval store rooms. About 7 days provision to be stowed high in the ship (consistent with stability).
Secondary Medical Position (SMP)	Unrigged. Equipment stowed in normal stowage.	Equipped but unrigged, unmanned and gear stowed.	Unmanned. Equipment checked and re-secured. To be rigged and manned as required following triage.
Sickbay	Normal use.	Flammable stores not required moved to the medical store.	Used as medical HQ but not as FAP. Equipment should be made ready as standby
First Aid Posts (FAP)	Unmanned. Gear stowed in lockers. Morphine in Controlled Drug cupboard.	Posts and contents of first aid lockers checked periodically. Morphine issued to selected Officers and Senior Rates.	Manned. Morphine issued. Medical personnel dispersed throughout the ship.