

ANNEX 36C**CBRNDC TRAINING LOGS****1. Master CBRNDC Training and Material Assessment Log (TMAL)**

a. The Master CBRNDC Training and Material Assessment Log (TMAL) is to be kept in all ships. The Executive Officer (XO), who is responsible for overall CBRNDC training coordination, is responsible for its upkeep. If a specialist CBRNDC Officer is borne he is to assume responsibility for its compilation. In those ships in which no dedicated CBRNDC Officer is borne the log keeping task can be delegated by the XO to the Whole Ship CBRNDC Qualified (WSQ) Coordinator. The log is prepared in loose leaf form so that extra pages can be inserted.

b. The Log is to be divided into Parts, separated by spacers. Each spacer should be headed with the title of the Part. The following list of headings should be used as the basis of the Log. This may be added to at the CBRNDCO's/WSQ's discretion:

(1) PART 1 - Signature and Comment Sheets

(a) The TMAL should be inspected by the Commanding Officer (CO) quarterly, by the XO and MEO monthly.

(b) The CBRNDCO's/WSQ's comments should provide the CO with an overview of the current state of CBRNDC in the ship and should highlight particular areas of progress or concern, further details of which will be contained elsewhere in the Log. These comments are to be formulated after consultation with Departmental Coordinators. Examples of the type of information, which should be included within this Part, are as follows:

- An assessment of progress towards achieving the training objectives which have been set within the ship in accordance with BRd 9274/PRISM(OC) and Department Task Book Training Schedules.
- Steps taken or planned to be taken to rectify slippages or shortfalls with respect to training. Any penalties, which may have to be incurred in other areas as a result of these steps, should also be included.
- Progress made towards rectification of material problems, which have been highlighted in either CBRNDC practice or as a result of or in preparation for inspections by outside authorities, eg HAT (CBRNDC). This should include mention of stores related problems or difficulties.
- Targets and priorities for DC/CBRN practice and training for the coming month/near future.

(2) PART 2 - CBRN and DC Organisation and List of Personnel

(a) The first sheet is to consist of a list of Key Personnel in the CBRN and DC Organisation under headings as follows:

NAME	RANK/RATE	CBRNDC DUTY	CBRNDC QUALIFICATION	DATE
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Note. 'CBRNDC Qualification' refers to any CBRNDC courses completed, including First Aid.

(b) A list of the Ship's Company BSSC/ISSC qualifying dates.

(c) OPS Record Cards for all CBRNDCQ 35 personnel.

(3) **PART 3 - Team and Whole Ship Training.** This constitutes a record of the whole ship CBRNDC training. BRd 9274/PRISM(OC) should form the basis of this Part. Any temporary memoranda produced in support of this programme is also to be included for future reference.

(4) **PART 4 - Exercises.** This contains comments arising from ship CBRNDC exercises pertinent to the future conduct of exercises and training. The main causes of failure or success should be noted. All CBRNDC and whole ship exercise reports (including SSEP) is to be held in this Part.

(5) **PART 5 - Material Assessment.** Subdivided into:

(a) Section A. HQ1 Daily Checks.

(b) Section B. Weekly equipment check sheets detailing:

- Equipment for which each department is responsible. To include details of all DC and CBRN equipment held.
- Person in the department responsible for each compartment.
- Weekly signature for compartment owners once all equipment checks detailed in the log have been completed.
- Departmental CBRNDCQ's signature.
- Post Exercise Check offs.
- Defect pages by department. Use defect log format as detailed in BRd 3000 as a guide.

(c) Section C. EDBA weekly signature and comment sheets.

(d) Section D. EEED monthly signature and comment sheets.

(e) Section E. Contains 'life' details of CBRN equipment to include, but not limited to: EDBA cylinders, EEED and all SPE.



Note. Section E can be held electronically but its location must be specified within the TMAL.

(6) **PART 6 - References.** This contains CBRNDC references, including Forms S2022a, DINs, RNTM and letters where appropriate. Master equipment checklists, master and spare log sheets and the previous months log sheets are also to be retained. It is recommended that copies of all material less than 12 months old and copies of older material, at the log keeper's discretion, be included.



Note. *MCMV Crews must ensure that when conducting the RIP process Volume 1 of the CBRNDC Material and Assessment log (Parts 1, 2, 3 and 4) remains with the crew at all times and the Harbour Training log retained by the crew during the RIP. Volume 2 (Parts 5 and 6) is specific to the hull and must remain with the hull at all times.*

2. Master TMAL - Method of Use

- a. Equipment checks are to be carried out weekly and after DC exercises by the compartment custodian and signed for in the Master TMAL. The compartment custodian is responsible for ensuring equipment checks are carried out and all equipment has been returned to its correct stowage and it is readily available for use. Equipment located in communal areas is to be divided between departments in accordance with that units extant communal responsibility. CBRNDCQs are to be responsible for their relevant departments.
- b. Post whole ship DCX exercises checks should be initiated by an appropriate pipe; on hearing the pipe all compartment custodians are to check and re-sign for their equipment within 30 mins of the pipe being made. Defects are to be given prompt attention and rectified by the compartment custodians at the earliest opportunity in order to protect personnel, equipment and systems.
- c. The ME personnel responsible for maintaining the DC equipment are to scrutinise defect sheets daily. Defects which cannot be rectified (within 4 hours) or require further action are to be entered in the DC Defect Log and managed accordingly by MEO/XO.
- d. When each departmental section within the Master TMAL has been completed and signed the CBRNDCQ of that department is to carry out random quality control checks and sign to that effect. The WSQ should also carry out spot checks around the ship periodically to ensure that the system of inspection is being carried out correctly and conscientiously. Messdecks and cabins become the responsibility of the President/LHOM and weekly checks are to be signed for directly in the Master TMAL. An example section of a T23 ME departmental CBRNDC equipment check off sheet is shown at [Table 36C-1](#) and blank check off sheet at [Table 36C-2](#).

Table 36C-1. Weekly ME Departmental CBRNDC Equipment Checks

COMPARTMENT LOCATION and NOMINATED CUSTODIAN	DC/FF and ESCAPE EQUIPMENT FITTED								CUSTODIANS CHECKS and CONTROLS		
	AFFF SPE Nos	CO ₂ SPE Nos	DP Nos	Lay Flat Hoses	WW/FF Nozzles	EEBD Nos	CFHR	Escape Hatch	Post WS Exercise Checks (Date and Initial)		Weekly Signature and Date
UAMR 1H M2	51 52	86 98	4	N/A	N/A	46 47	YES x 2	YES	FF 6/4	TT 8/4	
HULL W/S 1G M3H	102	100	N/A	N/A	N/A	22 23	NO	NO	JB 6/4	JB 8/4	



Note. This checklist is not exhaustive and Units may add other items of DC or CBRN equipment that must be checked within compartments.

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3. Harbour Watch Training Log

a. The Harbour Watch Training Log is to be kept in all ships. The MEO who is responsible for training of personnel in correct firefighting methods is to be responsible for its upkeep. He may, however, delegate this responsibility to his Departmental CBRNDC Coordinator. If a specialist CBRNDC Officer is borne, he is to assume responsibility for the Log. The Log is produced locally and is to be prepared in loose leaf form. It is to be divided into Parts by spacers each headed with the title of the Part. The following list of headings is to be used as the basis for the Log; additional Parts may be added at the Log Keeper's discretion:

- (1) **PART 1A** - CO Signature (Quarterly).
- (2) **PART 1B** - XO Signature (Monthly).
- (3) **PART 1C** - MEO Signature (Monthly).
- (4) **PART 2** - MEO Monthly Comments.
- (5) **PART 3** - Harbour Watch Training Plan.
- (6) **PART 4** - OOD Daily Comments.
- (7) **PART 5** - Completed Harbour Fire and Flood Exercise Assessment Forms: S3090 and S 3090A.
- (8) **PART 6** - Fire and Flood Exercise Summary Sheets.

b. **Harbour Watch Training Log Inspections.** The Log Keeper is to weed the Harbour Watch Training Log regularly and keep it in accordance with the following instructions:

- (1) **Parts 1A, 1B, and 1C.** The Harbour Watch Training Log should be inspected by the CO quarterly, MEO monthly, and by the XO daily (as part of the OOD handover routine). Signature sheets are to be included to record these inspections.
- (2) **Part 2. Marine Engineer Officers Monthly Comments.** The MEO's comments should provide a brief overview of progress of firefighting training, both at sea and in harbour, to the XO. The following information should provide the basis of his report:
 - (a) Significant weaknesses or trends in firefighting practice that have been highlighted as a result of exercises during the previous month and the steps that are being taken as a result.
 - (b) An indication of any significant factors that have contributed either to weaknesses in firefighting practice or failure to complete a satisfactory training programme, eg material deficiencies, lack of availability of manpower or programming difficulties.
 - (c) Significant achievements.

(d) Aims for the coming month.

c. **Part 3 - Harbour Watch Training Plan.** The plan is to comprise a forecast harbour training programme produced by the Whole Ship CBRNDC Qualified (WSQ). When putting together the programme the WSQ should also include requirements for other serials such as the Reaction Force, First Aid, Pollution Control, Conventional Weapons Incident etc. The plan should be agreed with the MEO and approved by the XO on a monthly basis. The plan should specify what form the training will take each day and who will be responsible for its execution eg OOD (Harbour Fire and Emergency Party/Reaction Force Training), Head of Department (Major Harbour Fire Exercises) and non-CBRNDC expertise which may be required for other serials. In addition to using the Lecture Plans provided at [Annex 36D](#) as a basis for training, other training serials from BRd 9274/PRISM(OC) should also be included, eg Harbour Fire Exercise with the local Fire and Rescue Service (FRS). A column is to be included in the plan such that the Action Officer may sign to certify completion of the serial. A copy of the ship's Longcast is to be included as an aid to exercise planning. The recommended format for the plan is as follows:

DATE	LECTURE/EXERCISE	LECTURE PLAN OR BRd 9274 SERIAL NO	ACTION: COMPLETED/ CANCELLED	SIGNATURE

d. **Part 4 - OOD Daily Comments.** It is essential that OODs provide full details of the daily training serials in order that shortcomings can be addressed. Failings of lectures and weak areas of exercises should be highlighted with recommended remedial actions. Reasons for non-completion of the serials should also be included, as should any material defects (cross referenced to any defect serial number) discovered during training serials. This Part should be read and signed by the Log Keeper daily.

e. **Part 5 - Completed Harbour Fire and Flood Exercise Assessment Forms.** The four most recently completed Forms S 3090 and S 3090A are to be retained complete.

f. **Part 6 - Fire and Flood Exercise Summary Sheets.** Page 3 of the Forms S 3090 and S 3090A (other than those held at Part 5), which have been completed during the previous 4 months, up to a maximum of 12 sheets.

4. Duty Watch Lecture Plans

The Damage Control Lecture Plans for ships Duty Watches are at [Annex 36D](#).

5. Stability Lecture

A stability lecture, based on the Lecture Plan at Annex 36D [Para 22](#), is to be delivered by the MEO/DME0 at 6 monthly intervals to all OOD, DMESR, DWESR and DPO. Whilst there is no requirement for these key personnel to develop a deep technical knowledge of stability theory, it is essential that they have a good understanding of the practical problems involved with the management of firefighting and boundary cooling water.