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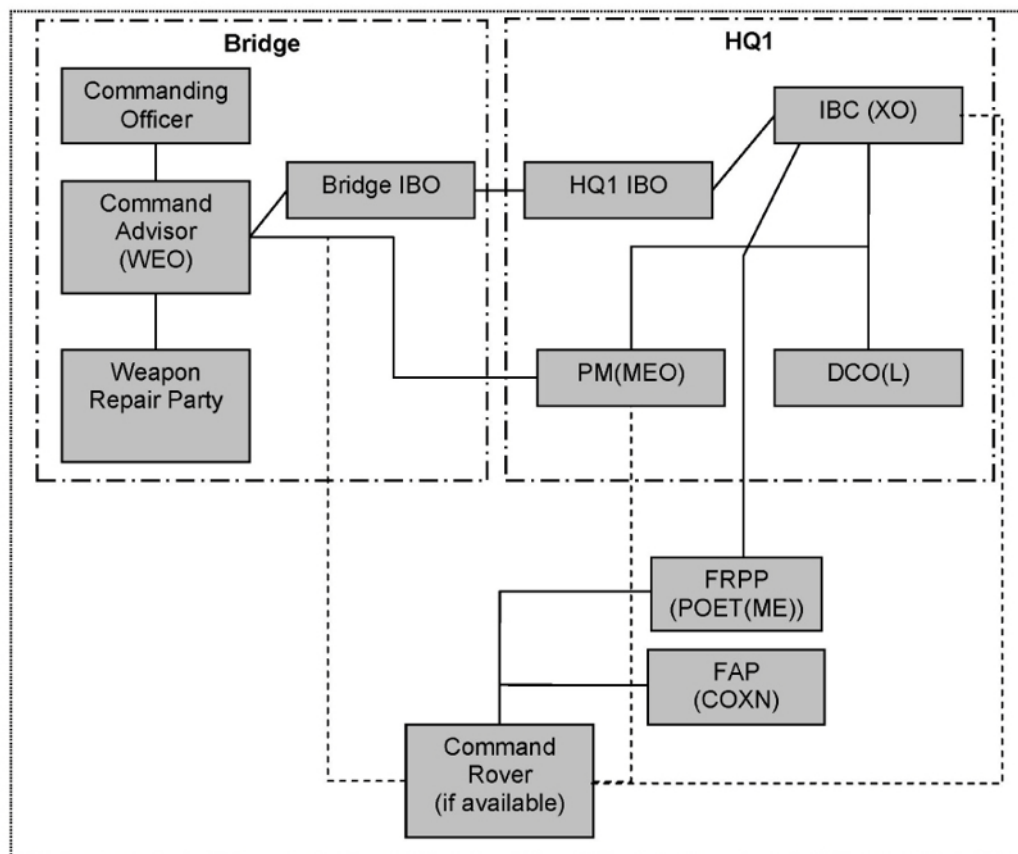
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CHAPTER 37

MINOR WAR VESSELS

3701. General

The purpose of this chapter is to amalgamate all the MM/PP references into one area and detail the differences in their CBRNDC Organisation. The main chapters in BRd 2170(1) will continue to provide the foundation for all matters of damage control. The aspects where particular distinction occurs in the roles of key personnel and CBRNDC procedures are covered in this Chapter. Ships should continue to refer to Class CBRNDC Standing Orders (BRd 2170 Volume 7 series when completed) for specific guidance on their individual platforms.

Fig 37-1. Typical MM/PP CBRNDC Organisation**SECTION 1 - COMMAND AND CONTROL****3702. CBRN and Damage Control Responsibilities in MM/PPs**

Due to the manning levels in MM/PPs, the standard responsibilities of the Executive Officer (XO) and the Marine Engineer Officer (MEO) cannot be fully applied. The following guidance is to be followed:

- a. In MM/PPs where the MEO is a Senior Rating, the XO is to assume full responsibility for CBRN and Damage Control. He is to be assisted by the MEO as the senior technical adviser (Propulsion Manager) and is to close up in HQ1 whenever the ship goes to Action, Emergency or any State 2 or 3 incident.

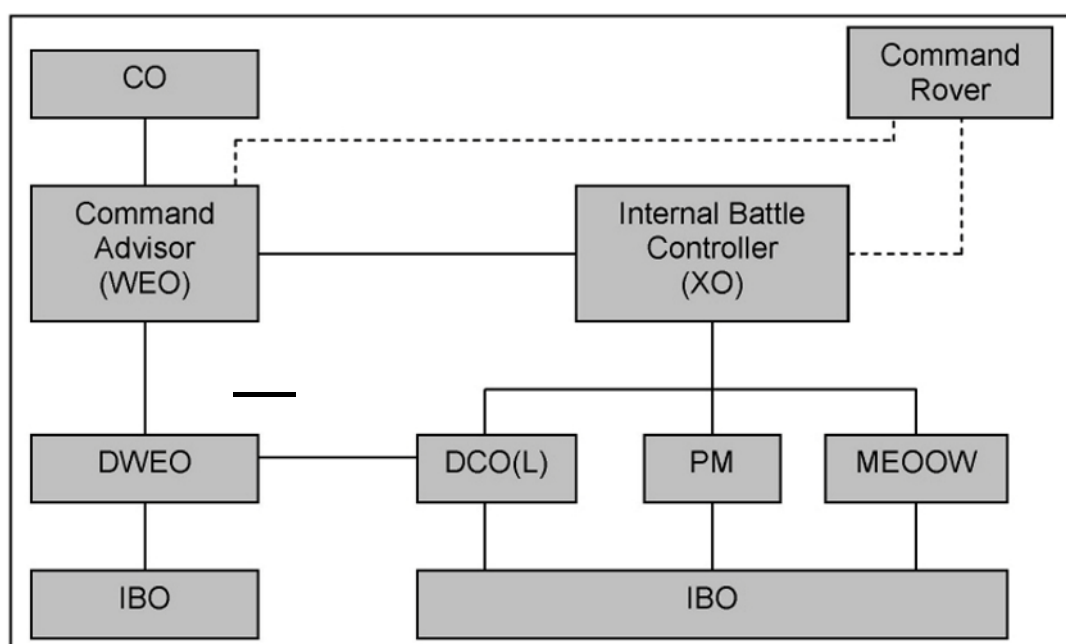
- b. The WSQ in a MM/PP is responsible for all CBRN and Damage Control stores and the implementation of firefighting and damage control training policy. He is accountable to the MEO for the material state of firefighting and damage control equipment, and to the WEO for the material state of CBRN equipment (see [Para 3304](#)).
- c. The CBRNPO and CBRNPOA in a MM/PP are filled by either of the WEO/DWEO. The CBRN protection organisation is to be directed by WEO/DWEO from HQ1.
- d. The Navigating Officer (MM/PP) is responsible for the preparation and interpretation of CBRN (ATP 45/BRACIS) reports.

3703. The Command Team

The CO is at the top of the Damage Control Team and is supported by the Command Advisor on the Bridge (WEO) and the Internal Battle Controller (XO) in HQ1. Liaison between these two key personnel is maintained using a 'hot line' hardwired communications link to HQ1, which provides HQ1 with the only link to Command. This link is essential to:

- a. Continuously monitor the damage picture and assess the implications.
- b. Continuous updates on the internal and external battle picture.
- c. Command approval for actions and equipment isolations where required.
- d. Set and review agreed priorities for damage control teams in support of the Command Aim.
- e. Liaison between the WEO and DCO(L) for damage repair.

Fig 37-2. The Command Team



3704. Command Advisor (CA)

- a. The role of CA will be filled by the WEO on a MM/PP. His position on the Bridge is to act as a node to receive information on damage control and to pass information on the external battle and tactical situation. The CA is to also pass high priority information quickly to the CO.
- b. CAs 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 the ship's ability to achieve the Command Aim under varying conditions of threat, environment and damage. Briefs should be succinct and include information that is relevant to the Command Aim. There are 3 clear stages of briefs that the Command requires from the CA.
- c. To assist in collating information the CA at their position on the Bridge:
- (1) A portable Command Stateboard, an example of which is at [Annex 37A](#).
 - (2) An Incident Board, reflecting the board in HQ1.
 - (3) Command Advisor Technical file [Annex 37B](#).
 - (4) A set of compartment Kill Cards.
- d. The WEO will, in addition to his CA role be required to direct and coordinate the damage repair activity, via the DWEO, to be conducted by the Weapon Repair Party (WRP). The aim of this role is to achieve an effective recovery from the damage by acting in accordance with the priorities and instructions given to them through the Command Aim.

3705. Command Rover (CR)

The CR, if manpower allows, should report to the IBC in HQ1 at Emergency/Action Stations to be directed as required by the IBC; to act as his eyes and ears on the ground extracting maximum information from each incident, ensuring the BDR priorities are adhered to, maintenance of morale, constant monitoring of watertight integrity and contributing to the Command Huddle when possible.



Note. On a SRMH and HUNT class vessels the WSQ is often utilised as the CR to give guidance to DC teams. On RCOPV, one of the Officers is utilised and on HMS CLYDE the XO fulfils this role.

3706. Directors of Internal Battle

The next element of the Command Team are those who will actually direct and coordinate the damage repair activity. The following key personnel are the HQ1 directors:

- a. **Internal Battle Controller (XO).** The IBC provides an assessment of the overall damage picture in the ship and coordinates the efforts of the Fire Repair Parties, Medical Teams and manpower control. He is also in overall charge of the HQ1 team and responsible for achieving cohesive progress of all damage in support of the Command Aim.

- b. **Propulsion Manager (PM) (MEO).** The PM is the Command Advisor on all matters of stability and is the HPSW main manager; he is also responsible for coordinating all propulsion/mechanical damage repair, the utilisation of the MRP and coordinating Smoke Clearance. The PM is the 2I/C of HQ1 and advisor to the IBC on all matters of DC/FF he may also be employed as the IBC during Defence Watches and therefore must be fully conversant with the duties and responsibilities of the IBC.
- c. **Damage Control Officer (Electrical) (DCO(L)).** The DCO(L) is responsible for the operation of the Electrical Power and Distribution system and coordination of all electrical damage repair and isolations; liaising with the CA for Command approval for isolations as required via 'hot line'. He may also be used to formulate Smoke Clearance Plans for the PM.

3707. Command Huddles

a. The Command Huddle (CH) is a management tool available to the IBC and the team in HQ1, for use in both peacetime and at action. The purpose of the CH is to allow all aspects of the situation on the ground to be clarified ensuring the Command Aim and any declared Command Priorities are achievable and are being fully supported. It is a common misconception that CHs are only to be held for multiple incident scenarios, however, a CH can be called for at any time when the situation/information flow during any significant incident is unclear. This will then ensure the Command Aim is fully supported and the correct BDR Priority declared. Under normal circumstances for a MM/PP, the CH is called for during a multiple incident, on completion of the Blanket Search (BS) no longer than 10-15 mins after incident start time. There may be occasions when the BS cannot be completed due to an incident (fire/flood) preventing all compartments being checked. In this case the CH can still be called however, a BS must be one of the top 3 BDR priorities declared on completion of the CH. The CH can be called at anytime the IBC considers appropriate, however; there are several events which will trigger a CH:

- (1) Completion of a BS (10 mins) or no later than 15 mins after the initial incident for a multi-hit scenario.
- (2) Change of Command Aim.
- (3) Completion of all BDR priorities.
- (4) Whenever the situation is unclear.

b. When a CH is called all Directors must prepare a brief of all significant defects and their top 3 repair priorities in support of the Command Aim. The brief should include ETBOL in real time and SITREP time for items under investigation in minutes. All directors must start with a statement of whether the **"Command Aim can be achieved or cannot be achieved"** thus informing the IBC of the impact of their defects on the aim. The briefs should be short (approx 30 seconds in total) and contain key points only keeping technical detail to a minimum. The IBC does not need to know the cause just the equipment/system eg 'Priority 1 Port Main Engine ETBOL 1240, Priority 3 restoration of Weapons Services, SITREP 10 mins'.

If the Director has no defects which affect the Command Aim their top 3 priorities must still be briefed. All directors are to have a Command Huddle state board examples of which are at [Annex 37C](#).

c. The Command Huddle process has 2 clear stages:

(1) **Stage 1 Preparation**

(a) IBC calls the Command Huddle and pipes “**Command Huddle HQ1 2 minutes**”.

(b) CA discusses with Command any possible change to Command Aim and any Command Priorities. CA must also prepare a Weapons brief and repair priorities for CH.



Note. Any change in Command Aim must be piped over main broadcast by the CO if possible.

(c) All incident managers pass updated reports to the IBC via comms or Command Rover.

(d) HQ1 Directors prepare briefs of defects prioritised in support of the Command Aim.

(e) CR must attempt to visit all incidents for an on-scene update then proceed to HQ1 for the CH.

(f) The CA must attempt to report to HQ1 30 seconds prior to start of the CH to brief the IBC on any change to the Command Aim and any Command Priorities.

(2) **Stage 2: Command Huddle**

(a) After 2 mins the IBC pipes “**Command Huddle HQ1 flash reports only**”.

(b) At the outset of the CH, the WEO states the Command Aim and any Command priorities.

(c) The IBC states whether he can or cannot achieve the Command Aim, then gives a brief fwd to aft using the incident board on all DC/FF incidents throughout the ship, looking to the CR for a brief on any significant changes at the scene.

(d) All Directors in turn give their brief with the IBC taking note of all the repair priorities and their impact on the Command Aim.

(e) The IBC, in liaison with the CA, determines from the items briefed, the 3 DC/FF priorities according to their impact on the Command Aim and proposes these to the Command for approval.

(f) Once approved by the Command, the IBC then declares the CH complete and pipes “**Command Huddle complete. The command aim is (repeated to raise whole ship awareness) the BDR priorities are 1.....2.....3.....**” as required.

3708. Machinery Space Fire (MMSF) Logistics Brief (LB)

Machinery Space fires present a significant risk to any vessel and must be managed correctly to ensure the safety of personnel is maintained. The Logistics Brief (LB) is a management tool available to the IBC and the team in HQ1, the LB is essentially a peace time Command Huddle designed specifically for a MMSF. The purpose of the LB is to allow all aspects of the preparation for the re-entry to be briefed, including manpower and timings for the completion of each evolution. The LB is called when the compartment on fire has been fully contained and the Temperature Monitoring System (TMS) is indicating the highest temperature as 60°C or below. When the LB is taking place the BDR priority remains ‘Containment’ until completion of the brief when the BDR priority is changed to ‘Prepare for Re-entry’ (see [Annex 37D](#)).

a. The following personnel are required for the LB and must have prepared the following briefs.

- (1) The Command Advisor attends the LB to provide the IBC with an updated Command Aim and any Command Priorities. Their role then changes to that of gathering information from each of the briefs given in order to fully brief Command on all aspects of the preparation, and most importantly to inform the CO of the timing of the re-entry brief.
- (2) The IBC utilises the incident board to give an outline brief on the incident covering all key stages that have been met. Stating what the highest temperature recorded from TMS is (60°C or below). The IBC is also responsible for the allocation of manpower to the prevailing tasks on completion of the LB and states the time line to be achieved and the start time of the re-entry brief.
- (3) The I/C FCP briefs all personnel present on the hoses runs required utilising a prepared diagram, stating which hydrants will be used and the lengths of the hoses and the location of the foam dump and number of drums required. The re-location of any smoke boundaries for the re-entry and the re-location of the FCP. Finally, they are to state how many hands they require to assist and an estimated time it will take to complete all preparations.
- (4) The I/C FRPP states the number of personnel that are dressed in full firefighting rig. How many additional hands are required to be dressed and form a minimum of a 5 man team, including a time scale to dress these personnel. The location of the re-entry brief, time to prepare, the number of BA sets and spare bottles available.
- (5) I/C Containment is to state whether the containment picture on the incident board remains correct and brief on how many hands are currently employed maintaining boundary cooling. They also state how many hands can be released while still maintaining the primary boundary and how long it will take to fallout personnel.

- (6) Propulsion Manager is to brief:
- (a) The likely state of the compartment and spread of the fire from interrogation of the TMS readings.
 - (b) Condition of HPSW system, number of HPSW pumps available including status of emergency fire pump and system pressure.
 - (c) State primary and secondary mechanical isolations, availability of HPACs, HP Air system pressure and a brief outline of the smoke clearance plan.
 - (d) DCO(L) will brief primary and boundary electrical isolations complete with the exception of compartment lighting, although function cannot be guaranteed. Status of the ventilation system and emergency lighting available.



Note. *If a Command Rover is being utilised they are to attend the brief and support the IBC by assisting the individual I/Cs in their preparations.*

- b. The LB has 2 clear stages:

(1) **Stage 1 - Preparation**

- (a) IBC calls the Logistics Brief and pipes “**Logistics Brief HQ1 5 mins**”.
- (b) CA discusses with Command any possible change to Command Aim and any Command Priorities.



Note. *Any change in Command Aim must be piped over Main broadcast by the CO if possible.*

- (c) All key personnel required prepared briefs.

(2) **Stage 2 - Logistics Brief**

- (a) After 5 mins the IBC pipes “**LOGISTICS BRIEF HQ1 FLASH REPORTS ONLY**”.
- (b) The IBC then asks the CA to state the Command aim and priorities.
- (c) The IBC then gives a brief utilising the Incident Board covering all key stages that have been completed and the maximum temperature within the compartment.
- (d) All personnel give their brief in turn with the IBC and CA taking note of all the actions and time scales.

(e) IBC then directs where the manpower is to be allocated and the time for the re-entry brief to take place.

(f) The IBC then declares the LB complete and pipes **“Logistics Brief complete the Command Aim is (repeated to raise the whole ship awareness). The BDR priority is to prepare for Re-Entry”**.

3709. MMSF Re-Entry Brief

The Re-entry Brief (RB) takes place on completion of all preparations at the time designated by the IBC at the end of the Logistics Brief. The brief is to be attended by the Firefighting Team and their BA Controller, the Compartment specialist (MEO/DMEO), I/C FCP and the Senior Officer (CO) (see [Annex 37E](#)). The RB is to follow the format below:

a. The Compartment Specialist starts the brief by stating the latest temperature within the compartment and that indications are that the fire is extinguished. He states that:

- (1) All primary and secondary isolations have been carried out and remain in force.
- (2) Utilising a compartment layout diagram a brief is given stating the position of all machinery and the layout of the compartment walkways.



Note. *The route for the Firefighting Team to take should not be briefed.*

- (3) Any hazards remaining within the compartment, HPA systems and pressure vessels, residual fuel/oil, loose equipment and the main compartment escape routes.
- (4) The number of HPSW pumps available, HPSW pressure and a brief outline of the smoke clearance plan.

b. I/C FCP Brief starts by identifying all members of the firefighting team and their roles. The location and seat of fire is identified and a brief given on general hazards within the compartment, integrity of deck plates, walkways and ladders and the location of any spent firefighting equipment. The re-entry brief is to also cover the following points:

- (1) Current location of FCP.
- (2) Point of re-entry.
- (3) Hose routeing.
- (4) Location of the foam dump.
- (5) Use of fixed hatch waterwall (if applicable) (see [Para 2106](#)).
- (6) Relocation of FCP.

- (7) Actions on forced retreat including whistle sounding policy (see [Para 2127](#)).
- (8) Confirm team have understood brief.
- c. The Senior Officer completes the re-entry brief by reiterating the compartment temperature and that all indications are the fire is extinguished including a hearts and minds brief the content at the Senior Officers discretion.

SECTION 2 - REPAIR PARTIES

3710. Fire and Repair Parties (FRPPs)

The recommended composition given in [Table 37-1](#) is based upon the number of personnel available for damage control duties in a fully manned MM/PP. Although HUNT Class operate two FRPPs it may be necessary at State1 to amalgamate both FRPPs to generate sufficient manpower to carry out a full BS and deal with multiple incident scenarios. To maximise damage control expertise, the I/C of the FRPP should normally be the WSQ or a ME branch SR.

Table 37-1. Recommended Composition of MM/PP FRPP

MANNING	RECOMMENDED DUTY
WSQ or ME Branch SR	Overall charge of the FRPP
Senior/Leading Rate	2 nd I/C FRPP/BA Controller
Able Rates (x 2)	Fire Suitmen
Able Rates (platform specific)	Allocated to general CBRNDC duties

3711. Mobile Repair Party (MRP)

The MRP is made up from members of the ME department the make up of which is dependant upon the platform. All members of the MRP come under the direction of the PM who with the support of the DCO(L) will employ the MRP to conduct both mechanical and electrical tasking. The PM must maintain a close liaison with the MRP knowing their whereabouts at all times, this will ensure a timely two way flow of information between the PM and MRP ensuring that all efforts are in support of the Command Aim/BDR priority. Due to the nature of tasks performed by the MRP on a MM/PP they must have a sound understanding of all ME equipment and systems onboard. The MRP are employed as directed:

- a. To carry out mechanical and electrical isolations.
- b. Conducting a BS of the machinery spaces and first aid actions as required.
- c. Closing down machinery spaces mechanically and electrically.
- d. Operation of fixed systems as directed by the PM.
- e. Local control of machinery and equipment.
- f. State One preparations under the direction of the PM.
- g. Implementation of smoke clearance plans.

h. Carry out mechanical and electrical repair as directed by the PM and DCO(L). All temporary repairs must be effective and robust (examples of electrical repair techniques can be found in [Annex 19A](#)) and repair bag contents at [Annex 37F](#).

3712. Weapon Repair Party (WRP)

The role of WRP will normally be filled by the DWEO on a MM/PP and if available can be augmented by a WE Junior Rate. The WRP has to develop a strong rapport between the equipment operators and the WEO, acting as CA, in order to operate effectively. This will ensure a timely two way flow of information between outstations and the CA on the Bridge thus enabling the CA to provide the Command with correctly functioning equipment to maintain the Command Aim. Due to the nature of the task performed by the WRP on a MM/PP, the DWEO has to have a sound understanding of all WE equipment onboard, not just the equipment for which he has direct responsibility. The tasks of the WRP, deployed in support of all onboard WE systems, as directed by the CA are:

- a. Maintaining communication with the CA and ensuring the CA is aware of their movements and contact details.
- b. Monitoring the performance standards of all WE equipment.
- c. Monitoring the availability of all forms of normal, alternative and emergency supplies and support services.
- d. Advising operators and the CA of any changes in equipment performance standard.
- e. Advising operators on the need to carry out mini-SOCs as directed by the CA and assisting them as required eg periodically, when the ship has been subject to shock or damage, when equipment has been returned from repair or when performance is suspect.
- f. Advising or assisting operators on any adjustment required to meet changing environmental conditions.
- g. Carrying out routine maintenance when due, and when opportunity or the threat allows subject to Command approval.
- h. Carrying out repairs under the direction of the CA, informing him of progress and of any limitations imposed by the defect or the repair.
- i. Assist the CA in compiling an accurate defect picture by conducting timely BSs when deployed to provide defect reports in a 5 point brief format [Annex 37G](#).
- j. Act in support of the damage control organisation as directed by the CA.
- k. Carrying out rounds in the action state as required by the CA.

SECTION 3 - MEDICAL ORGANISATION

3713. Medical Organisation

- a. Upon a casualty being discovered, the following loud vocal alarm (LVA) is to be used: “**Casualty, Casualty, Casualty**”. This is to include the location of the casualty/ casualties and is to be repeated until acknowledged.
- b. In ships without MHQs (MM/PP/1PBS) casualty alarms are to be made over the main broadcast in the Action State since the Coxswain/XO may not be in a position to respond to casualty information being passed by telephone.
- c. The casualty alarm should not detract personnel from their duty to raise a Fire/ Flood Alarm (LVAs), but should be included in it.
- d. In MM/PPs that do not carry a Medical Branch Rating (MBR), the Coxswain (XO/ Archer Class) is responsible for the duties of the Senior Rating in Medical Charge. The ship usually has two FAPs. The wardroom is designated as the primary FAP (FAP1), or in RCOPV the Sickbay, and is manned by the Coxswain or MBR where borne and the First Aid Team (FAT). FAP 2 is not normally manned but is used as an alternative medical position should FAP 1 become untenable.
- e. In MM/PP a minimum of 25% (Archer Class 100%) of the embarked ship's company are required to be in date Level 2 First Aid trained, of which 5% should be trained to Level 3 standard to include all members of the FAT.

SECTION 4 - FIRE AND EMERGENCY ORGANISATION

3714. Harbour Fire and Emergency Party (HFEP) Manning

- a. MM/PPs have significantly fewer personnel than DD/FFs, but they have sufficient people to form a competent and effective HFEP to successfully tackle a harbour emergency until assistance arrives. There are two levels of HFEP in operational MM/ PP:

- (1) **Full HFEP** (Team of 8)

- (a) OOD: I/C Gangway Position/Bridge.
- (b) DSR: I/C at Scene of Incident/BA Controller.
- (c) DLH: Attack BA.
- (d) DTECH: Technical duties/provide OOD with technical advice.
- (e) QM: (Longest Off watch) Initial Attack Non-BA.
- (f) QM: (Off watch) Initial Attack Non-BA.
- (g) QM: (On watch) Gangway actions.

(h) Logistics: Attack BA, I/C Keys and First Aider.

(2) **Reduced HFEP** (Team of 7)

(a) OOD: I/C Gangway position and Incident Board.

(b) DSR: I/C at Scene of Incident/BA Controller.

(c) DTECH: Technical duties/provide OOD with technical advice.

(d) QM: (Off watch) Initial Attack Non-BA.

(e) QM: (Off watch) Initial Attack Non-BA.

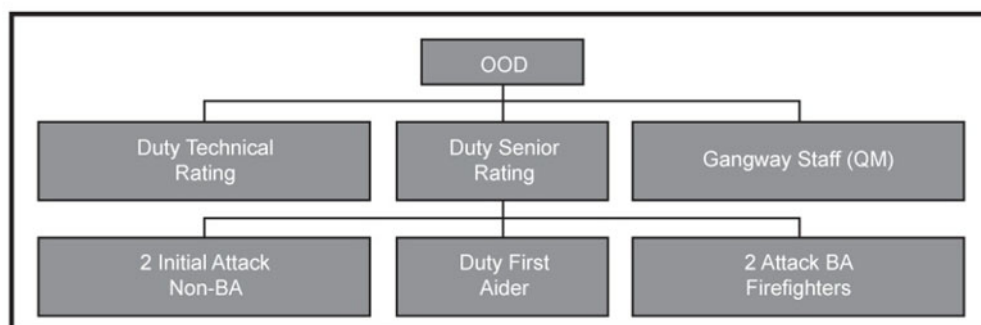
(f) QM: (On watch) Gangway actions.

(g) Logistics: Attack BA, I/C Keys and First Aider.

b. Outside of Naval Bases, all MM/PPs are to maintain a minimum number of eight personnel in their HFEP. When berthed in Naval Bases, this may be relaxed to seven if a 1:4 roster cannot be maintained, keeping Squadron Commanders informed. This relaxation is not to apply to ships undergoing OST where the SPF organisation is implemented. The guidance in BRd 9467 regarding the sharing of some elements of the Duty Watch between two similar ships berthed alongside on another, or in adjacent berths, may still be followed. Approval is not required, but Squadron Commanders should be kept informed of the intent to follow this routine.

c. For guidance on fire, emergency and security party routines during upkeep at Portsmouth and Rosyth see [Annex 37J](#) and [Annex 37K](#) respectively.

Fig 37-3. HFEP Structure in MM/PPs



3715. Gangway Staff

On receipt of the fire alarm, from whatever source, a pipe is to be made by the gangway staff (or SCC if manned) informing the Ship's Company of the existence of a fire and its location. The pipe is then repeated. The main broadcast General Alarm is to be used prior to the making the initial **"FIRE"** broadcast. Thereafter the Gangway Staff is to carry out the following tasks:

a. Inform the FRS and other shore authorities (iaw local instruction, ie 2222/999).

- b. Inform adjacent ships (telephone numbers to be recorded in gangway log).
- c. Position a red flag in daytime, or red light at night at the foot of the 'on' brow.
- d. Control entry to and exit from the ship.
- e. Switch on the portable communications and ensure the correct pre-designated channel is selected.
- f. Commence marking up the emergency on the Damage Control Incident Board.
- g. Break out the Kill Card log; identify relevant card(s).
- h. Inform OOD of all actions carried out upon their arrival at the QM position, stating how many personnel remain onboard.

3716. Officer of the Day

On the alarm being raised, the OOD is to close up and establish HQ1 at the QMs harbour position or bridge.

- a. The OOD must not become too involved in the details of fighting the fire, but must have an accurate and clear picture of the incident, which will allow him to properly assess the situation and therefore deploy his limited resources accordingly.
- b. As soon as it becomes apparent that a fire is more than a minor incident, the OOD should not hesitate to declare a full scale emergency and order "**Emergency Clear Lower Deck**". This will ensure that all non-duty personnel and visitors are brought out of the ship and clear of danger. It will also provide a ready pool of manpower for additional firefighting and containment tasks.
- c. In the event of an emergency in harbour, the OOD is to establish HQ1 at the QM's gangway position. To enable him to effectively muster hands, account for personnel, liaise with external emergency services and coordinate assistance from adjacent ships, the recommended muster point for all hands and visitors is on the jetty adjacent to the gangway. The gangway pegboard, visitors log and 'ashore on duty' book are to be used to account for personnel.

3717. Initial Attack Non-BA

A minimum of 2 hands are to be detailed as Initial Attack Non-BA. On hearing the emergency broadcast they are to:

- a. Pick up the nearest SPE(AFFF) and proceed directly to the SOTI, (additional extinguishers can be collected on the way to the SOTI, including either dry powder or CO₂ extinguishers if appropriate).
- b. Before entering, re-acquaint themselves with the compartment orientation, location of specific hazards, additional firefighting and lifesaving apparatus and alternative escape routes within the compartment by using the Kill Card diagram at the compartment access.

- c. Relieve the person(s) who discover the fire and direct them to withdraw from the compartment to de-brief the Duty Senior Rating (DSR).
- d. Commence a continuous and aggressive attack on the fire using their SPE, whilst assessing the situation in preparation for briefing the DSR, eg size and type of fire, likely source/cause, etc. The priority is to maintain the initial aggressive attack on the fire, however, efforts must be made to brief the DSR so that the correct preparations can be made to support the initial efforts.

Notes:

1. *The provision of additional SPE(AFFF) will ensure that a continuous and aggressive attack may be maintained on the fire and will additionally equip the attack BA firefighters when they arrive to fight the fire.*
2. *All initial firefighting efforts must be made using SPEs. Lay-flat hoses or CFHR should only be utilised if:*
 - a. *There are sufficient SPEs at the SOTI to maintain a CAAA should there be a total loss of HPSW ringmain pressure (see [Note 3](#)).*
 - b. *The rigging, charging and proving of the lay-flat/CFHR does not hamper the CAAA.*
 - c. *There are no obvious 'L' hazards that would jeopardise the safety of personnel operating a CFHR or FF nozzle.*
 - d. *The continual use of a FF nozzle in 'ragged spray' would put the ship's stability in danger.*
3. *The transfer from shore supply to ships generators may require the use of 'deadboard' routines. This will cause the momentary loss of supplies to HPSW pumps and could jeopardise the safety of personnel if CFHR/lay flat hoses are used during the initial aggressive attack on the fire. The DTR is to liaise closely with the OOD before carrying out any changes to the ships electrical supplies.*

**3718. Attack BA Firefighters**

A minimum of two hands are to be detailed as Attack BA firefighters. On hearing the alarm they act independently of one another and everyone else on board. They are to collect a SPE(AFFF) and proceed to the nearest BA locker, don the BA, firefighters hood and anti-flash gloves, conduct a face seal check and (remaining on air), proceed to the SOTI and attack the fire, whether or not the DSR (Attack BA Controller) is present. The BA 'set number' tally should be left at the access to the SOTI to identify that the BA wearer is within. The men being relieved (Initial Attack) who are not wearing BA must then withdraw.



Note. *There is no provision in the HFEP for a support party to relieve the Attack BA firefighters. If the initiative to fight the fire is lost, either because the firefighters run out of SPE or the fire escalates out of control, the firefighters are to evacuate, the compartment closed down and contained until a full re-entry, using a fully dressed and briefed re-entry team can be made.*

3719. Duty Senior Rating (DSR)

a. On hearing the emergency broadcast, the DSR has two immediate responsibilities:

- (1) Record the time of the initial “**FIRE**” pipe, to enable completion of the Attack BA control board.
- (2) Ensure the portable communications is switched on and the correct channel pre-designated is selected.

b. The DSR then proceeds to a safe position immediately adjacent to the SOTI and establish a FCP, picking up an additional SPE en route. The Attack BA firefighters act independently of all other personnel and proceed to attack the fire whether or not the BA Controller is present. The BA Controller may not see the attack BA men prior to them making their entry to the SOTI and assumes:

- (1) Initial BA pressure, entered in column ‘B’ on the BA (EDBA) control board to be 160 bar. Actual pressures can be entered into column B if the Controller removes the EDBA set tallies from the Attack BA firefighters and reads the pressure from the gauge.
- (2) The ‘time started to breathe’ as entered in column ‘C’ to be the time of the initial “**FIRE**” pipe.
- (3) EDBA control tallies found adjacent to the SOTI access indicate that BA wearers have already entered the SOTI.

c. The responsibilities as detailed above can be competently and safely undertaken by the DSR. However, this interpretation of guidance must only be used for the first ‘on air’, entry made by the nominated Attack BA firefighters into the SOTI. They should have in their possession the partially marked-up 2 man Attack BA control board, marked with nominated names, together with a water resistant marker pen at all times (see [Para 3728](#) for details of the 2 man Attack BA control board).

**Notes:**

1. *Should either or both BA wearers withdraw from the SOTI and remove their mask or breach the face seal, they are forbidden to proceed back into the SOTI unless another BA Controller is nominated and normal BA control procedures applied.*
2. *The DSR must not enter the SOTI or become too involved in actual firefighting. He must maintain a safe Forward Control Point (FCP) and control access of manpower and material resources into the SOTI, compile his BA control board and monitor the endurance of the Attack BA firefighters and make regular reports to the OOD.*

3720. Duty Technical Rating (DTR)

The Duty Technical Rating is to be fully conversant with the operation of ME, 'L' and basic WE equipment. On hearing the emergency broadcast he is to proceed to the SCC/MCR and carry out the following tasks:

- a. Crash-stop ventilation by opening all ventilation breakers at the switchboard or SCC/MCR central crash-stop panel (see [Note](#)).



Note. *In certain MM/PP platform types the in-line switches fitted to 5" general ventilation fans are required to be locally opened before their respective breakers are re-closed otherwise these fans will restart automatically. Therefore, the general ventilation breakers must not be re-closed until all 5", fan starters have been visually sighted as 'open' at the local position.*

- b. Start the stand-by generator, transfer the load from shore side power and isolate the shore supply breaker. It may be necessary to conduct this operation via a 'deadboard' routine that results in the loss of all lighting and supplies to HPSW pumps. Therefore, the transfer to ships power must be quickly undertaken and every effort must be taken to minimise the disruption to the firefighting effort.
- c. Start additional HPSW pumps and positively confirm the pressure in the HPSW main.
- d. Implement (referring to Kill Cards) primary and secondary power isolations as ordered by the OOD.
- e. Additionally, he is to advise the OOD on:
 - (1) Fuel and HP air isolations required.
 - (2) Compartment fixed firefighting/drench systems to be operated or made ready.
 - (3) Any pumping/salvage arrangements to be considered.
 - (4) Implementation of Smoke Clearance Plans.

3721. Duty First Aider (DFA)

A dedicated DFA is to be included within the Duty Watch. Due to the size of Ship's Companies for MM/PPs, it is possible for the responsibilities of a DFA to be undertaken as a secondary task by an appropriately qualified member of the HFEP. During emergencies, early consideration must be given to 'Emergency Clear Lower Deck' of all personnel not involved in the incident. This will provide a ready pool of spare hands to release the DFA from his primary function to concentrate on casualty handling, or, to identify qualified non-duty personnel to assist with first aid treatment. The role of the Duty First Aider (DFA) and the response expected from a Ship's Company when dealing with casualties is as follows:

- a. **MM/PPs in Base Naval Port.** Medical support and cover is provided from the Duty Medical Officer of the Guard (Medical Guard). Nevertheless, a member of the HFEP is to be nominated DFA as a secondary task. Naval Base facilities, adjacent ships and non-duty personnel onboard the ship can be called upon to assist. The level of cover during working hours is to be increased by nominating the Duty Chef as the DFA.
- b. **MM/PPs Away from Base Naval Port.** Consideration must be given to nominating a DFA from within the Duty Watch to provide 24 hour cover, restructuring as necessary to ensure the tasks expected of a DFA can be undertaken without detriment to the firefighting effort.
- c. On assuming the duty (including if detailed as a secondary task), the nominated rating is to draw a specific First Aid bag from the Coxswain or previous DFA, receive a brief and carry out daily equipment checks and sign that they are correct or record any deficiencies. The First Aid bag is to be readily available at all times and must be carried when closing up on hearing an emergency pipe.
- d. The DFA and/or personnel evacuating casualties are to ascertain:
 - (1) Nature of injuries (from Primary and Secondary Surveys).
 - (2) Possible inhalation of smoke, any loss of consciousness.
 - (3) Whether or not a key member of the firefighting organisation.
 - (4) Location/compartments rescued from.
 - (5) Whether other casualties were in the vicinity, to avoid unnecessary search and rescue effort.
- e. All information is to be passed to the OOD on the gangway immediately. On completion, the DFA is to monitor the casualties and await the arrival of professional medical assistance.
- f. The DFA must be given assistance to cope with injured personnel at isolated locations. The use of non-duty personnel is to be considered.
- g. On completion of the period of duty, the DFA is to return the First Aid bag and brief the Coxswain, or oncoming DFA as required.

3722. Personnel Safety and Control

In the event of the OOD ordering an **“Emergency Clear Lower Deck”**, it is important that every person onboard (including civilian personnel where appropriate) can be accounted for as quickly as possible. In the event of a fire onboard a MM/PP whilst in harbour, the safest location to muster personnel is on the jetty. The ship’s gangway pegboard, visitors book, ashore on duty log, ‘T-card’ rack, etc, should all be used to positively account for personnel. The first member of the Ship’s Company over the brow (once emergency clear lower deck is piped) should be detailed by the gangway staff to coordinate the muster of personnel and report back to the OOD, until relieved by the ‘Jetty Marshall’ (an Officer or Senior Rating nominated by the OOD to coordinate resources, manpower and arriving emergency services, ie FRS, Medical Guard, Police, personnel from adjacent ships, etc on the jetty).

3723. Responsibilities of Non-Duty Personnel

The HFEP in a MM/PP can only provide an initial aggressive attack on the fire. Should the incident escalate out of control and require full containment and a re-entry, the assistance of non-duty personnel onboard at the time, together with the emergency services and adjacent ships will be vital in successfully dealing with this major incident. If the OOD orders an **“Emergency Clear Lower Deck”** in response to an escalating fire, non-duty personnel are to evacuate the ship by the quickest possible route, whilst keeping clear of the SOTI, its associated smoke boundaries and collecting firefighting equipment en-route (see [Para 3724](#)). Personnel must not return to their messdeck to collect belongings, although whenever possible they should try to dress in sufficient clothing to prevent exposure and enable their employment in support of the emergency. Doors and hatches should be closed behind them to reduce the spread of smoke.

3724. Equipment Requirements

a. The following initial preparations are required to ensure that the HFEP are adequately prepared and supported to effectively deal with a major fire in harbour:

- (1) AHQ incident board (including portable illumination), Kill Card Log, full range of chinagraph pencils and portable communications to be immediately available at the QM’s harbour gangway position.
- (2) TIC to be readily available and accessible from the upperdeck.
- (3) A yellow surcoat, BA control board and chinagraph pencil to be available at the QM’s harbour position.

b. Once the OOD orders **“Emergency Clear Lower Deck”** the following equipment should be taken by evacuating non-duty personnel to the jetty:

- (1) A minimum of four sets of fire suits, gloves, firefighters’ hoods, boots and socks. These are usually stowed rolled together, in bundles, in the FRP locker.
- (2) TIC to be collected and taken to the jetty.
- (3) A minimum of four sets of BA. This will enable spare hands to dress and equip a 4 man firesuit team together with a BA Controller, who can either be briefed and detailed to conduct a re-entry, or act as guides for a FRS firefighting team.



Note. Once all the Ship's Company have been accounted for, personnel may return onboard under the positive control of the OOD to collect missing items or replace defective equipment. Personnel are to be detailed in pairs (manpower permitting) and a Safe Route is to be fully briefed.

3725. Jetty Space

Whenever physical conditions permit, a clear space of 7.5 m radius should always be kept clear near the foot of the brow; FRS appliances require a space 10.5 m x 5 m for parking and operation although certain special appliances may require a larger area. The area is to be conspicuously marked 'Fire Rescue Service - Keep Clear', and gangway staffs should enforce no parking or waiting in that zone during an emergency. Care must be taken not to foul the immediate area at the bottom of the gangway. The 'Jetty Marshall' must ensure that spare hands and equipment dumps are to the side, and liaise with the arriving emergency services and adjacent ship's teams to prioritise space and access. [Fig 37-4](#) illustrates the structure and interaction between the groups during an emergency.

3726. SSEP Organisation in MM/PPs

In all MM/PPs at sea a SSEP is nominated and available at all times for immediate response to fire and other emergencies.

a. **SSEP Team.** The SSEP team in MM/PPs is generally very small, and in the case of fire can only form an Attack Party. Should the firefighting initiative be lost or the indications from the SOTI are that the SSEP will be unable to extinguish the fire the XO should immediately bring the ship to Emergency Stations. The SSEP is made up of non-watchkeepers on the following lines:

(1) **Control Party in HQ1.** XO (IBC), MEO (Technical advisor) and an Incident Board Operator.

(2) **Attack Party.** I/C at the FCP with 5 hands. Provisionally allocated duties of two for Initial Attack Non-BA, two for Attack BA firefighters and one as Standing Sea First Aider.

b. **Procedure.** On either a smoke or fire alarm being raised, the following Command and Control procedure is to be followed:

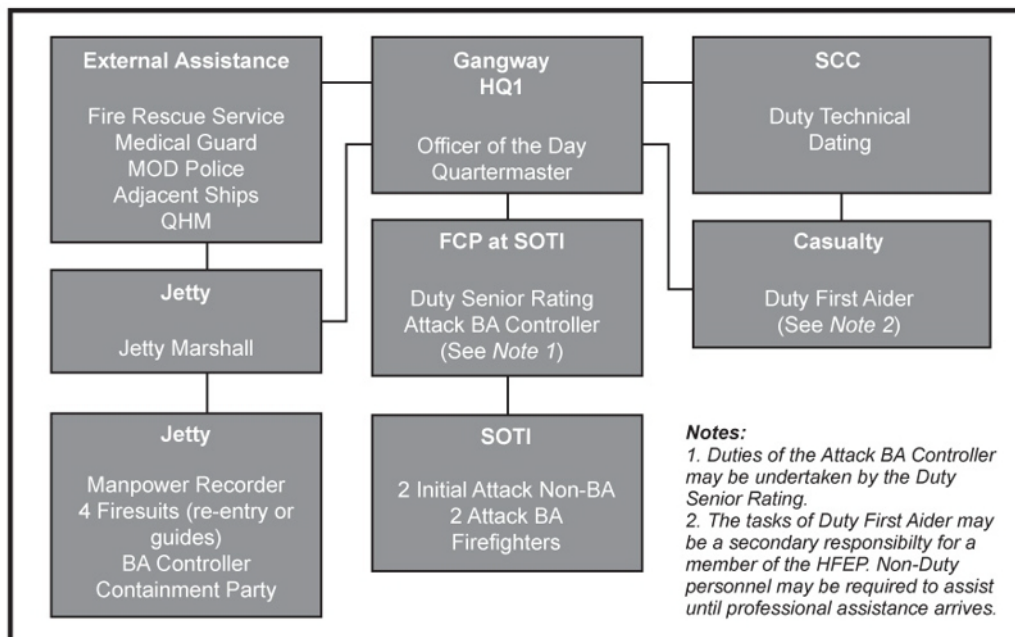
(1) The Control Party should man HQ1.

(2) IBC establishes portable communications with I/C SSEP.

(3) MEO breaks out the Kill Card log to identify the compartment and any associated internal or external hazards, briefing IBC on all relevant information.

(4) Incident Board Operator identifies compartment on the Incident Board together with suitable positions for establishing smoke boundaries, ready to brief IBC.

Fig 37-4. MM/PP - Structure and Interaction Between Groups



Note. Once the IBC is satisfied that HQ1 is established, he should make the broadcast **“HQ1 IS MANNED, MAKE ALL REPORTS TO HQ1”**. This has 2 functions:

- a. It tests and confirms that the operation of the main broadcast system from the HQ1 position, ie the ability to make pipes.
- b. Informs the OOW that the IBC has closed up in HQ1 and is ready to assume responsibility for controlling the emergency. This allows the OOW to concentrate on Bridge and navigation aspects and ship safety. Until the IBC makes this pipe all reports should be made to the Bridge.

c. **Attack Party.** When the alarm is raised, the I/C SSEP, Initial Attack Non-BA and Standing Sea First Aider are to proceed directly to the SOTI, collecting SPEs on route. The I/C SSEP is to establish a safe FCP immediately adjacent to the SOTI and communications to the IBC via his portable communications. The I/C completes his partially marked 2-man BA control board using the time of the emergency pipe as the ‘time started to breathe’. Nominated Attack BA firefighters are to collect a portable SPE and proceed to the nearest BA locker, don the BA, conduct a face seal check and (remaining on air) proceed directly to the SOTI and attack the fire, whether or not the I/C is present. The BA control tally should be left at the access to the SOTI to indicate the BA wearer within. The men being relieved (Initial Attack Non-BA) who are not wearing BA must then withdraw. The use of EEED is to be considered if personnel are showing signs of smoke inhalation or respiratory distress.

d. **Containment Party.** Despite the lack of manpower in MM/PP, once Emergency Stations has been ordered, the principles of Containment in MM/PPs should be followed (see [Para 3727](#)).

e. **Remainder of the Ship's Company.** Initially the remainder of the Ship's Company should supply additional SPEs to prolong the initial aggressive attack on the fire. However, should the IBC pipe the ship to "**Emergency Stations**" they must close up at their pre-determined station, ie FRPP, FAP, Bridge, etc or muster with the spare hands.

3727. Containment in MM/PPs

The purpose of Boundary Cooling is to contain a fire within the smallest possible area by keeping the adjoining decks, bulkheads and deckheads cooled with sprayed water. As well as the obvious adverse affects to electrical systems and the ship's stability that indiscriminate spraying may cause, MM/PP vessels are restricted by both manpower and equipment limitations. To allow maximum utilisation of available resources careful management and control of Boundary Cooling operations is required (see [Annex 37H](#)).

3728. MM/PP 2 Person Attack BA Control Board for EDBA

In all MM/PPs, the Duty Senior Rate (DSR)/BA Controller is to carry on his person, at all times, a 2 person Attack BA Control Board as shown at [Fig 37-5](#) and a water resistant marker pen. The board is to be partially marked-up with nominated names only. On hearing the emergency broadcast, the time of the initial "FIRE" pipe is to be entered in column C as the time started to breathe. BA pressure of 160 bar is to be entered into column B if the Attack BA fire fighters are already at the SOTI. Actual pressures can be entered into column B if the Controller removes the EDBA set tallies from the Attack BA firefighters and reads the pressure from the gauge. Columns D is to be completed using the table on the reverse of the 2 person Attack BA Control Board as shown at [Fig 37-6](#). Column E and F should then be completed as per the instructions on the board. This control board is ONLY to be used for the first 'on air' entry made by the nominated Attack BA firefighters in the SOTI (for details for the completion of the main BA Control Board see [Para 2610](#)). See [Para 3719](#) for information on the duties of the DSR/BA Controller.

Fig 37-5. MM/PP 2 Person Attack BA Control Board for EDBA

A			B	C	D	E	F
SET No.	OPERATORS NAME	TASK	BOTTLE PRESSURE (bar)	TIME STARTED TO BREATHE (Pipe time)	TIME RELIEF DUE IN (C + 17 mins)	TIME RETURN COMMENCES (D + 7 mins)	TIME DUE OUT (E + 12 mins)
		FF	160				
		FF	160				

Fig 37-6. MM/PP 2 Person Attack BA Control Board Time and Pressures Table

BOTTLE PRESSURE (Bar)	TIME RELIEF DUE IN (mins)
160	17
180	21
200	25
220	29
240	32
260	36

SECTION 5 - AIRCRAFT FIREFIGHTING**3729. Helicopter Operations in MM/PPs - Firefighting Preparations**

The minimum firefighting preparations required by a MM/PP for helicopter operations are:

a. **At 'Prepare for Flying':**

- (1) Rig and secure 2 foam producing appliances (FB5X Mk 2) plus portable inline inductors supplied from separate hydrants to transfer position (preferably from separate sides of the ship).
- (2) Once rigged and foam production has been proven, the lever on the FB5X Mk 2 and hydrant is to be turned to the shut position. This will allow the hoses to be fully charged but have the flow shut off. The hoses should be pulled back from the immediate area of transfer.
- (3) Two waterwall nozzles may also be rigged and secured and charged (but isolated) ready to provide additional protection to exposed firefighters.
- (4) Four sets of firesuits, boots, gloves and firefighters hoods should be broken out from the FRPP nearest to transfer position, checked and placed in a dry covered position ready for immediate use. There is no requirement to dress firefighters at this stage.
- (5) Nominate and brief 4 personnel for duties as helicopter firefighters.
- (6) HPSW main pressure is to be confirmed above 5 bar (80 psi) and pressure maintained throughout the duration of flying operations.
- (7) On completion, report initial preparations complete to the OOW.

b. At the first indication of a possible incident involving the helicopter and the ship, the level of preparations should be increased.

- (1) Dress firesuitmen; station them in a sheltered position ready for immediate deployment.
- (2) Consider an increase in ship's watertight integrity and restrictions to movement of personnel about the ship.

- c. In the unlikely event of the helicopter crashing on the ship, the ship must immediately go to Emergency Stations. The nominated firefighters should endeavour to extinguish the fire, supported by the activated Emergency Stations DC organisation, based on the guidance provided in BRd 2170(5) - Embarked Aviation Crash Fire Rescue (CFR) 2013 Edition.
- d. Unless the ship has qualified AIR 233 trained personnel, no ad-hoc provision should be made to nominate personnel or equipment for an aircrew rescue party. Once the fire is extinguished, or access to helicopter established, casualty rescue should be attempted.
- e. Ships officers should 'table top' and exercise the organisation and procedures most suitable for their ships manpower and equipment capabilities.
- f. Detailed guidance and advice on helicopter operations and requirements can be sought from NAVY CSAV-ACOS.

SECTION 6 - MM/PPS OPERATIONS AT STATE 1

3730. State 1

When a MM/PP adopts State 1 the FRPP manpower is heavily reduced due to personnel being employed as part of Close Range Weapons Crews and other Force Protection related duties. Due to these manpower constraints and the necessity to drive and support the Command Aim at all times, MM/PP must execute the internal Battle in as lean and efficient manner as possible. This has particular importance following damage or other CBRNDC incidents as procedures will require modification (when compared to those at State 3) to reflect the available manpower (eg action re-entries). This section provides guidance on such modified routines.

3731. Blanket Search Manpower

- a. At State 3, BS teams must consist of a minimum of two personnel. At State 1 it remains vitally important that BSs are conducted but manning constrains MM/PP platforms to use a single rating for this purpose. It should be noted that, where spare hands are available, the use of 2 personnel in the BS has significant merit and enhances the ability to conduct First Aid leakstopping and First Aid firefighting whilst raising the alarm (see Para 3737 [Note 1](#)).
- b. The BS and the establishment of primary flooding/damage boundaries will always be the priority following an incident. Therefore no other tasks should be conducted until the BS is complete unless otherwise directed by the IBC. This means that all available spare personnel should be employed in the BS even if all cards have been issued. Personnel should be directed to assist deployed BS teams and drive the BS to completion. IBC is to liaise with I/C FRPP if there is a requirement for FRPP personnel to assist in another task while the BS is still being carried out (3rd FF for action re-entry, smoke clearance etc).

3732. Blanket Search Equipment

- a. When a team of two are deployed on a BS they must take the following equipment:

- (1) AFFF SPE.
- (2) Leakstopping bag.
- (3) Torch.
- (4) BS Card.
- (5) Chinagraph (see Para 3737 [Note 2](#)).

b. If an individual is initially deployed to carry out a BS card on their own then they are to take the equipment annotated above apart from the leakstopping bag. This is to assist whilst transiting through the ship as well as leakstopping bags already being located around the ship including compartments below the waterline.

3733. Blanket Search Procedure

a. Once a ship has sustained damage personnel must ensure that precautions are taken when initially transiting through the ship. Hatches and doors should be interrogated prior to them being opened. The following routine should be carried out when interrogating doors/hatches:

- (1) One member of the BS team should give the door/hatch a cursory feel with the back of their hand for hot spots.
- (2) If fitted the Indicator Test Plug Routine (ITP) should be conducted (see [Para 1507](#)). A LVA and Initial Contact Report (ICR) should be raised to indicate the state of that compartment.
- (3) Providing the access is cool and the ITP indicates no incidents all the clips bar one should be removed. The other member of the team gets down on one knee and utilising the AFFF, get ready for the access to be opened. The last clip is then removed and the first member of the BS team should slowly crack the access cautiously checking for incidents within the compartment. Once it is safe to do so the hatch/door should be fully opened, placed behind its retaining clip and checked to be secure prior to the team entering the compartment.
- (4) If the access is clearly to hot to touch then this will indicate that a significant fire is present within that compartment. The BS team are to raise a LVA to reflect this and handover the incident to the Attack Suitmen (action re-entry will be required (see [Annex 21A](#)) before carrying on with the BS.

b. This procedure is to be adopted by all personnel transiting through doors/hatches after sustaining damage. If an individual is carrying out a BS card by themselves then they should carry out exactly the same procedure but have the SPE close to hand to react to any fires that may be present within the respective compartments.

c. BS teams should also use the 'Smart Searching' concept (see [Para 0818](#)) whilst conducting the BS. Compartments located within the 'red risk zone' should be searched prior to those above the waterline. Further to that, if a flood/fire alarm is piped for a compartment on a BS route card then this compartment should be searched as a priority due to the high likelihood of an incident being present within that compartment.

3734. Actions on Discovering Incidents

a. When an incident is discovered during the BS the following actions should be carried out:

- (1) LVA of the incident including the compartment name and location marking.
- (2) One member of the BS team is to attempt first aid leakstopping (flood) or CAA (fire) while continuing to raise the LVA.
- (3) The other member of the BS team is to ensure adequate supporting equipment is supplied to the SOTI and that the LVA is passed on and provide an ICR of the incident to the IBC via I/C FRPP.
- (4) Once this has been conducted the spare member of the BS team can carry on with the BS.
- (5) If the incident is a fire then a CAA must be maintained by the discoverer until relieved by the Attack Suitmen (roughly 2 mins). A full handover is to take place between the discoverer and Attack Suitmen ensuring all pertinent points are passed on and the points acknowledged.
- (6) If the incident is a flood then first aid leakstopping is to be completed and then the individual is to vacate the compartment, shut the access and 'Flash Report' this information to IBC via I/C FRPP. Once this information has been passed on they are to proceed and meet up with their initial BS team member and assist in the completion of the particular BS card, if required.

b. If an individual is completing a BS card on their own they are to carry out the same actions, ensuring that the LVA on the incident is repeated over Main Broadcast. The LVA can be passed on using any method possible (phones, broadcast systems etc) but it is essential that when there is only one member of the BS team that the LVA is heard and acknowledged as well as attempting their initial actions.

3735. Completion of Blanket Search

a. BS teams must carry out the BS thoroughly and in a timely manner. Personnel must remember that it is not purely fires and floods that are to be reported. Any form of damage must be included when reporting the BS. This includes:

- (1) Fire dangers.
- (2) Lighting defects.

- (3) Damaged equipment.
- (4) Buckled/warped/damaged ships structure.
- (5) Damaged fittings.

b. Once the BS card has been fully completed the team should report back to I/C FRPP and 'Flash Report' that the card is complete ie **"Flash, Flash, Flash, BS Card No 3 complete, nil incidents found"**. If incidents have been discovered all this information should be passed to I/C FRPP at this point (chinagraphs can be utilised during the BS to annotate on the back of the BS card what incidents have been discovered/ICRs).

3736. Sentries

- a. As previously described, MM/PP could be left with as little as two spare hands once the ship has closed up at State 1. Therefore if a ship was to sustain several areas of damage and sentries were left at all incidents once discovered this would leave no personnel to complete the BS.
- b. As detailed in Para 3735a [sub para \(4\)](#), personnel are to carry out the initial actions on the incident once it has been discovered and then leave it and carry on with their BS card. If an incident occurs that IBC deems is unsafe to leave unattended for any period of time then a member of the FRPP should be nominated and left with the appropriate equipment to act as a sentry.
- c. Similarly, this also includes the Attack Suitmen on completing an Action Re-entry. Once a fire has been extinguished and a boundary search of the compartment has been carried out, the Attack Suitmen are to vacate the compartment leaving a smoke boundary light on the access to indicate that compartment/area is smoke logged. IBC may utilise the Attack Suitmen to carry out other tasks eg smoke clearance at that point, but if not required, the Attack Suitmen are to return to the FRPP.
- d. Once at the FRPP the Attack Suitmen are to conduct a cylinder change and ensure that an adequate supply of SPEs are close to hand. They are to re-hydrate as quickly as possible and to ensure that they are ready to react to any emergency should the ship come under further attacks.

3737. Command Approval

At State 1 all personnel (especially FRPP manpower) are to be aware that there are a number of evolutions that must have Command Approval prior to being carried out as follows:

- a. **Use of HPSW (other than for CAAA and Boundary Cooling).** The PROPMAN has overall control of the HPSW main and close liaison with IBC will determine when the HPSW main can be used iaw with the current BDR priorities. Therefore, if the HPSW main is required for use eg eductors, action re-entries, Ramfan etc then permission must be sought and approved via the IBC.

b. **Smoke Clearance.** Smoke clearance of compartments may be required after sustaining damage especially if access to that particular compartment is essential (BS, defect repair, damage repair etc). Although it may be necessary to carry out this evolution at the earliest opportunity, Command are to ensure that smoke boundaries are maintained and the removal of personnel eg Close Range Weapon Crews etc during smoke clearance does not affect the external battle should the threat remain. FRPP personnel can complete most of the preparations required for the smoke clearance plan but permission must be sought and approved via the IBC prior to commencing smoke clearance whilst ensuring all personnel are safe and are made aware that the evolution is about to be carried out.

c. **Proceeding onto the Upperdeck.** After sustaining damage personnel who need to access the upperdeck must ensure that permission is sought and approved via IBC. If the threat is still present then it may be deemed unsafe for personnel to transit onto the upperdeck due to the possibility of becoming a casualty. As the completion of the ships BS is given a high priority, the IBC is to ensure that access to the upperdeck is given at the earliest opportunity. The IBC may deem it possible for personnel to make their way to certain areas of the upperdeck to assist in certain tasks (casualties, high priority task). In this case, it is recommended that body armour is worn and the safest route possible is utilised (ie the non engaged side).

Notes:

1. *I/C FRPP should utilise personnel with experience when deciding on BS teams. If three personnel are available for the BS then the least experienced hand should form part of a 2 man team ensuring they have guidance in the correct SOPs. Personnel deployed by themselves are to have either a radio or a whistle to assist them in raising an alarm on discovering an incident and allow them to carry out their initial actions.*

2. *Chinagraphs are used to tick off compartments as they are searched during the BS. This will ensure that if a BS card is handed over at any point to another BS team then duplication of the BS will not occur and therefore delay its completion. Chinagraphs can also be used to annotate incident details (ICRs) on the back of the BS card which is to be transferred to I/C FRPP on reporting completion of that BS card.*

3. *When discovering a breach in the HPSW main personnel are to be aware of the correct actions to be undertaken. As detailed earlier, PROPMAN has overall control of the HPSW main and permission from IBC must be sought and approved prior to utilising or isolating any of the system. Therefore when a HPSW breach is discovered a LVA must be raised ensuring that an accurate ICR is also passed detailing the position of the breach including hydrants/valve numbers if applicable. This will assist PROPMAN, whilst liaising with IBC, on the appropriate actions to be carried out. Under no circumstances should personnel attempt to repair the breach until it has been isolated with approval from IBC (these actions will be predominantly carried out by the MRP).*

