CHAPTER 1 DAMAGE CONTROL ORGANIZATION AND RESPONSIBILITIES

SECTION 1 FUNDAMENTAL PRECEPTS

Ref: (a) OPNAVINST 3120.32 Standard Organization and Regulations of the U.S. Navy (SORM)
(b) NTTP 3-20.31 (Series), Surface Ship Survivability
(c) NSTM Chapter 555, V1, Shipboard Firefighting
(d) NSTM Chapter 079, V2, Practical Damage Control
(e) NSTM 470, Shipboard Biological Warfare/Chemical Warfare Defense and Countermeasures.
(f) COMNAVAIRFORINST 3500.20 (Series), Aircraft Carrier Training and Readiness Manual
(g) NATOPS 00-805-14, U.S. Aircraft Firefighting and Rescue Manual
(h) NAVSEA S5090-B1-MMO-5090-B1-MMO-010, Stowage Aid Booklet for Damage Control Equipment
(i). OPNAV INSTRUCTION 3500.34

1100 DAMAGE CONTROL READINESS.

a. Effective leadership and a well-trained crew achieve Damage Control readiness. This includes all ranks, ratings, and departments. Central to success is heightened command attention on these matters. One of the most important aspects of damage control preparedness takes place before the damage occurs (with knowledge, training, and exercises). Effective damage control organizations routinely exercise and assess themselves.

b. Damage control is the responsibility of all hands aboard ship. The ship's ability to fulfill its mission depends upon its effectiveness. The survival of the ship depends upon prompt and correct damage control action.

c. Training should be based on a seminar, brief/execute, debrief, and follow-up methodology. By using this approach, personnel gain knowledge and develop the skills and teamwork needed to successfully combat any damage.

d. It is vitally important that a strong training program is in place to educate and train the entire ship's company for all possible damage situations. Education, training, organization and maintenance are the fundamentals of damage control and are applicable to all ships.

e. The CO is responsible for adherence to, and the effective application of, the principles and standards established in this and all damage control publications. These standards are the minimum; they should not restrict the CO's decision to take additional action to control damage. Listed below are some basic tenets of damage control.

(1) Keep your ship watertight.

(2) Do not violate material conditions.

(3) Have confidence in your ship's ability to withstand severe damage.

(4) Know your way around your ship even in the dark.

(5) Know how to use and maintain damage control equipment.

(6) Report damage to the nearest damage control station.

(7) Keep personal articles properly secured at all times.

(8) Practice personal damage control; protect yourself so you can protect the ship.

(9) Take every possible step to save the ship as long as a bit of hope remains.

(10) Keep cool - don't give up the ship.

1101 DAMAGE CONTROL COMMAND POLICIES.

a. Commands shall promulgate in this document policies that impact damage control readiness and insert in Tab A. Such topics, policies, or practices include (but are not limited to):

b. When will modified Zebra be set? (Mod Zebra fittings will be listed in Chapter 5 Tab C).

c. Who responds inport while the main engineering plant is in operation? Day? Night? (Inport Emergency Team [IET], General Quarters or Condition II DC?)) What about the auxiliary plant?

d. When is it permissible to discharge oily waste/AFFF overboard? What constitutes an emergency?

e. Who authorizes the placing of Damage Control systems out of commission? How many systems at once?

f. Is there a preferred method for re-entering a main space during fire fighting operations?

g. What tripwires, if any, are there for personnel in command positions (Executive Officer, Command Duty Officer) for flooding a magazine? Using main eductors inport?

h. How will the IET be augmented in homeport?

i. Where do the members of the training team go during an actual casualty?

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SECTION 2 REQUIRED INFORMATION

1200 SHIP SPECIFIC POLICIES.

a. The following ship specific policies must be established and inserted into the Repair Party Manual:

(1) Strip Ship Bill (CHAPTER 5 TAB A)

(2) Jettison Bill (CHAPTER 5 TAB B)

(3) Casualty Power Bill (CHAPTER 6 TAB A)

(4) Main Space Fire Doctrine (CHAPTER 4 TAB E)

(5) CBR-D Bill (CHAPTER 7 TAB A)

(6) Toxic Gas Bill (CHAPTER 4 TAB J)

(7) Modified Zebra Bill (CHAPTER 5 TAB C)

1201 REQUIRED CHAPTER TABS:

a. TAB A, Command Polices (p 25).

b. TAB B, Condition I Damage Control Order of Succession (p 26).

c. TAB C, Flying Squad Organization (p 27).

d. TAB D, DC Communication Plan (p 28).

e. TAB E, Damage Control Repair Station Organization Chart (p 29).

f. TAB F, Primary and Alternate Repair Party Mustering Locations (p 30).

g. TAB G, DCRS Inventory/Shortages (p 31).

h. TAB H, Damage Control Command and Control Organizational Chart (p 32).

i. TAB I, IET Manning Chart (p 33).

j. TAB J, Rescue and Assistance Detail Manning (Inport/Underway) (p 34).

k. TAB K, List/Diagram of Spread Stowage (p 35).

SECTION 3 GENERAL REQUIREMENTS

1300 COMMAND AUTHORITY.

a. Authority to Sprinkle/Flood Magazines. The CO shall publish, as ship's policy, who has the authority to order the sprinkling of magazines. The policy should distinguish between fires in a magazine and fires in compartments adjacent to a magazine. The decision to flood a magazine can have serious consequences on damage control efforts. The person authorized to exercise command authority shall make this decision.

b. Damage Control Measures Requiring Command Approval. The following damage control actions shall not be taken without considering the tactical situation or the consequences/impact on other ship mission capabilities. They are, therefore, command directed:

(1) Ballasting/de-ballasting.
(2) Counter-flooding.
(3) Changes to material condition of readiness (e.g. X, Y, Z).
(4) Establishing/changing Maximum Permissible Exposure (MPE).
(5) Jettisoning.
(6) Activation/deactivation of the countermeasure wash down system(CMWDS).
(7) Sending Chemical, Biological, and Radiological (CBR) monitors or decontamination teams outside the skin of the ship when in a CBR environment.
(8) Activation of magazine sprinkler/flooding systems.
(9) Transferring contaminated (CBR) aircraft from the flight deck to the hangar deck.

1301 REQUIRED DAMAGE CONTROL CENTRAL EQUIPMENT, MATERIALS AND PUBLICATIONS.

a. Certain damage control items shall be maintained by the DCA. Many are listed in the references and are required to be part of the Damage Control Library. Items that are required and are not listed in any reference are listed below. The DCA shall maintain the following items:

b. Updated liquid loading status to reflect the latest tank and void soundings shall be maintained in DC Central and a copy posted in Secondary DC Central.

c. Clinometers to determine actual list and trim.

d. AN/PDR-65 High Range Survey Meter (may only be available on Bridge)

e. Tank sequencing chart and/or tables.

f. Lists of preplanned routes to deep shelter, combat systems equipment casualty control supply support centers, battle dressing stations, battle messing, and other battle logistics supply centers or storerooms.

g. Charts, nomograms and other required materials to calculate various radiological factors.

h. Repair Party Manual with complete Chapter Tabs.

i. Damage Control Tag-out log or listing of installed damage control equipment currently tagged out.

j. Propulsion Plant and Vital Auxiliary Status Board to display equipment status and plot engineering casualties.

k. COMNAVSURFOR publishes serialized Damage Control Readiness Advisories (DCRA) to provide prompt dissemination of information, not available in other references. DCRAs will be recorded on the Index of Damage Control Readiness Advisory page and filed for reference and continuity behind the Index of Readiness Advisories page of this instruction. All DCRAs when received, shall be distributed to all applicable personnel for information purposes. DCRAs are available for download on the COMNAVSURFPAC or COMNAVSURFLANT web site.

1302 DAMAGE CONTROL CENTRAL SUCCESSION.

a. Provisions must be made for the functions of Damage Control Central (DCC) to be carried out by other stations if DCC needs to be evacuated. Most ships are built with the Damage Control Repair Station (DCRS) furthest from DCC having most of the interior communications circuits necessary to be a secondary

DCC. The succession of DCC on each ship shall be annotated in the RPM Chapter 1 Tab B (complete as many as necessary).

1303 DUPLICATE DC MATERIALS FOR COMMAND AND CONTROL.

a. To ensure the CO/CDO is aware of and can better visualize the damage control situation, a duplicate set of up-to-date damage control plates showing the hull, all decks, and compartments will be provided to any space the CO designates as a command and control station (damage control subdivision plates 2 and 3).

b. The plates need not be permanently mounted or hard laminated like those in DCC. Because of space considerations, they may be cut down or modified as appropriate so long as they remain functional.

c. A copy of the RPM complete with chapter tabs shall also be provided to all command and control stations.

1304 DCRS INVENTORIES.

a. DCRS inventories shall be in accordance with the Allowance Equipage Lists (AEL) on the Damage Control - Operating Space Item Management System (DC-OSIMS) Program (PMS 400F3). A current DC-OSIMS shortage list with outstanding requisition numbers shall be maintained in each DCRS's RPM Tab G:

(1) To assist in inventories, ships are encouraged to use the following:

(a) Inventory Aid Booklet for Damage Control Equipment (NAVSEA S5090-BL-DCB-010).

(b) Stowage Aid Booklet for Damage Control Equipment (NAVSEA S5090-B1-MMO-010).

(2) As much as possible, the equipment should be distributed throughout the DCRS's designated area of responsibility via spread stowage and listed or diagrammed in TAB K.

(3) The DCA will maintain a current NAVSEA approved paper copy AEL per ref (b).

SECTION 4 DAMAGE CONTROL ORGANIZATION

1400 DC ORGANIZATION.

a. Damage Control Organization. The concept behind the changes to the damage control organization is to allow the ship to continue its tactical mission while responding to a casualty in a tiered approach. The tiered response allows the CO the ability to utilize resources more efficiently. Tiered response consists of three layers: Flying Squad, Condition II Damage Control, and General Quarters.

b. Flying Squad shall consist of, **at a minimum** (see references b, c and e for duties and responsibilities):

1. Fire Marshall[1]
2. Electrician[1]
3. Rapid Responders[1,2] (2)
4. Scene Leader[3]
5. Team Leader[3]
6. Team Members[2,3] (3)
7. Investigators[3] (2)

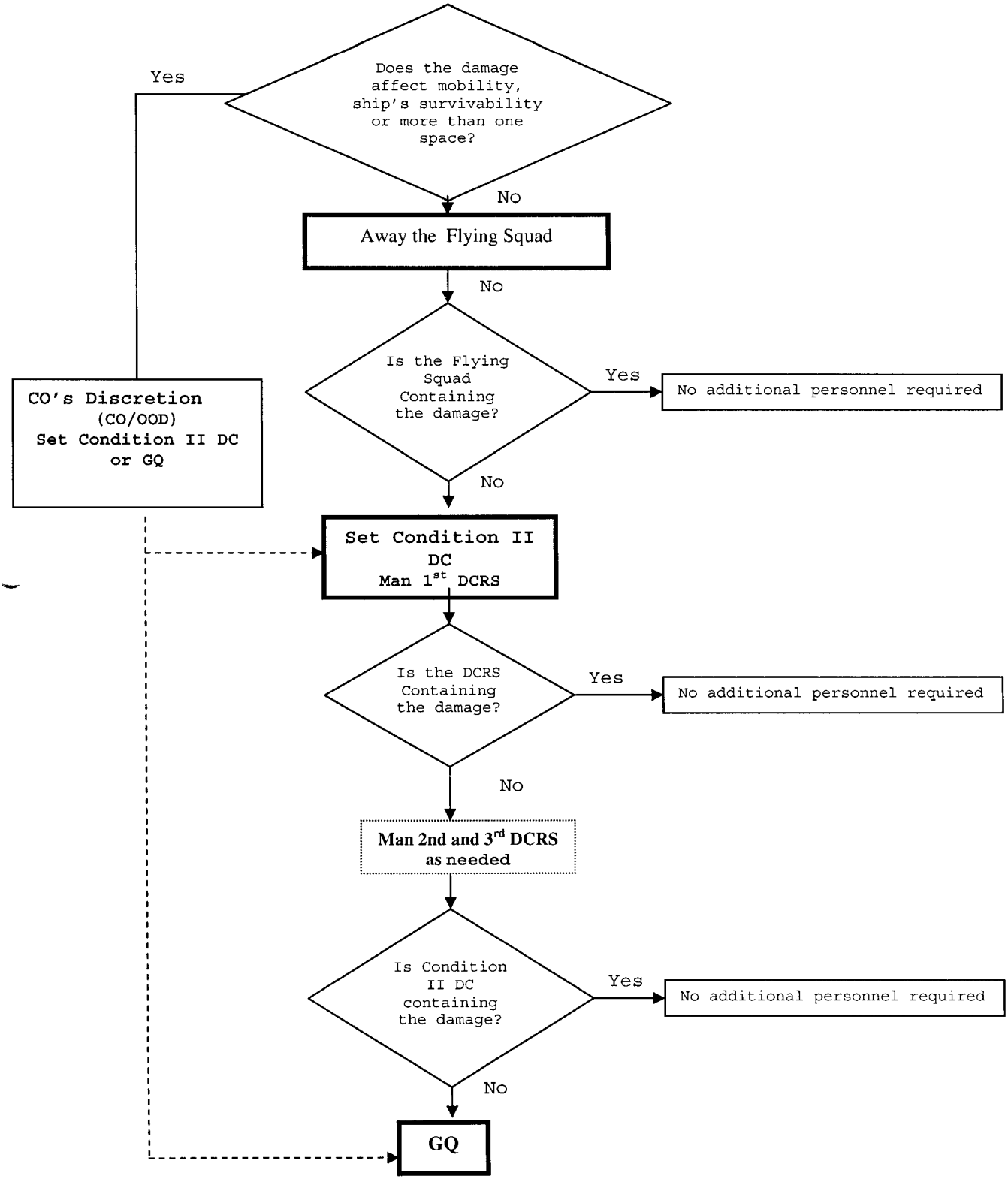
NOTE:
[1] Rapid Response Team - Shall report directly to the scene.
[2] Shall be PQS qualified up to DC 308.
[3] Back up Team - Shall report to the designated DCRS.
() Denotes the number of personnel required.
Plotter and talker/messenger functions listed in reference (b) may be performed by non-Flying Squad personnel on watch in control stations.

c. Condition II Damage Control allows a significant increase in Damage Control response without disrupting tactical watchstations. This provides the Commanding Officer a multi-tiered response to combat damage. Designated Damage Control Repair Stations (DCRS) and DC Central shall be manned up when Condition II DC is set. At a minimum, one DCRS and one Battle Dressing Stations (BDS) shall be manned. For example, when Condition II DC is called, Repair 5 is manned with Repair 5 personnel. As the damage becomes bigger, an additional DCRS is manned. This allows flexibility for additional DCRS to man up if required (see Table 1). Primary boundaries, such as fire, smoke and/or flooding, shall be set as required.

d. General Quarters (GQ) will be set for tactical reasons or as deemed necessary by the CO, ref h applies. Material condition Zebra shall be set during GQ.

e. Functional requirements for individual DCRS shall be IAW reference (b).

Error! FIGURE 1 – DC ORGANIZATION FLOW CHART



1401 CONCEPT.

a. The Flying Squad's purpose is to quickly respond to causalities and determine the extent of damage. Designated initial responders will proceed directly to the scene of damage while the rest of the Flying Squad provides from designated DCRS. The actions required for a larger casualty or a change in threat level would drive the ship to Condition II DC. Condition II DC allows the CO flexibility to fight the ship with a tiered DC response without disrupting tactical watchstations. The CO retains the option of setting GQ.

1402 IET ORGANIZATION.

a. The CO will develop an IET that is an effective fire fighting force considering current circumstances (including machinery space fires). This team must also be capable of effectively controlling flooding and its possible effects, as well as any other condition described in the General Emergency Bill (insert into Tab I). See reference (b), chapters 2 and 9.

NOTE: TRAINING FOR THE IET SHOULD INCLUDE CASUALTIES THAT MIGHT OCCUR IN A VARIETY OF PROPULSION PLANT CONFIGURATIONS INCLUDING COLD IRON, COLD IRON WITH FLAMMABLE LIQUID SYSTEMS RUNNING, AUXILIARY STATUS AND OPERATION OF MAIN ENGINES.

1403 RESCUE AND ASSISTANCE DETAIL (R&A).

a. The Rescue and Assistance Detail shall maintain the functional capabilities listed in reference (b). Personnel will be taken from the IET (inport). Underway, the R&A team shall be as described in reference (b). When the decision to deploy an R&A detail is made, the possible degradation of the damage control readiness of the ship providing assistance must be carefully considered. Own ship's safety and security are the primary concerns. The R&A detail shall be event specific, that is, only those functions appropriate to a particular casualty will be dispatched. For example: for flooding, the ship would dispatch a de-watering team and a plugging team; for a small fire dispatch a hose team; etc.

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SECTION 5 DAMAGE CONTROL TRAINING

1500 SHIPBOARD DAMAGE CONTROL TRAINING SPECIALISTS.

a. NEC-4805 Shipboard Chemical, Biological and Radiological-Defense (CBR-D) Operations and Training Specialists. Responsibilities include:

(1) Conduct training on shipboard CBR-D.

(2) Advise the CO on how to integrate CBR-D preparation, defense and recovery into the normal command organization.\

(3) Supervise and perform shipboard organizational level maintenance on CBR-D equipment.

b. NEC-4811 Senior Enlisted Damage Control Program Management and Training Specialists. Responsibilities include:

(1) Perform managerial and safety supervisor functions in support of Damage Control (DC), Fire Fighting (FF) and CBR-D programs.

(2) Perform duties as the ship's DC, FF and CBR-D subject matter experts and are responsible for shipboard DC/FF/CBR-D equipment maintenance and quality assurance.

(3) Troubleshoot installed fire fighting systems.

(4) Assist the DCA in organizing and training the ship's damage control and fire fighting teams.

(5) Plan and evaluate DC/FF/CBR-D exercises.

(6) Act as the ship's Assistant Gas Free Engineer.

c. Damage Control Training Team (DCTT). All ships shall have a designated DCTT. It shall provide effective training to the ship's crew on all types of DC casualties listed in reference (j). For additional guidance and requirements see reference (b)

d. The DCA will monitor and ensure that all ship-wide general damage control PQS and Fire fighting team training meet the requirements set forth in reference (a)and (j).

TAB A - COMMAND POLICES

a. When will modified-Zebra be set? (Mod Zebra fittings will be listed in Chapter 5 Tab C).

b. Who responds inport while the main engineering plant is in operation? Day? Night? (IET, General Quarters or Condition II) What about the auxiliary plant?

c. When is it permissible to discharge oily waste/AFFF overboard? What constitutes an emergency?

d. Who authorizes the placing of Damage Control systems out of commission? How many systems at once?

e. Is there a preferred method for re-entering a main space during fire fighting operations?

f. What tripwires, if any, are there for personnel in command positions (Executive Officer, Command Duty Officer) for flooding a magazine? Using main eductors inport?

g. How will the IET be augmented while in homeport?

h. Where do the members of the training team go during an actual casualty?

TAB B - CONDITION I DAMAGE CONTROL STATION ORDER OF SUCCESSION

NOTE: In the case of Condition II DC order of succession is the same as Condition I.

First Alternate DCC

Second Alternate DCC

Third Alternate DCC

TAB C - FLYING SQUAD ORGANIZATION

See reference (b) for requirements of the Flying Squad.

TAB D - DC COMMUNICATION PLAN

From/To	Primary	Secondary	Tertiary

TAB E - DAMAGE CONTROL REPAIR STATION ORGANIZATION CHART

See reference (b), chapters 2 and 9.

TAB F - Primary AND ALTERNATE REPAIR PARTY MUSTERING LOCATIONS

Consider accessibility to Damage Control Equipment and other assets, as well as location of fire/damage.

TAB G - DCRS INVENTORY/SHORTAGES

Insert copies of DC OSIMS inventory, shortage lists and outstanding requisition numbers that are applicable to the DCRS and area of responsibility.

TAB H - DAMAGE CONTROL COMMAND AND CONTROL ORGANIZATIONAL CHART

See reference (b).

TAB I - IET MANNING CHART

See reference (b).

TAB J - RESCUE AND ASSISTANCE DETAIL MANNING (INPORT/UNDERWAY)

See reference (b).

TAB K - LIST / DIAGRAM SPREAD STOWAGE