



Damage Control Organization

Unit 2.2



Enabling Objectives



- List references available to DCA for establishing and maintaining an effective DC organization.
- Describe principles of the DC Organization to include self-sufficiency, centralized control, specialization, endurance, and continuity of command.
- Describe areas of coverage for Rep 1-8
- Describe duties of DC Central and Repair Locker Organization during Condition I (GQ).



Enabling Objectives Cont'd



- Describe composition of the following emergency parties:

Repair Lockers

Flying Squad

In-port Emergency Team

Rescue & Assistance Detail

Crash and Salvage Detail.

- Discuss factors in making Repair Party assignments.
- Describe Condition II DC and its purpose.



References on Organization



- NTTP 3-20.31 Surface Ship Survivability
- CNSF 3541.1/CNAF 5400.27 Repair Party Manual
- NSTM 079V2 Practical Damage Control
- EDORM Chapter 2
- NSTM 555 Surface Ship Firefighting
- CNSF 3502.1C SFTM
- NAVAIR 00-80R-14 Aircraft Firefighting and Rescue Manual



A Bit of History



USS CAPELLA (AK-13)

09 April, 1942



Key Points for the DCA/SE



- Self-sufficiency-**manage** yourself, keep training and quals current, build shipboard training plan (BE YOUR OWN BOSS!).
- Centralized control-DCA should make decisions and provide **direction** to Repair Lockers/prioritize damage
- Specialization-**qualify** personnel in multiple watchstations, run CBR drills
- Endurance-have enough **trained** and qualified personnel standing at the ready to relieve various teams during battle damage
- **Continuity** of command-ensure Damage Control principles run up and down chain of command



Duties of the DC Organization



- Preserve Watertight Integrity & Stability
- Control List & Trim
- System Segregation
- Prevent/ Fight Fires
- CBRN-Defense
- Rapid repairs
- Care of Personnel



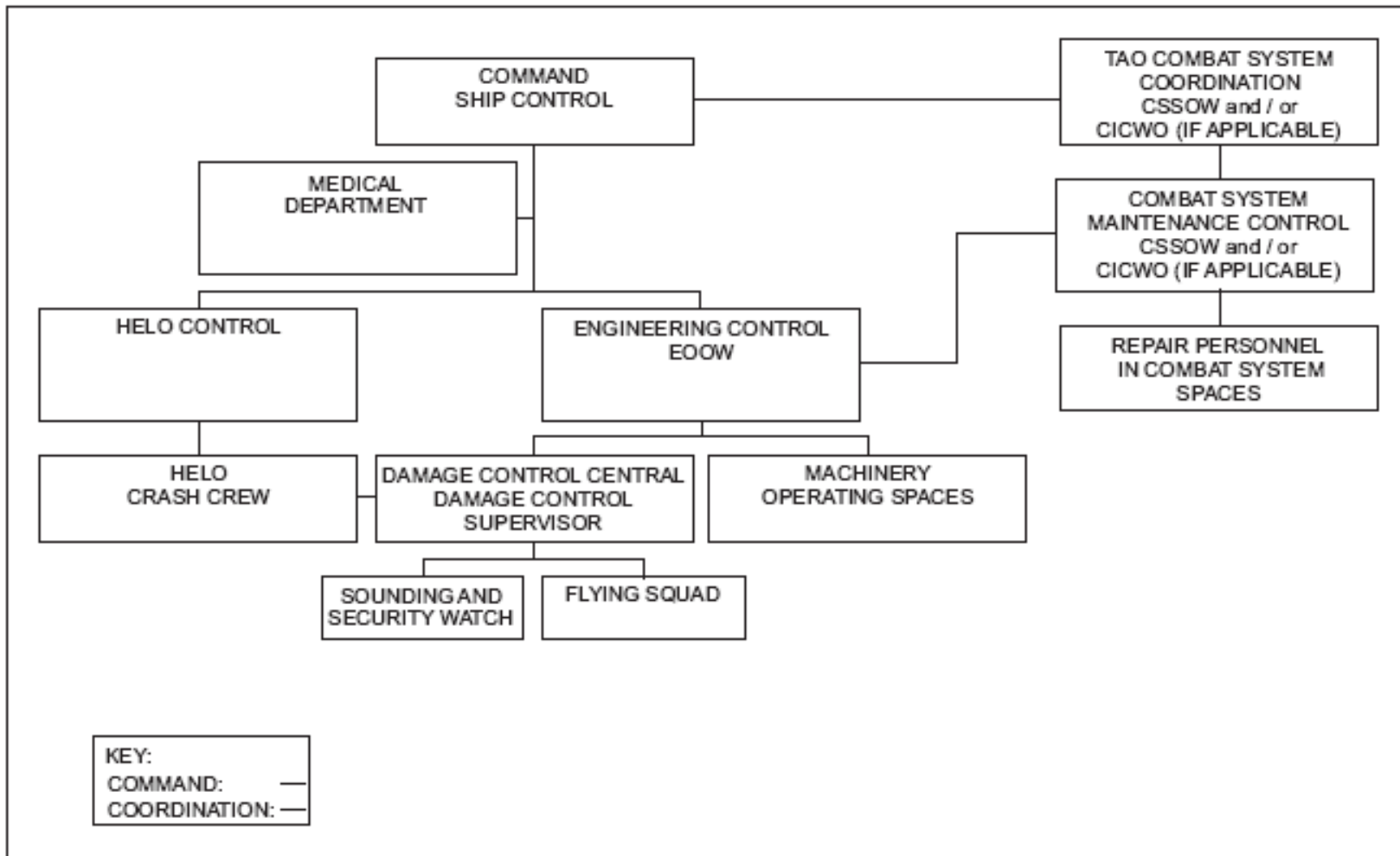
Principles of DC Organization



- TRAINING!!!!!!
- Self Sufficient
- Self reliance
- Centralized Control
- Specialization
- Endurance
- Initiative
- Communications
- Continuity of Command



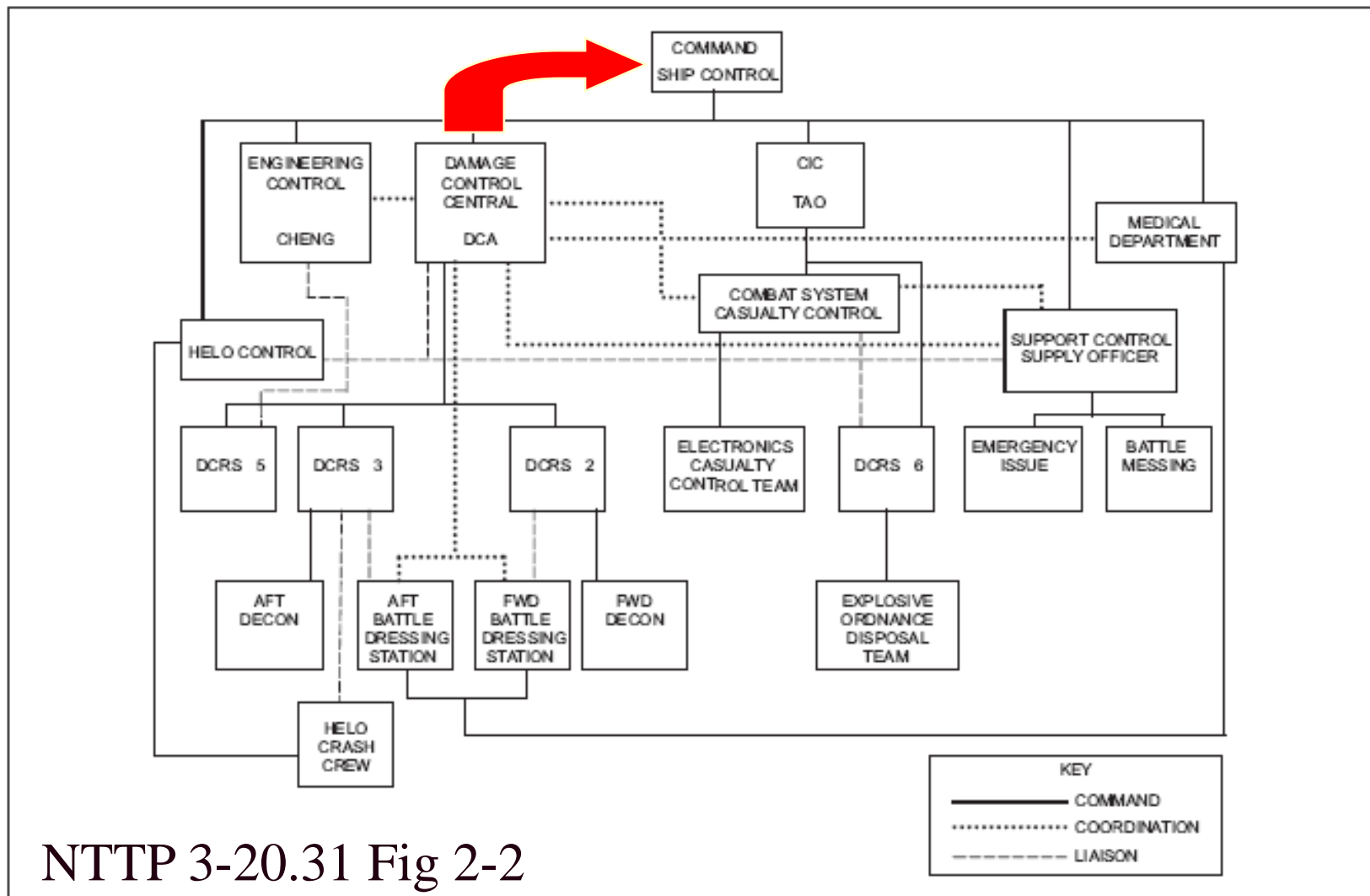
Typical Cond III DC Organization



NTTP 3-20.31 Fig 2-1



Typical Cond I DC Organization



NTTP 3-20.31 Fig 2-2



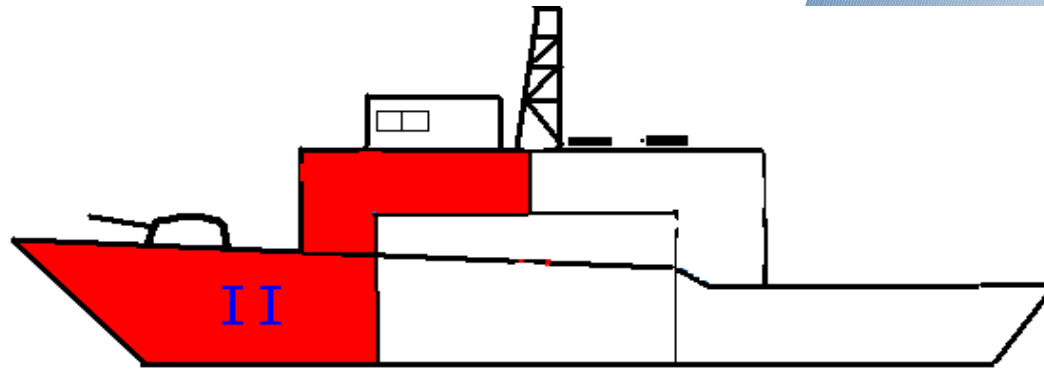
Repair 1



- ❑ Covers Main Deck
- ❑ General Composition:
BM's, SK's, EM's, IT's,
HM's. Airdales, Non-
rated personnel
- ❑ On CV's may be
divided into 1A, 1B,
and 1F.



Repair 2 Area of Responsibility



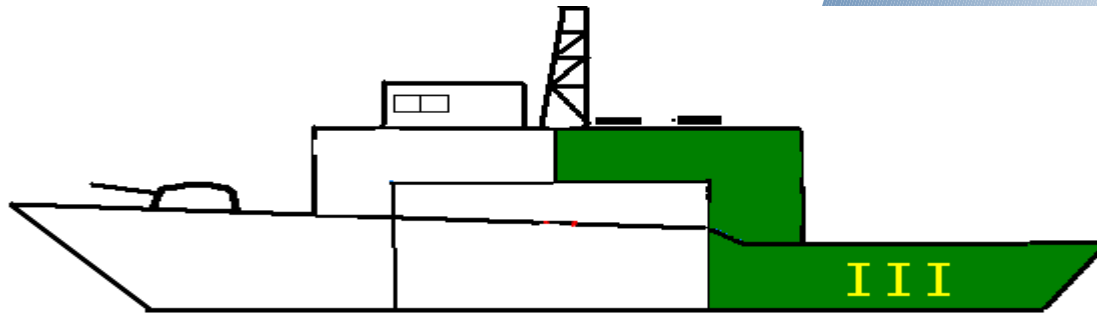
Repair 2



- General Composition:
BM's, Supply Rates,
Engineering Rates, HM's,
Non-rated personnel



Repair 3 Area of Responsibility



Repair 3



- General Composition:
BM's,
Engineering rates, Supply rates, HM's,
Non-rated personnel



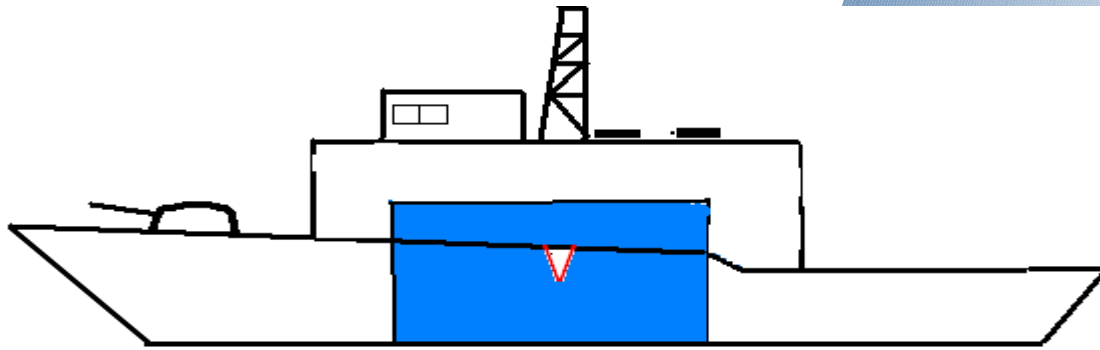
Repair 4 – Amphibs and Carriers



- General Composition: Engineering rates.
- Amidships Repair Party
- Can be used for casualties in Forward Engineering spaces
- Also backup Rep 5



Repair 5 Area of Responsibility



Repair 5



- Propulsion Repair Party
- Small Ships: All Main and Aux Engineering Spaces
- Big Decks: After Engineering Spaces



Repair 6



- Ordnance Casualty Team
- Weapons/ Combat Systems personnel



Repair 7 – Amphibs and Carriers



- ❑ Gallery Deck and Island Structure
- ❑ General Composition:
Airdales,
Engineering rates, Ops-types,
Non-rated personnel



Repair 8 - CSMC



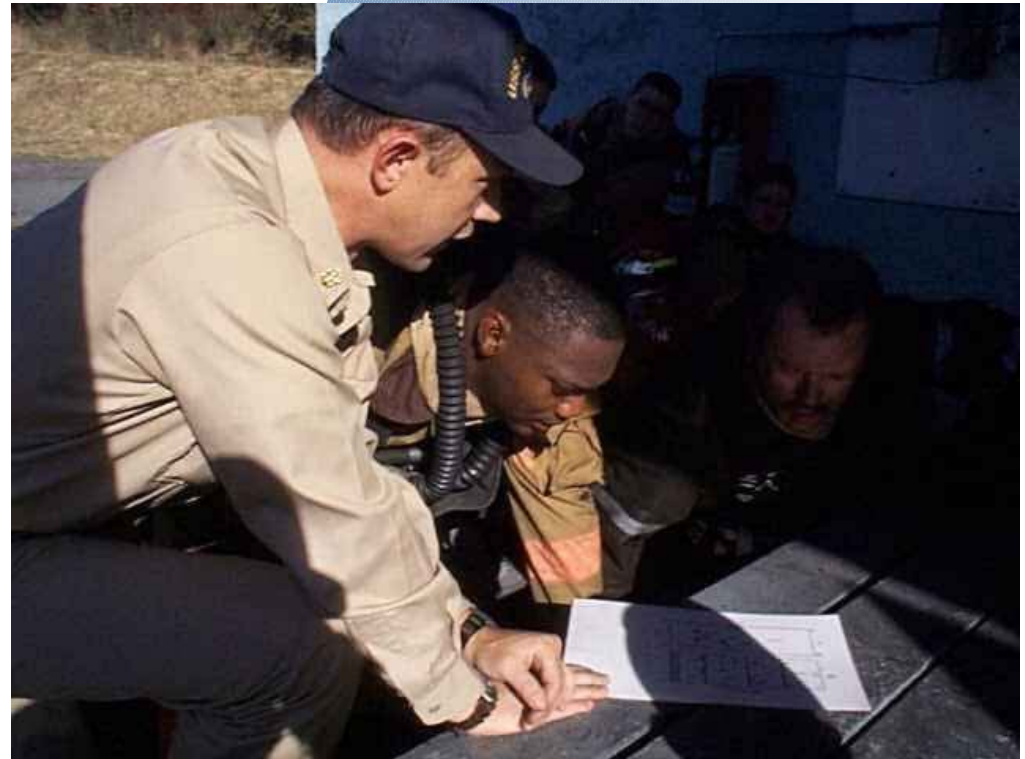
- Electronics Casualty Control Team
- OPS/CS/WEPS Officer
CPO is OIC
- General Composition: ET's, FC's, EM's, & ST's
- Manning requirements in NTTP 3-20.31



What are the functions of DC Central?



- DC Command and Control
- Receive/Evaluate Info
- Make decisions/Initiate Orders
- Keep ship and CO informed
- Control Water Tight Integrity (WTI)



Repair Party Composition



- Minimum manning requirements established in Figure 2-4 of NTTP 3-20.31.
- Number of personnel may be modified by TYCOM Repair Party Manual for particular ship class.
- Manned and ready reports are made when sufficient number of personnel exist on station to combat damage.



Repair Lockers



- Take charge of activities in their area of responsibility after damage is sustained, keeping DC Central informed.
- Prioritize and combat damage
- Provide **constant feedback** and info to DC Central



Minimum Repair Party Requirements



1 Repair Party Leader

1 Scene Leader

1 Plotter

1 Phone Talker

1 Messenger

1 Team Leader

2 Nozzlemen

4 Hosemen

1 Plugman (as nec.)

2 Smoke Control/ Removal

4 Boundarymen

1 Accessman/Overhaul

2 Dewatering



* Manning requirements listed in NTTP 3-20.31 Figure 2-4



- 3 Shoring
- 2 Pipe Patching
- 2 Hull Patching/Plugging
- Stretcher Bearers
- P-100 Operator
- P-100 ASST
- AFFF Station Operator
- 1 Radiological Plotter
- 1 Internal Monitor
- 1 External Monitor
- 1 Recorder
- 2 Hosemen
- 1 Scrubber
- 1 Decon Station Leader
- 2 Decon Station Operators/
Cutters
- 2 CP-95 Operators
- 1 Monitor (Traffic Control)
- 1 Medical Representative
- 1-2 CMWDS Operator



Flying Squad



- 1 Fire Marshal
- 1 Scene Leader
- 1 Team Leader
- 2 Nozzlemen
- 4 Hosemen
- Plugmen
- 2 Investigators
- 4 Boundarymen
- 1 Electrician
- AFFF Station Operator

- 1 Messenger/1 Phone Talker
- 1 Accessman/Overhaul
- 2 Smoke Control
- 2 Pipe Patching
- 3 Shoring
- 2 Dewatering
- Stretcherbearers
- 1 Plotter

* Manning requirements delineated in NTTP 3-20.31 FIG 2-4



Inport Emergency Teams



- 1 Fire Marshal
- 1 Scene Leader
- 1 Plotter/Phone talker
- 1 Utility person/Messenger
- 2 Investigators
- 1 Electrician
- 1 Nozzlemen
- 2 Hosemen
- 1 Plugman
- * IET manning requirements delineated in RPM Change One TAB I



Rescue and Assistance Team (R&A)



- 1 Officer in Charge*
 - 1 Scene Leader*
 - 2 Investigators*
 - 1 Team Leader*
 - 2 Nozzleman*
 - 4 Hoseman*
 - 2 P-100 Operators*
 - 3 Shoring*
 - 2 Pipe patching*
 - Communications*
 - Stretcher Bearers*
 - 1 Electrician*
- * Manning requirements established in NTTP 3-20.31 FIG 2-4



Helo Crash & Salvage Team



"Crash & Smash"

- ❑ Found on Air Capable ships
- ❑ General Composition:
 - ❑ Air Dept. (Carriers, Amphibs)
 - ❑ Deck, Engineering (small boys)



Crash and Smash Manning



- * Manning requirements delineated in COMNAVSURFORINST 3700.1A (ARQ/AVCERT Instruction) – Typical manning
- 1 Scene Leader
- 2 Hotsuitmen
- Corpsman
- 3 Hosemen
- 3 Nozzlemen
- 3 Team leaders
- 3 Plugmen
- Background Assistance Leader
- 3 Phone Talkers
- AFFF Station Operator
- AFFF Supply Man



Flying Squad



Rapid Response Concept

- Fire Marshal
- Electrician
- 2 Boundarymen

(FIRE MARSHAL +
3 ADV DC QUAL)



Manning



- At Sea
 - “Flying Squad”
 - DC Condition II- step up approach
- Inport
 - Depends on Ship
 - Most employ IET w/ Flying Squad during working hours
- Enlisted DC
 - NECs 4805 and 4811



SET CONDITION II DC...



- Alternative to General Quarters during non-battle conditions.
- Allows for more flexibility among ship's crew if casualty occurs during critical evolutions.
- Maintain **"Tactical Awareness"**
- Longer on-station times than GQ.
- Set relative to the type of casualty encountered.
- CO retains right to set GQ AT ANY TIME.



OPTIMAL MANNING

USS Mobile Bay (CG 53)

- DC Response Locker (DCRL)
 - The locker formerly known as Repair 5
 - Fully manned
 - Responds to all casualties
- DC Re-Entry Locker (DCREL)
 - The locker formerly known as Repair 2
 - Fully manned
 - Relief team
- DC Utility Locker (DCUL)
 - The locker formerly known as Repair 3
 - Minimally manned (5 pers)
 - Provides equipment to scene when requested
 - DCTT members join locker for actual GO



One Step Further



Summary



- You, as the DCA, should run the DC organization and maintain qualifications
- Ensure ALL Repair Lockers always have sufficient manning and qualified watchstanders
- Provide guidance and direction to Repair Lockers when combating damage during GQ
- Ensure all references are current and up-to-date.



Final thoughts...



- Where can you find minimum manning requirements for Repair Parties?
- What are the duties of the Damage Control organization?
- What is Condition II DC, and what is its purpose?





Questions?

