DC at Action/Emergency Stations

1. Rapid Response (obviously no RR for Action Stations or EFS, and when already closed up at Emergency Stations, in these situation a 'rapid survey' is conducted). **Note that for a flood Duty HT is part of RR**.

- First off, make sure your people know if they're a part of RR – you would be surprised at how often the DC or ER Roundsmen (and sometimes even the POOW) don't show up. Emphasize with them that they need to go for Emergency Stations as well.
- You will be (or should be) the last one there when these things happen at night, make sure you POOWs understand that you expect them to take charge as you would until you arrive on scene.
- Everyone in your ship's company should understand that if they are nearby the scene, they should grab an extinguisher (or DC Bag) and lend a hand.
- Get a small extinguisher for your cabin (CO_2 is best for most fires) . It beats the hell out of lugging a big one throughout the ship and allows you to get to the scene more quickly.
- Dress then move (the only time we move then dress is EFS). Rapid Responders don't need to be in action dress, but it probably costs you nothing to zip your jacket up on the way to the scene…
- Take FA extinguisher, don't test until there is confirmation of a fire.
- XO is *Uber*-OOD at Rapid Response!
    - Announce presence on arrival to scene (everybody should)
    - Don't proceed directly to the space that was piped, check all of the spaces in the zone that you pass along the way
    - Attack fire aggressively with FA extinguisher (ST facilitators will tell you 'too smoky/too hot' back away…)
    - Clear zone – think 3 dimensional, sing out when a space is clear, priority is remove casualties. Task people to do this (other RRT members or sailors on scene), giving them clear direction where to clear and to report back to you once they've cleared it (if you don't they'll walk away…)
    - Confine vs over-confine – leave every door in zone open, except space where fire is/was. Don't do secondary confinement until RAT is on scene (smoke curtain)

- o XO leads very minor (not to detail of OOD) 'O group' to confirm fitted systems activated, zone clear/confined, casualties, hazards priority boundaries, rigging of hoses.
  - o Note that XO can employ both roundsmen and POOW as interim boundaries if he chooses (a drastically underutilized option). Use the DC Roundsman above the fire (the Engineer can help rig and then report to HQ1 that the Boundary is set.
  - o When stationing POOW to rig hoses o/c 'O group', always consider where RAT is going to come from! RAT needs a foam hose. The POOW should stay until RAT shows up so that he can brief them on what to expect in the fire zone
  - o POOW needs to report to HQ1 as soon as he can to report what he knows and what he's done.
- RAT – They need some kind of a turnover/direction when they arrive, - POOW does this. Realistically they should arrive in 2 min, and be able to put the fire out**! Note that RAT doesn't automatically respond during Flying Stations. Command needs to tell FLYCO whether or not RAT should respond (ie: we can take AC to the delta, send RAT, or AC is engaged in a HIFR, don't dispatch RAT…)**
- Engineering spaces (major) – proceed to MCR first for brief from EOOW, not directly to space (if a prime mover had a catastrophic failure/exploded, you could be walking to your death…).
- Sense of urgency is key! If the XO displays one, the rest of the RR Team will.
- Be cognizant of smoke and its effects. One of the 'exercise artificialities' that is unintentionally reinforced by our *Hollywood smoke* is that it's okay to stand in a smoky environment – we all know that smoke kills, and not always that quickly, sometimes hours after exposure.
- Proceed to Cmd position – if it is nearby, swing into HQ1 first so that you can gridlock with the EO. If you're at a scene up near the Bridge or far forward, just head to the Bridge and gridlock over the Command Net.

2. Info Flow

- Close up: pipe has been made and stop watch has been started by the time you get to the bridge (Timings for each event will be taken from the start of the 2nd pipe or 2nd General Alarm). On arrival, QA plotting and who has reported closed up by the time you get there.

- Initial sitrep – '*confirmed major A,B,C class fire in_____, awaiting HQ1/manning pool…., 3 minutes – lets move WINNIPEG*'
- At Action Stations pipe 'Commence Closing Down' at the 4 minute mark.
- Hasteners vs hounding – hasten when req'd, don't hound. Make your point but don't be a glorified timekeeper/statistician.
- Once closed up, report that ship is at EMERG/ACTION Stns, but give HQ1 and ERT time to sort picture out – they'll need a minute to get their teams moving. You may have to take/give command an appetite suppressant
- You only need a couple of cheat sheets at the Command Position:
    - A SITREP format sheet (so you don't miss any key steps);
    - A power isolation cheat sheet (with non-preauthorized circuits); and
    - A circuit tote so the DIO can keep track of what's isolated and the related impact.
- Pattern of sitreps: use the two parts (Conference, Sitrep) to gather, then disseminate info
    - Initiate Comd Conf on MMnet 50 (Command)
    - 30 sec to 1 min heads up (stick to this time too), which allows time for outstations (HQ1, ERT and OPS) to sort out their picture.
    - Get sitreps in this order: HQ1, ERT then OPS.
    - If you need a decision from Command (one that the XO can't make on his own), you either have the CO handy on the bridge or in Ops where he can be chopped to the Cmd net to render a decision.
    - XO consolidates inputs/decisions and gives 30 sec to 1 minute heads up on MBDCST – 'standby command sitrep in 30 seconds'…
    - Recognize that when XO is talking on MBDCST everybody is listening (except people fighting fires, floods, the ship or effecting critical repairs – they listen but don't stop working) – thus the need to keep is short/sweet. "*SITREP: major A class fire in _____, boundary set above the fire in_____, attack team enroute from ASB, boundary dispatched, not yet est in _____ …, Flood in _____, level _____, repair team dispatch from FSB, boundary set fwd of the space in…., Warfare priority is _____, DC Priorities are _____ (you can have more than 1 DC priority), Repair Priorities are _____ (ERT's focus, you can have more than one), Relocations _____ , upper decks are in/out of bounds, SITREP ends*".
    - This keeps everybody informed - info flow is key to success. This also prompts boundary personnel who are closed up but not yet reported in to REPORT THAT THEY'RE CLOSED UP!

- o HQ1, ERT and OPS should report 'agree' on the Command Net o/c your MBDCST sitrep provided they see the picture as you've described it.
  - o Follow on SITREPS as required.
- **Warfare Priorities**: As a rule of thumb, during peacetime cruising, the warfare priority is 'safe at sea', unless you are flying (helo already airborne or there is a requirement to medivac casualties), in which case it should be 'helo ops'. At Action Stns, things are more complicated. **Remember: The CO and ORO are fighting the battle outside of the guardrails and you, the CSEO and MSEO are fighting the battle inside the guardrails. You lose your fight, the CO can't fight his!** The warfare priority is determined by the CO (in consultation with the ORO) and passed to you and the DIO via the Command Net (MMnet 50) at the outset of action. This can change as the battle/threat evolves. This ultimately shapes all your DC and ERT repair priorities.
- **Power Isolation**: Power isolation (for DC) is a Command decision that is very often a stumbling block for teams working up. Power isolation is done to access a space to fight a flood/fire. Generally HQ1 requests permission to isolate a space (to access it for to combat a fire/flood). HQ1 will suffix there request with any 'float/move' considerations/implications resulting from this isolation. ERT then chimes in with their concerns (what will be lost), based on the warfare priority. Command will have to make the decision whether or not to isolate or not. Common power isolation mistakes:
  - o Often power will be isolated, and sit isolated for some time, even though the space is not being attacked. In the case of a zone fire or fire in a space where the attack team has to take a defensive posture (based on the thermal layer) or the fire is not being attacked based on fitted system soak times, there is no need to isolate power while you wait. Keep in mind this affects your warfare priority! Try to time power isolation efficiently.
  - o Keep in mind that ERT is working of a checklist that says (for example) 'Warfare Priority: AAW', and will fight to make all equipment on that list work. If you are happy to be without a certain piece of equipment (due to power isolation or damage), tell them it's not a priority, or they'll keep hounding you! Moreover, if you need multiple pieces of gear of you Warfare Priority list fixed, prioritize the repair order and tell ERT!
- Use of Coxn – valuable tool to gain ground truth and sort out manpower issues. The Cox'n should be down on 2 and 3 deck when the ship is

closing up to be the lead motivator. Once the ship is closed up, he can come up and touch base with the XO and see the big picture. Once he has an idea of what's going on, use him to get the ground truth or to make sure things are happening as you expect. The Cox'n shouldn't sit with you for long periods of time, if you need him you can always pipe him.

- Relax action dress for those not engaged in fire fighting when possible. Have a hydration plan – heat/dehydration casualties are common in training serials, imagine what they're like in a real fire! I recommend you pipe a reminder to hydrate every 30 minutes or so.
- Once things are in hand and the situation is less dynamic, it's reasonable and may be of benefit for the XO to head below and get a feel for how things are going and how the team is doing. It is worthwhile to go down and talk to the EO face to face…
- Have a de-smoking plan – even during Action Stations or a sustained fire!!!
- Don't overlook need to conduct evidence gathering.
- Casualty evacuation considerations – recognize how fragile burn and smoke victims are!!!
- Key plan!!! 2nd DOR – all spaces except canteen, canteen stores, spirit locker and beer stores open! Fires get bigger and spread if you can't access a space/find a key
- **Table top a "Sustained Fire" plan (generally a main machinery space fire – think the OTTAWA experience). In this situation the fire is boxed in, and it's really about HR management. A new DCI will be promulgated soon which outlines the organisation: manning pool consolidates with SB3 in hangar, Primary SB is responsible for dispatching/rotating attack teams, Secondary SB is responsible for dispatching/rotating boundaries, SB3/Manning Pool is responsible for supporting ASB and FSB with dressed bodies, rehydration station, recharging flasks, monitoring fatigue/health…**
- Before WUPS table top a 'loss of SHINCOM' scenario with you key outstations (HQ1, ERT, OPS, SBTs, CC org, MP…). Consider use of sound powered (where are they located, who will man the headset), PRCs (dead zones), runners (how many and who) and any requirements to relay information.

Other Big Muscle Movements…

3. EFS:

- Move then dress
- Recognise that HQ1 has a lot of switches to make to 'set for EFS', and will generally be the last ones closed up. They'll get better with practice, SO PRACTICE!
- Coxn will report 'ship is cleared aft' on the MBDCST, XO needs to ack on the MBDCST.
- Once you close up, get the info you need from Ops. Most critical include: Souls on Board, Fuel State and then constantly updating the location.
- CO needs three things to give a green deck
  - Ship cleared aft
  - Flyco closed up
  - Ship on flying course
    - Have a method of checking these off such that you can advise his of his minimal criteria as soon as he's got it.
- Walk the Helo in for the ship's company. Once its in the Delta start looking at the Flight Deck camera and update everyone based on what your seeing.

4. Short notice SAR/Mass Casualty:

- Remember that the bottom line is to SAVE LIVES (unless of course your CO's priority is the rarely seen 'Salvage') so keep it simple!!! There is no need to delve into the OPP – you aren't planning an Operational level mission.
- When your SAR Response Team first gets together, talk Situation (time appreciation, weather, the details you know), Mission (CO's priority), and Execution (very basic outline of what may happen, or options you are considering). Quickly go around the room for questions, etc and get people planning. Get the initial Timeline drawn on your White Board.
- When you get back together to update, revisit the Situation including timeline requirements, discuss updated execution and get updates from everyone. You don't want this to turn into a 'Capability Discussion' (e.g. the Buffer talking about how many boats and ladders you have – everyone should already know this stuff).
- You should be walking away from this get together with:
  - a refined timeline of when things need to happen (e.g. when the Hangar needs to be ready, when extra lookouts posted, etc.)
  - a list of tasks and deadlines (e.g. NavO is generating a TG search plan to be completed NLT ….)

- o a list of information holes you need to fill and answers to those questions you have
- Most ships have a mature SAR/Mass Casualty plan, but not all adapt well to a 'quick flash to bang' scenario
- Consider EFS which gives you the following:
  - o Flying stations
  - o Rescue Watch (boats crew and *lowerers*)
  - o Action medical org
  - o DC footprint
  - o Manning pool
- Stand down requirement to clear ship aft and organizations/actions that don't fit the situation.
- Use of a whiteboard and an 'events timeline' <u>can</u> be valuable for planning & time appreciation.
- Don't let a dominant personality monopolize the conversation and waste valuable time (prove how clever and keen they are by going weeds low with superfluous details) – XO take charge, this is not a Ship's Company Committee meeting…
- Consider consequence management (what do I do with the hull, are there environment considerations?)
- Consider FP, but don't make it a huge rabbit hole – take into consideration your geography and indications and warning to this point (or lack thereof). Remember that FP is part of everything we do, but don't turn a SAR into a Boarding/FP Exercise, and don't see a 'boogie man' where there isn't one!
- Consider having a scalable and deployable DC footprint available.
- Consider potential prize crew requirements.
- Consider PR and Legal issues.
- Consider care and feeding.

5. Bomb Threat:

- One of the few events when you can follow the script in SSO's almost verbatim
  - o There are some on/off ramps that are common sense however…
- Have CSEO on bridge and solid process to get man aloft chits done safely – we've seen dangerous things happen because this process is not smooth.
- Ensure that bomb boxes are inspected prior to WUPS and that your Bomb Zone I/Cs and 2I/Cs. Ensure that I/Cs and 2I/Cs completely understand their duties and are capable of taking charge! Many a bomb threat

exercise has gone south, despite the effort of a solid XO supported by a superb Coxn and CSEO, because the zone I/C and 2I/C didn't know what they were doing or couldn't take charge.

- BIG TIME SAVER: Have a plan to quickly check off spaces that have been searched by folks before they arrived at their Bomb Zone. We ask people to conduct a search of their immediate area but rarely do we employ this info, ships will generally search the same areas again. Once the Bomb Zones close up, have them take a couple of minutes to record what their people have searched and then conduct a quick grid lock on the Command Net so that all of the zones have the same info. There will be no need to research these areas until you complete the Red Zone once and get ready to restart it.

- Use common sense – if you've been at sea for a while do you need to re-sanitize the major routes if people have been using them for days at a time?

Final Freebie Tips

- JAZZOGRAMS in effect – assign an OPI and have a process to address them!

- Crits – You and the Coxn should be looking at the books regularly to ensure they are kept up to date – assign someone to make sure the Main Café binders (there should be two) are kept up to date as they often quickly fall into disrepair. Finally, have the Nav Comms scan every crit as it comes in and have them posted on your Splash Screen.

- Ensure that your RADHAZ positive control process/policy is completely understood by Bridge, Ops and CCR!!!!!

- Ensure that all pipes on the bridge are accurate/reflect what is currently depicted in SSOs.

- *Missing Sailor* serial… imagine that somebody doesn't show up on watch, you have him/her piped, still a no-show, you check their rack, the Café, Sickbay, still a no-show… What are you going to do? React properly to this. Maybe this person is hurt/unconscious in a space, maybe he/she is over the side? You might want to consider a bomb threat reaction to search the ship – it covers every space well. You might want to do a Williamson turn and re-trace you track while you conduct this search –

probably costs you nothing. Don't take this lightly, react quickly, be creative and don't stop searching until you've solved the problem!

- **Inculcate culture of 'self-correction'**. Once Sea Trainers are confident that the trg audience is policing themselves, trying to get better and not just 'get through', and actually self-correcting, you may well find that the Sea Trainers back off…

- 12. **A positive attitude is infectious – HoDs and CHoDs need to set the tone! If you have buy in from Snr NCOs you'll be golden – Main Café will follow their lead**.