SHIPBOARD DAMAGE CONTROL FEATURE

1. DAMAGE CONTROL DECK

All damage control equipment stowed in the passageways on the Damage Control Deck shall be organized and stowed for access and retrieval in order to place the equipment into immediate service for the damage control function required. These functions include firefighting, dewatering, desmoking, shoring, etc.

2. DAMAGE CONTROL CENTRAL (DCC)/CENTRAL CONTROL STATION (CCS)

Damage Control Central (DCC) / Central Control Station (CCS) as designated, are the nerve centers and directing force for the entire shipboard Damage Control organization. It is the headquarters for information and coordination with the Damage Control Repair Stations. DCC/CCS informs the Command of the situation affecting the material conditions, readiness and damage assessment of the ship by plotting on DC Diagrams and assessing data provided by the DAMAGE CONTROL ACTION MANAGEMENT SYSTEM SOFTWARE (DCAMS) computers.

3. DAMAGE CONTROL REPAIR STATION (DCRS)

Damage Control Repair Stations (DCRS) take charge of and handle damage, casualties and activities in their area of responsibility, keeping DCC/CCS informed of the situation by plotting on DC Diagrams and assessing data provided by the DAMAGE CONTROL ACTION MANAGEMENT SYSTEM SOFTWARE (DCAMS) computers.

The number of repair parties into which available personnel are divided is determined by the number of DCRS provided for in the design and construction of the ship. The size of the ship class determines the number of parent DCRS (1-10). The designation of a Damage Control Repair Station is classified by its function, location and organization.

<table>
<thead>
<tr>
<th>DCRS#</th>
<th>DC REPAIR STATION FUNCTION</th>
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</thead>
<tbody>
<tr>
<td>DCRS 1</td>
<td>main deck repair party</td>
</tr>
<tr>
<td>DCRS 2</td>
<td>forward repair party</td>
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<tr>
<td>DCRS 3</td>
<td>after repair party</td>
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<tr>
<td>DCRS 4</td>
<td>amidships repair party</td>
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<tr>
<td>DCRS 5</td>
<td>main propulsion repair party</td>
</tr>
<tr>
<td>DCRS 6</td>
<td>ordnance casualty control team</td>
</tr>
<tr>
<td>DCRS 7</td>
<td>gallery deck and island structure repair party</td>
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</tbody>
</table>

Due to the extended coverage area, construction, and the watertight subdivision on some larger ships, the prescribed repair function may be either subdivided or joined. When these subdivisions or joiners occur, the number of the repair function station followed by a single letter designates the DCRS.

(F=forward, H=half, A=aft, A=first stbd, B=second port designation)

EXAMPLE:  
DCRS 1A, 1B  
DCRS 3A, 3B  
DCRS 7A, 7F
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The AELs provide the standard equipment inventory for a DCRS. This standard was built on the fact that the equipment inventory should be the same among all Damage Control Repair Stations.

Each repair party is provided with a Damage Control Repair Station (DCRS) where communication is maintained through the installed IVCS network and the Wire Free Communications System (WIFCOM) with the: DCC/CCS, other repair stations, its own subdivisions and patrols respectively. The patrols include teams from the parent repair station (i.e. Investigating, Firefighting, Desmoking, Dewatering, etc.). The Unit Patrol Stations and the DC Unit Lockers shall ensure that watertight integrity is not jeopardized and that classified fittings are maintained in the state of closure required by the material condition in effect.

The repair party's Personnel Protection Equipment and material for response to casualties and effecting repairs is stored in the repair party locker or in distributive stowage locations as kits in luminescent marked KIT BAGS within the DCRS Area of Responsibility. Repair party personnel and equipment shall not be concentrated. Dispersion of repair party personnel and equipment are mandatory to avoid the possibility of destroying entire repair parties in a single casualty. Photoluminescent label designation can be used to identify the team and equipment function such as:

   Example: FF Dress-out  
             Dewatering  
             Desmoking

The DCRS includes the repair locker, equipment, communications (IVCS Network) and WIFCOM, plotting capability, DCAMS computer and passageways in the immediate vicinity of the repair locker where repair party personnel and equipment are dispersed and organized.

Repair parties shall be thoroughly familiar with all parts of the ship and the survivability features of pertinent ship's systems such as the fire main, flooding-counter flooding, drainage, fuel, electrical, cooling water, and air systems. In order to render assistance whenever needed, they must know their area, even in the dark and all escape routes. They may be required to relieve other parties completely or consistent with their DC Personnel Qualifications Standards (DC-PQS) and DC/FF training.

4. DAMAGE CONTROL UNIT LOCKER (DCUL)

Unit repair parties are organized into a Damage Control Unit Locker (DCUL) or a Damage Control Unit Patrol Station (DCUPS). The DCUL and DCUPS were determined during the initial ship design and construction to cover the outlying areas of responsibility for the parent Damage Control Repair Station when the construction of the ship, either by size or compartmentation, prevents rapid investigation and response. The DCUL and DCUPS shall ensure that watertight integrity is not jeopardized and that classified fittings are maintained in the state of closure required by the material condition in effect.

The DCUL is a passage area that contains an SCBA Locker or SCBA Racks, and an Equipment Locker, DC plate holder and means of communication with the main DCRS. The DCUL provides for dispersal of personnel and equipment from the main parent Damage Control DCRS. AELs 2-88004212 through 4215 provides the required Damage Control Equipment Inventory for 1 to 28 DCULS. The DCUL provides a rapid means to thoroughly investigate its assigned area and provide immediate response to combat or contain material damage within its capability. The DCUL will request assistance from its parent repair station if the situation becomes overwhelming. The DCUL provides support to the DCRS using WIFCOM communications with a rapid look for quick damage assessment/response decisions and action within the
assigned area of responsibility by the Repair Party Officer. The DCUL shall ensure that watertight integrity is not jeopardized and that classified fittings are maintained in the state of closure required by the material condition in effect. The DCUL should be composed of 12 personnel, assigned as follows:

- One Unit Locker Leader
- One Phone Talker/Plotter
- One Scene Leader
- A Three person Investigating Team
- Six personnel to set fire/flooding boundaries and to combat damage until assistance arrives from the main repair station.

Communication flow is primarily to the parent DCRS with WIFCOM, but there is also a requirement to have the capability to connect into the shipboard damage control organization communication IVCS network in case the parent DCRS is overtaken by smoke or damage.

The passageway stowage facilities required for a DCUL include: 1 Four-person OBA/SCBA Locker, 1 Equipment Locker, 1 Hinge Leaf Unit to hold DC plates, Communication Jacks, WIFCOM, 1 Helmet Rack, 1 CO₂ bottle, and 1 Fire Plug.
(Optional - 1 ea. 5-gallon AFFF can)

Designation of DCUL is "DCUL with two numbers":

Example:
- DCUL 21 (DCRS 2's Unit Locker #1)
- DCUL 33 (DCRS 3's Unit Locker #3)
- DCUL 41 (DCRS 4's Unit Locker #1)
- DCUL 73 (DCRS 7's Unit Locker #3)

5. DAMAGE CONTROL UNIT PATROL STATION (DCUPS)

The Damage Control Unit Patrol Station (DCUPS) is a compartment that is physically smaller than the Damage Control Repair Station but larger than a Damage Control Unit Locker. It supports the DCRS on larger size ships in an area that has a high potential for damage and not easily accessible to the main repair party. AELs 2-88044216 and 4217 provide the required damage control equipment inventory for 1 to 14 DCUPS. Equipment shall be stowed by the function served and available for immediate access ready for usage. Adjacent passageways should be used for equipment stowage of the firefighting, desmoking and dewatering teams in order that these teams can find their equipment easily and bring it to bear on the casualty. The communications station shall be in the compartment designated. Communication flow is primarily to the parent DCRS, using WIFCOM but there is also a requirement to have the capability to connect into the shipboard damage control organization communications IVCS network in case the parent repair station is overtaken by smoke or damage. There are 13-20 personnel assigned to perform the following functions:

- One Unit Locker Leader with WIFCOM
- One Phone Talker/Plotter
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- One Scene Leader with WIFCOM
- One Firefighting Team with WIFCOM
- A Three-person Investigating Team with WIFCOM
- Six personnel to set fire/flooding boundaries and to combat damage until assistance arrives from the main repair station.

Designation of DCUPS is DCUPS with two numbers:

Example: DCUPS 21 (DCRS 2's Unit Patrol Station #1)
DCUPS 41 (DCRS 4's Unit Patrol Station #1)
DCUPS 32 (DCRS 3's Unit Patrol Station #2)

6. DC RESCUE AND ASSISTANCE/REENTRY LOCKER (DCREL)

The DC Rescue and Assistance/Reentry Locker (DCREL) is a space required on all new construction ships and shall be an unmanned space easily accessible to the weather for damage control equipment. This space provides a dual function for rescue and assistance and also as a reentry station with the intention that the damage control tools and equipment are available to the ship's damage control organization in case of loss, evacuation or damage to one of the parent Damage Control Repair Stations. Communications shall be provided to access the damage control communication IVCS nets and outfitted with WIFCOM. By using the correct column for identifying the ship class, AEL 2-880044218 can be used to provide the required damage control equipment inventory. The DC equipment locker on the DDG-51 Class is used for this purpose. The following ship classes also require this function either with a designated compartment, passageway area or a combination: CV/CVN, LSD 41, LSD 44, LSD 49, AOE 6, AOE 10, MHC 51, MCM, and LHD-1.

COMPARISON

The main difference among the DCUL, DCUPS, and DCREL are:

- **DCUL** – Damage control station located in the passageway manned by 12 personnel with 4 OBAs / SCBA available. It has the ability to investigate, to initiate firefighting actions, set flooding boundaries and communicate to parent DCRS with WIFCOM for assistance. DCUL's are installed on small, medium and large ships.

- **DCUPS** – Damage control compartment manned by 13-20 personnel with 6 SCBA available. It has the ability to handle fire, flooding, smoke and communicate to parent DCRS with WIFCOM for assistance. DCUPS are installed on larger class ships.

- **DCREL** - Unmanned compartment with 18 SCBA available and is used for R&A and reentry into the ship if the Damage Control deck is smoked out. Communications is available to damage control IVCS network, the flight deck, hangar bay and boat deck. They are also outfitted with WIFCOM.