DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
914 CHARLES MORRIS CT SE
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 3541.5D CH-1
N733
12 December 2001

COMSC INSTRUCTION 3541.5D CHANGE TRANSMITTAL 1

Subj: DAMAGE CONTROL MANUAL (DC MANUAL) FOR MSC SHIPS

Encl: (1) New page 1-2-3

1. Purpose. To remove inference that civilian mariners may be exempted from participating in any damage control duties, including the wearing of respirators and firefighting outfits. To be in agreement with Commanding Officer Military Sealift Command (COMSC) Medical Manual requirements for civilian mariners.

2. Action. Remove page 1-2-3 to basic instruction and replace with enclosure (1).

//S//
D. L. BREWER III

Distribution:
COMSCINST 5215.5
List I (Case A,B,C)
SNDL 41B (MSC Area Commanders)
41C (NFAF East/West)
41D (MSC Offices)
T-100 (Masters, civil service manned ships)
T-107 (Masters, civil service manned Fast Combat Support Ships)

e. Repair Party Personnel. Organizational flexibility and cross training of the entire ship's crew is needed to ensure crew confidence and readiness. However, the primary training emphasis should focus on those repair party personnel assigned by the Station Bill. The repair party expected to be called to an engine room fire should be staffed with licensed and unlicensed Engine Department personnel to ensure repair party familiarity with the space. Likewise, Deck Department personnel should be assigned to DC actions in cargo areas. Damage control is a collateral duty for all MSC crewmembers. (R

f. Damage Control (DC) Repair Lockers. Shipboard DC repair lockers are to be outfitted to support independent damage control operations. This policy does not preclude supporting one repair team or locker with another when necessary. For firefighting, the DC lockers are to contain the complement of firefighting outfits detailed in Part 1, Chapter 6. Each standard DC repair locker is to be outfitted with twelve (12) complete firefighting outfits (ensemble and breathing apparatus). At least six (6) of the required breathing apparatuses are to be bulkhead mounted in the locker by means of quick release walk-away brackets. Reduced stowage DC repair lockers are to be outfitted with eight (8) complete firefighting outfits (ensemble with breathing apparatus) and at least four of the breathing units are to be similarly mounted in the locker. Ships with reduced stowage are identified in Part 1, Chapter 6, DC Equipment.

1-2-4 SHIPBOARD DAMAGE CONTROL ORGANIZATION

a. The overall organization of the MSC shipboard DC structure is depicted in Figure 1-2-1.

b. This structure is optimized for a fire emergency and a fire response team; however, it is simple and flexible and may be modified to react to other emergencies. Manning constraints may require modification of the structure, but the chain of command concept shall be retained.

DAMAGE CONTROL ORGANIZATION

(TYPICAL)

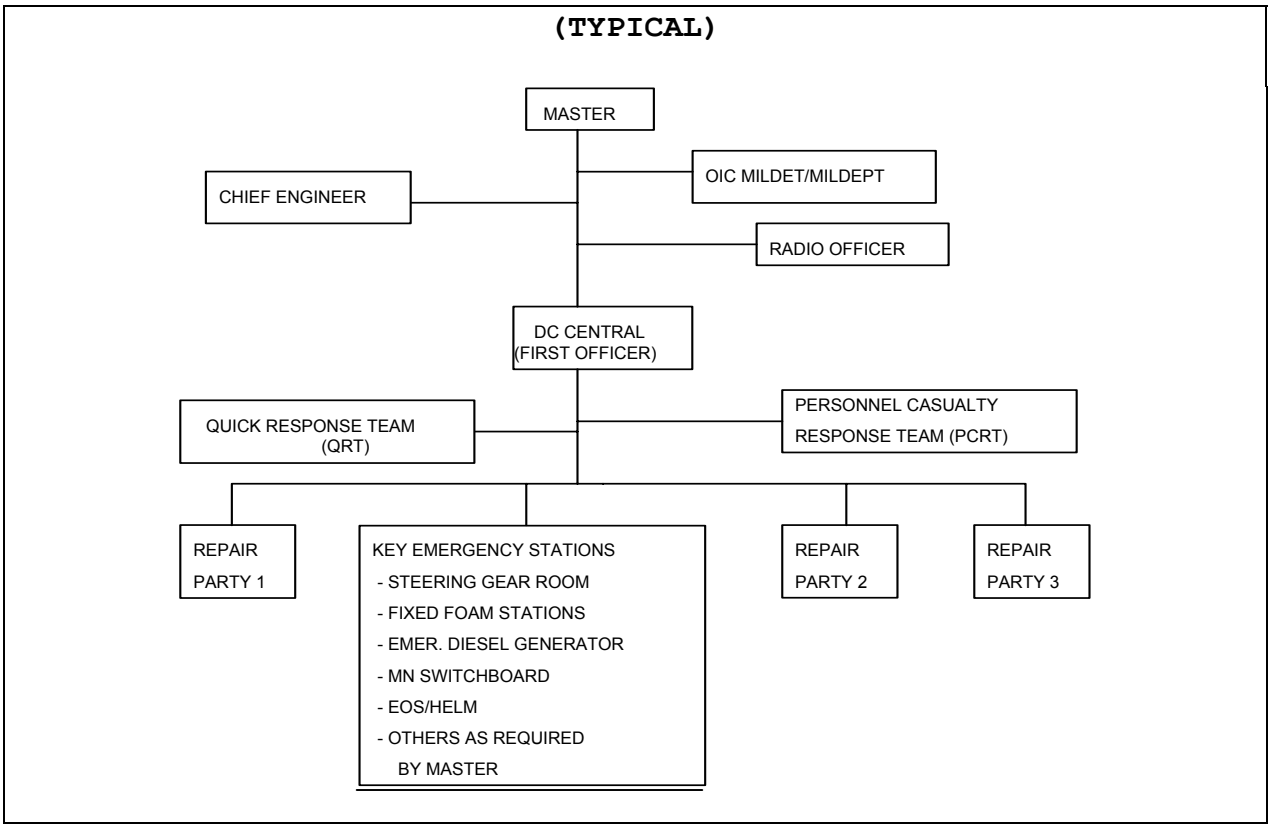

FIGURE 1-2-1

c. Key members of the ship's force have the following damage control responsibilities:

(1) Master. The Master is ultimately responsible for all shipboard DC actions. The Master shall ensure that the ship's force is trained in all aspects of damage prevention and control. The Master shall keep the Station Bill accurate and current. For Engine Room main space fires on ships outfitted with single charge fixed gas extinguishing systems, the Master shall always assume the sole authority or shall delegate the sole authority to release the fixed gas extinguishing system. Once delegated, this authority cannot be re-assigned without the Master's specific direction and authorization. The individual with one shot release authority shall be identified to the crew and recorded in the Station Bill and noted in the EOS copy of the Main Space Fire Doctrine. Where a two-shot fixed gas extinguishing system is installed in the engine room and each shot is of equal size, the senior licensed engineer on watch has the authority to activate the first shot (and only the first shot) after notifying the bridge of the need to secure main engines, accounting for personnel and ensuring that the space is properly secured.
NOTE: Notifying the bridge is required while underway to ensure ship's power is not needed for emergency maneuvers.