III. OPERATIONAL AND TRAINING

S15. EMERGENCY COMMUNICATION ARRANGEMENTS IN SHIPS (R)

[DNS M/SD97/73(DNS)]

1. **Introduction.** The MOD(Navy) has re-examined the requirement for emergency communication arrangements in ships taking into account the widespread use of RATT. the decline of morse, and the impending introduction of ICS 3. Details are as follows:

2. **Definitions of an Emergency.** There are two distinct circumstances which could deprive a ship of her normal communications, namely:

a. *1st Degree Emergency.* Failure of ships power supplies for a prolonged period due to Action Damage to machinery/cabling or a serious defect in machinery. A ship which has suffered a failure of this magnitude is not likely to be able to restore power in a time scale which will allow her to continue to be an effective fighting unit. Her main pre-occupation will be concerned with survival, and all services provided must be directed towards the salvage of the ship.

b. *2nd Degree Emergency.* Failure of ships A/C power supplies caused by a temporary failure of the ships generating machinery. This can happen to a ship at any time in peace or war. However in modern warships there is a high degree of redundancy built in to cope with this type of circumstance and alternative supplies can normally be made available quickly. The operational role of the ship is likely to be impaired for only a very limited period and there is therefore a need to maintain as normal a communication service as possible.

3. **The Communication Requirement.** The communications called for in a 1st degree and 2nd degree emergency differ widely. In a 1st degree emergency, the policy must be directed towards defining the minimum communication needs of a ship; whereas in a 2nd degree emergency the requirement is to state an order of priority for the restoration of communication services should a choice have to be made.

Revised Policy

4. **1st Degree Emergency.** The communication requirement in all war vessels which have sustained a first degree emergency can be met by providing the following:

a. 1 × HF SSB Transmitter/Receiver (Capable CW/SSB Voice).

Note. Two frequency simplex required, *ie* no common synthesiser permitted (as presently in Type 641).
Emergency Aerial arrangement required, including Base Tuner if necessary. (*ie* 20-ft whip + Portable Base Tuner). Power Output—100 W.
To be sited in the MCO and operated from there.

b. 1 machine cryptographic system (KL7).

Note. To be sited in, and operated from, the MCO.
To be backed up by a book system.

c. *Office Lighting*
Minimum possible.

5. **2nd Degree Emergency.** In a 2nd degree emergency where for any reason, the supplies are split and priorities for the resumption of services are required, the policy for restoration of power is:

a. Priority One : HF Transmission and Reception.

b. Priority Two : UHF Transmission and Reception.

c. Priority Three: On Line RATT Broadcast Reception.

6. **Aircraft Control.** A ship controlling or operating aircraft must be able to inform them of the occurrence of a 1st or 2nd degree emergency and procedures established, including the provision of a portable UHF equipment operable from the vicinity of the bridge, for this purpose.

7. BR 222 will be amended to reflect the new policy. Sponsors of books of reference and specifications should use this DCI as authority for amending their publications.