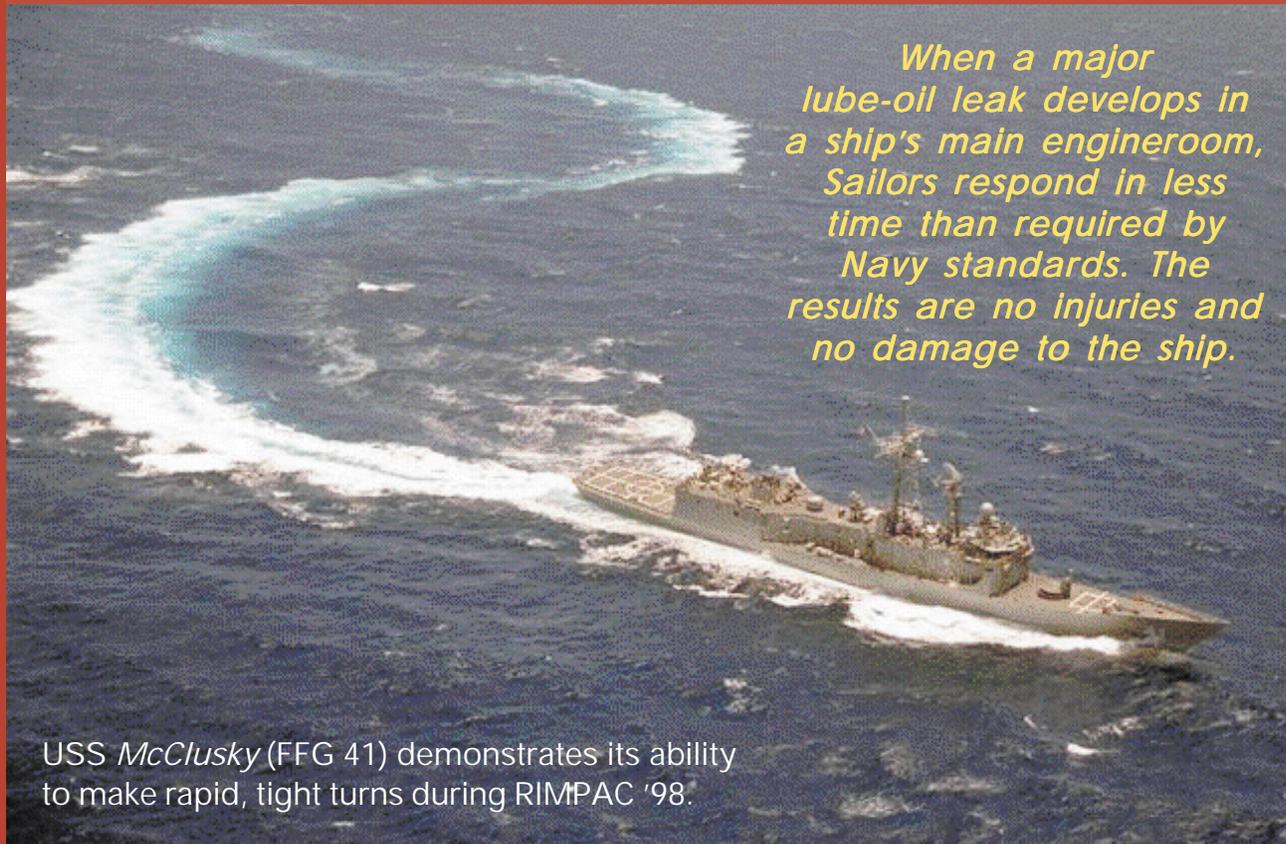


McClusky Engineers Fight As They Train



When a major lube-oil leak develops in a ship's main engine room, Sailors respond in less time than required by Navy standards. The results are no injuries and no damage to the ship.

USS *McClusky* (FFG 41) demonstrates its ability to make rapid, tight turns during RIMPAC '98.

Navy photo by PH1 Spike Call

*By Ens. Chad Graham and Ens. Jaja Marshall,
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It was just another hot, sunny day in the Northern Arabian Gulf until we heard these heart-stopping words come over the IMC, "Engineering casualty, engineering casualty, major lube-oil leak in the main engine room. ASM, PSM, sounding and security, lay to the main engine room."

General quarters rang throughout the ship. In less than five minutes, all repair lockers reported manned and ready. What made this kind of response possible? The engineering and damage-control training we hold aboard *McClusky*.

The engineering-training team, made up of only senior personnel, is responsible for training all engineering watchstanders in every aspect of engineering-casualty control. With the help of the damage-control-training team, also composed of

senior personnel, members train these watchstanders and the repair parties how to combat various main-space emergencies. The two teams collectively evaluate each drill.

As the training cycle progresses, the crew becomes more proficient. "It requires a lot of time and hard work, but seeing the ship do well makes this training worthwhile," said a PO1.

As *McClusky* approaches its mid-cycle assessments, the engineering and damage-control training teams continue to hone their skills. The crew is prepared to face any challenge that comes their way. In fact, they've already passed the most important test of all: a real-life mishap. They corrected the plant casualty in less than two hours, with no injuries to the crew and zero damage to the ship. ☺