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DRAFT OP INSTRUCTION - OP ODELL

1. A draft MACM contingency plan for dealing with a dock workers' strike in NI (Op ODELL) has been prepared and is forwarded for comment.
2. Annex B - the harbour plans of Belfast and Larne docks - has not yet been produced but will be ready for issue with the finalised document.
3. Your views on the proposed plan are requested by 22 Nov 85.

P J WILKINSON
Maj RM
for General Officer Commanding

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Date

October 1985

OP INSTRUCTION 12/85 - OP ODELL - MACM CONTINGENCY PLAN
FOR THE PROVISION OF MILITARY ASSISTANCE IN THE EVENT OF
A DOCK STRIKE IN NORTHERN IRELAND

1. SITUATION

- a. General. There is a possibility that dock workers in the Northern Irish ports may take strike action for either industrial or political reasons. If this should occur ~~the Northern Ireland Office (NIO) may request the MOD to provide military assistance~~ to maintain the flow of essential supplies into the Province.
- b. Key Ports. The 2 key ports which are covered by this plan are Belfast and Larne. The significance of Belfast lies in its deep water bulk cargo facilities, while at Larne it is the extensive roll on-roll off (RO-RO) capacity that is important. In the worst case, the Armed Forces might be called upon to operate in both ports although there are sound reasons to believe that this is not very likely. This is because Larne is staffed by members of UK-affiliated trade unions, whereas the deep water docks at Belfast are manned by workers belonging to an Irish union.

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c. Essential Supplies. A list of those essential supplies required to be moved into NI on a weekly basis is at Annex A.

d. Assumptions. The following assumptions have been made in the formulation of this plan:

(1) Ships' captains and shipping operators will be prepared for their vessels to be handled by military personnel at the ports of Belfast and/or Larne and will provide full cooperation and assistance in unloading cargoes.

(2) The port authorities will:

(a) Provide sufficient management/supervisory staff to familiarise servicemen allocated to the operation with the plant and equipment that will have to be used.

(b) Maintain essential pilotage and ship-to-shore communications services.

(c) Arrange for the attendance of officials from HM Customs and Excise as necessary.

(d) Arrange for site facilities such as office space, accommodation and administrative areas to be made available for military use.

(e) Continue to provide overall security at the ports through the Harbour Police and RUC, although the Army can accept responsibility for the provision of small close protection parties in the limited areas in which service personnel are operating.

(3) [REDACTED] for the distribution of essential supplies

[REDACTED] In the worst case, the Armed Forces could move them in bulk to an adjacent distribution centre, at which NIO officials would assume responsibility for their onward movement.

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(4) The RUC will contain any picketting sufficiently to allow the military to operate the ports effectively and without undue interference.

(5) Any shortfall of specialist manpower from in-Province resources will be made good from GB.

2. MISSION

To assist the NIO in the maintenance of essential supplies to Northern Ireland through the ports of Belfast and/or Larne.

3. EXECUTION

a. General Outline. The operation will take place in 2 phases:

(1) Phase 1. Preparation.

(2) Phase 2. Deployment.

b. HQNI.

(1) Phase 1.

(a) ~~Establish and maintain close liaison with the NIO over:~~

i. The likelihood of the implementation of Op ODELL being requested.

ii. Any alterations to the planning factors contained in this instruction.

(b) Identify the specialist reinforcements required from GB and warn MO2 accordingly.

(c) Confirm the requirement for IS troops with HQ 39 Inf Bde.

(d) Arrange a coordinating conference at HQNI for those involved in the operation.

(e) Prepare to receive, equip and administer all specialist service manpower nominated for Op ODELL, including reinforcements.

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(2) Phase 2.

(a) Order the implementation of Op ODELL.

(b) Exercise functional command over all service personnel allocated to the operation.

(c) [REDACTED]
[REDACTED]

(d) Ensure that the MOD and HQ UKLF are kept informed of the progress of the operation.

c. HQ 39 Inf Bde.

(1) Phase 1.

(a) When instructed by HQNI, conduct discreet recces of Belfast and Larne Harbours with a view to establishing the close protection requirement for servicemen operating the docks.

(b) Be prepared to assist the RUC to provide access for service personnel to Belfast and Larne harbours.

(2) Phase 2.

(a) Provide close protection for members of the Armed Forces deployed in Belfast and Larne harbours on Op ODELL tasks.

(b) Be prepared to provide convoy escorts between Belfast and Larne harbours and a nominated distribution centre in the event that service drivers are required to move essential supplies from the dock side.

(b) Provide administrative support to servicemen deployed in Belfast and Larne harbours if requested by HQNI.

d. Coordinating Instructions.

(1) Timings. As ordered by HQNI.

(2) Liaison. A liaison officer will be provided to the NIO from the staff of HQNI.

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- (3) Recce. There is to be no recce of the harbours until authorised by HQNI (G3/G5 Plans).
- (4) Security. HQ 39 Inf Bde is responsible for the physical security of all servicemen employed on Op ODELL tasks.
- (5) Briefings. HQNI will arrange for all reinforcements to be briefed on the IS situation and the MACM operation after the coordinating conference has taken place.
- (6) Picketting. The RUC is responsible for policing picket lines. Troops are not to cross picket lines without the authority of HQ 39 Inf Bde, who must in turn seek the approval of HQNI having first obtained the agreement of the RUC to such a course of action. In all cases the following rules are to apply:
 - (a) Troops are not to force picket lines but may use the minimum force necessary to defend themselves.
 - (b) A picket line has the legal right to speak to a driver, but if that driver has no wish to converse he must be allowed to pass through. Escorts may be required to move through a picket line using the minimum force necessary to gain access to or exit from the docks. Wherever possible the RUC should take the lead.
- (7) P Info. CIO is to ensure that the Services' P Info stance is fully coordinated with the NIO and RUC.
- (8) Harbour Plans. Plans of both Belfast and Larne Harbours are at Annex B. The locations of those facilities which will be operated by servicemen are clearly marked.
- (9) Troops to Task. A detailed breakdown of the manpower required for the operation is shown at Annex C.

4. SERVICE SUPPORT

See Annex D.

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5. COMMAND AND SIGNAL

- a. Operational Control. HQ 39 Inf Bde has operational control of all IS troops employed on Op ODELL duties.
- b. Functional Command. HQNI is responsible for exercising functional command over all specialist troops committed to Op ODELL.
- c. CEI. The Op ODELL CEI will be issued at the HQNI coordinating conference.

R A PASCOE
Lieutenant General
General Officer Commanding

Authentication:

R D BUCHANAN-DUNLOP
Colonel
Chief of Staff

Annexes:

- A. List of Essential Supplies.
- B. Harbour Plans of Belfast and Larne (To be Issued).
- C. Op ODELL Manpower Requirement.
- D. Op ODELL Admin Instruction (To be Issued).
- E. Op ODELL CEI (To be Issued at HQNI Coordinating Conference).

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ANNEX A TO
1020/18 G3/G5
DATED OCT 85

ESSENTIAL SUPPLIES

1. Suitable for Containerisation.

a. Yeast	29 tonnes
b. Manufactured Goods	1,200 tonnes
c. Tea, Coffee, Edible Oil, Fats	360 tonnes
d. Miscellaneous Essential Supplies (incl Med)	200 tonnes
e. Military and NAAFI Stores	360 tonnes

2. Moved in Bulk by HGV.

a. Flour	390 tonnes
b. Sugar	300 tonnes
c. Salt	70 tonnes

3. Bulk Items (Shipborne).

a. Coal	20,000 tonnes
b. Animal Feed	20,000 tonnes
c. Wheat (for flour)	1,300 tonnes

Notes:

1. The above quantities of supplies represent the weekly requirement for the Province.
2. As a planning guide it is assumed that:
 - a. All containers are 40 feet long and are trailer-mounted.
 - b. Fifteen tonnes of stores can be carried in each container.
 - c. Each RO-RO ferry carries 40 containers.
3. Not every container-trailer will cross on the ferry with its own prime-mover. ~~Tractor units will have to be made available by the~~ so that unloading can be effected quickly and smoothly.

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ANNEX C TO
1020/18 G3/G5
DATED OCT 85

SUMMARY OF MANPOWER REQUIREMENTSBELFAST1. HQ Element.

Ser	Post	Rank/SQ/TQ	Qty	Remarks
(a)	(b)	(c)	(d)	(e)
1	Officer Commanding	Capt/Maj	1	NI
2	Movements Controller	Sgt/SSgt RCT	1	NI
3	Clerk/Radio Operator	LCpl/Cpl (GD)	1	NI
4	Driver (HGV3)	LCpl/Cpl RCT	1	NI
5	Vehicle Mechanic	Pte/Cpl REME	1	NI
6	TOTAL		5	All from NI

2. Port Operators.

Ser	Post	Rank/SQ/TQ	Qty	Remarks
(a)	(b)	(c)	(d)	(e)
1	Shift Leader (Port Operator)	Sgt/SSgt RCT	1	GB
2	Berthing Teams	Ldg Rate (RN) Pte (GD)	2 6	NI
3	Ships' Gangs (Port Operators)	Cpl RCT	12	GB
4	Ships' Gangs (Labourers)	Pte/Lcpl (GD)	32	NI
5	Plant Operators	JNCO RE	4	NI
6	Movements Controller	Cpl RCT	2	NI
7	Vehicle Mechanics (Plant Maintenance)	RN/REME	3	NI
8	TOTAL		62	13 from GB, remainder from NI

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LARNE

3. HQ Element.

Ser	Post	Rank/SQ/TQ	Qty	Remarks
(a)	(b)	(c)	(d)	(e)
1	Officer Commanding	Capt/Maj	1	NI
2	Movements Controller	Sgt/SSgt RCT	1	NI
3	Clerk/Radio Operator(GD)	LCpl/Cpl	1	NI
4	Driver (HGV3)	LCpl/Cpl RCT	1	NI
5	Vehicle Mechanics	Pte/Cpl REME	2	NI
6	TOTAL		6	All from NI

4. Port Operators.

Ser	Post	Rank/SQ/TQ	Qty	Remarks
(a)	(b)	(c)	(d)	(e)
1	Shift Leader (Port Operator)	Sgt/SSgt RCT	1	GB
2	Berthing Teams	Ldg Rate (RN) Pte (GD)	2 6	NI
3	Tractor Drivers (HGV1)	Pte/JNCO RCT	8	NI
4	Vehicle Marshallers (HGV3)	Pte/JNCO RCT	6	NI
5	Movements Controller	Cpl RCT	2	NI
6	TOTAL		25	1 from GB, remainder from NI

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HGV DRIVERS

5. If the Armed Forces are tasked with moving supplies from the dock side to a distribution centre, there will be a requirement for 40 x HGV 1/2 drivers. It is unlikely that all of these personnel could be found from in-Province resources. The precise number of reinforcements needed from GB will be confirmed to M02 as soon as implementation of the plan appears likely.

IS TROOPS

6. HQ 39 Inf Bde will confirm the requirement for IS troops early in Phase 1, once recce of the harbours has been authorised by HQNI. However, the initial assessment is that one platoon should suffice at each location. It should be noted that the commitment would increase if convoy escorts were required for the eventuality outlined at Paragraph 5 above.

SUMMARY

7. The total manpower is summarised as follows:

a. Specialists.

(1) Port Operators (RCT)	14
(2) RCT Movements Controllers	6
(3) HGV1 Drivers	8 (1)
(4) HGV3 Drivers	8
(5) Vehicle Mechanics	6
(6) RN Seamen	4
(7) Plant Operators (RE)	4

b. General Duties.

48

c. IS Troops.

60

Notes

1. The requirement for HGV drivers (1/2) increases to 48 if the Armed Forces are tasked with moving supplies from the dock side to a distribution centre.

2. There is a definite requirement for 14 x Port Operators to be provided from out-of-Province resources. Additional reinforcement might be necessary, but this cannot be determined in advance.