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Your reference

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Our reference 1020/2 G3/G5

Date Oct 85

OP INSTRUCTION 11/85 - OP MANORIAL - MACM CONTINGENCY PLAN
TO PROVIDE ASSISTANCE TO THE DEPARTMENT OF ECONOMIC DEVELOPMENT
IN THE EVENT OF A STRIKE IN THE OIL INDUSTRY

1. SITUATION

a. General. The supply of essential liquid fuels may be threatened by strike action in the oil industry for either industrial or political motives. If this should occur the Department of Economic Development (DED) may request military assistance to maintain such supplies through the Northern Ireland Office.

b. Emergency Measures. The implementation of certain emergency measures will be necessary so that a number of key installations in the oil industry can be requisitioned together with the oil companies' road tanker fleets.

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

(1) The oil companies' supervisory and managerial staff will remain at their posts and cooperate with the Services for long enough to allow:

(a) The smooth requisitioning of their installations and road tanker fleets.

(b) Servicemen to become familiar with operating the plant and equipment in these installations.

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- (2) In the event of an industrial strike petrol station owners/managers will be prepared to accept deliveries of fuel from Service drivers.
- (3) In a politically motivated strike emergency measures will allow for the requisition of up to 23 filling stations, which would be run by the Armed Forces.
- (4) Staff from DED would provide all possible assistance in the implementation of the plan.
- (5) All necessary reinforcements from GB will be made available by the MOD and HQ UKLF.

2. MISSION

To assist the NIO and DED to maintain essential supplies of liquid fuels in Northern Ireland.

3. EXECUTION

- a. General Outline. The operation will take place in 3 phases:

- (1) Preparatory phase.
- (2) Concentration and deployment.
- (3) Distribution of fuel supplies.

b. HQNI

(1) Phase 1.

(a) Maintain close liaison with the NIO and DED and ensure that planning is fully coordinated. In particular it will be necessary

to:

- i. Establish the size and locations of the road tanker fleets.

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ii. Confirm the list of authorised petrol stations (if necessary) and inform brigades.

iii. Confirm the list of authorised installations and users who will be given priority for delivery of fuel supplies, eg, power stations, hospitals, etc.

(b) Identify those specialists available from within the Province who will be needed in order to implement the plan:

- i. HGV drivers.
- ii. Petroleum operators.
- iii. Vehicle mechanics.
- iv. Electricians.
- v. Supply specialists.

(c) Maintain close liaison with the MOD (MO2) over the reinforcements from GB that may be needed.

(d) Prepare to receive, equip and administer reinforcements from GB.

(2) Phase 2.

(a) Activate the MACM operations room.

(b) Issue orders for the requisition of oil installations, road tanker fleets and petrol stations as necessary.

(c) If time allows, organise a coordinating conference at HQNI prior to Phase 3.

*Army does not
issue requisition orders*

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(d) Ensure that close liaison is maintained with:

- i. NIO and DED.
- ii. MO2 and HQ UKLF.
- iii. 8 and 39 Inf Bdes.

(3) Phase 3.

(a) Exercise functional command and control over all forces allocated to Op MANORIAL duties.

(b) Maintain close liaison with the NIO and DED over future requirements.

(c) Keep MO2 and HQ UKLF informed of the progress of the operation.

c. 8 and 39 Inf Bdes.

(1) Phase 1.

(a) Conduct covert recce of oil installations and government authorised filling stations when authorised by HQNI with a view to determining:

- i. A plan for their initial requisition.
- ii. The protection that will be required at each for the duration of the operation.

(b) Review the MRRS within bde areas in conjunction with the RUC and advise HQNI of any changes that are necessary.

(c) After consultation with the RUC inform HQNI of the minimum escort requirements for oil tankers passing through RUC Sub Divisions within bde boundaries.

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(d) Prepare to receive reinforcements for Op MANORIAL.

(e) Nominate an Op MANORIAL liaison officer to HQNI by signal.

(2) Phase 2.

(a) Take under operational control any IS reinforcements for Op MANORIAL duties provided by HQNI.

(b) Receive and administer all specialist reinforcements allocated by HQNI for Op MANORIAL tasks.

(c) Despatch an Op MANORIAL liaison officer to HQNI for the duration of the operation when instructed by HQNI.

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not army responsibility (d) Prepare to implement plans for the requisition and guarding of oil installations and filling stations when ordered by HQNI.

(3) Phase 3.

(a) Provide protection for:

- i. Oil installations and government authorised filling stations within boundaries.
- ii. Oil tankers passing through/making deliveries in bde areas.

(b) Exercise operational control over all IS reinforcements provided for Op MANORIAL.

(c) Provide administrative support for all Op MANORIAL specialist reinforcements located within bde areas.

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blank (d) Be prepared to establish oil tanker holding areas at Omagh and Ballymena as appropriate.

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d. Coordinating Instructions.

(1) Timings. As notified by HQNI.

(2) Liaison. Liaison officers are to be provided as follows:

Notes

(a) One officer from HQNI to DED.

(b) One officer from each bde to HQNI.

(3) Recce. No recce of any oil installation or filling station is to take place until authorised by HQNI.

(4) Security. The physical security of all Op MANORIAL installations and personnel is a bde responsibility.

(5) Briefings. Briefings on both the IS situation and the MACM operation will take place centrally under HQNI arrangements during Phase 2 if time permits. Bdes should be prepared to provide such briefings to Op MANORIAL personnel located within their areas if necessary.

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(6) Picketting. The RUC is responsible for policing picket lines. Troops are not to cross picket lines without the authority of bde headquarters, who must in turn seek the approval of HQNI having first sought 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 act defensively using 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.

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Tanker escorts may be required to move through a picket line using the minimum force necessary to gain entry to an installation.

Wherever possible the RUC should take the lead.

(7) Government Authorised Filling Stations. The list of government authorised filling stations is at Annex A.

(8) Operation of Filling Stations. Procedures for operating government authorised filling stations are at Annex B.

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Discuss with R. Jordan
(9) Priorities and Tasking. The DED Ops Room at Stormont is responsible for allocating priorities for the delivery of fuel supplies to essential users. The HQNI liaison officer will pass these priorities to HQNI, where the MACM Ops Room will translate the requirements into detailed taskings for the oil installations and tanker fleets.

(10) MRRS. See Annex C.

(11) Troops to Task. As a planning guide it should be assumed that, in the worst case, the Armed Forces will be required to provide the following manpower:

(a) Tanker Drivers. Up to 150 oil tankers may require service drivers in the following categories:

- | | |
|---------------------|-----|
| i. <u>HGV 1.</u> | 100 |
| ii. <u>HGV 2/3.</u> | 50 |

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(b) Oil Installations. The following oil installations will have to be requisitioned and operated for the duration of Op MANORIAL:

- i. BP Oil Terminal at Sydenham.
- ii. Shell Oil Terminal at Londonderry (Pennyburn).
- iii. Calor/Kosangas Terminal in the Belfast Harbour Estate.

(c) Petrol Stations. See Annex B.

(d) Summary. A summary of the likely manpower requirement is at Annex C.

4. SERVICE SUPPORT

See Annex E.

5. COMMAND AND SIGNAL

- a. Operational Control. Operational control of all IS troops allocated to Op MANORIAL duties is delegated to bdes, who are responsible for all aspects of physical security.
- b. Functional Command. HQNI is responsible for exercising functional command over all specialist troops committed to Op MANORIAL.
- c. CEI. The Op MANORIAL CEI will be issued by Comd Comms HQNI during Phase I.

R A PASCOE
Lieutenant General
General Officer Commanding

Authentication:

R D BUCHANAN-DUNLOP
Colonel
Chief of Staff

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Annexes:

- A. Government Authorised Filling Stations.
- B. Operating Procedures at Requisitioned Filling Stations.
- C. Main Road Route System (MRRS).
- D. Summary of the Likely Manpower Requirement.
- E. Op MANORIAL Admin Instruction (To be Issued).

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ANNEX A TO
1020/2 G3/G5
DATED OCT 85

GOVERNMENT AUTHORISED FILLING STATIONS

Serial	Filling Station	Oil Coy	GR	Bde	Remarks
(a)	(b)	(c)	(d)	(e)	(f)
1	A29 Service Station, Dungannon Rd, Cookstown	TEXACO	81347595	8	Sixteen man guard
2	BP Filling Station, Belfast Rd, Enniskillen	BP	24294368	8	Eight man guard
3	Hillhead Service Station, Coleraine Rd, Ballycastle	ESSO	10794025	8	Six man guard
4	BP Filling Station, Millburn Rd, Coleraine	BP	85123326	8	Eight man guard
5	Clooney Rd Service Station, Limavady Rd, Londonderry	SHELL	44731735	8	Eight man guard
6	BP Service Station, Sion Mills	BP	33809352	8	Eight man guard
7	Moyway Service Station, Ranfurley Rd, Dungannon	MAXOL	80136225	8	Twelve man guard

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(a)	(b)	(c)	(d)	(e)	(f)
8	Johnston King Motors, Derry Rd, Omagh	BP	43707375	8	Six man guard
9	Fort Service Station, 234 Shore Rd, Belfast	ESSO	34097758	39	Six man guard
10	Daly's Garage, 249 Falls Rd, Belfast	ESSO	31737344	39	Eight man guard + mobile ptl support
11	Orpen Park Filling Station, 196 Upper Lisburn Rd, Belfast	BP	30296984	39	Eight man guard
12	Thompson Reid Filling Station, Upper Knockbreda/Saintfield Rd, Belfast	SHELL	23187031	39	Six man guard
13	Strand Service Station, 91 Hollywood Rd, Belfast	TEXACO	36857439	39	Six man guard
14	Glendenning Filling Station, Aldergrove Airport	SHELL	15198109	39	Six man guard
15	Moutrays Filling Station, Waringstown Rd, Lurgan	BURMAH	08825770	39	Twelve man guard

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(a)	(b)	(c)	(d)	(e)	(f)
16	Floral Service Station, Dundrum Rd, Newcastle	BP	37853221	39	Twelve man guard
17	Drome Service Station, Comber Rd, Newtownards	BP	49817326	39	Eight man guard
18	Rockfort Service Station, Belfast Rd, Newry	ESSO	08762822	39	Eight man guard
19	Newry Rd Filling Station, Newry Rd, Armagh	JET	88494421	39	Eight man guard
20	Temple Service Station, Belfast Rd, Boardmills, Ballynahinch	ESSO	35756048	39	Twelve man guard
21	Maxol Filling Station, Belfast Rd, Larne	MAXOL	38800218	39	Six man guard
22	The Pheonix Service Station, Queen St, Ballymena	BP	10790205	39	Six man guard

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(a)	(b)	(c)	(d)	(e)	(f)
23	Springhill Filling Station, Belfast Rd, Bangor	ESSO	48408060	39	Six man guard

NOTES:

1. Each of the 23 filling stations requires a 4 man operating team including one Sup Con.
2. The total guarding requirement is for 190 men x 3 (for 24 hour manning) = 570 men.

Conclusion

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Note: These instructions should be checked with C/EC on 10/20/85
as security conditions permit

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ANNEX B TO
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INSTRUCTIONS TO MILITARY PERSONNEL TAKING OVER FILLING STATIONS

1. The filling station will be requisitioned by a civil servant accompanied by the military and thereafter the Army will be responsible for its operation.
2. a. Record all stock by tanks and grades (Star ratings) using the dipstick.
b. Deliveries will be made by Star rating, therefore ensure that brand grades are recorded correctly as Star ratings.
3. Check and record all cash and gallon meter readings on pumps before commencing to dispense.

Note: Blender pumps have only two meters - one for total cash, one for total gallons.

4. Ensure that fire fighting equipment is available and located at convenient positions for use in the event of an emergency.

Minimum equipment required at each station:

- a. 2 x 25lb Dry Powder.
 - b. 1 x Small Dry Powder or CO₂ or similar extinguisher for safe use on electric fires.
 - c. Make a visual and approximate weight inspection of equipment as a guide to condition. Obtain replacements or service any suspect units. Do NOT attempt test discharge.
5. Ensure that any temporary electric generating equipment provided by DED has been properly installed and that its supply capacity is understood. Ascertain the location of switches and fuses.
 6. Ensure that any self-service pumps are correctly reverted to normal operation by the use of switches, before attempting to operate the pumps.
 7. Ensure that pump operators understand all operating and safety regulations.
 8. Lock all above/under ground storage tanks.
 9. a. If it should be necessary to stock diesel where not previously stocked, this should be achieved by using the 'Five Star' tanks re-marked diesel.
b. All petrol in the selected tank should be dispensed down to a level of 3" from the bottom of the tank before introducing the diesel.
c. DO NOT put diesel into one compartment of a double compartment tank where petrol is the other product. If the 'Five Star' tank has a double compartment then one of the single compartment tanks should be used and marked. If the station only has double compartment tanks, then both compartments must be emptied before diesel is put into one compartment.

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APPENDIX 1 TO
ANNEX B TO
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DATED OCT 85

INSTRUCTIONS FOR OPERATING A FILLING STATION

1. Always keep a record of individual pump meter readings and note the bulk receipts into each individual tank. This will ensure the correct accounting of receipts and sales.
2. Do NOT make any cash sales. You are to issue fuel only to essential users in exchange for official coupons. You are to retain the coupons to reconcile your account against the quantity of fuel issued.
3. Always ensure that the sight glass of the pump is full of the product. If air bubbles or water should appear in the sight glass the pump should be withdrawn from service until the fault has been rectified.
4. Drain any water from compressors and check the oil level daily.
5. Vehicle engines must be switched off before any delivery is made to that vehicle.
6. Operators and other persons on the filling station forecourt must not smoke.
7. Dipsticks
 - a. When using a dipstick insert through the dip/fillpipe and lower carefully until it strikes the bottom of the tank, allow to dwell briefly, withdraw and read the wet mark on the stick. If dissatisfied with the reading wipe the dipstick before making another dip.
 - b. Do NOT attempt to dip the tank immediately after a delivery. Allow approximately 3 minutes for the product to settle in order to achieve an accurate reading.
 - c. If excessive water is suspected in the tank, a 'water finding' paste can be smeared on the bottom on the dipstick and will produce a blue/green reaction to the level of water. If a water level in excess of 1½" is found, the tank should be withdrawn from service until the fault is rectified.
8. DED will provide a comprehensive information folder for each of the 23 government nominated filling stations. One of the items included in the folder will be examples of the DED Motor Fuel Permits that will have been issued to essential users.

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10. Once existing motor spirit stocks have been issued subsequent deliveries of motor spirit will be restricted to 4-star rated fuel. Deliveries of 4-star rated motor spirit will then be stocked and issued from the existing 2 and 3-star rated pumps, in addition to the 4-star pumps. Nevertheless the cost of the 4-star fuel, issued from 2 and 3-star pumps, will be that shown on the pump cash meter (ie for less than its real value). This system has been agreed by the DED.

X 11. Ensure that at least one handle is available for normal pumping in the event of a power failure, and identify pumps equipped for manual pumping.



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MAIN ROAD ROUTE SYSTEM
NORTHERN IRELAND - BELFAST AREA



PRIMARY ROUTES

SECONDARY ROUTES

C - 2

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MAIN ROAD ROUTE SYSTEM
(NORTHERN IRELAND)(MRRS(NI))

ANNEX C TO
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Primary Routes ———
Secondary Routes - - - -

