

- a. All movements are conducted in accordance with the approved safety documentation and administratively endorsed by the Naval Base Nuclear Safety Co-ordinating Committee.
- b. Operationally approved by CP/QHM and promulgated on the daily movements signal.
- c. Carried out with a qualified Admiralty pilot embarked.
- d. Attended by at least 2 tugs, one of which must be a Nuclear Safety Tug (NST) when transiting between Hamoaze and Sound. No SSN will proceed north of the Breakwater without tug support.
- e. Attended by sufficient tugs to ensure safe manoeuvring and if other vessels are manoeuvring in the vicinity additional tugs to ensure the separation of all vessels.
- f. Carried out with adequate navigational aids available.
- g. Conducted within established weather and tidal criteria.
- h. Movements of other vessels in the vicinity of nuclear powered vessels are controlled in a manner which does not put an SSN at risk.

0215 Spare.

0216 Spare.

### **NUCLEAR ACCIDENT RESPONSE ORGANISATION**

#### 0217 Purpose of Nuclear Accident Response Organisation

1. The purpose of the Nuclear Accident Response Organisation is to initiate, and subsequently control, the emergency procedures and appropriate actions in the event of a nuclear reactor accident within the Dockyard port of Plymouth. The overall structure of the Nuclear Accident Response Organisation is shown in Annex 2C-1. The key elements of the Nuclear Accident Response Organisation are described below.

#### 0218 The Major Incident Headquarters (MIHQ)

In the event of a reactor accident the Devon and Cornwall Constabulary will activate The Major Incident Headquarters at Crownhill Police Station in order to put the Public Safety Scheme into effect. Until the various LAHQs are formed the only channel for information and advice to the Public is through the Police - usually the Police Station at Crownhill. The Military Co-ordinating Authority (GOLD) and his supporting staffs move into the Police Station at Crownhill.

#### 0219 The Local Authority Control (LA Silver)

2.10

Jan 98

Change 14

The Nuclear Powered Warships Safety Committee (NPWSC) has approved the classification of 5-9 Wharves, 9, 10, 11, 12, 14 and 15 Docks, 5 Basin East Wall (North) 5 Basin West Wall, the Wet Berth at the South end of the Submarine Refit Complex (SRC) and the Extension Arm at 14 Dock as 'X' Berths. However, the only equipped 'X' Berths are as follows:-

- i. 7 Wharf (North) - 2 SSNs double berthed.
- ii. 8 Wharf (South) - 2 SSNs double berthed.
- iii. 8 Wharf (North) - 2 SSNs double berthed.
- iv. 9 Wharf- 2 SSNs double berthed.
- v. 11 and 12 Docks (North Lock).
- vi. 14 and 15 Docks (SRC).
- vii. Wet Berth (SRC).
- viii. 5 Basin WW(S).
- ix. 5 Basin Arm (SRC) inner.
- x. 5 Basin Arm (SRC) outer - restricted use only.
- xi. 5 Basin East Wall (N) inner and outer-restricted use only.

The berths at i-iv inclusive are tidal and the remainder are non-tidal.

b. 'Z' Berths:

Two 'Z' Berths are available in the Sound, one at 'D' Buoy and one at 'E' Buoy. There are no alongside 'Z' Berths within the Naval Base.

c. Holding Berth:

There are no holding berths within the Naval Base.

0214 Nuclear Submarine Movement Principles

The primary hazards associated with movement and berthing operations are from collision or grounding. The following principles apply for the movement of nuclear powered vessels within the Dockyard Port area.