

CHAPTER 12

LOGISTICS DEPARTMENT

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CHAPTER 12**LOGISTICS DEPARTMENT****1201. General**

a. The normal responsibilities of the Logistics Officer (LO) for provisions, naval stores, their respective storerooms and feeding the ships company must include consideration of the problems imposed by the CBRNDC threat which, in conjunction with the Damage Control Officer (DCO) and the CBRN Protection Officer, also include certain aspects of the cleansing stations.

b. The LO organises the Logistics Department to maintain the supply of food and stores before, during and after action. LO must also take the necessary precautions to restrict the impact of secondary damage, fire and flooding in Logistics related compartments. With this in mind, dispersal plans, accessibility and stowage of all stores ranges should be considered for all logistics spaces (see [Chapter 10](#)). Routines for ventilating storerooms must also be established with the DCO.

1202. Stores and Storerooms

Special arrangements are made for the stowage of delicate, high value, flammable stores and foodstuffs liable to contamination by CBRN agents or noxious fumes. Detailed information, in these respective areas is contained in BR 96 - Stores Accounting Instructions, JSP 456 Vol 1-3 and BR 1754 - Safety Regulations for Storing and Handling Petroleum, Oils, Lubricants and Certain Other Hazardous Stores in HM Ships.

1203. Accessibility of Stores

Stores supplied to ships for CBRNDC purposes are drawn from the LO by the MEO or the DCO and stowed in, or near to, FRPP lockers, the CBRN store, or other authorised stowages.

1204. Provisions

When operating under war conditions, ready-use stocks of provisions are to be deployed in secure places as high as practicable within the citadel, so that they are readily available as a reserve against damage to storerooms or for action messing. Any provisions or clothing not packed in impermeable containers must be sufficiently covered to protect them from gross CBRN contamination.

1205. Stowage of Storerooms

All storeroom locations should always, in peace and war, be properly stowed and secured with appropriately fitted securing arrangements (see [Chapter 4](#)). Gangways, ships side, bulkheads and approaches to storerooms should be kept clear of stores as far as practicable. If the space available does not permit this when the ship is fully stored, the stores must be stowed so that those on the perimeter of the storeroom are used first, enabling access to be gained to the boundaries after the shortest time at sea. To preserve the contents of standard packaged stores and equipment, the special wrappings should not be removed until the articles are required for use. In any event, packages incorporating waterproof or moisture-proof/vapour-proof barriers should not have these barriers removed.

These are normally labelled either:

‘NOT TO BE OPENED UNTIL REQUIRED FOR USE’

OR

‘METHOD II PACK. NOT TO BE OPENED UNTIL REQUIRED FOR USE EXCEPT FOR RENEWAL OF DESICCANT. DATE OF LAST CHANGE:’

All loose wrappings and containers should be removed from storerooms, and textiles tightly bundled, to reduce the risk of fire and of choking pump suction (see [Chapter 4](#)).

1206. Storeroom Security

Storerooms have duplicate locking arrangements (see [Chapter 4](#)). Logistics ratings are responsible for transferring the duplicate keys from HQ1 to FRPPs when Damage Control State 2 or State 1 is ordered, and their return on assuming State 3 (see [Table 4-1](#)).

1207. Action Logistics Support Cell

When operating in the Action State, an efficient logistics support organisation needs to be in place to ensure sustainability issues are correctly addressed in relation to the Command Aim. This assumes particular importance should the ship suffer secondary damage.

a. **Primary Functions.** The Action Logistics Cell (ALC) should normally be in a compartment that can provide access to good, whole-ship communications (ie adjacent to, or integrated with the Weapon Section Base (WSB)). The Main Stores Office is not the ideal location because of the potential for damage (and low recovery time) to the main broadcast and exchange telephones. A Secondary Action Logistics Cell (SALC) should also be identified in the event of having to evacuate the ALC, within or close to the alternative WSB. The position of both Cells, and the routines to be used for retrieving stores are to be made known to the ship's company through a regularly reviewed LOTEM and by exercising the retrievals process. The primary functions of the Primary Logistics Coordinator (PLC) or his Stand-by are to:

- (1) Provide swift and accurate briefings to personnel tasked to retrieve spares. The PLC should not make the issue(s) personally, as he is to be in a position to provide the wider logistics advice to the Command.
- (2) Evaluate the impact of battle damage incidents and be prepared to provide the Command with sustainability information.

b. **Personnel.** With the LO invariably employed as DCO at State 1, responsibility for providing logistics advice and coordination is assumed by the Logistics Senior Rate (LSR), who functions under the PLC title. In the event of the PLC being incapacitated a Stand-by Logistics Coordinator (SLC) should be nominated. The SLC should be employed in a flexible role that will allow him to be released without impacting on the primary role (ie AMT and not an IBO).

c. **Store Retrievals.** Efficient stores retrievals are essential and may need to be prioritised, as a number of stores requests may be received simultaneously. The PLC SLC must therefore be fully aware of the Command Aim and Equipment Repair Priorities in order to determine the precedence of issues. A safe transit route should be given to the person retrieving the stores, and this is best achieved through the WSB Incident Board Operator (IBO). Retrievals should form part of CBRNDC circuit training.

d. **Documentation Required.** Both the ALC and SALC must be equipped to fulfil the full logistics support function at Action. In support of this aim, an Action Logistics Information Log should be held in both cells, and contain the following:

- (1) The Ship Plan, highlighting the following locations by colour code:
 - (a) Naval storerooms.
 - (b) Provision storerooms.
 - (c) Medical stores locations.
 - (d) RAS equipment
 - (e) Aircraft Spares (hangar).
 - (f) CBRN and Damage Control equipment.
 - (g) NAAFI storerooms.
 - (h) Ready-use stores.
 - (i) Safety equipment.
- (2) A Command Priorities page (see format at [Annex 12A](#)) detailing:
 - (a) The Command Aim.
 - (b) The top three ME and WE repair priorities.
 - (c) The threat.
- (3) Incident Log pages (see format at [Annex 12B](#)), to include:
 - (a) The date of the incident.
 - (b) The time of the incident.
 - (c) The location of the incident.
 - (d) The incident.
 - (e) The logistical implications.

- (f) Time reported to the Command/Command huddle.
 - (g) The final assessment.
- (4) A configuration breakdown of each storeroom and sustainability implications in the event of losses.
- (5) Issues Log pages (see format at [Annex 12C](#)), to include:
- (a) The date of issue.
 - (b) The time of issue.
 - (c) The equipment effected.
 - (d) The description.
 - (e) The stock number.
 - (f) The location.
 - (g) The name of the person collecting the item.
 - (h) The time at the storeroom.
 - (i) The time at the repair point.
- (6) A layout plan of all the naval storerooms and contact numbers for the respective ALC and SALC.
- e. An up to date 6 monthly fall-back print (no more than a month old during periods of OST or in times of real tension), should also be held at each cell, together with emergency lighting (for use either within the WSB or by stores retrievers, ie torches and batteries), good communications within and external to the WSB (ie telephone, IBO or other headset) and sufficient writing implements. Finally, a laptop computer containing NAVCAT and fallback documentation is required at the ALC, which can be easily moved (if convenient and time allows), to the SALC.
- f. **Logistics Advice.** The PLC must assess the implications of direct or secondary damage to the range of stores listed at Para 1207d [sub para \(1\)](#). In order to achieve this, he is to insert details of each incident on the Incident Log page(s), together with any logistical impact. This information should be passed to the Command via the WSB, either before or during Command huddles using the 'Flash' procedure if necessary. The Incident Log page(s) should be used thereafter to monitor the currency of information received and any subsequent updates.
- g. **Conclusion.** It is fundamental that continued and effective support is available from the logistics organisation at Action. Swift retrieval of spares and the ability to provide the Command with an assessment of the implications in relation to the Aim are therefore seen as important elements to sustaining the ships fighting capability.

The PLC/SLC coordinates these activities and is an integral part of the State 1 team in a warship: it is therefore most important to exercise the Action Logistic Support from either the Primary or Secondary Cell during 'in-house' training.

1208. Action Messing Organisation

a. The pre-deployment of 'action snacks' at State 2, and the swift distribution of hot and cold drinks to pre-ordained positions when State 1 is piped, is the most effective method of ensuring the short term sustenance of personnel.

b. In a period of tension, it is highly likely that the ship will remain closed up at Action Stations for prolonged periods, and so one of the major considerations of the Command must be to ensure that all personnel are sufficiently fed and hydrated to sustain their fighting efficiency, either by quarters or centralised messing. This can only be achieved by a dedicated team, who are immediately available to prepare, provide and distribute snacks, or hot/cold drinks to upper deck crews and personnel between decks. As soon as the Command decides that the tactical situation allows, then a team must be in position to ensure that quick provision of a hot meal, either at State 1 or as the ship reverts to Defence Watches (State 2). The LO must therefore ensure that a dedicated Action Messing Team (AMT) is detailed on the Watch and Quarter Bills for State 1.

c. It is entirely appropriate for the AMT to conduct blanket searches of their immediate areas and to be used as spare hands to assist in the damage control effort when the situation and Command priorities dictate. Nevertheless, they should not be deployed automatically to another role at State 1, as this will inevitably prevent them from carrying out their primary task. This applies equally to war and peacetime exercises, where it is essential that the AMT be allowed to train with the reality of operational combat.

d. Should the Command decide that the tactical situation allows for the provision of a hot meal, while remaining at State 1, it is imperative that 75% of personnel remain closed up at their Action Station. This can only be achieved by strict manpower control, and for this reason it is recommended that a 'card relay' system be used. Only 25% of personnel receive cards, under the direction of the I/C at the local FRPP or Action Station. As the first wave return, the cards are handed over to those nominated to be fed next. Utilising a strong personality in the dining area to check cards and hasten personnel, the 'bogey time' employed by FOST (75 mins from initiation by Command to re-secure to State 1), is considered achievable in all classes of ship.

e. Prior to operational sea training and during times of tension, ships' companies must be educated in the role of the AMT, how to effect re-supply of drinks at State 1 and the routine for Action messing.

1209. Emergency Feeding Station (EFS)

a. Type 23 frigates benefit from a secondary feeding position that can be utilised in an emergency. It is imperative that sufficient canned provisions are held in order to feed the entire ships company from the EFS, complete with the appropriate quantities of messgear and crockery/cutlery (this should be permanently held in the compartment). The ME Department must also ensure the availability of the EFS equipment at all times.

b. As the entire ships company of a T23 needs to be fed from the EFS in an emergency, Action messing from this compartment is a regular serial for these ships at OST. The relay card messing system is appropriate for the evolution and its successful completion is achievable within the time detailed at Para 1208 [sub para d](#).

1210. Fallout Messing

Plans are to be made for the siting of tinned food and water stocks at designated shelter positions to sustain the ships company for a 3 day period.