

Liverpool Docks UXB March 1984.

After Action Report.

West Sandon Docks, Merseyside.

BDO: Captain J Berry RE.

Assistant: Sergeant J Allerhead BEM.

Dock yard Dilemma

The finding of a suspected bomb at Liverpool Docks was reported to the Operations Room, Lodge Hill Camp on the morning of the 6 March 1984.

On the information received, the EODTIC confirmed that the bomb was possibly a German 250 kg SC II and the Duty Bomb Disposal Officer (BDO) was informed.

The BDO Captain John Berry and his assistant Sergeant Julian Allerhead, departed their base Gibraltar Barracks, to the incident site. After a three-hour drive at high speed the team was met by the Police and escorted to the West Sandon Docks, Merseyside.

On arrival the BDO was given a brief report on how the bomb was dredged up from the dock during a renovation project the night before and the sequence of events to the tasking of the team.

The bomb was immediately identified as a German 250 kg SC II fitted with two transverse fuzes. The rear fuze was a 50 Series anti-disturbance type; the front fuze was badly corroded but assumed to be a 17 Series clockwork delay.

It was decided to immunise the fuzes in situ. Consultation with the Officer Commanding who had arrived with the Squadron Sergeant Major, determined the area of evacuation and the restriction of shipping which was in the danger area.

At approximately 1630 the Render Safe Procedures commenced and was the beginning of what was to be a long night.

From the time of arrival on site a lot of interest was shown from the media and the OC Major GE Ward RE kept them occupied while WO II Jeffrey and Sergeant J Allerhead made all the preparations and administration for the arrival of the 'Crash Crew', including briefing the Police and Fire Brigade.

After the BDO immunised the Fuzes, little could be done until Corporal Campbell and his Crash Crew arrived who were en-route with all the necessary equipment to gain entry through the case of the bomb, at 2020 the operation led by Captain Berry, was started and finally completed at 0530 having gained entry, steamed out the explosives and destroyed the fuzes and gains.

The entire operation from arrival on site to final disposal, took 12 hours and 20 minutes, which was well executed and reflected considerable credit on all those involved.

This incident was a good example of civilian and military co-operation and everyone departed with a certain amount of pride of a job well done.

Original Document shared with us by Julian Allerhead BEM



DOCKYARD DILEMMA

The finding of a suspected bomb at Liverpool docks was reported to the Operations Room, Lodge Hill Camp the morning of the 6 Mar 84. On the information received, the BDMIC confirmed that the bomb was possibly a German 250 kg SC II and the Duty Bomb Disposal Officer (BDO) was informed. The BDO, Capt John Berry and his assistant Sgt Allerhead, departed their base, Gibraltar Barracks, to the incident site. After a three hour drive at high speed the team was met by the Police and escorted to the West Sandon Docks, Merseyside. On arrival the BDO was given a brief report on how the bomb was dredged up from a dock during a renovation project the night before, and the sequence of events to the tasking of the team. The bomb was immediately identified as a German 250 kg SC II fitted with 2 transverse fuzes. The rear fuze was a 50 series anti-disturbance type, the front fuze was badly corroded but assumed to be a 17 series clockwork delay. It was decided to immunise the fuze in situ. Consultation with the Officer Commanding who had arrived with the Squadron Sergeant Major, and the Dock Police, determined the area of evacuation and the restriction of shipping which was within the danger area. At approximately 1630 hrs the Render Safe procedures commenced and was the beginning of what was to be a long night. From the time of arrival on site a lot of interest was shown by the media and the OC, Maj G E Ward kept them occupied while WO2 Jeffery and Sgt Allerhead made all the preparations and administration for the arrival of the "Crash Crew", including the briefing of the Police and Fire Brigade. After the BDO immunised the fuze, little could be done until Cpl Campbell and his Crash Crew arrived, who were en-route with all the necessary equipment to gain entry through the case of the bomb. When the whole team was assembled at 2020 hrs the operation, led by Capt Berry, was started and finally completed at 0530 hrs, having gained entry, steamed out the explosive fill and destroyed the fuzes and gains. The entire operation from arrival on site to final disposal, took 12 hours 20 minutes, which was well executed and reflected considerable credit on all those involved. This incident was a good example of civil and military co-operation and everyone departed with a certain amount of pride of a job well done.