

148 SHIP AND OTHER OPERATIONAL FACILITIES-OTHER THAN BUILDINGS

This category group contains facilities and structures which support tactical or organizational ship and other land operations in which do not fall readily into another category. For facilities supporting aircraft operations, use category group 149.

148 10 NUCLEAR PROPULSION SUPPORT FACILITY (EA)

Planning and programming for this facility requires concurrence and planning guidance by NAVSEA Code 08 (Nuclear Power Directorate).

148 15 NUCLEAR WEAPONS HANDLING FACILITY (EA)

No planning factors are available. Each facility requires individual justification.

148 17 SPACE SURVEILLANCE ANTENNA (EA)

Currently, criteria is not available.

148 20 ORDNANCE DISPOSAL AREA (EA)

This category code is for real property inventory purposes; see Category Code 143 20 for a description of a bermed demolition area.

148 25 EXPLOSIVE TRUCK HOLDING YARD (EA)

This is a barricaded area for the temporary holding of trucks and trailers loaded with explosives. Each facility requires individual justification. This code is not to be used for containerized ordnance; for containerized ordnance, use Category Code 148 35, Container Holding Yard.

148 30 EXPLOSIVES RAILROAD CAR HOLDING YARD (EA)

This is a barricaded area for the temporary holding of railcars loaded with explosives. Each facility requires individual justification. This code is not to be used for containerized ordnance; for containerized ordnance, use Category Code 184 35, Container Holding Yard.

148 35 CONTAINER HOLDING YARD (EA)

This is an open area which provides a temporary holding area for containers loaded with explosive ordnance. Containers with explosive ordnance class (12)1.2, (18)1.2, and 1.1 require barricaded areas in accordance with appropriate tables in NAVORD OP-5, Volume 1, Chapter 5. Loaded containers can be stacked two high or singly on chassis or flat bed trailers. The size and capacity of the yards holding class (12)1.2, (18)1.2, and 1.1 ordnance is indicated in Table 148 35. For inert and class 1.4, 1.3(4)1.2, and (8)1.2 ordnance there is no limit on the size of the yard.

Present loading of ammunition in a container is limited to 12,800 pounds of net explosive content (NEC). This is determined by regulations which allow an 8 by 8 by 20 foot container to be loaded only to 80 percent of maximum gross weight: .80 x 40,000 lbs. = 32,000 lbs. Maximum explosive content of a container is 40 percent: .40 x 32,000 lbs. = 12,800 lbs. NEC. The cubic carrying capacity of an 8 by 8 by 20 foot container with ammunition will usually weigh out before it cubes out. Minimum holding capacity of all holding yards should approximate one shipload of containers or the equivalent of 24 hours of sustained outloading for the particular terminal operation. (see Figure 148 35 for a typical class 1.1 holding yard.) Size of other holding yards can be extrapolated from this basic yard.

TABLE 148-35
Yards Holding Class (12)1.2, (18)1.2 and 1.1 Ordnance

Ordnance Class 1.1		Ordnance Class (12)1.2 and (18)1.2	
Max. No. Containers	Size of Yard	Max. No. Containers	Size of Yard
40	1,716 SY	80	2,682 SY

148 40 CONTAINER TRANSFER FACILITY (ORDNANCE) (EA)

A container transfer facility is used to transfer containers between rail flatcars and truck flatbeds or chassis, in a barricaded paved hardstand area, by means of a bridge crane. The size of the facility should be capable of handling a sustained maximum outloading for the number of container piers served in a 24 hour period. The maximum physical capacity of a transfer area is 10 rail cars and 20 trucks for a total of 250,000 pounds high explosives (or the maximum amount allowable by site restrictions but not to exceed the limit of 500,000 pounds high explosives). The standard transfer yard has a capability of 30 transfers per hour with one bridge crane. The mix of arrivals and departures of containers on rail or truck requiring transfer determines the number of bridge cranes necessary to sustain the maximum outloading. The area of paved hardstand and parking in this container transfer facility is 4,812 SY. The control and service building of 204 SF provides office space, toilet facilities, etc. for employees. The barricades are 35,546 CY. (See Figure 148-40).

148 45 RAIL/TRUCK RECEIVING STATION (ORDNANCE) (EA)

A rail/truck receiving station weighs and inspects all incoming shipments of containerized ammunition arriving by rail or truck and also a percentage of the outgoing shipments. Also, this station can be used as a short term storage facility limited to overnight and weekend periods and as an

interchange storage facility limited to overnight and weekend periods and as an interchange yard between common carrier and station. The capacity of the receiving, inspecting, and weighing facility is based on expected maximum truck and rail arrivals and departures during a sustained out-loading. The facility can process 20 rail cars per hour and 20 trucks per hour and provide for a 40-truck parking area and 100 rail car siding. It contains two rail inspection pits and two truck inspection pits, scales, lighting, and 2,432 SF of administrative space. (See Figure 148-45.)

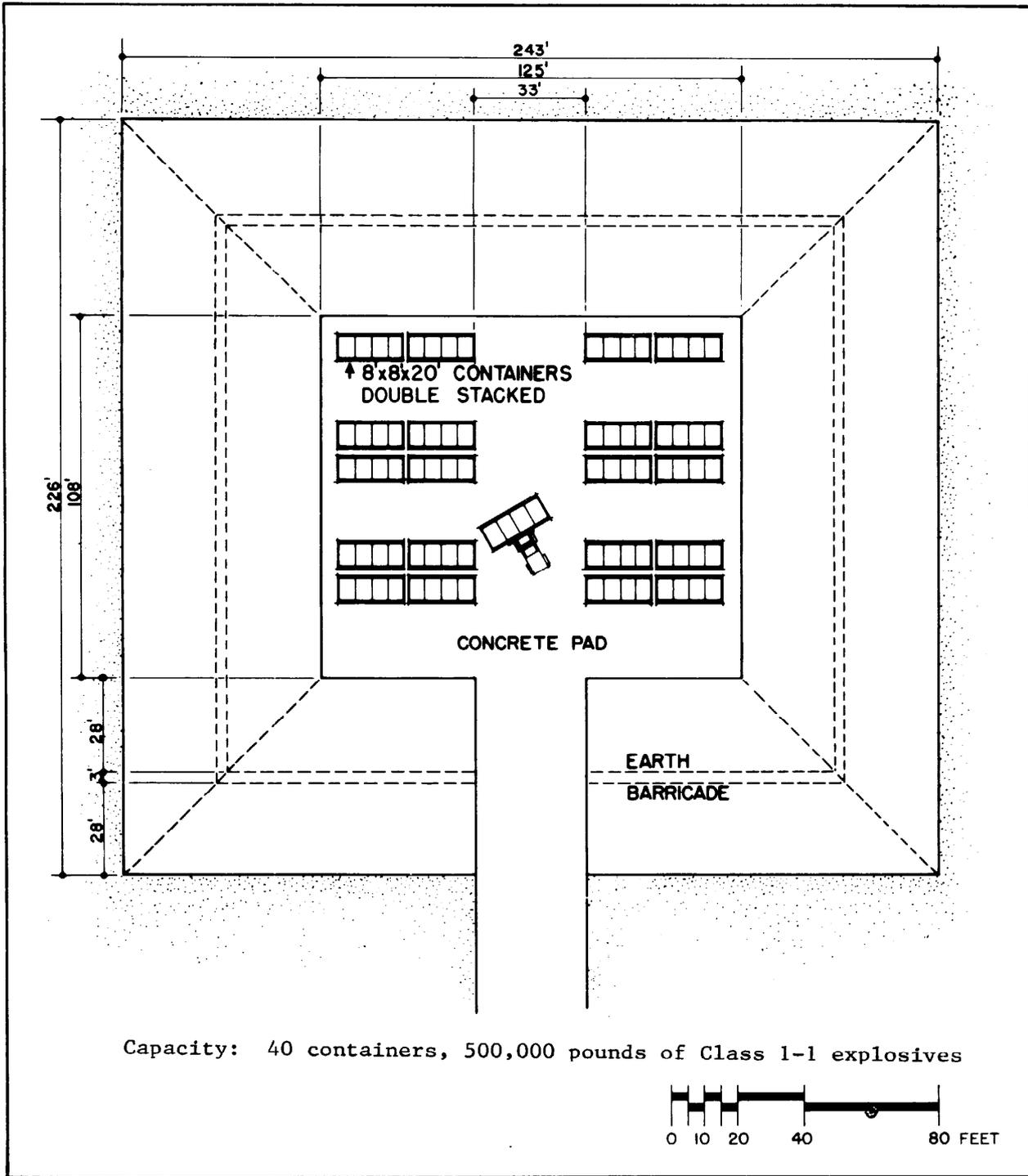


FIGURE 148 35
Container Holding Yard (Loaded)

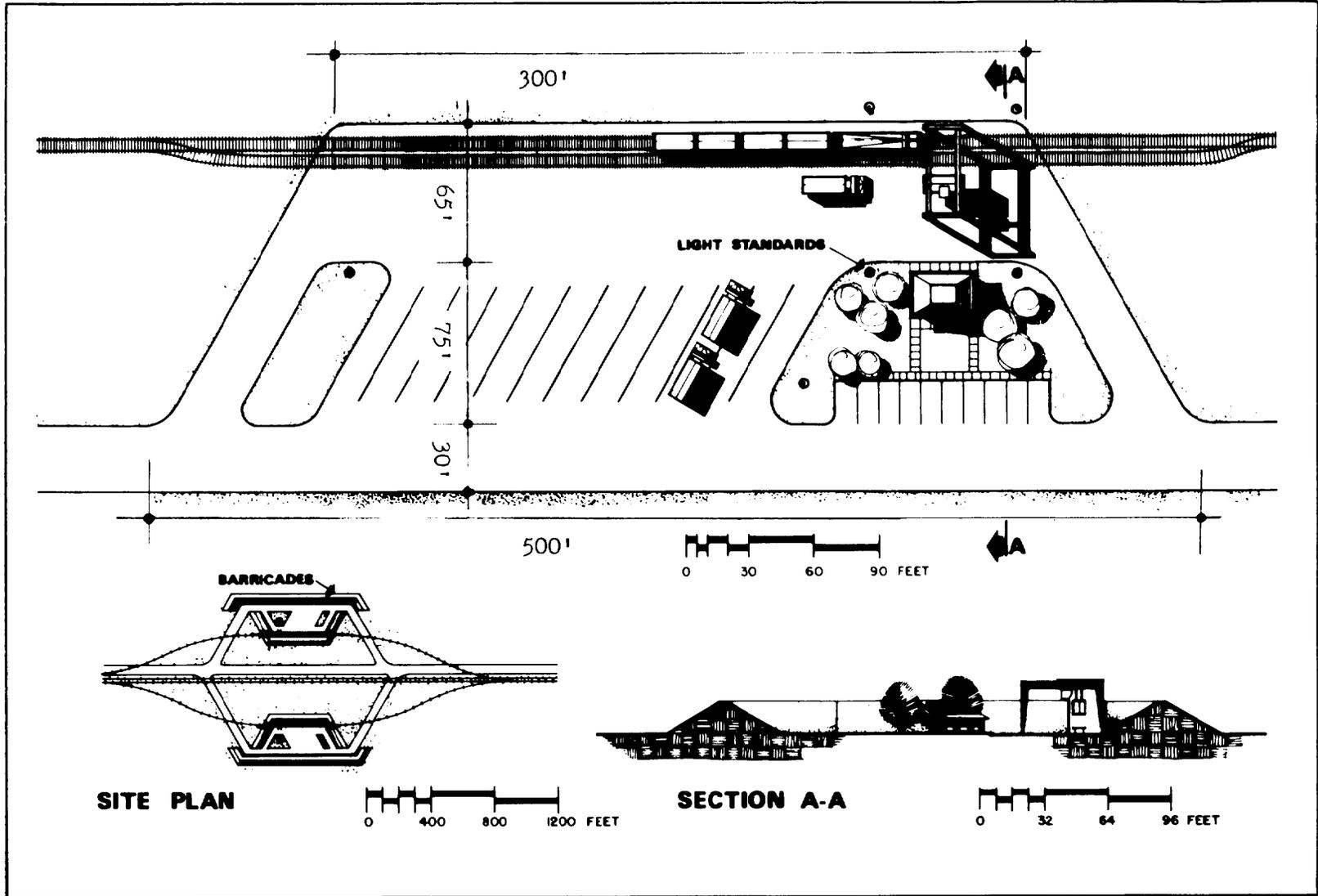


FIGURE 148 40
Container Transfer Facility (Ordnance)

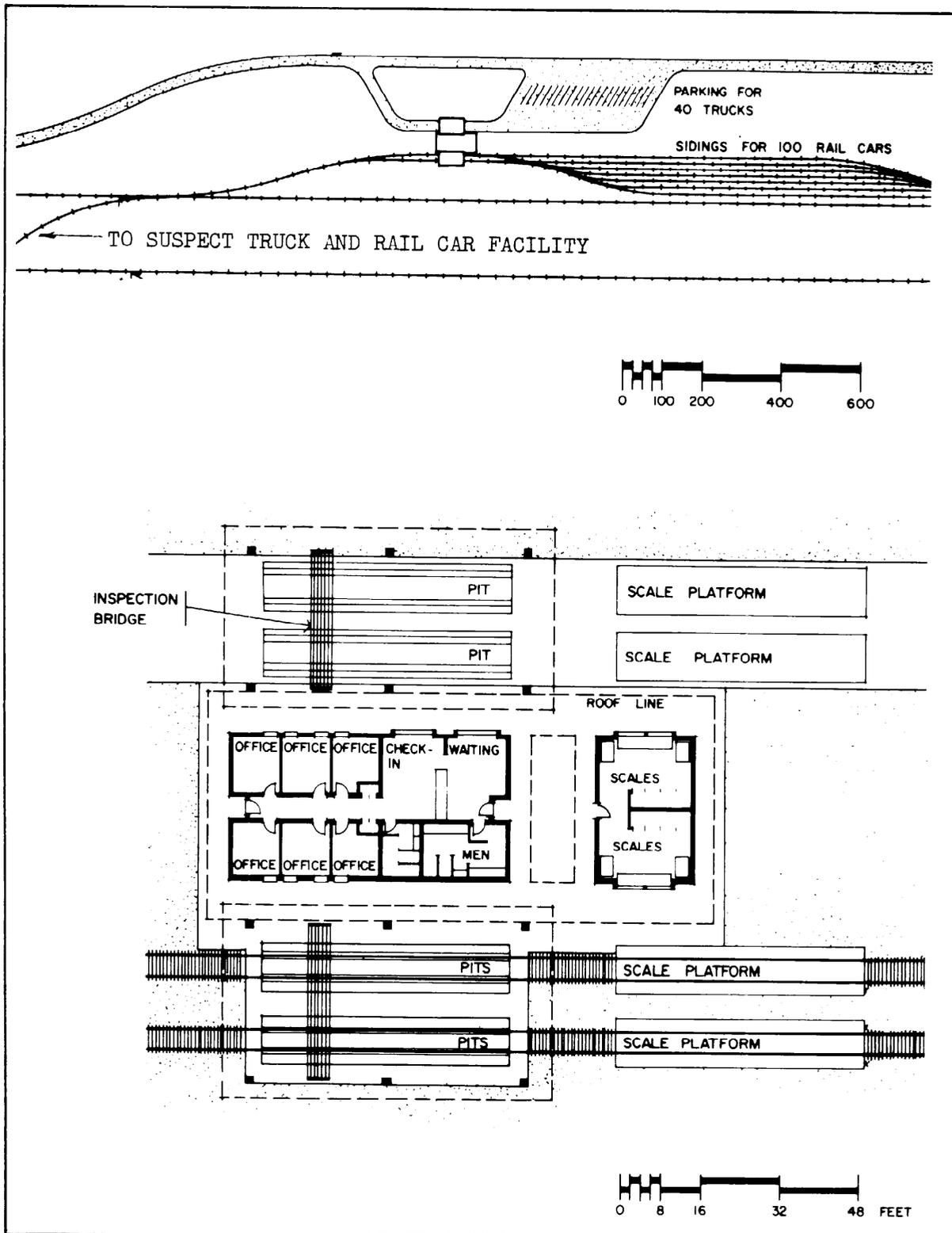


FIGURE 148 45
 Rail/Truck Receiving Station (Ordnance)