

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 1.
(19. 5. 44.)

APPENDIX "E" TO ONEAST/J.2.

COMMUNICATION ORDERS.

(Extra Copy supplied to Ships and Craft
for issue to Communication Department.)

INDEX.

SECTION I - GENERAL.

1. INTRODUCTION.
2. Relationship to J.C.Os and J.O.Is, Section XII.
3. Location of Principal Naval, Military and Air Force Commanders.
4. Action in the event of Casualties.
5. Pyrotechnic Signals.
6. Use of Annexes to this Appendix.

SECTION II - COMMUNICATIONS IN THE ASSEMBLY AREA.

20. General Communication Arrangements.
21. NITON Broadcast System.
22. Dimming of V/S lanterns before sailing.

SECTION III - COMMUNICATIONS ON PASSAGE.

30. (a) W/T Organisation.
(b) Rear Links.
31. W/T Silence.
32. (a) Enemy Reports.
(b) HELP Messages.
(c) Mine Reports.
(d) Aircraft Reports from Shore.
33. Restrictions on use of V/S by Night.

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 2.
(19. 5. 44.)

COMMUNICATION ORDERS. (Cont'd)

INDEX. (Cont'd)

SECTION IV - COMMUNICATIONS DURING THE ASSAULT.

41. Naval Assault W/T Organisation (W/T Organisation "X")
42. Army and Air Force W/T Organisation.
43. (a) Enemy Reports.
(b) HELP Messages.
(c) Mine Reports.
(d) Aircraft Reports.
44. W/T Silence.
45. V/S and Despatch Boat.
46. (a) Beach Signals.
(b) B.A.N.J. Communications.
47. (a) Bombardment Communications.
(b) Bombardment Spotting Aircraft Communications.
48. Authentication of Messages.
49. Ships and/or Craft ordered from one S.O.A.G. to another.

SECTION V - COMMUNICATIONS DURING THE BUILD-UP.

51. Communications on withdrawal of one S.O.A.G.
52. Communications for B.A.N.J.
53. W/T Organisation for Defence of Anchorage.
(W/T Organisation "Y")
54. (a) Communications for Ferry Control.
(b) Communications for Shuttle Service.
(c) Communications for Follow-up Convoys.
55. (a) Ships and/or Craft ordered from one Force to another.
(b) Ships and/or Craft passing from Operation Control of Naval Commander, Force "J", to Naval Commander, Eastern Task Force.
56. Withdrawal of Naval Commander, Force "J", and Assumption of Command by Naval Commander, Force "G".
57. Arrival of Units of Force "S".
58. Resumption of Normal Communications. (W/T Organisation "Z")

/ANNEXES. ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 3.
(19. 5. 44.)

COMMUNICATION ORDERS. (Cont'd)

INDEX. (Cont'd)

ANNEXES.

- I. Details of Naval Assault W/T Organisation.
- II Military and R.A.F. Waves to be manned in H.Q. Ships.
- III Call Signs.
- IV Authentication.
- V Special Originator's Instructions.
- VI Convoy Code Words.
- VII S.Ps - Instructions.
- VIII Recognition.
- IX Special Signals.
- X Despatch Boat Routine.
- XI Radio and Radar Repair.
- XII S.P. Corrections. (Issued separately)

/SECTION I.

COMMUNICATION ORDERS. (Cont'd)

SECTION I - GENERAL.

COMMUNICATION ORDERS.

INTRODUCTION.

1. (a) These Orders are divided into Sections, each one applicable to a certain phase of the Operation.
- (b) Technical details are contained in Annexes to this Appendix.

RELATIONSHIP TO J.C.Os. AND J.O.Is., SECTION XII.

2. These Orders are based on J.C.Os and J.O.Is, Section XII - J.O.Is 100 to 111 (also inserted in J.C.Os as Section IV of J.C.Os) - but where any discrepancies arise, these orders are to be the governing authority.

LOCATION OF PRINCIPAL NAVAL, MILITARY AND AIR FORCE COMMANDERS.

<u>3.</u>	<u>Commander.</u>	<u>Location.</u>	<u>Stand-by.</u>
(a)	Naval Commander Force J. G.O.C. 1st Corps. G.O.C. 3rd Cdn. Inf. Bde. Representative of 2nd TAF.)	} <u>HMS. HILARY</u>	(i) <u>HMS. ROYAL ULSTERMAN.</u>
			(ii) <u>SS. ISLE OF THANET.</u>
			(iii) <u>HMS. WAVENEY.</u>
(b)	SOAG. MIKE (Captain GJ1.) Commander 7th Cdn. Inf. Bde.)	} <u>HMS. LAWFORD.</u>	(i) <u>HMS. ROYAL ULSTERMAN.</u>
			(ii) <u>SS. ISLE OF THANET.</u>
			(iii) <u>LCH. via LCS(L)(2).</u>
(c)	D/SOAG. (MIKE RED)	<u>LCH. 168</u>	<u>LCS(L) (2)</u>
(d)	D/SOAG. (NAN GREEN)	<u>LCH. 98</u>	<u>LCS(L) (2)</u>
(e)	SOAG. NAN (Captain GJ2) Commander 8th Cdn. Inf. Bde.)	} <u>HMS. WAVENEY</u>	(i) <u>HMS. ROYAL ULSTERMAN.</u>
			(ii) <u>SS. ISLE OF THANET.</u>
			(iii) <u>LCH.</u>
(f)	D/SOAG. (NAN WHITE)	<u>LCH. 239</u>	<u>LCS(L) (2)</u>
(g)	D/SOAG. (NAN RED)	<u>LCH. 167</u>	<u>LCS(L) (2)</u>
(h)	Reserve Group Naval Commander (Captain GJ3) Reserve Group Military Commander. (Commander 9th Cdn. Inf. Bde.)	} <u>HMS. ROYAL ULSTERMAN.</u>	<u>SS. ISLE OF THANET.</u>
(i)	P.F.C.O.		<u>LCH.</u>
(j)	S.O.F.C. (Stores)		<u>LCI(S)</u>
(k)	S.O.F.C. (M/T)	<u>LCI(S)</u>	

See also Appendix "A" - (Senior Officers and Deputy Senior Officers of Groups.)

/HIGHER HEADQUARTERS...

TOP SECRET

ONEAST/J.2.
APPENDIX "E".
Page 5.
(19. 5. 44.)

COMMUNICATION ORDERS (Cont'd)

LOCATION OF PRINCIPAL NAVAL, MILITARY AND AIR FORCE COMMANDERS (Cont'd)

Higher Headquarters.

Supreme Commander, Allied Expeditionary Force. (S.C.A.E.F.)	}	C.H.Q. PORTSMOUTH.
Allied Naval Commander, Expeditionary Force. (A.N.C.X.F.)		
Commander-in-Chief Allied Expeditionary Air Force. (C-in-C.A.E.A.F.)		
Commander-in-Chief, 21 Army Group.		
Commander, 2nd Army.		
Commander-in-Chief, Portsmouth.	}	UXBRIDGE.
2nd Tactical Air Force. (2nd T.A.F.)		
Naval Commander, Eastern Task Force. (N.C.E.T.F.)	}	H.M.S. SCYLLA. Stand-by H.M.S. HILARY.
Naval Commander, Force "S".		
General Officer Commanding, 3rd British Division.	}	H.M.S. LARGS.
Naval Commander, Force "G".		
General Officer Commanding, 50th British Division.	}	H.M.S. BULOLO.
Naval Commander, Force "L".		
Naval Commander, Western Task Force. (N.C.W.T.F.) (C.T.F.122)		Via C.in C. NORE. U.S.S. AUGUSTA.

ACTION IN THE EVENT OF CASUALTIES.

4. (a) The object is to maintain the Senior Officer's communications.
- (b) Immediate action by the ship to which the Senior Officer has been transferred is to answer incoming messages as W/T guard for him on waves manned; and to use his W/T call sign for outgoing messages.
- (c) Next action is to man as many of the Senior Officer's waves as possible and to detail W/T guards on the remainder.
- (d) As soon as conditions permit the Senior Officer concerned will inform the necessary authorities of his whereabouts and his available communications. After this, his call sign will be used in the normal manner on both incoming and outgoing messages.

/PYROTECHNIC SIGNALS ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 6.
(19. 5. 44.)

COMMUNICATION ORDERS. (Cont'd)

SECTION I - GENERAL.(Cont'd)

PYROTECHNIC SIGNALS.

5. Pyrotechnic Signals are contained in A.E.F. Assault Signal Book, and NO others are to be used without approval from Allied Naval Commander, Expeditionary Force.

USE OF ANNEXES TO THIS APPENDIX.

6. Attention is drawn to the list of Annexes to this Appendix, and in particular to Annexes 3, 4, 8, 9 and 10 concerning the use of Call Signs, Authentication, Recognition, Special Signals and Despatch Boat Routine.

SECTION II - COMMUNICATIONS IN THE ASSEMBLY AREA.

GENERAL COMMUNICATION ARRANGEMENTS.

20. Arrangements are contained in J.O.I. 101.

21.(a) NITON BROADCAST is to be read from receipt of these Orders at the following times:-

0430B, 1030B, 1630B, 2230B.

(b) NITON will start thus:-

"HULLO PROFIT I HAVE THESE MESSAGES."
or

"HULLO PROFIT I have NO messages",

followed by a tuning transmission.

(c) After the receipt of these messages, ships and craft keeping watch may close down.

NOTE: Call signs of Forces "S", "J" and "G" are FANGLE, PROFIT and HOWARD respectively

DIMMING OF V/S LANTERNS.

22. Dimming of V/S Lanterns before sailing is to be carried out as ordered by Senior Officers of Groups, so as to ensure that light emitted is only visible through binoculars.

/SECTION III. ...

COMMUNICATION ORDERS. (Cont'd)

SECTION III - COMMUNICATIONS ON PASSAGE.

30. (a) W/T ORGANISATION "P". (For general principles see J.O.I.102)
is to be assumed on sailing and is as below:-

<u>Ships and/or Craft.</u>	<u>Wave(s) to be kept.</u>
(i) ALL (Ships (less Minesweeping Groups) { Senior Officers, of Groups of (Force J. (Coastal Craft.	Force Command Wave. (1840 Kc/s)
(ii) <u>In addition.</u> W/T guard for each group (HILARY for Group 30) as detailed by <u>S.O.A.Gs.</u>	NOTE: Loudspeaker Watch at Commanding Officer's discretion. (i) Portsmouth Command Port Wave (2450 Kc/s) (ii) Convoy R/T. (2410 Kc/s.)
(iii) <u>In addition.</u> H.M.S. HILARY H.M.S. ROYAL ULSTERMAN } CRUISERS. S.O.A.Gs.	("H") Eastern Task Force Broadcast. (E.N. 190 Kc/s)
(iv) <u>In addition.</u> Major War Vessels. (less private Minesweepers but including S.O's Minesweeping Flotillas.)	("H") Area Broadcast. (C.N. 100 Kc/s)
(v) <u>In addition.</u> H.M.S. HILARY H.M.S. ROYAL ULSTERMAN } Cruisers.	("H") Radar Reporting Wave. (i) (5000 Kc/s) ("H") Eastern Task Force (ii) Auxiliary Wave. (2150 Kc/s) ("H") Admiral's Wave. (iii) (4150 Kc/s)
(vi) <u>In addition.</u> H.M.S. HILARY H.M.S. ROYAL ULSTERMAN } Cruiser Flagship.	("H") Senior Officer's Broadcast. (S.N. 925 Kc/s)
(vii) <u>In addition.</u> H.M.S. HILARY H.M.S. ROYAL ULSTERMAN } Minesweeping Groups S.O.A.Gs.	"HS" Minesweeping Wave. (2333 Kc/s)
	/(viii) ...

TOP SECRET.

ONCAST/J.2.
APPENDIX "E".
Page 8.
(19. 5. 44.)

COMMUNICATION ORDERS.(Cont'd)

SECTION III - COMMUNICATIONS ON PASSAGE. (Cont'd)

- (viii) In addition,
H.M.S. HILARY
- ("H") Eastern Task Force.
(i) Command Wave.
(6250 Kc/s)
- (ii) Fighter Direction
as requisite.

- NOTES: (i) "H" denotes H.M.S. HILARY is W/T guard for all ships and craft not manning this wave.
(ii) "S" denotes S.O.A.Gs. act as W/T guard for ships and craft of their Group not manning this wave.
(iii) Senior Officers of Groups may order manning of Common Sector Landing Wave (6600 Kc/s) on low power sets in emergency and for Fog.
- (b) REAR LINKS as shown in Annex 1 (Organisation X) will be maintained by Portsmouth C.H.Q. from 0800 B on D Minus One.

W/T SILENCE.

31. W/T Silence is in force until H-Hour, in accordance with J.O.I. 102, paragraph 2.

NOTE: In addition, certain Army Units in advanced tanks may relax silence at H-90 minutes, as necessary to control the run in.

32. (a) (i) Enemy reports from sea are to be made by units of the Force on Force Command Wave (1840 Kc/s) to the Naval Force Commander, who will immediately relay them to Portsmouth C.H.Q. on Admiral's Wave (4150 Kc/s).
- (ii) Enemy reports from shore will be passed out on Broadcast C.N. (100 Kc/s) and Portsmouth Command Port Wave (2450 Kc/s) (using Coastal Forces Signal Pamphlet when applicable) and will immediately be relayed, if necessary, by the Naval Force Commander on Force Command Wave (1840 Kc/s).

NOTE: Positions are to be indicated by Lettered-Co-ordinates (S.P. 02274) using Air Force Method or A.V.S.B., Article 158, with special Addendum thereto, or numbers of Swept Channel Buoys, or Home Fighter Grid when practicable for Aircraft reports.

(b) HELP Messages...

TOP SECRET.

ONEAST/J.2,
APPENDIX "E".
Page 9.
(19. 5. 44.)

COMMUNICATION ORDERS. (Cont'd)

SECTION III - COMMUNICATIONS ON PASSAGE. (Cont'd)

REPORTS. (Cont'd)

- (b) HELP Messages are to be made by the quickest means available, and repeated, if practicable, on Home M/F ((385 Kc/s)) to Portsmouth C.H.Q.
- NOTES: (i) In the case of single line ships or craft, ~~HELP messages may be passed on Force Command Wave ((1840 Kc/s)) via the Naval Force Commander.~~
- (ii) In the case of Enemy reports from sea (para. 32(a) (i) above), and HELP messages (para. 32(b), above), the shore station is to be instructed to repeat back. If not immediately cleared, the message is AT ONCE to be broadcast and then subsequently cleared by any wave available. Any ship hearing any such message is IMMEDIATELY to ensure its clearing to a shore station.
- (c) (i) Mine reports from MincswEEPERS (see Annex 9 for special code words) will be passed by V/S to their Flotilla Senior Officers who will relay them, if necessary, on Minesweeping wave to Allied Naval Commander Expeditionary Force, Naval Commander Eastern Task Force, and Naval Commander Western Task Force.
- (ii) Mine reports from other ships and/or craft will be passed as for enemy reports (see para. 32(a) (i) above), but special code words (see Annex 9) are to be used from H-4 onwards.
- (d) Aircraft reports from shore will be received on Portsmouth Command Port Wave and by R.A.F. channels in H.M.S. HILARY and will be relayed as necessary by the Naval Force Commander.

RESTRICTIONS ON USE OF V/S BY NIGHT.

33. Signalling lanterns are to be of minimum brilliancy (blue light) and NO LIGHT IS TO BE SHOWN TOWARDS THE SHORE.

NOTE: This means ships and craft are to be prepared to work "F" method for signals, including manoeuvring, which require to be passed down the line at night.

/SECTION IV. ...

COMMUNICATION ORDERS. (Cont'd)

SECTION IV - COMMUNICATIONS DURING THE ASSAULT.

NAVAL ASSAULT W/T ORGANISATION.

41. (a) (W/T ORGANISATION "X"), as shown in Annexe 1, is to be assumed at H - 3 Hours on D-DAY and when ordered.
- (b) See J.O.I. 103 for general description and diagram of principal Naval W/T Channels.

ARMY AND AIR FORCE W/T ORGANISATION.

42. Army and Air Force W/T Organisation in H.Q. Ships and Craft is shown in Annexe 2.
43. (a) ENEMY REPORTS are to be made, by the quickest available means, to the Naval Force Commander, who will relay them as necessary.
- (b) HELP MESSAGES are to be made similarly to the Naval Force Commander.
- (c) MINE REPORTS AFTER H - HOUR are to be made to N.C.E.T.F. (R) Captain M/S (E) A.N.C.M.F., prefixed "IMMEDIATE", and by minesweepers on Minesweeping Wave (2333 Kc/s). Remaining ships are to make these signals either on E.T.F. Auxiliary Wave (2150 Kc/s) or via the Force Commander.
- (d)(i) AIRCRAFT REPORTS FROM SHORE will be received via R.A.F. channels in the H.Q. Ship and relayed as necessary on Joint Force Broadcast (3350 Kc/s) and Force Command Waves (1840 Kc/s).
- (ii) AIRCRAFT REPORTS FROM SEA will be exchanged on Radar Reporting Wave (5000 Kc/s) using Combined Air Warning Code and Home Fighter Grid, also between Fleet Units on Fleet R/T (6350 Kc/s).
- (iii) AIR RAID WARNINGS will be relayed, as necessary, by Force H.Q. Ship on Joint Force Broadcast (3350 Kc/s) and Force Command Wave (1840 Kc/s) in the form:-
- "RED NEPTUNE EAST" = (concerning whole Eastern Task Force Area)
"
"RED GOLD" = (concerning Force "G" Area)
"YELLOW SWORD" = (concerning Force "S" Area)
"WHITE JUNO" = (concerning Force "J" Area)

W/T SILENCE

44. (a) W/T Silence is to continue in force until H-Hour, or surprise is lost. After these times, W/T Silence is RELAXED, but this does not imply indiscriminate chatter.
- (b) Originators should ask themselves:-

"IS MY SIGNAL REALLY NECESSARY?"

/V/S AND DESPATCH BOAT ...

TOP SECRET.

ONE ST/J.2.
APPENDIX "E".
Page 11.
(19. 5. 44.)

COMMUNICATION ORDERS. (Cont'd)

SECTION IV - COMMUNICATIONS DURING THE ASSAULT. (Cont'd)

V/S AND DESPATCH BOATS.

45. (a) V/S and Despatch Boats are to be used as much as possible to avoid Radio congestion.
- (b) Despatch Boat Routine is contained in Annexe 10.
- (c) J.O.I. 106 refers.

BEACH SIGNALS.

46. (a) Beach Signals are to be landed in accordance with J.O.I. 103, paragraph 4. Units are to land in the normal manner as follows:-
- (i) Number 13 setting up A.B.S.S. at (MIKE GREEN
MIKE RED
NAN GREEN
- Number 13 setting up M.B.S.S. at MIKE
- (ii) Number 6 setting up A.B.S.S. at (NAN WHITE
NAN RED
- Number 6 setting up M.B.S.S. at NAN
- (iii) Number 12 setting up B.A.N.J.'s advanced communication centre.
- (iv) Number 5 setting up M.B.S.S. at GOOSEBERRY
as ordered by B.A.N.J.
- (b) B.A.N.J. Communications are to be established initially by No.12 Beach Signal Section, as laid down in Annexe 1, and then augmented, as laid down in separate orders, to conform to Annexe 2.

BOMBARDMENT AND SPOTTING AIRCRAFT COMMUNICATIONS.

47. (a) Bombardment Communications. Details are included in the Orders for Naval Bombardment (Appendix "H").
- (b) Spotting Aircraft Communications are included in the Orders for Spotting Aircraft (Appendix "H").

AUTHENTICATION OF MESSAGES.

48. This is to be carried out as follows:-
- (a) On external waves by C.C.B.P. 0122 series, held by Major War Vessels and above.
- (b) On Radar Reporting Wave by Table No.2 of S.P.02551 (2).
- (c) On internal waves - see Annex 4.

SHIPS AND/OR CRAFT ORDERED FROM ONE S.O.A.G. TO ANOTHER.

49. Ships and/or Craft ordered from one S.O.A.G. to another are to contact their new S.O.A.G. on Force Auxiliary Wave (1520 Kc/s) and/or on Common Sector Landing Wave (6600 Kc/s) or, in emergency, on Force Command Wave (1840 Kc/s)

/SECTION V. ...

COMMUNICATION ORDERS. (Cont'd)

SECTION V. COMMUNICATIONS DURING THE BUILD-UP.

COMMUNICATIONS ON WITHDRAWAL OF ONE S.O.A.G.

51. These are to be carried out in accordance with J.O.I. 104 (i). See also J.O.I. 109, paragraph 5 (a), for use of Common Sector Landing Wave.

COMMUNICATIONS FOR B.A.N.J.

52. See J.O.I. 109 paragraph 5 (c).

W/T ORGANISATION FOR DEFENCE OF ANCHORAGE. (W/T Organisation "Y")

53. This is contained in Annexe 1, and is to be assumed when ordered, probably about H + 12 Hours.

54.(a) COMMUNICATIONS FOR FERRY CONTROL. See J.O.I. 104 (ii), for use of Unloading Waves, etc.

(b) COMMUNICATION FOR SHUTTLE SERVICE. See J.O.I. 108.
NOTE: In Portsmouth Command Area, guard is kept on Portsmouth Command Port Wave (2450 Kc/s instead of E.T.F. Aux (2150 Kc/s).)

(c) COMMUNICATIONS FOR FOLLOW-UP CONVOYS. See J.O.I. 107.
NOTE: In addition, White Ensign L.S.I. are to read Broadcast C.N. (100 Kc/s) and also Portsmouth Command Port Wave (2450 Kc/s) in Portsmouth Area. In E.T.F. Area, Portsmouth Command Port Wave is dropped and a guard only maintained instead, on E.T.F. Auxiliary Wave (2150 Kc/s).

55.(a) SHIPS AND/OR CRAFT ORDERED FROM ONE FORCE TO ANOTHER set watch on the new Force Auxiliary Wave, in the case of Ships, and on Common Sector Landing Wave in the case of Craft.
NOTE: Force "S" Auxiliary Wave = 1875 Kc/s.
Force "G" Auxiliary Wave = 1930 Kc/s.

(b) SHIPS AND/OR CRAFT PASSING FROM OPERATIONAL CONTROL OF NAVAL COMMANDER FORCE "J" TO NAVAL COMMANDER, EASTERN TASK FORCE set watch on, or maintain a W/T guard on, Eastern Task Force Auxiliary Wave (2150 Kc/s).

WITHDRAWAL OF NAVAL COMMANDER, FORCE "J", AND ASSUMPTION OF COMMAND BY NAVAL COMMANDER, FORCE "G".

- 56.(a) Force "J" Naval Beach Wave frequency will be changed to that of Force "G", i.e. 5525 Kc/s.
- (b) Force "J" Auxiliary Wave will be changed to that of Force "G" i.e. 1930 Kc/s.

/WITHDRAWAL OF ...

TOP SECRET.

ONE/ST/J.2.
APPENDIX "E".
Page 13.
(19. 5. 44.)

COMMUNICATION ORDERS. (Cont'd)

SECTION V.- COMMUNICATIONS DURING THE BUILD-UP. (Cont'd)

WITHDRAWAL OF NAVAL COMMANDER FORCE "J" AND ASSUMPTION OF
COMMAND BY NAVAL COMMANDER FORCE "G". (Cont'd)

- (c) "SQUEAKER 2" frequency will be changed to that of corresponding frequency used in Force "G". The necessary S.C.R. 610 Sets marked "For use with Force G" being used.
- (d) Other Communications will remain as before.

ARRIVAL OF UNITS OF FORCE "S".

57. (a) About 35 L.C.I.(L) under a Force "S" D/S.O.A.G. may require, in emergency, to use N.N RED Beach. The D/S.O.A.G. will man Force "J" Auxiliary (1520 Kc/s) and Naval Beach Wave (5690 Kc/s).
- (b) In addition, the Force "S" D/S.O.A.G. and any of his landing craft fitted with 46 Sets, and the Force "J" Beach Signal Station at N.N RED will man Common Sector Landing Wave (6600 Kc/s).
- (c) If, later, these Units of Force "S" at N.N RED amalgamate with another Force "S" Beach, under a Force "S" S.O.A.G., they will drop Force "J" Waves and revert to their own organisation.

ASSUMPTION OF NORMAL COMMUNICATIONS (W/T ORGANISATION "Z").

58. Details are contained in Annex 1, and this organisation will be assumed by order of Naval Commander Eastern Task Force about D + 12.

/ANNEXE I. ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 14a.
(19. 5. 44.)

ANNEXE I TO APPENDIX "E" TO ONEAST/J.2. (Cont'd)

K E Y

A = According to Assault Group.
B = Both Waves.
C = Constant Watch.
D = On defence line.
E = In Eastern Task Force Area.
G = Guard, to be detailed in unit.
H = Until "H-HOUR".
Ls = Loudspeaker Watch.
M = On arrival of ships (coasters) concerned.
N = After "H-HOUR".
P = In Portsmouth Area.
Q = When acting as Headquarter's Ship.
R = Reception only.
S = Senior Officers' and 2nd Senior Officers' only.
T = Transmitting when required.
W = If ordered.
X = (Kept in Organisation "X" and
(Dropped when organisation "Y" is ordered.)
Y = Assumed when organisation "Y" is ordered.

/ANNEXE II. ...

ANNEXE II TO APPENDIX "E" TO ONEAST/J.2.

MILITARY AND R.A.F. WAVES TO BE MANNED IN H.Q. SHIPS.

H.Q. AND STAND-BY H.Q. SHIPS.

<u>Military Waves.</u>		<u>Kept by H.M. Ships</u>	
		<u>"HILARY"</u>	<u>"ROYAL ULSTERMAN"</u>
Army Command R/T	(2520 Kc/s)	Yes	Yes
1 Corps A	(3108 Kc/s)	Yes	Yes
3 Cdn. Inf. Div. A	(2352 Kc/s)	Yes	Yes
3 Cdn. Inf. Div. B	(3956 Kc/s)	Yes	Yes if Army Command not manned.
3 Cdn. Inf. Div. CRA Wave	(2040 Kc/s)	Yes	Yes when NOT acting as H.Q. Ship.
3 Cdn. Inf. Div. Contact Wave	(4710 Kc/s)	Yes	Yes
ASSU - 3 Cdn. Inf. Div. Tentacles	(3544 Kc/s)	Yes	Yes only when acting as H.Q. Ship.
7 Cdn. Bde. A	(4020 Kc/s) R	Yes	No
8 Cdn. Bde. A	(4360 Kc/s) R	Yes	No
9 Cdn. Bde. A	(4515 Kc/s)	No	Yes
9 Cdn. Bde. B	(6900 / 6610 Kc/s)	No	Yes (Army Portable Set)

(R = Reception only)

- NOTES: (i) When Division lands, Corps A is maintained in H.Q. Ship.
(ii) When Advanced Corps lands, ASSU is maintained in H.Q. Ship.
(iii) When ASSU lands, Q Control is maintained in H.Q. Ship.
(iv) When Rear Corps lands, no link is maintained in H.Q. Ship.

BRIGADE H.Q. SHIPS.

2.

<u>Military Waves.</u>		<u>Kept by H.M. Ships</u>	
		<u>"LAWFORD"</u>	<u>"WAVENEY"</u>
3 Cdn. Inf. Div. A	(2352 Kc/s)	Yes	Yes
3 Cdn. Inf. Div. CRA. Wave	(2040 Kc/s)	Yes	Yes
7 Cdn. Bde. A	(4020 Kc/s)	Yes	No
7 Cdn. Bde. B	(7480 Kc/s)	Yes	No
8 Cdn. Bde. A	(4360 Kc/s)	No	Yes
8 Cdn. Bde. B	(6890 Kc/s)	No	Yes
7th R.A. Group Wave	(4645 Kc/s)	Yes	No
8th R.A. Group Wave	(4930 Kc/s)	No	Yes

L.C.H.

- 3.
- Military Waves.
Appropriate Bde. A.
Appropriate Bde. B.
R.A. Group Wave.
Appropriate Regt'l Command Wave.
Appropriate Battalion Net.

/R.A.F. WAVES. ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 16.
(19. 5. 44.)

MILITARY AND R.A.F. WAVES TO BE MANNED IN H.Q. SHIPS. (Cont'd)

R.A.F. WAVES.

3.

		Kept by H.M. Ships	
		"HILARY"	"ROYAL ULSTERMAN"
Air Command Wave.	(3060/585 Kc/s)	Yes	Yes
Air Base Wave.	(2888 Kc/s)	Yes	Yes only when acting as H.Q.Ship.
H.Q. Ship Air Liaison			
	VH/F. (65.34 Mc/s)	Yes	Yes
3 VH/F Waves to Aircraft.		Yes	Yes
1 VH/F Wave to Aircraft.		Yes	No
Friendly Aircraft Movement Liaison Broadcast.	(258 Kc/s)	Yes	Yes
Home Shore Plot.	(270 Kc/s)	Yes	or Yes
Far Shore Plot.	(3855 Kc/s)	or Yes	or Yes
H.Q.Ship F.D.T.Plotting Wave.	VH/F	Yes	Yes
H.Q.Ship Stand-by Liaison	H/F Wave (2628 Kc/s)	Yes	No
H.Q.Ship F.D.T. Liaison	VH/F	Yes	No
Cheadle Broadcast	(385 Kc/s)	Yes	No

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 17.
(19. 5. 44.)

ANNEXE III TO APPENDIX "E" TO ONEAST/J.2.

CALL SIGNS AND DELIVERY GROUPS.

EXTRA ASSAULT FORCE WAVES.

	<u>Circuit</u>	<u>Call Sign</u>
(1)	Admiral's Wave. Port Waves. Operational Waves. Patrol Wave. Minesweeping Wave. Task Force Command Auxiliary Wave. Task Force Rear Links. Home M/F Wave.	Force H.Q. Ships use Special 2 - letter Call Sign (see Paragraph 2). Major War Vessels use S.P. 2489 and 2490 series. Minor War Vessels and any Major War Vessel not holding a Call Sign in S.P. 2489 and 2490 use S.P. 2573. S.O. Escorts use Call Sign derived from Radio Distinguishing Group. (See A.F.O. 88/44).
(2)	Radar Reporting Wave.	As above. Controlling Station uses special Call Sign from Page 20 of S.P. 2489 (2).
(3)	Fleet R/T Wave. Convoy R/T Wave. Other R/T Voice Waves.	W/T Call Sign as above, unless otherwise ordered by the Senior Officer. British Forces may use S.P. 2530.
(4)	Joint Force Broadcast.	H.Q. Ships use special Call Signs from Page 109 of S.P. 2573.
(5)	Ship-shore Calling Waves.	Naval General Call Signs for Codress Messages. Call Sign as in (1) above for Plaindress Messages.
(6)	Coastal Forces Wave.	Call Signs from S.P. 2573.
(7)	MULBERRY and PLUTO Waves.	MULBERRY and PLUTO Vessels use Signal letters unrecorded. Other ships and craft use S.P. 2573.
	<u>Intra-Assault Force Waves.</u>	
(8)	Assault Force Command Wave/Circuit. Assault Force Auxiliary Wave. Assault Force Voice Circuit (U.S.) Naval Beach Wave/ship to beach administrative. (U.S.) Assault Group Landing Wave/boat control circuit. (U.S.) Common Sector Landing Wave. B.A.N.J. Special. SQUEAKER Two. SQUEAKER One. Bombarding Ships VH/F.	Call Signs as laid down in S.P. 2573. IN CASE OF DIFFICULTY AND/OR URGENCY USE PLAIN LANGUAGE, e.g. "LOVE CHARLIE TARE ONE ONE FIVE", FOR SHIPS BELOW MAJOR WAR VESSEL.
(9)	Bombardment Calling Wave. F.O.B. Waves/Fire Support Frequency. Spotting Aircraft Waves. (U.S.)	See Bombardment Orders.
(10)	Close Support VH/F Fire Command Wave.	See Orders for Close Support.

/NOTES: ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 18.

CALL SIGNS AND DELIVERY GROUPS. (Cont'd) (19. 5. 44.)

EXTRA ASSAULT FORCE WAVES. (Cont'd)

- NOTES: (1) In any case of doubt S.P.2573 is to be used. In case of difficulty and/or urgency use plain language for ships below Major War Vessels.
- (2) When a plaindress message has to be passed on both extra and intra Assault Force Waves, the call signs (in plain language as in (1) above in emergency or from S.P.2573) are to be used on both, except for the call, when the Call Signs appropriate to the Wave are to be used.
- (3) Call Signs allocated to North Eastern Task Force in S.P. 2573 do not concern holders of these Orders.
- (4) L.C.I. and L.C.T., in the initial assault carry extracts only of S.P.2573 sufficient to enable them to communicate within their Group, and with Navigational Leaders, D/S.O.A.Gs., S.O.A.Gs., Headquarters Ships and Beaches.

SPECIAL CALL SIGNS FOR H.Q. SHIPS ON EXTRA ASSAULT FORCE WAVES.

2. These are as follows:-

AUGUSTA	.....	RT
LINCOLN	.....	SF
B. FIELD	.....	TH
BULOLO	.....	UI
HILARY	.....	VC
LARCS	.....	WT
HULLOY	.....	XR
SCYLLA	.....	YI

RAID LETTERS (for Holders of ONCO only)

3. See ONCO Appendix III.

CALL SIGNS FOR USE ON E.T.F. VH/F R/T (Holders of ONCO only)

4. See ONCO Appendix III.

DELIVERY GROUPS.

5. (a) The Current British System (S.P. 2489 and 2490) is to be used. U.S. and other Allied Authorities and Major War Vessels concerned have been allocated groups in a special addendum to the current edition of S.P. 2489.
- (b) If for any reason it is desired to send a codress message to an Authority not in this book, the call sign from S.P. 2573 is to be used as a delivery group.
- (c) At a later stage in the operation it will be necessary to revert to the normal Combined Book (S.P. 02378 or S.P. 2535 and 2536.)

ANNEXE IV TO APPENDIX "E" TO ONEAST/J.2.

AUTHENTICATION.

(TO BE READ AND DESTROYED BEFORE SAILING BY CRAFT BEACHING)

Methods for Authentication on External Waves and on Radar Reporting Waves are given in ONCO Section XIII, paragraphs 15 and 16.

INTRA-ASSAULT FORCE WAVES.

2. On Intra-Assault Force Waves authentication is to be carried out by the use of the current daily "LOXO" card (S.P. 2538 series). The authenticator for any given message is to be the coded version of the Time of Origin of the message in question (= last four digits of the Date Time Group). In the case of times before 1000, the initial 0 or 00 is to be disregarded, thus:-

(a) The authenticator for a message with Date Time Group 260106B will be the three-letter group against "106" in the "LOXO" card of the day. The zone suffix (e.g. "B") is always to be omitted in the authentication.

(b) The authenticator for a message with a Date Time Group 262104B will be the two three-letter code groups arrived at by coding the figures in one of the following two ways:-

2 and 104 = 2104.
210 and 4 = 2104.

3. The method for coding the Time of Origin must be varied as much as possible. In the case of any Time of Origin that does not contain figure 0 (e.g., 1543), there are three ways, thus:-

- (i) 15 and 43.
- (ii) 154 and 3.
- (iii) 1 and 543.

CIRCUMSTANCES IN WHICH MESSAGES ON INTRA-ASSAULT FORCE WAVES MAY BE AUTHENTICATED.

4. (a) When operational orders or requests are made in plain language:-

Example -- 20 v BG -- 261136B = SEND IN GROUP 12 NOW
ALN MOR = K.

(ALN is assumed to be the code group for "11" and MOR that for "36" to give T.O.O. 1136.)

(b) When messages in plain language cancel or correct previous orders:-

Example -- 20 v BG -- 261217B = CANCEL MY 1136 PZN RQG = K.

(PZN is assumed to be the code group for "121" and RQG that for "7" in T.O.O. 1217.)

/(c) When it is ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 22.
(19. 5. 44.)

ANNEXE V TO APPENDIX "E" TO ONEAST/J.2.

SPECIAL ORIGINATOR'S INSTRUCTIONS.

USE OF "BL".

Special originator's instructions may be used by V/S and on Force "J" Auxiliary Wave. All signals to Headquarters Ships concerning Fire Support are to be prefixed "BL" before the normal appropriate indication of priority. This is to ensure rush reporting to the Gunnery Officer in the Headquarters Ship. It must be borne in mind that "BL" only gives an internal priority on board the Headquarters Ship. "BL" can be used in conjunction with any priority, but gives no precedence over messages of similar priority awaiting transmission.

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 25.
(19. 5. 44.)

ANNEXE VI TO APPENDIX "E" TO ONEAST/J.2.

CONVOY (AIR PROTECTION) CODE WORDS.

The following Convoy (Air Protection) Code Words are allocated to the Groups of Force "J" for the Assault and Follow-up respectively.

<u>GROUP</u>	<u>CODE WORD.</u>
301	PEASTICK
310	BARONET
311	CONFEDERATE
312	HARP-SICHORD
313	CONSIDER
314	POWHEATHER
315	DIGRESS
320	WRESTLE
321	RACCOON
322	WHIP-ABOUT
323	REVELATION
324	AUDITOR
325	BOB-WHITE
331	HURDOCK
332	MULLER WAY
333	SALMENDA

2. At the outset of the Assault, Return Convoy Air Protection code words will be issued by the Naval Commander Force "J" and will be

LEGISLATOR or POLAR BEAR.

NOTE: Either may be followed by a number. Subsequently, code words will be issued by the Captain Northbound Sailings.

ANNEXE VII. ...

ARTICLE VII NO. APPENDIX "E" TO ONEAST/J.2.SIGNAL PUBLICATIONS - INSTRUCTIONS.

This section is based on O.N.C.O. Section XI, and is primarily for those ships which will not hold O.N.C.O. Holders of O.N.C.O. will find detailed information in those orders.

ESTABLISHMENTS OF S.Ps. (H.Q. Ships, S.O.A.Gs. and B.A.N.J. in accordance with O.N.C.O.)

2.
 - (a) Subject to further "S" Orders, all Landing Ships and Craft in Force "J" will be correct if they base their establishments on J.C.O., Article 126, with the additions shown below.
 - (b) All ships except Landing Craft are to carry Coastal Forces Signal Pamphlet (B.R. 1045)
 - (c) European Theatre Call Sign Book (S.P. 2573) is to be carried by all Ships and Craft except L.C.I. and L.C.T. on their first trip, when extracts only will be carried. Arrangements will be made by Commander-in-Chief to issue these craft with S.P. 2573 before their second trip.
 - (d) L.C.I. and L.C.T. will carry approximately 8 days' tables of current LOXO.
 - (e) Slidex Code is to be carried by H.Q. Ships, Stand-by H.Q. Ships, S.O.A.Gs., B/S.O.A.Gs., F.O.B. Parties, B.L.Os. and Bombarding and Support Craft not carrying B.L.Os., i.e. L.C.G. and L.C.P.

NOTES ON LOW GRADE CODES

3.
 - (a) COMBINED ASSAULT CODE (C.C.B.P. 0130)
Held by all Ships and Major Landing Craft (British and American) and by Army and Air H.Q. in the assault.
 - (b) LOXO (S.P. 2538).
Used with Small Ships Basic Code (B.R. 996). A Limited Combined Table for general Naval intercommunication between all British and United States Authorities, Ships and Major Landing Craft in the Assault Area. Care should be taken to use LOXO only when essential as there is danger of overloading the table.
 - (c) TRIXO (S.P. 2572)
S.P. 2572(6) should only be used for communication between Naval Air Liaison Officers, Shore Radar Stations and Mobile Signal Sections.
 - (d) COASTAL FORCES SIGNAL PAMPHLET (B.R. 1045).
Held by all ships taking part in the operation except landing craft. For communication with Convoy Escorts and Coastal Forces, and may be issued to U.S. Ships and Craft at the discretion of the Commander-in-Chief. Must not be used on Convoy R/T Wave (2410 Kc/s).

SIGNAL PUBLICATIONS - INSTRUCTIONS. (Cont'd).LOW GRADE CODES IN FORCE AND DATES OF CHANGES:

4.

<u>S.P.NO.</u>	<u>TITLE</u>	<u>IN FORCE</u>	<u>DATE OF CHANGE</u>
02272	Recoding Table for Use with Mersigs Vol.2.	(31) on 20th May.	20th of each alternate month, i.e. (32) in force on 20th July.
02274 2538	Lettered Co-ordinates Small Ships Signal Code - LOXO.	(24) on 1st June (18) on 1st June	1st of each month. 1st of each month.
C.C.B.P. 0130A(2)	Combined Assault Code	To be brought into force at 0001 D-Day.	As ordered by signal.

SPECIAL CORRECTIONS TO S.Ps.

5.

- (a) Will be issued separately to Non-holders of O.N.C.O.
- (b) For Holders of O.N.C.O.: special corrections to S.Ps. are contained in O.N.C.O. Appendix IV.

EXTRACTS OF LETTERED CO-ORDINATES.

6. These will be issued separately to Non-holders of Lettered Co-ordinates.

SUMMARY OF MAIN POINTS

7.

- (a) All Landing Ships and Craft carry books as laid down in J.C.O., Article 126 with the additions mentioned in paragraph 2.
- (b) Other British Ships carry their normal establishment as in Form A.2.C. and "S" Orders.
- (c) Combined Assault Code (C.C.B.P. 0130A) and LOXO (S.P.2538) are held by all Shore Authorities, Ships and Major Landing Craft, (British and American) in the Assault Area.

NOTE: Table "A" shows necessary extracts of S.Ps. carried by U.S. Ships and Craft.

/Table "A"...

ONEAST/J.2.
APPENDIX "E".
Page 26.
(19. 5. 44.)

TOP STORES.
TABLE "E" TO APPENDIX VII TO APPENDIX "E" TO ONEAST/J.2.
S.P.s HELD BY MINOR U.S. SHIPS AND BELOW WITH EXTRACTS OF HOLDINGS
OF U.S. MAJOR WAR VESSELS.

MAJOR WAR VESSELS AND ABOVE (U.S.)	02272	RECODING TABLES FOR HERSIGS VOL. I.	::	::	
	02274	LETTERED CO-ORDINATES.	::	::	
	2405	HERSIGS VOL. II.	::	::	
	02140/7	KEY HERIGS.	::	::	
	2479	HERSIGS VOL. III.	::	::	
	02514	BRIT.-U.S. APPENDIX TO GENERAL SIGNAL BOOK.	::	P	
	02515	AMERICAN GENERAL S.P.	::	P	
	2538	LOXO.	::	::	R
	02573	NAVAL CALL SIGNS EUROPEAN THEATRE.	::	::	Z
	02573	NAVAL CALL SIGNS EUROPEAN THEATRE.	::	::	B
	0130A	COMBINED ASSAULT CODE.	::	::	
	0130A	COMBINED ASSAULT CODE.	::	::	
	1,2,3,5,8.	CCBP	::	X	
	7.	CCBP	::	::	
	SP.02550	SIGNAL LETTERS OF BRITISH SHIPS.	::	::	
	BR. 637	HERSIGS. VOL. I.	::	::	A
	BR. 996	SMALL SHIPS BASIC CODE.	::	::	X
	BR. 1035	LANDING CRAFT SIGNAL BOOK.	::	::	X
	BR. 1035	LANDING CRAFT SIGNAL BOOK.	::	::	B
		A.I.P. ASSAULT SIGNAL BOOK.	::	::	F

- A = L.S.T. ONLY.
- B = MAJOR War Vessels employed for bombing only.
- F = Extracts only.
- P = LCF, LCG, LCS, LCT(R), LCT(A) only.
- R = PC Boats only.
- R = Reserve editions () to D + 7.
- Z = Extracts only to be carried by LCT and LCI on first trip.

APPENDIX VIII.

ANNEXE VIII TO APPENDIX "E" TO ONEAST/J.2.RECOGNITION.RECOGNITION.

1. Normal methods of recognition will be in force except:-
 - (a) Landing Craft will not carry recognition signals.
 - (b) Merchant Ships will not use identification signals.
 - (c) In established traffic lanes recognition signals are only to be used in emergency; and light craft should only identify themselves to major war vessels if they have a special reason to do so.

EXTRACTS.

2. Where the normal practice is to issue extracts only of recognition signals (i.e. to L.S.T., minor war vessels, coastal craft, etc.) these extracts will only cover the period of the outward and return voyage.

IDENTIFICATION.

3. (a) By Day. Special Orders for Coastal Craft and Air Sea Rescue Craft.
Coastal craft and Air/Sea Rescue craft (when not painted Yellow) are to paint a large five pointed star on the largest available horizontal surface. This is to be painted on at the last practicable moment. This device is designed for temporary use to assist during the most confused phase of the operation.
- (b) By Night. Between Surface Vessels.
 - (i) Any normal method (including V/F, Minor War Vessels Display Signals and by Coastal Craft only, two-star cartridge).
 - (ii) Fighting lights (including use by some coastal craft)
- (c) Between Surface Vessels and Aircraft.
Ships and Aircraft By Night.
 - (i) When a ship has reason to believe that an approaching aircraft is friendly, she may fire the two-star identification cartridge in force. The aircraft on seeing this signal, should switch on Navigation lights and turn away.
 - (ii) Allied Surface Craft are not to engage aircraft burning LEIGH lights.
 - (iii) If an Allied Surface Craft is illuminated or likely to be illuminated by a LEIGH light aircraft, she may fire the two star cartridge signal as an identification to the aircraft.

/(iv) Aircraft ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 28.
(19. 5. 44.)

RECOGNITION. (Cont'd)

IDENTIFICATION. (Cont'd)

(c) Between Surface Vessels and Aircraft. (cont'd)

(iv) Aircraft fitted with LEIGH lights will attack enemy E-Boats, R-Boats, W-Boats or U-Boats; they will not attack any larger Surface Craft unless special orders are issued.

(v) The principle of Ship-Aircraft recognition in this Operation is that the ONUS of establishing friendly character is with the ship, as opposed to the aircraft.

NOTES:

- (i) The cartridge fired by the ship can usually be seen by the aircraft at seven miles.
- (ii) The navigation lights of the aircraft can usually be seen by the ship at 3 miles.
- (iii) In an "aircraft area" (as designated by the C.in-C.) procedure in paragraph (c)(1) above is compulsory

ANNEXE IX TO APPENDIX "E" TO ONEAST/J.2.

SPECIAL SIGNALS.

The Combined Book to be used for alarm signals is MERSIGS. When Groups from Mersigs are used by morse, the first Group is always to be ASB.

2. When confusion might arise, "BUS" flag is to be hoisted superior to Groups from the U.S. General Signal Book, and 3rd Substitute International to Groups from Mersigs.

3. The following special signals and codewords are to be brought into force in the Assault Area on D-DAY, and subsequently in captured ports:-

(a) CODEWORDS FOR GENERAL WARNINGS.

INFLUENZA	{ East .. } E - Boats operating within 15 miles of
	{ West .. } (Eastern) Task Force Area.
COWPUNCHER	{ East ... } Enemy destroyers operating within 15 miles of
	{ West } (Eastern) Task Force Area.
FIGLEAF	{ East .. } Walter boats operating within 15 miles of
	{ West .. } (Eastern) Task Force Area.
ILLUMINATE	... .. Illuminate Area indicated.

(b) AIR RAID WARNINGS.By Day.

<u>Preliminary Warning.</u>	{ Visual ... Yellow Flag.
	{ Wireless . YELLOW.
<u>Final Warning.</u>	{ Visual ... Red Flag.
	{ Wireless . RED.
	{ Sound ... 4 series of 3 short blasts on siren.
<u>All clear.</u>	{ Visual ... Haul down Red or Yellow Flag.
	{ Wireless . WHITE.
	{ Sound ... A prolonged blast on the siren.

By Night.

<u>Preliminary Warning.</u>	{ Wireless . YELLOW.
<u>Final Warning.</u>	{ Visual ... Flashing Red light.
	{ Wireless . RED.
	{ Sound ... 4 series of 3 short blasts on siren.
<u>All Clear.</u>	{ Wireless . WHITE.
	{ Sound A prolonged blast on the siren.

// (c) SMOKE SIGNALS .

SPECIAL SIGNALS. (Cont'd)

(c) SMOKE SIGNALS.

By Day.

Make Smoke (in accordance with Plan No......)

{ Visual ... Blue Flag (superior to International Pendant).
{ Sound ... Succession of long blasts on siren.
{ Wireless . Smoke (Figure).

Cease Smoke.

{ Visual ... Haul down Blue Flag (and International Pendant).
{ Sound ... Series of N's on siren.
{ Wireless . Stop Smoke.

By Night.

Make Smoke (in accordance with Plan No......)

{ Visual ... Flashing Green over Red Light.
{ Sound ... Succession of long blasts on siren.
{ Wireless . Smoke (figure).

Cease Smoke.

{ Visual ... Flashing Red over Green Light.
{ Sound ... Succession of N's on siren.
{ Wireless . Stop Smoke.

(d) MISCELLANEOUS.

Underwater charges being blown ... Large Black Pendant.

Diving in progress ... Large Red Pendant.

(e) SPECIAL DISTINGUISHING SIGNALS.

The following special distinguishing signals are to be flown by the ships and craft concerned:-

(i) By Day.

{ Merchant ships carrying priority cargo .. Flag A International.
{ Hospital Carriers (L.S.T.) ... Flag M International.
{ Despatch Boats. ... (Flag N International.
{ (Red over White Light.

(ii) By Night.

{ Hospital Carriers (L.S.T.) ... 2 vertical Blue Lights,
{ (extinguished during Red Warnings.)

/(f) SPECIAL FIRE RISK SIGNALS ...

SPECIAL SIGNALS. (Cont'd)

(f) SPECIAL FIRE RISK SIGNALS.

The following signals may be hoisted by ships on fire off the beaches to indicate to the fire-fighting organisation which ships should be dealt with first and whether such ships should be moved:-

- "I am on fire. Will detonate en masse on fire reaching explosives." HN1 (International)
- "I am on fire and will burn with great violence on fire reaching explosives. Will not necessarily detonate." HN2 (International)
- "I am on fire. Explosives may ignite with difficulty on fire reaching them. May or may not explode." HN3 (International)
- "I am on fire. Explosives will burn fiercely with toxic effects on fire reaching them. No risk of mass explosion." HN4 (International)
- "I am on fire. No risk of mass explosion, but toxic effects likely to be serious on fire reaching explosives" HN5 (International)

(g) SIGNALS ORDERING OPERATION "ALERT" AGAINST HUMAN TORPEDO ATTACK. (Ref. B.A.A.D.O. 17, Paragraph C.)

SIGNALS.

MEANING.

- /PP /FY MHR 1 Prepare to carry out Operation "ALERT". Code letter 'M' in Defence Policy Signal.
- /FY MHR 1 Carry out Operation "ALERT" Stage One.
- /FY MHR 2 Carry out Operation "ALERT" Stage Two.
- /FY MHR 3 Carry out Operation "ALERT" Stage Three.
- /FY MHR Cease dropping charges. Revert to preparatory state.
- /FY MHR Cancel Operation "ALERT".

NOTE:- Any ship or craft sighting a human torpedo is to make the normal alarm signal. (SERSIGS Volume I, Part III, Article 74) as follows:-

/Any ship or ...

Handwritten mark or signature.

SPECIAL SIGNALS. (Cont'd)

(g) SIGNALS ORDERING OPERATION "ALERT" AGAINST HUMAN TORPEDO ATTACK. (Cont'd)

Any ship or shore signal station becoming aware of enemy midget submarines or human torpedoes will:-

By Day hoist the signal "NJ" (International) inferior to the largest size Merchant Ensign available, where best seen. (Note: When hoisted by U.S. Naval ships, "NJ" will be hoisted inferior to the U.S. Union Jack. U.S. Merchant ships will hoist "NJ" without any flag superior.) This signal will be accompanied by a prolonged and rapid ringing of the bell and/or a prolonged succession of short blasts on the fog signalling apparatus.

- (i) Flag signal will be repeated by all shore signal stations.
- (ii) The Sound signal will be repeated by the ship of the Senior Naval Officer present (if other than the sighting ship) and by all shore signal stations.

By Night fire not less than two white rockets or Roman candles in quick succession and flash the signal "NJ" (using an all round lantern if available) for a short space of time. These signals will be accompanied by a prolonged and rapid ringing of the bell and/or a prolonged succession of short blasts on the foghorn or any fog signalling apparatus.

- (i) The flashing and pyrotechnic signals are not to be repeated by any ship.
- (ii) The signal "NJ" will be repeated by all shore signal stations.
- (iii) The Sound signals will be repeated by the ship of the Senior Naval Officer present (if other than the sighting ship) and by all shore signal stations.

ON RECEIPT OF THE ABOVE SIGNALS ALL WATERTIGHT DOORS ARE AT ONCE TO BE CLOSED.

(h) HARBOUR TRAFFIC AND WARNING SIGNALS.

(i) Traffic Signals.

Warning	By Day	By Night
Entry prohibited	⊙ △ ⊙	Red, White, Red lights hoisted vertically.
Entry or leaving prohibited	▽ △ ⊙	Green, White, Red lights hoisted vertically.
Leaving prohibited	▽ △ ▽	Green, White, Green lights hoisted vertically.
Movement prohibited in the harbour	Black Flag.	Three Red lights vertical.

/(ii) Warning Signals ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 33.
(19. 5. 44.)

SPECIAL SIGNALS. (Cont'd)

(h) HARBOUR TRAFFIC AND WARNING SIGNALS. (Cont'd)

(ii) Warning Signals.

<u>Warning</u> <u>Warning</u>	<u>Sound</u> <u>Signal</u>	<u>Visual</u> <u>Signal</u>	<u>W/T</u> <u>Signal</u>	<u>Meaning</u> <u>Meaning</u>
Preliminary warning.	-	Yellow Flag.	Yellow	Attack by enemy aircraft expected.
Final Warning.	4 series of 3 short blasts on the siren.	Red Flag Flashing Red Light.	Red	Air Raid imminent.
All Clear.	A prolonged blast on the siren.	Haul down Red or Yellow Flag.	White	Raiders past.
Attack from seaward.	-	Green Pyrotechnic Signal.	-	-
Attack from landward.	-	3 Star Red Cartridge.	-	-
Gas Alarm.	Gongs and Rattles.	-	Gas	-

(iii) Tide Signals.

- Tide rising Cone point up over a cylinder.
- Tide falling Cone point down below a cylinder.

(i) MINE REPORTS - CLAIR QUIZ METHOD.

The following Mine Report Codewords are in force in the Portsmouth and Assault Areas from H - 4 on D-DAY. They will be made from ships at sea by W/T, subject to W/T silence conditions, in plain language, followed by a position coded by lettered co-ordinates and the time of origin:-

- (i) By any warship cutting a mine with sweep or paravane - "SWEEPER".
- (ii) By a sweeper detonating a ground mine - "CORRAN".
- (iii) By any warship striking a moored mine - "BURSTER".
- (iv) By any warship observing the dropping of parachute mines - "PARA".
- (v) By any warship actually mined by a ground mine - "SITTER".

/(vi) By ...

TOP SECRET.

ORNL 31/J.2.
APPENDIX "E".
Page 34.
(19. 5. 44.)

SPECIAL SIGNALS. (Cont'd)

(i) NINE REPORTS - CLIR QUIZ METHOD. (cont'd)

(vi) By minesweepers detecting mines by ASDIC transmissions - "IMPONE".

NOTE:- Ground mines exploded at a distance are not to be reported.

(vii) Own mines dangerous to surface craft, other than Coastal Forces, have been laid - "CR. CLIR".

(viii) The laying of mines, dangerous to all craft including Coastal Forces - "TRIP OVER".

(j) To promulgate a clear passage within the theatre of operations the Codeword "TR. VEL.", followed by a series of positions indicating the centre line of the passage, will be employed. If the word "TR. VEL." is immediately followed by a distance this will indicate the width of the clear passage.

(k) (i) SPECIAL SIGNALS FOR LEADING SHIPS AND CR. FT WHEN ENTERING BRITISH PORTS.

On entering British Ports, ships and craft are to fly the following signals as appropriate:-

International
Flags.

Signification.

C	Am in operational condition.
BB	Have sustained heavy damage.
EC	Have sustained slight damage.
IB	Have engine trouble.
VV	Have damaged steering gear.
II	Have casualties on board.

(ii) SPECIAL LOCAL SIGNALS IN PORTS WHICH MAY BE MADE BY FLAGS (M. V. L. CODE):-

Naval Flags.

Signification.

F	REPAIR is required.
G	BREED is required.
K	C. MINEEN Boat is required.
Order Pendant	WATER is required.
V	LOCAL BOATS are required.
X	LOCAL BERTHING DOCK is required.
7	ILLUMINATION LIGHTERS are required.
7	Hoisted by OILERS indicates berth clear on side on which flag is hoisted.
Green Flag	Hoisted by Oilers, Colliers and Water Tankers indicates berth clear on side on which flag hoisted.

/B (i.o. Mintl ...

SPECIAL SIGNALS (Cont'd)

(k) (ii) SPECIAL LOCAL SIGNALS IN PORTSMOUTH AREA WHICH MAY BE MADE BY FLAGS (NAVAL CODE) (Cont'd)

<u>Naval Flags.</u>	<u>Signification.</u>
B (i.e. Wint'l)	I require medical assistance.
/AD (i.e. Mint'l)	Have casualties for disposal in due course (superior to numeral flags indicates number).

(1) SPECIAL SIGNALS FOR CONTROL OF RADAR COUNTER MEASURES.
(Issued to Minesweepers and Landing Craft concerned in my Memorandum O227 of 16th May, 1944)

The following signals are to be used for the control of R.C.M. All signals are to be preceded by the word "BADGER".

(i) Control Signals.

<u>Signal.</u>	<u>Signification.</u>
1. CHAIN	Stop R.C.M. transmissions on
2. BANDSTAND	Commence R.C.M. transmissions on
3. SONG	Search and transmit on frequencies of detected enemy transmissions on megacycles.
4. HAYSTACK	Search and report unjammed enemy transmissions on megacycles.
5. TRAMLINES	You are off allotted frequency on

(ii) Reporting Signals.

1. WHISTLE	Unjammed transmission detected, frequency, pulse repetition rate
2. DISCORD	Am experiencing interference to type on megacycles.
3. CONCORD	Interference by Allied R.C.M. reported on megacycles.
4. TRUMPET	Request R.C.M. cover on megacycles.
11. KETTLEDRUM	Request permission to recommence R.C.M. transmission on megacycles.
12. LONGSTOP	Request permission to stop R.C.M. transmissions on megacycles

33.

/(iii) ...

SPECIAL SIGNALS. (Cont'd)

(1) SPECIAL SIGNALS FOR CONTROL OF R.D/R COUNTER MEASURES. (Cont'd)

(iii) Frequency Bands.

<u>Signal.</u>	<u>Signification.</u>
HOLLY	65 - 75 mc/s.
BEEGH	75 - 100 mc/s.
LILAC	100 - 150 mc/s.
ALMOND	150 - 210 mc/s.
CEDAR	350 - 390 mc/s.
POPLAR	470 - 490 mc/s.
CHESTNUT	545 - 580 mc/s.

(iv) Types of R.C.M. Equipment.

<u>Signal.</u>	<u>Signification.</u>
LEMON	653/1
BANANA	653/2
MELON	654
CHERRY	656
BLACKBERRY	657
GRAPEFRUIT	658
PEACH	659
PLUM	662
APPLE	91
ORANGE	TDY

(v) Pulse Repetition Rates.

<u>Signal.</u>	<u>Signification.</u> (Pulses per second)
TULIP	Below 500
CROCUS	500 - 1000
PRIMROSE	1000 - 3000
SNOWDROP	Above 3000

/4. The following ...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E".
Page 37.
(19. 5. 44.)

SPECIAL SIGNALS. (Cont'd)

4. The following Special Signals will be used in the Eastern Task Force Area:-

- (a) BY DAY. Captain Patrols - FL 3
- Captain Southbound Sailings - FL 4
- Captain Northbound Sailings - FL 9
- D/S.O.A.G. - PT 3 FL S
- S.O.F.C. -- PT 3 FL F
- LCP(SY) on duty. A Yellow triangular Flag with a blue border, with the word "SURVEY" written in blue on it.

Note: Large size flags to be used and flown, if possible, from the main mast.

- (b) BY NIGHT. D/S.O.A.G. - 3 all round Red lights in the form of a triangle.

S.O.F.C. - 3 all round White lights in the form of a triangle.

5. The following Special Signals will be used in the Force "J" Area:-

- (a) Hospital Boats proceeding round the Anchorage - Large International Flag M.
- (b) Duty Oiler - International Flags K. C. Q.
- (c) The Naval Commander Force J's Staff Officer when embarked -- A large Flag J.
- (d) STOP DROPPING 51b. CHARGES:
 - (1) By Night. Hoisted by H.Q. Ships and D/S.O.A.Gs - blue over a white all round light.
 - (2) By Sound. By H.Q. Ships -- a succession of Ls made on the sirens.

(Paragraph (g) refers. The above are in addition to the Signal /PY TRX for use during a human torpedo attack.)

- (e) Duty L.B.W. } Guard Pendant
- Duty L.B.O. } (Numbered Pendant 4
- Duty Fuelling Trawlers. } International).

TOP SECRET.

ONEAST/J.2.
APPENDIX "E"
Page 38
(19. 5. 44.)

ANNEXE X TO APPENDIX "E" TO ONEAST/J.2.

DESPATCH BOAT SERVICE

(J.O.I. 106 and O.N.C.O. Chapter XXVIII refers.)

In addition to the information given in J.O.I. the following regulations are in force regarding Despatch Boats.

SERVICE.

2. Only Hand Messages, Press Messages, urgent correspondence and blood plasma is to be carried. Passengers are not to be carried. Boats **MUST NOT BE DIVERTED**, as they are a most important part of the Communication system.

TERMINAL.

3.

- (a) On the Continent and to U.S. Sector - Force "G" H.Q. Ship is the cross Channel terminal.
- (b) In the JUNO (Force "J") Area - Force "J" H.Q. Ship, who will collect from Force "G" H.Q. Ship and will hold despatches for Captain Patrols and Captains Northbound and Southbound Sailings until they are collected.
- (c) In the Assault Group Area - In S.O.A.G's H.Q. Ship.

HANDLING OF MESSAGES.

4.

- (a) Restricted messages and below are to be enclosed in one envelope addressed to the Signal Office of the addressee.
- (b) Confidential and above are to be enclosed in two envelopes, the outer being addressed to the Signal Office of the addressee and the inner being addressed to the Commanding Officer or appropriate addressee and marked with the Secrecy category. Envelopes of the latter category are to be sealed.
- (c) Messages requiring acknowledgment of receipt should have the time of origin written on the outside of their envelopes with instructions "Acknowledge receipt quoting received." Unless otherwise ordered receipts are to be sent by boat.
- (d) Messages passed to a ship for onward transmission by W/T are to have passing instructions on them. They are to be sent cyphered or coded to a Senior Officer, and a plain language copy is to be sent separately to supply the text for checks.
- (e) Messages for Air Despatch Letter Service are to be marked on the outside envelope:
"BY AIR DESPATCH LETTER SERVICE".

DESPATCH BOAT SERVICE (Cont'd).

6. The following time tables will be in force in the British Assault

(a) Cross Channel

<u>Depart Portsmouth.</u>	<u>Arrive Far Shore.</u>	<u>Depart Far Shore.</u>	<u>Arrive Portsmouth.</u>
0400	1100	1200	1900
0800	1500	1600	2300
1200	1900	2000	0300
1430	2130	0500	1200
2359	0700	0800	1500

(b) To Force "G" H.Q. Ship.

<u>Depart Force "J" H.Q.Ship.</u>	<u>Arrive Force "C" H.Q. Ship.</u>
0630 B	0700 B
0830 B	0900 B
1115 B	1200 B
1430 B	1500 B
1730 B	1800 B
2030 B	2100 B

(c) To Force "S" H.Q. Ship.

A Despatch Boat will be sent to Force "J" H.Q. Ship for delivery/collection to connect with above services.

(d) Inside Force "J" Area.

Captain G.J.2. is to maintain a two hourly Service between 0500 - 2300, and an additional trip at 0230. This boat is to leave the Force H.Q. Ship at 0230, 0500 and at two hourly intervals until 2300 and is to call in at the following points:-

- (1) Standby H.Q.Ship.
- (2) S.O.A.G. H.Q.Ship.
- (3) Capt. "P" if in harbour.
- (4) D/S.O.A.Gs.
- (5) P.F.C.O.
- (6) S.O.F.B.
- (7) All Depot Ships.
- (8) Gooseberry
- (9) B.A.N.J. Signal Station.
- (10) Main Beach Signal Station.

6. All craft employed on despatch boat service duties are to fly Flag N International by day and a shaded red over a white light by night.

7. Air Despatch Letter Service (A.D.L.S.) and Despatch Rider Letter Service (D.R.L.S.) will be established and further details promulgated.

NOTE: A.D.L.S. and N.D.B.S. have been co-ordinated so that times of handing in at collection centres are the same for both services

/LNNEKE KI...

TOP SECRET.

ONEAST/J.2.
APPENDIX "E"
Page 40.
(19. 5. 44.)

ANNEXE XI TO APPENDIX "E" TO ONEAST/J.2.

W/T AND RADAR REPAIR ORGANISATION.

A. IN PORTSMOUTH AND SOUTHAMPTON AREA. (ONEAST -- Portsmouth. Chapter I Article 96 refers).

(i) Portsmouth Cowes.

Ships and craft requiring assistance in the collecting areas at Cowes, Calshot and Portsmouth should apply to the Signal Officer at the P.C.O.'s Headquarters. Marconi representatives will be available at Cowes and Portsmouth. Small supplies of W/T and Radar stores will be available at each collecting area for issue to ships and craft. Coastal craft should apply for assistance to H.M.S. HORNET.

(ii) Southampton.

Applications for assistance to repair landing crafts W/T and Radar equipment should be made to H.M.S. BRUID. Other ships and craft should apply to Port Wireless Officer, Southampton, for repairs to W/T equipment and to the Flag Officer-in-Charge, Southampton for Radar repairs. Force "J" Mobile Maintenance Units will be working under the orders of Captain Group J.4 and will be available in the Dockyard Yard and at Lepa Hard.

B. ON THE FAR SHORE.

- (i) A Radar and W/T Repair Organisation will be run from the Force H.Q. Ship. It will be centralised under the control of a Radar Officer and a Chief Petty Officer Telegraphist. Three CT Boats will be available. A limited number of spares will be held in the Force H.Q. Ship and the standby H.Q. Ship.
- (ii) On the withdrawal of the Force H.Q. Ship, this organisation will be taken over by Captain Group J.2 and the Chief Petty Officer Telegraphist is to be replaced by a Chief Petty Officer Telegraphist from the Staff of Captain Group J.2.
- (iii) Shortly before leaving the United Kingdom, Captains G.J.1., G.J.2., and G.J.3. are to send one Radar mechanic (i) and (W) to the Force H.Q. Ship, as Staff for this organisation. They will be transferred with the organisation to Captain G.J.2.
- (iv) No W/T or Radar facilities exist in the Depot Ships.
- (v) The principle on the Far Shore, in the early stages, is for Ships and Craft and Beach Signal Stations to CARRY THEIR OWN SPARES (especially BATTERIES). Later, about D + 20, one Force "J" Mobile Maintenance Unit will be transferred to the Far Shore under R.A.N.J.