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OPERATION PLAN NO. 2-44

OF THE

WESTERN NAVAL TASK FORCE,

ALLIED NAVAL EXPEDITIONARY FORCE

SHORT TITLE "ONWEST TWO"

Instructors Reading This Document
(File No. _____)
Date _____

Classified changed to
RESTRICTED 6 SEP 1944
by authority of G-2, WDGS
by *E. Johnston*
E. JOHNSTON
Colonel, Infantry,
CUSTODIAN

DECLASSIFIED

FOR INFORMATION ONLY

RE

Operation NEPTUNE - Naval Commander Western Task
Force Operation Plan 2-44.

(Short title - ONWEST TWO)

RECORD OF CHANGES

JUN 21 1965

Change Number Date inserted Signature

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~~RESTRICTED~~ 6 SEP 1944

by authority of SAC of S. G-2, WDGS

by ~~E. S. JOHNSON~~
Colonel, Infantry
CUSTODIAN

Operation NEPTUNE - Naval Commander Western Task
Force Operation Plan 2-44.

(Short title - ONWEST TWO)

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Operation NEPTUNE - Naval Commander Western Task
Force Operation Plan 2-44.

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NAVAL COMMANDER WESTERN TASK FORCE

22 May 1944.

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NAVAL COMMANDER WESTERN TASK FORCE

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A. G. KIRK,
Rear Admiral, U. S. Navy
Naval Commander Western Task Force (NCWTF)
and CTF 122.

R. T. Cragg
R. T. CRAGG
Flag Secretary.

TOP-SECRET-BIGOT

Operation NEPTUNE - Naval Commander Western Task
Force Operation Plan 2-44.

(Short title - ONWEST TWO)

RECORD OF CHANGES

<u>Change Number</u>	<u>Date Inserted</u>	<u>Signature</u>
Change No. 1	Previous to Receipt	
Change No. 2	22 AUG. 1944	F.J. Cronin
Change No. 3	22 AUG. 1944	F.J. Cronin

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ALLIED EXPEDITIONARY FORCE
WESTERN NAVAL TASK FORCE
and TASK FORCE ONE TWO TWO

OPERATION PLAN
JTF-122 No. 2-44

U.S.S. AUGUSTA, Flagship,
PLYMOUTH, ENGLAND
April 21, 1944, 1200.

TASK ORGANIZATION

DECLASSIFIED

(a) 122 Control Force

- 122.1 Force Flagship
USS AUGUSTA (TFF)
YMS 247 ~~201~~ ~~201~~ 231 304
SC 1321
PT 71
ACHENAR (Army Headquarters)
THOMPSON (relief flagship on call)
1 CA
3 YMS
1 SC
1 PT
1 AKA
- 122.2 Fighter Director
FDT 216 ~~FDT 217~~ (British)
1 FDT
- 122.3 Salvage and Firefighting Group, Commodore Sullivan, USN.
MARIE, SIR JOHN LAWFORD,
TEHANA, HELP, ABIGAIL
5 Wreck Dispersal Vessels
BRANT, DIVER, SWIVEL
ATR 2, 3
PINTO, ARIKARA, KIOWA, BANNOCK
3 ARS
2 ATR
4 AT
- 122.4 Area Screen, Captain Sanders, USN
MT Bron 34
53rd MTB Flotilla
1st SGB Flotilla
18 PC (after assault)
12 PT
8 PT
6 SGB
- 122.5 Reserve Fire Support Group
~~DesDiv 3 plus PLUNKETT 18, 19, 33, Plus Plunkett, 5 DD 17-DD~~
BELLONA ~~DesDiv 119~~
AUGUSTA (also TFF)
1-CL
- 122.6 Plymouth Detachment, Staff NCWTF
- 122.7 Far Shore Shuttle Control, Captain Kline, USNR
CAPETOWN (F)
CERES (with ComSerGr WEST on board)
LSC ~~600~~ (3 from Force "O" - 3 from Force "U") ~~600~~
1 Div. Sea Rescue Craft
2 OCL

(b) 124

- Assault Force "O", Rear Admiral Hall, USN
ANCON (FF)
PT 72
BALDWIN (relief flagship on call)
1 AGC
1 PT

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TransDiv ONE
SAMUEL CHASE APA 26 (F)
HARRIS APA 45
EMPIRE JAVELIN
2 APA, 1 ISI(L)
(standby Air Control)

TransDiv THREE
CHARLES CARROLL APA 28 (F)
THOMAS JEFFERSON APA 30
EMPIRE JAVELIN
2 APA, 1 ISI(L)

TransDiv NINETY-SEVEN
ANNE ARUNDALL XAP 76 (F)
THURSTON XAP 77
DORTEEA L. DIX XAP 67
3 XAP

PRINCE CHARLES
PRINCE LEOPOLD
PRINCE BAUDOQUIN
3 ISI(S)

AMSTERDAM
BEN MY CREEE
PRINCESS MARGARET
3 ISI(E)

OCEANWAY
1 LSD

ICI(L) Flot. 10 *4 LCI, 33 ICI(L)

487, 488, 489, 490, 491, *492
493, 494, 495, 496, 497, 498 } Group 28

83, 84, 85, *86, *87, 88
89, 90, 91, 92, 93, 94, *520 } Group 29

409, 410, 553, 554, 555, 557
408(G), 411, 412, 413, 540, 541 } Group 34

IST Flot. 12 24 LST

51, 133, 134, 285, 286, 502(G)
157, 309, 347, 350, 372, 373 } Group 30

75, 310, 315, 316(G), 317, 332
6, 314, 357, 374, 375, 376 } Group 34

ICT Flot. 12 24 ICT(6)

535, 536, 612, 613, 614, 615 } Group 32

~~536, 537, 562, 563, 564, 565~~
586, 587, 588, 589, 590, 591 } Group 35

616, 703, 704, 705, 775, 776
617, 618, 619, 706, 707, 708 } Group 34

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LCT Flot. 18 36 LCT(5)

18, 20, 29, 364, 431, 454)
 80, 149, 197, 207, 214, 332) Group 52

7, 22, 25, 199, 200, 201)
 27, 147, 153, 195, 271, 305) Group 53

30, 244, 294, 413, 415, 460)
 202, 206, 209, 213, 276, 293) Group 54

LCT Flot. 19 36 LCT(6)

537, 538, 539, 540, 541, 542)
 543, 544, 545, 546, 547, 548) Group 55

549, 550, 623, 624, 625, 626)
 637, 638, 639, 640, 641, 642) Group 56

643, 644, 645, 646, 647, 648)
 649, 650, 651, 652, 653, 857) Group 57

LCT Flot. 26 31 ~~26~~ LCT(6)

569, 570, 571, 572, 573, 622)
~~599, 599, 600, 601, 602, 603~~) Group 36

711, 712, 713, 714, 767, 768)
 665, 666, 813, 814, 815, 856) Group 76

667, 715, 769, 657, 658, 659)
 654) Group 77

LCT 2287, 2297, 2307, 2487 4 LCT(5)
 (ex LCT(CB)&(HE))

TEXAS (F), ARKANSAS 2 BB
 GLASGOW, MONTCAIRM (F) GEORGES LEYGUES 3 CL
 DesRon 18 9 DD
 TANATSIDE (F), MELBRIAK, TALYBONT 3 Hunt

LCT 3, 5, 6, 7, 9, 11, 12 7 LCF

LCG(L) 424, 426, 449, 687, 811 5 LCG(L)

LCT(R) 366, 423, 447, 450, 452
 464, 473, 482, 485 9 LCT(R)

LCT(A) 2008, 2037, 2043, 2124
 227, 2228, 2273, 2275 8 LCT(A)

LCT(HE) 2049, 2050, 2075, 2229
 2339, 2425 6 LCT(HE)

(LCT(A) & (HE) each carry minimum 2 M4 tanks capable firing)

28 LCP(L) (smokers)

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VIDETTE, VESPER 2 ODD
BORUM 1 DE
~~RECONSTRUCTION~~
L'AVANTURER, L'ESCARAMOUCHE 2 * Frigates

PC 552, 553, 564, 566, 567, 568
617, 618, 1225 9 PC
SC 1291, 1307, 1332, 1353, 1354, 1360 6 SC
BRESSAY, COLL, SKYE 3 A/S Trawlers
USCG Sea Rescue Craft
1, 2, 3, 4, 5
6, 7, 8, 9, 10
11, 12, 13, 14, 15
HM Seaplane Tenders 9 Dispatch Boats.
210, 269, 270, 271, 283, 1547,
1548, 1549, 1586

970 ML 118, 153, 163, 304, 448 5 ML
ML 187, 189, 193, 194, 214, 320, 907 7 ML
HDML 1385, 1387 2 HDML
LCC 10, 20, 30, 40, 50 5 LCC

4th and 31st Fleet MS Flotillas 16 MS, 4 ML,
6 Danlayers
167th MS Flotilla 8 BYMS
104th MS Flotilla 8 MMS

Shore Party "0", Brigadier General Hoge, USA
2/3 - 5th Engineer Special Brigade,
2/3 - 6th Beach Battalion.
1/3 - 6th Engineer Special Brigade,
1/3 - 7th Beach Battalion.

Landing Force "0", Major General Gerow, USA
V Corps
1st Division less 1 RCT,
1 RCT 29th Division, attached units.
2nd and 5th Ranger Battalions.

Far Shore Service Group OMAHA, Captain Camp, USN
SS ELBAZAR WHEELLOCK 1 accommodation ship
SONIS 1 ARL
1 LCM(CRU)
Terry Craft
86 LCT(5&6), 20 rhino ferries, 138 LCM(3)
72 LBV(2), 172 LCVP (lifted in LST).
Service Craft
9 fueling trawlers, 16 LBE, 20 LBO,
5 LBW, 2 LBK.
CB Group OMAHA - 1 pontoon drydock.

April 21, 1944

(c) 125 Assault Force "U", Rear Admiral Moon, USN

BAYFIELD (FF)
FORREST (relief flagship on call)
PT 199 1 PT

TransDiv FIVE 3 APA, 1 ISI(L)
BARNETT APA 5 (F)
BAYFIELD APA 33 (also FF)
JOSEPH T. DICKEYMAN APA 13
EMPIRE CAUNTLET

LCI(L) Flot. 11 *2 LCH, 28 LCI(L)
319, 320, 321, 322, 323, 324 }
*95, 96, 325, 326, 349, 350 } Group 30
419, 513, 514, 515, 516, 517 }
521, 522, 523, 524, 525, 526 } Group 32
527, 528, 529, *530, 551, 552 } Group 33

LCI(L) Flot. 2 19 LCI(L)
10, 11, 209, 217, 218, 219, 229, 232 }
3, 4, 5, 8 } Group 5
211, 212, 213, 214, 215, 216, 231 }

IST Flot. 10 30 IST
47, 48, 230, 281, 282, 501 }
49, 50, 283, 284, 491(G), 492 } Group 29
46(F), 58, 294, 351, 509, 515(G) }
57, 290, 499, 500, 508, 539 } Group 32
311, 346, 371, 380, 382, 400 }

LCT Flot. 4 18 LCT(5), 18 LCT(6)
447, 456, 457, 458, 459, 497 }
443, 474, 475, 486, 489, 495 (LCT(5)) } Group 10
3, 362, 476, 492, 510, 511 (LCT(5)) }
522, 524, 527, 528, 529, 530 (LCT(6)) } Group 11
525, 526, 531, 532, 533, 534 (LCT(6)) }
515, 516, 517, 518, 519, 520 (LCT(6)) } Group 12

LCT Flot. 17 53 LCT(6)
502, 503, 504, 505, 506, 507

LCT Flot. 17
580, 581, 583, 584, 585, Group 49
592, 593, 594, 595, 596, 597,
620, 621, 662, 663, 664, 765, Group 50
663, 766, 777, 809, 810, 811,
812, 851, 852, 853, 854, 855
664, 709, 710, 778, 779, 780, Group 51

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LCT "O" Squadron (British) 45 LCT(5)

2002, 2045, 2046, 2055, 2130, 2131, 2189)
 2194, 2226, 2261, 2272, 2303, 2331, 2440) 104th Flot.
 3628)

2011, 2056, 2057, 2073, 2074, 2304, 2427)
 2053, 2186, 2235, 2269, 2292, 2302, 2477) 107th Flot.
 2485)

2004, 2040, 2135, 2138, 2188, 2498, 3627)
 2363, 2421, 2423, 2424, 2429, 2437, 2483) 110th Flot.
 2484)

LCT "G" Squadron (British) 36 LCT(4)

651, 753, 755, 756, 800, ~~756~~)
 954, 965, 966, 967, 969, 970) 44th Flot.

645, 691, 794, 797, 801, 824)
 833, 836, 920, 956, 974, 975) 50th Flot.

512, 646, 793, 795, 798, 799)
 822, 837, ~~822~~, 977, 996, 997) 52nd Flot
 1050

NEVADA 1 BB
 EREBUS 1 BM
 TUSCALOOSA (F), QUINCY, HAWKINS 3 CA
 ENTERPRISE, BLACK PRINCE 2 CL
 SOEMBA 1 PG
 Desdivs 20 and 34 8 DD

LCP 18, 22, 27, 31 4 LCP
 LCG(L) 5, 6, 7, 893 4 LCG(L)
 LCT(R) 368, 425, 459, 448, 481 5 LCT(R)
 LCT(A) 2282, 2301, 2309, 2310 8 LCT(A)
 2402, 2454, 2478, 2488
 (each LCT(A) carries minimum
 2 M4 tanks capable firing)

14 LCP(L) (smokers)

~~2 Frigates~~
 2 Corvettes

PC 484, 619, 1176, 1232, 1233, 1252, 1261 7 PC
 SC 1282, 1290, 1301, 1308, 1330, 1334, 1358 7 SC
 USCG Sea Rescue Craft
 16, 17, 18, 19, 20
 21, 22, 23, 24, 25
 FLINT, TEKADA, FOULNESS 3 A/S Trawlers

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970 ML 155, 195, ~~490~~ 490 3 ML
 ML 190, 191, 591, 905 4 ML
 HDML 1295, 1309, 1389, 1409, 1421, 1422 6 HDML
 LCC 60, 70, 80, 90 4 LCC
 14th and 16th Fleet MS Flotillas 16 MS, 4 ML
 6 Danlayers
 Flotilla 11 AM
 Flotilla 11 YMS
 132nd M.S. Flotilla 8 MMS
 Y1-Flot 305, 356, 358, 375, 377, 378 11 YMS
 379, 380, 381, 382, 406 (F) 7 YMS
 Y2-Flot 346, 347, (F) 348, 349, 350, 351, 352
 Shore Party "U", Colonel Caffey, USA
 1st Engineer Special Brigade - 2nd Beach
 Battalion.

Landing Force "U", Major General Collins, USA
 VII Corps
 4th Division plus attached units.

Far Shore Service Group UTAH, Captain Arnold, USN
 SS THOMAS E. ROBERTSON 1 accommodation ship
 ATLAS 1 ARL
 6 LCM(CRU)
 Ferry Craft
 43 LCT(5&6), 11 rhino ferries, 68 LCM(3),
 36 LCV(2), 88 LCVP (lifted in LST)
 Service Craft
 5 fueling trawlers, 8 LBE, 20 LBO,
 3 LBW, 2 LBK
 CB Group UTAH - 1 pontoon drydock.

(d) 126 Follow-up Force "B", Commodore Edgar, USN
 MALOY (FF) 1 DE
 LCI(L) Flot. 12 *1 LCH, 12 LCI(L)
 401, 403, 537, 538, 539, 556 }
 *414, 415, 416, 417, 418, 420, 542 } Group 35
 LST Flot. 4 9 IST
 27, 28, 212, 262, 266, 538 }
 16 } Group 12
 LST Flot. 11 43 IST
 53, 288, 325, 494, 495, 504, 505 }
 54, 55, 291(G), 496, 511(F) } Group 31
 56, 292, 497, 498, 506, 512 }
 7(G), 306, 331, 391, 392, 393 }
 59, 510, 516, 523, 532, 533 } Group 35
 5, 61, 307, 335, 355, 369 }
 336, 337, 338(G), 356(F), 388, 389 } Group 36

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LCT "Q" Squadron (British)

48 LCT(4)

656, 689, 690, 692, 796, 832
921, 957, 998, 999, 1046, 1047

54th Flot.

515, 638, 757, 815, 838, 1000
1001, 1048, 1049, 1106, 1170, 1171

56th Flot.

*562, *628, 703, 713, 925, 927
1002, 1035, 1037, 1040, 1123, 1166

57th Flot.

573, 875, 904, 1043, 1081, 1085
1086, 1087, 1088, 1124, 1127, 1169

59th Flot.

(*Loaned to Assault Force "C" for Assault Lift)

VOLUNTEER, VIMY
BRISSENDEN, WENSLEYDALE
AZALEA, KITCHENER
PC 1262, 1263 - SC 1322, 1342
GATESHEAD, OLBINA, LINDISFARNE
USCG Sea Rescue Craft
26, 27, 28, 29, 302 ODD
2 Hunts
2 Corvettes
2 PC, 2 SC
3 A/S Trawlers(e) 127 Service Force ONE TWO TWO, Rear Admiral Wilkes, USNMEIVILLE, NITRO, MOUNT BAKER, ~~AZALEA~~ 1 AD
Unassigned Landing Craft 2 AE
Service Groups U.K. ~~2 AE~~
Major Captured Port Group ONE (SS THOMAS JOHNSON)
Minor Captured Port Group TWO
U.S. TURCO Staffs or TURCO Liaison
Units in U.K.
Reserve accommodation ship (SS BERNARD CARTER)(f) 128 MULBERRY A, Captain Clark, USNControl Group
LCH 414 (after landing troops) Control Ship
SC 1329, 1352 2 SCGooseberry Group
Gooseberry No. 1
Gooseberry No. 2Towing and Installation Group
Tugs and PlantersBombardon Group
Tugs and Bombardons

April 21, 1944

Administration and Despatch Group
Tugs as assigned.

Mooring and Survey Group
2 Net Layers, 1 Boom Carrier,
6 BAR vessels, 3 Trawlers.

Gooseberry Survey Group
(9 ICC)(from Assault Forces)

Drew THREE

Mulberry A.A. Defense
8 Eagle boats (D + 1 day)

(g)

FOVEST

Screening and Minesweeping Vessels as assigned.

Service Groups WEST, Captain Percifield, USN
When directed.

Far Shore Shuttle Control, Captain Kline, USNR

Salvage and Firefighting Group, when directed.

1. (a) (1) NCWTF NEPTUNE Monograph contains:
The Characteristics of the Theater.
Information on Enemy Forces.
Beach sectors with their designations and co-ordinates.
- (2) Annex A lists the intelligence material issued as well as special instructions.
- (3) The following grid systems will be used for this operation:
British Military Grid (LAMBERT and NORD DE GUERRE) will be used for naval gunfire and for directing aircraft on support missions against surface and ground objectives.
Home Fighter Grid will be used for radar purposes only, i.e. vectoring fighter aircraft.
- (4) The British Military Grid system is used throughout this Operation Plan wherever coordinates are indicated.
- (b) (1) Consult ANCXF Naval Plan (Short Title "X.F.N.P.") and Operation Orders (Short Title "ON"), which contain certain instructions not repeated herein. They are distributed to Major Task Force Commanders of the WNTF except Commanding Officer, MULBERRY "A". Lower echelons may assume that necessary extracts and information from them is repeated in documents they receive.
- (2) NEPTUNE is a joint British-United States operation the object of which is to secure a lodgement on the Continent from which further offensive operations can be developed. It is part of a large strategic plan designed to bring about the total defeat of GERMANY by means of heavy and concerted assaults upon German-occupied EUROPE from the UNITED KINGDOM, the MEDITERRANEAN, and RUSSIA.
OVERLORD is the name used for reference to this operation when target date or target area are not expressed.
- (3) The operation is commanded by the Supreme Commander, Allied Expeditionary Force, General Eisenhower, under whom, exercising their command jointly, are:
- Naval - Allied Naval Commander-in-Chief, Expeditionary Force (Admiral Sir Bertram H. Ramsay)
 - Army - Commander-in-Chief, 21 Army Group (General Sir Bernard L. Montgomery)
 - Air - Commander-in-Chief, Allied Expeditionary Air Force (Air Chief Marshal Sir Trafford L. Leigh-Mallory)

DECLASSIFIED

21 April 1944.

~~NEPTUNE-BIGOT~~
OPERATION PLAN
No. 2-44

- (4) The attack will be launched in the two adjacent sectors in the BAY OF THE SEINE by:

The Eastern Task Force, a British and Canadian Force (Second British Army) with some U.S. Naval lift,

The Western Task Force, a United States Force (First U.S. Army) with some British naval lift, and some British naval support,

The Eastern Naval Task Force is commanded by Rear Admiral Sir P.L. Vian (NCETF).

- (5) The dividing boundary between the Naval Task Forces starts at the root of PORT-EN-BESSIN Western breakwater, thence 025° true to meridian of 0° 40' West, thence northward along this meridian to latitude 49° 40' North. The "Assault Area" lies between latitude 49° 40' N. and the shores of the BAY OF THE SEINE.

The dividing boundary between the First U.S. Army and Second British Army is:

(inclusive to Second British Army) PORT-EN-BESSIN (7587) - River DRONE from ESCURES (7585) to ENGLISQUEVILLE (7578), thence (excluding Second British Army) road AGY (7475) - ST PAUL-DU-VERMAY (7470) - STE HONORINE-DE-DUC (7365) - LA VIEILLERIE (7262), - thence to LE REPAS (7159) - LA LONDE (7157) - ST MARTIN-DES-BESACES (6750) - CATHOLLES (7044) - ST CHARLES-DE-PERCY (6941) - BEAULIEU (6839).

- (6) Simultaneous assaults will be made by the Eastern Task Force (British Second Army) at:
OUISTREHAM (1179), known as Assault Force "S",
Rear Admiral A.G. Talbot.
COURSEULLES (9785), known as Assault Force "J",
Commodore G.W. Oliver.
ASNEUILLES (8786), known as Assault Force "G",
Commodore C.E. Douglas-Pennant.
Follow-up Force "L" is commanded by Rear Admiral W.E. Parry.

- (7) The initial objective is to capture the following towns by the evening of D day:
First U.S. Army - ST MERE EGLISE (3495), CARENTAN (3984), ISIGNY (5085).
British Second Army - BAYEUX (7879) and CAEN (0368).

- (8) An airborne division will be dropped behind the MADELEINE (UTAH) beaches (425005 to 455960) prior to H hour on D day. Its main objective is to assist the seaborne landing.

- (9) Another airborne division will be dropped just north of LA HAYE DU PUIITS (1884) on D + 1 day.

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(10) Other air operations are indicated in Air Plan,
Annex B.

(11) The Army Commander, Western Task Force (First U.S. Army) is Lieutenant General Bradley, U.S. Army in AUGUSTA. Deputy Commander, First U.S. Army, is Lieutenant General Hodges in ACHERNAR.

(12) Naval cover will be furnished by one DesDiv in the PLYMOUTH area, two DesDivs to westward of the cross-channel route and one DesDiv to the eastward of it. Detailed information will be included in the Night Channel Report (ON 1, par. 52b) which will be transmitted to ships and activities concerned by C-in-C PORTSMOUTH.

(13) Initial minesweeping arrangements are indicated in the Minesweeping Plan, Appendix IV to ANCKF Naval Plan. Further details are in Annex G to this plan.

(14) Necessary information about allied offensive mine-laying is contained in Appendix XVII to ANCKF Naval Plan and ON 2. Code word MAPLE applies. Other mining operations are covered by code word DAHLIA.

(15) Information on MULBERRY required by vessels of the WMTF is contained in a "Port MULBERRY Information" pamphlet, issued separately.

(c) Assumptions.

- (1) That the initial landings will take place during daylight about three hours before High Water.
- (2) That enemy moored mines will be encountered.
- (3) That enemy ground mines will not be encountered outside the ten fathom curve.
- (4) That additional enemy minelaying by air, and possibly also by surface craft is to be expected once the assault area is evident.
- (5) That strong and persistent attacks by enemy E-boats and submarines are to be expected.
- (6) That heavy and persistent enemy air attacks with bombs, glider bombs, aerial mines, and possibly torpedoes are to be expected.
- (7) That underwater obstacles of important magnitude will be encountered off the beaches.

2. The Western Task Force will firmly establish the First U.S. Army ashore in positions north and east of the CARENTAN estuary in order (1) to ensure the capture of the port of CHERBOURG with minimum delay, and (2) to assist in securing a lodgment area as a base for further operations leading to the capture of the BRITTANY ports southwards to NANTES inclusive.

3. (a) (1) Control Force. Force Flagship and attached vessels operate as directed by Naval Commander, Western Task Force.

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- (2) Fighter-Director control fighter cover from appropriate station in the WNTF assault area.
 - (3) Salvage and Firefighting Group conduct salvage and firefighting operations as directed by Task Force Commander or designated Assault Force Commander. Priority of salvage is, first, use of beach or port, and second, saving ships or craft. Comply with ON 14, Section E.
 - (4) Area Screen protect WNTF assault area against surface and submarine attack. Assist in protection against air attack. Carry out Area Screening Plan, Annex C.
 - (5) Reserve Support Group be prepared to relieve or augment naval gunfire support on order. Support Area Screen.
 - (6) Plymouth Detachment, Staff NCWTF assist in maintaining operational plot and up to date location record of all U.S. naval vessels and craft in NEPTUNE Operation.
 - (7) Far Shore Shuttle Control. On arrival far shore CERES assist Commander Assault Force SUB and CARBETOWN assist Commander Assault Force COB as directed by those Commanders. When directed by NCWTF sail return convoys in accordance with Build-up Plan, Annex I, and establish Far Shore Shuttle Control for Beaches OMAHA and UTAH. *Comply with instructions in ON 13.*
- (b) Assault Force COB establish the V Corps, U.S. Army, ashore on selected (OMAHA) beaches in the VILERVILLE-COLLEVILLE area (6491-6988). Land at H hour of D day on a two RCT front in accordance with the plan of attack developed by the Commanding General concerned. Exploit opportunity to develop small ports in the CARENTAN estuary. Support the military operations by naval gunfire in accordance with Naval Gunfire Support Plan, Annex D. Neutralize or destroy enemy batteries which threaten transports, landing craft, or beaches, including, if necessary, artillery emplacements near PORT-EN-BESSIN. Destroy enemy searchlights which disclose our strength or threaten transports and landing craft, endeavoring to retain surprise. Protect embarked troops from air, surface, and submarine attack. ~~On arrival assault area should escort to Area Screen (5-07-122-4) in accordance with Area Screening Plan, Annex C and Appendix B in Annex I.~~ Carry out: Assembly and Staging Plan, Annex E; Convoy and Escort Plan, Annex F; and Approach Plan, Annex G. Land Rangers in accordance with selected plan for their assault. Initial tows of rhino ferries, pontoon causeways, and emergency reserve barges are phased for arrival as indicated in Assembly and Staging Plan, Annex E. Site pontoon causeways and beach emergency reserve barges assigned to Beach OMAHA. Direct landing of Follow-up Force B convoys on arrival. Conform to Follow-up Plan, Annex H, as far as military situation permits.

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Conduct survey for siting GOOSEBERRY TWO, MULBERRY A, and four sets of 4 buoy trots. (See ON 14 para. 52-55.)

As the elements of GOOSEBERRY TWO and MULBERRY A enter Assault Area "O" install GOOSEBERRY TWO adjusting the site as necessary to meet local conditions and coordinate construction of MULBERRY A to meet existing conditions. See subparagraph (f) below.

Furnish support in installing bulk petroleum facilities as outlined in Annex J.

Direct inbound and outbound convoys for Beach OMAHA until Far Shore Shuttle Control has been established under NCWTF about D plus two day.

Establish ferry service for Beach OMAHA.

Establish and operate Far Shore Naval headquarters, accommodation and repair facilities at Beach OMAHA, and provide for administration of Far Shore naval personnel at Beach OMAHA. Coordinate defense in beach areas with Army.

Establish a dispatch boat service between the NCICS OMAHA, UTAH, and the ENTF terminal of the cross channel service at Force "G" Headquarters Ship (HMS BULGRO), later MULBERRY B. Dispatch boats reach ENTF terminal at 0700, 1100, 1500, 1900, 2130, commencing the afternoon of D day.

- (c) Assault Force "U" establish the VII Corps, U.S. Army, ashore on selected (UTAH) beaches in the MADRELIN area (425005 to 455960). Land at H hour of D day on a one RCT front in accordance with plan of attack developed by the Commanding General concerned.

Support the military operations by naval gunfire in accordance with Naval Gunfire Support Plan, Annex D. Neutralize or destroy enemy batteries which threaten transports, landing craft, or beaches. Destroy enemy searchlights which disclose our strength or threaten transports and landing craft, endeavoring to retain surprise.

Deny enemy use of ISLES ST MARCOUT and exploit use for own AA batteries and radar. Exploit opportunity to develop small ports on COSENTIN Peninsula.

Prevent egress enemy light naval units from CARENTAN estuary.

Be prepared to support Area Screen against surface attack in accordance with Area Screening Plan, Annex C.

Protect embarked troops from air, surface, and submarine attack. On arrival assault area detach escort to Area Screen (T.G. 122.4) in accordance with Area Screening Plan, Annex C, and Appendix 2 to Annex E.

Carry out Operation BIG DRUM in accordance with ON-3.

Carry out: Assembly and Staging Plan, Annex E; Convoy and Escort Plan, Annex F; and Approach Plan, Annex G.

Initial tows of rhino ferries, pontoon causeways, and emergency reserve barges are phased for arrival as indicated in Assembly and Staging Plan, Annex E. Site pontoon causeways and beach emergency reserve barges assigned to Beach UTAH.

Conform to Follow-up Plan, Annex H, as far as military situation permits.

Conduct survey for siting GOOSEBERRY ONE and two sets of 4 buoy trots. (See ON 14 para. 52-55.). As the elements of GOOSEBERRY ONE enter Assault Area "U" install GOOSEBERRY ONE adjusting the site as necessary to meet local conditions. See subparagraph (f) below.

Place three HDML at disposal CinC ANGLOUTH in execution ON 7 paragraph 13.

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Direct inbound and outbound convoys for Beach UTAH until Far Shore Shuttle Control has been established under NCWTF about D plus two day.

Establish ferry service for Beach UTAH.

Establish and operate Far Shore headquarters, accommodation and repair facilities at Beach UTAH, and provide for administration of Far Shore naval personnel at Beach UTAH. Coordinate defense in beach areas with Army.

(d) Follow-up Force "B" carry out:

Assembly and Staging Plan, Annex E; Convoy and Escort Plan, Annex F; and Follow-up Plan, Annex H.

Land designated Army Troops on VIERVILLE-COLLEVILLE (OMAHA) beaches (6491 to 6988) as directed by Commander Assault Force "O" and in accordance with plan of landing developed by the Commanding General concerned.

Be prepared to land in emergency assault on either OMAHA or UTAH beaches.

Protect embarked troops from air, surface, and submarine attack. ~~On arrival assault area detach escort to Area Screen (T.C. 133.4) in accordance with Area Screening Plan, Annex C.~~

On completion landing sail ships, craft, and escort of Follow-up Force "B" as directed by Commander Assault Force "O" in execution of Convoy and Escort Plan, Annex F and Build-up Plan, Annex I. When directed Commander Follow-up Force "B" proceed and assume duty as Commander Transports, Western Naval Task Force.

- (e) Service Force, "One Two Two" stage, mount, and support operations of WNF. Comply with Assembly and Staging Plan, Annex E, Follow-up Plan, Annex H, Build-up Plan, Annex I, and Logistics Plan, Annex J. Operate U.S. repair facilities and bases in the UNITED KINGDOM. Operate with assigned TURCOS. Maintain effective liaison with Home Commands, Admiralty, BUCO, ETOUSA SOS, and other TURCOS. Obtain necessary logistics support and communications support from Commander Naval Forces, EUROPE. When directed by NCWTF, clear and prepare captured ports for operation. Operate captured ports in conjunction with U.S. Army. (See ON 21, para. 8). Maintain operational plot and up to date location record of all U.S. Naval vessels and craft in NEPTUNE Operation.

- (f) MULBERRY A install GOOSEBERRIES ONE and TWO as planned in ON 16, subject to directions received from the Assault Force Commanders after the elements enter the Assault Areas. Construct MULBERRY A. Near shore control of MULBERRIES is exercised by ANCKF. Construction of MULBERRY A on the far shore will be undertaken in accordance with approved plans as modified by Commander Assault Force "O" to meet existing conditions. Similarly Commander Assault Force "U" has full authority in the case of GOOSEBERRY ONE to alter approved plans to meet actual conditions. See subparagraph (b) and (c) above. Upon completion of construction MULBERRY A the construction personnel return to U.K. or join Far Shore Service Group "O", as directed.

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(g) FOWEST, when directed, support the Army build-up through the Assault Area. (Paragraph 1(b)(5) above.) Continue operation of the Far Shore Shuttle Control, the ferry services for Beaches OMAHA and UTAH, the Far Shore Naval headquarters, accommodation, and repair facilities at Beaches OMAHA and UTAH. Sail return convoys in accordance with Build-up Plan, Annex I. Develop and operate the naval portion of selected small ports in the Western Naval Task Force part of the Assault Area. (Paragraph 1(b)(5) above.) Complete installation and operate bulk petroleum facilities as outlined in Annex J. Complete construction MULBERRY A and GOOSEBERRIES ONE and TWO. Operate MULBERRY PORT OMAHA. Defend Western Naval Task Force part of Assault Area. (Paragraph 1(b)(5) above.) against attack from seaward. Coordinate seaward defense with Army against air attack. Clear mine fields. Coordinate salvage. Assemble, care for and re-outfit survivors reorganizing those whose physical condition warrants as replacements.

- (x) (1) The assault is to be pressed home with relentless vigor regardless of loss or difficulty.
- (2) Exploit every advantage gained to the end that unexpected opportunity will not be lost.
- (3) Take precautions against mines, but do not alter the essential timing of the assault. *Comply with ON 6, Paras 102/110*
- (4) Take every available measure to ensure earliest warning of submarine attack and destruction of hostile submarines.
- (5) Endeavor to retain surprise by avoiding unplanned gunfire at shore prior to scheduled fire, except for counterbattery fire which can be delivered with reasonable chance of effectiveness.
- (6) Control of all smoke afloat used tactically in assault will be exercised locally by the Senior Naval Officer on the spot. Employ smoke as prescribed in Area Screening Plan, Annex C.
- (7) Use Air Defense Plan signalled. See Annex K.
- (8) Maintain radio and visual silence, including TBS, except as modified by Communication Plan, Annex L.
- (9) D day and H hour will be signalled.
- (10) Carry out the Build-up Plan, Annex I.
- (11) Allied aircraft other than day fighters will be routed clear of the cross channel convoy routes and anchorages off the enemy coast whenever possible. Troop carrier aircraft will cross the east-west convoy route west of the transport area. A particularly good lookout must be kept for these aircraft as well as for damaged aircraft attempting to return to the UNITED KINGDOM by their shortest route.
- (12) Instructions for firing at aircraft will be prescribed in Air Defense Plan, Annex K. In order to avoid our fighter cover leaving us the precautions against firing at own aircraft contained in Annex K must be adhered to by all hands.

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- (13) Attention is invited to the extreme importance of identification and recognition signals. Whenever a challenge is made, searchlights and batteries must be ready and trained accurately on the target. It is desirable to make a brief searchlight examination prior to opening fire. In so doing care must be taken not to silhouette larger vessels in company and not to jeopardize whatever surprise may have been achieved during the approach, prior to certainty of enemy discovery. Landing craft and minor craft do NOT carry recognition signals.
- (14) Prisoner evacuation will be by LST returning to SOUTHAMPTON or PORTLAND. The Army will provide guards, not to exceed twelve per LST.
- (15) Allied service and civilian personnel, such as D.E.M.S. ratings, and merchant crews of blockships, and all survivors, including glider pilots, will be returned to the U.K. as soon as possible, preferably by LST or LCI(L).
- (16) Gas will not be employed except on orders of SCAEF. No gas offensive ammunition will be taken overseas without special orders.
- (17) Be prepared to counter enemy use of gas. During the assault impregnated clothing shall be worn by all crews of small craft beaching and all Naval personnel landing on hostile shore and shall be immediately available for all other exposed personnel.
- (18) Hospital fitted LST fly international MIKE. *& burn 2 vertical blue lights at night when able*
- (19) Clear empty shipping and craft from Assault Area promptly, as permitted by escort availability. Large transports should clear area by dark at latest. (Comply ON 9, par. 4). Additional instructions are contained in Annex D for support craft and Annex I for other craft.
- (20) Attention is called to ON 17 - SWEEP CHANNELS AND ROUTING, and to ON 14, Appendix II.
- (21) In case of stoppage of traffic in a swept channel and in the absence of specific information about mines, ships shall detour and return to the same swept channel by the shortest route.
- (22) Report to Assault Force Commander info N.C.W.T.F. immediately in case of damage by mine, or observation of mines or mine laying, giving position of supposed field. *"See ON 6, Appendix 4"*
- (23) Warn all Commanding Officers and Masters of the necessity of making due allowance for tide when navigating the approach channels south of 50° 00' N. Vessels which drift with the tide are in imminent danger of mines. Maintain correct compass bearing from guide of column. It is dangerous to follow in wake of next ahead.
- (24) Keep bright lookout for drifting mines. Pass them on up-tide side.

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- (25) Vessels breaking down in the kept channel will maneuver to clear the channel on the down current side and anchor clear of the channel. Suitable escort vessels, not fire support ships of initial convoys, will be directed to take off Army personnel for transport to the assault area. In general vessels broken down will not be towed into the assault area except on order of N.C.W.T.F. or the Assault Force Commander. Normally such vessels will be towed back to U.K. by tugs. Maintain towing gear in readiness.
- (26) After all LCT have discharged, LST will be discharged by Rhino Ferries. LST will not dry out, except in emergency on Beach OMAHA only. LST may dry out to receive wounded, if evacuation by DUKW or other craft is impossible.
- (27) Mark all naval vehicles proceeding overseas with a 5 pointed white star surrounded by a 4" wide white circle on a horizontal dark background.
- (28) Road traffic on the continent will keep to the right.
- (29) Comply with Joint Agreement between Commanding General First U.S. Army and Commander Task Force One Two Two for Amphibious Operations dated February 10, 1944 and Annexes (A) and (B) thereto.
- (30) Use of fresh water shall be strictly rationed at all times. Ships supply water to ferry craft as practicable. See Annex J.
- (31) Make reports as indicated in Annex A.
- (32) All warships, MI ships and coasters will carry at least one danbuoy rigged and ready for dropping, painted horizontal red and white stripes and displaying flag 1, or "N" International. Such a buoy should, if possible, be laid close shoreward of any mine seen to fall.
- (33) Paravanes are to be streamed at the discretion of Commanding Officers. They are NOT to be streamed in the vicinity of danned channels. *Merchant ships have been ordered not to stream paravanes*
- (34) Ships are NOT to attempt to dispose of drifting mines:
- until it is certain that surprise has been lost,
 - if doing so may endanger other ships,
 - if doing so will divert them from their assigned tasks.
 - if doing so will lead them into dangerous areas, i.e. outside the danned channels.
- Subject to the foregoing every effort shall be made to sink mines.
- (35) Senior Naval Officer in vicinity report damaged vessels or craft immediately to NCWT; information to Assault Force Commander, CTG 122.3, ANCKF and Principal Salvage Officer (P.S.V.O.). See ON 14, para. 61.
- (36) Paint Distinguishing Marks on funnel as follows:
- "M" - Mulberry towing vessel
 - "R" - Rescue tug
 - "S" - Salvage vessel.
- (37) This Operation Plan will be placed in effect by dispatch or sealed orders - "Execute Operation Plan No. TWO."

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- (38) Annexes are to be placed in effect simultaneously with this Operation Plan or earlier if so ordered.
- (39) This Operation Plan may be postponed by the signal: "Execute Postponement Plan No. _____. See Annex M."
4. Evacuation of wounded in accordance with Medical Plan, Annex N. Logistics Support in accordance with Logistics Plan, Annex J.
5. (a) Use Communication Plan, Annex L. Use Zone Baker time.
 (b) Rendezvous Points are listed in Annex F.
 (c) Commander Western Naval Task Force in AUGUSTA with Control Force. Second in Command Western Naval Task Force, Rear Admiral Deyo, USN, in TUSCALOOSA with Assault Force "U".
 (d) (1) Unless otherwise directed by the Supreme Commander, Allied Expeditionary Force, command of the Army and Navy Forces of the Western Task Force, after embarkation will rest in the Naval Commander, Western Task Force under the principle of unity of command, until such time as the Commanding General, First U.S. Army lands and assumes command.
 (2) The Naval Assault Force Commanders are similarly in command of all military and naval forces in their respective Assault Forces until the Corps or Division Commanding General concerned has landed and assumed command of his unit.
 (3) This command is exercised as prescribed in "Joint Action of the Army and Navy (FTP 155, par. 10) - "Unity of Command".
- (e) The responsibility for the turn-round of ships and craft on the ENGLISH coast is that of the Commanders-in-Chief, Home Commands, subject to the general direction of the Allied Naval Commander-in-Chief.
- (f) The short title of this Operation Plan is "ONWEST 2".

A.G. Kirk
 A. G. KIRK,

Rear Admiral, U.S. Navy,
 Naval Commander Western Task Force (NCWTF)
 Comtaskfor 122

ANNEXES

- A. INTELLIGENCE PLAN
 B. AIR PLAN
 C. AREA SCREENING PLAN
 D. NAVAL GUNFIRE SUPPORT PLAN
 E. ASSEMBLY AND STAGING PLAN
 F. CONVOY AND ESCORT PLAN
 G. APPROACH PLAN
 H. FOLLOW-UP PLAN
 I. BUILD-UP PLAN
 J. LOGISTICS PLAN
 K. AIR DEFENSE PLANS
 L. COMMUNICATIONS PLAN
 M. POSTPONEMENT PLAN
 N. MEDICAL PLAN

DISTRIBUTION

(See Special Distribution List attached)

R.T. Cragg
 R. T. CRAGG,
 Flag Secretary.

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SPECIAL DISTRIBUTION LIST

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Commander Force "B"	(50)
Commander MULBERRY "A"	(5)
Commander Service Force 122	(50)
Commander Support Force	(5)
Commander Salvage & Fire-fighting Group	(2)
Commander Fighter Director	(2)
Commander Reserve Fire Support Group	(2)
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NOIC UTAH	(2)
C.O. Captured Ports	(2)
CO Force Flagship (WNTF)	(2)
Commander TransDiv ONE	(3)
Commander TransDiv THREE	(3)
Commander TransDiv FIVE	(3)
Commander TransDiv NINETY-SEVEN	(3)
ComBatDivFIVE	(2)
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CO USS TEXAS	(2)
CO USS NEVADA	(2)
CO HMS EREBUS	(2)
ComCruDivSEVEN	(7)
CO USS TUSCALOOSA	(2)
CO HMS BELLOMA, BLACK PRINCE, ENTERPRISE, GLASGOW	(2 each)
HAWKINS	(3)
CO French Cruiser MONTCALM	(3)
CO French Cruiser GEORGES LEYGUES	(3)
CO APAs, AKAs, XAPs, LSI(L)s and LSI(H)s (WNTF)	(2 each)
ComDesRon 17	(2)
ComDesDiv 33	(1)
ComDesDiv 34	(1)
ComDesRon 18	(2)
ComDesDiv 35	(1)
ComDesDiv 36	(1)
ComDesDiv 20	(1)
CO 22 DDs (US)	(1 each)
CO HMS TANATSIDE, MELBREAK, TALYBONT	(1 each)
CO SOEMBA	(2)
ComCortDiv 47 (in USS BORUM)	(1)
CO USS MALOY (DE-791)	(1)
CO AMSs, YMSs (US) (21 YMS, 11 AMS)	(1 each)
Admiralty	(5)
NCETF	(5)
SO Force "J"	(1)
SO Force "S"	(1)
SO Force "G"	(2)
SO Force "L"	(1)
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ANNEX "A" TO OPERATION PLAN NO. 2-44

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Intelligence Plan
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A. INFORMATION:

(1) The tables on pages 8-13 of this annex show the distribution of the Intelligence material promulgated by Allied Naval Commander, Expeditionary Force and Naval Commander, Western Task Force.

(2) Appendix I to this annex contains information on weather reports.

(3) This intelligence material will be supplemented or amended by bulletins or radio if new information becomes available.

(4) In case of discrepancies between information supplied by Naval Commander, Western Task Force and Allied Naval Commander, Expeditionary Force, the latter will govern.

B. PROVISION OF INTELLIGENCE:

(1) The Allied Naval Commander, Expeditionary Force is responsible for the provision of:-

(a) such naval intelligence as is required by the Supreme Commander and by the Army and Air Commanders-in-Chief,

(b) naval intelligence to Naval Commander, Western Task Force and Naval Commander, Eastern Task Force and to the British Assault and Follow-up Force Commanders.

Requests for such intelligence are to be made through him. During the Operation he is responsible for the arrangements whereby operational (U.S. "combat intelligence") intelligence is sent to all forces under his command.

(2) Task, Assault and Follow-up Force Commanders are responsible for the provision of such naval intelligence as is required by the Army or Air Commanders with whom they are planning and/or operating.

(3) They should request Army and Air intelligence from the Army or Air Commanders with whom they are planning or operating.

C. INTELLIGENCE ACTIVITIES IN U. S. CONTROLLED OCCUPIED AREAS:

(1) Intelligence in U. S. controlled occupied areas is a function of Commander U. S. Naval Forces, Europe. This function will be exercised through Flag Officer, Coast of France, when that officer is appointed.

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Intelligence Plan ANNEX "A"

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Intelligence Plan

(2) During operation OVERLORD, Naval Commander, Western Task Force is authorized by Commander U. S. Naval Forces, Europe to issue such directives in connection with these activities as conditions may require.

(2) Intelligence as mentioned in (1) above, includes: prisoners of war interrogation, captured document and equipment examination, combat intelligence, counter-intelligence, and port security.

D. PHOTOGRAPHIC INTELLIGENCE:

(1) Requests for air reconnaissance or photographic intelligence during the operation will be made through Naval Commander Western Task Force to the 1st U. S. Army for implementation by the appropriate Air Force Command.

E. CAPTURED DOCUMENTS AND EQUIPMENT:

(1) Captured enemy documents will be forwarded directly to Allied Naval Commander, Expeditionary Force, after any information of immediate importance has been extracted. Information of this character will be signalled to Allied Naval Commander, Expeditionary Force, Naval Commander, Western Task Force, and to any units to whom it is of urgent interest. Enemy documents captured on the Far Shore will be cleared through U.S. Army Intelligence channels before being forwarded to Allied Naval Commander, Expeditionary Force.

(2) (a) Captured enemy equipment will be reported to Flag Officer West (FOWest). If FOWest believes that this material is required in the United Kingdom for examination he will signal Allied Naval Commander, Expeditionary Force for shipping instructions. While this material is in the custody of the Navy it will be properly safeguarded.

(b) Enemy equipment captured on the far shore will be cleared through U.S. Army Intelligence channels before being shipped out.

(c) The Combined Reconnaissance Party has special instructions for handling such equipment captured by them.

F. PRISONERS OF WAR:

(1) The handling and guarding of prisoners of war is primarily an Army function. Prisoners acquired by the Navy will be handed over to the Military authorities as soon as possible. In the case of prisoners picked up at sea, when the ship's movements do not permit their being turned over to the Army on the far shore, they will be given to the custody of the Military or to the civil police upon arrival in the United Kingdom.

(2) The treatment and handling of prisoners of war as covered by VCNO confidential letter serial 090913 of 19 December 1942 (Navy Dept. Bulletin of 1 Jan. 1943 and VCNO confidential serial 01227316 of 19 May 1942 (Navy Dept. Bulletin of 1 June 1942), will govern except that prisoners will be turned over to the military or civil police as directed in paragraph (1) above. All their belongings will be turned over with them.

(3) A report of prisoners captured at sea is to be made to the Assault Force Commander by signal with Naval Commander, Western Task Force as an information addressee.

G. PRISONER OF WAR INTERROGATION:

(1) Provision has been made by Commander U. S. Naval Forces Europe for the interrogation of prisoners on the far shore.

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H. ~~CONFIDENTIAL~~

(1) (a) Censorship will be in accordance with U. S. Navy Censorship Regulations of 12 October 1943, Commander U. S. Naval Forces, Europe Order #49, Commander U. S. Naval Forces, Europe Bulletin "Censorship of Personal Mail and Cables" of 31 March 1941, Commander U. S. Naval Forces, Europe Bulletin of 20 April 1944 "Censorship of Personal Mail and Cables: Temporary Modification of Bulletin of 31 March 1944", and such orders as may be issued.

(b) During the briefing period and until the operation begins the sending of personal telegrams, cables, radiograms will not be permitted, nor will personal telephone calls be allowed.

I. ACCREDITED CIVILIAN WAR CORRESPONDENTS AND PHOTOGRAPHERS:

(1) The term correspondent as used in the following paragraphs is defined as an employee of a newspaper, magazine, news agency, broadcasting network, photographic agency or newsreel company. It also covers military representatives of "Yank", "Stars and Stripes", etc., but does not include naval personnel assigned as combat artists, combat photographic units and public relations conducting officers.

(2) Each correspondent embarked in this command will bear a card of identity issued by the cognizant U. S., British or Canadian service authority and countersigned by SHAEF, in addition to a notice of assignment to a specific unit signed by the Press Liaison Officer (US), ANCF, or his representative.

(3) Correspondents are subject to all Naval, Military and Air Force laws and regulations of the organization to which they are assigned. ANCF will be informed of any violations thereof.

(4) Correspondents while afloat are entitled to the usual privileges of an officer of the rank of Lieutenant (Navy), including messing at the usual rate.

(5) Correspondents will be sealed as soon as they have been briefed and will continue in that status until the beginning of the operation. During this period they should be allowed wide latitude in becoming acquainted with the vessel and personnel with which they will be associated during the operation. They should be given a broad outline of the plan of operation of the individual vessel relative to the whole, be shown maps, charts, models, etc., and in general be informed sufficiently to enable them to perform their mission intelligently.

(6) Every effort will be made to expedite the forwarding of press, radio and magazine copy, radio film recordings and photographic material. This material is authorized to be handled via official dispatch boats.

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(7) All censorship correspondents' material intended for public dissemination will be performed by authorized SHAEF censors, and officers not so authorized by SHAEF will not censor such material.

(8) Special instructions will be issued to such vessels as may be authorized to transmit press material via naval wireless facilities. Such transmittal, however, will be made only if and when authorized by the Supreme Allied Commander.

(9) All accredited correspondents are eligible to proceed anywhere they wish within the jurisdiction of the Supreme Commander, but their acceptance at any one time by Military, Naval or Air commanders will be dependent on the available accommodation for press communications, conducting officers, transport, etc., within that command. Correspondents will not transfer from one command to another either permanently or temporarily without prior consent of the commander into whose jurisdiction they wish to move or consent to leave from their present commander.

(10) The term "Military, Naval or Air commanders" as used in paragraph (9) of above will be interpreted to mean Army Corps Commander, Naval Assault Force Commanders and Commander Allied Expeditionary Air Force and above.

(11) With the permission of the commanding officer of his ship, a correspondent may temporarily visit the far shore, but cannot remain or file copy there without getting the authorization mentioned in paragraph (9) above.

(12) When a correspondent desires to be detached, he will so request the commanding officer of the vessel to which he is attached, who will comply, if practicable, and order the correspondent to report to the Press Liaison Officer (US) ANCXF or his representative for further orders.

(13) Correspondents' copy, film, etc. is classified as Secret until it reaches censorship. Commanding officers will keep a record of all such outgoing material and will not allow any of it to leave the ship except under the following conditions:

- (a) The material must be labeled "Secret" and addressed to: U. S. Navy Public Relations Officer, SHAEF, Ministry of Information, London.
- (b) It is planned to have special bags available for this material. These bags will be forwarded to the U.K. via dispatch boat or other official means. A messenger from SHAEF Public Relations Center will meet incoming ships and dispatch boats in the U.K. and take over custody of the bags.
- (c) If the bags and/or messengers are not available, the material addressed as in (a) above will be forwarded directly as secret official mail.

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(7) All censorship of correspondence and photographs material intended for public dissemination will be performed by authorized SHAEF censorship units. No censorship authorized by SHAEF will be exercised over any other material.

(8) Special instructions on press matters may be authorized by the Supreme Allied Commander when authorized by the Supreme Allied Commander.

(9) Accredited correspondents and photographers will not be permitted to transfer to any other units, or to be assigned in the theater of operations, unless their original orders (or subsequent ones from the Press Liaison Officer (US) ANCXF) so authorize them.

When an accredited correspondent or photographer desires to be detached, he will request the Commanding Officer of the vessel to which he is attached, who will advise him of the procedure and order him to report to the Press Liaison Officer (US) ANCXF for further assignment. If his orders authorize him to transfer to another unit, he will be so ordered directly.

J. ESSENTIAL ELEMENTS OF INFORMATION DESIRED:

(1) The following classes of information will be reported to this command as soon as practicable.

(a) Location, disposition, speed and course of enemy naval units.

(b) Loss or damage inflicted on enemy naval units.

(c) Beach information affecting landings and indicating conditions markedly different than indicated by previous information. Immediate reconnaissance of the assault and near by beaches, with emphasis on bars, gradients, rocks, etc., must be made as soon as possible so that the most favorable location may be utilized for the unloading of supplies.

(d) Location and composition of previously unreported enemy minefields, underwater obstacles, etc.

(e) Location of control stations for minefields.

(f) Location of enemy swept channels and areas.

(g) Enemy plans and preparations for demolition and blocking of ports, and channels.

(h) Location of enemy batteries, defenses and radar stations not previously identified.

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- (i) Any new type of enemy ship, weapon or device encountered.
- (j) Condition of ports, with emphasis on extent of demolition condition of channels, wrecks, etc., upon occupation of such ports.
- (k) Estimated capacity of ports upon occupation.
- (l) Enemy plans or intentions.
- (m) Enemy use of, or intention to use, toxic gases, and beach contamination agents.
- (n) Enemy order of battle.
- (o) Reaction of local population to the invasion.
- (p) Enemy espionage and sabotage activities and intentions in respect thereto.

K. REPORTS REQUIRED:

(1) The following reports are required by Naval Commander, Western Task Force from Assault Force Commanders:-

(a) When first and last assault waves were dispatched by each force (when radio silence is lifted).

(b) Brief summary of boat officers' reports of first boats to return from the beach.

(c) Immediate report of:-

(1) Any appreciable delay in meeting H-hour which must be accepted and is likely to affect the coordinated plan of attack.

(2) Landing at other than assigned beaches, and where actually landed.

(3) A repulsed landing.

(4) A beach closed by hostile gunfire.

(5) A beach closed by terrain, hydrographic difficulties or obstacles.

(d) Reports of special facilities as they are installed such as causeways, etc.

(e) Make Naval situation reports, as of ¹²⁰⁰ ~~1800~~, daily by ¹⁸⁰⁰ ~~2000~~.
Make these reports in the following forms:-

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ABLE Troops disembarked during last 24 hours.

BAKER Vehicles unloaded during last 24 hours.

CHARLIE Stores (in tons) unloaded during last 24 hours.

DOG Names of bombarding ships and destroyers operating in the area.

EASY Recommendation for return to U.K. of bombarding ships and destroyers during next 24 hours.

FOX Casualties to ships.

GEORGE Other points of interest.-

These reports will be combined and incorporated as necessary in Naval Commander, Western Task Force brief daily situation report to Allied Naval Commander, Expeditionary Force at 2100 daily.

~~(r) Situation reports, as soon as available, will be reported to Naval Commander, Western Task Force, and will not apply to Intelligence units ashore. Instructions. Captured enemy equipment will be reported as directed in E(2) above.~~

~~(g) Captured important enemy documents or equipment will be reported to Naval Commander, Western Task Force, and will not apply to Intelligence units ashore. Instructions. Captured enemy equipment will be reported as directed in E(2) above.~~

(h) During the operation, Assault Force Commanders are to report intelligence matters of immediate importance by signal to Allied Naval Commander, Expeditionary Force, with Naval Commander, Western Task Force as an information addressee. ^{any} Less important intelligence is to be reported to Naval Commander, Western Task Force prior to 2100 if possible.

(i) The above reports are in addition to special progress reports or important enemy information and situation which shall be submitted as occurring and ascertained.

(j) Fire Support Logistics and Medical reports as required by these annexes.

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L. COMBAT INFORMATION

(1) The following summarized briefly the methods of dissemination of combat information:

(a) Reports of the surface situation in the Channel is broadcast in the Night Channel Report of CinC Portsmouth. (Para 1(b)(12) of Op. Plan 2-44.)

(b) Reports of the air situation will be disseminated to the forces in accordance with provisions of the Air Plan.

(c) Information as to the various aircraft circuits are included in Appendix 3 to the Communication Plan, pertinent paragraphs of which are repeated herewith:

(1) Headquarters Ships Air Base Wave.

Traffic on this circuit will consist of situation reports, intelligence reports and requests for air cover. It is guarded by:

Task Force Flagships
Assault Force Flagships
H.Q. and Operations on Far Shore
Air H.Q. in U.K.

(2) FD Ship Plotting Wave

Used in pass radar plots from FD ships to H.Q. ships.
Guarded by:

TF Flagships
AF Flagships
FD Ships

(3) Home Shore Plot Broadcast

Information on plots of enemy and unidentified aircraft. Guarded by:

TF Flagships
AF Flagships
FD Ships

(d) Intelligence of a urgent character will be promulgated on the joint force Broadcast (3400 HCS)

M. SECURITY OF PERSONAL AND OFFICIAL DOCUMENTS

(1) No person subject to capture shall carry on his person during combat any personal documents such as diaries, letters, etc. that might reveal to the enemy any more information than a prisoner of war is required to reveal, that is, Name, Rank, and Service Number.

(2) Plans for future operations, or any other documents that might be of use to the enemy will not be taken where they might be subject to capture unless they are essential to the individual's mission.

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Intelligence Plan
Brief Descriptions of Intelligence Material
Listed on following pages

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1. Annex A to NCWTF Op. Plan No. 2-44 -
Comprises the document to which this sheet is attached.
2. NEPTUNE Monograph -
Written and graphic material on weather, hydrographic information, coast and beach studies, enemy capabilities etc. in a booklet of about 90 pages.
3. Shoreline Sketch "OILHA" -
Graphic presentation for coxswains and others of all important information needed by landing craft during assault, on two sheets.
4. Shoreline Sketch "UTAH" -
Same as 3. above, for "UTAH" beach.
5. Inter-Service Information Series -
Large booklets giving detailed information on topography, climate, roads, waterways, maps and pictures of enemy held territory.
6. Tactical Target Dossiers -
Large booklets giving lists and details of objectives selected because of their importance to ground forces engaged in combined operations and presented to meet the operational requirements of supporting tactical air forces. Includes many aerial photos of enemy-held territory.
7. Mosaic 1/25000 -
Gridded vertical aerial photographs of NEPTUNE area with important towns, rivers, spot elevations, and road classifications indicated. 28 sheets.
8. Mosaic 1/12500 -
Vertical aerial photographs with detailed annotations for beach areas, including defenses. 18 sheets.
9. Army Beach Studies -
Brief series of reports on all beaches from the Belgian border to the Spanish border. Defenses are not included.
10. ZM Gradient Mosaic -
Vertical aerial photograph of beach areas with beach gradients in profile at selected points.

Annexes to NCWTF Operation Order No. ONI VII

- Annexo A Assault Beach Defence Maps Scale 1/12500.
Annexo B Text and Diagrams of Channel Batteries.
Annexo C Text and Diagram of NEPTUNE Batteries.
Annexo D Text and Traces of Coast Defences.
Annexo E Battery Photographs; Book I (CHERBOURG to HONFLEUR)
Annexo F Battery Photographs; Book II (West of CHERBOURG)
Annexo G Photographic Shoreline Silhouettes - Set I.
TROUVILLE to PORT EN BESSIN
Annexo H Photographic Shoreline Silhouettes - Set II.
PORT EN BESSIN to ST. VALST
Annexo J Photographic Shoreline Silhouettes - Set III.
ST. VALST to CAP DE LA HAGUE

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ANNEX "A" TO OPERATION P **DECLASSIFIED** Serial 00144

Distribution of Intelligence Material	Annex A to TFI22 Op. Plan No. 2-44	NEPTUNE	MONOGRAPH	Shoreline Sketch OMAHA	Shoreline Sketch UTAH	Inter-Service Information Series	Tactical Target	Dossier	Mosaic 1/25000	Mosaic 1/12500	Army Beach Studies	ZM Gradient Mosaic	Annexes to ANCXF Operation Order #ON1-VII.									
													A	B	C	D	E	F	G	H	I	J
1 Battleships	1	3	3	3	3	1	1	1	1	0	0	0	3	3	3	3	3	3	3	3	1	
2 Monitors	1	3	3	3	3	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	1	
3 Cruisers	1	3	3	3	3	1	1	1	1	0	0	0	3	3	3	3	1	3	3	3	1	
4 Destroyers (Bombardment)	1	2	2	2	2	1	1	1	1	0	0	0	2	2	2	2	2	1	2	2	1	
5 Sloops (A/A)	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	0	
6																						
7																						
8																						
9																						
10																						
11 Fighter Direction Ships	1	1	1	1	1	1	0	0	0	0	0	0	2	2	2	2	2	0	2	2	0	
12 Headquarters Ships	1	3	3	3	3	1	1	0	0	0	0	0	4	4	4	4	4	3	4	10	10	
13 LCH	1	2	2	2	2	1	1	1	1	0	0	0	4	4	4	4	4	1	4	5	1	
14																						
15																						
16																						
17																						
18																						
19 Destroyers (Escort)	1	2	2	2	2	0	0	1	1	0	0	0	1	1	1	1	1	0	1	1	0	
20 Frigates	1	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
21 Corvettes	1	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
22 Trawlers (A/S)	1	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
23 ML	1	1	1	1	1	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	1	
24 HDML	1	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	
25 MTB	0	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	
26 MGB	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	
27 SGB	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	
28																						
29																						
30																						

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ANNEX "A" TO OPERATION PLANNING NO. 2-44 In Intelligence Plan ANNEX "A" **DECLASSIFIED** REF ID: A66611

ANNEX "A" TO OPERATION PLANNING NO. 2-44 In Intelligence Plan ANNEX "A" **DECLASSIFIED** REF ID: A66611

Distribution of Intelligence Material	Annex A to TF122	Op. Plan No. 2-44	NEPTUNE	Monograph	Shoreline Sketch	OMAHA	Shoreline Sketch	UTAH	Inter-Service Information Series	Tactical Target	Dossier	Mosaic	1/25000	Mosaic	1/12500	Army Beach Studies	ZM Gradient	Mosaic	Annexes to ANCXF Operation Order #010 VII									
																			A	B	C	D	E	F	G	H	I	J
31																												
32																												
33	LCT(R)	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	
34	LCF	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	
35	LCP(L) Smoke (Flot. leaders)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
36	LCS (L) (M) (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
37	LCA(HR)	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
38	LCT(SP)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	
39	LCT(A)) Beach Forts	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	
40	LCT(HE))	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	
41	LCT(CB)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	
42	LCG(L)	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	
43																												
44																												
45																												
46																												
47																												
48	ANCXF	10	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	12	12	12	12	12	6	12	12	12	
49	Task Force Commanders	50	10	10	10	10	10	2	2	2	2	2	2	2	2	3	1	1	6	6	6	6	6	6	6	6	70	70
50	Assault Force Commanders	5	10	10	10	10	10	2	2	2	2	2	2	2	2	99	1	1	6	6	6	6	6	3	6	20	20	
51	Assault Group Commanders	1	5	5	5	5	5	1	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	1	3	5	5	
52	Sqdn. Comdr. (U.S. Flotillas)	1	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	3	3	
53	Bombardment Liaison Officers	1	1	1	1	1	1	0	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	
54	Air Spotters (per sqdn.)	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	
55	FOB(Shore Fire Cont. Parties)	1	1	1	1	1	1	0	0	1	1	1	1	1	1	0	0	0	1	1	1	1	1	0	1	1	1	
56	Flotilla Officers (US Groups)	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	2	2	
57	Mulberry "A"	3	3	10	1	1	1	1	0	0	1	1	1	1	1	0	0	0	3	3	3	3	3	0	0	5	0	
58	Trans. Div. Commanders	2	3	5	5	5	5	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	10	10	
59																												
60																												
61																												

Distribution to Tran. Div. Comdrs. of ANCXF Annexes A - E will be made from spares by NCWTF. (1 copy of each Annex to each Comdr.)

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ANCXF-NEPTUNE

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ANNEX "A" TO OPERATION PLAN NO. 2-4
Intelligence

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Distribution of Intelligence Material

Item No.	Organization	Annex A to TFL22 Op. Plan No. 2-44	NEPTUNE Monograph	Shoreline Sketch OMAHA	Shoreline Sketch UTAH	Inter-Service Information Series	Tactical Target Dossier	Mosaic 1/25000	Mosaic 1/12500	Army Beach Studies	ZM Gradient Mosaic	Annexes to ANCXF Operation Order #001 VII									
												A	B	C	D	E	F	G	H	I	J
1A	FUSAG	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2A	COMNAVFEU	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3A	Advanced Bases	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4A	NOIC "OMAHA"	1	1	10	10	1	1	0	1	200	1	1	1	1	1	1	1	1	1	1	1
5A	NOIC "UTAH"	1	1	10	10	1	1	0	1	200	1	1	1	1	1	1	1	1	1	1	1
6A	CO Captured Ports	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7A	SHAFF	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8A	21st Army Group	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9A	Admiralty	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10A	NCSETF	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11A	CO Force "J"	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12A	CO Force "S"	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13A	CO Force "G"	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14A	CO Force "L"	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15A	CINC Portsmouth	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16A	CINC Plymouth	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17A	CG First Army	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18A	CG Second Army (Brit.)	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19A	CG V Corps.	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20A	CG VII Corps.	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21A	CG First Div.	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22A	CG 29th Div.	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23A	CG 4th Div.	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24A	FTOUSA	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25A	FTOUSA SOS	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26A	USSTAF	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27A	CG 9th Air Force	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Distribution of Intelligence Material

Item No.	Organization	Annex A to TFI22 Op. Plan No. 2-44	NEPTUNE Monograph	Shoreline Sketch OMAHA	Shoreline Sketch UTAH	Inter-Service Information Series	Tactical Target Dossier	Mosaic 1/25000	Mosaic 1/12500	Army Beach Studies	ZM Gradient Mosaic	A	B	C	D	E	F	G	H	I	J	VII
28A	CG 2nd Tactical A. F.	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29A	CG 9th Air Support Command	5	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30A	COMINCH	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31A	CNO	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32A	CINCLANT	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33A	CINCPAC	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34A	COMNAVNAV	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35A	Com 8th Phib	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36A	MMS	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37A	RYMS	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38A	MS	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39A	Danlayers	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40A	SC	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41A	PT	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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ANNEX "A" TO OPERATION PLAN NO. 2-44

Serial 00144

Intelligence Plan

Distribution of Intelligence Material (Spares)

	Annex A to Op. Plan No. 2-44	NEPTUNE Monograph	Shoreline Sketch OMAHA	Shoreline Sketch UTAH	1/25000 Mosaic	1/12500 Mosaic	Tactical Target Dossier
Force "O"	25	50	1000	200	5	0	12
Force "U"	25	50	200	1000	5	0	12
Force "B"	25	50	200	200	5	0	12
Service Force	25	50	500	500	5	0	12
NCWTF (Rear Echelon)	App.75	App.159	App.361	App.361	14	3	11

ANCXF will hold spares of ANCXF Operation Order Annexes A to J for distribution as requested by NCWTF. It is not expected that spares of Annexes E to J will be available.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. KIRK,
Rear Admiral, U. S. (Navy),
Naval Commander Western Task Force.

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Serial 00144

Intelligence Plan

WEATHER INFORMATION TO THE WESTERN TASK FORCE, WEATHER
REPORTS FROM U.S. UNITS ON THE FAR SHORE

METEOROLOGICAL ORGANIZATION

1. Principal weather forecasting agencies will be established at the Admiralty in London, at the Headquarters of the Allied Naval Commander, Expeditionary Force and under the direction of the Naval Commander, Western Task Force.

2. (a) Weather information will be available to Major U. S. War Vessels as described in paragraphs 5 - 7 and on pages 3 & 4 following. Such vessels will supply the available weather information to embarked U. S. Army Units as required.

(b) Minor U. S. War Vessels and landing craft will be furnished weather information as required through the Administrative Authorities at the various bases, or otherwise, as their Assault Force Commanders may direct.

3. Naval Officers in charge at the following captured ports will arrange for the transmission of regular weather and state of sea reports to the Allied Naval Commander, Expeditionary Force:

Cherbourg	Nantes	Calais
St. Malo	Bordeaux	Antwerp
Brest	Le Havre	Rotterdam

Details of the required reports are contained in paragraph 8 following:

Weather Information for Ships and
Commands not Having Aerological Units.

4. The Allied Naval Commander, Expeditionary Force will transmit special forecasts twice daily via the regular communication channels to Force Commanders afloat and to all concerned ashore.

5. Forecasts for the sea areas surrounding the British Isles will be originated twice daily by the Admiralty and transmitted on the appropriate "area broadcast" (See Communication Plan, Annex L). These forecasts will be in abbreviated forecast code (See pages 3 & 4 of this appendix) deciphered in the effective edition of S.P. 2497 for which instructions are contained in S.P. 02240 (2) (See especially page vi paragraphs 53 - 56). The forecasts will originate at about 1115 Z and 2230 Z daily; if they cannot be cleared by noon and midnight, GMT, respectively, on the "area broadcasts", they will be transmitted at 1200 Z and 0000 Z on 95 Kilocycles. Forecasts will contain wind, weather, conditions for laying smoke screens, and height of waves on beaches for twelve to twenty-four hours following time of origin. Refer to pages 3 & 4 of this appendix for details of these forecasts in convenient form to aid in deciphering.

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APPENDIX 1 to
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Weather Information for Ships
And Commands Having Aerological Units

6. Details of radio weather information for ships and commands having aerological units are contained in HC206 (Confidential Supplement).

Additional Information

7. Additional forecasts, warnings, ballistic wind and ballistic density will be originated by Naval Commander Western Task Force as the situation may require.

Weather Reports from U. S.
Units Established on the Far Shore.

8. Naval Commander, Western Task Force may establish an observing unit (2 petty officers) at "Omaha" or "Utah" to make regular reports of weather and surf conditions via the regular communication channels.

9. (a) Naval Officers in charge at the various ports listed in paragraph 3 above, will make regular reports of weather and state of sea to the Allied Naval Commander, Expeditionary Force at 0100, 0700, 1300, and 1800 GMT; reports will commence as soon as practicable after the port has come under Allied control.

(b) Trained observing units (1 or 2 men each) will be ordered to the port parties as required, to make observations and to encipher them for transmission in accordance with existing instructions.

(c) Reports will be transmitted via regular communication channels, addressed to the Allied Naval Commander, Expeditionary Force. They will be ascribed precedence of "priority" unless observations indicate a deterioration in the weather, when they will be ascribed precedence of "Operational priority". If any report should not be cleared within six hours after time of origin, it will have lost its value and should not be transmitted.

(d) The weather codes and cipher to be used for these reports will be promulgated later by the Allied Naval Commander, Expeditionary Force.

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APPENDIX 1 to
Intelligence Plan ANNEX "A"

Intelligence Plan

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SPECIAL WEATHER FORECASTS
BY RADIO FOR SHIPS
EFFECTIVE 14 APRIL, 1944
(For Use of Coding Board)

Time of broadcast: About 1115Z and 2230Z daily.

Frequency: Appropriate "Area Broadcast" (See Communication Plan, Annex L).

Note: - If these forecasts are not cleared by 1200 or 0000 GMT because of congestion on the area broadcasts, they will be transmitted at these times on 95 Kilocycles.

Form of forecast: (enciphered in S.P. 2497 (effective edition) with instructions for deciphering contained in S.P. 02240 (2).

(a) before deciphering

:P2710	:	5005	:	73417	:	82695	:	33286	:	ZZ013	:	5005	:	P2710	:		
:	:	:	:	56935	:	44827	:	36494	:	:	:	:	:	:	:		
:	:	(dummy	:	(enciph:	:	12539	:	78942	:	:	(group:	:	(enciph:	:	(dummy	:
:	:	indica-	:	ered in:	:	(Text five-figure	:		:		:	count):	:	ered in:	:	indica-	:
:	:	tor)	:	dicator:	:	groups)	:		:		:	dicator:	:	tor)	:		:

(b) After deciphering, these groups will consist of key groups (found in body of vocabulary code, S.P. 02240(2) and dummy groups (to be omitted). The message then will appear as follows:

(Area forecasts in 3 groups follow) 15642 74111 17224 40642
73118 12223..(Area forecasts in 2 groups follow) 30643 55208 00243
53209

Meaning of Deciphered Forecast: Each set of two or three of these 5-figure groups comprises a complete forecast for one or part of one of the areas indicated on the chartlet following page 4. (NOTE- These areas also appear in H.C. 206, page 1-2). Each set has the following symbolic form (the third group is omitted in the two group forecast), in which the meaning of each symbol is defined by the tables on page 4.

I I D₁F₁W₁ D₂F₂W₂O Y I I S H₁H₂

D₁, F₁, W₁, and H₁ give forecast conditions for the first 6 hours following time of origin.

D₂, F₂, W₂, and H₂ give forecast conditions for the second 6 hours.

EXAMPLE: Deciphered forecast originating at 2230Z is:
15642 74111 17224

This should be written up as:
WEST CHANNEL AREA, WIND WEST 11-16 KNOTS, MAINLY OVERCAST, VIS 5-10 MILES OR BETTER, WAVES ON SOUTH COAST OF WEST CHANNEL AREA 2 FEET X AFTER 0430Z WIND WILL BECOME NORTHWEST 11-16 KNOTS, FAIR, SKY 3 to 8 TENTHS COVERED, WITH VIS OVER 10 MILES AND WAVES 4 FEET HIGH ON SOUTH COAST OF WEST CHANNEL AREA X CONDITIONS FOR LAYING SMOKE ON SOUTH COAST OF WEST CHANNEL AREA GOOD BECOMING FAIR BEFORE 2230Z TOMORROW X OUTLOOK AFTER 1030Z IMPROVING WEATHER.

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BREVIATED FORECAST CODE (pen.1 to ANNEX A)
(For Use of Coding Board)

Symbolic form - I I D₁F₁W₁ D₂F₂W₂O y I I S H₁H₂

II - is the index number of the area to which the Forecast refers (See chartlet following page 4). II may or may not be the same in the first and third groups. Note that the area index numbers all end in 0 or 5. These may be modified to subdivide the area as follows:

Index No. increased by:	Portion of area	Index No. increased by:	Portion of area
1	Eastern Half	3	Western Half
2	Southern Half	4	Northern Half

D₁ - 1st 6 hours: F₁ - 1st 6 hours : H₁ - 1st 6 hours
D₂ - 2nd 6 hours: F₂ - 2nd 6 hours : H₂ - 2nd 6 hours
WIND DIRECTION : WIND VELOCITY : MAX. HEIGHT OF WAVES IN FEET
BEFORE BREAKING ON SHORE:

0 - Variable	:0 - less than 1 knot	0 - Less than 1 foot.
1 - NE	:1 - 1 - 3 knots.	1 - 1 foot.
2 - E	:2 - 4 - 6 "	2 - 2 feet.
3 - SE	:3 - 7 - 10 "	3 - 3 "
4 - S	:4 - 11 - 16 "	4 - 4 "
5 - SW	:5 - 17 - 21 "	5 - 5 "
6 - W	:6 - 22 - 27 "	6 - 6 "
7 - NW	:7 - 28 - 33 "	7 - 7 "
8 - N	:8 - 34 - 40 "	8 - 8 "
	:9 - greater than 40.	9 - 9 feet or greater.

W₁ - 1st 6 hours
W₂ - 2nd 6 hours

DESCRIPTION OF WEATHER:

- 0 - Fine (clear or scattered clouds, vis over 10 miles).
- 1 - Fair (sky 3 to 8 tenths covered, vis over 10 miles).
- 2 - Mainly overcast (vis over 5 miles, probably over 10 miles).
- 3 - Misty or Hazy (vis less than 5 miles).
- 4 - Foggy (vis less than 5 miles).
- 5 - Drizzle and much low cloud (vis less than 5 miles).
- 6 - Rainy (vis under 10 miles).
- 7 - Cold with snow or sleet (vis under 10 miles).
- 8 - Showery (vis over 10 miles except in rain).
- 9 - Thundery (vis over 10 miles except in rain).

y - is a check figure to indicate possible garbles. It is the units figure of the sum of the digits in the preceding nine figures, i.e. a check figure for the first two groups. e.g. if the first 9 figures are 10442 643ly, y is 5.

0 - CHANGE LIKELY FROM 12 TO 24: S-CONDITIONS FOR LAYING SMOKE
HOURS AFTER TIME OF ORIGIN : (0-24 HOURS AFTER TIME OF ORIGIN)

0-Little change.	:	1-Conditions good, no change.
1-Weather improving.	:2-	" good, becoming fair.
2-Wind veering and decreasing.	:3-	" good, becoming poor.
3-Wind backing and decreasing.	:4-	" fair, no change.
4-Wind decreasing.	:5-	" fair, becoming good.
5-Weather unsettled (no details issued).	:	
6-Weather deteriorating.	:6-	" fair, becoming poor.
7-Wind veering and increasing.	:7-	" poor, no change.
8-Wind backing and increasing.	:8-	" poor, becoming good.
9-Wind increasing.	:9-	" poor, becoming fair.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. KIRK
Rear Admiral, U. S. Navy,
Naval Commander, Western Task Force.

AIR PLAN

21 APR 1944

1. ORGANIZATION AND CONTROL

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(a) The Commander-in-Chief, Allied Expeditionary Air Force, at Allied Expeditionary Air Force Headquarters, Stanmore, will coordinate strategic and tactical air operations.

(b) Tactical Control will be exercised by the Tactical Air Force Commander at Allied Tactical Air Force Headquarters, Uxbridge.

(c) NINTH U.S. Army Air Force and British Second Tactical Air Force combined will be employed as one Tactical Air Force in support of Surface Forces as directed by Headquarters, Allied Tactical Air Forces.

(d) During the early phases of the assault, direct control of supporting air units will be exercised by the Tactical Air Force Commander through the Combined Control Center at Uxbridge. NINTH Air Force Air Representatives in Task Force and Assault Force Flagships, Fighter Director Officers in Fighter Director Ships, and Air Support Parties with Assault Forces will exercise certain control functions as indicated in paragraph 2, 3, and 4 of this Annex.

(e) Task Force and Assault Force Flagships and Combined Headquarters, Plymouth, will keep informed of the air situation by monitoring Air radio channels as indicated in Communication Plan Annex "L".

(f) Naval and Military commanders will be embarked in Flagships as indicated below:

Task Force Flagship - USS AUGUSTA
Naval Commander, Western Task Force,
Commanding General, First U.S. Army.

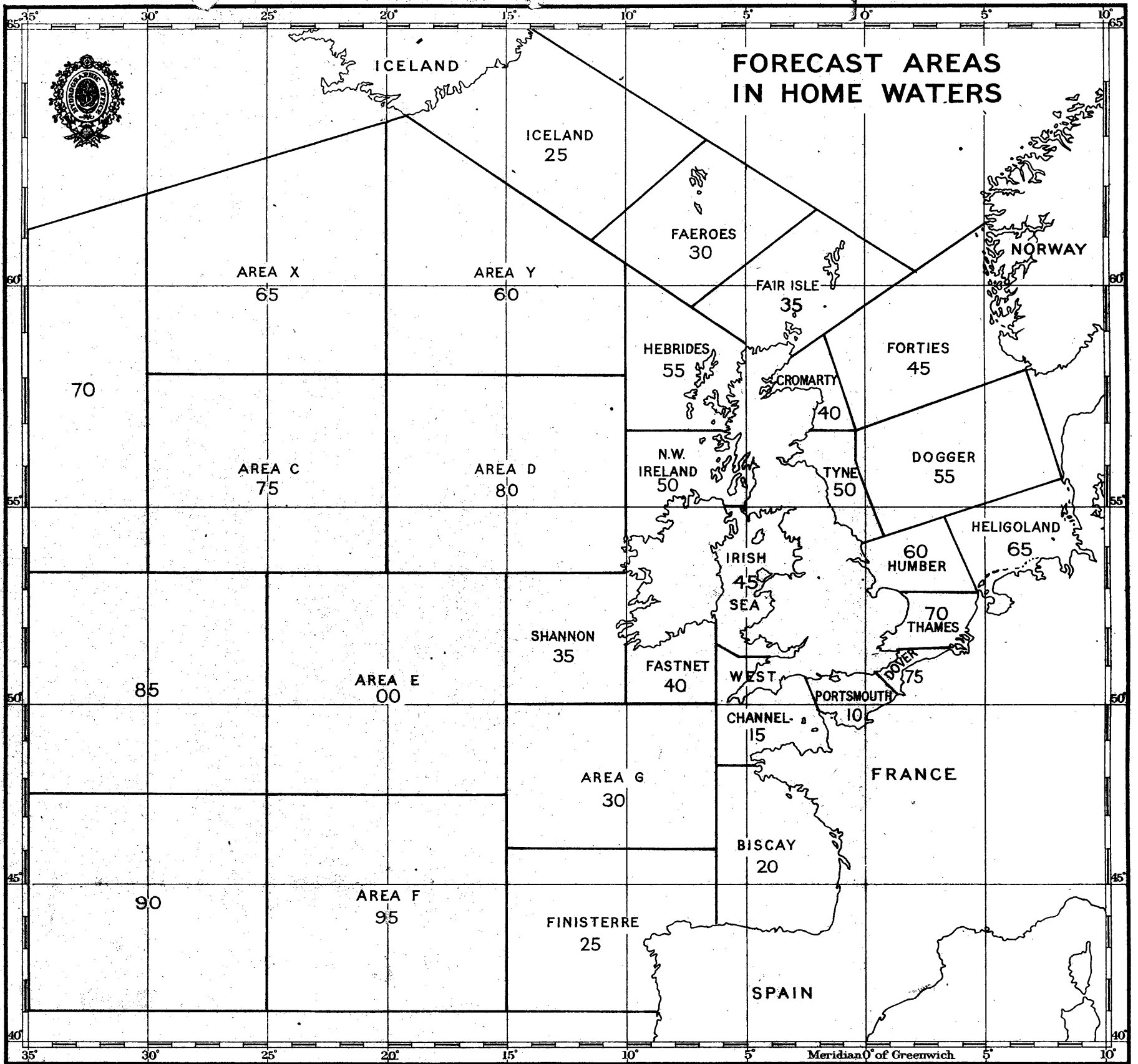
Assault Force Flagship, Force O - USS ANCON
Naval Commander Force O
Commanding General V, Corps
Commanding General I Division

Assault Force Flagship, Force U - USS BAYFIELD
Naval Commander Force U
Commanding General VII Corps
Commanding General 4 Division

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Air Plan ANNEX "B"



Prepared by the Hydrographic Dep^t of the Admiralty 8th Aug 1941 under the Superintendence of Vice-Admiral J.A. Edgell, C.B., O.B.E. Hydrographer. Misc. 370
 New Edition 25th Sept., 1942. Z

AIR PLAN

2. AIR REPRESENTATIVES

(a) Air Representatives of the Commanding General NINTH Air Force and the Commanding General IX Tactical Air Command, will be embarked in the Flagship of Naval Commander Western Task Force and Assault Force Commanders, as follows:

Task Force Flagship NCWTF; Colonel P. Cole.
Assault Force Flagship, Force O: Colonel L. N. Tindal.
Assault Force Flagship, Force U: Colonel J. F. Taylor

(b) Air Representatives in Flagships have the following responsibilities:

- (i) Keeping the Tactical Air Force Commanders in the United Kingdom informed of the military and naval Commanders' intentions and requirements.
- (ii) Giving air advice to the Military Commander on board.
- (iii) Giving air advice to the Naval Commander on board.
- (iv) Relaying calls, if necessary, for air support received from Air Support Parties ashore.
- (v) Re-briefing or re-directing, if necessary, the aircraft which arrive in response to calls for support, or in accordance with a set programme.
- (vi) Requesting additional Tac/R as required by the Division Commander.
- (vii) Re-directing this Tac/R, if necessary, on arrival, and receiving R/T reports from Tac/R aircraft if these are being made direct.
- (viii) Representing to the Fighter Director Ship or to the Tactical Air Force Commanders in the UNITED KINGDOM the adequacy or inadequacy of the air cover provided.
- (ix) Representing to the Admiral commanding the Naval Forces the requirements of the Fighter Director Ships as regards anchorage, etc. within the Admiral's area of responsibility.
- (x) The visual direction of Fighters on request from the Fighter Direction Ship.

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3. FIGHTER DIRECTOR OFFICERS - SHIPS

(a) Three Fighter Director Ships (converted LSTs) will be employed to control fighter cover during the assault phase. One will operate in the Western Assault Area, one in the Eastern Assault Area, and one in the Convoy Area. These ships will take position so as to best perform the functions of fighter direction, paying due regard to advice from the Naval Commander of the particular Area concerning positioning for safety and protection from mine fields, shipping, and enemy surface and air attack.

(b) Fighter Director Officers, operating under orders of the Combined Control Center, are responsible for the fighter cover provided over the area assigned, and may delegate control to other surface ships equipped for fighter direction. The USS ANCON and USS BAYFIELD will act as relief Fighter Director Ships in the order named.

4. AIR SUPPORT PARTIES

(a) NINTH Air Force will attach an Air Support Party to each Regimental Combat Team in its initial assault. These parties will remain with the RCT's until their parent divisions are established on the far shore. At that time each ASP will assume its normal function with respect to the Division (Corps) to which it will be attached. Parties landing with the assault teams will be equipped with vehicular mounted radio equipment capable of operating on both HF and VHF, and will provide the means for procuring direct air support. ASPs will not communicate with aircraft unless specifically authorized, or except in emergencies to warn aircraft attacking own troops or wrong target. No naval personnel are included in these parties.

5. OBTAINING AIR SUPPORT

(a) Requests for air support originating with Combat Teams on the far shore will be transmitted direct to Unbridge by the Air Support Party attached. Such requests will be monitored and, if necessary,

AIR PLAN

relayed by Assault Force and Task Force Flagships. Requests originating in the Assault Force and Task Force Flagships will be given to the Air Representative embarked and transmitted direct to Uxbridge; those originating in the Assault Force Flagships being monitored by the Task Force Flagship.

(b) Assault Force Flagships may indicate to Uxbridge approval or disapproval of requests originating with Combat Teams. Task Force Flagships may indicate approval or disapproval of requests originating both with Combat Teams and in Assault Force Flagships.

6. FIGHTER COVER

(a) Fighters will escort Fighter/Bomber, Bomber and Airborne forces and cover shipping during the hours of daylight. Fighter cover will also be provided over the assault area at an average strength of ten squadrons (i.e. five squadrons each both British and United States Beach areas), and approximately five squadrons over the convoys during the hours of daylight. This cover will be in three levels; Low, medium and high. Ordinarily low cover operates between the altitudes of 5000 and 8000 feet, medium cover between 15,000 and 20,000 feet, high cover between 25,000 and 32,000 feet. The strength of our fighter patrols operating over the beaches and shipping lanes will be varied by the Air Commander-in-Chief from time to time, dependent on the air situation. At least six squadrons of fighters will always be ready to meet emergencies.

(b) In addition to the day fighter cover, night fighters will be assigned for the beach and transport areas and convoy lanes. There will be an overlap of night and day cover of approximately 40 minutes at dusk. GCI equipment will be landed on D-day to direct night fighters. Night fighters will be directed by GCI equipment in Fighter Director Ships until such time as GCI equipment is set up and operative on the far shore.

7. DIRECT SUPPORT AIRCRAFT

(a) Most of the air support given will be by operations planned several hours in advance of performance. Task Force and Assault Force Flagships should request such support prior to 1800 on the day preceding the day support is required.

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(b) Direct Support aircraft and reconnaissance aircraft will report to the appropriate Flagships when five minutes flying time from the Assault Area and also on completion of their mission.

(c) Aircraft on "ground alert" and, as available, aircraft on "air alert" will be held in readiness to furnish air support on short notice during the day. Missions performed by aircraft on "ground alert" can be delivered in a minimum time of two hours after being requested. Missions performed by aircraft on "air alert" can be delivered in a matter of a few minutes.

(d) Direct support missions will be performed by Fighter/Bombers and medium bombers. Fighter/Bombers are capable of carrying two 500 pound H.E. bombs, or smaller anti-personnel bombs to the weight of 1000 pounds. Medium bombers are capable of carrying a bomb load up to 4000 pounds i.e. two 2000 pound, four 1000 pound, eight 500 pound, fourteen 250 pound or thirty 100 pound bombs. Medium bombers and fighter bombers may be expected to attack semi-open and open installations, communication centers, headquarters, tank concentrations, enemy aircraft harassing our troops, concentrations of enemy troops, enemy reserves moving on highways or across fields, and other targets of opportunity.

8. TARGETS TO BE ENGAGED

(a) The over-riding commitment in the assault phase will be the gaining and maintaining of air superiority. Subject to this, the maximum possible effort will be made available during the period, night of D-1/D day and subsequently as necessary for the task of assisting the Navy to neutralize the coast defenses, help the land forces in their initial occupation of the bridge-head, and delay the arrival of the enemy's reserves and reinforcements. These roles will call for night and day bombing.

(b) Attacks on enemy reinforcements will be pre-arranged bombing of special key points. In addition a proportion of the bomber effort will be held in readiness to engage targets of opportunity.

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(c) Coast artillery and field batteries will be engaged by naval and air bombardment of selected points in the defenses.

(d) The assault will be immediately preceded by pre-arranged naval and air bombardment of selected points in beach defenses. Air bombardment will continue until the touchdown.

(e) The following positions have been selected for pre-arranged air bombardment. The list is subject to change as additional positions and strong points are reported through intelligence channels:

(i) Coast Defense Battery Positions:

<u>Battery Number</u>		<u>Description</u>	<u>Location</u>	<u>Coordinates</u>
<u>First Army</u>	<u>21st Army Group</u>			
1	A4	6-155 G	Pointe De Hoe	586938
1A	-	4-170 G	La Fernelle	365200
2	A1	4-240 G	Carneville	265267
3	A3	6-155 G	Fontenay Sur Mer	368044
4	A2	6-155 G	Morsalines	354139
5	B4	4-155 H	Maisy	533918
6	B2	6-155 H	St.Martin De Varreville	405980
8	O2	6-155 G	Gatteville	392277
8A	-	4-Med or HV	"	394228
9	B1	4-105 GH	Emondeville	360022

(ii) Beach Defense Localities:

Beach OMAHA:

- (1) Two mission localities - 648917, 655912, 666906, 668903, 678896, 688895, and 699891.
- (2) One mission localities - 623935, 637930, 645919, 664907, 676899, and 694893.

Beach UTAH:

- (1) Two mission localities - 456953, 448958, 451969, 442972, 442982, and 435992.
- (2) One mission localities - 429000, 423009, 418017, 493904, 505916, 538934, 545933, and 448914.

(f) Heavy night bombardment will commence at Civil Twilight minus four and a half hours and will continue until Civil Twilight minus one hour. Bombardment of the beach will commence at H-30 minutes and continue up until the touchdown.

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AIR PLAN

9. AIR SPOTTING

(a) All spotting aircraft will be pooled and will operate, as far as possible, from Lee-En-Solent. Their employment will be under the authority of Commander Allied Tactical Air Force and Allied Naval Commander Expeditionary Forces.

(b) Should it become necessary to re-allocate spotting aircraft within a Task Force, the authority will be the Naval Task Force Commander via Allied Tactical Air Force Headquarters.

(c) Should it become necessary to re-allocate spotting aircraft from one Task Force to another, the authority will be Allied Naval Commander Expeditionary Force via Allied Tactical Air Force Headquarters.

(d) Task Force Commanders are to allocate groups of aircraft to Assault Forces and issue the necessary instructions to Assault Force Commanders regarding the detailing of ships to aircraft.

(e) Each spotting aircraft will be briefed by Tactical Air Force on two targets per sortie. Ships and aircraft are at all times free to carry out impromptu shoots if more profitable targets than those on which the pilot has been briefed present themselves.

(f) Should Assault Force Commanders require succeeding sorties to be briefed on different targets, they are to make such requests to Allied Tactical Air Force Headquarters, with information to Task Force Commander and Allied Naval Commander Expeditionary Force, giving the particulars of the new target and the group number of aircraft affected. Tactical Air Force Headquarters or Allied Naval Commander Expeditionary Force will make the necessary arrangements with Tactical Air Force.

(g) Assault Force Commanders will by despatch, to Allied Naval Commander Expeditionary Force, information Task Force Commander, make known their requirements for spotting aircraft for the following day as early as practicable on the previous evening. Allied Naval Commander Expeditionary Force will inform them to what extent their requirements can be met.

AIR PLAN**1 RECONNAISSANCE MISSIONS**

(a) Tactical Air Forces will be responsible for meeting the tactical reconnaissance required by their associated armies and naval forces (and later army groups). They will call upon Headquarters Allied Expeditionary Air Force for any assistance required with strategical reconnaissance.

(b) Reconnaissance missions will be flown on D-day and subsequently on request. It will not be possible to make plane to ship drops of reconnaissance photographs.

11. SMOKE LAYING AIRCRAFT

Two squadrons of Boston (A.20) aircraft will be available to screen the flanks of the assault area with smoke should this prove necessary. (See appendix 3 of Annex C).

12. ANTI-SUBMARINE PATROLS (COASTAL AIR OPERATIONS)

The Commander-in-Chief, Home Commands will continue to be responsible for the co-ordination of coastal air operations. They will arrange these operations with associated air formations to give early warning of, and protection from, enemy surface forces, U-boat and midget U-boat attack. The zone within which coastal command aircraft will not normally operate has been defined as the area within a line, PORTLAND-JERSEY, and a line NORTH FORELAND-CALAIS.

13. AIRBORNE OPERATIONS

(a) One airborne division under command of First U.S. Army will land in the area behind the MADELEINE beaches (425005 to 455960) prior to H-hour on D-day with the main object of assisting the seaborne landing. A second airborne division will land on D/1 just north of LA HAYE DU PUITIS in the CONTENTIN Peninsula. The troop carrier aircraft will be composed of C-47 type aircraft, gliders and a few Albermarle aircraft.

(b) The track of the troop carrier aircraft will be a path ten miles wide extending from Bill of Portland to a marker boat bearing 203° true distance 47 miles from Bill of Portland; thence to a point on the CONTENTIN Peninsula bearing 121° true from the marker boat. The track over

AIR PLAN

and return will be the same. Aircraft will fly at a minimum of 500 feet altitude going over and at 1000 feet altitude returning. The first aircraft of the first airborne division is, at present, scheduled to pass over Bill of Portland at H-4:57 on D-1/D, and the first aircraft of the second division 24 hours later. There will be a continuous stream of troop carrier aircraft across the channel and return for a period of approximately eight hours after each of the two departures from Bill of Portland.

14. AIR SEA RESCUE

(a) The operation of all surface craft employed on Air-Sea Rescue duties will continue, as at present, to be the responsibility of the appropriate Commander-in-Chief, Home Command.

(b) Flag Officer, British Assault Area and Flag Officer, West will assume the responsibility for any rescue craft which become based within the area of their commands at a later stage in the operation.

(c) All naval forces must realize that owing to the scope of the air operations taking place, the resources of the Air-Sea Rescue Service will be strained to meet the requirements made on them. A sharp lookout is to be kept for waterborne airmen and all possible assistance rendered to them.

(d) Walrus and Sea Otter aircraft may be expected to fly in the vicinity of shipping while engaged on rescue work.

15. RECOGNITION AND IDENTIFICATION

(a) A high standard of aircraft recognition is expected from all naval forces taking part in the operation.

(b) The possibility of the enemy operating captured allied aircraft of all types under his own or false markings must be borne in mind.

(c) Aircraft will use recognition signals appropriate for the period of the day set forth in "RECOGNITION SIGNALS for AIRCRAFT" (World-wide). Use of pyrotechnic and other recognition signals of this system is specified

AIR PLAN

in Air Ministry document SD-158, Part 1 and 4 under title; "Routing, Recognition and Identification of Aircraft"; also in British Admiralty documents, S.P. 02440 ("Numbered Index Columns") and S.P. 02442 ("Basic Key Memorandum No.2"), which describes pyrotechnic and recognition light signals for the period of the day.

(d) The Air Commander-in-Chief, AEAFF, may order special marks, smoke and pyrotechnic signals as deemed necessary, provided they do not conflict with those described in above paragraphs. Information about such special marks and signals will be promulgated by Air Commander-in-Chief, AEAFF,, both to SHAEF and to Army Groups and ANCXF, at least 96 hours in advance of their effective period, to allow for dissemination of orders and equipment to the lowest formations concerned.

(e) Recognition and identification procedure, ship to air and air to ship, is laid down in the following documents held by all major war vessels, and in extract from minor vessels:

- (i) S.P. 02440 and S.P. 02442 (Basic Key Memorandum No.2), carried by all major war vessels,
- (ii) S.P. 02312 (Air/Sea Recognition), prescribing procedure to be used by ships and aircraft).

(f) Organizations and elements operating radar equipment are to use radar identification methods wherever feasible. Proper radar identification signals are to be accepted as proof of friendly nature of aircraft/ships. Absence of such signals is not to be accepted as evidence of hostility without further proof. Rules for use of radar identification are defined in Air Ministry Publication S.D. 158, Part 4 and Naval Publication C. B. 04092/44.

16. MINIMUM ALTITUDE

Except for troop carrier aircraft, those engaged in combat, those engaged in air-sea rescue, and those landing or taking off from landing strips along the beach, friendly aircraft will avoid flying below 3000 feet over ships.

R.T. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. MIERK
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

AREA SCREENING PLAN

1. The Allied Naval Commander-in-Chief, Expeditionary Force, is responsible for coordinating the defense of the Assault Area against attack from the channel. His policy will be implemented by the Commander-in-Chief, Plymouth, the Commander-in-Chief, Portsmouth, and the Vice Admiral Dover. In addition, the Naval Commander, Eastern Task Force will, by virtue of his position, provide protection against attack from the eastward.

2. The Captain, Coastal Forces, Portsmouth, will detail one flotilla of 8 MTBs for a 48 hour tour of duty in the Western Task Force Area under the Naval Commander Western Task Force. It will be sailed from the United Kingdom so as to arrive in the Western Task Force area one hour before sunset and will similarly be sailed on completion of duty to arrive back in the United Kingdom by one hour before sunset.

3. For defense purposes, the Assault Area has been subdivided and area code names assigned as indicated in Appendix 1 to this Annex. Areas OREGON and OHIO are assigned to Force "O", VERMONT and KANSAS to Force "U" except KANSAS may be used jointly by fire support ships of both forces.

4. The following system may be used to indicate anchorage berths or as a means by which positions and areas may be indicated within areas OHIO, OREGON, KANSAS, VERMONT and PRAIRIE:

Continuous lines are drawn through these areas parallel to the DIKIE Line, 1000 yards apart, with the northernmost line 1000 yards inshore from the DIKIE Line. These lines are designated by letters of the alphabet, A through N, in sequence starting with line A nearest the DIKIE Line. Numbered positions on each line start with number 1, which is 600 yards from the eastern boundary of Area OHIO, and continue consecutively to the west at 600 yard intervals.

5.(a) It is considered that attack by surface craft by daylight is unlikely, except in low visibility, due to our preponderant naval force and our general air superiority. It is possible, however, that the enemy may make a sortie with either E-boats or torpedo boats.

(b) At night, attack by E-boats is probable and to a lesser degree attack by destroyers, torpedo boats and surfaced U-Boats must be expected.

(c) It is not considered that submerged attack other than by special craft such as midget submarines or one man torpedoes is likely due to the shallow water, proximity of minefields and presence of large numbers of friendly aircraft. However, it is possible, particularly in the early stages some submarines may attack the anchorages.

(d) Air attack is most probable and may include bombs, torpedoes, mines, circling torpedoes, and glider bombs. The air defense plans are given in Annex K.

6. During fog or darkness all unidentified vessels in MOUNTAIN Area shall be assumed to be hostile. Unidentified vessels in HICKORY and ELDER Areas may also be considered hostile. However, due to the fact that many friendly ships will be using the swept channels, unidentified contacts in these latter areas should be challenged before opening fire.

7. A reinforced screen will be established about the assault area of the Western Task Force in order to protect ships and craft of the Western Task Force and the western flank of the Western Task Force from enemy surface or submarine attack.

AREA SCREENING PLAN (Continued)

8. The protection will consist of:

(a) An Area Screen under an Area Screen Commander designated by Naval Commander Western Task Force. It will include Fickets, Guard Destroyers, a Duty Destroyer Division, and units of PTs and MTBs.

(b) An Inner Screen about each anchorage to be provided by the Assault Force Commander.

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9. Stations of screening units in various Screening Dispositions are given in Appendix 2 to this Annex.

10. Commander Area Screen will:

(a) Assign his vessels to stations in accordance with the Screening Disposition in effect informing Naval Commander Western Task Force and Naval Commander Eastern Task Force. Naval Commander Eastern Task Force will guard the Western Task Force auxiliary frequency (2068 kcs)

(b) Assure that at its eastern end the picket line of the Western Task Force connects with the outer defense line of the Eastern Task Force.

(c) Designate sectors of radar responsibility to vessels of the Area Screen to assure complete radar coverage.

(d) Provide for mine watching and reporting of mines observed north and west of the MASON and DIXIE Lines.

(e) Exercise tactical command of the Area Screen.

(f) Destroy or drive off any enemy vessels approaching the Western Task Force Area from seaward or from the west.

11. Assault Force Commanders will:

(a) Designate convoy anchorages and assembly areas.

(b) Provide for defense of their own forces and their anchorages from landward attack.

(c) Provide for defense of their own forces against one man torpedoes and similar type weapons.

(d) Provide for defense of their own forces and their anchorages from surface or submerged attack which penetrates the Area Screen.

(e) Provide for mine watching in their own areas and for contingent mine sweeping.

(f) Each assign one destroyer to the Area Screen as Guard Destroyers. These destroyers may, however, continue to be employed by their Assault Force Commanders in their areas unless required elsewhere by the Screening Disposition in effect.

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AREA SCREENING PLAN (Continued)

(g) Assign a Duty Destroyer Division to the Area Screen when directed. (This division will normally be from the Reserve Fire Support Group of the Control Force.)

12. All friendly vessels will remain outside of the Area during fog or darkness, except when in pursuit of the enemy.

13. Except in hot pursuit, enemy forces are not to be pursued outside the Western Task Force Area without permission from the Naval Commander Western Task Force. When pursuing the enemy into the area of the Eastern Task Force, Commander Eastern Task Force must be informed.

14. During fog or darkness, in order to avoid being mistaken for the enemy, PTs and DEBs shall not leave their assigned stations nor use speeds in excess of 10 knots except in action with the enemy, or when specifically directed by Naval Commander Western Task Force.

15. In case of fog, if difficulty is experienced in fixing position, units may anchor on assigned patrol stations.

16. Ships may employ starshell as necessary for engaging the enemy but no general area illumination is to be employed unless ordered. Starshells must be used with care to avoid disclosing friendly ships to the enemy.

17. The Naval Commander Western Task Force may order illumination of a specific area in which event pickets adjacent to the specified area, and support destroyers shall fire starshell spreads to search the area.

18. All screening vessels shall be prepared to lay smoke on call. The general use of smoke is covered by Appendix 3 to this Annex.

19. Contact reports shall be made to Naval Commander Western Task Force on Western Task Force Auxiliary Wave (2068 kcs), whenever:

- (a) Contact is made with enemy ships or craft.
- (b) Suspicious radar contact is made.
- (c) Suspicious Asdic contact is made.
- (d) Ship or craft sighted does not satisfactorily identify herself.
- (e) The existence of mines, previously unreported, is discovered or minelaying by the enemy is suspected.

Amplifying reports should be made as soon as practicable but it is highly important, due to the contiguous areas of the Eastern and Western Task Forces and the rapidity with which a situation can develop which will effect both Task Forces, that the initial contact be promptly reported.

20. During darkness, any picket in the Area screen or any craft in the inner screen which initially sights an attacking enemy craft shall fire two white rockets and flash the signal "WJ" using an all around lantern, accompanied by a prolonged and rapid ringing of the bell. If rockets are not available a succession of white Verrey lights should be fired.

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AREA SCREENING PLAN (Continued)

21. Communications will be in accordance with Communication Plan, Annex L. (Naval Commander Eastern Task Force will guard the Western Task Force Auxiliary frequency (2068 kcs). Screen Commander keep listening watch on Eastern Task Force Auxiliary frequency (2156 kcs).

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A. G. KIRBY
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

ADDITIONAL DISTRIBUTIONAL FOR THIS ANNEX:

CO USS PC 484	CO USS SC 1282	CO HMS ML 118
" " " 552	" " " 1290	" " " 153
" " " 553	" " " 1291	" " " 155
" " " 564	" " " 1301	" " " 163
" " " 565	" " " 1307	" " " 187
" " " 567	" " " 1308	" " " 189
" " " 568	" " " 1321	" " " 190
" " " 617	" " " 1322	" " " 191
" " " 6318	" " " 1329	" " " 193
" " " 619	" " " 1330	" " " 194
" " " 1176	" " " 1332	" " " 195
" " " 1225	" " " 1334	" " " 214
" " " 1232	" " " 1342	" " " 230
" " " 1233	" " " 1352	" " " 304
" " " 1252	" " " 1353	" " " 448
" " " 1261	" " " 1354	" " " 490
" " " 1262	" " " 1358	" " " 591
" " " 1263	" " " 1360	" " " 905
		" " " 907
CO HMS HDML	" " LCC 10	" USS PT 71
" " " 1295	" " " 20	" " " 72
" " " 1309	" " " 30	" " " 199
" " " 1383	" " " 40	" " " 498
" " " 1387	" " " 50	" " " 499
" " " 1389	" " " 60	" " " 500
" " " 1409	" " " 70	" " " 501
" " " 1421	" " " 80	" " " 502
" " " 1422	" " " 90	" " " 503
CO HMS KITCHENER	CO HMS VIDETTE	6 additional PTs
" " BRESSAY	" " VESPER	2 British MTBs
" " COLL	" " DUFF	COMFOR O 25 copies
" " SKYE	" " TORRINGTON	COMFOR U 25 copies
" " FLINT	" " TYLER	COMFOR B 25 copies
" " TEZADA	" " HOTHAM	
" " FOULNESS	" " VOLUNTEER	
" " GATESHEAD	" " VIMY	
" " OLBINA	" " BRISSENDEN	
" " LINDISFARNE	" " WENSLEYDALE	
" " GREY FOX	" " AZALEA	
" " GREY SHARK	" FRENCH FRIGATE L'AVENTURE	
" " GREY SEAL	" " " L'ESCARAMOUCHE	
" " GREY OWL	" " CORVETTE ACONIT	
" " GREY WOLF	" " " RENONCULE	
" " GREY GOOSE		

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~~SECRET~~ RIGOT

21 April 1944

SCREENING DISPOSITIONS:

Disposition Number	Primary Purpose of Disposition	Station of Assets	T	U	V
			Station of Guard DDs	Station of Duty DesDiv	Station of PTs & MTBs
1	Defense of Transport Areas prior to and during assault.			Screening north and west boundaries of each Transport Area	By Divisions at each end of each Transport Area
2	Anti-surface attack during daylight	On DIXIE Line		In north KANSAS except when on fire support mission.	One Division in south PRAIRIE. Others in Force "O" anchorage.
3	Anti-surface attack during darkness or low visibility	On MASON	Radar guard and screen support in north OHIO and KANSAS	In east PRAIRIE	By Divisions on MASON Line in VERMONT and PRAIRIE
4	Anti-submarine	and DIXIE Lines	Deployed with Duty DesDiv	Deployed on inner support line about 3000 yards south of DIXIE Line	One group in south PRAIRIE one in west VERMONT

Unless otherwise directed Disposition 3 will be taken from 1/2 hour after sunset until 1/2 hour before sunrise; Disposition 2 will be taken during remainder of the 24 hours.

Variations of dispositions may be signaled using the code letters at the top of the columns followed by the desired numeral from left hand column.

Example: "Disposition 3-U4" means "Take disposition 3 except Duty DesDiv deployed on inner support line about 3000 yards south of DIXIE Line."

~~SECRET~~

Appendix 2 to Area Screening Plan ANNEX "C"

~~SECRET~~

21 April 1944

- Serial: 00144

Smoke Plan

SOURCES AND CHARACTERISTICS.

1. Sources and characteristics of smoke available to naval use from surface craft during OVERLORD a

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(a) Continuous smoke laying capabilities of various smoke craft at normal speeds.

- (1) DDs with Smoke Screen Generators Mk I (FS)
12,800 yards (6½ to 85 minutes of smoke)
- (2) AMs, PC, YMSs with Smoke Screen Generators Mk II (FS)
3,200 yards (6½ to 21 minutes of smoke)
- (3) PTs with Smoke Screen Generator Mk 6 (FM)
3,000 yards 2½ to 25 minutes of smoke)
- (4) LCS(S), PCs, SCs, YMSs, with Smoke Screen Generator Mk 3 (EC)
1,800 yards (with 1 load of pots)(6 minutes of smoke)
- (5) LCP(L) with No. 24 Smoke Generators.
3,600 yards (with 1 load of pots)(12 minutes of smoke)
- (6) APA, LCI(L), LST with Besler Log Oil Smoke Generators
9,000 yards (with 1 drum) (30 minutes of smoke)
- (7) LCI(L), LCT with Mk II Smoke Barrels
5,000 yards (20 minutes of smoke)

(b) Smoke equipment of ships and craft of the Western Naval Task Force is as follows -

- (1) Cruisers and Destroyers - funnel smoke
- (2) DDs - Mark I Smoke Generators
- (3) PCs - 6 with Mark II Smoke Generators;
12 with Mark III Smoke Generators.
- (4) AM - Mark II Smoke Generators.
- (5) YMS - 7 with Mark II Smoke Generators;
14 with Mark III Smoke Generators.
- (6) SC - Mark III Smoke Generator.
- (7) APA - Besler Log Oil Generators.
- (8) IST - Besler Log Oil Generators.
- (9) LCI(L) - 60 with Besler Log Oil Generators;
36 with Mark II Smoke Barrels (to have Besler installed)

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21 April 1944

Appendix 3 to
ANNEX C TO OPERATION PLAN NO. 2-44

- Serial: 00144

Smoke Plan Cont'd.

- (10) LCT - Mark II Smoke Barrels
- (11) LCS(S) - Mark III Smoke Generator
- (12) LCP(L)(Smokers) - No. 24 Smoke Generators.

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2. Sources and characteristics of smoke from aircraft are -

(a) Boston (A-20) Aircraft fitted with:

(1) M-20 Smoke tanks

Speed	280 MPH
Length of screen	2.5 miles
Height of screen	800 feet

(2) M-10 Smoke tanks

Speed	280 MPH
Length of screen	2 miles
Height of screen	800 feet

(b) 100 lb (WP) smoke bombs produce smoke for 3 to 6 minutes and are suitable for use against land batteries.

(c) Boston (A-20) aircraft can be expected to remain on station for one hour.

3. Smoke may also be laid by means of a limited amount of WP shell on battleships, cruisers, and destroyers.

USES OF SMOKE.

4. Smoke may be used to screen

- (a) Convoys,
- (b) Transport Area,
- (c) Boat lanes,
- (d) Beaches,
- (e) Gunfire support ships,
- (f) Minesweeping, and
- (g) Ports.

against

- (h) Observation for control of gunfire, and
- (i) Air attack.

PRECAUTIONS.

5. Officers who are authorized to direct the actual laying of smoke must bear in mind at all times

- (a) the danger of isolating or interfering with effective fire from other units whose task may be more important.
- (b) the danger of isolating units which must emerge from the smoke into an enemy field of fire.

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Appendix 3 to
Area Screening Plan ANNEX C.

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21 April 1944

Appendix 3 to
ANNEX C TO OPERATION PLAN NO. 2-44.

- Serial: 00144

Smoke Plan Cont'd.

DIRECTIVE.

6. Employ smoke to the fullest extent, but with due regard to its effect on other units.
7. Employ smoke only in accordance with a prearranged plan, except in grave emergency.
8. Smoke plans should envisage alternate schemes for at least four appropriate wind directions and proper positioning of smoking units.

CONTROL.

9. The use of smoke will be directed and controlled by the following senior officers.

<u>Smoke laying agency.</u>	<u>Directing Senior</u>
(a) Aircraft	N.C.W.T.F.
(b) Landing ships and craft	Assault Force Commander, or his designated representative.
(c) Minor support and patrol craft	do
(d) Gunfire battleships and cruisers	do
(e) Gunfire destroyers	do
(f) Transports and Personnel ships	do
(g) Convoys	Senior Naval Officer Present (NCWTF may delegate this.)
(h) MT Ships and coasters in or off ports.	do

10. Control of smoke used tactically, as opposed to area screening, must rest in the senior naval officer of the unit smoking.

AIRCRAFT SMOKE.

11. (a) Aircraft for laying smoke screens are obtained through request to N.C.W.T.F. Sixteen (16) planes (A20 - BOSTONS), having one hour in the assault area are available. Requests are required to reach UBRIDGE at least six hours before mission is required. Once in the air the missions cannot be changed except to cancel the mission, or to delay it within their limited endurance.
- (b) Requests for aircraft smoke missions must include the coordinates of the down wind point of origin and the desired length and axis of the screen.

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 -BIGCT-NEPTUNE

Appendix 3 to
Area Screening Plan ANNEX C.

21 April 1944

Appendix 3 to
ANNEX C TO OPERATION PLAN NO. 2-44.

- Serial: 00144

Smoke Plan Cont'd.

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12. It is expected that Army smoke units for the protection of
MULBERRY PORT COMB will not be ready to function until D plus 2.
NOIC COMB should coordinate the floating elements of this smoke
with Army AA defense of the beaches.

A. G. KIRK,
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

R. T. CRAGG,
Flag Secretary.

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Appendix 3 to
Area Screening Plan ANNEX C.

-LIGOT-NEPTUNE

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CHARACTERISTICS OF FIRE SUPPORT SHIPS

<u>Ship</u>	<u>Main Battery</u>	<u>Max. Range</u>	<u>Rounds per gun</u>	<u>AP</u>	<u>HE</u>
NEVADA	10-14"/45	33,000	92	25%	75%
TEXAS	10-14"/45	18,000	100	50%	50%
ARKANSAS	12-12"/50	18,000	113	33%	66%
EREBUS	2-15"	30,000	135	25%	75%
TUSCALOOSA	9-8"/55	32,000	147	25%	75%
AUGUSTA	9-8"/55	32,000	145	25%	75%
GLASGOW	12-6"	24,000	200	40%	60%
MONTCAIM	9-152mm	28,000	170	65%	35%
GEORGES LEYGUES	9-152mm	28,000	170	65%	35%
HAWKINS	7-7"5	23,000	150	20%	80%
ENTERPRISE	6-6"	19,000	250	20%	80%
BELLONA	8-5"25	23,000	360	20%	80%
BLACK PRINCE	8-5"25	23,000	360	20%	80%
SOEMBA	3-5"9	16,000	150	---	100%
U.S. DDs	4-5"/38	18,000	400	6%*	94%
Hunt. DDs	4-4"	19,000	250	50%	50%

*Common

GUNFIRE SUPPORT COMMUNICATIONS

1. Shore Fire Control Parties and fire support ships will use the Shore Fire Control Code contained in Allied Expeditionary Force Signal Book. The procedure to be used will be that contained in Chapter IV, Allied Naval Assault Gunnery Instructions. The procedure outlined therein is similar to CSP2156(A), U. S. Shore Fire Control Code. It should be noted that British Forward Observers Bombardment (FOBs) and British Aircraft Spotters will normally use the clock code method of observation.

2. Shore Fire Control Parties will employ SCR609 and SCR284 for gunfire support communications in accordance with standard doctrine. All fire support ships except Hunt destroyers, SOEMBA, ELLYSON, HAMBLETON, RODMAN, EMMONS, BARTON, WALKE, LAFFEY, MEREDITH and O'BRIEN will be equipped with SCR608. Assault Force Commanders will instruct fire support ships on the initial crystal settings for SCR608.

3. Call signs of fire support ships for gunfire support communications are listed below. These call signs are only to be used for naval gunfire support communications and will not change.

<u>SHIP</u>	<u>CALL SIGN</u>	<u>SHIP</u>	<u>CALL SIGN</u>
NEVADA	DVN	CORRY	RCR
TEXAS	SXT	HOBSON	BOH
ARKANSAS	NKR	BUTLER	LTB
EREBUS	SBR	GHERARDI	RHG
QUINCY	CNQ	HERNDON	NRH
TUSCALOOSA	SUT	SHUBRICK	BES
AUGUSTA	TSG	NELSON	SLN
HAWKINS	KWH	MURPHY	PRM
GLASGOW	SLG	GLENNON	NLG
GEORGES LEYGUES	GRG	JEFFERS	FJF
MONTCALM	TNM	PLUNKETT	KLN
ENTERPRISE	NTR	TANATSIDE	TNT
BELLONA	LBL	MELBREAK	BLM
BLACK PRINCE	CLB	TALYBONT	YLT
SOEMBA	BMS	BARTON	TRB
FRANKFORD	ARF	WALKE	LAW
CARMICK	MRC	LAFFEY	FAL
DOYLE	LYD	MEREDITH	DRM
ENDICOTT	CDN	O'BRIEN	RBO
McCOOK	CMC	JOUETT	TUJ
BALDWIN	DLB	SOMERS	MOS
HARDING	RAH	DAVIS	VAD
SATTERLEE	TAS	ELLYSON	LEL
THOMPSON	MHT	HAMBLETON	MAH
FORREST	RFR	RODMAN	MDR
FITCH	TIF	EMMONS	MEM

4. Call signs of Shore Fire Control Parties are listed below. These call signs will not change. Naval Gunfire Liaison Officers with infantry battalions will use call sign of their Shore Fire Control Party followed by the numeral 1.

<u>SFCP</u>	<u>Attached</u>	<u>Call Sign</u>	<u>SFCP</u>	<u>Attached</u>	<u>Call Sign</u>
SFCP 1	2nd Ranger Bn.	DJX	SFCP7	1st Bn.16th RCT	ZPW
SFCP 2	5th Ranger Bn.	FGH	SFCP8	2nd Bn.16th RCT	FAT
SFCP 3	1st Bn. 116th RCT	KRD	SFCP9	3rd Bn.16th RCT	KMA
SFCP 4	2nd Bn. 116th RCT	MKR	SFCP10	7th F.A.Bn. HQ.	HOF
SFCP 5	3rd Bn. 116th RCT	SJT	SFCP11	1st Bn.18th RCT	CWR
SFCP 6	111th F Bn. HQ.	NAD			

GUNFIRE SUPPORT COMMUNICATIONS

<u>SFCP</u>	<u>Attached</u>	<u>Call Sign</u>
SFCP 12	2nd Bn. 18th RCT	TSC
SFCP 13	3rd Bn. 18th RCT	DEB
SFCP 14	32nd F.A. Bn. HQ.	PER
SFCP 15	1st Div. Artillery Hq.	PVA
SFCP 16	1st Bn. 115th RCT	TEN
SFCP 17	2nd Bn. 115th RCT	BGK
SFCP 18	3rd Bn. 115th RCT	PAD
SFCP 19	110th F.A. Bn. HQ.	FRX
SFCP 20	1st Bn. 26th RCT	JBA
SFCP 21	2nd Bn. 26th RCT	SDA
SFCP 22	3rd Bn. 26th RCT	NSB
SFCP 23	33rd F.A. Bn. HQ.	HAS
SFCP 24	1st Bn. 175th RCT	QFJ
SFCP 25	2nd Bn. 175th RCT	RGA
SFCP 26	3rd Bn. 175th RCT	DKF
SFCP 27	224th F.A. Bn. HQ.	SVG
SFCP 28	29th Div. Artillery Hq.	CHW
SFCP 29	1st Bn. 8th RCT	FOL
SFCP 30	2nd Bn. 8th RCT	DMK
SFCP 31	3rd Bn. 8th RCT	GUS
SFCP 32	29th F.A. Bn. RCT	RBK
SFCP 33	1st Bn. 22nd RCT	BJV
SFCP 34	2nd Bn. 22nd RCT	JRM
SFCP 35	3rd Bn. 22nd RCT	PNK
SFCP 36	44th F.A. Bn. HQ.	JAX
SFCP 37	1st Bn. 12th RCT	MVL
SFCP 38	2nd Bn. 12th RCT	SOR
SFCP 39	3rd Bn. 12th RCT	NGW
SFCP 40	42nd F.A. Bn. HQ.	KUD
SFCP 41	4th Div. Artillery Hq.	BFE
SFCP 42	358th RCT, 90th Inf. Div.	AKW
SFCP 43	502nd RCT, 101st A.B. Div.	GAR
SFCP 44	359th RCT, 90th Inf. Div.	DAD

PNGS
(Parachute Naval
Gunfire Spotters)

<u>PNGS</u>	<u>Attached</u>	<u>Call Sign</u>
PNGS 1	501st RCT 101st A.B. Div.	FVS
PNGS 2	501st RCT 101st A.B. Div.	TLO
PNGS 3	501st RCT 101st A.B. Div.	QAD
PNGS 4	502nd RCT 101st A.B. Div.	HWL
PNGS 5	502nd RCT 101st A.B. Div.	NOP
PNGS 6	502nd RCT 101st A.B. Div.	DSA
PNGS 7	506th RCT 101st A.B. Div.	LGP
PNGS 8	506th RCT 101st A.B. Div.	KGB
PNGS 9	506th RCT 101st A.B. Div.	QVS

5. The single call sign procedure will not be used for gunfire support communications.

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GUNFIRE SUPPORT COMMUNICATIONS

6. The assignment of frequencies to Assault Forces is indicated below. Assault Force Commanders will assign frequencies to Shore Fire Control Parties.

(a) AM Frequencies

Force "O" (including Rangers and Force "B")

3815 kcs
3840 kcs
3900 kcs
4025 kcs *
4125 kcs
4260 kcs
4335 kcs
4440 kcs *
4620 kcs *
4673 kcs
4825 kcs
5387 kcs
5445 kcs
5595 kcs
5615 kcs
5638 kcs
4300 kcs * (Force "O" common frequency)

Force "U"

3860 kcs
4185 kcs
4240 kcs
4270 kcs
4797 kcs
4850 kcs *
5060 kcs *
5195 kcs
5717 kcs
4355 kcs * (Force "U" common frequency)

* Permanent Naval Frequencies. Remainder of frequencies will not be available after D+14 day.

(b) FM frequencies

Force "O" (including Rangers and Force "B")

27.0 mcs (Shared with Army after D+2 day)
27.4 mcs (Shared with Army after D+5 day)
29.4 mcs (Shared with Army after D+7 day)
29.8 mcs (Shared with Army after D+14 day)
30.0 mcs (Shared with Army after D+14 day)
30.4 mcs (Shared with Army after D+14 day)
30.7 mcs (Shared with Army after D+3 day)
31.0 mcs (Shared with Army after D+6 day)
31.4 mcs (Shared with Army after D+7 day)
31.6 mcs (Shared with Army after D+14 day)
32.0 mcs *

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GUNFIRE SUPPORT COMMUNICATIONS

32.4 mcs *
32.8 mcs *
33.2 mcs *
33.6 mcs *
34.0 mcs (Shared with Army after D/14 day)
34.4 mcs (Shared with Army after D/9 day)

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Force "U"

27.2 mcs (Shared with Army after D/5 day)
29.6 mcs (Shared with Army after D/14 day)
30.2 mcs (Shared with Army after D/14 day)
30.5 mcs (Shared with Army after D/2 day)
31.2 mcs (Shared with Army after D/5 day)
31.7 mcs (Shared with Army after D/14 day)
32.2 mcs *
32.6 mcs *
33.0 mcs *
33.4 mcs *
33.8 mcs *
34.2 mcs (Shared with Army after D/2 day)
34.6 mcs (Shared with Army after D/10 day)

* Permanent naval frequencies. Remainder of FM frequencies will be shared with the Army as indicated above.

(c) In assigning frequencies to Shore Fire Control Parties, Assault Force Commanders will attempt as far as possible to assign frequencies which are only a few kilocycles or megacycles apart from frequencies of another Assault Force to Shore Fire Control Parties which will operate on the most distant flank from that Assault Force.

7. (a) Slidex Code will be issued to all Shore Fire Control Parties and fire support ships. The Slidex Code will only be used by Shore Fire Control Parties to relay intelligence or situation reports to firing ships or to authenticate for messages. When Slidex Code is to be used, the word SEX will be sent before the Slidex Code groups. In order to authenticate for messages the ship or party requesting authentication will send the challenge "BANKO" and time of receipt of the message. The other station will then send the time of receipt of the message encoded in the Slidex Code.

(b) Slidex Code cursor settings (key pairs) are listed below. The initial settings may be used until a change is required. Assault Force Commanders are authorized to change settings, informing Naval Commander Western Task Force. The key rectangle will also remain unchanged until a change is necessary. In using Slidex Code the originator of the message will indicate to the receiver the position in which he has set his cursors by giving the coordinates of the key rectangle.

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GUNFIRE SUPPORT COMMUNICATIONS

- (1) Normal setting
Horizontal key K C G L F I B J N A D G C L
Vertical key D J N B Q L H A F K P J M E G C I D J N
Key rectangle 3rd F
- (2) Alternate setting
Horizontal key F D J I C H K L G B E A F D J I
Vertical key B N Q A F I O C K P H G L D J E M B N Q A
Key rectangle 35
- (3) Alternate setting
Horizontal key H D K A J G I C E L F B H D K A
Vertical key O D L E K H G B F A M C Q J N P I O D L E
Key rectangle 3rd J
- (4) Alternate setting
Horizontal key J D K B F A G E I L A C J D K B
Vertical key G C J N A O E M Q F H P B I D K L G C J N
Key rectangle 1st K
- (5) Alternate setting
Horizontal key D B I C K E L G A H F J D B I C
Vertical key M Q A G N B O P L E K H C F D I J M Q A G
Key rectangle 2nd H
- (6) Alternate setting
Horizontal key A G D J E C L H B F I K A G D J
Vertical key F H K D O A N Q J M B E I L C Q P F H K D
Key rectangle 44
- (7) Alternate setting
Horizontal key C H E I B K D L A G J F C H E I
Vertical key E A H O B F I K J M G D P L C N Q E A H O
Key rectangle 1st F
- (8) Alternate setting
Horizontal key F B G E K J H A L C I D F B G E
Vertical key P I F Q H D M G C O E N A K B L J P I F Q
Key rectangle 3rd U
- (9) Alternate setting
Horizontal key C H F L E A G D B K I J C H F L
Vertical key K G E I D J C L P H A F B N O M Q K G E I
Key rectangle 56
- (10) Alternate setting
Horizontal key D C L E F B H A I F K G D C L E
Vertical key N E C K I M D A O B L Q F H P G J N E C K
Key rectangle 2nd A
- (c) The following vocabulary will be used with Slidex Code:
The RA unit card will not be used.

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A.A.	08 (ING) ACCEPT (ED)	J (ING) ADVANCE (D)	24 AIRBORNE	31 AIRCRAFT	4 ALL ARMS	49 AIR O.P.	57 (S) AMERICAN	A AMMUNITION	G AREA	SWITCH OFF	9 ARMY
0 (FIG) ARTILLERY	E (ING) ATTACH (ED)	18 (ING) ATTACK (ED)	S AXIS	A BARRAGE	40 (S) BATTALION	N (IES) BATTERY	T BATTLESHIP	SWITCH ON	74 BLOWN	N B.C.W.	90 BOMBERS
BOMBLINE	09 BOUNDARIES	19 BRIDGE	T BRIGADE	32 CANADIAN(S)	H CANCEL	5 CAPTURE (D)	58 CARRIER (S)	65 (IES) CASUALTY	H CENTRE	82 CHANGE FREQUENCY TO	V CLOSING DOWN AT
OO CODESIGN	F COLUMN	K COMBINED ARMY AND NAVY SHOOT	25 COMMAND	B COMMUNICA- TION(S)	41 COMPANY (IES)	50 CONCENTRATE (ION)	SWITCH OFF	B CONTACT	I CORPS	O COUNTER	91 CROSSING
A CRUISER	1 (FIG) DEFENCE (IVE)	2 DEFEND (ING)	U (ING) DELAY (ED)	SWITCH ON	42 DESTROY (ED)	0 DESTROYER	U DIRECTION	66 DIVISION	75 EARLIEST	83 EAST	W ENEMY
OI (ING) ENGAGE (D)	10 ESSENTIAL	L (ED) (ING) ESTABLISH	26 (ING) EVACUATE (D)	33 EXCLUDE	I EXPECT	P EXPENDITURE	59 FWD LINES	C FIGHTER (S)	76 FIRST LIGHT	P FIRE	92 FLANK
O2 (F.O.B) PARTY (IES)	G FRENCH	SWITCH OFF	27 FREQUENCY	C FRONT	43 GAS	51 GO (ING)	V GRID	67 GUN(S)	J GUNBOAT	Q H-Q	X (ING) HARRAS (ED)
SWITCH ON	11 HARBOUR	20 HEAVY	V HELD UP	34 HIGH GROUND	J HOLD (ING)	52 HOUR(S)	6 HOW MANY/MUCH	68 (LY) IMMEDIATE	77 INCL	84 IN COMMU- NICATION WITH	Y INFANTRY
B (ATION) (ING) INFORM (ED)	12 INTENTION	M (MING) JAM (MED)	28 JUNCTION	D KILLED	44 KILOMETERS	Q LANDMARK	W LAST LIGHT	69 L.C.G.	K LEFT	85 LIAISON	Z LIFT
03 LIGHT	SWITCH OFF	N LINE	29 (ING) LOCATE (D)	35 LORRIED INFANTRY	45 MACH- INE GUNS	53 MAP REF.	X MEDIUM	D MILES	78 MINE (D(S))	R MINUTE(S)	93 MONITOR
C MORTAR(S)	13 (ING) MOVE (D(S))	21 M.T.	W M.T.B.	36 MY LOCATION	K IS. WEAR	R NET (TED (TING	60 (ATION) (ING) NEUTRALISED)	7 NIGHT	79 NIL	86 NO/NOT	94 NO MOVE- MENT SEEN
D NORMAL	14 NORTH	0 OBJECTIVE	SWITCH OFF	E OBLIQUE PHOTO	46 OBSCURE (D)	54 OBSTACLE	Y O.Ps	70 OPS	L OPEN AT	87 ORDER(S)	95 OUT OF ACTION
O4 OWN TROOPS	H (S) PARACHUTIST	22 (ING) PASS (ED)	X PATROL(S)	37 (S) PHOTOGRAPH	SWITCH ON	55 PLATOON(S)	Z POSITION(S)	E (ING) PROTECTION	8 RADAR	S R.A.F.	96 RAILWAY
5 RANGE	P RATE	P REAR	Y REAR	F RECCE	47 (R) (ING) RECEIVE (D)	S RED	61 RECT	71 (ING) REPORT (ED(S)	M (S) RESERVE (D)	T RESISTANCE	97 RIGHT
E RIVER	16 ROAD	Q R.J.	3 R/T	G SFCP	L SEARCH LIGHT	SWITCH ON	62 SEND (ING)	72 (ING) SHELL (ED(S)	80 SIGNAL	88 SIT. REP	98 SLOW
O6 SMOKE	17 SOUTH	23 S.P.	Z SPOT- ING WAVE	38 (PING) STOP (PED)	48 STRENGTH	T SUCCESSFUL	63 SUPPLY (IES)	F SUPPORT (ING)	SWITCH OFF	U TANK(S)	99 TASK(S)
O7 TOWN	I TRANSMIT (TER (SION	R UNSER- VICEABLE	30 WEST	39 WHITE	M WIRE	56 WITHDRAW (AL (ING	64 WOOD(S)	73 X-ROADS	81 YARD(S)	89 ZERO	SWITCH ON

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Appendix to Annex "D" to
NAVAL GUNFIRE SUPPORT COMMUNICATIONS

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Appendix 2 to Annex D to
OPERATION PLAN No. 2-44.

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GUNFIRE SUPPORT COMMUNICATIONS


(d) Compromise of the Slidex Code and settings must be carefully guarded against. Any loss or compromise of the system should be immediately reported to Assault Force Commanders.

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A. G. KIRK
Rear Admiral, U.S. Navy
Naval Commander Western Task Force

R. T. Cragg
R. T. CRAGG
Flag Secretary

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 BIGOT NEPTUNE

Appendix 2 to Annex D
GUNFIRE SUPPORT COMMUNICATIONS

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PROVISIONS FOR AMMUNITION REPLENISHMENT

(b) Ammunition at Portsmouth is preloaded in lighters, at Portland in coasters, and at Plymouth in coasters and lighters. Forty percent (40%) of 5"/38 and 3"/50 ammunition at Plymouth is ashore. NITRO will be at Plymouth after D-day. MOUNT BAKER will be in Clyde initially until required.

2. Reserve depth charge material is located as follows:

<u>Depth Charge Material</u>	<u>MOUNT BAKER</u>	<u>PLYMOUTH</u>	<u>PORTLAND</u>	<u>FALMOUTH & FOWEY</u>	<u>SALCOMBE</u>	<u>LONDON DERRY</u>
D.C. Mk. 6	180	1000	200	150	24	1326
D.C. Mk. 7	60	170	30			452
D.C. Mk. 9						446
D.C. Mk. 9-2		500	100			
D.C. Pistols Mk. 6						1208
D.C. Pistols Mk. 6-1		1000	200			
D.C. Boosters Mk. 6						1073
D.C. Boosters Mk. 6-2		1000	200			
D.C. Extenders Mk. 6						1357
D.C. Booster Ex- tenders Mk. 6-1		1000	200			1086
Percussion Detona- tors Mk. 1-1		1950				4300
"K" Gun Impulse Chgs. #1						273
"K" Gun Impulse Chgs. #2						340
"K" Gun Impulse Chgs. #3						370
"K" Gun Arbors Mk. 2						457
"K" Gun Arbors Mk. 6						56
"K" Gun Arbors Mk. 7-1						167
Arbors Mk. 7	150	850				
"Y" Gun Impulse Chgs. #1						426
"Y" Gun Impulse Chgs. #2						329
"Y" Gun Impulse Chgs. #3						204
"Y" Gun Arbors Mk. 1						376
7"2 Proj. Chg. Bodies Mk. 4A		800				
7"2 Proj. Chg. Tails Mk. 4-1		800				
7"2 Proj. Chg. Fuze Mk. 136-3		800				
7"2 Rocket Bodies Mk. 5		1820				
2"25 Rocket Motors Mk. 3		1820				
Fuzes Mk. 131-3		1820				

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PROVISIONS FOR AMMUNITION REPLENISHMENT

3. (a) British replenishment ammunition for fire support ships is located as follows:

Caliber	MILFORD HAVEN	PLYMOUTH	PORTSMOUTH	SUPPORT DEPOTS Note (1)
16"	1/2 refill	1/4 refill		1/2 refill
15"		200 APC (6CRH) 50 CPC 200 HE (6CRH) 200 HE (4CRH)	400 APC (6CRH) 50 CPC 600 HE (6CRH) 200 HE (4CRH)	200 HE (6 CRH) 400 APC (6 CRH) 200 CPC (4 CRH)
7.5"	1 refill	1 refill	1 refill	1 refill
6" MkXXIII	2 refills	3 refills	3 refills	4 refills
5.25"	2 refills	3 refills	3 refills	4 refills
6" MkXII	1 refill	2 refills	2 refills	3 refills
Destroyers	10%	30%	40%	20% Portland

Note (1) Support depots are remote ammunition depots which will replenish the main ammunition ports.

(b) For other British warships one to two refills will be provided in reserve and will be located as follows:

(1) Escort destroyers, corvettes and frigates:

35% Portsmouth
25% Sheerness
10% Portland
10% Falmouth
20% Milford Haven

(2) A/S Trawlers:

30% Milford Haven
70% Portsmouth

(3) Minesweepers:

50% Portsmouth
20% Portland
30% Plymouth

4. Naval Commander Western Task Force will sail fire support ships to ports for replenishment, informing the Commander in Chief of the Home Command concerned by signal, in order that diversions to other ports can be made if necessary. After D-day ships, when signalling their expected time of arrival at replenishment ports should include in the signal the approximate amount of ammunition required. The following procedure shall be followed in sailing British fire support ships to ports for replenishment:

PROVISIONS FOR AMMUNITION REPLENISHMENT

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- (a) Monitors will replenish initially at Portsmouth.
 - (b) The first four 6" Mark XXIII cruisers will replenish at Portsmouth; the next two at Plymouth.
 - (c) The first two 6" Mark XII cruisers will replenish at Portsmouth.
 - (d) The first three 5.25" cruisers will replenish at Portsmouth.
 - (e) The first 7.5" cruiser will replenish at Portsmouth.
 - (f) The first 14 Fleet destroyers and 6 Hunt destroyers will replenish at Portsmouth; the next 3 Fleet destroyers at Plymouth.
 - (g) SOEMBA will replenish at Plymouth.
 - (h) MONTCALM and GEORGES LEYCUES will replenish at Milford Haven.
5. (a) Ammunition Stores Issuing Ships (A.S.I.S.) will carry the following types of ammunition to the far shore for gun support craft, ferry service craft, accommodation ships and headquarters ships which will remain on the far shore:
- (1) 5"/38 cal. for U. S. headquarters ships.
 - (2) 4.7" for LCG(L).
 - (3) 4" H.A. for British coastal forces.
 - (4) 3" H.A. for British coastal forces.
 - (5) 12-Pounder.
 - (6) 6-Pounder.
 - (7) 2-Pounder for LCF.
 - (8) 20 and 40 mm.
 - (9) .30 and .50 caliber.
 - (10) No. 24 Smoke Generators.
 - (11) Mark VI Depth Charges.
- (b) It is intended to base these ships, prior to the operation, two in Thames Area and six at Milford Haven. Two A.S.I.S. will be sailed from Milford Haven on D-2 day to arrive off SPITHEAD on D-day and in the assault area on D+1 day. Three A.S.I.S. will be sailed from Milford Haven on D-day two of which remain off SPITHEAD until further orders. The third is to proceed to the assault area, arriving on D+3. One A.S.I.S. will be sailed from Thames, to arrive in the assault area on D+3 day. When they arrive in the assault area A.S.I.S. are to come under the control of Task Force Commanders who will issue the necessary instructions regarding issue of ammunition. No further A.S.I.S. ships will be sailed to the assault area unless Task Force Commanders, FOBAA, or FOWEST signal that they are required.
6. Twenty and forty millimeter ammunition will be available at all British and U. S. landing craft hards and will also be preloaded with large caliber ammunition in coasters and lighters. On the Far Shore LSTs may issue 20 and 40 mm ammunition in emergency to escort vessels and ferry service craft.
7. Smoke Floats MK.2 and Floating Smoke Pots M4A1 will be available for issue to landing craft at all U. S. Advanced Amphibious Bases. Reserve F.S. Smoke Tanks for destroyers and filling equipment for F. S. Smoke Tanks will be in Plymouth. CERES and CAPETOWN will each carry 500 Mark III Smoke Pots, 500 Floating Smoke Pots M4A1, and 1000 No.24 Smoke Generators.

PROVISIONS FOR AIR SPOTTING

1. (a) The following single seater fighter aircraft are available for air spotting of naval gunfire for the Eastern and Western Task Forces:

- 16 Mustangs - No. 414 Squadron R.C.A.F.
- 16 Mustangs - No. 2 Squadron R.A.F.
- 16 Mustangs - No. 26 Squadron R.A.F.
- 16 Spitfires - No. 268 Squadron R.A.F.
- 40 Spitfires/Seafires - No. 3 Naval Fighter Wing F.A.A.

(b) The three Mustang Squadrons will be detached at 1200 on D-day when they will return to carry out their normal tactical reconnaissance duties. The remainder of the aircraft will be continuously available for air spotting.

2. (a) Spotting aircraft will not be assigned to individual fire support ships but will be pooled and will operate from Lee-on-Solent.

(b) Spotting aircraft will operate in pairs, one spotter and one escort, known as a weaver. Both aircraft will operate on the same VHF voice frequency.

(c) Initially the total number of available aircraft will be divided into groups, each group being on a different frequency and assigned to Assault Forces. Availability of aircraft limits the total number of groups assigned Western Task Force to ten from H-40 minutes until H-230 minutes. After H-230 minutes five groups of aircraft will be available to Western Task Force.

(d) Spotting aircraft will arrive over the assault area at H-40 minutes and will be relieved on station. Each aircraft will be capable of remaining on station for 45 minutes. The program of spotting aircraft sorties will be divided into 45 minutes periods; period 1 will commence at H-40 minutes.

(e) The following table indicates allocation of groups of aircraft to Assault Forces for the first twenty-four periods. Periods when no aircraft of a certain group are available are due to the requirement of a 90 minutes turn-around for those groups which do not contain sufficient aircraft to be relieved on station.

GROUP \ PERIOD	PERIOD																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
6	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
18	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
20	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

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PROVISIONS FOR AIR SPOTTING

(f) Assault Force Commanders will submit to Allied Naval Commander-in-Chief Expeditionary Forces and Naval Commander Western Task Force the following information:

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(1) Targets to be spotted during each period assigned and fire support ship assigned. Since it is considered that two targets may be spotted during a single spotting period, two targets should be assigned for each period. Precarried targets may be assigned as long after H-hour as is considered practical, thereafter targets may be targets of opportunity.

3. (a) Sorties will be flown by Tactical Air Force who will in the event of casualties, adjust the number of aircraft per group so that the remaining numbers of sorties per group will be equal.

(b) Each spotting aircraft will be briefed by Tactical Air Force for two targets per sortie as designated by Assault Force Commanders. In absence of further instructions relief aircraft will be briefed to spot on the same target.

4. (a) Should Assault Force Commanders require succeeding sorties to be briefed on different targets, they are to signal Allied Naval Commander-in-Chief Expeditionary Force informing Tactical Air Force and Naval Commander Western Task Force the new target and the aircraft effected. Allied Naval Commander-in-Chief Expeditionary Force will then make the necessary arrangements with Tactical Air Force.

(b) If a reallocation of spotting aircraft between Task Forces is necessary, Allied Naval Commander-in-Chief Expeditionary Force will make the necessary arrangements with Tactical Air Force. Naval Commander Western Task Force will reallocate aircraft between Assault Forces "O" and "U" as may become necessary.

5. (a) Spotting procedure will be in accordance with Allied Expeditionary Force Assault Signal Book. Examples of spotting procedure are given in Allied Naval Assault Gunnery Instructions.

(b) British air spotters will normally use the clock code method of observation. The first ranging salvo will be a 400 yard down ladder.

(c) Before opening fire ships are to check with spotting aircraft the grid coordinates of the target.

(d) Spotting aircraft may discover targets of opportunity and request fire on them. In this case the ship is responsible for insuring that own troops are not endangered by the fire.

(e) Fire support ships must inform spotting aircraft of the approach of enemy aircraft.

(f) All grid coordinates passed to spotting aircraft will be given in the British Military Grid System (Lambert and Nord de Gaurr grid).

PROVISIONS FOR AIR SPOTTING

6. On D-day and after Assault Force Commanders are to signal to Allied Naval Commander-in-Chief Expeditionary Force a forecast of their requirements for spotting aircraft for the following day as early as practicable on the previous evening. ~~Commander Western Task Force.~~ Allied Naval Commander-in-Chief Expeditionary Force will inform Assault Force Commanders to what extent the requirements can be met.

7. (a) Frequencies are listed in Communication Plan, Annex "L", Appendix 3.

(b) Call signs for spotting aircraft will be promulgated by Allied Expeditionary Air Force. The call sign of the firing ship will be that of the spotting aircraft followed by the word "TURRET". If one aircraft is spotting for two ships, the call sign of the second ship will be that of the spotting aircraft followed by "TURRET TWO". Each group of spotting aircraft will have one call sign and one frequency. Fire support ships will carry sufficient crystals to enable them to communicate with any group.

A. G. KIRK
Rear Admiral U. S. Navy
Naval Commander Western Task Force

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21 April 1944

ANNEX "E" TO OPERATION PLAN NO. 2-44

- Serial 00144

Assembly and Staging Plan

(including initial towing plan to ships and craft of Forces "O", "U" and "B")

1. The Assembly and Staging Plan, is divided into three phases:
- (a) Pre-Assembly of Forces; D-14 to D-7
 - (b) Loading - actual ports, berths and facilities to be used.
 - (c) Final assembly.
2. Appendix 1 to Annex E gives a preliminary estimate by Forces of the loading and assembly areas for ships and craft assigned the Western Task Force, for Operation NEPTUNE. This is in execution of Appendix V of ANCKF Operation NEPTUNE Naval Plan, and ON 4. Commanders of Forces "O", "U" and "B", will prepare detailed plans within the framework of Appendix 1 to Annex E, Appendix V of the ANCKF Naval Plan, and ON 4 with adjustments to meet any requirements.
3. Appendix 2 of Annex E gives the general towing plan to be undertaken by the Assault Forces. Force Commanders will prepare detailed towing plans within this framework making any necessary adjustments occasioned by redistribution of the berthing.
4. It is assumed that the pre-assembly period will last for a maximum of 14 days and a minimum of 7 days prior to D day.
5. Appendix 3 of Annex E gives a berthing plan by ports.
6. All ships and craft taking part in the operation with the exception of those referred to in para. 6 below are to complete to full stowage of fuel, lubricants and water prior to leaving for their Assembly Ports and are to top up prior to leaving these ports.
6. L.C.T.(L) and L.S.T.(2) are to arrive in the Assembly Area with only such fuel as is essential to meet requirements there and at the same time to attain beaching trim for the assault. They are to carry full stowage of water.
7. It is primarily the duty of Commanding Officers of ships and Senior Officers of units to represent their requirements for fuel to the appropriate naval authorities in sufficient time for their needs to be met.
8. (a) Strict economy in water expenditure is to be exercised by all ships and craft;
(b) L.S.T.(2) are to be prepared to discharge fresh water to other ships and craft if required;
(c) L.S.T.(2) are to be prepared to reduce draught for loading at hards by discharging surplus water overboard.
9. The Ministry of War Transport is requested to make arrangements to ensure that merchant ships have adequate stocks of fuel on board to carry out their part of the operation.

ADDITIONAL DISTRIBUTION OF THIS ANNEX:

CinC Portsmouth	(2)	RNO Brixham	(2)
CinC Plymouth	(2)	NOIC Dartmouth	(2)
TURCO	(2)	RNO Salcombe	(2)
NOIC Poole	(2)	RNO Tovey	(2)
FOIC Portland	(2)	FOIC Falmouth	(2)
RNO Teignmouth	(2)		

R.T. Cragg
R.T. CRAGG,
Flag Secretary

A.G. KIRK,
Rear Admiral, U.S. Navy,
Naval Commander Western Task Force.

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"These Appendices have served their purpose and will not be amended further. Commander Service Force ONE TWO TWO will exercise operational control of landing craft and escort groups as necessary to accomplish loading and final distribution as required by the Force Commanders. Instructions are covered in CTF-127 Operation Plan No. 1-44, Annexes "A", "B", "C", and "D". CTF-129 will turn operational control of destroyers over to their Force Commanders at such time as they are needed by the latter for escorting APA and LSI to assembly ports. CTF-129 will effect the assembly of ships which are to assemble in BELFAST. Assembly of all other ships is the responsibility of the Force Commander concerned."

BIGOT NEPTUNE

APPENDIX I
ANNEX "F" TO OPERATION PLAN NO. 2-44

21 April 1944
Serial: 00144

CONTROL FORCE
-122-

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
FORCE FLAGSHIP	PLYMOUTH Alt. PORTLAND	-	PORTLAND Alt. PLYMOUTH	-				Berths reserved both ports
1 CL BELLONA	BELFAST	-	BELFAST					Reserve fire support ship Proceed in O-1 F.
5 DD	2 BELFAST 3 BELFAST	-	2 BELFAST 3 BELFAST					Escort fire support ships to south coast. Detach 3 to Force "U" at Plymouth and 2 to Force "O" at Portland. RESERVE fire support DD's on arrival assault area join area screen.
1 SG	PLYMOUTH	-	PORTLAND	-	-	-	-	Coastal Force Pens - Portland Harbor.
3 YMS	PORTLAND	-	PORTLAND					Anchor in Weymouth Bay.
1 PT	PORTLAND	-	PORTLAND					Coastal Force Pens - Portland Harbor.
1 FDT	PORTLAND	-	PORTLAND	8(c)	O-2B S	PORTLAND	D-1	Buoy in Portland Harbor.

APPENDIX I
 Assembly and Staging Plan ANNEX "F"
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 BIGOT NEPTUNE

BIGOT NEPTUNE

APPENDIX 1

ANNEX "E" TO OPERATION PLAN No. 2-44

21 April 1944

Serial: 00144

CONTROL FORCE

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Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
1 Flagship "ACHERNAR"	PLYMOUTH	-	PLYMOUTH					Buoy in Plymouth.
5 WRECK DISPERSAL	FALMOUTH		FALMOUTH			FALMOUTH	+	On call.
3 ARS	FALMOUTH	-	FALMOUTH			FALMOUTH	-	On call.
4 AT	FALMOUTH	-	FALMOUTH			FALMOUTH	D-1	Proceed with convoys as directed By Assault Force Commanders.
2 ATR	FALMOUTH	-	FALMOUTH			FALMOUTH	D-1	Proceed with convoys as directed by Assault Force Commanders.

NOTE: Serial No. in Column 5 is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added where the convoy indicated in XFNP has been divided into smaller groupings by the NCWTF. The same serial numbers are used in Annex "F" and Annex "G" to this Operation Plan (ONWEST).

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Assembly and Staging Plan ANNEX "E"

BIGOT NEPTUNE

APPENDIX 1
 APPENDIX 1
 ANNEX "E" TO OPERATION PLAN NO. 2-44

ANNEX "E" TO OPERATION PLAN NO. 2-44

SERVICE FORCE

21 April 1944
 Serial: 00144

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
"MELVILLE"	PLYMOUTH or FALMOUTH		PORTLAND					Anchor or buoy in Plymouth or Falmouth. Then move to Weymouth Bay and anchor. Move into Portland Harbor when Force "O" sails and there is room.
2 SC	CHICHESTER		CHICHESTER					Buoy Chichester. These 2 SC allocated to MULBERRY.
60 COAST GUARD CUTTERS	POOLE		POOLE					Buoys and moor to New Quay Poole. These 60 Coast Guard Cutters allocated to ANCXF under CinC Portsmouth.
NITRO MT. BAKER ARIEL T. JOHNSON B. CARTER	CLYDE CLYDE CLYDE CLYDE		PLYMOUTH CLYDE BRISTOL CHAN CLYDE PLYMOUTH					To Plymouth D day. Drew 1 lift from Base 2. Reserve accommodation ship. Move to Plymouth when berth is available.

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BIGOT NEPTUNE

21 April 1944
 Serial 00144

FORCE "O"
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PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
2 BB TEXAS ARKANSAS	1 BELFAST 1 BELFAST	- -	1 BELFAST 1 BELFAST					
3 CL GLASGOW MONTCALM GEO LEYGUES	1 BELFAST 1 BELFAST 1 BELFAST	- - -	1 BELFAST 1 BELFAST 1 BELFAST					
9 DD U.S.	9 PORTLAND	-	9 PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Escorts. Anchor in Weymouth Bay.
3 HUNTS TANATSIDE MELBREAK TALYBONT	1 PORTLAND 1 PORTLAND 1 PORTLAND	- - -	1 PORTLAND 1 PORTLAND 1 PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Escorts. Anchor in Weymouth Bay.
2 ODD R.N.	1 PORTLAND 1 PORTLAND	- -	1 PORTLAND 1 PORTLAND	8(b) 8(c) 8(d)	{O-2A S} {O-2B S} O-3 S	PORTLAND PORTLAND	D-1 D-1	Anchor in Weymouth Bay. Anchor in Weymouth Bay.
1 DE U.S.	1 PORTLAND	-	1 PORTLAND	8(b) 8(c)	O-2A S O-2B S	PORTLAND	D-1	Anchor in Weymouth Bay.
4 FRIGATES	2 BELFAST 2 PORTLAND	- -	2 BELFAST 2 PORTLAND	8(a)	O-1 F	PORTLAND	D-1	2 from Belfast escort fire-support ships to Portland, then join 8(a). 2 anchor in Weymouth.

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 Assembly and Staging Plan ANNEX "E"

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 APPENDIX 1
 ANNEX E TO OPERATION PLAN NO. 2-44

21 April 1944
 Serial: 00144

FORCE "O"
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PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY

Type (1)	Preliminary Disposition (2)	Loading Perth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
9 PC	3 PORTLAND 6 PORTLAND	- -	3 PORTLAND 6 PORTLAND	8(a) (8(b)) (8(c))	0-1 F (0-2A S) (0-2B S)	PORTLAND PORTLAND	D-1 D-1	Anchor Weymouth Bay. After assault PC's join area screen.
6 SC	3 PORTLAND 3 PORTLAND	- -	3 PORTLAND 3 PORTLAND	8(a) 8(d)	0-1 F 0-3 S	PORTLAND PORTLAND	D-1 D-1	Coastal Force pens in Portland Harbor.
3 A/S TRAWLERS	3 PORTLAND	-	3 PORTLAND			PORTLAND		Anchor in Weymouth Bay. See Annex F, App. 1, page 6 for escort assignment.
12 ML (B)	3 POOLE 2 POOLE 2 POOLE 2 PORTLAND 2 PORTLAND 1 PORTLAND	- - - - -	3 POOLE 2 POOLE 2 POOLE 2 PORTLAND 2 PORTLAND 1 PORTLAND	8(b) - - 8(a) 8(c) 8(b)	0-2A S 0-4 0-5 0-1 F 0-2B S 0-2A S	POOLE POOLE POOLE PORTLAND PORTLAND PORTLAND	D-1 D-1 D D-1 D-1 D-1	3 ML escort support craft from Poole to convoy. 7 moor to Town Quay Poole. 5 in Coastal Force Pens Portland. 4 ML escort convoys 04 and 05 from Poole. 1 escort LCP(L) and LCM(CRU) to convoy.
1 PT	1 PORTLAND	-	1 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Coastal Force Pens. Portland.
6 SGB 2 MGB	SOLENT SOLENT	- -	SOLENT SOLENT					6 in Portsmouth to sail as requested by ComForce "O".
2 HDML	1 PORTLAND 1 PORTLAND	- -	1 PORTLAND 1 PORTLAND	8(a) 8(b)	0-1 F 0-2A S	PORTLAND PORTLAND	D-1 D-1	Coastal Force Pens. Portland Harbor.

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21 April 1944
 Serial: 00144

FORCE "O"
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PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
4th (8 FMS 3 Danlayers 2 ML) and 31st (8 FMS 3 Danlayers 2 ML)	PORTLAND	-	PORTLAND			PORTLAND	D-1	FMS anchor in Weymouth Bay. Danlayers anchor in Weymouth Bay.
	PORTLAND	-	PORTLAND			PORTLAND	D-1	ML's coastal Force Pens. Portland.
10 BYMS 167th Flot.	PORTLAND	-	PORTLAND	-	-	PORTLAND	D-1	Anchor in Weymouth Bay.
10 MMS 104th Flot.	PORTLAND	-	PORTLAND	-	-	PORTLAND	D-1	Anchor in Weymouth Bay.
1 FLAGSHIP "ANGON"	PORTLAND	-	PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Anchor in Portland Harbor.
4 APA 3 XAP	PORTLAND	PORTLAND	PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Anchor in Portland Harbor.
2 LSI(L)	PORTLAND	PORTLAND	PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Anchor in Portland Harbor.
3 LSI(H)	PORTLAND	PORTLAND	PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Anchor in Weymouth Bay.
3 LSI(S)	PORTLAND	PORTLAND	PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Anchor in Weymouth Bay.
4 LCH	PORTLAND	PORTLAND	PORTLAND	8(a)	O-1 F	PORTLAND	D-1	Moor Weymouth Harbor to Quay

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 Assembly and Staging Plan ANNEX "E"
 BIGOT NEPTUNE

21 April 1944
 Serial: 00144

FORCE "O"
 -124- PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
5 LCC	PORTLAND	-	PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Coastal Force Pens - Portland Harbor.
24 LST	10 PORTLAND	PORTLAND	10 PORTLAND	8(c)	0-2B S	PORTLAND	D-1	21 at buoys - Portland Har- bor. 3 anchor Weymouth Bay.
	14 PORTLAND	PORTLAND	14 PORTLAND	8(d)	0-3 S	PORTLAND	D-1	
33 LCI(L)	21 PORTLAND	WEYMOUTH	21 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Moor Weymouth Harbor at Quays
	6 PLYMOUTH	PLYMOUTH E	6 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Moor Weymouth Harbor at Quays
	6 FOWEY	PLYMOUTH W	6 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Moor Weymouth Harbor at Quays
127 LCT (5) & (6)	7 PORTLAND	PLYMOUTH	7 PORTLAND	8(b)	0-2A S	PORTLAND	D-1	7 stores loaded. All at buoys in Portland Harbor
	120 PORTLAND	PORTLAND	120 PORTLAND	8(b)	0-2A S	PORTLAND	D-1	
2 LCT(4)	PORTLAND	PORTLAND	PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Loaned from Force "B". Buoys in Portland.
2 LCT(CB)	PORTLAND	PORTLAND	PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Buoys in Portland.
8 LCT(HE)	2 PORTLAND	PORTLAND	2 PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Buoys in Portland.
	6 POOLE	POOLE	6 POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
7 LCF	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
5 LCG	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
8 LCT(A)	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
9 LCT(R)	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.

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BIGOT NEPTUNE

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FORCE "O"
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PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
28* LCP(L) Smokers	PORTLAND	-	PORTLAND	8(b)	0-2A S	POOLE	D-1	*8 more are carried. Berth above bridge Weymouth Harbor.
12 LCM(CRU)	6 PORTLAND 6 POOLE	- -	6 PORTLAND 6 POOLE	8(b) -	0-2A S 0-4	PORTLAND POOLE	D-1 D-1	Berth above bridge Weymouth Harbor. Buoys in Poole Harbor.
20 RHINO	10 PORTLAND 10 PORTLAND	- -	10 PORTLAND 10 PORTLAND	8(c) 8(d)	0-2E S 0-3 S	PORTLAND PORTLAND	D-1 D-1	Anchor in Portland Harbor in extreme West in shallow water.
1 LSD	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Buoy in Portland - Loads 20 LCM.
1 ARL "ADONIS"	PORTLAND	-	PORTLAND	-	-	-	-	On call. Anchor in Weymouth Bay.
2 NL DRYDOCK	1 PORTLAND 1 FALMOUTH	- -	1 PORTLAND 1 FALMOUTH	- -	- -	- -	- -	For use in Portland Harbor. On call for Beach OMAHA.
139 LCM(3)	20 PORTLAND 60 POOLE 59 POOLE	- - -	20 PORTLAND 60 POOLE 59 POOLE	8(a)	0-1 F 0-4 0-5	PORTLAND POOLE POOLE	D-1 D-1 D	Lifted in LSD. Buoys in Poole. Buoys in Poole.
72 LEV(2)	36 POOLE 36 POOLE	SOUTH-AMPTON SOUTH-AMPTON	36 POOLE 36 POOLE	- -	0-4 0-5	POOLE POOLE	D-1 D	Buoys in Poole. Buoys in Poole.
26 LBO	20 POOLE 6 POOLE	- -	20 POOLE 6 POOLE	- -	0-4 0-5	POOLE POOLE	D-1 D	Buoys in Poole. Buoys in Poole.

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 Assembly and Staging Plan ANNEX "E"
 BIGOT NEPTUNE

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 Serial: 00144

FORCE "O"
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PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY

Type	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
9 Dispatch Boats (Seaplane Tenders)	POOLE		POOLE			POOLE		

- NOTE:
- 1: All LST arriving on the first three tides will each leave 4 LCVP to remain on the far shore. These LCVP will report to their respective NOIC's of OMAHA and UTAH.
 - 2: Serial No. is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added when the convoy indicated in XFNP has been divided into smaller groupings by NCWTF. The same serial numbers are used in Annex "F" and Annex "G" of this Operation Plan (ONWEST).
 - 3: Columns (5), (6), and (9) show basis for selecting assembly ports of available escorts. These escort assignments are intended as a guide, and do not bind the Assault Force Commanders.

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 Assembly and Staging Plan ANNEX "F"

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 APPENDIX 1
 ANNEX "F" TO OPERATION PLAN NO. 24

21 April 1944
 Serial: 00144

FORCE "U"
 -125-

TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E. -
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
1 BB "NEVADA"	BELFAST	-	BELFAST					
1 BM "EREBUS"	PORTLAND	-	PORTLAND					Anchor in Weymouth Bay.
3 CA "TUSCALOOSA" "HAWKINS" "QUINCY"	BELFAST	-	BELFAST					
2 CL "BLACK PRINCE" "ENTERPRISE"	BELFAST	-	BELFAST					
1 PG "SOEMBA"	PLYMOUTH	-	PLYMOUTH					Anchor or buoy in Plymouth.
8 DD	4 PLYMOUTH 4 BELFAST		4 PLYMOUTH 4 BELFAST	9(a)	U-1F	PLYMOUTH	D-1	4 DD in Belfast escort Fire Support Ships to South Coast. Join their convoy U-1F off Plymouth. 4 DD buoys or anchor in Plymouth.
2 FRIGATES	PLYMOUTH		PLYMOUTH	9(a)	U-1 F	PLYMOUTH	D-1	Buoys or anchor in Plymouth.
2 CORVETTES	PLYMOUTH		PLYMOUTH	9(d)	U-3 S	PLYMOUTH	D-1	Buoys or anchor in Plymouth.

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 Assembly and Staging Plan ANNEX "F"

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BIGOT NEPTUNE
APPENDIX 1
ANNEX "E" TO OPERATION PLAN NO. 2-44

FORCE "U"
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21 April 1944
 Serial: 00144
 TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
7 PC	3 BRIXHAM 4 DARTMOUTH	- -	3 BRIXHAM 4 DARTMOUTH	9(a) (9(b)) (9(c))	U-1 F (U-2A S & (U-2B S)	D-1 D-2	DARTMOUTH SALCOMBE or DARTMOUTH	Buoys or anchor Brixham. Buoys in Dartmouth.
7 SC	1 DARTMOUTH 2 SALCOMBE 2 SALCOMBE 2 SALCOMBE	- - - -	1 DARTMOUTH 2 SALCOMBE 2 SALCOMBE 2 SALCOMBE	9(a) 9(a) 9(b) or 9(c) 9(d)	U-1 F U-1 F U-2A S U-2B S U-3 S	D-1 D-1 D-2 D-1	DARTMOUTH DARTMOUTH SALCOMBE PLYMOUTH	Coastal Force. Dartmouth. Buoys Salcombe. Buoys Salcombe. Coastal Force. Plymouth.
3 AS TRAWLERS	3 PLYMOUTH	-	3 PLYMOUTH				PLYMOUTH	Buoys or anchor. Plymouth. See Annex F, App. 1, page 6 for escort assignment.
7 ML	2 POOLE 2 POOLE 1 DARTMOUTH 2 DARTMOUTH	- - - -	2 POOLE 2 POOLE 1 DARTMOUTH 2 DARTMOUTH	- - 9(a) (9(b)) (9(c))	U-5 U-6 U-1 F (U-2A S) (U-2B S)	D-1 D D-1 D-2 D-1	POOLE POOLE DARTMOUTH DARTMOUTH DARTMOUTH	4 moor Town Quay Poole. 4 escort U-5 and U-6 from Poole. Coastal Force berths in Dartmouth.
13 PT	DARTMOUTH	-	DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	Coastal Force berths. Upon arrival in assault area join area screen.
2 HDML	1 DARTMOUTH 1 DARTMOUTH	- -	1 DARTMOUTH 1 DARTMOUTH	9(a) 9(b)	U-1 F U-2A S	D-1 D-2	DARTMOUTH DARTMOUTH	Coastal Force berths Dartmouth.
4 HDML	4 PLYMOUTH	-	4 PLYMOUTH	-	-	-	PLYMOUTH	1 Spare. 3 to CinC Plymouth as Airborne marker boats.

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BIGOT NEPTUNE

21 April 1944
 Serial: 00144

FORCE "U"
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TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
(8 FMS 14th (3 Danlayers & (2 ML (3 FMS 16th (3 Danlayers (2 ML	PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH	- - - - - -	PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH				PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH	Buoy or anchor Plymouth Buoy or anchor Plymouth Coastal Forces Plymouth. Buoy or anchor Plymouth. Buoy or anchor Plymouth. Coastal Forces Plymouth.
8 MMS 132nd Flot.	PLYMOUTH	-	PLYMOUTH			D-1	PLYMOUTH	Buoys or anchor Plymouth
11 AM's	PLYMOUTH	-	PLYMOUTH	-	-	D-1	PLYMOUTH	Buoys or anchor Plymouth.
11 YMS	PLYMOUTH	-	PLYMOUTH	-	-	D-1	PLYMOUTH	Buoys or anchor Plymouth.
1 FLAGSHIP (APA)	PLYMOUTH	PLYMOUTH	PLYMOUTH	9(a)	U-1 F	D-1	PLYMOUTH	Buoy in Plymouth.
2 APA	FALMOUTH	TORBAY	TORBAY	9(a)	U-1 F	D-1	TORBAY	Anchor Torbay.
1 LSI (L)	FALMOUTH	TORBAY	TORBAY	9(a)	U-1 F	D-1	TORBAY	Anchor Torbay.
2 LCH	DARTMOUTH	DARTMOUTH	DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	Buoys Dartmouth.
4 LCC	DARTMOUTH	-	DARTMOUTH	9(b)	U-2A S	D-2	DARTMOUTH	Coastal Force Quay.

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 Assembly and Staging Plan ANNEX "E"
 BIGOT NEPTUNE

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 APPENDIX 1
 ANNEX "F" TO OPERATION PLAN NO. 2-44

21 April 1944
 Serial: 00144.

FORCE "U"
 -125-

TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Port (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
47 LCI(L)	10 DARTMOUTH 5 DARTMOUTH 18 SALCOMBE 14 PLYMOUTH	DARTMOUTH W DARTMOUTH W PLYMOUTH E Harvey Wharf PLYMOUTH E	10 DARTMOUTH 5 TORBAY or TORQUAY 18 SALCOMBE 14 PLYMOUTH	9(a) 9(a) 9(a) 9(a)	U-1 F U-1 F U-1 F U-1 F	D-1 D-1 D-1 D-1	DARTMOUTH TORBAY SALCOMBE PLYMOUTH	10 Dartmouth buoys. 5 anchor Torbay or Torquay. 18 buoys Salcombe. 14 buoys Plymouth.
30 LST	5 DARTMOUTH 5 DARTMOUTH 6 SALCOMBE 4 BRIXHAM 2 PLYMOUTH 8 PLYMOUTH	DARTMOUTH W DARTMOUTH W BRIXHAM BRIXHAM PLYMOUTH E PLYMOUTH E	5 DARTMOUTH 5 DARTMOUTH 6 TORBAY 4 TORBAY 2 SALCOMBE 8 SALCOMBE	9(c) 9(d) 9(d) 9(d) 9(d) 9(e) & 19	U-2B S U-3 S U-3 S U-3 S U-3 S U-4 S	D-2 D-1 D-1 D-1 D-1 D+1	DARTMOUTH DARTMOUTH TORBAY TORBAY SALCOMBE SALCOMBE	Buoys in Dartmouth. Buoys in Dartmouth. Anchor Torbay. Anchor Torbay or Brixham. *Buoy Salcombe. Join U-3 S convoy from Torbay. *Buoys Salcombe- Airborne
116 LCT (5) & (6)	57 DARTMOUTH 48 BRIXHAM 11 DARTMOUTH	DARTMOUTH W TORQUAY PLYMOUTH	57 DARTMOUTH 48 BRIXHAM 11 DARTMOUTH	9(b) 9(b) 9(b)	U-2A S U-2A S U-2A S	D-2 D-2 D-2	DARTMOUTH BRIXHAM DARTMOUTH	Buoys Dartmouth. Buoys Brixham. Stores loaded. Buoys in Dartmouth.
36 LCT(4)	36 DARTMOUTH	DARTMOUTH E	36 DARTMOUTH	9(b)	U-2A S	D-2	DARTMOUTH	Buoys in Dartmouth.
4 LCF	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.
4 LCG	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.

*Buoys in SALCOMBE after loading.

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 BIGOT NEPTUNE

21 April 1944
 Serial: 00144

FORCE "U"
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TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E. -
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
8 LCT(A)	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.
5 LCT(R)	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.
14 LCP(L) Speakers	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	4 extra LCP(L) are carried. Towed by support craft.
6 LCM (CRU)	3 PORTLAND	-	3 PORTLAND	9(b)	U-2A S	D-2	PORTLAND	Moor above bridge Weymouth Harbor. Join 9(b) south of Portland.
	3 FOOLE	-	3 FOOLE	-	U-5	D-1	FOOLE	Buoys in Poole.
11 RHINO	5 DARTMOUTH	-	5 DARTMOUTH	9(c)	U-2B S	D-2	DARTMOUTH	Anchor in Dartmouth.
	5 DARTMOUTH	-	5 DARTMOUTH	9(d)	U-3 S	D-1	DARTMOUTH	Anchor in Dartmouth.
	1 SALCOMBE	-	1 SALCOMBE	9(d)	U-3 S	D-1	SALCOMBE or TORBAY	Anchor Salcombe. 1 of the 2 Force "U" LST tow this Rhino after loading.
14 CAUSEWAYS	14 SALCOMBE	-	14 SALCOMBE	9(c)	U-4 S	D-1	PLYMOUTH	Buoy or anchor Plymouth. Towed by Airborne LST.
2 NL DRYDOCKS	1 PLYMOUTH	-	1 PLYMOUTH	-	-	-	-	For use in Plymouth. On call for Beach UTAH.
	1 PLYMOUTH	-	1 PLYMOUTH	-	-	-	-	
1 ARL "ATLAS"	1 PLYMOUTH	-	1 PLYMOUTH	-	-	-	-	Buoy or anchor (on call).

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 Assembly and Staging Plan ANNEX "E"

BIGOT NEPTUNE

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~~SECRET~~ BIGOT NEPTUNE

APPENDIX 1
ANNEX "E" TO OPERATION PLAN NO. 2-44

21 April 1944
Serial: 00144

FORCE "U"
-125-

TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.
DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
4 LARGE BARGES	2 EXMOUTH 1 EXMOUTH 1 EXMOUTH		2 EXMOUTH 1 EXMOUTH 1 EXMOUTH	- - -	- - -	D-1 D D/1	EXMOUTH EXMOUTH EXMOUTH	Anchor in Exe. Anchor in Exe. Anchor in Exe.
67 LCM(3)	50 DARTMOUTH 17 POOLE	- -	50 DARTMOUTH 17 POOLE	9(b) -	U-2A S U-5	D-2 D-1	DARTMOUTH POOLE	Buoys in Dartmouth. Buoys in Poole
36 LEV(2)	36 YARMOUTH	SOUTH-AMPTON	36 YARMOUTH	-	U-5	D-1	YARMOUTH	Buoys in Yarmouth.
14 LBG	10 POOLE 4 POOLE	- -	10 POOLE 4 POOLE	- -	U-5 U-6	D-1 D	POOLE POOLE	Buoys in Poole Buoys in Poole
8 LBE	4 POOLE 4 POOLE	- -	4 POOLE 4 POOLE	- -	U-5 U-6	D-1 D	POOLE POOLE	Buoys in Poole. Buoys in Poole.
3 LBW	3 POOLE	-	3 POOLE	-	U-5	D-1	POOLE	Buoys in Poole.
2 LBK	2 POOLE	-	2 POOLE	-	U-6	D	POOLE	Buoys in Poole.
5 FUELING TRAWLERS	3 PORTLAND 2 PORTLAND	- -	3 PORTLAND 2 PORTLAND	- -	U-5 U-6	D-1 D	POOLE POOLE	Anchor Weymouth Bay. Pick up tows off Poole.
4 STORES COASTERS	4 SOLENT	-	4 SOLENT	-	U C	D	SOLENT	Buoys or anchor in Solent.

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Assembly and Staging Plan ANNEX "E"

21 April 1944
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FORCE "U"
 -125-

TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E. -
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
UTAH Shuttle Control HMS CERES	FALMOUTH	-	PORTLAND		Inde- pendent	D/1	PORTLAND	Anchor Portland after departure convoy O-1
1 ACCOMMO- DATION SHIP	BRISTOL CHANNEL	-	BRISTOL CHANNEL					On call from D/1 day onwards.

- NOTE: (1) All LST arriving on the first three tides will each leave 4 LCVP to remain on the far shore. These LCVP will report to their respective NOIC's of OMAHA and UTAH.
- (2) Serial No. is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added when the convoy indicated in XFNP has been divided into smaller groupings by NCWTF. The same serial numbers are used in Annex "F" and Annex "G" of this Operation Plan (OMWTF).
- (3) Columns (5), (6) and (9) show basis for selecting assembly ports of available escorts. These escort assignments are intended as a guide, and do not bind the Assault Force Commanders.

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APPENDIX 1
 Assembly and Staging Plan ANNEX "E"

BIGOT NEPTUNE

BIGOT NEPTUNE
APPENDIX 1
ANNEX "E" TO OPERATION PLAN NO. 2-44

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21 April 1944
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FORCE "B"
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PLYMOUTH W. - FOWEY - PALMOUTH - HELFORD

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
2 ODD (RN)	PLYMOUTH	-	PLYMOUTH	11(a)	B-1 S	D-1	PALMOUTH	Buoys or anchor Plymouth.
2 HUNTS	PLYMOUTH	-	PLYMOUTH	11(b)	B-2 F	D-1	PLYMOUTH	Buoys or anchor Plymouth.
2 CORVETTES	FOWEY	-	FOWEY	11(a)	B-1 S	D-1	FOWEY	Buoys in Fowey.
2 PC	FOWEY	-	FOWEY	11(a)	B-1 S	D-1	PALMOUTH	Buoys in Fowey.
2 SC	FOWEY	-	FOWEY	11(a)	B-1 S	D-1	FOWEY	Buoys in Fowey.
3 A/S TRAWLERS	2 FOWEY 1 PLYMOUTH		2 FOWEY 1 PLYMOUTH	11(a) 11(a)	B-1 S B-1 S	D-1 D-1	FOWEY PLYMOUTH	Buoys in Fowey. Buoy or anchor in Plymouth.
1 FLAGSHIP "MALOY"	PLYMOUTH		PLYMOUTH	11(b)	B-2 F	D-1	PLYMOUTH	Buoy or anchor in Plymouth.
13 LCI(L)	FOWEY	PLYMOUTH W or PALMOUTH	FOWEY	11(b)	B-2 F	D-1	PLYMOUTH	Buoys in Plymouth.
46 LCT(4)	PLYMOUTH	PLYMOUTH W	PLYMOUTH	11(a)	B-1 S	D-1	PLYMOUTH	Plymouth buoys. (2 loaned "O")

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 Assembly and Staging Plan ANNEX "E"
BIGOT NEPTUNE

21 April 1944
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FORCE "B"
 -126-

PLYMOUTH W - FOWEY - FALMOUTH - HELFORD

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
49 LST	14 PLYMOUTH	PLYMOUTH W	PLYMOUTH	11(a)	B-1 S	D-1	PLYMOUTH	Buoys in Plymouth.
	10 PLYMOUTH	FALMOUTH HARDS	FALMOUTH	11(c)	B-3 S	D-1	FALMOUTH	Buoys or anchor Falmouth.
	8 PLYMOUTH	FALMOUTH HARDS	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Buoys or anchor Falmouth.
	4 FALMOUTH	FALMOUTH HARDS	FOWEY	11(c) or 19	B-3 S	D-1	FOWEY	Buoys or anchor Falmouth.
	4 FALMOUTH	FALMOUTH HARDS	FOWEY	11(a)	B-1 S	D-1	FOWEY	Buoys or anchor Falmouth.
	3 FALMOUTH	FALMOUTH HARDS	HELFORD	11(c) or 19	B-3 S	D-1	HELFORD	Buoys or anchor Falmouth.
	*6 FALMOUTH or BRISTOL CHANNEL	FALMOUTH HARDS	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Buoys or anchor Falmouth.
42 CAUSEWAYS	14 FALMOUTH	(14 for U)	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Falmouth buoys or anchor.
	28 FALMOUTH	(28 for O)	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Falmouth buoys or anchor.

* If room cannot be found for these in FALMOUTH, they will have to go to a Bristol Channel Port until the 3 APA or LSI(L) of Force "U" go to TORBAY and arrive in FALMOUTH as these ships leave.

- NOTE:** (1) All LST arriving on the first three tides will each leave 4 LCVP to remain on the far shore. These LCVP will report to their respective NOIC's of OMAHA and UTAH.
- (2) Serial No. is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added when the convoy indicated in XFNP has been divided into smaller groupings by NCWTF. The same serial numbers are used in Annex "F" and Annex "G" of this Operation Plan (ONWEST).
- (3) Columns (5), (6), and (9) show basis for selecting assembly ports of available escorts. These escort assignments are intended as a guide, and do not bind the Assault Force Commanders.

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 Assembly and Staging Plan ANNEX "E"

BARGE, RHINO, AND CAUSEWAY TOWS

Convoy	Units Towed	Speed (knots)	From	Arrival Far Shore	Assault Area	Towed by
B-2B	10 Rhino	5	PORTLAND	D 1st tide	OMAHA	10 LST
O-2	10 Rhino	5	PORTLAND	D 2nd tide	OMAHA	10 LST
U-2B	5 Rhino	5	DARTMOUTH	D 1st tide	UTAH	5 LST
U-3	5 Rhino	5	DARTMOUTH	D 2nd tide	UTAH	5 LST
U-3	1 Rhino	5	SALCOMBE	D 2nd tide	UTAH	1 LST
B-3	6 Causeway, 6 Pontoon Tugs	5	FALMOUTH	D / 1	OMAHA	6 LST
B-3	8 Causeway, 8 Blister	5	FALMOUTH	D / 1	OMAHA	8 LST
B-3	6 Warping Tugs	5	FOWEY	D / 1	OMAHA	3 LST
B-3	1 Repair Barge	5	FOWEY	D / 1	OMAHA	1 LST
B-3	6 Causeway, 6 Pontoon Tugs	5	FALMOUTH	D / 1	UTAH	6 LST
U-4	8 Causeway, 8 Blister	5	SALCOMBE	D / 1	UTAH	8 LST
B-3	4 Warping Tugs	5	HELIFORD	D / 1	UTAH	2 LST
B-3 U-4	1 Repair Barge	5	SALCOMBE	D / 1	UTAH	1 LST
ECM-1	8 Causeway, 8 Blister	5	WEYMOUTH	D / 3	OMAHA	8 LST
EPL-2	6 Causeway	5	WEYMOUTH	D / 3	OMAHA	6 LST
ECM-2	8 Causeway, 8 Blister	5	WEYMOUTH	D / 4	UTAH	8 LST
EPL-3	6 Causeway	5	WEYMOUTH	D / 4	UTAH	6 LST
UB-1	6 Dumb Barge	5	EXMOUTH	D / 1	OMAHA	3 tugs
UB-1	4 Dumb Barge	5	EXMOUTH	D / 1	UTAH	2 tugs
UB-2	4 Dumb Barge	5	EXMOUTH	D / 2	OMAHA	2 tugs
UB-2	2 Dumb Barge	5	EXMOUTH	D / 2	UTAH	1 tug
UB-3	4 Dumb Barge	5	EXMOUTH	D / 3	OMAHA	2 tugs
UB-3	2 Dumb Barge	5	EXMOUTH	D / 3	UTAH	1 tug

"These Appendices have served their purpose and will not be amended further. Commander Service Force ONE TWO TWO will exercise operational control of landing craft and escort groups as necessary to accomplish loading and final distribution as required by the Force Commanders. Instructions are covered in CTF-127 Operation Plan No. 1-44, Annexes "A", "B", "C", and "D". CTF-129 will turn operational control of destroyers over to their Force Commanders at such time as they are needed by the latter for escorting APA and LSI to assembly ports. CTF-129 will effect the assembly of ships which are to assemble in BELF-ST. Assembly of all other ships is the responsibility of the Force Commander concerned."

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FINAL ASSEMBLY PORT

Chichester - Selsey

No.	Type	Force	Anchorage
2	SC	Mulberry A	Buoy or Anchor in Chichester

TOTLAND BAY

8	EAGLE SHIPS	Mulberry A	Anchor Totland Bay. On call for Mulberry.
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SOLENT

12	Stores Coasters	(8 - 0 (4 - U	Anchor in Solent
36	LBV(2)	"U"	Buoys in Yarmouth
6	SGB	"O"	Buoys in Solent
2	MGB	"O"	Buoys in Solent

POOLE

136	LCM(3)	119-0 17-U	Buoys in Poole Harbor
9	LCM(CRU)	6-0 3-U	Buoys in Poole Harbor
11	ML	3-0 4-0 4-U	Moor to town quay Poole Harbor
72	LBV(2)	72-0	Buoys in Poole Harbor
40	LBO	26-0 14-U	Buoys in Poole Harbor
24	LBE	16-0 8-U	Buoys in Poole Harbor
8	LBW	5-0 3-U	Buoys in Poole Harbor
4	LBK	2-0 2-U	Buoys in Poole Harbor
60	Coast Guard Cutter 83ft	CinC Portsmouth	Buoys in Poole Harbor and Moor to New Quay Hamworthy
7	LCF	0	Buoys in Poole Harbor

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ANNEX E TO OPERATION PLAN NO. 2-44

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POOLE (Cont'd)

No.	Type	Force	Anchorage
5	LCG	0	Buoys in Poole Harbor
8	LCT(A)	0	Buoys in Poole Harbor
6	LCT(EE)	0	Buoys in Poole Harbor
9	LCT(R)	0	Buoys in Poole Harbor
10	MMS	0	Buoys or Anchor in Poole Harbor (To go to Weymouth Bay for assembly)
9	Dispatch boats	0	-

Other RN Craft Using Poole (not WNTF)

10	ASR(type ESL) RN		Buoys in Poole Harbor
16	ML Mine-sweepers	NCETF	Sydenham's Yard and May and Hassell's Yard in Poole Harbor

PORTLAND AND WEYMOUTH

1	Monitor	U	Anchor in Weymouth Bay
1	Flagship	Control	Anchor in Portland Harbor
1	Flagship	0	Anchor in Portland Harbor
9	DD(US)	0	Anchor in Weymouth Bay
3	Hunts	0	Anchor in Weymouth Bay
2	ODD(RN)	0	Anchor in Weymouth Bay
1	DE (US)	0	Anchor in Weymouth Bay
2	Frigates	0	Anchor in Weymouth Bay
9	PC	0	Anchor in Weymouth Bay
7	SC	6-0 1-Control	Coastal Force Pens Portland Harbor
9	ML(5 Escort) (4 FMS/F)	0 0	Coastal Force Pens Portland Harbor
3	A/S trawlers	0	Anchor in Weymouth Bay

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PORTLAND AND WEYMOUTH (Cont'd)

No.	Type	Force	anchorage
3	YMS	Control	Anchor in Weymouth Bay
14	Fueling Trawlers	5-0	Anchor in Weymouth Bay (will pick up S & R Flots from Poole)
1	FDT	Control	Buoy in Portland Harbor
10	BYMS	0	Anchor in Weymouth Bay
2	HDML	0	Coastal Force Pens Portland Harbor
16	Fleet M/S	0	Anchor in Weymouth Bay
6	Danlayers	0	Anchor in Weymouth Bay
10	MMS	0	Anchor in Weymouth Bay (arrive from Poole)
7	APA 4APA) 3XAP)	0	Anchor in Portland Harbor
2	ISI(L)	0	Anchor in Portland Harbor
3	ISI(H)	0	Anchor in Weymouth Bay
3	ISI(S)	0	Anchor in Weymouth Bay
4	LCH	0	Moor to Quay Weymouth Harbor
2	PT	1-Control) 1-0)	Coastal Force Pens Portland Harbor
5	LCC	0	Coastal Force Pens Portland Harbor
24	LST	0	21 at Buoys in Portland Harbor 3 Anchor in Weymouth Bay
33	LCI(L)	0	Moor to Quay - Weymouth Harbor
127	LCT(5)&(6)	0	Buoys in Portland Harbor
2	LCT(CB)	0	Buoys in Portland Harbor
2	LCT(HE)	0	Buoys in Portland Harbor
2	LCT(4) loaned to 0 by B		Buoys in Portland Harbor
20	Rhino	0	Anchor in Portland Harbor -Extreme west side -
1	LSD	0	Anchor in Portland Harbor
1	ARL(Adonis)	0	Anchor in Weymouth Bay

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PORTLAND AND WEYMOUTH (Cont'd)

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No.	Type	Force	Anchorage
1	Pontoon Dry Dock	Service	Use Portland Harbor
20	LCM(3)	0	Lifted in LSD
28	LCP(L) Smokers	0	Moored above Bridge Weymouth Harbor
9	LCM(3) (CRU)	6-0 3-U	Moored above Bridge Weymouth Harbor Moored above Bridge Weymouth Harbor
1	Depot Ship "Melville"	Service	Anchor Weymouth Bay then in Portland Harbor after 0 departs

Other RN Craft Using Portland/Weymouth (not WNTF)

5	ASR	RN	Coastal Force Pens Portland Harbor
4	EDML	RN	Coastal Force Pens Portland Harbor
13	Tugs (Bombardons)	RN	Anchor in Portland Harbor
43	Bombardons	RN	Buoys in Portland Harbor
1	Boom Vessel	RN	Anchor in Weymouth Bay
1	Fire Boat	RN	Moored to Quay Weymouth Harbor
1	Tanker	RN	Buoy in Portland Harbor
1	RFA (Elderol)	RN	Anchor in Portland Harbor and Weymouth Bay
5	Colliers	RN	Buoys or Anchor in Portland Harbor
2	DD	RN	Anchor in Weymouth Bay

EXMOUTH

12	Large Barges	8-0 4-U	Anchor in River Exe near Exmouth.
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BIGOT-NEPTUNE

Appendix 3 to
Assembly & Staging Plan, ANNEX E.

TORBAY AND TORQUAY HARBOR

No.	Type	Force	Anchorage
2	APA	U	Anchor in Torbay
1	LSI(L)	U	Anchor in Torbay
5	LCI(L)	U	Anchor in Torbay
10	IST	U	Anchor in Torbay (4 possibly in Brixham)

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BRIXHAM

3	PC	U	Buoys or Anchor in Brixham Harbor
48	LCT(5)&(6)	U	Buoys in Brixham Harbor
4	IST	U	Buoys or Anchor in Brixham or Torbay.
2	Tugs	U.S. Army	Buoys in Brixham Harbor

Other RN Craft Using Brixham (not WNTF)

20	MTB	RN	Buoys in Brixham Harbor
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DARTMOUTH

4	PC	U	Buoys in Dartmouth
3	ML	U	Coastal Force Buoys or Quays in Dartmouth
2	HDML	U	Coastal Force Buoys or Quays in Dartmouth
1	SC	U	Coastal Force Buoys or Quays in Dartmouth
2	LCH	U	Buoys in Dartmouth
10	LST	U	Buoys in Dartmouth
10	LCI(L)	U	Buoys in Dartmouth
68	LCT(5) or (6)	U	Buoys in Dartmouth
36	LCT(4)	U	Buoys in Dartmouth

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No.	Type	Force	Anchorage
10	Rhinos	U	Anchor in Dartmouth
13	PT	U	Coastal Force Buoy or Quays in Dartmouth
50	LCM(3)	U	Buoys in Dartmouth
4	LCC	U	Coastal Force Quays
3	Tugs	U.S. Army	Anchor in Dartmouth

Other RN Craft Using Dartmouth (not WNTF)

10	MMS	RN	Buoys or Anchor in Dartmouth
8	ASR	RN	Coastal Force Buoy or Quays in Dartmouth or Brixham
20	D(Class)	RN	Coastal Force Buoys or Quays in Dartmouth or Brixham
16	71'6" Striking Force	RN	Coastal Force Buoys or Quays in Dartmouth or Brixham
8	HDML	RN	Coastal Force Buoys or Quays in Dartmouth or Brixham
2	Lifting Lighters	RN	Buoys or Anchor in Dartmouth
1	Tug	RN	Buoys or Anchor in Dartmouth
6	MMS(Local)	RN	Buoys or Anchor in Dartmouth

SALCOMBE

18	LCI(L)	U	Buoys in Salcombe. (load in Plymouth)
10	LST	U	Buoys in Salcombe. Do not come from Plymouth until 6 have left.
6	LST	U	Buoys in Salcombe (Move to Brixham to load - finally in Torbay)
4	LCF	U	Buoys in Salcombe
4	LCG	U	Buoys in Salcombe
8	LCT(A)	U	Buoys in Salcombe
14	Causeways	U	Anchor in Salcombe

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~~BIGOT-NEPTUNE~~

No.	Type	Force	Anchorage
14	LCP(L) Smokers	U	Moor in Salcombe
5	LCT(R)	U	Buoys in Salcombe
4	SC	U	Buoys in Salcombe
1	Rhino	U	Anchor in Salcombe
3	Tugs	U.S. Army	Buoys or Anchor in Salcombe
<u>Other RN Craft Using Salcombe (not WMTF)</u>			
5	ASR	RN	Buoys in Salcombe

PLYMOUTH

1	PG"Soemba"	U	Buoy in Plymouth
4	DD	U	Buoys or Anchor in Plymouth
2	ODD(RN)	B	Buoys or Anchor in Plymouth
2	DE(Hunt)	U	Buoys or Anchor in Plymouth
1	DE(US)-MALOY	B	Buoys or Anchor in Plymouth
2	Frigates	U	Buoys or Anchor in Plymouth
2	Corvettes	U	Buoys or Anchor in Plymouth
4	A/S Trawlers	3-U 1-B	Buoys or Anchor in Plymouth
16	Fleet M/S	U	Buoys or Anchor in Plymouth
4	ML(FMS)	U	Coastal Force Quays Plymouth
6	Danlayers	U	Buoys or Anchor in Plymouth
8	MMS	U	Buoys or Anchor in Plymouth
11	YMS	U	Buoys or Anchor in Plymouth
11	AM	U	Buoys or Anchor in Plymouth
3	Flagships Augusta Achernar Bayfield	Control Control U	Buoy in Plymouth Buoy in Plymouth Buoy in Plymouth
24	IST	10-U)) 14-B)	Buoys in Plymouth (8 Airborne Supplies) Finally in Salcombe. Buoys in Plymouth

PLYMOUTH (Cont'd)

No.	Type	Force	Anchorage
46	LCT(4)	B	Buoys in Plymouth
4	HDML	U	Coastal Force Quay Plymouth
14	LCI(L)	U	Buoys in Plymouth (Load in Plymouth)
1	ARL(Atlas)	U	Buoy or Anchor in Plymouth
2	SC	U	Coastal Force Quays Plymouth
1	Reserve Accom- modation Ship	-	Anchor in Plymouth
1	Pontoon Drydock Service		For Use in Plymouth
3	ISI(H)	0)	Buoys or Anchor in Plymouth
3	ISI(S)	0)	Leave for Weymouth about D-3
7	Tugs	U.S. Army	Buoys or Anchor in Plymouth
1	Depot Ship "Melville"	Service	May use Augusta berth when this ship goes to Portland

Other RN Craft Using Plymouth (not UNTF)

8	DD	RN	Buoys or Anchor in Plymouth
10	Fleet M/S	RN	Buoys or Anchor in Plymouth
22	O Trawlers	RN	Buoys or Anchor in Plymouth
10	LL Trawlers	RN	Buoys or Anchor in Plymouth
12	BYMS	RN	Buoys or Anchor in Plymouth
2	Depot Trawlers	RN	Buoys or Anchor in Plymouth
13	ASR	RN	Coastal Force Quays Plymouth
12	ML	RN	Coastal Force Quays Plymouth
4	HDML	RN	Coastal Force Quays Plymouth
10	ML(Mine laying)	RN	Coastal Force Quays Plymouth
4	Danlayers	RN	Buoys or Anchor in Plymouth
2	Lifting Lighters	RN	Buoys or Anchor in Plymouth
3	Salvage Vessels	RN	Buoys or Anchor in Plymouth
3	Wreck Dispersal Vessels	RN	Buoys or Anchor in Plymouth
1	Rescue Tug	RN	Buoys or Anchor in Plymouth

PLYMOUTH (Cont'd)

No.	Type	Force	Anchorage
1	Tanker	RN	Buoy in Plymouth
5	Colliers	RN	Buoys or Anchor in Plymouth

FOWEY

2	Corvettes	B	Buoy in Fowey
2	A/S Trawlers	B	Buoys in Fowey
2	SC	B	Buoys in Fowey
2	PC	B	Buoys in Fowey
8	LST	B	Buoys in Fowey
13	LCI(L)	B	Buoys in Fowey (Load in Plymouth or Falmouth)
2	Tugs	U.S. Army	Buoys in Fowey

FALMOUTH AND HELFORD

27	LST	B	18 Buoys or Anchor in Falmouth 3 Buoys or Anchor in Helford 6 Buoys in Falmouth (may have to go to Milford Haven until APA & ISI sail for Torbay about D-3)
42	Causeways	B	Buoys or Anchor in Falmouth
2	APA	U)	Anchor in Falmouth
1	ISI(L)	U)	Leave about D-3 for Torbay
2	NL Pontoon Drydocks	Service	Anchor in Falmouth (on call for Far Shore)
6	Tugs	U.S. Army	Anchor or Buoys in Falmouth
1	Shuttle Control HMS Capetown	O	Anchor or Buoy in Falmouth
1	Shuttle Control HMS Ceres	U	Anchor or Buoy in Falmouth
5	Wreck Dispersal-	Control	Anchor or Buoy in Falmouth
3	ARS	Control	Anchor or Buoy in Falmouth
4	AT	Control	Anchor or Buoy in Falmouth
2	ATR	Control	Anchor or Buoy in Falmouth

FALMOUTH (Cont'd)

Other RN Craft Using Falmouth Harbor (not WNTF)

No.	Type	Force	Anchor/age
5	Trawlers	RN (may be allocated to WNTF)	Anchor in Falmouth
13	ASR	RN	Buoys in Falmouth
4	ML	RN	Buoys in Falmouth
1	Boom Carrier	RN	Anchor in Falmouth
2	AB Net Layers	RN	Anchor in Falmouth
2	BAR Vessels	RN	Anchor in Falmouth
4	Trawlers	RN	Anchor in Falmouth

MILFORDHAVEN

6	LST	B	Buoys or Anchor MilfordHaven (6 LST may have to be put here until APA & ISI(L) leave Falmouth for Torbay about D-3)
---	-----	---	--

BRISTOL CHANNEL

2	Accommodation Ships	1-0 1-U	Buoys or Anchor in Bristol Channel
1	AF (ARIEL)	Service	Buoy or Anchor in Bristol Channel

BELFAST

3	BB	2-0 1-U	Buoys or Anchor Belfast
3	CA	U	Buoys or Anchor Belfast
6	CL	3-0 2-U 1-Control	Buoys or Anchor Belfast
9	DD	4-U 5-Control	Buoys or Anchor Belfast
2	Frigates	0	Buoys or Anchors Belfast

CLYDE

1	AE (NITRO)	Service	Anchor Clyde. Proceed Plymouth on D-day.
1	AE (MT. BAKER)	Service	Anchor in Clyde
1	POW (T. JOHNSON)	-	Anchor in Clyde. Drew ONE lift.

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ANNEX "F" TO OPERATION PLAN NO. 2-44.

Serial 00144

Convoy and Escort Plan

1. Assault Forces "O" and "U" will sail in groups from their assembly positions to adhere to the timing which will be laid down in ANCF Operation Orders (O Series). They will follow the routes given in ON.17 - Swept Channels and Routing.

2. Fast convoys carrying the initial assault waves will be sailed to arrive in the transport areas as soon as possible after these areas have been swept and in any case not later than H-4 hours. Slow convoys will be sailed to arrive in the assault area in accordance with the Approach Plan, Annex G and in time to deploy with assault waves. They should be phased so as not to interfere with the assembly of the initial boat waves.

3. LST arriving on the first tide will, for the most part, have tows and should if practicable be sailed in separate groups to arrive about H hour and in time to unload at the beginning of H.W. stand.

4. The Nevada, Texas, Arkansas, and bombarding cruisers of the ANTF may proceed independently of the assault forces but, as they will use the same swept channels, their movements will be phased by the Assault Force Commanders.

5. Follow-up Force "B" will sail in groups from their assembly positions to arrive off the beaches on the second and third tide and in accordance with the Follow-up Plan, Annex H.

6. Appendix 1 gives the convoy program for the assault phase prior to the build-up.

7. Convoys will employ swept channels as follows:-

Force "O" (Fast)(1st tide)	No. 3
Force "O" (Slow)(1st tide)	No. 4
Force "O" (Fast and Slow) (2nd and 3rd tides)	No. 3 or No. 34
Force "O" (Return)	No. 4 or starboard hand of No. 34
Force "U" (Fast)(1st tide)	No. 1
Force "U" (Slow)(1st tide)	No. 2
Force "U" (Fast and Slow) (2nd and 3rd tides)	No. 1
Force "U" (Slow)(3rd tide)	No. 34
Force "U" (Return)	No. 2, 4 or starboard hand of No. 34
Force "B" (Fast and Slow) 2nd and 3rd tides)	No. 3 or No. 34

Note: Convoy B-2 can use channel No. 1 if desired because of both B-1 and O-3 using No. 3 at approximately the same time.

8. For the assembly and build-up escorts will be operated in groups by Commanders-in-Chief, some Commands as allocated by the ANCF. Some escorts will be lent to the Naval Assault and Follow-up Force Commanders for the period of the assault. These escorts are in addition to the bombarding destroyers and certain

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ANNEX "F" TO OPERATION PLAN NO. 2-44

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Convoy and Escort Plan

~~U.S. escort types, and with the exception of the four frigates,~~
with the exception of the four frigates, must return with convoys to the U.K. as soon as possible after the assault. M.L. after initial escort will be formed into pools and may not always operate with the same escort groups.

9. The escorts allocated to each force are shown in Appendix 2 and must be returned as indicated therein for the formation of escort groups. Escorts other than fire-support ships will be reallocated at any time between Assault and Follow-up Forces by NCWTF as the necessity becomes apparent.

10. Instructions for the clearance of shipping and craft, and for the convoy and escort program during the build-up are given in the Build-up Plan, Annex I. Distance tables between U.K. ports and the assault areas are given in Appendix XV to Operation "NEPTUNE" Naval Plan and in ON. 18.

11. Assault convoys will be sailed by the Commanders-in-Chief, Home Commands and Flag Officers-in-Charge in accordance with the detailed requirements of Task Force and Assault and Follow-up Force Commanders. Large convoys of major landing craft may be further divided into sections where the tactical plan and number of escorts will permit. As ships and craft are unloaded in the assault area they will be reformed and sailed with escort by the Assault Force Commanders until Far Shore Shuttle Control has been established under the Naval Commander, Western Task Force about D plus two day. Later this will be turned over to FOWEST. Sailing signals will be made by the sailing authority to NCWTF, C-in-C PORTSMOUTH, local TURCO if known, ANCEP and the Admiralty.

12. The lettered positions as contained in the Auxiliary Vessels Signal Book will be used as reference points for the purposes of rendezvous.

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Serial 00144

CONVOY and ESCORT PLAN

Convoy Instructions

1. Convoy groups will be required to conform to narrow swept channels throughout the passage to the assault area. This restriction will result in formations of considerable length which present a most favorable target to all forms of attack. Evasive maneuvers will be severely curtailed.

2. The necessity for keeping closed up cannot be stressed too much. Strong cross currents are to be expected and emphasis should be placed on keeping in the channel rather than on maintaining formation in column, as there will be a tendency to tail-off under the prevailing conditions.

3. Other than the ever-present danger of mines, initially aircraft and E-boat attacks may be expected. Air coverage during daylight will be substantial. Attacks during periods of low visibility are to be expected and escorts and support craft should be disposed as to give maximum protection in the direction from which the attack may most likely develop. Good reason should exist before a flank is left unguarded and, in general, ships mounting the best A.A. armament should be so positioned with a view to presenting the best all around defense available.

4. Detailed instructions for the conduct of escorts and description of enemy tactics to be expected are given in ON 15. The following are extracts from these orders:-

(a) "The responsibilities of the Senior Officer of the escort and of the Commodore are laid down in C.B. 04024(41), paras. 30-36 as amended by C.A.F.O. P. 477/42. In accordance with these instructions the responsibility for the safety from enemy action of both the convoy and the escort rests with the Senior Officer of the escort."

"Occasions may arise when the Commanding Officer of one of H.M. Ships in or near the convoy is senior to the Senior Officer of the escort and may wish to assume that responsibility. In such an event he is to state definitely his intention of so doing. Except in exceptional circumstances, however, the Senior Officer of the escort should be left to handle the escorts and convoy during U-boat, E-boat and air attacks."

(b) "The Senior Officer is normally to make an enemy report to the shore authority. If, however, the escort engaging the enemy is doubtful whether the Senior Officer is making this report he should himself make one. It is better to duplicate the report than to risk no report being made."

(c) "'The Conduct of Anti-U-Boat Operations' (C.B. 4097) is to be the guide for all A/S vessels taking part in operation NEPTUNE. The convoy A/S escort section (C.B. 4097(11)(42)), however, refers mainly to ocean convoys and U-boats must be expected to use different tactics against NEPTUNE convoys. In addition the threat to our convoys from E-boats makes it necessary to modify these instructions to some extent."

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Convoy and Escort Plan ANNEX "F"

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ANNEX "F" TO OPERATION PLAN NO. 2-44

Serial 00144

Convoy and Escort Plan

Convoy Instructions - Cont'd.

The instructions given in paragraph 44, et sequi, of ON 15 are, therefore, to be followed in preference to C.B. 4097 when they conflict.

"With reference to C.B. 4097(11)(42) para. 703, in the restricted waters of the ENGLISH and BRISTOL CHANNELS the destruction of any U-boat which shows itself is all important and will directly contribute to the safety of all NEPTUNE convoys. Any A/S vessel which gains contact with a U-boat must hunt it until the U-boat is destroyed or until contact is finally lost."

- (d) "Should the enemy retire the escorts must make every effort to maintain touch with them so that they can be brought to action by our destroyer covering force."
- (e) "On being attacked by glider bombs. Make codeword 'TIPTRAIL' and act in accordance with the instructions given in C.A.F.O. 546/44."
- (f) "Merchant ships which have been damaged by enemy action or marine accident are never to be sunk if they may be capable of salvage, without reference to the shore authority concerned, even though they may be a danger to navigation. (See ON 14, Section E, para. 3)."

"If the damaged ship is in danger of sinking in shallow water in a searched channel every effort must be made to move her clear of the channel."

- (g) "Signals will be made daily giving the expected positions of our covering forces during the following night (See ON 1, para. 37, and Appendix VIII)."

"Knowledge of the progress of each convoy is of importance to the operational authorities. If the convoy will be more than two hours late or early at any of the positions in its routing and timing instructions, the Senior Officer of the escort is to report this fact to shore authorities in the form 'ETM 3 two hours late in Area "Z" speed 7 knots'."

5. Smoke will not be used by assault forces at night in the swept channels.

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Convoy and Escort Plan ANNEX "F"

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ANNEX "F" TO OPERATION PLAN NO. 2-44

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Convoy and Escort Plan

ADDITIONAL DISTRIBUTION OF THIS ANNEX:

CinC Portsmouth (2)
CinC Plymouth (2)
TURCO (2)
NOIC Poole (2)
FOIC Portland (2)
RNO Teignmouth (2)
RNO Brixham (2)
NOIC Dartmouth (2)
RNO Salcombe (2)
RNO Fowey (2)
FOIC Falmouth (2)
Spares Force "C" (40)
Spares Force "U" (40)
Spares Force "B" (20)

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A. G. NIKK,
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

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FORECAST OF ASSAULT CONVOYS

Serial No.	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
8(a)	O-1 Fast	PORTLAND	D-1	2 Flagships (AGC) (CA)(1), 4 APA, 3 XAP, 2 LSI(L), 3 LSI(H), 3 LSI(S) 4 LCH, 33 LCI(L) 1 LSD(20 LCM)(2)	D 1st Tide	3	(1) AUGUSTA (CA) will proceed from Portland in O-1 F. If she proceeds from Plymouth, she will join BELLONA and other support ships enroute from Belfast off Plymouth, and further join O-1 F off Portland with "O" fire-support ships. (2) Sail to arrive after daylight.
8(b)	O-2A Slow	PORTLAND	D-1	127 LCT(5&6), 2 LCT(4)* 5 LCC, 7 LCF, 5 LCG, 2 LCT(CB), 8 LCT(A), 8 LCT(HE), 9 LCT(R), 28 LCP(L) Smokers, 6 LCM(CRU)	D 1st Tide	4	*From Force "B". See para. 11 to Annex F.
8(c)	O-2B Slow	PORTLAND	D-1	10 LST (10 Rhinos) 1 FDT (Fighter Director)	D 1st Tide	4	
8(d)	O-3 Slow	PORTLAND	D-1	14 LST (10 Rhinos)	D 2nd Tide	3	Joined by 12 stores coasters at Area Z. See Serial 9(d).

All numbers of craft are gross.

Note: Fast - 12 knots
 Slow - 5 knots

NOTE: (1) Escorts will be assigned by Assault Force Commanders.

APPENDIX 1
 Convoy & Escort Plan ANNEX "F"
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~~TOP SECRET~~

FORECAST OF ASSAULT CONVOYS

DARTMOUTH INCLUDES TORBAY

Serial No.	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
9(a)	U-1 Fast	DARTMOUTH	D-1	3 APA, 1 LSI(L) 2 LCH, 47 LCI(L)	D 1st Tide	1	1 BM join U-1 off Portland.
9(b)	U-2A Slow	DARTMOUTH SALCOMBE	D-2	36 LCT(4), 116 LCT (5 & 6) 4 LCG, 4 LCF, 4 LCG 8 LCT(A), 5 LCT(R) 50 LCM(3) 3 LCM(CRU) *14 LCP(L) Smokers	D 1st Tide	2	*Towed from Salcombe. See Para. 11 to Annex F.
9(c)	U-2B Slow	DARTMOUTH	D-2	5 LST (5 Rhinos)	D 1st Tide	2	
9(d)	U-3 Slow	DARTMOUTH SALCOMBE	D-1	17 LST (6 Rhinos)	D 2nd Tide	1	Joined by 4 stores coasters at entrance to channel No. 1.
9(e) & 19	U-4 Slow	SALCOMBE	D-1	(Airborne) 8 LST 8 Causeways 9 Blisters * 1 Run-in Barge	D/1 1st Tide	34	Join B-3 convoy off Salcombe.

All numbers of craft are gross.

Note: Fast - 12 knots
 Slow - 5 knots

Note: (1) Escorts will be assigned by Assault Force Commanders.

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 APPENDIX 1
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FORECAST OF ASSAULT CONVOYS

Serial No.	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
11(a)	B-1 Slow	PLYMOUTH- FOVEY	D-1	18 LST, 46 LCT(4)	D 2nd Tide	3 or 34	See paragraph 11 to Annex F.
11(b)	B-2 Fast	PLYMOUTH	D-1	2 Flagships (DE) (AKA) 13 LCI(L) (one is an LCH)	D 2nd Tide	3 or 34	
11(c) & 19	B-3 Slow	FALMOUTH	D-1	31 LST 20 Causeways 8 Blislers 12 Pontoon tugs, 10 harpings tugs, 1 Repair Barge	D/1 1st Tide	3 or 34	Escorts - 143rd E.G. plus 1 trawler. U-4 joins at Plymouth.

All numbers of craft are gross.

Note: Fast - 12 knots
 Slow - 5 knots

Note: (1) Escorts for B-1 and B-2 will be assigned by the Force Commander.

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APPENDIX 1
 Convoy & Escort Plan ANNEX F

BIGOT NEPTUNE

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 ANNEX "F" TO OPERATION PLAN NO. 2-44

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FORECAST OF ASSAULT CONVOYS

Serial No.	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
	Support Force "O"	BELFAST	D-1	2 BB, 4 CL	D	3	Proceed with DD escort and Fire Support Force "U" to rendezvous off Portland with O-1 F as directed by Comdr. Assault Force "O".
	Fire-Support Force "U"	BELFAST	D-1	1 BB, 3 CA, 2 CL	D	1	Proceed with DD escort and Fire Support Force "O" to rendezvous off Portland with U-1 F as directed by Comdr. Assault Force "U".
	"U" Sweeps Fast Channel	DARTMOUTH	D-1	*16th MS Flotilla (BR) "A" Flotilla - 11 AM (US) "Y" Flotilla - 11 YMS (US)	D	1	*Sweeps channel.
	"U" Sweeps Slow Channel	DARTMOUTH	D-1	*14th MS Flotilla (BR) 132nd MS Flotilla (MMS) (BR)	D	2	*Sweeps channel.
	"O" Sweeps Fast Channel	PORTLAND	D-1	*31st MS Flotilla (BR) 167th MS Flotilla (BYMS)	D	3	*Sweeps channel
	"O" Sweeps Slow Channel	PORTLAND	D-1	*4th MS Flotilla (BR) 104th MS Flotilla (MMS) (BR)	D	4	*Sweeps channel

Note: (1) 4th and 14th Flotillas make return sweeps toward U.K. Other flotillas sweep the Assault Area.
 (2) Escorts will be assigned by Assault Force Commanders.

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 Convoy & Escort Plan ANNEX F

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 APPENDIX 1
 ANNEX "F" TO OPERATION PLAN NO. 2-44

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FORECAST OF MISCELLANEOUS CONVOYS

Serial No.	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
	O-3	SOLENT	D	8 Stores Coasters	D 2nd Tide	3 or 34	Join O-3 at area Z.
	U-C	SOLENT	D	4 Stores Coasters	D 2nd Tide	1	Join O-3 at area Z, then U-3 at entrance to channel No. 1.
	O-4	POOLE	D-1	6 LCM(CRU), 65 LCM(3) 36 LBV (Stores), 4 Fueling Trawlers, 3 LBW, 20 LBO, 8 LBE	D P.M.	3 or 34	Phase so as not to interfere with O-3.
	U-5	POOLE	D-1	3 LCM(CRU), 17 LCM(3) 18 LBV (Stores), 5 Fueling Trawlers, 3 LBW, 10 LBO, 4 LBE	D P.M.	1	Phase so as not to interfere with U-3.
	O-5	POOLE	D	53 LCM(3), 36 LBV, 8 LBE, 3 Fueling Trawlers, 6 LBO, 2 LBW, 2 LBK	D-1 A.M.	3 or 34	ML escort need not be returned by 2300 D day but may be retained until escort completed
	U-6	POOLE	D	18 LBV, 4 LBE, 1 Fueling Trawler, 1 LBO, 2 LBK	D-1 A.M.	3 or 34	ML escort need not be returned by 2300 D day but may be retained until escort completed

All numbers of craft are gross.

Note: Escorts, where necessary, will be assigned by Assault Force Commanders. A navigation leader (ML) is required for O-4, O-5, U-5, and U-6 convoys.

APPENDIX 1
 Convoy & Escort Plan ANNEX "F"
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FORECAST OF MISCELLANEOUS CONVOYS

Serial No.	Convoy	Leave	Date	Composition	Arrive*	Swept Channel	Remarks
	Salvage "O"	FALMOUTH	D-1	2 AT, 1 ATR	D 1st Tide	3	Proceed as directed by Comdr. Force "O" to arrive about H hour.
	Salvage "U"	FALMOUTH	D-1	2 AT, 1 ATR	D 1st Tide	1	Proceed as directed by Comdr. Force "U" to arrive about H hour.
	Tow U.B. 1	EXMOUTH	D-1	100 Stores Barges and 54 Tugs	D/1	34	62 Barges to OMAHA. 42 Barges to UTAH. Escort 2 A/S Trawlers Force "O"
	Tow U.B. 2	EXMOUTH	D	64 Stores Barges and 34 Tugs	D/2	34	48 Barges to OMAHA. 22 Barge to UTAH. Escort 2 A/S Trawlers Force "U"
	Tow U.B. 3	EXMOUTH	D/1	64 Stores Barges and 34 Tugs	D/3	34	48 Barges to OMAHA. 22 Barge to UTAH. Escort 1 A/S Trawler Force "O" and 1 A/S Trawler Force "U"

NOTES: *Delivered on day shown and beached as directed. Stores to be held in beach reserve.
 Serial No., where shown, corresponds with that given in ON. 13.
 Tugs will be allocated by ANCXF from MULBERRY A pool.

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Allocation of Destroyers and Escorts

Control Force

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<u>Ships</u>	<u>Remarks</u>
13 DD	Loaned to Assault and Follow-up Forces for escort. Join area screen and reserve fire-support on arrival.
SOMERS) DAVIS) EBM 2	(4 DD) Loaned to Escort Groups for initial Build-up convoys. Reserve fire-support.
JOUETT) EMMONS) EBC 2	
3 YMS	
1 SC) 1 PT)	Service to Task Force Flagship. Join AUGUSTA off PORTLAND.

Force "C"

<u>Ships</u>	<u>Remarks</u>
Desron 18 (9 DD)	Fire-support ships.
NELSON) MURPHY) (3 DD) PLUNKETT)	Loaned from Control Force. Join area screen and reserve fire-support on arrival.
3 Hunts (Br)	Fire-support ships.
2 Old Destroyers (Br)	VIDETTE to 140th E.G. MILFORD HAVEN VESPER to 142nd E.G. MILFORD HAVEN
2 Frigates (Br)	L'AVENTURE, L'ESCARAMOUCHE to 108th E.G., PALMOUTH.
BORUM (1 DE)	Join area screen.
9 PC	After assault join area screen.
6 SC	Miscellaneous services.
3 A/S Trawlers (Br)	Escort UB-1 and UB-3.
12 ML (Br)	To Naval dispatch boat service ISLE OF WIGHT area.
2 HDML (Br)	To ISLE OF WIGHT area.
6 SGB (Br)	Join area screen.
2 MTB (Br)	Join area screen. 6 additional arrive noon of D day.
1 PT	Service to Flagship.
15 Sea Rescue Craft	Return to POOLE with APA and ISI. Retain 5 in Assault Area until relieved.

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Allocation of Destroyers and Escorts - Cont'd

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<u>Ships</u>	<u>Force "U"</u>	<u>Remarks</u>
Destroyers 20 and 34 (8 DD)		Fire-support ships.
Desdiv 119) GLENNON) (7 DD) JEFFERS)		Loaned from Control Force. Join area screen and reserve fire-support on arrival.
SOEMBA (1 PG) (DU)		Fire-support ship.
2 Corvettes (Fr)		AGONIT and RENONCULE to 108th E.G., FALMOUTH.
Y2 Flotilla (7 YMS)		May be used for escort.
7 PC		Join area screen after assault.
7 SC		Miscellaneous services.
3 A/S Trawlers (Br)		Escort UB-2 and UB-3.
7 ML (Br)		To FALMOUTH.
3 HDML (Br)		To ISLE OF WIGHT area.
12 PT		To area screen.
1 PT		Service to Flagship.
10 Sea Rescue Craft		Return to POOLE with APA and LSI.

<u>Ships</u>	<u>Force "B"</u>	<u>Remarks</u>
ELLYSON) HAMBLETON) (3 DD) RODMAN)		Loaned from Control Force. Join area screen and reserve fire-support on arrival.
2 Old Destroyers (Br)		VOLUNTEER to 144th E.G., MILFORD-HAVEN. VIMY to 141st E.G. MILFORD-HAVEN.
2 Hunts (Br)		Escort returning convoys.
MALOY (1 DE)		Return Comdr. Force "B" to U.K. then join area screen.
2 Corvettes (Br)		KITCHENER to 141st E.G., MILFORD-HAVEN. AZALEA to 142nd E.G., MILFORD HAVEN.
2 PC		After assault join area screen.
2 SC		Miscellaneous services.
3 A/S Trawlers (Br)		Escort returning convoys.
5 Sea Rescue Craft		Return to POOLE with LST and LCI(L).

- NOTES: (1) Escorts will be assigned to convoy groups by the Force Commanders.
- (2) Convoy B-3 will be escorted by 143rd E.G. plus 1 A/S Trawler.
- (3) Escorts which are to be returned to a specific port or area in U.K. will be sailed by 2300 on D day (See ON 9). ML which escort Convoys O-5 and U-6 may be retained until escort completed.

"Approaches will be marked as follows:

Force	Craft	Marking Channel	Position	Characteristics of Beacons		Type 78T Letter
				Tone	Period	
U	A	1	50°05'N, 0°54'20" W	High	$\frac{1}{4}$ sec	A
U	B	2	50°05'N, 0°51'30" W	High	$\frac{1}{8}$ sec	B
O	A	3	50°05'N, 0°48' 48"W	High	1 sec	C
O	B	4	50°05' N, 0° 46' 44" W	High	2 sec	D

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ANNEX "G" TO OPERATION PLAN NO. 2-44

Serial 00144

Approach Plan

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1. INFORMATION

A. Fleet minesweepers will precede each Assault Force and sweep it across the suspected enemy minefield to the transport areas. Ten channels, numbered consecutively from west to east will be swept, each marked as follows:

- (1) at Latitude $50^{\circ} 05' N.$, by center line flashing light danbuoy;
- (2) each mile between Latitudes $50^{\circ} 04' N.$ and $50^{\circ} 01' N.$ inclusive, by a center line fixed green light danbuoy;
- (3) at Latitude $50^{\circ} 00' N.$ on the starboard hand by an occulting red light danbuoy, on the port hand by a flashing white light danbuoy;
- (4) at each mile to the southward, on the starboard hand by a fixed red light danbuoy, on the port hand by a fixed white light danbuoy;
- (5) at the transport areas, on the starboard hand by an occulting red light danbuoy, on the port hand by a flashing white light danbuoy;
- (6) the southern limit of swept water of the transport areas will be defined by fixed red light danbuoys.

In addition, H.D.M.I., fitted as navigational leaders, will be stationed, one at the approach to each swept channel. H.D.M.I. will each fly a large numeral flag by day; by night each will flash its appropriate channel number at approaching groups. Type 78 beacons

B. Bombarding battleships, monitors, and cruisers will proceed independently of Assault Forces to their bombarding positions but, as they will use the same swept channels, their movements will be phased with those of the Assault Forces. Bombarding fleet and EUNITE class destroyers will escort Assault Forces until they are required to proceed to their bombarding positions. After the initial bombardments fleet destroyers will be at the disposal of Task Force Commanders for further bombardment if necessary and for the protection of shipping off the beaches.

C. H hour, which will be the time at which the first wave of landing craft should hit the beach, will be related both to morning civil twilight and to the time of local H.W. Thus, if a postponement is necessary, H hour will alter. H hour will be about 40 minutes after morning civil twilight and approximately 3 hours before H.W. In the event of postponement, the time of H hour on successive days may be extended to about 1 hour and 40 minutes after morning civil twilight. The exact time for the days in question will be stated in the Operation Orders of A.N.C.F.

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ANNEX "G" TO OPERATION PLAN NO. 2-44

Serial 00144

Approach Plan (cont'd)

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D. After all LST have discharged, LST will be discharged by Rhine ferries. LST will not beach and dry out except in case of emergency on Beach OMAHA only.

E. The composition of Assault Forces, by groups is shown in Convoy and Escort Plan, Annex F.

2. DIRECTIVES.

A. (1) Assault Force "O" take departure from Area Z, a circle of approximately 5 miles radius about position Z in Latitude 50° 25' N., Longitude 00° 58' W, proceed to and enter approach to north end of swept channels 3 and 4, by groups, as designated in Appendix 1, adjusting speed of advance to ensure reaching assigned initial transport area in accordance with detailed Approach Plan of Commander Assault Force "O".

(2) Sail OCEANWAY (LSD with 20 LCM(3) carrying tanks) to arrive transport area after daylight.

B. (1) Assault Force "U" take departure from the searched-channel south of PORTLAND BILL; proceed to and enter approach to north end of swept channels 1 and 2, by groups, as designated in Appendix 1, adjusting speed of advance to ensure reaching assigned initial transport area in accordance with detailed Approach Plan of Commander, Assault Force "U".

C. Forces conduct assault as indicated in Appendices 2 and 3 and in accordance with the tactical plan as detailed in Timetables of Assault and Fire Support Plans of Assault Force Commanders.

D. Minesweeping Plan is contained in Appendix 4.

ADDITIONAL DISTRIBUTION OF THIS ANNEX

Spares Force "O" (40)
Force "U" (40)
Force "B" (20)

(For escort vessels and navigational leaders)

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. RIRK,
Rear Admiral, U.S. Navy,
Naval Commander Western Task Force.

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NET NEPTUNE BIGOT

Approach Plan, ANNEX "G"

21 April 1944

APPENDIX 1

ANNEX "G" TO OPERATION PLAN NO. 2-44

Serial 00144

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TABLE OF APPROACH

Group	Planning Speed Knots	Entry into Swept Channels L 50° 05' N Time in Hours	Arrival in Transport Areas Time in Hours	Channel Employed			
				1	2	3	4
Minesweepers	7½	H minus 10	H minus 5½	x			
U-1	12	H minus 7½	H minus 4½	x			
Minesweepers	*7½	H minus 12	H minus 6		x		
U-2A	5	H minus 10	H minus 3½		x		
Minesweepers	7½	H minus 10	H minus 5½			x	
O-1	12	H minus 7½	H minus 4½			x	
Minesweepers	*7½	H minus 12	H minus 6				x
O-2A	5	H minus 10	H minus 3½				x

NOTE:

1. The above table is intended as a guide and is subject to minor revision based upon Assault Force Commanders detailed tactical plan. It is based upon the following assumptions:

(a) Planning speeds:

LSH, APA, KAP, LSI(L), LSI(H), LSI(S), LCI(L) - 12 knots

LST - 8 knots.

LCT, LCI(L) (with LCT), LST (with LCT) - 5 knots.

*(b) Minesweepers of channels 2 and 4 countermarch, starting at H minus 9½ in order to lose 1½ hours advance.

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TABLE OF ASSAULT

Wave	Composition	Departure from Transport Area Time in Min.	Departure After Leave Line of Time in Min.	Arrival at Beach Time in Minutes
-	Control vessels for LCT (DD)	H minus 167	H minus 45	-
1	DD tanks in LCT	H minus 167	H minus 45	H
-	LCT(R)	H minus 138	H minus 24	-
	Control vessels	H minus 115		-
1	LCVP, LCA	H minus 115	H minus 20	H
-	LCS(S)	H minus 115	H minus 20	-
1	LCT(L)	H minus 138	H minus 24	H
2	LCVP, LCA, LCM(3)	H minus 103	H minus 8	H plus 12
3	LCVP, LCA, LCM(3)	H minus 91	H plus 4	H plus 24
4	LCVP, LCA, LCM(3)	H minus 79	H plus 16	H plus 36
5	LCVP, LCA, LCM(3)	H minus 67	H plus 28	H plus 48
6	LCT	H minus 78	H plus 36	H plus 60

NOTE:

1. The above table is intended as a guide and is subject to minor revision based upon Assault Force Commanders detailed tactical plans. It is based upon the following assumptions:

(a) Transport Area is approximately 23,000 yards off assault beach.

(b) Planning speeds:

LCT, LST - 3 knots.
LCVP, LCA - 4 knots.
LD tanks - 4 knots.

(c) 20 minutes will be required to launch DD tanks.

(d) DD tanks are launched 6000 yards off assault beaches.

(e) Line of departure is 4000 yards off assault beaches.

Approach Plan

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RCT ASSAULT FORMATION AT H H HOUR

Craft	Battalion Beach		Battalion Beach	Wave	Distance in yards	
LCVP, LCA DD tanks LCT (A) LCG(L) LCT(R) LCVP, LCA, LCM (3)	700 yds		1000 yds	700 yds	1	Water's edge
	Retiring Lane				2	2400
	Line of Departure					4000
LCVP, LCA, LCM (3)	Retiring Lane				3	4800
	DD launching line					6000
LCVP, LCA, LCM (3)	Retiring Lane				4	7200
LCVP, LCA, LCM (3) LCT(S.P.arty)	Retiring Lane				5	9600
	Retiring Lane				6	10,000
LCT(ex-DD tank) retiring						13,500

NOTE: The above table is intended as a guide and is subject to minor revision based on Assault Force Commanders' detailed tactical plans.

MINESWEEPING PLAN
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1. The location of channels and areas for prearranged sweeping are shown on overlay, Appendix 4a to Annex "G". The code names and subdivisions of the Assault Area are given in Appendix 1 to Annex "C".

2. Instructions and orders for all minesweepers of the Western Naval Task Force during the channel passage and approach through channels 1, 2, 3, and 4 are covered by Naval Operation Orders (Short Title ON 6), INSTRUCTIONS FOR MINESWEEPING, issued by the Allied Naval Commander Expeditionary Force, Serial Orders M.B. 1, 2, 3, 4, 22, 23, order the sweeping of approach channels and transport areas.

3. Upon completion of orders issued by Allied Naval Commander Expeditionary Force for sweeping of approach channels and transport areas, minesweeping flotillas and squadrons will execute the orders of Commander Assault Force "O" and Commander Assault Force "U". Operational control will be exercised by Assault Force Commanders as follows:

Force "O" 31st M.S.F. (British Fleet Minesweepers)
167th M.S.F. (BYMS Vessels)
104th M.S.F. (M.M.S. for Influence Mines only)

Force "U" *16th M.S.F. (British Fleet Minesweepers)
"A" Squadron (U.S. AMs)
"Y" Squadron (U.S. YMSs)
132nd M.S.F. (M.M.S.s for Influence Mines only)

* The 16th M.S.F. will revert to operational control of Allied Naval Commander Expeditionary Force at the end of D day.

4. Serial Orders will be issued by Assault Force Commanders for the sweeping of fire support areas, boat lanes and anchorage areas shown on Appendix 4a to this Annex. These serial orders will contain the geographical location of minesweeper tracks, courses, distances and buoy light and flag characteristics.

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21 April 1944

Appendix 4 to
ANNEX "G" TO OPERATION PLAN 101-2-44 Serial 100-44

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5. The following table lists Serial Orders which will be issued for the sweeping of approach channels according to a prearranged plan.

TABLE I

SUMMARY OF SERIAL ORDERS FOR PREARRANGED MINESWEEPING OF THE APPROACH CHANNELS, FIRE SUPPORT CHANNELS AND BOAT LANES (REFER TO OVERLAY - APPENDIX 4a)

IB Ser.No.	Flot. or Squadron	Task	(Approx) Time of Starting	Time of Comp-Action	Order to be issued by
1	16th MSF	Channel No.1 and Trans.Area	H-10	H-4 $\frac{1}{2}$	ANCXF
2	14th MSF	Channel No.2 and Trans.Area	H-12	H-5	ANCXF
3	31st MSF	Channel No.3 and Trans.Area	H-10	H-4 $\frac{1}{2}$	ANCXF
4	4th MSF	Channel No.4 and Trans.Area	H-12	H-5	ANCXF
41	A Squad.	Channel & Area for Fire Support Ships.	--	H-3	For.U
42	Y Squad.	Boat lane for Assault Craft and Fire Support Channel	H-4 $\frac{1}{2}$	H-1	For.U
43	16th MSF	Channel for Fire Support Ships	H-3 $\frac{1}{2}$	H-2 $\frac{1}{2}$	For.U
44	167th MSF	Channel for Fire Support Ships and Boat Lane	H-5 $\frac{1}{2}$	H-1 $\frac{1}{2}$	For.O
45	31st MSF	Channel for Fire Support Ships and Boat Lane	H-3 3/4	H-1 $\frac{1}{2}$	For.O

6. The following table lists Serial Orders which will be issued by ANCXF and covered in ON 6 Appendix I.

TABLE II

SUMMARY OF SUBSEQUENT SERIAL ORDERS TO BE ISSUED BY ANCXF

IB Ser.No.	Flot. or Squadron	Task	Approximate time to Complete
22	14th MSF	Channel connecting Transport Areas 12 and 34	1 $\frac{1}{2}$ Hours
23	* 4th and 14th MSF	Area between Channels 3 & 4	12 Hours
31		Channel 12 (Refer ON6 Par. 93)	12 Hours
32		Area between Channels 2 and 3 (Refer ON6 Par. 94)	16 Hours

* Rendezvous with Trinity House Trawler (THV) G.de Joli about 1600 on D-day in Latitude 50° - 00' N (ON14 Para. 5).

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BIGOT-NEPTUNE

21 April 1944.

Appendix 4 to
ANNEX "G" TO OPERATION PLAN NO. 2-44.

Serial: 00144

7. The following table lists Serial Orders which may be issued at the discretion of Assault Force Commanders

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TABLE III

SUMMARY OF SUBSEQUENT SERIAL ORDERS TO BE ISSUED BY NCWTF AND ASSAULT FORCE COMMANDERS (Refer to Overlay - Appendix 4b)

MB Ser.No.	Task	Approx. time to Complete	Order to be issued by
46	Anchorage Area 60	4 Hours	Force U.
47	Anchorage Area 23	5 Hours	Force O.
48	Anchorage Area 80	5 Hours	Force O.
49	Southern side of enemy mine barrier between channels 2 and 3	4 Hours	NCWTF
50	Southern side of enemy mine barrier between channels 34 and 56	7 Hours	NCWTF
51	Connections and Southern Extension between Transport Areas and Lowering Positions.		NCWTF
52	Remainder of Assault Area ELDER	4-8 Hours	Force O.
53	Remainder of Assault Area OHIO	3-7 Hours	Force O.
54	Remainder of Assault Area OREGON	2-4 Hours	Force O.
55	Remainder of Assault Area KANSAS	3-5 Hours	Force O.
56	Remainder of Assault Area HICKORY	4-8 Hours	Force U.
57	Remainder of Assault Area VERMONT	3-7 Hours	Force U.
58	Remainder of Assault Area PRAIRIE	4-6 Hours	Force U.
59	Remainder of Assault Area MOUNTAIN	14-20 Hours	Force U.

8. Serial Orders issued by Assault Force Commanders will conform to the requirements of ON 6 Paragraphs 11-14, 32-46, 51-55, 83, 98-100 and 103.

9. Minesweepers and attached ML's may be utilized by Assault Force Commanders to assist in screening their forces and anchorages and for mine watching duties.

10. The 132nd and 104th M.S.F.'s comprised of M.M.S. vessels will take station at a safe distance eastern of the 14th and 4th M.S.F.'s and proceed down their respective channels 2 and 4 at a speed of not less than 5 knots. They will remain in the vicinity of the transport areas and be prepared for magnetic or acoustic sweeping and destruction of floating mines.

11. Shallow water minesweeping for snag line mines employing LCT's and seal gear will be accomplished by craft assigned to this task by Assault Force Commanders. Similar assignment and sweeping of shallow water anchorages by LCVP's will be made.

Dan Buoys

12. Dan buoys will be layed in accordance with the British Standard covered by NCWTF Intr. No. 2/0780/4/1 of 25/4/44 to Assault Force Commanders.

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21 April 1944

ANNEX "H" TO OPERATION PLAN NO. 2-44

Serial 00144

Follow-up Plan

Information

- DECLASSIFIED**
1. Refer to information paragraphs of Approach Plan, Annex "G".
 2. On D day it is intended to establish two (2) broad channels from Latitude 50° 00' N, to the transport areas by sweeping between channels 3 and 4, and 5 and 6. These new channels will, on completion, be not less than 1.8 miles wide and will be designated Channels 34 and 56. Permanent center line buoys will be laid on D-day.
 3. LCT will beach and discharge their loads. LST arriving on the second and third tides are to be discharged by Rhino ferries or, if beach gradients permit, by beaching. They are not to dry-out except in emergency.
 4. After ships and craft are unloaded, Commander, Assault Force "O" will sail LCI(L), LCT(4) and second tide LST of Force "B" to PORTLAND. Third tide LST will sail, half to ISLE OF WIGHT and half to PORTLAND.
 5. Sunken causeways made up of U.S. Naval pontoon units may be established commencing on D / 1.

Directives.

1. Follow-up components of Assault Force "O" take departure from Area Z, a circle of approximately 5 miles radius about position Z in Latitude 50°25' N, Longitude 00° 58' W, proceed to and enter approach to north end of swept channels 3 or 34 by groups as designated in Appendix 1, adjusting speed of advance to ensure arriving at discharging areas in accordance with detailed Follow-up Plan of Commander, Assault Force "O".
2. Follow-up components of Assault Force "U" take departure from the searched channel south of PORTLAND BILL, proceed to and enter approach to north end of swept channel 1 by groups as designated in Appendix 1, adjusting speed of advance to ensure arriving at discharging areas in accordance with detailed Follow-up Plan of Commander, Assault Force "U".
3. Follow-up Force "B" take departure from the searched channel south of PORTLAND BILL, proceed to and enter approach to north end of swept channels 3 or 34 by groups as designated in Appendix 1, adjusting speed of advance to ensure arriving at discharging areas in accordance with the detailed Follow-up Plan of Commander, Follow-up Force "B".

RT. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. KIRK,
Rear Admiral, U.S. Navy,
Naval Commander Western Task Force.

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Follow-up Plan, ANNEX "H"

21 April 1944

APPENDIX 1 TO ANNEX "H" TO OPERATION PLAN 2-44 - Serial 00144

Follow-up Timetable

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Group	Planning Speed	Arrival at Beach Tide	Channel Employed			
			1	2	3 or 34	4
O-3	5	Second			X	
B-1	5	Second			X	
U-3	5	Second	X			
B-2 (2)	12	Second			X	
B-3	5	Third			X	
U-4	5	Third			X	

Planning Speeds

LCT(L) - 12 knots.

LST - 8 knots.

LCT, LCI(L) (with LCT), LST (with LCT) - 5 knots.

- NOTE: (1) Convoys should be timed so as to permit unloading of ships and craft at the beginning of the stand of indicated high tide.
(2) B-2 may use Channel 1 if desired.

ADDITIONAL DISTRIBUTION OF THIS ANNEX:

Spares Force "O" (40)
Force "U" (40)
Force "B" (20)

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21 April 1944.

ANNEX "I" TO OPERATION PLAN NO. 2-44

Serial 00144

BUILD-UP PLAN

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The rapid build-up of our forces on the far shore after the assault is vital to the success of the operation. Every effort must be made to clear promptly all ships and craft engaged in the shuttle service in order that the build-up and maintenance of our forces will be adequate.

2. The general scale of build-up for the total forces, British and U.S., is as follows:

(a) Two first build-up divisions, preloaded in L.T. ships and coasters, a British division from the Thames and a U.S. division from the Bristol Channel, to arrive, half on the second tide of D/1 day, and half on the first tide of D/2 day.

(b) To land, by an immediate return and second trip of major landing craft assigned to the shuttle service, further combat units so that the maximum force that can be operationally fit will be in France by D/3 day.

(c) A sustained movement from D/3 onwards so that an initial build-up of 26 to 30 divisions will be terminated about D/12 day.

(d) A further build-up of 3 to 5 divisions per month which will consist of follow-up formations from the U.K. and U.S.. This phase cannot be planned for at present.

The initial build-up is equally divided as between the British and U.S. forces and the distribution of the means will be made on this basis.

3. The build-up will be obtained in personnel ships, landing craft, L.T. ships and coasters, and stores coasters which after the initial trip will shuttle to and from the U.K.. Ports to the west of SOUTHAMPTON will handle U.S. troops and equipment. The port of SOUTHAMPTON will be joint British/U.S. and POOLE will be used jointly for stores.

The Assault Force Commanders, & later the Far Shore Shuttle Control Under The Naval Commander, Eastern Task Force, and later NCWTF
~~ECWTF~~, will be responsible for the turn-round of shipping off the U.S. beaches OMAHA and UTAM. In the U.K. the turn-round will be effected by a naval organization known as TURCO. This organization will distribute returning shipping to loading ports to conform to the build-up plan controlled by a joint organization known as BUGO. A local TURCO will be established at each loading port on the level of the Flag or Naval Officer-in-Charge. This local organization will service and assemble returning craft, load and sail them for the assault beaches. Commander Service Force will, by representatives in appropriate local TURCO, arrange for the turn-round of the ships and craft of the U.S. Naval forces.

5. "ON 13.- Instructions for the Build-up" gives the responsibility and instructions for the sailing and return of build-up convoys, and methods of designation and signals to be made. Detailed orders for the discharge of shipping on arrival off the far shore will be given by the ~~NAVY~~ and later FOWEST through the far shore Shuttle Control *(Assault Force Commanders)*

Keep CTF-127 informed of return sailings of U.S. Naval Vessels & Craft

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~~SECRET~~ Build-up Plan ANNEX "I"

21 April 1944.

ANNEX "I" TO OPERATION PLAN NO. 2-44

Serial 00144

Build-Up Plan - Cont'd

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6. Appendices to this Annex are as follows:

- Appendix 1 - Initial Convoy Program.
- " 2 - Return Sailings.
- " 3 - Build-up Schedule of Arrivals.
- " 4 - Craft and Barges Allocated for the Ferry Service.

7. (a) ON. 9 and ON. 10 give the orders for the initial return of landing ships and craft from the assault areas. It will be the aim to reload as many LCT as possible without delay and to sail them again with a second lift. This will necessitate a similar program for a number of LCI(L). Thereafter, a regular number of LCT, LCI(L) and LST are planned to sail twice daily so as to give a steady reinforcement of men and vehicles to our forces.

(b) Naval Commander Assault Force "C" will sail ships and craft of Assault Force "C" and Follow-up Force "B" and Naval Commander Assault Force "U" will sail ships and craft of Assault Force "U" in accordance with the following paragraphs.

(c) Where the U.S. group is shown it corresponds with the British flotilla for organization of major landing craft, i.e. the U.S. group normally consists of 2 divisions of 6 ships or craft each, 12 in all.

LST

8. (a) LST will be returned to ports in the U.K. as follows:

<u>Far Shore Arrivals</u>	<u>PORTLAND</u>	<u>ISLE OF WIGHT AREA</u>
1st tide	- Forces "C" & "U"	-
2nd tide	- Forces "C" & "B"	Force "U"
3rd tide	- 1/2 Forces "U" & "B"	1/2 Forces "U" & "B"

Thereafter U.S. LST in the shuttle service will be returned as follows:

- (1) in FCM convoys: - 6 to ISLE OF WIGHT
8 to PORTLAND
- (2) in FPL convoys: - 5 to ISLE OF WIGHT
8 to PORTLAND

(b) LST will load mainly between PORTLAND and PORTSMOUTH, inclusive. BRIXHAM may be used, if required. As LST are ships and therefore self-supporting, it is not essential that they should work in groups. Nevertheless it is desirable that so far as possible, LST should run to and from the same ports as follows:

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- PORTLAND - Force "B" (BRIXHAM as necessary)
- SOUTHAMPTON)
- and) Forces "C" and "U"
- PORTSMOUTH)

Build-up Plan - Cont'd

LCT(3) and (4)
(BRITISH MANNED)

9. (a) The following loading program for the U.S. sector is to be carried out by LCT on D/1 day. The forces which will provide the craft are shown in brackets.

Port	A.M.	P.M.
SOUTHAMPTON	40(G)	22(L)
STANSWOOD	12(G)	12(L)
POOLE	9(U)	-
PORTLAND	23(U)	17(B)
Total	84	51

(b) After discharging, LCT(3) and (4) are to be formed by Assault Force Commanders into groups which are to be sailed with the accompanying LCI(L) to the ports indicated below:

10 of Force "U" to POOLE, remainder of Force "U" plus all Force "B" to PORTLAND.

Delays in forming groups of LCT cannot be accepted and Assault Force Commanders are to sail LCT without necessarily waiting for the accompanying LCI(L).

(c) To enable the sustained movement program to be met, the following allocation of Flotillas to Collecting Areas is to take place immediately before the craft return from their second trip. The necessary instructions for this are to be given by the Force Commanders concerned:

11	Flotillas	of	Force	S	to	GILKICKER	Collecting	Area.
7	"	"	"	J	"	"	"	"
5	"	"	"	L	to	CALSHOT	Collecting	Area.
2	"	"	"	G	"	"	"	"
2	"	"	"	J	"	"	"	"
6	"	"	"	B	to	PORTLAND	Collecting	Area.
3	"	"	"	U	"	"	"	"
9	"	"	"	G	"	"	"	"

Force Commanders are to inform C-in-C PORTSMOUTH, of the Flotillas detailed to work from each Collecting Area, and these LCT Flotillas are to return to that Area after their second trip to FRANCE.

(d) From D/3 onwards the following number of LCT will be required to sail for the U.S. Sector:

Area	A.M.	P.M.
CALSHOT	12	12
PORTLAND	24	24

LCT will be accompanied by LCI(L) to carry the surplus marching personnel of the vehicles embarked when this is necessary.

Build-up Plan - Cont'd

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LCI(L)

10. (a) LCI(L) will be required to sail in greater numbers on D/1 day because of the increased LCT sailings on that day. The following loading program is scheduled for D/1 day:

<u>Port</u>	<u>A.M.</u>	<u>P.M.</u>	<u>Sector</u>
NEWHAVEN	1	1	BR.
PORTSMOUTH	14	10	BR.
SOUTHAMPTON	9	4	U.S.
LYMINGTON	2	1	U.S.
PORTLAND	6	3	U.S.
Totals	32	19	

(b) LCI(L) are to return to the APA and LSI of their force as soon as possible after disembarking their troops to embark and land further troops. On completion of this duty, or before, if it is found that enough LCI(L) are available to clear APA and LSI, Assault Force Commanders are to sail the following LCI(L) to the ports indicated:

- Force "U" - 23 to CALSHOT
- Force "O" & "B" - 26 to PORTLAND

Assault Force Commanders are to retain the following LCI(L) and LCH for employment in the build-up:

- Force "O" - 4 LCH, 4 LCI(L)
- Force "U" - 2 LCH, 2 LCI(L)

All the remaining U.S. LCI(L) are to be retained until - (1) LCH are released by Assault Group Commanders - (2) Dumb barges have been beached. Then those remaining in excess are to be sailed to PORTLAND.

(c) The daily sailings for the sustained movement will be:

	<u>A</u>	<u>B</u>	<u>Sector</u>
NEWHAVEN	-	17	BR.
PORTSMOUTH	6	7	BR.
LYMINGTON	3	-	U.S.
PORTLAND	6	-	U.S.

- A - with LCT groups.
- B - with LCI(L) groups.

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21 April 1944

ANNEX "I" TO OPERATION PLAN NO. 2-44

Serial 00144

Build-up Plan - Cont'd

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FERRY CRAFT

The following is the general intention regarding the discharge of shipping during the build-up:

(1) LST will be discharged by Rhino Ferries, LCT(5) and (6), but when tidal and beach conditions permit they will discharge direct to shore.

(2) MT ships and coasters will be discharged by:

- a. LCT(5) and (6)
- b. LCM(3)
- c. Rhino Ferries, where not required for LST. MT coasters may also beach.

(3) Stores coasters will be discharged by LBV(2), DUKW, LCM and LCVP, and also when required by beaching.

(4) Personnel ships will be discharged by LCI(L), LCM, and LCVP as convenient.

(b) Discharge times for the build-up have been planned as follows, and these must be kept if possible:

Personnel ships	1½ to 6 hours
MT ships	1 day
MT coasters	½ day
Stores coasters (small)	1 day
Stores coasters (medium)	1½ days
Stores coasters (large A)	2½ days
Stores coasters (large B)	4 days
Stores ships	8 days

(c) Ferry craft use normal cruising speeds. (See ON 14, par. 41).

12. All of the ferry craft will not be available immediately for the ferry service. Some will be lifted and some towed, while others will be required to proceed across channel under their own power.

13. The general intention for the provision of ferry craft in the assault area is as follows:-

(a) LCT(5) and (6) remain after assault. Reorganized to provide equal distribution between U.S. and British sectors.

(b) Rhino-ferries towed by LST to arrive on first and second tide of D-day.

(c) LCM(3) will have to proceed under their own power or be towed. Twenty will be lifted in LSD.

(d) LBV(2) proceed under own power.

(e) LCVP and DUKW lifted in landing ships and craft.

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21 April 1944.

ANNEX "I" TO OPERATION PLAN NO. 2-44.

Serial: 00144

BUILD UP PLAN

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14. The general location between beaches "OMAHA" and "JUNO" for ferry craft is 2/3 and 1/3 respectively. The final disposition of these craft will have to be made between the Assault Force Commanders as it will be dependent on actual arrivals on the far shore. See ON 14, para. 42 for marking of ferry craft.

15. Approximately 8 groups or flotillas of ICT(5) and (6) must be transferred to the ferry service off the British beaches by dusk of D-day. The actual number will be dependent upon the survivors but as the British have but 2 flotillas of these craft in assault the distribution should be made with this in mind. Craft will be reorganized into flotillas and groups by the Assault Force Commanders to effect this transfer as follows:

Force "O" to "G" - 4 U.S. Groups

Force "U" to "J" - 1 U.S. Group

Force "U" to "J" - 1 1/2 flotillas (Br. manned)

Force "U" to "S" - 2 flotillas (Br. Manned)

These ICT will, on approaching the British area after transfer fly the appropriate International Code Letter indicating the Sector, (and thus the Force) for which they are destined.

Some readjustment may be required between Assault Force "O" and "U".

16. All 6-davit IST will leave 4 LCVP each in the assault area. It is intended that all LCA, LCVP, LCM(3), and LCP(L) (non-smokers) which take part in the initial assault be hoisted and depart with their parent ship or craft. All LCS(S) and LCP(L) smokers are to be left in the assault area, reporting to NOIC OMAHA or NOIC UTAH as appropriate. LCM(3) carried in ISD will remain in the Assault Area.

TOWING

17. (a) The towing during the build-up will consist mainly of the necessary elements for the construction of the U.S. MULBERRY and GOOSEBERRY installations, and tugs and other towing vessels will be assigned by ANCMF from a common pool to accomplish the minimum requirement as laid down in paragraph 5 of Appendix XVI of Operation "NEPTUNE" - Naval Plan.

(b) Items to be towed to captured ports are listed below:

24 Salvage Pontoons.

The dates for these tows are indeterminate and tugs are not yet earmarked for this purpose.

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21 April 1944.

ANNEX "I" TO OPERATION PLAN NO. 2-44

Serial: 00144

DECLASSIFIED BUILD-UP PLAN

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R. T. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. KIRK,
Rear Admiral, U.S. Navy,
Naval Commander Western Task Force.

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INITIAL CONVOY PROGRAM

DECLASSIFIED

21 April 1944.

Serial No.	Convoy	Leave	Date	Approximate composition	Escort	Join	Arrive FRANCE (except where otherwise stated)	Remarks
1	2	3	4	5	6	7	8	9
12	EBC 2	BRISTOL CHANNEL	D - 1	32 M.T. Coasters 7 Stores Coasters	137th EG 144th EG 2 trawlers	EBC 2W	D / 2	Preloaded U.S. build-up division. Plus stores coasters not berthed in ISLE OF WIGHT Area.
13	EBM 2	BRISTOL CHANNEL	D - 1	21 M.T. ships 9 empty M.T. ships 5 misc. ships	105th E.G. / 3 corvettes		D / 1	2 empty ships to FALMOUTH, 1 to PLYMOUTH, 6 to SOUTHAMPTON. Preloaded U.S. build-up division and misc. ships for FRANCE.
14 (Partial)	EBM 3	BRISTOL CHANNEL	D	16 M.T. ships 3 misc. ships	141st EG 2 Trawlers to START POINT, then 2 M.L.		D / 2 FRANCE	Preloaded U.S. build-up division.
15	EBP 1	BRISTOL CHANNEL	D - 1	4 personnel ships 2 misc. ships	111th EG		D / 1	Preloaded U.S. build-up division and depot ships for FRANCE.
18	EBP 2	BRISTOL CHANNEL	D	5 personnel ships MULBERRY A H.Q. ship 3 misc. ships	113th EG and 112th EG		D / 2	Preloaded U.S. build-up division and misc. ships for FRANCE.
23	EWC 1 A	SPITHEAD	A.M. D	18 stores coasters 8 B.D. vessels 6 Eagle ships 1 A.S.I.S. 4 CORNCOB tugs	136th EG / 2 trawlers		D / 1	Preloaded stores coasters, mooring group A, etc.

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Build-up Plan ANNEX "I"

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BIGOT-NEPTUNE

APPENDIX 1
ANNEX "I" TO OPERATION PLAN NO. 2-44

INITIAL CONVOY PROGRAM (Continued)

Serial 00144

21 April 1944.

Serial No.	Convey	Leave	Date	Approximate composition	Escort	Join	Arrive FRANCE (except where otherwise stated)	Remarks
1	2	3	4	5	6	7	8	9
25*	EBC 3	BRISTOL CHANNEL	D	15 stores coasters 3 empty M.T. ships 3 A.S.I.S.	138th EG 144th EG joins after assault	EBC3W	D / 3	2 M.T. ships to FALMOUTH 1 to PLYMOUTH. 5 small coasters (arrivals in FRANCE D / 5) break off to ISLE OF WIGHT Area for servicing. (Total in convey to FRANCE - 22 ships) 2 A.S.I.S. to SPITHEAD. 1 A.S.I.S. to FRANCE.
27A	EPL 1	PORTLAND	D / 2	4 L.S.T.	123rd EG	EPL1W	P.M. D / 2	-
27B	EPL 1W	SOLENT	D / 2	7 L.S.T.	Same as EPL 1	EPL 1	P.M. D / 2	-
29	EBC 2W	SPITHEAD	D / 1	3 stores coasters	Same as EBC 2	EBC 2	D / 2	
32*	EBC 3W	SPITHEAD	D / 2	6 stores coasters	Same as EBC 3	EBC 3	D / 3	Preloaded stores coasters
33*	ECM 1	FALMOUTH and PLYMOUTH	D / 2	3 M.T. ships	107th EG	ECM1P ECM1W	D / 3	
34*	ECM 1P	PORTLAND	D / 2	9 L.S.T.	Same as ECM 1	ECM 1	D / 3	
35*	ECM 1W	SOLENT	D / 2	12 M.T. ships 6 L.S.T.	Same as ECM 1	ECM 1	D / 3	
38*	ECP 1	PLYMOUTH	D / 2	1 personnel ship	112th EG	ECP1P ECP1W	D / 3	
39*	ECP 1P	PORTLAND	D / 2	2 personnel ships	Same as ECP 1	ECP 1	D / 3	

* See page 3.

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Build-Up Plan ANNEX "I"
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T-BIGOT-NEPTUNE

UNCLASSIFIED

INITIAL CONVOY PROGRAM (Continued)

Serial No.	Convoy	Leave	Date	Approximate composition	Escort	Join	Arrive FRANCE (except where otherwise stated)	Remarks
1	2	3	4	5	6	7	8	9
40*	ECP 1W	SOLENT	D / 2	4 personnel ships	Same as ECP 1	ECP 1	D / 3	
43*	EPL 2	PORTLAND	D / 3	9 L.S.T.	121st EG	EPL 2W	D / 3 p.m.	
44*	EPL 2W	SOLENT	D / 3	5 L.S.T.	Same as EPL 2	EPL 2	D / 3 p.m.	

*NOTE: The above forecast should complete the initial outward convoys for the U.S. sector which arrive up to and including D / 3 day. Thereafter the daily cycle will be represented by serials 25, 32 to 35 inclusive, 38, 39, 40, 43 and 44.

21 April 1944.

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APPENDIX 2

ANNEX "I" TO OPERATION PLAN NO. 2-44.

Serial 00144

RETURN SAILINGS

Serial No.	Convoy	Date	Approximate Composition	Escort	Remarks
2	N.N.	A.M. D Day	APA/ISI of U.S. Assault Forces	As detailed by N.C. Force "O" Assault Force Comdr.	Sail by Forces as convenient. Destinations as given in ON 9.
4	F.P.L.1	D Day	1st Tide. L.S.T. of U.S. Assault Forces	As detailed by N.C. Force "O" Assault Force Comdr.	To PORTLAND. May sail in more than one group.
7	F.P.L.2	P.M. D Day	2nd Tide L.S.T. of U.S. Assault Forces, 1 L.S.D.	As detailed by N.C. Force "O" Assault Force Comdr.	To SOUTHAMPTON and PORTLAND. (See ON 9)
8	F.B.P.1A	A.M. D / 1	4 Personnel ships	111th E.G. to Position Z.	Ex. E.B.P.1 joins F.B.P.1.B. at Position Z.
11	F.P.L.3	A.M. D / 1	First half 3rd tide. L.S.T. of U.S. Forces	105th E.G.	To ISLE OF WIGHT and PORTLAND. (See ON 10)
13	F.P.L.4	P.M. D / 1	Remainder of 3rd Tide. L.S.T. of U.S. Forces.	136th E.G.	To ISLE OF WIGHT and PORTLAND. (See ON 10) (Assumes about 5 L.S.T. will be retained for casualty evacuation)
14	F.B.P.2A	A.M. D / 2	5 Personnel ships	112th and 113th E.G.	Ex E.B.P. 2 joins F.B.P.2B at Position Z.
18	F.C.M. 1	D / 2	21 M.T. ships plus about 5 L.S.T.	106th E.G.	Ex E.B.M.2 and L.S.T. retained for casualties. L.S.T. to PORTLAND.
20	F.B.C. 1	D / 2	About 18 Stores Coasters	137th E.G.	Stores Coasters ex D Day and D / 1.
22	F.P.L. 5	P.M. D / 2	11 L.S.T.	123rd E.G.	Ex E.C.P.1 and E.P.L.1.W
23	F.C.P. 1	D / 3	7 Personnel ships	112th E.G.	Ex E.C.P.1, E.C.P.1.P and E.C.P.1.W.

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APPENDIX 2

ANNEX "I" TO OPERATION PLAN NO. 2-44

Serial 00144

RETURN SAILINGS (Continued)

Serial No.	Convoy	Date	Approximate Composition	Escort	Remarks
25	F.B.C.2	D / 3	16 M.T. ships. 15 LST	107th E.G.	Ex E.B.M.3. L.S.T. ex E.C.M.1.P. and E.C.M.1.W.
27	F.B.C.2.Y.	D / 3	First half of 32 M.T. coasters plus about 12 Stores Coasters	138th E.G.	Ex E.B.C.2 and E.B.C.2.W.
28	F.B.C.2.Z.	D / 3	Remainder of F.B.C.2.Y	144th E.G.	Ex E.P.C.2 and E.B.C.2.W.
30	F.P.L.6	P.M. D / 3	14 L.S.T.	121st E.G.	Ex E.P.L.2 and E.P.L.2.W.
32	F.C.P.2	D / 4	7 Personnel ships	111th E.G.	Ex E.C.P.2, E.C.P.2.P. and E.C.P.1.W.
34	F.C.M.3	D / 4	15 M.T. ships plus 15 L.S.T.	108th E.G.	Ex E.C.M.1 and E.C.M.1.W. L.S.T. ex E.C.M.2.P. and E.C.M.2.W.
36	F.B.C.3	D / 4	About 15 Stores Coasters	139th E.G.	Ex E.B.C.3 and E.B.C.3.W.
38	F.P.L.7	P.M. D / 4	14 L.S.T.	122nd E.G.	Ex E.P.L.3 and E.P.L.3.W.

NOTES:

- (1) The above forecast is issued as a guide and is not intended to bind the Western Naval Task Force sailing authority.
- (2) The decision as to whether to sail a convoy in two or more parts rests with the sailing authority, ~~Naval Commander Assault Force~~ ~~ASSAULT FORCE~~.

*ASSAULT Force Commanders & later the Far Shore Shuttle Control
Under NCWTF, & FOWEST when directed*

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APPENDIX 2
Build-Up Plan ANNEX "I"

T-RICOT

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APPENDIX 3
ANNEX "I" TO OPERATION PLAN NO. 2-44.

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Build-up Schedule of Arrivals

Day	LCT	IST	M.T. Coasters	Stores Coasters	M.T. Ships
D/1 D/1 $\frac{1}{2}$	-	-		18	21
D/2 D/2 $\frac{1}{2}$	84	11	32	10	16
D/3 D/3 $\frac{1}{2}$	64	15 14	-	16	15
D/4 D/4 $\frac{1}{2}$	30	15 14	-	16	15
D/5 D/5 $\frac{1}{2}$	36 36	13 13	5	16	15
D/6 D/6 $\frac{1}{2}$	36 36	13 13	5	16	15
D/7 D/7 $\frac{1}{2}$	36 36	13 13	-	16	15
D/8 et.seq	72	26	-	16	15

Note: In addition about 6 large personnel ships and 9 LCI(L) will arrive daily off U.S. beaches.

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Craft and Barges Allocated for the Ferry Service

Type	Force "O"		Force "M"		Total	
	Gross	Net	Gross	Net	Gross	Net
LCL(3)	138	117	68	58	206	175
LCVP	172	141	88	70	260	211
LBV(2)	72	58	36	29	108	87
LBO	26	22	14	10	40	32
LBE	16	14	8	6	24	20
LBW	5	4	3	2	8	6
LBK,	2	2	2	1	4	3

Note: (1) Only one-half of the net number of minor landing craft and 2/3 of the barges are expected to be working at any one time.

(2) The gross total of LCT(5) and (6) before the assault is 257 to be divided equally between U.S. and British sectors.

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ANNEX "J" TO OPERATION PLAN NO. 2-44

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Logistics Plan

1. FUEL AND LUBRICANTS (P.O.L.)

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(a) All ships and craft operating from the near shore will fuel to capacity. All APA's will take aboard, in addition to fuel and lubricants required for their operation and maintenance, sufficient fuels and lubricants to replenish and maintain the ferry craft which attend them. All LSI(L) will take aboard in addition to fuel and lubricants required for their operation and maintenance, sufficient fuels and lubricants for one and one-half capacity fills of the craft which they carry. LCI(L) ferrying from LSI(L) must fuel from LBO's, fuelling trawlers or APA's, or rotate with shuttle LCI(L) so as to get fuel from the near shore. All LST's, coasters and M/T ships will take aboard, in addition to fuel and lubricants required for their operation and maintenance, packed fuels and lubricants sufficient to replenish the ferry craft which attend them. All small craft which are towed across or carried aboard ships shall be fuelled to capacity prior to departure. All small craft which sail from the near shore under their own power should, in addition to fuelling to capacity, carry sufficient packed fuel and lubricants to replace fuel and lubricants consumed en route, so that they will reach the far shore with fuel and lubricants on board for full endurance. All the above is subject to operational requirements as to draft and trim.

(b) The Admiralty will be responsible for supplying at loading and other fuelling points on the near shore all bulk fuels and packed lubricants required for ships and craft of this force operating from the near shore, including such quantities as are required for the purpose of replenishing ferry craft which will attend them. Estimates of quantities and grades desired will be furnished to the Admiralty in advance by Commander Service Force, through Commander, U.S. Naval Forces, Europe.

(c) Services of Supply, European Theater of Operations, U.S. Army will be responsible for provisioning each coaster or other vessel with a stock of packed fuel and lubricants sufficient to replenish ferry craft of this force which attend them. In addition, the First U.S. Army will provide emergency packed fuel and lubricants on the far shore. Estimates for both requirements will be supplied in advance by Commander Service Force through Commander, U.S. Naval Forces, Europe. Personnel for actual handling of the packages in the refuelling operations will be provided by the vessels concerned.

(d) The Admiralty will be responsible for supplying by oiler bulk fuels and packed lubricants off enemy beaches to LBO's and fuelling trawlers of this force.

(e) The Admiralty will also be responsible for supplying by collier such coal as is required by smoker trawlers and other ships or craft operating off U.S. beaches and for stocking a reserve supply of coal in certain of the Gooseberry blockships.

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(f) Fuelling facilities will be constructed in the Omaha area so as to make gasoline and diesel oil available at Mulberry "A" by approximately D plus 10. The U.S. Army will be responsible for the construction of all pipe lines landward of the high water line and of all storage facilities. The Army will also construct two ship to shore lines at grid reference 7228088580. The U.S. Navy will construct fuelling facilities within Mulberry seaward of the high water line. The Army will maintain and operate all facilities which serve Army requirements. The Navy will maintain and operate the ship to shore lines and all facilities which serve Navy requirements. In emergencies, the Army and Navy will supply gasoline to each other from their respective storages.

2. WATER

(a) Potable water shall be strictly rationed by all ships and craft. Every effort shall be made to reduce make up feed requirements to a minimum. Ships equipped with distilling plants shall operate such plants as necessary to keep all potable water and reserve feed water tanks filled to capacity at all times.

(b) Services of Supply, European Theater of Operation, U.S. Army will supply jerri-cans to MT ships, coasters and LST's, which will be used to replenish the water supply of the ferry craft which attend them. Ferry craft other than LCT and LCI(L) will carry water in 5 gallon containers sufficient for 2 days with a reserve for an additional 2 days. Services of Supply, European Theater of Operations, U.S. Army will supply the jerri-cans for such ferry craft. Ships and craft not equipped with distilling plants shall take on water at every opportunity. The minimum standard quantity of water which should be made available to each man per day is as follows:

All - 1 gallon
Casualties - Additional 2 gallons

Water in excess of this minimum shall be furnished as practicable. All the above is subject to operational requirements as to draft and trim.

(c) Each APA and AKA will have on board at least 2 portable 600 gallon water tanks that can be loaded in LCVP. These will be used to transport water to the beaches as required.

(d) Assault troops will come aboard with full canteens. Each ship and craft will make necessary provisions for the expeditious filling of canteens of assault troops immediately prior to disembarkation.

(e) LBW's of this force will furnish water to ships and craft off enemy beaches as practicable. The Admiralty will be responsible for supplying water by tanker to refill LBW's of this force off enemy beaches. The facilities of ships with distilling plants shall be utilized to provide water for ships and craft not so equipped when transfer is practicable.

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(f) Beach Battalions will receive water from the U.S. Army as a component of the Engineer Shore Brigade. All other naval personnel ashore on the far shore will obtain water from the U.S. Army as required, the water referred to in (c) above being also available if needed.

2. PROVISIONS, CLOTHING AND SMALL STORES, SHIP'S STORE STOCK, GENERAL STORES

(a) Provisions

(1) Initial stocks of fresh, refrigerated and dry provisions for ration prescribed to be served in AGC's, APA's, AKA's, LST's, depot ships, accommodation vessels and minor support craft will be procured in ports of the U.K. as prescribed in Basic Logistical Plan for the ETO (ComNavEu Restricted ltr. serial 883 of 23 February 1944). Replenishment of stocks by AGC's, APA's, AKA's will be in accordance with the reference quoted. Replenishment by LST's will be at U.S. Harbors and Piers from stocks made available and loaded by the U.S. Army. If necessary for LST's to replenish at British Harbors and Piers in an emergency a similar type of ration will be provided by the British from available stocks.

(2) Provisions (U.S. Army 10th 1st ration) prescribed for vessels in the shuttle service other than those listed in (1) above will be supplied initially, loaded and replenished by the U.S. Army at U.S. Harbors and Piers in the U.K. for both embarked troops and crews of vessels. Replenishment at Harbors and Piers in the U.K. having no U.S. Army supply facilities will be made by the Royal Navy from stocks of a similar type ration of the British Army.

(3) Replenishment of depot ships and accommodation vessels stationed off the far shore will be made by the U.S. Army direct from cargo vessels despatched from the U.K. Depot ships and accommodation vessels will in turn replenish the stocks of vessels of the ferry service, including LBK's. Crews of small craft not having subsistence facilities will procure prepared meals from LBK's, depot ships, accommodation vessels or any other vessels available when meals are required. Beach Battalions will be subsisted by the U.S. Army as a component of the Engineer Shore Brigade. All other naval activities on the far shore will obtain provisions from the U.S. Army as required.

(4) Landing Craft operating in the ferry service off British beaches will be subsisted by a U.S. accommodation vessel located in this area. Subsistence will be furnished by British depot ships and accommodation vessels when this is not practicable.

(b) Clothing and Small Stores

(1) Stocks of clothing and small stores will be procured in the U.K. in accordance with Basic Logistical Plan for the ETO (ComNavEu, Restricted ltr. serial 883 of 23 February 1944). Stocks will be maintained at all U.S. Bases in the U.K.

(2) Limited stocks will be available in depot ships and accommodation vessels. Stocks also will be available at U.S. naval activities on the far shore as soon as such facilities are established and stocks can be provided.

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(3) Selected articles for issue to survivors will be available at U.S. Harbors and Piers in the U.K., on depot ships and accommodation vessels off the far shore and at U.S. facilities on the far shore as soon as such facilities are established and stocked. During the assault period survivors will be treated as ambulatory casualties.

(c) Ship's Store Stock

(1) Ship's Store Stock will be procured in the U.K. in accordance with Basic Logistical Plan for the ETO (ComNavEu Restricted ltr. serial 883 of 23 February 1944).

(2) Gratuitous issue of specified items will be made to crews of U.S. Naval vessels and craft in which troops of the U.S. Army embark except AGC's, APA's and AKA's, to crews of all minor supporting craft and to Naval Personnel on the far shore on the same basis as such articles are supplied to personnel of the U.S. Army. Special stocks will be furnished to such vessels for this purpose. When a Communication Zone has been established by the U.S. Army on the far shore and the sale of such articles to Army personnel is resumed the Navy then will draw such stores from the U.S. Army and resume the sale to Naval Personnel.

(d) General Stores

(1) General stores will be procured in the U.K. in accordance with the provisions of the Basic Logistical Plan for the ETO (ComNavEu Restricted ltr. serial 883 of 23 February 1944). Limited stocks will be available in the U.K. at all U.S. loading Harbors and Piers and at all U.S. Bases. General stores also will be available at U.S. Bases on the far shore as soon as established and stocked.

(2) In an emergency available articles of general stores may be procured at British Harbors and Piers in the U.K. and from British depot and accommodation vessels off the far shore.

(3) Expendable Quartermaster Supplies (housekeeping and office) will be furnished to depot ships and accommodation vessels off the far shore by the U.S. Army from cargo vessels despatched from the U.K. Vessels of the ferry service will procure these articles from depot and accommodation vessels. Similar articles will be available from U.S. Army sources on the far shore for use of U.S. Naval activities located thereon.

(e) General

(1) Vessels of the U.S. Atlantic Fleet assigned to OVERLORD will procure all provisions, clothing and small stores, ship's store stock and general stores direct from the United States and shall not draw on sources in the U.K. or on the far shore except in cases of emergency.

(2) Comply with Commander Task Force, ONE TWO TWO secret ltr. serial 00736 of 23 February 1944, requiring all ships and craft to be complete in all respects with stores and ammunition before proceeding to their assembly areas. During the period immediately prior to the operation they must be maintained at full capacity.

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Logistics Plan

4. AMMUNITION SUPPLY

~~SECRET~~
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~~is covered by appendix 3 of Annex D.~~
The supply of reserve Ammunition is
Covered by appendix 3 of ~~Annex D~~ Annex D.

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5. REPAIR AND MAINTENANCE FACILITIES

(a) Near Shore - U.S. repair facilities are under the command of, Commander Service Force. They exist primarily for maintenance and repair of landing craft. Major repairs and docking if essential will be arranged by base commanders through COREP, (Coordination of Repair Committee), which will operate in each port at which U.S. craft will operate. It must be remembered that all repair and docking facilities both U.S. and British and private and naval are taxed to the utmost and requests will be kept to absolute essentials.

(b) It has been agreed as basic U.S. - British policy that the U.S. bases should have as their primary task, the work of effecting repairs and maintaining the craft of this force. However, U.S. bases will promptly undertake repairs on British manned craft of British forces whenever facilities are available beyond those needed for repairs to the craft of this force, conversely similar assistance will be rendered by British repair facilities.

(c) At each hard or loading point from which U.S. manned craft operate there will be a small maintenance party to do minor repair work. This maintenance party will keep in close touch with local COREP. The commanding officers of craft needing major repairs will arrange for them through hard maintenance party.

(d) There will be available the AD U.S.S. MELVILLE, the two ARL's ADONIS and ATLAS and four 475 ton N.L. Pontoon Drydocks to be stationed where they can render the best service. The U.S.S. MELVILLE with one dock will operate for the early period on the South Coast probably at Portland. As early as conditions warrant the two ARL's will move to the far shore and operate in the two Gooseberries. As soon as practicable two N.L. Pontoon drydocks will be towed to the far shore to operate in conjunction with the ARL's.

(e) Far Shore - On D-day there will be off the assault beaches 18 LCM(3)'s equipped with pumps and special repair crews. They will operate in close cooperation with beach salvage units of the beach battalions. As promptly as conditions warrant they will be followed by 24 LBE repair barges to operate off shore. E-9 units will be set up on the beaches and LBE will land their repair lorries as the beach is cleared. A block ship in each Gooseberry may be fitted as a repair station that will be able to lift onto its deck LCM(3) and smaller craft. ARL's will be brought over as the situation permits. The far shore repair facilities are primarily for the maintenance of ferry craft. These ships and craft in the shuttle service should use these facilities only to the extent necessary to enable them to return to the U.K. where the facilities are greater.

(f) To maintain U.S. manned craft operating off British beaches it has been agreed with Allied Naval Commander, Expeditionary Force that a U.S. repair party will be placed

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Serial 00144

Logistics Plan

U.S. Accommodation ship in the British Sector

aboard a ~~British repair ship~~¹. In case of repairable damage beyond the capacity of this repair party the damaged craft should be returned to the U.S. sector and replaced if possible with an operational craft. The maintenance staffs of the British manned LBF operating with U.S. forces will undertake similar repairs to British craft operating off U.S. beaches.

A. G. KIRK
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

21 April 1944

ANNEX "K" TO OPERATION PLAN No. 2-44

Serial 00144

DECLASSIFIED Air Defense Plan

1. It is assumed that during daylight our own aircraft will maintain air superiority over the channel, the assault area, and the beaches. Due to the fact that there will be considerable friendly fighter cover, extra precautions must be taken to avoid firing at friendly aircraft.

2. When in ports of the United Kingdom, ships and craft will conform to the War Orders of the Home Commands.

3. After the establishment of Antiaircraft Defense Commanders in ports, including MULBERRY, on the French Coast, ships and craft in those ports will conform to the orders of the Antiaircraft Defense Commander.

4. During initial channel crossings the following rules shall be followed for balloons:

- (a) Ships and craft which are to arrive in the transport area before H minus 15 minutes shall not fly balloons.
- (b) Those arriving after that time which will beach on the first tide will not fly their balloons at more than 100 feet.

5. Certain terms used in Air Defense Plans are here defined:

- (a) RECOGNIZED means that an aircraft has been determined to be friendly or hostile by its physical appearance, observed actions, or display of visual signals.
- (b) IDENTIFIED means that an aircraft has been determined to be friendly or hostile by such means, other than visual, as I.F.F. signals and Air Force flight reports indicating presence or absence of friendly aircraft.
- (c) FRIENDLY AIRCRAFT are aircraft which have been recognized or identified as friendly by one of the following means:
 - (1) Recognized as friendly by appearance.
 - (2) Displaying correct recognition signals.
 - (3) Showing I.F.F. signals. However, failure to show I.F.F. signals is not proof that an aircraft is hostile.
 - (4) Flying with undercarriage or landing gear down, unless clearly recognized as hostile.
 - (5) A biplane, unless clearly recognized as hostile.
 - (6) Four-engine aircraft, unless clearly recognized as hostile.
 - (7) A flying boat, unless clearly recognized as hostile.
 - (8) Any aircraft with gliders in tow, unless clearly recognized as hostile.

Air Defense Plan

(9) Following a prescribed route and method of approach to a given point, and its type and behavior corresponding with information received concerning movements of friendly aircraft.

(d) HOSTILE AIRCRAFT are aircraft which have been recognized as hostile or identified as hostile, or which have committed a "hostile act".

(e) HOSTILE ACTS may be any of the following.

- (1) Attacking friendly personnel, ground targets, ships or aircraft with bombs or other weapons.
- (2) Dropping flares at night over territory occupied by friendly forces or over shipping lying in ports or off beaches in the bridgehead.
- (3) Diving on friendly personnel or ships.
- (4) Diving from out of the sun, from any height, on an airfield or other specified vulnerable area, unless clearly recognized as friendly by appearance or by showing correct recognition signals.
- (5) Dropping groups of parachutists greater in number than crews of similar types of friendly aircraft unless prior notification has been received.

6. "HOLD FIRE" may be ordered by the Senior Officer in company by the signal N Ø (NAN ZERO) by whistle and radio or by flag hoist as NAN TACKLINE ZERO. This signal will generally be used in cases where friendly aircraft are being endangered or improper targets such as flares or balloons are being engaged. It shall not prevent a vessel which is unquestionably being attacked from defending herself. The signal will be paralleled by radio or visual and, unless the "HOLD FIRE" period is extended, will automatically be terminated in three (3) minutes. During channel passage "HOLD FIRE" does not apply to 20 MM guns and smaller. In captured ports "HOLD FIRE" will be given by day only and when in effect fire will only be opened at aircraft recognized as hostile.

7. Recognition Signals will be made by friendly aircraft whenever they find themselves over ships or restricted areas, have inadvertently committed a "hostile act", have come under fire from obviously friendly anti-aircraft batteries, or generally wish to establish their friendly identity. They will either flash the letter of the period on their downward recognition lamp or fire the colors of the period by Very pistol. Aircraft approaching the beach sector to land on landing strips will, in addition to the display of recognition signals at frequent intervals, lower undercarriage before descending below 3000 feet.

8. The following counter measures are effective against glider bombs:

- (a) Engage parent plane with heavy AA gunfire.
- (b) Against low level glide bomb attacks, engage glider with automatic AA guns.

Air Defense Plan

(c) Use of high speed and radical maneuvers when practical throughout attack.

(d) Use of smoke under favorable conditions.

9. During air attacks warships and large merchant ships should place a rifleman and an automatic rifleman in the tops to fire on circling torpedoes descending by parachute.

10. Aircraft, not identified as friendly and suspected of mine-laying, flying over specified water areas may be engaged. Position where mines are dropped should be marked and reported to Assault Force Commander and NCWTF, giving estimated position of the mine. Any ship having a radar track indicating that aircraft are dropping mines will report the approximate position of area by grid coordinates.

11. Certain areas of considerable importance will be declared Gun Defended Areas by Navy, Air Force, and Army authorities concerned. By day, in Gun Defended Areas only aircraft recognized as hostile or aircraft flying below 500 feet will be engaged. By night, aircraft not identified as friendly may be engaged if warning of hostile aircraft has been received. 20 mm and .50 caliber guns will not fire at unseen aircraft.

12. Mark 32 fuzed AA projectiles and H.E.V.T.F. projectiles shall not be fired on any bearing which would cause the projectile to fall on land or in the vicinity of friendly vessels or on any bearing such that the trajectory would pass within 150 feet of friendly vessels. When use of Mark 32 fuzed projectiles is possible under the above restrictions, use 50% Mark 32 fuzes and continuous fire in repelling air attack.

13. The following Air Defense Plans will be in effect at the time and in the area indicated in the plan unless otherwise directed. Daylight Air Defense Plans will be effective, unless otherwise ordered, from a half hour before sunrise to a half hour after sunset. Night Air Defense Plans will be effective during the remaining of the twenty hour period.

AIR DEFENSE PLAN 1

To be effective during daylight in channel crossing unless otherwise directed:

- 1. Balloons**, when carried, will be flown at 1,000 feet unless visibility is less than 1,500 yards or cloud ceiling is less than 1,000 feet in which case balloons will be flown at 500 feet.
- 2. Smoke** will not be used unless ordered by the Senior Naval Officer Present. In conditions of half light, at dawn and dusk, smoke laid by escorts, clear of the convoy to obscure the light horizon, and possibly also between the convoy and direction of attack should prove most effective against low level attack. It must be borne in mind that smoke is often as useful to the enemy as to our own forces and smoke screens, unless properly placed, prevent effective use of aimed fire from short range weapons.
- 3. Maneuvers** may be used by individual ships to comb the tracks of torpedoes or to evade glider bombs but they should remain in mine swept waters and return to the convoy course as quickly as possible. When attack is impending, escorts should maneuver to bring guns to bear. The Convoy Commander may maneuver the convoy as a whole.
- 4. Gunfire** will be opened only against aircraft recognized as hostile, or unrecognized aircraft flying below 1,000 feet, which are not being engaged by friendly fighters and within the following range zones:
- (a) By 4 inch guns or larger within 12,000 yards range.
 - (b) By 40 mm, 1.1 and 3 inch guns at effective ranges less than 4,000 yards range.
 - (c) By 20 mm and .50 Cal. guns at effective ranges less than 2,000 yards range, but then only if own ship is being attacked or if target is being engaged by larger ships.

AIR DEFENSE PLAN 2

To be effective during darkness in channel crossing unless otherwise directed:

- DECLASSIFIED**
1. Ballons When carried will be flown at 1000 feet unless visibility is less than 1500 yards or cloud ceiling is less than 1000 feet in which case balloons will be flown at 300 feet.
 2. Smoke will not be used unless ordered by the Senior Naval Officer present. In conditions of bright moonlight smoke laid by escorts clear of the convoy to obscure the light horizon, and possibly also between the convoy and direction of attack should prove most effective against low level attack. It must be borne in mind that smoke is often as useful to the enemy as to our own forces and smoke screens, unless properly placed, prevent effective use of aimed fire from short range weapons.
 3. Maneuvers should not be used unless the convoy as a whole is maneuvered by the Convoy Commander.
 4. Gunfire may be opened against aircraft not recognized or identified as friendly within the following range zones:
 - (a) By radar controlled 4 inch or 5 inch guns within 12,000 yards range.
 - (b) By barrage controlled 4 inch or 5 inch guns within 5000 yards range.
 - (c) By 40 mm and 3 inch guns within 3000 yards range.
 - (d) 20 mm and .50 caliber will not be fired except within 1000 yards range and then only at visible aircraft or at glider bombs coming toward their own ship. Indiscriminate use of these guns is a source of danger to adjacent friendly ships and the tracers attract attention to the firing ship, making it a good target for aircraft. These guns should not fire at flares.

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AIR DEFENSE PLAN 3

To be effective during daylight hours of D day only in the Assault Area unless otherwise directed:

1. Balloons when carried, will be flown at 1000 feet unless visibility is less than 1500 yards or cloud ceiling is less than 1000 feet, in which case balloons will be flown at 300 feet.
2. Smoke will not be used unless ordered by NCMTF, or the Assault Force Commander, LCP(L) Smokers will be in position to cover ships at anchor if so directed.
3. Maneuvers will not be employed unless directed by NCMTF, or Assault Force Commanders. When attack is anticipated ships at anchor make preparations to get underway. If damaged and in danger of sinking while loaded, endeavor to beach.
4. Gunfire will be opened only under the following conditions.
 - (a) AGAINST AIRCRAFT WHICH ARE UNMISTAKABLY RECOGNIZED AS HOSTILE OR SEEM TO COMMIT A HOSTILE ACT within the shore and sea area between the enemy's foremost troops and a seaward line two (2) miles offshore.
 - (b) To seaward of the above area against aircraft recognized as hostile; or unrecognized aircraft flying below 1000 feet, which are not being engaged by friendly fighters within the following range zones:
 - (1) By 4" and larger director controlled AA batteries within 12,000 yards.
 - (2) By 40 mm and larger guns not covered by (1) above within 4000 yards range.
 - (3) By 20 mm and .50 caliber guns at effective ranges less than 2000 yards range, but then only if own ships is being attacked or if target is being engaged by larger ships.

AIR DEFENSE PLAN 4

To be effective during daylight of D + 1, and after, in the Assault Area unless otherwise directed:

- DECLASSIFIED**
1. Balloons when carried, will be flown at 1000 feet unless visibility is less than 1500 yards or cloud ceiling is less than 1000 feet in which case balloons will be flown at 300 feet.
 2. Smoke will not be used unless ordered by NCMTF, the Assault Force Commanders, or by FOREST. LCP(L) smokers will be in position to cover ships at anchor if so directed.
 3. Maneuvers will not be employed unless directed by NCMTF, the Assault Force Commander, or by FOREST. When attack is anticipated ships at anchor make preparations to get underway. If damaged and in danger of sinking while loaded, endeavor to beach.
 4. Gunfire will be opened only against aircraft recognized as hostile, or unrecognized aircraft flying below 1000 feet, which are not being engaged by friendly fighters and within the following range zones:
 - (a) 4" and larger director controlled AA batteries within 12,000 yards.
 - (b) By 40 mm and larger guns not covered by (a) above, within 4000 yards range.
 - (c) By 20 mm and .50 caliber guns at effective ranges less than 2000 yards range, but then only if own ship is being attacked or if target is being engaged by larger ships.

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AIR DEFENSE PLAN 5

To be effective during darkness in the Assault Area unless otherwise directed:

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1. Balloons When carried, will be flown at 1000 feet unless visibility is less than 1500 yards or cloud ceiling is less than 1000 feet in which case balloons will be flown at 300 feet.
 2. Smoke will not be used unless ordered by NCMTF, the Assault Force Commanders, or by POWEST. LCP(L) smokers will be in position to cover ships at anchor if so directed.
 3. Maneuvers will not be employed unless directed by NCMTF, the Assault Force Commander, or by POWEST. During darkness maneuvers often attract attention to the maneuvering ships. When attack is anticipated, ships at anchor make preparations to get underway. If damaged and in danger of sinking while loaded, endeavor to beach.
 4. Gunfire may be opened against aircraft not identified as friendly within the following range zones:
 - (a) By radar controlled 4 inch or 5 inch guns within 12,000 yards range.
 - (b) By barrage controlled 4 inch or 5 inch guns within 5,000 yards range.
 - (c) By 40 mm and 3 inch guns within 3,000 yards range.
 - (d) 20 mm and .50 caliber guns will not be fired except within 1,000 yards range and then only at visible aircraft or, at glider bombs coming toward their own ship. Indiscriminate use of these guns is a source of danger to adjacent friendly shipping and the tracers attract attention to the firing ship, making it a good target for aircraft. These guns should not fire at flares.

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AIR DEFENSE PLAN 6

To be effective during daylight in captured ports.

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1. Balloons when carried will be flown at 300 feet if within the periphery of the shore balloon barrage and at 1,000 feet if outside the periphery of the shore balloon barrage unless visibility is less than 1500 yards or cloud ceiling is less than 1000 feet in which case balloons will be flown at 300 feet.
 2. Smoke will not be used unless ordered by the senior officer present. Escort vessels present should if attack is expected get underway in order to make smoke to windward of anchored ships.
 3. Maneuvers All ships will make preparations for getting underway and if ordered by senior officer present get underway for outer harbor. If damaged and in danger of sinking, endeavor to beach clear of docks and quays. Avoid blocking the harbor.
- Gunfire may be opened against aircraft not recognized or identified as friendly, unless "HOLD FIRE" has been ordered, within the following zones:
- (a) 4" and larger director controlled AA batteries within effective range.
 - (b) Barrage controlled AA guns will only fire 1500 yard barrage.
 - (c) Automatic weapons will not open fire unless directly attacked.
 - (d) Avoid gunfire towards the shore.

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AIR DEFENSE PLAN 7

To be effective during darkness in captured ports.

1. Balloons when carried will be flown at 300 feet.
2. Smoke will not be used unless ordered by senior officer present
3. Maneuvers All ships prepare to get underway. If damaged or in danger of sinking, endeavor to beach clear of docks and quays. Avoid blocking the harbor.
4. Gunfire may be opened against aircraft not identified as friendly within the following range zones:
 - (a) 4" and larger radar controlled batteries within effective range.
 - (b) Barrage controlled AA guns will only fire 1500 yard barrage.
 - (c) Automatic weapons will not open fire unless directly attacked.
 - (d) Avoid gun fire toward the shore.

A. G. KIRK,
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

Appendix

Appendix I - Definitions

Definitions

1. The below listed definitions will be used in connection with air defense:

- (a) Inner Artillery Zone (IAZ) is an area of vital importance over which friendly aircraft will be prohibited from operating by day or night, except when an executive order to withhold anti-aircraft fire, during daylight only is issued by officer exercising operational control. Rules for IAZ are covered in Air Defense Plan 6 and 7.
- (b) Gun Defended Areas (GDA) is an area of considerable importance over which friendly aircraft will be prohibited from operating below a minimum altitude, except when an executive order to withhold fire is given. Rules for GDA are covered in paragraph 11 of the Air Defense Plan.
- (c) Beaches are beach areas employed in the assault and for subsequent maintenance over which friendly aircraft will be prohibited from operating below 3,000 feet at any time, except when using landing facilities in the area. Where MULBERRIES adjoin beaches the two are regarded as one restricted area. The rules for beaches are covered in Air Defense Plans 3, 4, and 5.
- (d) Restricted Waters are sea approaches within 18,000 yards of the assault beaches. Rules for restricted waters are covered in Air Defense plans 3, 4, and 5.
- (e) Limited Waters are cross channel shipping routes from the seaward boundaries of defended ports in the United Kingdom between PORTLAND and BETHHAVEN to the seaward boundary of beach restricted areas, unless ships concerned have been informed that no fighter cover will be provided. Any route used by NEPTUNE convoys where fighter cover is provided will be considered limited waters. The rules for limited waters are covered in Air Defense Plans 1 and 2.
- (f) Unrestricted Waters are all sea area other than those defined as limited or restricted waters. Rules for unlimited waters are covered in Air Defense Plans 1 and 2.

Annex K Appendix I to
Air Defense Plan ANNEX "K"

Air Defense Plan

1. To furnish barrage balloon protection to the assault beaches, inflated balloons will be flown by First U.S. Army from ships and craft as follows:

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- (a) First U.S. Army is authorized to fly an inflated barrage balloon on each LCT(3) or (4) in Force "B" in the follow-up.
- (b) One Army Balloon, in addition to the Naval Balloon, may be flown on a 100 foot strap from the aft rail of each LST in Forces "O", "B", and "U" arriving in the transport area after H-15 minutes and beaching after H+225 minutes.
- (c) Army balloons on craft will be flown in accordance with orders of the Naval Task Force and craft commanders until removed from craft on the far shore. Craft commanders may order balloons cut loose if necessary to safeguard craft or Naval balloons.
- (d) First U.S. Army assumes full responsibility for manning Army balloons on craft in Forces "O", "B" and "U". Naval personnel will not be called on to assist in handling or landing balloons.
- (e) Inflated Army balloons may be flown from LSTs in the build-up service, unattended by Army personnel. Balloons will be placed aboard craft by RN/RAF Shore Servicing Station at embarkation port and removed by First U.S. Army personnel on far shore. Balloons will be flown as in paragraph (b) above.
- (f) To build up the number of balloons on the beach to the required amount First U.S. Army may remove balloons from all LCT(3) and (4) in the follow-up, and may remove up to two thirds of the balloons from these craft in the build-up convoys. RN/RAF Shore Servicing Stations will replace balloons at the loading point in the U.K.

2. LST will not carry uninflated spare barrage balloons nor inflation gear nor hydrogen unless specially ordered to do so by Naval Commander Western Task Force.

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Air Defense Plan

1. In the Western Assault Area the operation of air warning radar will be coordinated by Commander Force "O", who will assign the radar guard ships, keep the air plots required, and control the air warning broadcast to the Western Task Force. Commander Force "O" and the Commanding Officer, U.S.S. HENRICO, are the first and second reliefs respectively for this duty, and, if necessary, will take over the operation of air warning radar in the order named. This broadcast is to be received by all warships, landing craft and merchant ships wherever possible.
2. Visual signal air raid warnings are to be made by Flag Officers and Naval Commanders of assault forces wherever applicable.
3. Ships having air warning radar are to broadcast reports, as directed by coordinating authority (see "1" above) of aircraft not otherwise being reported on the Naval Reporting Wave using the Combined Air Warning Code. Home Fighter Grid will be used and Fighter Control charts are specially provided.
4. Visual information regarding the movement of enemy aircraft is to be plotted and transmitted on the Naval Radar Reporting Wave unless the aircraft is already adequately reported.
5. The Home Shore Plot Broadcast (enemy and unidentified aircraft broadcast) (channel 57) is to be manned in cruisers and above where practicable. All reports will be in Home Fighter Grid and transmitted in Combined Air Warning Code.
6. The Movement Liaison Broadcast (Channel 58) transmits data regarding movement of friendly aircraft. This is to be manned by cruisers and above if possible.
7. Under special circumstances it is expected that ships equipped for fighter direction, other than Fighter Direction Tenders, will be called upon to direct fighters.
8. If the Air Force representative in any Fighter Direction Tender wishes to turn over a fighter patrol to a ship in a selected area, he will inform the Air Force Representative in the Task Force Flagship, who will request the Naval Commander of the Task Force concerned to detail the ship. Communications between a ship so detailed and the Fighter Direction Tender concerned will be by Fighter Direction ship stand-by liaison wave.
9. The Fighter Direction officer of any ship in communication with a spotting aircraft is responsible for warning the spotting aircraft and its "weaver" of the approach of hostile aircraft.
10. All ships with installations of air warning radar have been given raid letters (See Communication Plan, Appendix 8, Sheet 3). These letters when used with a figure (see Combined Air Warning code) identify both the reporting ship and the raid.
11. Subject to orders to the contrary, it is assumed that all ships with air warning radar are keeping an all round search. Any ship, which has been ordered to report, detecting an unidentified aircraft, is to hold that detection and immediately pass a report on the Naval Radar Reporting Wave unless it is clear that the same aircraft is being reported by another ship.

Air Defense Plan

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12. In the event of any other ship reporting such detections, they are to be disregarded and the all around sweep resumed.
13. The Controlling Ship will order ships to cease reporting as required and all ships will continue to report unless otherwise ordered. Ships will be ordered to cease reporting on unimportant unidentified detections if congestion is taking place; similarly ships should reduce the frequency of reports under these conditions.
14. The control of A.A. fire in each assault force area will be exercised by a ship designated as A.A. guardship for the area by the Assault Force Commander.
15. After the beach-head has been secured, the Naval Officers-in-Charge should deal with the nearest G.C.I. station (shore based) on all matters affecting air defense. One of these G.C.I. stations will be detailed to coordinate calls from the Navy. When the Air Defense Wing Headquarters is set up, Flag Officers-in-Charge should then deal directly with this headquarters.

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3 May 1944.

Communication Plan (ONCOWEST)

(b) The following methods only will be used for signalling positions in enemy reports:

- 1) The table of lettered Co-ordinates (SP 02274) using the Air Force method. This method should always be used when working in conjunction with Coastal Command and Fleet Air Arm aircraft.
- (2) Three letter self-evident groups indicating prominent places. These are listed in the British Auxiliary Vessels Signal Book (SP 02226(2)). Extracts from this publication are given in Appendix 16.

1. Recognition and Identification.

- (1) (a) Normal methods of recognition will be in force, but in established traffic lanes are only to be used between surface craft in emergency. Light craft should not identify themselves to major war vessels in these lanes unless they have a special reason to do so.
- (b) Landing craft will NOT carry recognition signals.
- (c) Where extracts are issued to ships and craft, these are to cover the period of the outward and return voyage.

Identification by day.

- (2) The normal methods of identification may be used between surface vessels.
- (3) Deck markings (SP 02298(4)) and last resort recognition signals will NOT be used.
- (4) Coastal craft and air sea rescue craft (where not painted yellow) are to paint a large white five pointed star on the largest available horizontal surface. This is to be painted on at the last practicable moment and the device is to be considered as a temporary expedient only to assist during the most confused phase.

Identification by night.

- (5) Between Surface Vessels - In emergency the following methods of identification may be used between surface vessels:-
 - (a) Any normal method including VF and minor war vessels display signals.
 - (b) Fighting lights (including use by some coastal craft but NO landing craft).

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Communication Plan ONCOWEST ANNEX "L".

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Communication Plan

(c) Two-star Cartridge. (used by Coastal Forces)

6) Between Surface Vessels and Aircraft

When a ship has established or has good reason to believe that an approaching aircraft is friendly the ship may fire the aircraft recognition cartridge in force. (This will NOT be effective unless the aircraft is within 3 miles when the cartridge is fired). The aircraft on seeing the recognition cartridge should switch on navigation lights and turn away.

(7) It is to be accepted that Leigh lights are in use by Allied aircraft only and are not used by the enemy. Allied surface craft are therefore not to engage aircraft burning Leigh lights.

(8) Should an Allied surface craft be illuminated or be in danger of being illuminated by a Leigh light aircraft, the former may fire the aircraft recognition cartridge as an identification to the aircraft.

(9) Leigh light aircraft 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.

10) Merchant Vessels

Identification will NOT be used by Merchant vessels, and the use in the English Channel of SP 02446(2) is to be suspended from D-Day.

14. Authentication.

The methods to be used for authentication are described in Appendix 4.

15. Radio receivers of a type which radiate energy from receiving antennas will not be used during periods of radio silence. The restriction also applies to electrical equipment such as razors, etc., which may radiate outside the ship. Army radio

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DELIVERY GROUPS AND CALL SIGNS

1. Delivery Groups.

(a) The current British system of delivery groups (SP 2489 and 2490 series) will 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 the SP 2489 series.

(b) If it is desired to send a codress message to an authority not in this book the call sign from SP 2573 is to be used as a delivery group.

(c) At a later stage in the operation the normal combined book will be used. (SP 02378 or SP 2535 and 2536)

2. Call Signs.

(a) Two call sign books will be used:

(1) The current British book (SP 2489 and 2490) as described in paragraph 1(a) above. This system will be used on all circuits except intra-assault circuits.

(2) The European Theatre Call Sign Book (SP 2573). This system is to be used on all intra-assault circuits in accordance with the instructions laid down in the book.

(3) When a plaindress message has to be passed on both extra and intra-assault force circuits, the call signs from SP 2573 are to be used on both, except for the call up, when the call signs appropriate to the circuit are to be used.

(b) Any station not allocated a major war vessel call sign will use the call sign allocated in SP 2573 on any circuit.

(1) MULBERRY tugs, smoke-making trawlers and minor war vessels and craft not allocated call signs in SP 2573 are to use their signal letters unrecoded as call signs.

(c) The normal U.S. naval call signs, enciphered, may be used BETWEEN U.S. SHIPS AND COMMANDS ONLY. If used, care must be exercised that addressees consist of U.S. organizations only.

APPENDIX 2

ANNEX "L" TO OPERATION PLAN 2-44 - Serial 00144

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Communication Plan (ONCOWEST)

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- (d) The European Theatre Call Sign Book (SP 2573) will not be carried by LCI or LCT on their first trip. Force Commanders will arrange to provide the necessary extracts from this book for the first trip. For subsequent trips this publication will be obtained from the issuing office representatives in United Kingdom ports.
- (e) Voice Call Signs to be used by ships and shore stations on the VFF Simplex circuits are given in Table I.
- (f) Voice Call Signs for use on voice circuits within the Western Task Force are given in Table II.
- (g) On other voice circuits, the W/T call signs will be used.
- (h) Fire Support Call Signs will be three letter daily changing call signs. They will be issued to Fire support ships and shore fire control parties separately.
- (i) Visual Call Signs.
 - (1) For intra working normal visual call signs will be used.
 - (2) For combined use the call signs assigned in in European Call Sign Book (SP 2573) will be used.
- (j) The European Theatre Call Sign Book contains self-evident calls for use with beach stations, boat-waves, etc. These call signs are to be used as visual call signs as required.
- (k) Signal letters of smoke-making trawlers and Mulberry tugs are given in Table III.
- (l) Force headquarters ships are allocated special two-letter signs (Table IV) for use on extra assault force circuits.

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(h) Fire Support Call Signs are to be used on a daily basis. The following call signs are to be used to operate -

(i) Visual Call Signs.

(1) For intra working normal visual call signs will be used.

(2) For combined use the call signs assigned in the European Call Sign Book (CP 200) will be used.

(j) The European Coastal Call Sign Book contains self-evident call signs for stations, boats, etc. These call signs are to be used as required.

TABLE I

CALL SIGNS FOR USE ON SOUTH COAST RADIO SCHEME NAVAL SIMPLEX CIRCUITS WORKING TO SHIPS

C-O-D-E

Shore Stations in UNITED KINGDOM	Call Sign
Ventnor - 72.1 mcs.	RASHMARK
Ventnor - 72.1 mcs. R.C. Position	RELATION
Ventnor - 72.5 mcs.	TARBUCK
Ventnor - 72.5 mcs. R.C. Position	SHIPMATE
Willington Hill - 72.1 mcs.	TOOKEY
Willington Hill - 72.1 mcs. R.C. Position	SALAD OIL
Dover - 72.1 mcs.	TAVERN
Dover - 72.1 mcs. R.C. Position	WITTY
Godlingston Hill - 72.5 mcs.	HAWK-HEAD
Godlingston Hill - 72.5 mcs. R.C. Position	SUTCLIFFE
Prawle Point - 72.5 mcs.	APPLE KING
Prawle Point - 72.5 mcs. R.C. Position	EARTH FLAX
Portsmouth Combined Headquarters	DOG BRIAR
Southwick Park	SURGERY
Dover Combined Headquarters	SHALLOT
Plymouth Combined Headquarters	WESTERN
<u>Ships</u>	
ALBRIGHTON	RADISH
ANCON	LETTER-BOX
AUGUSTA	ARCHWAY
BAYFIELD	BLOW LAMP
BULOLO	HEAD-LIGHT
GOATELAND	POSTBAG
HILARY	WILDNESS
LARGS	BACKLINE
SCYLLA	PROCTOR
VE/F Relay Station	OBSTINATE

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"Figure suffixes for Senior Officers (to
be used as suffixes to station call signs above):

Admiral	ONE
Chief of Staff	TWO
Captain	THREE
Staff Officer (ops)	FOUR
Signal Officer	FIVE

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Communication Plan

See Side Note

Shore Stations on the Continent

Call Sign

NOIC Gold..	FEARFUL ONE
MBSS Gold..	FEARFUL TWO
NOIC Juno..	HARDING ONE
MBSS Juno..	HARDING TWO
NOIC Omaha..	OMINOUS ONE
SPSS Omaha..	OMINOUS TWO
NOIC Sword..	FLICKER ONE
MBSS Sword..	FLICKER TWO
SPSS Utah..	ICE BLINK
Mulberry A..	HERBAL
Mulberry B..	SPROCKET

F.O.B.A.A.

D-E-C-O-D-E

Longnile

Call Sign

Station

APPLE KING..	Prawle Point - 72.5 mcs.
ARCHWAY..	AUGUSTA
BACKLINE..	LARGS
BLOWLAMP..	BAYFIELD
DOG BRIAR..	Portsmouth Combined Headquarters
EARTH FLAX..	Prawle Point - 72.5 mcs. R.C. Position
ELATION..	Ventnor - 72.1 mcs. R.C. Position
FEARFUL ONE..	NOIC Gold
FEARFUL TWO..	MBSS Gold
FLICKER ONE..	NOIC Sword
FLICKER TWO..	MBSS Sword
HARDING ONE..	NOIC Juno
HARDING TWO..	MBSS Juno
HAWK-HEAD..	Godlingston Hill - 72.5 mcs.
HEADLIGHT..	BULOLO
HERBAL..	Mulberry A
ICE BLINK..	SPSS Utah
LETTER-BOX..	ANCON
OBSTINATE..	VH/F Relay Station
OMINOUS ONE..	NOIC Omaha
OMINOUS TWO..	SPSS Omaha
POST BAG..	GOATHLAND
PROCTOR..	SCYLLA
RADISH..	ALBRIGHTON
RASEMARK..	Ventnor - 72.1 mcs.
SALAD OIL..	Willingdon Hill - 72.1 mcs. R.C. Position
SFALLOT..	Dover Combined Headquarters
SHIPMATE..	Ventnor - 72.5 mcs. R.C. Position
SPROCKET..	Mulberry B
SURGERY..	Southwick Park
SUTCLIFFE..	Godlingston Hill - 72.5 mcs. R.C. Position
TARBUCK..	Ventnor - 72.5 mcs.
TAVERN..	Dover - 72.1 mcs.
TOOKEY..	Willingdon Hill - 72.1 mcs.
WESTERN..	Plymouth Combined Headquarters
WILDNESS..	HILARY
WITTY..	Dover - 72.1 mcs. R.C. Position

Longnile -
Apple E99

F.O.B.A.A.
N.O.I.C. Utah
Sheet #3 of 12

APPENDIX 2

Communication Plan ANNEX "L"

3 May 1944

APPENDIX 2

ANNEX "L" TO OPERATION PLAN NO. 2-44

Serial 00144

Communication Plan

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TABLE II

CALL SIGNS (VOICE)

1. Contents.

I. General Instructions.

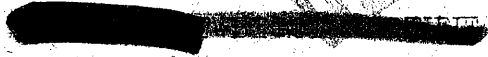
II. Call Signs.

- (a) Alphabetically - by Call Signs.
- (b) Special, Collective and Commander Call Signs.
- (c) Alphabetically - by Ships.

I. General Instructions.

- (a) Allocation is made herein for special call signs to be used on voice circuits within Naval Western Task Force.
- (b) These call signs are not to be used as address components in message headings.
- (c) Voice call signs will be used in accordance with standard United States-British Radio-Telephone Procedure (CCBP 3).
- (d) These call signs and their meanings are not to be carried in aircraft.
- (e) Landing craft, small craft and miscellaneous minor war vessels not listed herein will be addressed over voice circuits using their regularly assigned class or type designating letters and numerals, except that the common first letter may be omitted for brevity in calling. (see para. (f)).
- (f) Example 1:

<u>Class or Type</u>	<u>Abbreviated</u>	<u>As spoken</u>
LST	ST	SUGAR TARE
LCH	CH	CHARLIE HOW
LCI(L)	CI	CHARLIE ITEM
LCT	CT	CHARLIE TARE
LCG(L)	CG	CHARLIE GEORGE
LCF	CF	CHARLIE FOX
LCT(R)	CT	CHARLIE TARE
LCP(L)	CP	CHARLIE PETER
LCT(A)	CT	CHARLIE TARE
LCT(MOD. HE)	CT	CHARLIE TARE
ML	L	LOVE
LCM	CM	CHARLIE MIKE
MS	S	SUGAR



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Example 2:

LCT(6) 708 calls LCT(6) 775:
(Hello) "CHARLIE TARE SEVEN SEVEN FIVE THIS IS CHARLIE TARE SEVEN ZERO EIGHT"

Where no confusion might result the preliminary call may be abbreviated to omit unnecessary repetition where communication is well established; Example 2 might also be given: (Hello) "CHARLIE TARE SEVEN SEVEN FIVE THIS IS SEVEN ZERO EIGHT".

II. Call Signs.

(a) Alphabetically - by Call Signs.

- | | | | |
|-----|---------------------------|-----|-------------------|
| 1B1 | AM57 - AUK | 5B4 | YMS356 |
| 1B2 | APA26 - SAMUEL CHASE | 5B5 | TORRINGTON |
| 1B3 | TRANSPORTS FORCE "O" | 5B6 | YMS406 |
| 1B4 | APA45 - HENRICO | 5B7 | PC1225 |
| 1B5 | AM58 - BROADBILL | 5B8 | PC552 |
| 1B6 | YMS348 | 5B9 | YMS378 |
| 1B7 | YMS346 | 6B1 | PC553 |
| 1B8 | APA28 - CHARLES CARROLL | 6B2 | PC564 |
| 1B9 | AM59 - CHICKADEE | 6B3 | YMS305 |
| 2B1 | APA30 - THOMAS JEFFERSON | 6B4 | PC565 |
| 2B2 | YMS347 | 6B5 | YMS355 |
| 2B3 | BLACK PRINCE | 6B6 | PC567 |
| 2B4 | AM60 - NUTHATCH | 6B7 | YMS358 |
| 2B5 | AP76 - ANNE ARUNDEL | 6B8 | PC568 |
| 2B6 | YMS349 | 6B9 | PC617 |
| 2B7 | AP77 - THURSTON | 7B1 | ODD - VIMY |
| 2B8 | AM61 - PHEASANT | 7B2 | |
| 2B9 | TRANSDIV 1. | 7B3 | PC618 |
| 3B1 | AP67 - DOROTHEA L. DIX | 7B4 | TYLER |
| 3B2 | AM114 - STAFF | 7B5 | YMS375 |
| 3B3 | YMS350 | 7B6 | HOTELAM |
| 3B4 | AM122 - SWIFT | 7B7 | PC1176 |
| 3B5 | APA5 - BARNETT | 7B8 | YMS377 |
| 3B6 | APA33 - BAYFIELD | 7B9 | PC1261 |
| 3B7 | AM124 - THREAT | 8B1 | PC484 |
| 3B8 | NCWTF | 8B2 | PC619 |
| 3B9 | YMS351 | 8B3 | PC1232 |
| 4B1 | APA13 - JOSEPH T. DICKMAN | 8B4 | DD463 - CORRY |
| 4B2 | AM125 - TIDE | 8B5 | DD627 - THOMPSON |
| 4B3 | AM55 - RAVEN | 8B6 | PC1233 |
| 4B4 | ODD - VIDETTE | 8B7 | TRANSDIV 3. |
| 4B5 | - Ancon | 8B8 | PC1252 |
| 4B6 | YMS352 | 8B9 | ODD - VOLUNTEER |
| 4B7 | YMS231 | 9B1 | DE791 - MALOY |
| 4B8 | ODD - VESPER | 9B2 | YMS380 |
| 4B9 | AM56 - OSPREY | 9B3 | AZALEA |
| 5B1 | DE790 - BORUM | 9B4 | DD626 - SATTERLEE |
| 5B2 | YMS247 | 9B5 | KITCHENER |
| 5B3 | DUFF | 9B6 | PC1262 |



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9B7	DD462 - FINCH	4D2	NCWTF
9B8	YMS381	4D3	COMTRANSDIV 5.
9B9	DD4263	4D4	ALL STATIONS THIS CIRCUIT
1D1	ENTERPRISE	4D5	EREBUS
1D2	YMS382	4D6	DD493 - CARLICK
1D3	CA71 - QUINCY	4D7	TRANSDIV 97.
1D4	ARL4 - ADONIS	4D8	
1D5	TRANSPORTS FORCE "U"	4D9	
1D6	CA31 - AUGUSTA	5D1	DD494 - DOYLE
1D7	COMTRANSDIV 1.	5D2	TANATSIDE
1D8	BELLONA	5D3	
1D9	YMS251	5D4	
2D1	DD623 - NELSON	5D5	BB36 - NEVADA
2D2	ARL7 - ATLAS	5D6	
2D3	DD461 - FORREST	5D7	LELBREAK
2D4	DD603 - MURPHY	5D8	DD495 - ENDICOTT
2D5		5D9	CA37 - TUSCALOOSA
2D6	DD620 - GLENNON	6D1	TRANSDIV 5.
2D7	TALYBONT	6D2	COMTRANSDIV 97.
2D8	DD621 - JEFFERS	6D3	HAWKINS
2D9		6D4	
3D1	DD431 - PLUNKETT	6D5	COMTRANSDIV 3.
3D2	BB35 - TEXAS	6D6	ALL STATIONS THIS CIRCUIT
3D3	GLASGOW	6D7	DD496 - MC COOK
3D4		6D8	DD624 - BALDWIN
3D5	NCWTF	6D9	COMTRANSDIV 5.
3D6	BB33 - ARKANSAS	7D1	
3D7	MONTCALM	7D2	
3D8		7D3	
3D9	GEORGE LEYGUES	7D4	DD625 - HARDING
4D1	DD497 - FRANKFORD	7D5	

(b) Special, Collective and Commander Call Signs.

ALL STATIONS THIS CIRCUIT	4D4	COMTRANSDIV 1.	1D7
ALL STATIONS THIS CIRCUIT	6D6	TRANSDIV 3.	8B7
NCWTF	3D5	COMTRANSDIV 3.	6D5
NCWTF	4D2	TRANSDIV 5.	6D1
NCWTF	3B8	COMTRANSDIV 5.	6D9
TRANSPORTS FORCE "O"	1B3	TRANSDIV 97.	4D7
TRANSPORTS FORCE "U"	1D5	COMTRANSDIV 97.	6D2
TRANSDIV 1.	2B9		

(c) Alphabetically - by Ships.

ADONIS - ARL4	1D4	BARNETT - APA5	3B5
ANNE ARUNDEL - AP76	2B5	BELLONA	1D8
ARKANSAS - BB33	3D6	BORUM - DE790	5B1
ATLAS - ARL7	2D2	BROADBILL - AM58	1B5
AUGUSTA - CA31	1D6	BLACK PRINCE	2B3
AUK - AM57	1B1		
AZALEA	9B3	CARLICK - DD493	4D6
		CHARLES CARROLL - APA28	1B8
BALDWIN - DD624	6D8	CHICKADEE - AM59	1B9
BAYFIELD - APA33	3B6	GORRY - DD463	8B4

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APPENDIX 2

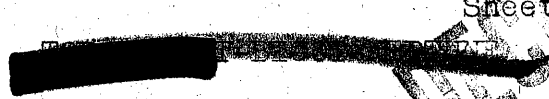
ANNEX "L" TO OPERATION PLAN NO. 2-44

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DOROTHEA L. ADIX - AP07	3B1	QUINCY - CA71	1D3
DOYLE - DD494	5D1		
DUFF	5B3	RAVEN - AM55	4B3
ENDICOTT - DD495	5D8	SAMUEL CHASE - APA26	1B2
ENTERPRISE	1D1	SATTERLEE - DD626	9B4
EREBUS	4D5	STAFF - AM114	3B2
		SWIFT - AM122	3B4
FITCH - DD462	9B7		
FORREST - DD461	2D3	TALYBONT	2D7
FRANKFORD - DD497	4D1	TANATSIDE	5D2
		TEXAS - BB35	3D2
GEORGE LEYGUES	3D9	THOMAS JEFFERSON - APA30	2B1
GLASGOW	3D3	THOMPSON - DD627	8B5
GLENNON - DD620	2D6	THREAT - AM124	3B7
		THURSTON - AP77	2B7
HARDING - DD625	7D4	TIDE - AM125	4B2
HAWKINS	6D3	TORRINGTON	5B5
HENRICO - APA45	1B4	TUSCALOOSA - CA37	5D9
HOTHAM	7B6	TYLER	7B4
JEFFERS - DD621	2D8	VESPER - ODD	4B8
JOSEPH T. DICKMAN - APA13	4B1	VIDETTE - ODD	4B4
		VIMY - ODD	7B1
KITCHENER	9B5	VOLUNTEER - ODD	8B9
MALOY - DE791	9B1	YMS231	4B7
MC COOK - DD496	6D7	YMS247	5B2
MELBREAK	5D7	YMS251	1D9
MONTCALM	3D7	YMS305	6B3
MURPHY - DD604	2D4	YMS346	1B7
		YMS347	2B2
NELSON - DD623	2D1	YMS348	1B6
NEVADA - BB36	5D5	YMS349	2B6
NUTHATCH - AM60	2B4	YMS350	3B3
		YMS351	3B9
OSPREY - AM56	4B9	YMS352	4B6
		YMS355	6B5
PC484	8B1	YMS356	5B4
PC552	5B8	YMS358	6B7
PC553	6B1	YMS375	7B5
PC564	6B2	YMS377	7B8
PC565	6B4	YMS378	5B9
PC567	8B6	YMS380	9B2
PC568	6B8	YMS381	9B8
PC617	6B9	YMS382	1D2
PC618	7B3	YMS406	5B6
PC619	8B2		
PC1176	7B7		
PC1225	5B7		
PC1232	8B3		
PC1233	8B6		
PC1252	8B8		
PC1261	7B9		
PC1263	9B9		
PHEASANT - AM61	2B8		
PLUNKETT - DD431	3D1		



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Communication Plan (ONCOWEST)

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TABLE III

SIGNAL LETTERS OF SMOKE-MAKING
TRAWLERS AND MULBERRY TUGS.

Smoke-Making Trawlers

ARABESQUE	BKGC	RIANO	BTPB
AVON DEE	MDVF	RIGOLETTO	GYCG
BARNNESS	BK GK	RIVER LEVEN	GPTT
BEN GLASS	GFXF	RIVER SPEY	GNGV
BENJAMIN COLEMAN	GQGR	ROXANO	GYDY
BERVIE BRAES	GFGG	ST. MINIVER	GTJQ
BONA	MFRV	SALVINI	MJLX
BRAES O'MAR	BK FV	SHIELBURN	BKGD
BRUINVISCH	BGYZ	SIESTA	BDKQ
CLOUGHSTONE	BKGD	SILURIA	BTNW
CONTROLLER	GK FY	SOUTHWOOD HO	GQLP
CREVETTE	BKFX	STALKER	BTNZ
DANDOLO	MGMC	STAUNCH	GJWW
EAST COAST	MDSJ	STRATHALLADALE	MCQF
EROICAN	MCPT	STRATHPINELLA	BKGP
ETRUSCAN	GZSN	STRATHMARTIN	BKFZ
GENERAL BIRDWOOD	MJSX	STURTON	GRFC
GOEREE	BKGL	TAIPO	GJYK
HEROINE	VLCC	THRUSH	BKFW
IBIS II	BKGF	TOCSIN	GRFX
ISOBEL	BGWG	UGIEBANK	GXBK
JAMAICA	BK FY	VENTURE	BBBX
KERNEVEL	BKGN	WAR STAR	MBFQ
LEPHRETO	GSVJ	WILLIAM STROUD	MGNP
MARIE ELISADETH	BGWJ	WITHAM	GLTW
MARIE JOSE ROSETTE	BKGG		
MIKASA	BKFT		
MIRABELLE	GWWN		
PEGGY NUTTON	BKGJ		
PELICAN	BTNY		
PITS TRUAN	BCCZ		
PRINCE VICTOR	BTNX		

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Communication Plan (ONCOWEST)

TABLE III (Continued)

Mulberry Tugs.

ABEILLE 20	MKDB	EMPIRE RUPERT	MQZK
ABEILLE 21	GMQV	EMPIRE SARA	MQSR
ALGORMA (AT - 34)	NEVP	EMPIRE SERAPH	MFXF
ALLEGIANCE	MRYT	EMPIRE SILAS	MNCK
ANTIC	MWDW	EMPIRE SINEW	MPRL
ARIKARA (AT - 98)	NUYZ	EMPIRE SOPHY	GSTV
ASSIDUOUS	MWKB	EMPIRE VINCENT	MGRK
ATTENTIF	MKKZ	EMPIRE WINNIE	MGRS
		EMULOUS	MRWM
BANDIT	GGBN	EUSTON CROSS	MMSK
BANNOCK (AT - 81)	NWGT		
BAT (ex BRAHMAN)	GSTK	FAIRPLAY	BFSY
BUCCANEER	GGBM	FARALLONE	KOPA
BUSTLER	BCGF	FLAUNT	MWYM
		FREEDOM	MRWN
CHAMPION	MKML	GAYHEAD	KUCU
CHARING CROSS	MBYP	GOLIATH	GRML
CHEERLY	MWYN	GOOLE CROSS	MQRW
CONTEST	MBCR	GRIPER	BJXN
CORMORANT (AT - 133)	NYZB	GROWLER	BJXD
DANUBE V	MKLN	HUDSON	GNYR
DANUBE VI	MKMF		
DESTINY	BJXR	KEWAYDIN(AT - 24)	NAXN
DEXTEROUS	BJXM	KINGS CROSS	GKWQ
DONAU	MSNY	KIOWA (AT - 72)	NULT
DUNDAO	MBFN	KROOMAN	GFGD
EBRO	MSNC	LARIAT	BJXY
EMINENT	BJXS	LYNCH	MNQY
EMPHATIC	MWYP		
EMPIRE AID	MGQJ	MAMMOTH	BBMS
EMPIRE BASCOBEL	BCPZ	MARAUDER	GGPV
EMPIRE BETSY	MNNX		
EMPIRE BELLE	MDCN	OWL (AT - 137)	NZRD
EMPIRE CHERUB	BDTJ		
EMPIRE DORIS	MNGP	PARTRIDGE (AT - 138)	NQCF
EMPIRE FARM	MKSJ	PINTO (AT - 90)	NBNH
EMPIRE FOLK	MKRW	PRIZEMAN	MNKZ
EMPIRE HENCHMAN	MQYM		
EMPIRE HUMPHREY	MGRG	QUEEN'S CROSS	GWJN
EMPIRE IVY	MJFB		
EMPIRE JESTER	MLSV	RESOLVE	GVXN
EMPIRE JOHN	MQVJ		
EMPIRE JONATHAN	MNKR	SABINE	MWGB
EMPIRE LARCH	BCKR	SAUCY	GYFL
EMPIRE MEADOW	MKZR	ST. MARTINS	GXKB
EMPIRE PIXIE	MLBQ	ST. MELLONS	GXKD
EMPIRE RACE	BDXB	SAMSONIA	BDJL

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Communication Plan (ONCOWEST)

Mulberry Tugs (Continued)

SEA GIANT	MPBP	STAKE	MNTC
SEAMAN	GKXT	STORM KING	MGPK
SEINE	GRNY	SUPERMAN	GWFJ
SESAME	MWMB		

TABLE III DECODE

BBBX	VENTURE	GFGD	KROOMAN
BBMS	MAMMOTH	GFGG	BERVIE BRAES
BCCZ	PITS TRUAN	GFKF	BEN GLASS
BCKR	EMPIRE LARCH	GGBM	BUCCANEER
BCPZ	EMPIRE BASCOBEL	GGBN	BANDIT
BDJL	SAMSONIA	GGPV	MARAUDER
BDKQ	SIESTA	GJWW	STAUNCH
BDTJ	EMPIRE CHERUB	GJYK	TAIPO
BDXF	EMPIRE RACE	GKBK	UGTEBANK
BFSY	FAIRPLAY	GKFY	CONTROLLER
BGCF	BUSTLER	GKWQ	KINGS CROSS
BGWG	ISOBEL	GKXT	SEAMAN
BGWJ	MARIE ELISABETH	GLTW	WITHAM
BGYZ	BRUINVISCH	GMQV	BEILLE 21
BJXD	GROWLER	GNGV	RIVER SPEY
BJXM	DEXTEROUS	GNYR	HUDSON
BJXN	GRIPER	GPTT	RIVER LEVEN
BJXR	DESTINY	GQGR	BENJAMIN COLEMAN
BJXS	EMINENT	GQLT	SOUTHWOOD HO
BJXY	LARIAT	GRFC	STURTON
BKFT	MAKASA	GRFX	TOCSIN
BKFB	BRAES O' MAR	GRML	GOLIATH
BKFW	THRUSH	GRNY	SEINE
BKFX	CREVETTE	GSTK	BAT (ex BRAHMAN)
BKFY	JAMAICA	GSTV	EMPIRE SOPHY
BKFZ	STRATHMARTIN	GSVJ	LEPHRETO
BKGB	SHELBURN	GTJQ	ST. MINIVER
BKGC	ARABESQUE	GVKN	RESOLVE
BKGD	CLOUGHSTONE	GWFJ	SUPERMAN
BKGF	IBIS II	GWJN	QUEEN'S CROSS
BKGG	MARIE JOSE ROSETTE	GWVN	MIRABELLE
BKGI	PEGGY NUTTON	GXKB	ST. MARTIN
BKGL	BARNSNESS	GXKD	ST. MELLONS
BKGN	GOEREE	GYCG	RIGOLETTO
BKGP	KERNEVEL	GYDY	ROXANO
BTNW	STRATHFINELLA	GYFL	SAUCY
BTNX	SILURIA	GZSN	ETRUSCAN
BTNY	PRINCE VICTOR	KOPA	FARALLONE
BTNZ	PELICAN	KUCU	GAY HEAD
BTPB	STALKER	MBCR	CONTEST
	RIANO	MBFN	DUNDAS

APPENDIX 2

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan (ONCOWEST)

TABLE III DECODE (Continued)

MBFQ	WAR STAR	MNNX	EMPIRE BETSY
MBYP	CLIPPING CROSS	MNOY	LYNCH
MCPT	EROICAN	MNTC	STOKE
MCQF	STRATHALLADALE	MPBP	SEA GIANT
MDCN	EMPIRE BELLE	MPRL	EMPIRE SINEW
MDSJ	EAST COAST	MQRW	GOOLE CROSS
MDVF	AVON DEE	MQSR	EMPIRE SARA
MFRV	BONA	MQVJ	EMPIRE JOHN
MFXF	EMPIRE SERAPH	MQYM	EMPIRE HENCHMAN
MGMC	DANDOLO	MQZK	EMPIRE RUPERT
MGNP	WILLIAM STROUD	MRWM	EMULOUS
MGPK	STORM KING	MRWN	FREEDOM
MGQJ	EMPIRE AID	MRYT	ALLEGIANCE
MGRG	EMPIRE HUMPHREY	MSNC	EBRO
MGRK	EMPIRE VINCENT	MSNY	DONAU
MGRS	EMPIRE WINNIE	MWDW	ANTIC
MJFB	EMPIRE IVY	MWGB	SABINI
MJLX	SALVINI	MWKB	ASSIDUOUS
MJSX	GENERAL BIRDWOOD	MWMB	SESAME
MKDB	ABEILLE 20	MWYM	FLAUNT
MKKZ	ATTENTIF	MWYN	CHEERLY
MKLL	DANUBE V	MWYP	EMPHATIC
MKMF	DANUBE VI		
MKML	CHAMPION	NAXN	KEWAYDIN(AT - 24)
MKRW	EMPIRE FOLK	NBNH	PINTO(AT - 90)
MKSJ	EMPIRE FARM	NEVP	ALGORMA(AT - 34)
MKZR	EMPIRE MEADOW	NQCF	PARTRIDGE(AT - 138)
MLBQ	EMPIRE PIXIE	NULT	KIOWA(AT - 72)
MLSV	EMPIRE JESTER	NUYZ	ARIKARA(AT - 98)
MMSK	EUSTON CROSS	NWGT	BARNOCK(AT - 81)
MNCK	EMPIRE SILAS	NYZB	CORMORANT(AT - 133)
MNGP	EMPIRE DORIS	NZRD	OWL(AT - 137)
MNKR	EMPIRE JONATHAN		
MNKZ	PRIZEMAN	VLCX	HEROINE

TABLE IV
SPECIAL CALL SIGNS FOR USE BY FORCE
HEADQUARTERS SHIPS ON EXTRA ASSAULT
FORCE WAVES/CIRCUITS

AUGUSTA	RT
ANCON	SF
BAYFIELD	TH
BULOLO	UI
HILARY	VC
LARGS	WT
MALLOY	XR
SCYLLA	YI

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ONCOWEST TABLE V

DELIVERY GROUPS AND CALL SIGNS

Call Signs to be used on different circuits

Extra Assault Force waves

Circuit	Call Sign
(1) Admiral's wave Port waves Operational waves Patrol wave Minesweeping wave Task Force Command & Auxiliary waves. Task Force Rear Links. Home M/F wave.	Force H.Q. Ships use Special 2-letter call sign (See Table IV). 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. S8/44).
(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 W/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 & PLUTO waves	MULBERRY & PLUTO vessels use signal letters. Other ships and craft use S.P. 2573.
Intra-Assault Force waves	
(8) Assault Force Command wave/circuit Assault Force Auxiliary wave Assault Force voice circuit (U.S.) Naval beach wave/ship to beach administrative. Assault Group landing wave/Boat control circuit.	Call signs as laid down in S.P. 2573.
(9) Bombardment Calling wave Bombardment / Fire Support Frequency.	See ANNEX "D"
(10) VH/F Fire Command wave	As allocated by Assault Force Commanders.

NOTE: IN ANY CASE OF DOUBT S.P. 2573 IS TO BE USED.

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Communication Plan (ONCOWEST)

(N11)	ETF VHF Simplex	72.1	mcs.
(N12)	WTF VHF Simplex	72.5	mcs.
(N13)	ETF VHF Duplex	87.42	mcs.
		91.7	mcs.
(N14)	WTF VHF Duplex	89.1	mcs.
		94.4	mcs.
(N15)	ETF Command	6250	kcs.
(N16)	WTF Command	6500	kcs.
(N17)	Admiral's Wave	4150	kcs.
(N18)	Portsmouth Port Wave	2450	kcs.
(N19)	Channel Ship Shore Calling	2700	kcs.
(N20)	General Ship Shore Calling	4740	kcs.
		6300	kcs.
		8290	kcs.
		12685	kcs.
		16845	kcs.
(N21)	Patrol Wave	2000	kcs.
(N22)	Minesweeping Wave	2333	kcs.
(N23)	Home M/F Wave	385	kcs.
(N24)	Commercial Wave	500	kcs.
(N25)	ETF Auxiliary Wave	2150	kcs.
(N26)	WTF Auxiliary Wave	2068	kcs.
(N27a)	Naval Radar Reporting Wave	5000	kcs.
(N27b)	Naval Shore Radar Wave	6650	kcs.
(N28)	ETF Joint Broadcast	3350	kcs.
(N29)	WTF Joint Broadcast	3400	kcs.
(N38)	Plymouth Port Wave	2300	kcs.
(N40)	Mulberry Wave	2500	kcs.
(N41)	Convoy Waves	2410	kcs.
		3925	kcs.
		6666	kcs.
(N42)	Fleet R/T Wave	6350	kcs.
(N43)	Coastal Forces Waves	8200	kcs.
		8400	kcs.
		8500	kcs.
(N44)	Air Liaison - Far Shore		
	Lateral Wave	3100	kcs.
(N46)	Pluto Wave	7950	kcs.
(N47)	South Coast Radio Scheme	85 - 95	mcs.
	Channel Air-Sea Rescue	2980	kcs.

(b) Frequencies allocated to Task Force Commanders for further assignment by Assault Force Commanders:

Circuit	Force "O"	Force "U"
(N30)	Force Auxiliary Wave	2600 kcs. 2760 kcs.
(N31)	Bombardment Calling Wave	4300* kcs. 4355*kcs.
(N32)	Ship-Shore Administrative	2800 kcs. 3800 kcs.
		4510 kcs. 4200 kcs.
(N33)	Boat Traffic Control	27.6 mcs. 27.8 mcs.
		28.0 mcs. 28.2 mcs.
		28.4 mcs. 28.6 mcs.
		28.8 mcs.
		29.0 mcs.
		29.2 mcs.

APPENDIX 3

ANNEX "L" TO OPERATION PLAN NO. 2-44

Serial 00144

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Communication Plan (ONCOWEST)

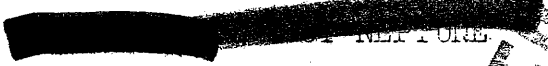
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(N35) Force Command	2190	kcs.	2550	kcs.
(N36) Force Voice	2716	kcs.	2670	kcs.
(N37) Group Voice or CW	460	kcs.	490	kcs.
	7200	kcs.	7570	kcs.
	8360	kcs.	8470	kcs.
	10290	kcs.	11015	kcs.
	10465	kcs.	11225	kcs.
(N39) Shore Fire Control	3815	kcs.	3860	kcs.
Circuits	3840	kcs.	4185	kcs.
	3900	kcs.	4240	kcs.
	4025*	kcs.	4270	kcs.
	4125	kcs.	4797	kcs.
	4260	kcs.	4850*	kcs.
	4335	kcs.	5060*	kcs.
	4440*	kcs.	5195	kcs.
	4620*	kcs.	5717	kcs.
	4673	kcs.		
	4825	kcs.		
	5387	kcs.		
	5445	kcs.		
	5595	kcs.		
	5615	kcs.		
	5638	kcs.		

* Permanent naval frequencies. Other frequencies are not available after "D" plus 14 day.

(N39) Shore Fire Control (FM)	27.0	mcs.	27.2	mcs.
	27.4	mcs.	29.6	mcs.
	29.4	mcs.	30.2	mcs.
	29.8	mcs.	30.5	mcs.
	30.0	mcs.	31.2	mcs.
	30.4	mcs.	31.7	mcs.
	30.7	mcs.	#32.2	mcs.
	31.0	mcs.	#32.6	mcs.
	31.4	mcs.	#33.0	mcs.
	31.6	mcs.	#33.4	mcs.
	#32.0	mcs.	#33.8	mcs.
	#32.4	mcs.	34.2	mcs.
	#32.8	mcs.	34.6	mcs.
	#33.2	mcs.		
	#33.6	mcs.		
	34.0	mcs.		
	34.4	mcs.		

Permanent naval frequencies. Other frequencies will be shared with Army after 2359 on "D" plus 1 day.



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Aircraft Spotting Frequencies with their associated call signs are listed below:-

<u>Frequency</u>	<u>Call Sign</u>	<u>Frequency</u>	<u>Call Sign</u>
100.08	KHAKI	108.18	QUICKSAND
100.26	AIREDALE	108.54	RHUMBA
101.52	LOCKET	111.06	GRAVY
102.42	MAXWELL	111.60	STORKY
103.32	NORMAN	111.96	TEAPOT
103.68	OXTAIL	112.32	HIPPO
103.86	BACKBONE	113.40	INVOICE
105.12	PIGSKIN	113.94	JUNO
105.66	CASSOCK	114.48	ULSTER
106.20	DERNICK	116.28	VAPEX
107.10	EYEBROW	116.46	WAGON
107.46	FRANKLIN	122.76	ZULU.

III. The following table shows the naval circuits that are to be guarded in the Western Task Force during the assault phase by commands and vessels indicated.

The Western Task Force screening frequency (8200 kcs) will be guarded by all vessels of the screen using voice transmission.

A second TBS frequency of 66.25 mcs has been assigned the Western Task Force. It will be used by Support Ships and screening vessels. Ships with one TBS should guard either 72.5 or 66.25 depending on the type of duty the ship is performing.

Q - Continuous watch means -
mitting and receiving.

R - Receiving only.

Q - Use as necessary

\$500 kcs is to be guarded in each assault force.

Station	(N1) S.O. Broadcast S N	(N2) Area Broadcast CN	(N4) WTF Broadcast WN	(N5) Ni ton Broadcast	(N7) WTF Rear Link (ops)	(N9) WTF Rear Link (movs)	(N10) Special Rear Link	(N12) Simplex Rear Link.	(N16) WTF Command	(N17) Admiral's Wave	(N19) Ship-shore Calling	(N20) Patrol Wave	(N22) M / S WAVE	(N25) ETF Auxiliary	(N26) WTF Auxiliary	(N27) Radar Reporting	(N29) WTF Air Warning	WTF Screening Freq. 8200 kcs.	TBS 66.25 mc/s
CHQ PORTSMOUTH	C	C	C	C	C	C	C	Q	C	C	C	C	C	C	C	R			
CHQ PLYMOUTH	R	C	C	C	C	C			R	R	C	R	R	R	R				
N C E T F	R	R	R	R	R	R			R	R	C	R	R	R	R				
CTF 122(NCWF)	R	R	R	R	C	R	Q	Q	C	C	Q	Q	C	C	C	R	R	C	C
CTF 124 C omFor O	R	R	R	R		C	Q	Q	C	C	Q	Q	C	C	C	R	R	C	R
CTF 125 ComFor U	R	R	R	R		G	Q	Q	C	C	Q	Q	C	C	C	R	R	C	R
CTF 126 ComFor B	R	R	R	R		Q	Q	Q	C	C	Q	Q	C	C	C	R	R	C	R
CTF 127 SerFor122	R	C	C	C	C	C			R	R	C	R	R						
CTF 128																			
Mulberry A	R	R					Q		Q								R		
ROWEST	R	R					Q	C	Q										
Flag Officers	R	R	R				Q	C	C	C	Q						R		
Major War Vessels								R	C	Q							Q	R	R
NOIC's	R	R						C									Q	R	R
CTG 122.2(FDT)																			
CTG 122.3(Salvage)																			
CTG 122.4(Screen)																			
CTG 1 22.5(Sup'rt)	R																		
CTG 122.6(Rear Ech)	R	C	C	R	C	C			R	R	C	R	R						
CTG 122.7(FSSC)	R	R		R					C										
PUSA HQ ACHERNAR	R	R																	
Relief Flag THOMPSON	R							R											
Screening Vessels	R																		

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Communication Plan (ONCOWEST)

Description of Air Circuits and Assignment of Frequencies.

The air circuits to be guarded on certain naval ships are described below:

(50) Air Command Wave - 3060 kcs. W/T.

This circuit is controlled by the Air Force Commander in the United Kingdom. It is used to pass instructions and information to Air Force representatives in ships and commanders on the far shore

(50a) Air Command Broadcast - 585 kcs.

In the early stages of the operation information usually passed on circuit (50) will be broadcast on this frequency.

(51) Ninth Air Force Command - 2480 kcs. W/T.

This circuit serves the Ninth Air Force in the same manner as circuit (50) serves the Air Commander. Situation and intelligence reports, and requests for air cover will be passed on this circuit.

(52) Headquarters Ship Air Liaison Wave - 77 mcs. R/T.

This circuit is used by general liaison where speed and personal contact is required.

(53) H.Q. Ship Standby Air Liaison Wave - 3668 kcs. W/T.

This is a standby circuit for circuit (52).

(54) H.Q. Ship - F.D. Ship Liaison Wave - 138.06 mcs R/T.

This circuit is for liaison between controllers and Air Force representatives on H.Q. ships.

(55) F.D. Ship Plotting Wave - 133.56 mcs R/T.

This circuit is used for passing radar plots from F.D. ships to H.Q. ships.

(51a) Aircraft Wave - 104.76 mcs R/T.(51b) Aircraft Wave - 135.90 mcs R/T.(51c) Aircraft Wave - 141.84 mcs R/T.

These waves are for communication between ships and aircraft.

(57) Home Shore Plot Broadcast - 470 kcs. W/T.

This circuit is a broadcast from the United Kingdom of enemy and unidentified aircraft.

Communication Plan (ONCOVEST)

- (58) Aircraft Movement Liaison Broadcast - 288 kcs. W/T.

This circuit is a broadcast of friendly aircraft movements from the United Kingdom.

- (59) F.D. Ship Plotting Wave - HF W/T or R/T

This is an alternative circuit for circuit (55).

- (60) Far Shore Plot broadcast - 6650 kcs W/T.

On this circuit will be broadcast plots from the far shore after facilities are established.

- (61) "Y" Watches (HF and VHF).

These are intercept watches on enemy frequencies.

- (62) WESTERN Task Force Air Support Wave - 2680 W/T.

This circuit is used to pass request for air support to the United Kingdom.

- (63) Force "O" Air Support Wave - 2956 W/T.

This circuit is used to pass requests for air support from air liaison parties ashore in the OMAHA area to the United Kingdom.

- (64) Force "U" Air Support Wave - 3176 kcs. W/T.

This circuit is used to pass requests for air support from air liaison parties ashore in the UTAH area to the United Kingdom.

V. The following table shows the air circuits that are to be guarded in the Western Task Force by certain commands and ships:

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Communication Plan (ONCOWEST)

Circuit Number	Frequency	N	C	W	T	F	ComForce "O"	ComForce "U"	ACHERNAR	HENRICO	
50	3060	C	C	C	C	C	C	C	C	C	Air Command Wave
50a	585	R	R	R	R	R	R	R	R	R	Air Command Broadcast
51	2480	C	C	C	C	C	C	C	C	C	Ninth Air Force Command
52	77 mcs	C	C	C	C	C	C	C	C	C	H.Q. Ship Air Liaison
53	3668	C	C	C	C	C	C	C	C	C	H.Q. Ship Standby A/L
54	138.06 mcs		C	C	C	C	C	C	C	C	H.Q. Ship F.D. Ship A/L
55	138.56 mcs		C	C	C	C	C	C	C	C	F.D. Ship Plotting Wave
56a	104.76 mcs		C	C	C	C	C	C	C	C	Aircraft Wave
56b	135.40 mcs		C	C	C	C	C	C	C	C	Aircraft Wave
56c	141.54 mcs		C	C	C	C	C	C	C	C	Aircraft Wave
57	470	R	R	R	R	R	R	R	R	R	Home Shore Plot Brdct.
58	288	R	R	R	R	R	R	R	R	R	Aircraft M/L Broadcast
59	HF W/T		C	C	C	C	C	C	C	C	F.D. Ship Plotting Wave
60	HF W/T	Q	Q	Q	Q	Q	Q	Q	Q	Q	Far Shore Plot Broadcast
61	HF-VHF		R	R	R	R	R	R	R	R	"Y" Watches
62	2680	C	R	R	R	R	R	R	R	R	VHF Air Support Wave
63	2956	R	C								Force 'O' Air Support
64	3176	R	C								Force 'U' Air Support

C - Continuous Watch, transmitting and receiving.

R - Receiving only.

Q - Use as necessary

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APPENDIX 4

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

AUTHENTICATION

1. On circuits external to the Assault Forces, the Combined Authentication Tables (CCBP 122A series) will be used when required. This will be held by all ships and commands which normally hold a class III or above allowance. The methods to be used are those described in Instructions for Combined Authentication System as follows:

- (a) Challenge and Reply - First method.
- (b) Authentication of Messages - First method.

Normally it will not be necessary to authenticate on circuits external to the Assault Forces since despatches sent on such circuits will be in high grade codes and ciphers.

2. On Radar Reporting Wave, Authenticity Table No. 2 (SP 02551(2)) will be used. It will be placed in effect by the station controlling the circuit.

3. On intra-assault circuits, authentication will be carried out by use of the effective "LOXO" card (SP 2538 series). The authenticator for any given message will be the code version of the time of origin of the message in question. In the case of times before 1000, the initial 0 or 00 will be disregarded. The method of coding the time of origin must be varied as much as possible. *On boat Control Circuits & ship shore administrative circuits, the method of authentications will be described prescribed by assault Force commanders.*

4. Illustrations of cases in which messages on Intra-Assault Force circuits may be authenticated follow:

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

Example - 20 v BG - 261136B = SEND IN GROUP 12 NOW
ALN MQR = K
(ALN is assumed to be the code group for "11" and MQR 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 desired to confirm a message or Signal that is suspected of being bogus. In this case:

- (i) The suspicious addressee is to control the transmitting station to authenticate by making (by R/T or W/F) the word "BANKO" followed by the Date Time Group or Time of Origin of the message concerned.

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Communication Plan

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Example - LBG is suspicious of the following message which has a date time group 261256B.
"20 LBG v BG - 261256B = BLACK SIGNAL STATION ESTABLISHED = K"

LBG then makes:
"BG v LBG 261305B = BANKO 261256 = K."
(261256 being the date time group of the suspected message).

- (ii) The originator (if bona fide) is then to reply, giving the correct "LOXO" group for the Time of Origin of his fresh message.

Example - (following on example in (i)).

BG will make -
"LBG v BG - 261325B = MY 261256 XRN PAL = K."
(XRN PAL being taken as the code groups for 1325, the T.O.O. of the new message.)

- (iii) If the originator on being raised as in (i) fails to authenticate or passes the wrong group, the challenging station is immediately to inform all other addressees as follows:

- (i) T.O.O. of bogus message.
- (ii) Word "DUDD".
- (iii) Code groups authenticating his own message, thus - "20 BG v LBG - 261356A = 261256 DUDD KAL IQR = L."
(KAL and IQR are assumed to be the correct code groups for "1356" the T.O.O. of the new message).

- (d) In all messages transmitted on the Joint Force Broadcast.
- (e) In the case of bogus messages being passed from an authentic Call Sign, the rightful owner of this Call Sign is, either on hearing the bogus station or on hearing the message challenged, to make a "DUDD" message as in (c)(iii).
- (f) "DUDD" messages must always be authenticated by the originator.
- (g) To summarise, all authentication groups are always the coded times of origin of the message in which they are sent.

5. The above method of authentication will be memorized and will NOT be carried in ships or craft beaching. Special care will be taken to destroy it if a ship is lost.

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APPENDIX 4
Communication Plan ANNEX "L"



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APPENDIX 5

ANNEX "L" TO OPERATION PLAN NO. 2-44

Serial 00144

Communication Plan

COMMUNICATIONS IN CAPTURED BEACH AREAS

1. General Information.

- (a) During the assault the joint assault signal companies will establish the beach communications required for the assault and immediate follow up period. After the beachhead is secured, two beach communication centers will be established, one on beach OMAHA and one on beach UTAH. These communication centers will provide facilities for NOIC OMAHA and NOIC UTAH respectively. Off beach OMAHA will be constructed an artificial harbor known as MULBERRY "A". Off beaches OMAHA and UTAH there will be breakwaters constructed of sunken merchant ships. These are called GOOSEBERRIES.
- (b) Radar equipment will be landed and established on the western flank of beach UTAH by D plus 1 day. This radar is to give warning of "E" boats and low flying aircraft.
- (c) As the operation progresses all naval organizations on the far shore will be placed under the command of a Flag Officer (short title FOWEST). Additional equipment will be landed and signal and radio stations established to provide facilities for FOWEST by D plus 8 day.
- (d) The Far Shore Shuttle Service for the control of convoys will initially be operated under the Naval Commander Western Task Force, and later will be placed under the control of FOWEST.

(e) *The Naval Commander Western Task Force will be radio guard for FOWEST until such time as FOWEST is established either afloat in the assault area or ashore*

2. Radio Frequencies.

The frequencies to be guarded by the stations in the captured beach areas are given in tables I and II of appendix 3, the Radio Frequency Plan. As land line facilities become available radio watches will be reduced as ordered by the Senior Officer Present Ashore. The necessary ship to shore channels will be continuously guarded however.

3. Cryptographic Aids.

The cryptographic aids to be held by activities in captured beach areas are given in appendix 1. During the early stages of the operation only low grade systems will be held. These will be increased by the addition of the CCM and ECM as security permits.

4. Call Signs.

Call signs assigned for the assault will be used in the early stages of the operation. After the establishment of shore facilities the following call signs will be in effect:

NJI - FOWEST NJI2 - NOIC UTAH
NJI1 - NOIC OMAHA NJI3 - MULBERRY "A"

Sheet #1 of 1.

APPENDIX 5
Communication Plan ANNEX "L"

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APPENDIX 6

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

COMMUNICATIONS IN CAPTURED PORTS

1. General.

Certain French ports will come under United States control as the operation progresses. Naval communication facilities will be established as soon as possible after the capture of these ports to provide for ship to shore and other communications. At WATSON, the first port to be occupied, the following will be provided:

(a) For immediate operation:

- (1) Harbor radio and signal station.
- (2) Harbor entrance control post.
- (3) Surface search radar.
- (4) Telephone and teleprinter lines.
- (5) Naval post office.
- (6) Despatch letter service.

(b) To be installed as soon as practicable:

- (1) Cross channel cable.
- (2) Cross channel VHF radio.
- (3) Long range radar.
- (4) Underwater detection equipment.

(c) Supplementary facilities to be installed:

- (1) Radio repair shop.
- (2) Registered publication issuing office.
- (3) "V" mail service.

2. Radio Frequency Plan.

The following radio channels will be guarded at WATSON:

- | | |
|--|-----------|
| (a) Senior Officers Broadcast | 92.5 kcs. |
| (b) Area Broadcast | 100 kcs. |
| (c) NSS Fox | |
| (d) Commercial and Distress | 500 kcs. |
| (e) Port Wave | 2068 kcs. |
| (f) Alternate Port Wave | 2716 kcs. |
| (g) Home Medium Frequency Wave | 385 kcs. |
| (h) Cross channel and other circuits as necessary. | |

3. Call Signs.

The radio call sign NJS is assigned to the U.S. naval radio station in WATSON. Call signs for other ports will consist of NJS with a numeral added, e.g., NJS1, NJS2, etc. Normal U.S. visual call signs will be used for calling shore signal stations.

4. Cryptographic Aids.

The senior naval officer in major ports will hold a class III U.S. naval allowance of registered publications. In minor ports a class II allowance will be held.

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APPENDIX 6

Communication Plan ANNEX "L"

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APPENDIX 6

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

5. Other ports to be occupied by U.S. forces will be organized in a similar manner to WATSON. Details as to call signs and frequencies to be guarded will be promulgated later, probably by general message.

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APPENDIX 6
Communication Plan ANNEX "L"

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APPENDIX 7

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

COMMUNICATIONS FOR FIRE SUPPORT SHIPS

1. Command Circuits.

Fire support ships which are not assigned to an assault force will guard the Western Task Force auxiliary wave. Fire support ships assigned to an assault force will guard the assault force auxiliary wave. These circuits will be used for passing information or instructions to fire support ships.

2. Communications with Shore Fire Control Parties.

- (a) The shore fire control parties in the Western Task Force will be numbered from 1 to 50.
- (b) Bombardment frequencies will be allocated to Assault Force Commanders who will further assign such frequencies to the shore fire control parties. In the Western Task Force each party will have two frequencies assigned:
 - (1) A high frequency for use with the SCR 284 equipment.
 - (2) A VHF frequency for use with the SCR 609 equipment.
- (c) A ship ordered to work with a designated fire control party will set watch on the appropriate frequency and establish communication.
- (d) The VHF FM equipment (SCR 608/9) will be used as long as the shore fire control party is operating within the range of the equipment. Outside this range the SCR 284 equipment will be used.
- (e) One frequency has been assigned each assault force for use as a bombardment calling wave. This may be used by any SFCP to communicate with the Assault Force Commander and request support. The SFCP will remain on this frequency to receive information as to the type of ship assigned.
- (f) The system of call signs to be used is described in Annex "D".

3. Spotting Aircraft.

- (a) Twenty-four VHF frequencies have been assigned for use with spotting aircraft. Each of these frequencies will be associated with a voice call sign. Frequencies and call signs are listed in Table I.
- (b) Bombarding ships will set watch on the frequency assigned her spotting aircraft and establish communication using the associated call sign. The ship's call sign will be that of her spotting plane followed by the codeword "TURRET". If an aircraft is spotting for two ships the second ship will use the call sign of her spotting aircraft followed by "~~TURRET~~". "Spnyarn"

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APPENDIX 7
Communication Plan ANNEX "L"

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- (c) Bombarding ships will carry a complete set of crystals for all 24 frequencies in order to shift as necessary.
- (d) Each spotting aircraft will carry a transmitter equipped with crystals for the following:
 - (1) Spotting frequency.
 - (2) Spotting aircraft guard (Reconnaissance frequency) if detailed.
 - (3) Air - sea rescue.
- (e) Requests for spotting aircraft will be made by despatch to the Allied Naval Commander in Chief and the Naval Commander Western Task Force through the normal channels indicating:
 - (1) The target to be engaged.
 - (2) The aircraft call sign, and hence the frequency, proposed.
 - (3) The firing ship, if known.
 - (4) Headquarters ships will keep a continuous watch on the Reconnaissance Frequency and may be called on it by spotting aircraft in an emergency.

4. Communication With Support Craft.

Communication with support craft will be as directed by Assault Force Commanders.

5. Cryptographic Aids.

- (a) The AEF Assault Signal Book is the normal system to be used for bombardment communication.
- (b) In addition, shore fire control parties will carry SLIDEX for more secure communication. SLIDEX should be used for passing those portions of information messages in which security is required. This system should not be used in making calls for fire support.

6. Authentication

- (a) The following form of authentication may be used between SFCP's and bombarding ships:

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- (1) The SFCP will make the call sign in the usual manner in conjunction with the Fire Control Code as set out in the Assault Signal Book.
- (2) The bombarding ship may repeat the signal in full if ordered, adding the word "BANKO" at the end of the message, if authentication is desired.
- (3) The SFCP will then repeat the time of origin of the original signal in SLIDEX.

7. Grids

- (a) The following grids may be used for indicating targets which are not specially designated in advance.
 - (1) Local military grid (Always to be used with spotting aircraft).
 - (2) Gridded oblique photographs.

NOTE: THE HOME FIGHTER GRID IS NOT IN ANY CIRCUMSTANCES TO BE USED FOR INDICATING TARGETS OR POSITIONS ON THE GROUND.

8. Aircraft Spotting Frequencies.

Each aircraft frequency will be associated with its voice call sign. In the case of relief aircraft, this call sign will be followed by a number indicating the relief number of the aircraft.

TABLE I

AIREDALE	100.26 mcs	MAXWELL	102.42 mcs
BACKBON	103.86 mcs	NORMAN	103.32 mcs
CASS	105.66 mcs	OKTAIL	103.68 mcs
DERR	106.20 mcs	PIGSKIN	105.12 mcs
EYEBR	107.10 mcs	QUICKSLAND	108.18 mcs
FRANKLIN	107.46 mcs	RHUBA	108.54 mcs
GRAVY	111.06 mcs	STORKY	111.60 mcs
HIPPO	112.32 mcs	TE. POT	111.96 mcs
INVOICE	113.40 mcs	ULSTER	114.48 mcs
JUNO	113.94 mcs	V. PEN	116.28 mcs
KHAKI	100.08 mcs	WAGON	116.46 mcs
LOCKET	101.52 mcs	ZULU	122.76 mcs

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RADAR AND AIR WARNING

1. Types of Radar.

The types of radar equipment installed in U.S. ships and the British equivalent equipments are classified below:

<u>Description</u>	<u>British</u>	<u>United States</u>
Surface warning	271 272, 276	SG, SO
Air warning	279, 281	SA, SC, SK
Combined	286, 291	SL
Gunnery	GA, GB, GC, GS	Mark III, IV, XI, XIV

2. Radar Silence.

(a) Upon sailing from the United Kingdom and until after surprise is lost in the initial assault radar silence will be in effect. During radar silence the following conditions apply:

- (1) No radar transmissions except from surface warning sets as essential to the conduct of the assault. Such use should be limited and intermittent.
- (2) Combined warning sets operating on frequencies above 3000 mcs. may be used in the same manner as surface warning sets.
- (3) Other radars may be used for listening watches for enemy transmissions or radar counter measures.

(b) After surprise has been lost there will be no restriction on the use of radar in the assault area. Outside the assault area there will be no restrictions on the use of radar during good visibility in daylight. At night or during periods of bad visibility the use of radar should be determined by the tactical situation obtaining. Normally under these conditions restrictions on the use of surface radar will not be necessary.

(c) Some surprise as to the location of the assault may be preserved up to arrival in the transport area. Radar silence should be preserved until nautical twilight or counter action by enemy ships, craft, or shore defenses, whichever occur first.

3. Operation of Fire Control Radar Equipments.

(a) The operation of fire control radar equipments will conform to the restrictions of paragraph 2 regarding radar silence. The equipments should be kept warmed up and ready for use.

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- (b) After the loss of surprise there will be no restriction on the use of fire control radar.

Operation of Surface Warning Radars.

After the loss of surprise, there will be no restriction on the use of surface warning radars. Contacts of enemy surface craft by surface radar should be handled as ordinary enemy contact reports. Low flying aircraft detected by this type of radar should be reported over the radar reporting wave.

5. Operation of Air Warning Radar.

- (a) In the Western Assault Area the operation of air warning radar will be coordinated by Commander Force "O" who will assign the radar guard ships, keep the air plots required, and control the air warning broadcast to the Western Task Force. Commander Force "U" and the Commanding Officer, USS HENRICO, are the first and second reliefs respectively for this duty and, if necessary, will take over the operation of air warning radar in the order named.
- (b) Radar guardships will report unidentified aircraft over the naval radar reporting wave using the procedure prescribed in the Combined Air Warning Code (CCBP 10).
- (c) Raid letters assigned certain vessels to be used for reporting in accordance with the above instructions are given in Table I.

6. Procedure on Air Warning Circuit.

- (a) The purpose of the Air Warning Circuit is to broadcast vital raid information in the shortest possible time. Three types of raid warnings will be broadcast on this circuit:
- (1) General air raid warning of hostile or unidentified planes.
 - (2) Specific air raid warning giving available details of raid.
 - (3) Warning of raids by E-boats or other surface craft.
- (b) General air raid warning will be broadcast by the ships controlling the air warning circuit when one or more hostile or unidentified aircraft are within 25 miles of the assault area. The warning will be given in this form:

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Example: "THIS IS YOKE - Warning RED - I SAY
AGAIN - WARNING RED - OUT"

Meaning: Air raid warning from U.S.S. ANCON -
One or more hostile or unidentified planes
within 25 miles of the assault area.

WHITE clears all previous RED warnings.

(c) Specific air raid warnings will be compiled from
information received from radar guardships and
from broadcasts received from the United Kingdom
and radar stations on the continent. Grids will
not be used. Instead a true bearing and distance
from the ship controlling the broadcast will be
used. The sequence of the text will be as follows:

- (1) Raid Letter - Letter assigned controlling ship
- (2) Raid number - 1 to 99
- (3) Size of Raid - "ONE", "FEW", "MANY" for more than five.
- (4) Altitude - "LOW" under 3,000 feet
"HIGH" 5,000 - 10,000 feet
"VERY HIGH" over 10,000 feet
"HAZY" unknown.
- (5) Identity - "CHICKEN" friendly
"BANDIT" hostile
"BOGEY" unidentified
- (6) Bearing from ship - "BEARING" plus three numerals
- (7) Distance from ship - "DISTANCE" plus number of miles
- (8) Time of plot - "TIME" followed by two numerals, minutes of the hour
- (9) Authenticator - "LOXO" Code of time of Plot.

Example: "This is Yoke seven - this is Yoke seven -
many high bandits bearing one five nine
distance two seven miles, time three
seven, xray, zebra fox - repeat"

Meaning: Air warning message number seven from
U.S.S. ANCON - more than five hostile
aircraft, flying over 10,000 feet bear-
ing 159 true distant 27 miles from ANCON,
time of plot thirty-seven of current
hour. X2F authenticator.

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ANNEX "L"

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The warning is cancelled as follows:

Example: This is Yoke clearing seven time four
five fox fox king and repeat

Meaning: ANCON now cancelling raid warning number
seven at forty-five minutes of the hour
FFK authenticator.

- (d) Warnings of E-boats or other fast surface craft will be made using the code words listed in Appendix 16. The form of the warning will be as follows:

Example: "This is XRay - INFLUENZA WEST - repeat"

Meaning: AUGUSTA broadcasting a warning - E-boats are operating within fifteen miles of the Western Task Force Area.

- (e) Ships not assigned raid letters will use the voice call signs designated in Appendix 2 if required to initiate raid warnings.

7. Operation of I.F.F. Equipment.

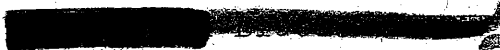
- (a) It is recognized that unrestricted use of Interrogators and Transponders (I.F.F. set) in the congested conditions pertaining in NEPTUNE would result in breakdown of the I.F.F. identification system due to technical limitations of the equipment involved. The rules laid down in C.B. 04892/44 will, therefore, (except as in para. 18 below) be in abeyance until further orders in the following areas:-

(i) For Interrogators: between Lat. 45°N and 52°N, and Long. 6°W and 8°E.

(ii) For Transponders: between Lat. 45°N and 54°N, and Long. 6°W and 8°E.

- (b) New rules will govern the use of I.F.F. equipment by all services in the above areas from sunset of D - 1 or as promulgated by signal. The rules which are of direct concern to Naval Forces are outlined below and it should be noted that the resulting limitations will allow identification of friendly units by I.F.F. to be made in only a small percentage of all possible cases.

- (c) Rules governing use of SHIPBORNE INTERROGATORS types BL, BN, 242, 243 and 244 are as follows:-



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- (i) Use of emni-directional interrogators in the assault area is banned. This restricts the use of types BN, a few BL and 242 fitted to W.C. sets within the area defined in ON. 1, para. 6.
- (ii) Use of other Interrogators in the assault area for identification of aircraft is to be confined to:-
 - (a) Task and Assault Force H.Q. ships,
 - (b) Fighter Direction Tenders,
 - (c) Ships performing fighter direction duties,
 - (d) Ships ordered to pass reports on the Naval Radar Reporting Wave.
- (iii) Use of all Interrogators outside the assault area for identification of aircraft is to be confined to:-
 - (a) Ships detached or operating singly.
 - (b) Interrogator Guardships for groups of ships, on the basis of not more than one guardship per unit, to be detailed by the Senior Officer present.
- (iv) Use of Interrogators for intership identification may be made by any ship when surface visibility is less than 10 miles, subject to the restrictions in (i) above.
- (v) When employed as in (ii), (iii) or (iv) Interrogators may transmit:-
 - (a) Only for the absolute minimum period required to identify a new detection.
 - (b) Only when ordered by Plot or Bridge and not at the discretion of the radar operator.

Plotting officers are to pay particular attention to continuous tracking of plots in order to minimize the necessity for re-interrogating old detections.

- (d) Rules governing AIRBORNE TRANSPONDERS (I.F.F.) are as follows:-
 - (i) By night (sunset to sunrise) I.F.F.) will be shown only by:-
 - (a) night fighters,
 - (b) Coastal Command aircraft,
 - (c) aircraft in distress.

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NOTE: I.F.F. WILL NOT BE SHOWN BY FRIENDLY NIGHT BOMBERS AND AIRCRAFT OF AIRBORNE FORCES, EXCEPT WHEN IN DISTRESS.

(ii) By day, transponders may be used only by:-

- (a) one aircraft in each fighter formation at the discretion of the land or seaborne Controller
- (b) Coastal Command aircraft
- (c) air craft detailed to co-operate with ships
- (d) aircraft in distress.

(e) Rules governing USE OF TRANSPONDERS (types 251M, ABK/BK and 253) by ships are as follows:

(i) When surface visibility is less than 10 miles transponders may be used by:-

- (a) ships detached or operating singly,
- (b) I.F.F. Guardships for ship groups, detailed by the Senior Officer present on the basis of not more than one guardship per thirty ships or part thereof.
- (d) Units ordered by shore authorities to remain on established patrols in circumstances when they are in position and certain that their navigation is accurate (e.g. when using QH) may be instructed to switch off transponders. They must however be ready if ordered by signal, or if they leave their positions to switch them on immediately.

(ii) Transponders may be used without restrictions by any ship when,

- (a) shadowing or engaging enemy units,
- (b) homing aircraft, from 1 hour before ETA of aircraft,
- (c) in distress.

(f) I.F.F. codes employed by ships and aircraft will be in accordance with C.P. 04092/44. These are as follows:-

Code No. 1 (N N N N) - For normal use.

Code No. 2 (N - N -) - Spare.

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APPENDIX 8
Communication Plan ANNEX "L"

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- Code No. 3 (N N N -) - Spare.
- Code No. 4 (N N W W) - When shadowing or engaging enemy surface units.
- Code No. 5 (N - W -) - When over submerged U-boat.
- Code No. 6 (N N W -) - To facilitate rendezvous.
- Distress setting (very wide) - for aircraft or ships in distress.

8. Operation of Naval Shore Radar.

Mobile radar equipment will be landed and operated on the flanks of the beach-head to provide warning of surface and low flying airplanes. Operation of these equipments will be coordinated with radar stations operated by the Army and Air Force. Reports from this station will be passed to surface plots in ships over the shore radar reporting wave.

9. Interference.

Enemy RCM equipment is known to be located in the vicinity of the assault area. Radar operators should be instructed in the appearance of such interference on radar screens and in the method to be employed in minimizing it.

10. Tuning of Radar Equipment.

- (a) Air warning radar equipments will operate in the following bands only:
- (1) 190 - 195 mcs
 - (2) 198 - 207 mcs
 - (3) 211 - 255 mcs
- (b) For receiving the British type 78 transmitters installed in the M.L. navigation leaders, SC radar receivers should be tuned to 214 mcs.

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1. General.

Equipment has been installed in certain vessels and craft, the object of which is to render the enemy radars ineffective. This will accomplish the following:

- (a) Prevent the enemy tracking the movements of the assault forces and conceal as long as possible their strength and composition.
- (b) Attract the enemy's attention to areas outside the assault area.
- (c) Prevent the use of radar for the control of coastal batteries.
- (d) Attempt to deny enemy's effective control of guided missiles

2. Control of RCM.

Control over RCM equipment in naval vessels to prevent unforeseen interference with communications will be exercised as follows:

- (a) By Task Force and Assault Force Commanders while forces area at sea, before "H" hour.
- (b) By the Air Officer Commanding the Allied Tactical Air Force or his representative, after "H" hour.
- (c) Special signals for control of RCM are given in Table I.

3. RCM silence will be maintained until the leading mine-sweepers are detected, or until "H" minus 7 when equipments will be turned on by units which are south of latitude 50 degs. 10 min. North. Other units will turn on their equipments when they cross this latitude. The time and limiting latitude at which RCM transmissions are to commence may be changed because of propagation conditions. Any such change will be promulgated by the Allied Naval Commander in Chief on "D" minus 1 day. Commanding Officers of ships equipped with RCM will ensure that transmissions will commence in accordance with such altered instructions. Any change will be transmitted in this form: ONCO 15. Time "H" minus _____. Latitude _____ North.

4. Restrictions.

To avoid interference with allied radar and VH/F communications, RCM transmissions are to be restricted as follows:-

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- (a) Types 658, 659 and 662 are to stop transmitting upon removal of restrictions on W.A. radar (types 79, 279, 281, SK, SC and SA).
- (b) Type 91 is to transmit only within frequency bands 330-400 mc/s, 445, 495 mc/s and 540-590 mc/s. Transmissions may be made between 530/540 mc/s. F Radar transmission is detected within these limits and with pulse repetition rate over 1,000 per second definitely proving its enemy origin.
- (c) Type TDY is to be operated on frequencies as follows:
 - (i) Aboard minesweepers on allocated frequencies as instructed by Admiralty Signal Establishment at installation: i.e. until H-2 or removal of restrictions on W.A. sets, whichever is sooner, between 550 and 570 mc/s, and afterwards between 365 and 375 mc/s.
 - (ii) Aboard cruisers and above until H-2 or removal of restrictions on gunnery radar sets, whichever is the sooner, between 550 and 600 mc/s, and afterwards between 350 and 380 mc/s.

5. Operation of RCM after the Assault.

When there is reason to believe that the enemy is no longer using radar control of shore batteries, RCM transmissions may be stopped by order of the Naval Commander Western Task Force. Transmissions may be recommenced by order of the Naval Commander Western Task Force or by the Commanding Officer of Fire Support ships.

6. Use of Window.

- (a) Window projected by rockets and starshell will be used by certain bombarding ships and may be available also for some minesweepers to provide "Window" cover to protect bombardment vessels from enemy fire control radar.
 - (1) The Window Rockets have fixed fuses and when fired at a fixed vertical angle of 40 degrees burst at a range of 2,000 yards and an altitude of 2,000 feet.
 - (2) The limited quantity of material on hand requires that rocket Window be used only under conditions of very poor visibility when there is clear evidence that enemy fire is becoming accurate.

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- (3) After the first rocket Window is fired, the time lag before the radar protection is complete amounts to approximately eight minutes for relative wind speeds of 8 knots. This time lag is proportionately reduced for greater relative wind speeds.
- (4) Instructions on use of Window rockets are issued separately to ships concerned.

7. Anti-Radar Balloons.

- (a) It is intended to supply a limited number of MARK VI reflector Balloons to be towed in the neighborhood of bombarding units
 - (1) To provide alternative and confusing points of aim for individual ships.
 - (2) To increase the number of targets so that individual ships cannot be distinguished.
- (b) (1) Reflector balloons should be placed in a position approximately 500 yards nearer the enemy radar station and between 2 and 4 degrees to one side for bearing as seen from the enemy radar. (i.e. offset by a mean of 400 yards at 8,000 yards and 900 yards at 18,000 yards).
- (2) Balloons should not be taken across at not more than 100 feet in order to avoid premature location of forces by enemy radar and should not be within 45 miles of the beaches at H-7 hours.
- (c) In the event of electronic R.C.M. failing an unneutralized enemy battery can be expected to do accurate radar spotting.
- (d) The effect of the balloons should be to force the enemy to "brown" the area covered by the ships and balloons.

8. Counter Guided Missile Jammers.

Certain ships are equipped with transmitters designed to jam the radio control of glider bombs. This equipment may be used as necessary, bearing in mind that while in operation this equipment will probably completely blanket all communication channels. Operators of this equipment should be supplied with a list of frequencies above 20 mcs. being used by our own forces as an aid in identifying intercepted signals. Jamming should not be applied to individual signals for periods exceeding 60 seconds, without monitoring to verify that the signal being jammed is in fact an enemy signal.

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TABLE I
SPECIAL SIGNALS FOR CONTROL OF RADAR
COUNTER MEASURES

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

(a) 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...

(b) Reporting Signals.

1. WHISTLE	Unjammed transmission detected, frequency....., pulse repetition rate.....
2. DISCORD	Am experiencing interference to type.....onmegacycles.
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.

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TABLE I
(Continued)(c) Frequency bands.

<u>Signal</u>	<u>Significated</u>
HOLLY	65 - 75 mcs
BEACH	75 - 100 mcs
LILAC	100 - 150 mcs
ALMOND	150 - 210 mcs
CEDAR	350 - 390 mcs
POPLAR	470 - 490 mcs
CHESTNUT	545 - 580 mcs

(d) Types of R.C.M. equipment.

LEMON	653/1
BANANA	653/2
MELON	654
CHERRY	656
BLACKBERRY	657
GRAPEFRUIT	658
PEACH	659
PLUM	662
APPLE	91
ORANGE	TDY

(e) Pulse Repetition Rates
(Pulses per second)

TULIP	below 500
CROCUS	500 - 1000
PRIMROSE	1000 - 3000
SNOWDROP	above 3000.

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DESPATCH BOAT AND AIR LETTER SERVICE

1. A British cross channel naval despatch boat service will be operated between Portsmouth in the United Kingdom and the Force "G" flagship in the Assault Area. Initially, the time-table for this service will be:

<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

Later this schedule will be changed to provide boat service every eight hours.

2. This despatch boat service is provided for the carriage of hand messages, press messages, urgent correspondence, et. Passengers are not to be carried.

3. In the Western Assault Area, Commander Force "O" will arrange for the following despatch boat services:

- (a) A service between the Force "O" flagship in the Western Assault Area and the Force "G" flagship in the Eastern Assault Area, to be coordinated with the cross channel service described in paragraph 1.
- (b) A service between the Task Force flagship, the Assault Force flagships, MULBERRY "A", NOIC OMAHA, NOIC UTAH, and the beachmasters.
- (c) A service between beaches OMAHA and UTAH.
- (d) Craft available at terminal of U.S. sector for urgent trips on call.

4. Craft engaged in the despatch boat service will fly International flag "W" by day and a shaded red light over a white light by night while in the Assault Area and after passing the boom inward at Portsmouth. These craft are not to be diverted for other purposes.

5. An air despatch letter service will be established between the United Kingdom and the Continent for the handling of the following kinds of traffic:

- (a) Messages which are too long to be transmitted by radio or land line.
- (b) Messages which cannot be transmitted over radio or other channels because of congestion.

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- (c) Urgent despatches for which the mail service delay is not acceptable.
- (d) Urgent small stores.

6. Despatch rider letter service will be established in the United Kingdom and on the Continent as the operation progresses. Details of the despatch rider service will be promulgated as established. On the Continent, the U.S. Army despatch rider service will provide:

- (a) Despatch riders between beaches and the airfield serving the ADLS.
- (b) Despatch riders between the British and American sectors.

NOIC OMAHA and NOIC UTAH, etc., will insure delivery of all messages sent via them to the Army or Air message centers established on the beachhead.

7. Signal office terminals will be:

- (a) In the United Kingdom - A combined signal office is established at H.M.S. EXCELLENT at Portsmouth. This office accepts for both British and U.S. services.
- (b) On the Continent - Force "G" H.Q. ship serves British and U.S. areas with NOIC GOLD Main Signal Office as far shore clearing terminal to be relieved by MULBERRY "B" Signal Office when ordered by Naval Commander Eastern Task Force.

8. Messages to be handled by these services will be prepared and addressed as follows:

- (a) General - Hand messages are to be enveloped in accordance with the following instructions. Restricted messages and below are to be enclosed in one envelope addressed to the Signal Office of the addressee. 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.
- (b) When Acknowledgement of Receipt is required, the time of origin of the message is to be written on the outside with instructions "Acknowledge receipt quoting received". Unless otherwise ordered receipts are to be sent by boat.
- (c) In the United Kingdom - Hand messages and despatches are to be bagged and sent to the Naval Despatch Boat Service Control at WHALE ISLAND, the outer envelope being marked "via N.D.B.S. Control, Whale Island, Portsmouth" at the top of the envelope.

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- (d) On the Continent - Hand messages and despatches are to be sent to Naval Officer-in-Charge GOLD Signal Office until relieved by MULBERRY "B" Signal Office, and are to be marked "via N.D.B.S. Control, N.O.I.C. GOLD or MULBERRY "B", as applicable, at the top of the envelope.
- (e) Messages to be handled by Air Despatch Letter Service will be marked "By Air Despatch Letter Service".

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SECURITY OF COMMUNICATIONS

1. The enemy's radio intelligence service will be fully alert and the enemy will be quick to take advantage of any breaches of security. The best safeguard against loss of security is strict adherence to the following:

- (a) Proper discipline on radio circuits.
- (b) Proper procedure.
- (c) Accurate tuning of transmitters.
- (d) Use of proper call signs.
- (e) Reduction of traffic to that absolutely essential.
- (f) Proper use of codes and ciphers.

2. Transmissions of bogus messages by the enemy must be expected and guarded against. This can be prevented by:

- (a) Constant vigilance by operators with a view to detecting other stations using their own call signs.
- (b) Answering calls promptly.
- (c) Avoiding requests for instructions in plain language.
- (d) Authentication. (See appendix 4.)

3. Calibration of transmitters on operational frequencies must be done as soon as the frequencies are known in order to avoid a rush of tuning just prior to sailing.

4. The scrambling device installed on radio telephones has very limited security. After "H" plus 12 the security of this device will be limited to the unequipped listener.

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RADIO AIDS TO NAVIGATION

1. Certain types of equipment for use as navigational aids have been installed in some vessels and craft of the Western Task Force. Details of these equipments and their capabilities follow:

- (a) QH(GEE) Equipment - This equipment will be used to obtain fixes while on passage to and in the Assault Area. In the Assault Area, the maximum errors of fixes will be plus or minus 500 yards in longitude and plus or minus 1000 yards in latitude. In mid-channel fixes will be more accurate.
- (b) Radar Type 970 - This equipment is installed in certain motor launches assigned the Western Task Force as navigational leaders. Forecasts of the appearance of beach areas on the P.P.I. screen of this type radar have been calculated and, by comparison with the actual appearance on the screen, off-shore fixes and ranges can be obtained.

2. The details of other navigational aids used by British forces is given in ONCO, Section XVI.

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COMMUNICATIONS FOR CONVOYS AND ESCORTS

1. Radio communication with and within convoys will generally be in accordance with A.F.O. S.2/44 and CAMSI 2.

2. Escorts will use the following waves:

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- (a) Convoy R/T (2410 kcs.) - This channel is guarded by all escorts and vessels in the convoy if practicable. It is used for intercommunication within the convoy and with covering aircraft other than fighters. It is common to all convoys and is likely to be congested so that its use must be strictly limited.
 - (b) Port wave (A.F.O. S.2/44) - The appropriate port wave is guarded by the senior officer and second senior officer of the escort. Transmission by ships should be restricted to enemy reports and other emergencies.
 - (c) Channel Ship-Shore Calling wave (2700 kcs.) - This circuit is available to all ships as required for passing traffic to shore stations.
 - (d) CN Broadcast (100 kcs.) - This broadcast is copied by all major war vessel escorts.

3. The senior officer of the escort will use his call sign derived from the radio distinguishing group (A.F.O. S.8/44) when working with a shore station and not using a naval general call sign.

4. When moving from the area of the Plymouth or Dover command port waves into that of Portsmouth, the senior officer of the escort should arrange for a guard to be kept on the former until arrival in the Assault Area.

5. South of Latitude 49-40 North watch will be set on the Task Force Auxiliary wave of the Task Force to whose area the convoy is routed. This replaces the watch on the port wave.

6. In homeward bound convoys, a guard on the Plymouth or Dover port waves will be set upon leaving the Assault Area.

7. Convoy organization "C" (CAMSI 2) will be in effect for all convoys but is to be amended as follows when between 0 deg. 30 min. East and 1 deg. 30 min. West:

- (a) All ships which are able to do so will set an R/T listening watch on 2410 kcs. and in addition a watch on 500 kcs. for distress messages.
 - (1) From half an hour before sunset to half an hour before sunrise.
 - (2) When attacked.

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(3) When visibility is less than one mile.

(4) When so ordered by the Senior Officer of the Escort or the Convoy Commodore.

8. Broadcasts are made in plain language and times mentioned are double summertime. Bearings and distances are calculated from the center of the convoy. The object of the R/T broadcast is to give warning of enemy air or "E" boat attack, warning of the approach of friendly aircraft, and orders for opening or ceasing fire.

9. South of 49 deg. 40 min ships will set watch on the appropriate Task Force air warning circuit. The senior officer of the escort will inform ships as to which circuit to guard upon crossing this latitude.

10. Stragglers will set watch on 1650 kcs. instead of 2410 kcs. to receive warnings from Niton.

11. The authority sailing a convoy will carry out the normal procedure and will also inform the Allied Naval Commander in Chief of its sailing giving the following information:

- (a) The number, code word, radio distinguishing group, composition, and destination of the convoy.
- (b) If starting from a port in the United Kingdom, positions in the convoy cruising order.

The Allied Naval Commander will then signal to the escorts and the authorities sailing joining sections:

- (a) The positions in the cruising order to be occupied by joiners.
- (b) The destination of joiners.

12. In the initial phases, convoys will be routed to the appropriate beach areas. On arrival the senior officer of the escort will get in touch by visual with the Captain Southbound Sailings in the Eastern Assault Area or the Far Shore Shuttle Control in the Western Assault Area. If necessary these authorities can be called on the Task Force Auxiliary Wave by radio when FOBAA/FOWEST takes over, calls should be addressed to him.

13. Convoys will be divided into sections proceeding to different beach areas as directed.

14. Escorts will make use of direction finders and other equipment available to intercept enemy "E" boat and other transmissions. See CB 4002N series of publications.

15. LST's and other landing craft making passage across channel will guard the following circuits in the group:

Sheet #2 of 3.

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- (a) NITON Broadcast on 1650 kcs.
- (b) ETF Landing Wave (660 kcs.) or WTF Voice (2716 kcs.).
- (c) Task Force Auxiliary or Port Wave.
- (d) Channel Ship-Shore Calling.

16. Upon arrival in the Assault Area, craft will be routed to appropriate beach areas.

17. Groups of landing craft will be designated by the following code words followed by numbers allocated to sailing authorities:

- (a) Outward bound - STARLIGHT
- (b) Homeward bound - BLUESKY

18. Homeward bound groups will normally be routed to their own force collecting areas. On sighting the Port War Signal Station the senior officer of the group will flash his identity and hoist the International pendant indicating the number of his group in the BLUESKY series.

19. Convoy code words and radio distinguishing groups are given in Appendix X to ON 13.

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Communication Plan

COMMUNICATIONS FOR MULBERRY, GOOSEBERRY, AND PLUTO

1. Ships on passage concerned with the establishment of Mulberries and Gooseberries will guard the following circuits:

- (a) Area Broadcast (100 kcs.) - To be guarded by NOIC MULBERRY, repair ships, the senior officer of the blockships, and escorts.
- (b) Special Rear Link (3100 kcs.) - To be used by NOIC MULBERRY and repair ships to pass traffic to shore stations.
- (c) Appropriate Task Force or Assault Force Auxiliary Waves in the Assault Area.
- (d) The MULBERRY Wave (2500 kcs.) for intercommunication within MULBERRY units.
- (e) The Force Air Warning Circuit in the Assault Area.

Special periods are allotted on the NITON Broadcast (1650 kcs.) for MULBERRY messages. These periods will be at 0001, 0101, 0201, etc., every hour for fifteen minutes or until all traffic has been cleared.

3. HQ ships, Depot ships, Control ships, and Accommodation ships will conform to the general radio organization in so far as possible.

4. In the Assault Area, communication with NOIC MULBERRY "A" will normally be carried out through NOIC OMAHA.

5. Further details regarding communications with Mulberries are given in ONCO, Section XXIII.

6. Operation PLUTO is a British Operation. Details regarding communications for this operation are given in ONCO, Section XXIV.

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Communication Plan

LIAISON PARTIES

1. Liaison parties are assigned as follows:

- (a) Headquarters in United Kingdom - Small liaison staffs are provided at Portsmouth Combined Headquarters, Plymouth Combined Headquarters and Plymouth Area Combined Headquarters for ciphering and coding, so that all U.S. circuits are manned by U.S. ratings at both ends.
- (b) Flag and Headquarters Ships - Liaison personnel are supplied to Flag and Headquarters ships as follows:
- (1) Naval Commander Eastern Task Force
One Coding Officer (U.S.)
 - (2) Naval Commander Western Task Force
One Signal Officer (British)
One Cipher Officer (British)
One Chief P.O. Telegraphist (British)
Three Telegraphists (British)
One Leading Coder (British)
Three Coders (British)
 - (3) British Assault Force Commanders
One Coding Officer (U.S.)
 - (4) U.S. Assault Force Commanders
One Cipher Officer (British)
Three Coders (British)
- (c) Headquarters on Continent - Liaison personnel in headquarters on the Continent are to be provided from those in paragraph (b), as arranged by Task Force Commanders on the following scale:
- (1) Flag Officer British Assault Area
Three Coding-Officers (U.S.)
 - (2) Flag Officer West
Three Cipher Officers (British)
One Chief P.O. Telegraphist (British)
Three Telegraphists (British)
Six Coders (British)
- (d) Other Allied Ships - Liaison personnel are provided in other Allied ships according to the tasks to which these ships are allotted.

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ANNEX "L" TO OPERATION PLAN NO. 2-44 - Serial 00144
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Communication Plan (ONCOWEST)

MISCELLANEOUS ORDERS AND SPECIAL SIGNALS

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1. Warning and other Defense Signals.

- (a) The Combined book to be used for Alarm Signals is Mersigs, and where this is not applicable, Task Force Commanders are to use plain language unless a special signal has been pre-arranged. When groups from Mersigs are used by morse, the first group is always to be ASV.
- (b) Normal Alarm Signals peculiar to each Service are available for intra-working, and authorities requiring to receive reports from another sector must arrange that these are understood.

2. Certain corrections to BRITISH signal books for use in the defense of the assault area and captured ports are contained in Appendix 17.

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 (Eastern) Task Force Area
(West) (Western)
- COMPUNCHER - (East) Enemy destroyers operating within 15 miles of (Eastern) Task Force Area
(West) (Western)
- FIGLEAF - (East) Walter boats operating within 15 miles of (Eastern) Task Force Area
(West) (Western)
- ILLUMINATE Illuminate area indicated

(b) Air Raid Warnings.

- By day
- Preliminary Warning (Visual .. Yellow Flag
(Wireless .. YELLOW
 - Final Warning (Visual .. Red Flag
(Wireless .. RED
(Sound .. 4 series of 3 short blasts on siren.

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(Visual .. Haul down Red or Yellow Flag
All Clear (Wireless .. WHITE
(Sound .. A prolonged blast on the siren)

By night

Preliminary Warning Wireless .. YELLOW

Final Warning (Visual .. Flashing Red light
(Wireless .. RED
(Sound .. 4 series of 3 short blasts on the siren)

All Clear (Wireless .. WHITE
(Sound .. A prolonged blast on the siren)

(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 and Red lights
(Sound Succession of long blasts on siren
(Wireless Smoke (Figure)

Cease Smoke (Visual Flashing Green light
(Sound Succession of N's on the siren
(Wireless Stop Smoke

(d) Miscellaneous.

Underwater charges being blown Large Black Pendant.
Diving in Progress. Large Red Pendant.

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4. Special Distinguishing Signals.

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

- Merchant ships carrying ~~..~~ Flag A International priority cargo
- Hospital Carriers (LST) Flag M International
- Despatch Boats (Flag N International Red over White Light)

5. Tide and harbor traffic signals are shown in ON 19, Appendix II.

6. Special Fire Risk Signals

The following signals may be hoisted by ships on fire off the beaches to indicate to the fire-fighting organization 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 explosivesHN1 (International)

I am on fire and will burn with great violence on fire reaching explosives. Will not necessarily detonateHN2 (International)

I am on fire. Explosive 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 explosionHN4 (International)

I am on fire. No risk of mass explosion, but toxic effects likely to be serious on fire reaching explosives. . . .HN5 (International)

7. Special Signals for Minesweepers

The following signals are to be used between ships to be swept and their respective sweepers:-

(a) BRITISH

FI N Veer Sweep (length to be decided by sweepers) (Sweepers use Pendant 1 on completion).

PT 1 Am in position required. Shorten in sweeps (length to be decided by sweepers) and maneuver to seaward

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within easy signalling distance until required to sweep to a new position. (Sweepers use Pendant 1 on completion).

FI N TL ... TL ...

Veer sweeps and sweep on course indicated the number of miles indicated. Ship being swept will use Pendant 1 as above on reaching new position.

FY RU

Stream sweeps (sweepers use Pendant 1 on completion).

FY NO RU

Recover sweeps (sweepers use Pendant 1 on completion).

(b) U.S.

MTX

Veer sweep (length to be decided by sweepers) (Sweepers hoist Flag A superior to hoist on completion).

TSJ

Am in position required. Remain with the unit, and maneuver to seaward within easy signalling distance until required to sweep to a new position. Shorten in sweeps.

MTX Tack ... Tack ..

Veer sweeps and sweep on course indicated the number of miles indicated. Ship being swept will use TSJ as above on reaching new position.

MRX

Stream sweeps.

Negat MRX

Recover sweeps.

(c) COMBINED.

For Combined working U. S. Groups from the General Signal Book as above are used with the BUS Flag superior.

8. "Special Signals for Control of Radar Counter Measures.

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

(a) Control Signals.

<u>Signal</u>	<u>Signification</u>
1. CHAIN	Stop R.C.M. transmissions on.....
2. BANDSTAND	Commence R.C.M. transmissions, on.....

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- 3. SONG Search and transmit on frequencies of detected enemy transmissions on.....megacycles.
- 4. HAYSTACK Search and report unjammed enemy transmissions onmegacycles.
- 5. TRAMLINES You are off allotted frequency on.....

(b) Reporting Signals.

- 1. WHISTLE Unjammed transmission detected, frequency....., pulse repetition rate.....
- 2. DISCORD Am experiencing interference to type..... onmegacycles.
- 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. transmission on.....megacycles.

(c) Frequency Bands.

<u>Signal</u>	<u>Signification</u>
HOLLY	65 - 75 mc/s
BEECH	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

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9. The following is a recapitulation of codewords and their meanings which may appear in despatches or be used on voice circuits:

<u>Word</u>	<u>Meaning</u>
ABASTER	Code name for PLUTO depot at Tilbarry for rewinding CONUN DRUMS.
AIREDATE	Spotting Aircraft Wave 100.08 mc/s.
ALMOND	150 - 210 mc/s.
AMETELA	10" floating pipeline used in operation PLUTO.
ANDROCLES	Air protection allocated - C.O.B.I.
ANTELOPE	Return convoy Codeword (NCWTF or FOWEST).
APPLE	Type 91 (R.C.M.).
APPLE KING	Call Sign
ARCHWAY	Call Sign
ASHBURY	Return convoy codeword (NCWTF or FOWEST).
BACKBONE	Spotting Aircraft Wave 103.86 mc/s.
BACKLINE	Call Sign
BAMBI	Code name for home terminal of PLUTO pipelines in SANDOWN BAY, ISLE OF WIGHT.
BANANA	Type 653/2 (R.C.M.)
BAND	Division of enemy coast.
BAND ABLE	Band Area - sector ABLE.
BAND BAKER	Band Area - sector BAKER.
BAND CHARLIE	Band Area - sector CHARLIE.
BAND DOG	Band Area - sector DOG.
BAND STAND	Commence R.C.M. Transmissions on
BANKO	Suspicious addressee requests authentication.
BELCH	75 - 100 mc/s.
Badger	Isa R.C.M. Control Signal

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APPENDIX 16

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Communication Plan ANNEX "L"

RECEIVED
 COMMUNICATIONS
 SECTION
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Communication Plan (ONCOWEST)

BIGDRUM	OPERATION. (RCM) Diversion. (See ON 2)
BLACKBERRY	Type 657 (.R.C.M.)
BLOW LAMP	Call Sign
BLUE (Flag)	Make Smoke in accordance with Plan _____.
BLUESKY	Return groups (LCT and LCT(L)'s) (See ON 13-C)
BRIDLE	Return convoy codeword (NCWT or FOWEST)
BURSTER	Warships striking a moored mine. (See ON 6, Appendix IV)
CASSOCK	Spotting Aircraft Wave 105.66 mcs.
CAULIFLOWER	Return convoy codeword (NCWTF or FOWEST)
CEDAR	350 to 390 mcs.
CHAIN	Stop R.C.M. Transmissions on _____.
CHESTNUT	545 - 580 mcs.
CHERRY	Type 656(R.C.M.)
CLAIR QUIZ	Reports of mines and casualties due to mines. (See ON 6, Appendix IV).
C.O.B. I.	Blockship convoy for Gooseberries 3,4, & 5.
C.O.B. II.	Blockship convoy for 1. Gooseberries 1 & 2
C.O.B. III.	Blockship convoy for all Gooseberries.
CONCORD	Interference by Allied R.C.M. Reported on _____ mcs.
CONUN DRUMS	Code names for Drums I to VI, which are floating drums from which HANEL pipe reels off.
CORNCOBS	(60 to 70) old ships sunk for Gooseberries
CORRAN	A sweeper detonating a ground mine. (See ON 6, Appendix IV).
COWPUNCHER EAST/WEST	Enemy destroyers operating within 15 miles of East/West Task Force Area.

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CRACKER	Laying of mines dangerous to all surface craft, including Coastal Forces.
CROCUS	500 - 1000 Pulses per second.
DECEMBER	Return Convoy code word (NCWTF or FOWEST).
DERRICK	SPOTTING Aircraft Wave 106.20 mc/s.
DISCORD	Am experiencing interference to type _____ on _____ mc/s.
DOC BILAR	Call Sign
DUDD	Message with date-time group followed by DUDD has not been properly authenticated and is suspected of being bogus.
DUMBO	Code name for home terminal of the PLUTO cross-channel pipelines on the southeast face of DUNGNESS.
EARTH FLAX	Call Sign
ELATION	Call Sign
EMBODY	Air protection allocated C.O.B. II.
ENTHRONE	OPERATION
EYEBROW	Spotting Aircraft Wave 107.10 mc/s.
FEARFUL ONE	Call Sign.
FEARFUL TWO	Call Sign.
FELDSPAR	Return convoy codeword (NCWTF or FOWEST).
FIGLEAF EAST/WEST	Walter boats operating within 15 miles of East/West Task Force Area.
FLICKER ONE	Call Sign.
FLICKER TWO	Call Sign.
FOB	Bombardment Rep 1st H.Q. (U.S.A.)
FOOCHOW _____	SP _____ possibly compromised, employ alternate channel or use with caution.
FRANKLIN	Spotting Aircraft Wave 107.46 mc/s.
GAS	Gas.
GEE	Receiver outfit CH (Radio Navigation Aid).

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Communication Plan ANNEX "L"

-BIGOT-NEPTUNE

3 May, 1944

Communication Plan (ONCOWEST)

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GLIMMER OPERATION, Diversion (See ON 2),

GNATS Acoustic torpedoes.

GOLD Division of enemy coast.

GOLD HOW Gold Area - sector HOW.

GOLD ITEM Gold Area - sector ITEM.

GOLD JIG Gold Area - sector JIG.

GOLD KING Gold Area - sector KING.

GOOSEBERRY Craft shelter or small haven.

GRAPE FRUIT Type 658 (R.C.M.)

GRAVY Spotting Aircraft Wave 111.06 mc/s.

H.A.I.S. Flexible pipeline laid in operation PLUTO.

HAMBURGER _____ Shift to transmit and receive on circuit N_____, Transmitter on this frequency may be shut down to set up designated circuit. Maintain receiver watch this frequency.

HAMEL Steel pipe wound around 50' drum laid in operation PLUTO.

HARDING ONE Call Sign.

HARDING TWO Call Sign.

HAWKHEAD Call Sign.

HAYSTACK Search and report unjammed enemy transmissions on _____ mc/s.

HEADACHE Interception of enemy radio voice transmissions.

HEADLIGHT Call Sign.

HERBAL Call Sign.

HIPPO Spotting Aircraft Wave 112.32 mc/s.

HOLLY 65 - 75 mc/s.

HONGKONG _____ SP _____ compromised. Cease using.

HOT DOG Set up standby circuit N_____.

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ICE BLINK	Call Sign
ILLUMINATE	Illuminate area indicated,
INFLUENZA EAST/WEST	Enemy "E" boats operating within 15 miles of East/West Task Force Area,
INVOICE	Spotting Aircraft Wave 113.40 mc/s.
JACKRABBIT	Return convoy codeword (NCWTF Or FOWEST).
JUNO	Spotting Aircraft Wave 113.40 mc/s.
JUNO	Division of enemy coast.
JUNO LOVE	Juno Area - sector LOVE.
JUNO MIKE	Juno Area - sector MIKE.
JUNO NAN	Juno Area - sector NAN.
KETTLEDRUM	Request permission to recommence R.C.M. transmission on _____ mc/s.
KHAKI	Spotting Aircraft Wave 100.08 mc/s.
LEMON	Type 653/1 (R.C.M.)
LETTER BOX	Call Sign.
LILAC	100 - 150 mc/s.
LION	Return convoy codeword (NCWTF or FOWEST).
LOCKET	Spotting Aircraft Wave 101.52 mc/s.
LONGSTOP	Request permission to stop R.C.M. transmission on _____ mc/s.
LUCERO	Receiver employed with portable IFF transponder.
MACBETH	Return convoy codeword (NCWTF or FOWEST).
MAPLE	OPERATION. (Minelaying plan).
MARCUS	Air protection allocated C.O.B. III.
MARITIME	Return convoy codeword (NCWTF or FOWEST).
MAXWELL	Spotting Aircraft Wave 102.42 mc/s.
MB1, 2, 3, 4, etc.	(See "Serial MB1, 2, 3, 4, etc.")
MELON	Type 654 (R.C.M.)

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APPENDIX 16

ANNEX "L" TO OPERATION

PLAN NO. 2-44

Serial 00144

3 May 1944.

Communication Plan (ONCOWEST)

AMETHEOS

Code name for base for AMETHEA pipelines in EXMOUTH harbor.

MICKEY MOUSE

Diagrams showing convoy dispositions.

MONOPOLY

Return convoy codeword (NCWTF or FOWEST).

MULBERRY "A"

Artificial port under FOWEST.

MULBERRY "B"

Artificial port under F.O.B.A.A.

NANTUCKET

Return convoy codeword (NCWTF or FOWEST).

NØ or NAN ZERO

"HOLD FIRE". Ordered by senior officer by whistle, radio or visual. Unless "HOLD FIRE" period is extended it will automatically terminate in 3 minutes.

NORMAN

Spotting Aircraft Wave 103.32 mc/s.

OBSERVANT

OPERATION. Measures being taken on a ship torpedoed by day.

OBSTINATE

Call Sign.

OMAHA

Division of enemy coast.

OMAHA ABLE

Omaha Area - sector ABLE.

OMAHA BAKER

Omaha Area - sector BAKER.

OMAHA CHARLIE

Omaha Area - sector CHARLIE.

OMAHA DOG

Omaha Area - sector DOG.

OMAHA EASY

Omaha Area - sector EASY.

OMAHA FOX

Omaha Area - sector FOX.

OMINOUS ONE

Call Sign.

OMINOUS TWO

Call Sign.

ONCO

Operation NEPTUNE Communication Orders.

ONCO Time "H" minus
Lat _____ North,

Alteration for commencement RCM transmissions.

OPEN ON ONE

(See ON 1, Para 20)

ORANGE

Type TDY (R.C.M.)

OXTAIL

Spotting Aircraft Wave 103.68 mc/s.

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Communication Plan ANNEX "L"

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Communication Plan (ONCOWEST)

PARA	Warship observing dropping of parachute mines.
PARAMOUNT	Return convoy codeword (NCWTF or FOWEST).
PEACH	Type 659 (R.C.M.)
PECULIAR	Return convoy codeword (NCWTF or FOWEST).
PIGSKIN	Spotting Aircraft Wave 105.12 mc/s.
PING	Executive order for scramble (Scrambling device type 2C attached to radio-telephone).
PLATINUM	Return Convoy codeword (NCWTF or FOWEST).
PLUM	Type 662 (R.C.M.)
PLUTO	Code name covering the whole operation of laying pipelines across the channel. Force PLUTO refers to cable ships, tugs, etc..
POPCORN	CSP <u> </u> Compromised. Cease using.
POPLAR	470 - 490 mc/s.
POST BAG	Call Sign.
PORT MIKE ONE	Postponement - See Annex M to NCWTF OP 2-44.
PORT MIKE TWO	Postponement - See Annex M to NCWTF OP 2-44.
PRIMROSE	1000 - 3000 pulses per second.
PROCTOR	Call Sign.
QUICKSAND	Spotting Aircraft Wave 108.18 mc/s.
RADISH	Call Sign.
RASHMARK	Call Sign.
RED	Air raid imminent.
RHUMBA	Spotting Aircraft Wave 108.54 mc/s.
RODERICK	Return convoy codeword (NCWTF or FOWEST).



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Communication Plan (ONCOWEST)

RONDO Return convoy codeword (NCWTF or FOWEST).

SALAD OIL Call Sign.

SERIAL MB _____ COMPLETED Minesweeping (See ON6).

SHAN NOT Call Sign

SHANGHAI _____ Direct _____ to cease transmission on circuit N _____.

SHELDRAKE Artillery Rep. 1st H.Q. (U.S.A.)

SHIPMATE Call Sign.

SHIPSHAPE _____ My transmitter on circuit N _____ out of order, or being used on another circuit; transmit blind to me.

SINGAPORE _____ CSP _____ possibly compromised, if no alternate channel use with caution.

SITTER Warship actually mined by a ground mine.

SMOKE _____ Make Smoke in accordance with Plan _____.

SNOWDROP Above 3000 pulses per second.

SONG Search and transmit on frequencies of detected enemy transmissions on _____ mcs.

SPROCKETT Call Sign

SPUNYARN Second bombarding ship when single aircraft spots for two ships.

SQUIRE Return convoy codeword (NCWTF or FOWEST).

STARLIGHT Outboard bound groups (LCT and LCI(L)). (See ON 13-0).

STOP SMOKE Cease Smoke.

STORKY Spotting aircraft wave 111.60 mc/s.

SURGERY Call sign.

SUTCLIFFE Call sign.

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APPENDIX 16

Communication Plan ANNEX "L"

TOP SECRET

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Communication Plan (ONCOWEST)

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SWEEPER	Warship cutting a mine with sweep or paravane. (See ON 6, Appendix IV).
SWORD	Division of enemy coast.
SWORD OBOE	Sword Area - sector OBOE.
SWORD PETER	Sword Area - sector PETER.
SWORD QUEEN	Sword Area - sector QUEEN.
SWORD ROGER	Sword Area - sector ROGER.
TARBUCK	Call Sign.
TAVERN	Call Sign.
TAXABLE	Operation, Diversion (See ON 2).
TEAPOT	Spotting Aircraft wave 111.96 mcs.
TIPTREE	Am being attacked or attack is imminent, by glider bombs. (C.A.F.O. 546/44)
TOMBOLA	2 pipeline used in operation PLUTO.
TOOKEY	Call Sign.
TRAMLINES	You are off allotted frequency on _____.
TRAVEL _____	Codeword to promulgate a clear passage within the theatre of operations, followed by a series of positions indicating a centerline of the passage, (See ON 6, Appendix IV).
TRIPOVER	Laying of mines dangerous to all surface craft, including Coastal Forces.
TRUMPET	Request R.C.M. cover on _____ mcs.
TULIP	Below 500 pulses per second.
TURRETT	Call sign for bombarding ships. (Follows call sign of spotting aircraft).
ULSTER	Spotting Aircraft Wave 114.48 mcs.
UTAH	Division of enemy coast.
UTAH PETER	Utah Area - sector PETER.
UTAH QUEEN	Utah Area - sector QUEEN.
UTAH ROGER	Utah Area - sector ROGER.

Communication Plan (ONCOWEST)

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UTAH SUGAR	Utah Area - Sector SUGAR.
UTAH TARE	Utah Area - sector TARE.
UTAH UNCLE	Utah Area - sector UNCLE.
UTAH VICTOR	Utah Area - sector VICTOR.
UTAH WILLIAM	Utah Area - sector WILLIAM.
V	Distinguishing letter allocated ANCKF for use in general messages.
V-PEX	Spotting Aircraft Wave 116.28 mc/s.
WAGON	Spotting Aircraft Wave 116.46 mc/s.
WESTERN	Call Sign.
WHISTLE	Unjammed transmission detected, frequency _____ pulse repetition rate _____.
WHITE	Raiders passed.
WILDNESS	Call Sign.
WITTY	Call Sign.
WORSHIP	Return convoy codeword (NCWTF or FOWEST).
YELLOW	Preliminary warning air raid (Captured Port)
ZULU	Spotting Aircraft Wave 122.76 mc/s.

8. Radio Distinguishing Groups.

AV See SQUIRE	PX See PLATINUM
BT See ANTELOPE	QL See WORSHIP
CZ See RODERICK	RW See WELDSPAR
GS See CORINTHIAN	SQ See DECEMBER
HT See PECULLAR	UV See BRIDGE
IY See NANTUCKET	ZB See RONDO
KR See MACBETH	4A See ASHBURY
LD See JACKRABBIT	4H See CAULIFLOWER
MI See MONOPOLY	5G See P. RAMOUNT
MV See MARITIME	9D See LION



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ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan (ONCOWEST)

9. Self-Evident Positions.

Anvil Point	AVP	Nab Tower	NTR
Beachy Head	BYH	Nash Point	NAP
Berry Head	BHD	Needles Point	NSP
Bishop Rock	BPR	North Foreland	NFL
Boulogne	BGN	North Light, Lundy	NLY
Breaksea	BKC	Oxwich Head	OXH
Bull Point	BLP	Plateau des Roches Douvres	PRD
Eddystone Rock	EDR	Pointe de Barfleur	PDB
Edinburgh Light Vessel	ELV	Pointe de Ver	PDV
Fastenet Light Head	FLH	Pointe du Touquet	PDT
Flatholm	FHM	Porthcawl	PCI
Grande Lejon	GLJ	Portland Bill	PLB
Hartland Point	HDP	Rame Head	RWH
Helwick	HLK	Smalls	SML
Hook Point	HKP	St. Anne's Head	STA
Huntstone Point	HTP	St. Anthony Point	SAP
Ile de Bas	IDB	St. Catherines Point	SCP
Ile de Vierge	IDV	St. Govans Head	SGH
Iles de St. Marcouf	ISM	Scarweather	SRW
LaCorbriere	LCB	South Foreland	SFL
Land's End	LND	Start Point	STP
Le Havre	LHV	Strumble Head	STH
Les Hanois	LHN	St. Valery	STV
Les-Sept Isles	LSI	The Foreland	TFD
Lizard	LIZ	Tuskar Rock	TKR
Mumbles Head	MBH	Trevose Head	TVH
		Ushant	USH
		Walney Lighthouse	WYL
		Worms Head	WMH
		Wolf Rock	WRK

The above three-letter groups may be used to indicate positions in Self-evident reports. They have been extracted from Article 158 of the Auxiliary Vessel Signal Book, S.P. 02226(2), as certain Forces taking part in the operation do not hold this publication.

These signals are to be hoisted by ~~the~~ tankers to indicate the type of fuel oil on board

- 1Q - 73 Octane Gas
- 2Q - 80 Octane Gas
- 3Q - Diesel Oil
- 4Q - Water
- 5Q - 100 Octane Gas
- 6Q - Fuel Oil
- 7Q - Coal available

Sheet 16 of 16

APPENDIX 16

Communication Plan ANNEX "L"

DECLASSIFIED

Communication Plan

CORRECTIONS TO PUBLICATIONS

1. The following corrections are to be made to the publications indicated upon receipt of this appendix.

- (a) S.P. 02226 - Auxiliary Vessels Signal Book.
Section 10: Group TNR. INSERT signification:
Carry out operation Alert.

1. Carry out operation Alert Stage 1.
2. Carry out operation Alert Stage 2.
3. Carry out operation Alert Stage 3.

Group TRX. INSERT signification:
Cease dropping charges.

- (b) S.P. 2193/4 - Fleet Code and Decode.
INSERT following geographical significations against
spare groups 251-260, inclusive, in S.P. 2193(39)
and (40) and AMEND Decode accordingly:

- No. 251 - BARFLEUR.
- No. 252 - CAPE BARFLEUR.
- No. 253 - CAPE D'ANTIFER.
- No. 254 - CAPE DE LA HAGUE.
- No. 255 - CAPE LA HEVE.
- No. 256 - COURSEULLES.
- No. 257 - OUISTREHAM.
- No. 258 - PORT EN BESSIN.
- No. 259 - SEINE.

- (c) Br. 996 - Small Ships' Basic Code. Page 9 - Geographical Table-Home, Column 10, INSERT the following new groups:

- | | |
|------------------|---------------------|
| 1. No. 12A Buoy. | 13. O Buoy. |
| 2. No. 14A Buoy. | 14. Z Buoy. |
| 3. No. 34A Buoy. | 15. GOLD. |
| 4. No. 56A Buoy. | 16. JUNO. |
| 5. No. 58A Buoy. | 17. SWORD. |
| 6. No. 78A Buoy. | 18. OMAHA. |
| 7. A.1 Buoy. | 19. UTAH. |
| 8. A.3 Buoy. | 20. MULBERRY. |
| 9. E.3 Buoy. | 21. PORT EN BESSIN. |
| 10. F Buoy. | 22. COURSEULLES. |
| 11. N.1 Buoy. | 23. OUISTREHAM. |
| 12. N.3 Buoy. | |

- (d) C.C.B.P. 0130A(2) - Combined Assault Code.
Geographical corrections to this code will be
issued as an amendment to this Appendix in the
form of a "paste-in" sheet.

- (e) A.F.O. S.6/44 - Allocation of Shore Authority Numbers.
Sea-going Authority Numbers and List of Navy Numbers:

- (a) Shore Authority Numbers:

S.H.A. No. 227 - Flag Officer British Assault
Area (F.O.B.A.A.)

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S.H.A. No. 228 - Flag Officer (FOWEST).
S.H.A. No. 229 - N.O.I.C. GOLD.
S.H.A. No. 230 - N.O.I.C. JUNO.
S.H.A. No. 231 - N.O.I.C. SWORD.
S.H.A. No. 232 - N.O.I.C. MULBERRY "B".
S.H.A. No. 233 - N.O.I.C. PORT EN BESSIN.
S.H.A. No. 234 - N.O.I.C. UTAH.
S.H.A. No. 235 - N.O.I.C. OMAHA.
S.H.A. No. 236 - S.N.O. DUNGENESS.
S.H.A. No. 237 - S.N.O. SELSEY.

(b) Sea-going Authority Numbers:

S.G.A. No. 51 - Naval Commander Eastern Task Force (A).
S.G.A. No. 52 - Captain Patrols (Captain P).
S.G.A. No. 53 - Captain Northbound Sailings (Captain N.S.).
S.G.A. No. 54 - Captain Southbound Sailings (Captain S.S.).
S.G.A. No. 55 - Far Shore Shuttle Control.
S.G.A. No. 56 - Captain M/S East.
S.G.A. No. 57 - Commander M/S West.
S.G.A. No. 58 - S.N.O. CORNCOB.
S.G.A. No. 59 - S.N.O. PLUTO.

(f) B.R. 619 - Distinguishing Pendants and Signal Letters.
The following 3-letter international Callsigns are allocated to the signification indicated:
AMEND Part II Decode accordingly:

GXO . . . Flag Officer, British Assault Area (F.O.B.A.A.) W/T.
GBX . . . PORT EN BESSIN W/T.
GZM . . . LE HAVRE W/T.
MAC . . . GOLD W/T.
MAF . . . JUNO W/T.
MIU . . . MULBERRY "B" W/T.
MIX . . . SWORD W/T.

In addition the following 3-letter International Callsigns, which will not appear in B.R. 619 are allocated to U.S. Authorities:

NJI . . . Flag Officer West (F.O.West) W/T.
NJ11 . . . OMAHA W/T.
NJ12 . . . UTAH W/T.
NJ13 . . . MULBERRY "A" W/T.
NJS . . . CHERBOURG W/T.

(g) B.R. 637 - Merchant Ships' Signal Book, Volume I, Article 6, Collective Distinguishing Signals. INSERT following new significations:

Ships bound for or from GOLD 154 Pendants Answering Pendants

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Ships bound for or from JUNO 156 Pendants Answering Pendant.
Ships bound for or from SWORD.. .. 157 Pendants Answering Pendant.
Ships bound for or from OMAHA.. .. 158 Pendants Answering Pendant.
Ships bound for or from UTAH 159 Pendants Answering Pendant.
Ships bound for or from MULBERRY A 160 Pendants Answering Pendant.
Ships bound for or from MULBERRY B 161 Pendants Answering Pendant.

(h) A.F.O. S.5/44 - Address Indicating Groups:

No. of Group	Composition of Address Indicating Group or Collective Callsign	Short Title or Messages for which normally used
501	All Ships and Authorities concerned	Allied Naval Commander-in-Chief, Expeditionary Force General Message.
502	All Ships and Authorities taking part in Operation NEPTUNE. Repeated Admiralty From Allied Naval Commander-in-Chief, Expeditionary Force.	- - -
503	All Ships and Authorities taking part in Operation NEPTUNE. Repeated Allied Naval Commander-in-Chief, Expeditionary Force. From Admiralty.	- - -
504	All British Ships and Authorities taking part in Operation NEPTUNE. Repeated Admiralty. From Allied Naval Commander-in-Chief, Expeditionary Force.	- - -
505	All U.S. Ships and Authorities taking part in operation NEPTUNE. Repeated Admiralty. From Allied Naval Commander-in-Chief, Expeditionary Force.	- - -
506	Ships at sea in or proceeding into the NEPTUNE Area. From Allied Naval Commander-in-Chief, Expeditionary Force.	- - -
507	All Bombarding Ships taking part in Operation NEPTUNE.	- - -
508	Ships and Authorities in Area C. Repeated Admiralty. From C-in-C Portsmouth.	Eastern Night Channel Report.
509	Ships and Authorities in Area C. Repeated Admiralty. From C-in-C Portsmouth.	Western Night Channel Report.

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- 510 F.O.I.C. London
C-in-C Nore
C-in-C Portsmouth
F.O.I.C. Southampton
F.O.I.C. Portland
C-in-C Plymouth
F.O.I.C. Cardiff
F.O.I.C. Milford Haven
Repeated Admiralty.
From Allied Naval Commander-in-
Chief, Expeditionary Force.
- 511 C-in-C Portsmouth
C-in-C Nore
F.O.I.C. London
Repeated Admiralty.
From Allied Naval Commander-in-
Chief, Expeditionary Force.
- 512 C-in-C Portsmouth
F.O.I.C. Portland
C-in-C Plymouth
F.O.I.C. Cardiff
F.O.I.C. Milford Haven
Repeated Admiralty.
From Allied Naval Commander-in-
Chief, Expeditionary Force.
- 513 Admiralty
Allied Naval Commander-in-Chief,
Expeditionary Force
Naval Commander Eastern Task Force
Naval Commander Western Task Force
- 514 Admiralty
Allied Naval Commander-in-Chief,
Expeditionary Force
C-in-C Portsmouth
C-in-C Plymouth
C-in-C Nore
V.A. Dover
- 515 Naval Commander Eastern Task Force
Naval Commander Western Task Force
Flag Officer, Force "S"
Flag Officer, Force "O"
Flag Officer, Force "U"
Commodore, Force "J"
Commodore, Force "G"
Repeated Admiralty.
From Allied Naval Commander-in-
Chief, Expeditionary Force
- 516 Naval Commander Eastern Task Force
Naval Commander Western Task Force
Flag Officer, Force "S"
Flag Officer, Force "O"

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- Flag Officer, Force "U"
Flag Officer, Force "L"
Commodore, Force "J"
Commodore, Force "G"
Commodore, Force "B"
Repeated Admiralty.
From Allied Naval Commander-in-Chief, Expeditionary Force.
- 517 Flag Officer, British Assault Area (F.O.B.A.A.) - - -
F.O. West
N.O.I.C. GOLD
N.O.I.C. JUNO
N.O.I.C. SWORD
N.O.I.C. OMAHA
N.O.I.C. UTAH
Repeated Admiralty.
From Allied Naval Commander-in-Chief, Expeditionary Force.
- 518 Flag Officer, British Assault Area - - -
F.O. West
N.O.I.C. GOLD
N.O.I.C. JUNO
N.O.I.C. SWORD
N.O.I.C. OMAHA
N.O.I.C. UTAH
N.O.I.C. MULBERRY "A"
N.O.I.C. MULBERRY "B"
N.O.I.C. PORT EN BESSIN
Repeated Admiralty.
From Allied Naval Commander-in-Chief, Expeditionary Force.
- 519 Naval Commander Eastern Task Force Special Minesweeping
Naval Commander Western Task Force Intelligence
Senior Officers, all Minesweeping
Flotillas in NEPTUNE area
Captain M/S East
Commander M/S West
From Allied Naval Commander-in-Chief, Expeditionary Force.
- 520 Naval Commander Eastern Task Force General Minesweeping
Naval Commander Western Task Force Intelligence
All Minesweepers in NEPTUNE Area
Captain, M/S East
Commander, M/S West
From Allied Naval Commander-in-Chief, Expeditionary Force.
- 521 Naval Commander Eastern Task Force Special Intelligence,
Naval Commander Western Task Force Moored Mines
Senior Officers, all Minesweeping
Flotillas in NEPTUNE Area

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-
- 522 Captain, M/S East
 Commander, M/S West
 From Allied Naval Commander-in-
 Chief, Expeditionary Force.
- 522 Naval Commander Eastern Task Force Ground Mines Intell-
 Naval Commander Western Task Force igence
 Senior Officers, all Minesweeping
 Flotillas in NEPTUNE Area
 Captain, M/S East
 Commander, M/S West
 From Allied Naval Commander-in-
 Chief, Expeditionary Force.
- 523 Senior Officers, Fleet Minesweeping General Orders
 Flotillas in Eastern Task Force Area
 Allied Naval Commander-in-Chief, Ex-
 peditionary Force
 Naval Commander Eastern Task Force
 Naval Commander Western Task Force
 Captain, M/S East
 Commander, M/S West
- 524 Senior Officers, Minesweepers in General Orders
 Western Task Force Area
 Naval Commander Eastern Task Force
 Naval Commander Western Task Force
 Allied Naval Commander-in-Chief, Ex-
 peditionary Force
 Captain, M/S East
 Commander, M/S West
- 525 C-in-C Portsmouth Mulberry Movements
 C-in-C Nore on the English
 V.A. Dover Coast
 F.O.I.C. Portland
 S.N.O. Dungeness
 S.N.O. Selsey
 Repeated Admiralty.
 Allied Naval Commander-in-Chief,
 Expeditionary Force.
 C.T.F. 127
 C.T.G. 127.1
- 526 C-in-C Portsmouth Mulberry Movements
 C-in-C Nore across English
 V.A. Dover Channel and on the
 F.O.I.C. Portland French Coast
 S.N.O. Dungeness
 S.N.O. Selsey
 N.O.I.C. Mulberry "A"
 C.T.G. 127.1
 C.T.G. 127.3
 N.O.I.C. Mulberry "B"
 Naval Commander Eastern Task Force
 Naval Commander Western Task Force

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Flag Officer, Force "U"
Flag Officer, Force "O"
Commodore, Force "G"
Repeated Admiralty
Allied Naval Commander-in-Chief,
Expeditionary Force
CTF 127.

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21 April 1944

ANNEX "M" TO OPERATION PLAN NO. 2-44 - Serial 00144

Postponement Plan

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POSTPONEMENT PLAN MIKE ONE (24 hours).

1. Postponement of D-day may be from day to day, up to two days in each suitable tidal and lunar period.
2. Arrangements as follows will be made for ships which have not yet sailed.

(a) For day to day postponement the troops will remain embarked on LSI, APA and LST. Troops in LCI and LCT still secured alongside may be disembarked and distributed into adjacent accommodations. Troops in LCI not secured alongside may also be disembarked if conditions permit. Those in certain LCT not alongside will not be disembarked.

3. For forces already at sea the following arrangements will be made.

(a) For day to day postponement ships which have sailed within the previous seven hours will return to their staging points. Ships which have been underway more than seven hours and which by returning would not gain any rest period will (a) back-track a sufficient distance to absorb the twenty-four hour period or (b) if shelter and anchorages are available enroute, plans will be made for these ships to rest in them.

POSTPONEMENT PLAN MIKE TWO (To next lunar period)

1. For the longer postponement i.e. to the next suitable tidal and lunar period, troops embarked on ships which have not sailed will be disembarked and returned to Marshalling Areas. Vehicles, however will remain embarked.
2. For the longer type postponement, i.e., to the next suitable tidal and lunar period ships which have sailed will return to their staging and loading points and their troops will be disembarked and return to Marshalling Areas. Vehicles will remain embarked.

GENERAL

1. Assault Force commanders will implement detailed plans within the frame work of the above instructions.
2. The signal of execution of postponement is as follows:
 - (a) POST MIKE ONE 24 hours.
 - (b) POST MIKE TWO longer period
(about 14 days)

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21 April 1944.

ANNEX "M" TO OPERATION PLAN NO. 2-44

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~~DECLASSIFIED~~ Postponement Plan

ADDITIONAL DISTRIBUTION OF THIS ANNEX:

CinC Portsmouth (2)
CinC Plymouth (2)
TURCO (2)
NOIC Poole (2)
FOIC Portland (2)
RNO Teignmouth (2)
RNO Brixham (2)
NOIC Dartmouth (2)
RNO Salcombe (2)
RNO Fowey (2)
FOIC Falmouth (2)
Spares for Force "O" (40)
Spares for Force "U" (40)
Spares for Force "B" (20)

A. G. KIRK,
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

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Postponement Plan ANNEX "M"

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The Western Naval Task Force will supply medical service for all its component parts. This consists of medical service to all attached and embarked forces between the ports of embarkation and the high water-mark on the far-shore landing beaches. Included is: (a) Joint Medical Service by Army and Navy to all personnel in the Beach Area and (b) seaward evacuation and medical service afloat from the far-shore landing beaches to the near-shore ports and/or bases.

2. Responsibilitiesa. Near-shore(1) NAVY

- (a) The delivery of casualties to designated near-shore ports or hards at which special holding units will be provided by the Army. In the event that urgent necessity requires the landing of casualties at other than designated ports or hards, the Navy will be responsible for timely warning to the Army in order that casualties may be received and property exchanged without delay.
- (b) Providing the Army with information of existing Naval medical installations, in appropriate areas, that may be utilized in connection with casualty evacuation.

(2) ARMY

- (a) The establishment and maintenance of such holding medical units in the immediate vicinity of ports and hards to which converted casualty-bearing LSTs and other casualty carrying ships have been designated to return, as may be required for the reception of casualties evacuated by ship.
- (b) For unloading all ships and craft at specified docks and hards.
- (c) The provision of such additional medical supplies and equipment in the immediate vicinity of designated near-shore ports and hards as may be necessary to effect prompt property exchange with returning LSTs and to meet emergency requirements arising in connection with shore to shore evacuation.
- (d) The provision of small emergency medical units at all hards used by returning U.S. craft to meet the needs of the few casualties who are evacuated by other than ships, or to other than designated hards.

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Medical Plan**DECLASSIFIED**

The necessary liaison with the Navy required for the reception of casualties without delay on the near-shore.

b. Far-shore(1) NAVY

- (a) The prompt exchange of medical property at the far-shore, in order not to deplete far-shore stock of medical equipment and supplies. This will be effected in accordance with the agreement of the U.S. Navy, First U.S. Army and SOS.
- (b) The far-shore to ship evacuation of casualties in cases where DUKWs cannot be used for that purpose.
- (c) Medical service to personnel of the Ferry Service, Mulberry organizations, Advanced Bases, Coasters, etc., will be NORMAL except where special provisions are required.

(2) ARMY

- (a) Medical service to all personnel landward of the high-water mark on landing beaches.
- (b) The necessary liaison with the Navy Medical section of Shore Party required for the evacuation of casualties from the beach.
- (c) The provision of sufficient DUKWs (especially allocated to the medical department when the military situation permits), for evacuation of casualties from the beaches to the ships.
- (d) The loading of DUKWs, craft and boats, used to transport casualties from shore to ship; and the loading of motor vehicles when motor transport is used to deliver casualties to beached craft.
- (e) The transportation by DUKWs of casualties from shore to ship, and the transportation by the most suitable motor vehicles available in cases where motor transport may be used to deliver casualties to beached craft.
- (f) The provision of sufficient motor transportation facilities for necessary lateral movement of casualties in the vicinity of beaches.

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Medical Plan**DECLASSIFIED**c. Afloat.
(1) Transports.APs, APAs will provide:

- (a) Medical service to their own and embarked personnel.
- (b) Casualty evacuation facilities to the limits of their capacities.

(2) Landing ships and craft will provide:

- (a) Medical service to their own and embarked personnel.
- (b) LSTs will provide the major casualty lift from the far to near shore.

(3) Combat ships, Auxilliary ships and craft will provide:

- (a) Medical service to their own personnel. If overtaxed, they will evacuate to LSTs.

(4) Hospital ships or carriers and Ambulance ships (if and when available) will be used in accordance with evacuation plan.

3. Evacuation

a. The principal task of the Medical Services of the Western Naval Task Force in Operation OVERLORD is that of shore-to-shore evacuation.

b. Medical Services of the Western Naval Task Force in Operation OVERLORD is that of a middle link in the chain of evacuation. The Assault Force constitutes the far-shore link; ETOUSA plus COMNAVJEU, the near-shore link.

c. Casualty estimates and available lift is used as a basis of planning.

d. Evacuation policy

- (1) Far-shore: Initially - total evacuation of ineffectives except non-transportables.
Later - a 7, 15, 30 day and longer policy, as directed by the Army.

(2) Afloat.

See paragraph 2c above.

DECLASSIFIED

Medical Plan**DECLASSIFIED**e. Ship phase.

Any boat used in amphibious operations, including DUKWS, may be utilized for evacuating casualties from the beach.

Specially designed ambulance boats, or boats converted for exclusive use as ambulance boats will not be available except those from ambulance ships.

All landing boats will carry sufficient first-aid material to effect emergency first-aid.

Ineffectives resulting from casualties occurring in the boats during any phase will be retained in the boats for seaward evacuation when practicable.

Boat crews of landing boats will be responsible for casualty handling and emergency first-aid in their boats.

f. Ship phase.

LSTs will provide the estimated required casualty lift. All LSTs of the Western Naval Task Force will be utilized for shore to shore casualty evacuation.

The average casualty lift per LST per trip is 150. Under exceptional circumstances, this may be exceeded. Medical materiel for casualties will be provided each LST initially and maintained through a system of resupply at near-shore hards.

APAs will provide casualty lift as the military situation permits.

LCI(L)s will carry ambulatory cases.

Hospital Carriers will be available after D plus 1.

Hospital Ships will be used for evacuation from major ports to the United States.

g. Casualty estimates.

Allow for casualty estimates until normal land warfare develops:

Sick and non-battle casualties - .17 of 1%.

Battle casualties:

Army - 5 - 8%
Navy - 4 - 8%

If chemical agents are used, a high percentage of casualties may be expected from this cause.

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Medical Plan

h. General Information.

- (a) This plan is designed to coordinate seaward evacuation and to provide maximum available pertinent casualty information to those concerned. It is set up conforming with Force Organization and will utilize facilities already provided.
- (b) Paragraph 3 of ANNEX "M" (Medical Plan) lists the broad principles of seaward casualty evacuation.
- (c) No reports of casualties will be forwarded to the Navy Department by units of this command. From the reports submitted to him, ComNavPu will prepare and forward all reports required by the Navy Department.
- (d) Special medical department representatives will be on duty at the 5 main near-shore casualty evacuation ports for the purpose of receiving casualty evacuation reports from ships. These reports will be forwarded as directed later in this ANNEX.
- (e) Medical Annexes of Task Forces under the Western Naval Task Force will include such additional detailed information as may be required to accomplish the plan.

i. Casualty and Personnel Reports and Records.

- (1) Reports will be submitted in accordance with following tables.

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Medical Plan

REPORT	FROM	TO	TRANSMITTED		INFORMATION REQUIRED AND PURPOSE
			METHOD	WHEN	
NUMERICAL REPORT BY CASUALTY EVACUATION SHIPS (Secret)	1-LSTs 2-LCI(L)s 3-Hospital Carriers 4-APAs 5-Other ships under Shuttle Control.	Shuttle Control	By signal or voice	prior to departure from far shore	a-Total wounded on board. b-Number of stretcher cases. c-Other evacuees, non-casualty* Purpose: To assist in prompt handling of casualties at the debarkation ports.
	Shuttle Control reports by individual ships for entire convoy.	Appropriate Commander in Chief, Home Command, (TURCO)	By despatch.	Upon departure from far shore.	
RUNNING RECORD OF BATTLE CASUALTIES (Confidential)	1-LSTs 2-LCI(L)s 3-Hospital Carriers 4-APAs 5-AKAs	1-Original: Local Navy representative at debarkation point for transmission to ComNavEu. 2-Duplicate: Local Navy representative at debarkation point for transmission to ComSerFor 122. (Ships record) 3-Triplicate: Local Army representative at debarkation point.	by hand.	Upon return to near-shore with evacuated casualties.	Instruction on form. NOTE: ORIGINAL TO COMNAVEU. Purpose: To provide a record containing pertinent information for reports, statistics and casualty handling.

(*Reports indicated by asterisks are personnel reports. Their compilation is not a medical department responsibility but are included in this Annex for the convenience of commanding officers.)

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 REPRODUCED
 Medical Plan Annex "N"

Medical Plan

REPORT FROM	TO	TRANSMITTED		INFORMATION REQUIRED AND PURPOSE
		METHOD	WHEN	
EMERGENCY PERSONNEL CASUALTY REPORT (Secret)	NCWTF - info Assault Force and intervening commanders.	By Signal or despatch	When ship efficiency is reduced.	By number: a-Ship's complement - dead. b-Ship's complement - wounded. *c-Ship's complement - missing. Purpose: Personnel situation of ship when fighting effectiveness is materially reduced by casualties.
ADMINISTRATIVE BATTLE CASUALTY REPORT (Secret)	All ships returning to near-shore.	By hand	Upon arrival at near-shore.	By name and service number: a-Ship's complement - casualties: 1-dead; 2-wounded; *3-missing. *b-Ship's complement - non-casualties transferred ashore for other reasons; indicate: 1-near-shore) Where directed 2-far-shore) to report. c-Not complement: by name, service number and unit, if known: 1-dead; 2-wounded; *3-missing after receipt; *4-other evacuees sent ashore. Purpose: To provide information for administration, reporting and replacement.
ADMINISTRATIVE BATTLE CASUALTY REPORT (Secret)	Far-shore Navy Units	1-ComNavEu. 2-ComSerFor 122 3-NOIC	Via chain of command to NOIC for transmission to: 1-ComNavEu. 2-ComSerFor-122	Daily By name and service number: a-Complement - casualties: Same as a, above. *b-Complement - non-casualties: Same as b, above. *c-Acquisitions, with or without orders: indicate unit to which attached, if known. Purpose: To provide information for administration, reporting and replacement.

(*Reports indicated by asterisks are personnel reports. Their compilation is not a medical department responsibility but are included in this Annex for the convenience of commanding officers.)

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Medical Plan

REPORT	FROM	TO	TRANSMISSION		INFORMATION REQUIRED AND PURPOSE
			METHOD	WHEN	
i. REPORT of CASUALTIES	All ships and craft	ComNavEu Info Com- SerFor 122	Despatch or Mailgram	Earliest practicable time.	For USN ship's complement: Date. Full name (surname first). Rank or rate and service number. Type of casualty - using following nomenclature: "Killed in action" "Died of wounds" "Injuries received in action" "Missing in action" <u>Purpose:</u> Comply with A1Navs 13 and 162 of 1942.
ii. REPORT of CASUALTIES	All ships and craft	ComNavEu info Com- SerFor 122	Letter	Earliest practicable time.	For USN ship's complement: Date. Place. Full name (surname first). Rank or Rating and service number. Diagnosis. "Result of enemy action" or "Not result of enemy action" as applicable. Prognosis (fatal, probably fatal, serious, favorable). Disposition (died, retained on board, transferred). <u>Purpose:</u> Comply with par. 3518, Manual of the Medical Department.

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 Medical Plan ANNEX "N"

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21 April 1944

ANNEX "N" TO OPERATION PLAN NO. 2-44

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DECLASSIFIED Medical Plan

- (2) Ships and stations shall number these reports consecutively by classes of reports.
- (3) Commander, Service Force 122 will furnish summarized reports when directed showing total U.S. Navy dead, wounded and missing.
- (4) The Commanding officers of individual ships are responsible that these reports, including both medical and non-medical personnel accounting are transmitted at the required times.

4. Geneva Conference.

- a. This Force will comply with such articles of the Geneva Conference as are applicable to the operation.
- b. All medical personnel, male and female, both officer and enlisted including medical, dental, hospital and nurse corps will carry an appropriately marked identification card (N Nav 546) on their person at all times.
- c. Medical personnel will NOT carry firearms.
- d. Medical personnel shall not be assigned any military duties other than those pertaining to the Medical Department.
- e. All medical personnel in combat areas will wear the Geneva Red Cross arm brassard.
- f. No unit, other than a medical unit, will display the Geneva Red Cross or any symbol representing or resembling it.

5. Burials.

- a. The remains of dead occurring afloat, between near and far shores, will be retained on board for burial ashore. Burials at sea will be held to the extreme minimum and will be done only when it is impracticable to retain on board for delivery ashore.
- b. Remains of dead occurring in landing craft enroute between ship and beach will be taken ashore for burial and not returned to ships.
- c. Remains of dead ashore (far-shore) will be placed in custody of U.S. Army Graves Registration Service or Shore Party Commander for burial.

21 April 1944

ANNEX "N" TO OPERATION PLAN NO. 2-44

DECLASSIFIED

Medical Plan

- d. Remains of dead (near-shore) will be placed in custody of U.S. Army Graves Registration Service on the near-shore.
- e. The same procedure in handling remains will apply to all personnel, i.e., by U.S. Army Graves Registration Service.
- f. In burials at sea, all practical means will be taken to identify the dead. These include the use of:

Recognition by friends, descriptive sheet in health record, taking of finger prints, metal identification tags, dental abstracts, marks in clothing, personal effects. The unidentified dead will, if possible, have prints made of all ten fingers. These prints will be forwarded with records of dead. Included on record of prints will be approximate height, weight, color of hair, marks and scars and other identifying features.

- g. Personal effects (and records of dead buried at sea) of all dead in ships will be inventoried, placed in the custody of, and receipted for by the Army Officer at Port of Debarkation receiving wounded.
- h. Disposition of metal identification tags.

(1) Where burial is at sea:

One (1) tag with remains, the other tag with records.

(2) Where remains are taken ashore for burial:

Both tags accompany remains.

A. G. KIRK
Rear Admiral, U.S. Navy,
Naval Commander Western Task Force.

RT Cragg
R. T. CRAGG,
Flag Secretary.

Page 10 of 10 (Ch. No. 2)

DECLASSIFIED Medical Plan ANNEX "N"

A4-3
Serial: 00079

ALLIED EXPEDITIONARY FORCE
WESTERN NAVAL TASK FORCE

BIGOT

22 May 1944

DECLASSIFIED

From: Naval Commander, Western Task Force.
To: Distribution List, Naval Commander, Western Task Force Operation Plan 2-44.

Subject: CHANGE NUMBER THREE to Naval Commander, Western Task Force Operation Plan 2-44.

Enclosure: (A) CHANGE NUMBER THREE (new pages)

Task Organization:

Page IX
Annex A: ✓
Pages 2, 3 and 3a
Annex B:
Pages 3-5, and 8
Annex D, Appendix 1:
Page 1
Annex D, Appendix 2:
Pages 1-7
Annex D, Appendix 3:
Pages 1-4
Annex D, Appendix 4:
Pages 1-3
Annex E, Appendix 2:
Page 1
Annex F, Appendix 2:
Pages 1-2
Annex I:
Pages 3 and 4
Annex K, Appendix 3:
Pages 1-2
Annex L:
Pages 4 and 4a
Annex L, Appendix 2:
Pages 1 and 1a
Pages 8 to 12
Annex L, Appendix 3:
Pages 8-11, and 13-15
Annex L, Appendix 7:
Pages 2 and 2a
Table I
Annex L, Appendix 8:
Pages 2-7
Annex L, Appendix 9:
Pages 1-5
Annex L, Appendix 16:
Pages 1-16
Annex L, Appendix 17:
Pages 1-7

RECEIVED
1st ARMY AGO 25 MAY 1944

(B) List of Effective Pages dated 22 May 1944.

(C) Receipt Form in duplicate.

1. Enclosures (A) and (B) are forwarded herewith for insertion in Naval Commander, Western Task Force Operation Plan 2-44, serial 00144 of 21 April, 1944.

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Subject: CHANGE NUMBER THREE to Naval Commander, Western Task Force Operation Plan 2-44.

2. The following changes are to be made in Naval Commander, Western Task Force Operation Plan:

A. OPERATION PLAN - TASK ORGANIZATION

Page I -

(1) para (a), under Task Group 122.1, second line, delete "251" and "331" and substitute "231" and "304".

(2) para (a), under Task Group 122.2, change "FDT 217" to read "FDT 216".

(3) para (a), change Task Group 122.5 to read as follows:

"122.5. Reserve Fire Support Group
DesDiv 18, 19, 33 plus PLUNKETT,
DesDiv 119 17 DD
BELLONA 1 CL
AUGUSTA (also TFF)"

(4) para (a), under Task Group 122.7, third line, delete "6 SC" on right side of page.

Page II -

(1) under TransDiv ONE, second line, insert "(Standby Air Control)" after APA 45.

(2) change ICT Flot. 12 to read as follows:

"ICT Flot. 12	24 LCT(6)
616, 703, 704, 705, 775, 776	} Group 34
617, 618, 619, 706, 707, 708	
586, 587, 588, 589, 590, 591	} Group 35
535, 536, 612, 613, 614, 615	

Page III -

(1) under ICT Flot. 26, add to Group 36 the following:

"598, 599, 600, 601, 602, 603"; and to

Group 77 the following:

"657, 658, 659".

(2) opposite ICT Flot. 26 change "25" to "31" before LCT "6".

(3) second line of bombarding ships, after MORTCALM insert "(F)".

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Subject: CHANGE NUMBER THREE to Naval Commander, Western
Task Force Operation Plan 2-44.

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Page IV -

- (1) third line, delete "DUFF, TORRINGTON",
fourth line, change "4 Frigates" to read
"2 Frigates".

Page V -

- (1) change LCT Flot. 17 to read as follows:

LCT <u>Flot. 17</u>	35 LCT(6)
580, 581, 583, 584, 585) Group 49
592, 593, 594, 595, 596, 597	
620, 621, 662, 763, 764, 765) Group 50
663, 766, 777, 809, 810, 811	
812, 851, 852, 853, 854, 855) Group 51
664, 709, 710, 778, 779, 780	

Page VI -

- (1) under LCT "G" Squadron, add to 44th Flot
"758"; delete "976" from 52nd Flot and
substitute "1050".
- (2) eighth line from bottom, delete "TYLER,
HOTHAM" and "2 Frigates".

Page VII -

- (1) first line, delete "590" and substitute "490".
- (2) 7th line, delete "Y" Flotilla and "11 YMS" and
substitute the following:

Y-1 <u>Flot.</u>	11 YMS
305, 356, 358, 375, 377, 378	
379, 380, 381, 382, 406(F)	
Y-2 <u>Flot.</u>	7 YMS
346, 347(F), 348, 349, 350, 351, 352	

- (3) under LST Flot 4 change "7 LST" to read "9 LST"
and change second line of Group 12 to read
"16, _____".
- (4) under LST Flot 11 change "42 LST" to read "43
LST" and insert "_____",
after 511(F), the second line in Group 31.

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Page VIII -

- (1) delete everything down to "VOLUNTEER, VIMY" (not inclusive) and substitute the following:

LCT "Q" Squadron (British)	48 LCT(4)
656, 689, 690, 692, 796, 832 921, 957, 998, 999, 1046, 1047	} 54th Flot.
515, 638, 757, 815, 838, 1000 1001, 1048, 1049, 1106, 1170, 1171	
*562, *628, 703, 713, 925, 927 1002, 1035, 1037, 1040, 1123, 1166	} 57th Flot.
573, 875, 904, 1043, 1081, 1085 1086, 1087, 1088, 1124, 1127, 1169	

(*Loaned to Assault Force "O" for Assault Lift)

- (2) under (e) 127, delete "ARIEL"; delete "1 AF".

Page IX -

- (1) remove old page and insert new page.

B. OPERATION PLAN - BODY

Page 4 -

- (1) para (a)(7), insert "Comply with instructions in ON 13" at end of paragraph.
- (2) para (b), 17th line, delete sentence starting "On arrival, etc".

Page 5 -

- (1) para (c), 20th line, delete sentence starting "On arrival, etc".

Page 6 -

- (1) para (d), 10th line, delete sentence starting "On arrival, etc".
- (2) para (e), 1st line, after "Service Force" insert "ONE TWO T.O".

Page 7 -

- (1) para (x)(3), insert "Comply with ON 6, paras 107-110" at end of paragraph.

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Page 8 -

- (1) sub-para (18), change to read,
"Hospital fitted LST fly international MIKE
and burn two vertical blue lights at night
when able to receive casualties."
- (2) sub-para (22), insert "See ON 6, Appendix 4"
at bottom of paragraph.

Page 9 -

- (1) Sub-para (33), insert "Merchant ships have been
ordered not to stream paravanes" at end of
paragraph.

C. INTELLIGENCE PLAN - ANNEX A.

- (1) Remove old pages 2 and 3 of 14, and insert new
pages 2, 3, and 3a of 14.

Page 4 -

- (1) delete all above Section J.

Page 6 -

- (1) para (g), delete entire para, and substitute the
following new para.
"(g) "Captured enemy equipment will be reported
as directed in E(2) above."
- (2) para (h), line 4, delete words "as an information
addressee" and substitute "and any units to whom
it would be of urgent interest as information
addressees."

Page 7 -

- (1) above SECURITY OF PERSONAL AND OFFICIAL DOCUMENTS
insert new sub-para as follows:
"(d) Intelligence of an urgent character will
be promulgated on the Joint Force Broad-
cast (3400 kcs)."

D. AIR PLAN - ANNEX B

- (1) insert new pages 3, 4, 5 and 8.

E. NAVAL GUNFIRE SUPPORT PLAN - ANNEX D.

Page 1 -

- (1) para (b), 5th line, insert "QUINCY" after
"TUSCALOOSA (F)", and change "2 CA" to
read "3 CA".

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Subject

CHANGE NUMBER THREE to Naval Commander, Western
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- (2) para (c) below "DesDivs 18, plus PIUNKETT"
insert "DesDivs 18, 19, 119" and change
"5 DD" to read "(17 DD)".

Appendix 1 - remove old Page 1 of 1 and insert new
page 1 of 1.

Appendix 2 - insert new Pages 1 to 7 of 7.

Appendix 3 - remove old Pages 1 to 4 of 4 and
insert new Pages 1 to 4 of 4.

Appendix 4 - insert new Pages 1 to 3 of 3.

F. ASSEMBLY AND STAGING PLAN - ANNEX E.

- (1) Add a fly-leaf to each of Appendices 1 and 3 to
Annex E with the following entered in red ink
thereon:

"These Appendices have served their purpose
and will not be amended further. Commander
Service Force ONE TWO TWO will exercise opera-
tional control of landing craft and escort groups
as necessary to accomplish loading and final
distribution as required by the Force Commanders.
Instructions are covered in CTF-127 Operation Plan
No. 1-44, Annexes "A", "B", "C", and "D". CTF-129
will turn operational control of destroyers over
to their Force Commanders at such time as they are
needed by the latter for escorting APA and LSI to
assembly ports. CTF-129 will effect the assembly
of ships which are to assemble in BELFAST.
Assembly of all other ships is the responsibility
of the Force Commander concerned."

type 2 red.

Check type

- (2) Insert new Appendix 2, "Barge, Rhino and Causeway
Tows".

G. CONVOY AND ESCORT PLAN - ANNEX F.

Page 2 -

- (1) para 8, first line at top of page, delete the
following "with the exception of the four frigates
with the battleships,".

Appendix 1 - page 2

- (1) under Composition, opposite Convoy U-4, delete
"14" and insert "8" before "Causeways", and
add "8 Blisters", and "1 Repair Barge".

Appendix 1 - page 3

- (1) under Composition, opposite Convoy B-3, delete
"42 Causeways" and insert:-
"20 Causeways, 8 Blisters,
12 Pontoon tugs, 10 Warping tugs,
1 Repair barge."

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Appendix 1 - page 6

- (1) under Composition, opposite U B.1, change to read "6 Stores Barges and 5 Tugs"; under Remarks, change to read "6 Barges to OMAHA" and "4 Barges to UTAH". Escort remark remains.
- (2) under Composition, opposite U B.2, change to read "6 Stores Barges and 3 Tugs"; under Remarks, change to read "4 Barges to OMAHA" and "2 Barges to UTAH". Escort remark remains.
- (3) under Composition opposite U B.3, change to read "6 Stores Barges and 3 Tugs"; under Remarks, change to read "4 Barges to OMAHA" and "2 Barges to UTAH". Escort remark remains.
- (4) Insert new Appendix 2.

H. APPROACH PLAN - ANNEX G.

Page 1 -

- (1) para A, 2nd sub-para, 4th line starting with "Type 78 beacons, etc." delete remainder of paragraph and substitute:

Type 1 regular

"Approaches will be marked as follows:

Force	Craft	Marking Channel	Position	Characteristics of Beacons		Type 78T Letter
				Tone	Period	
U	A	1	50°05'N, 0°54'20" W	High	$\frac{1}{4}$ sec	A
U	B	2	50°05'N, 0°51'30" W	High	$\frac{1}{2}$ sec	B
O	A	3	50°05'N, 0°48'48" W	High	1 sec	C
O	B	4	50°05'N, 0°46'44" W	High	2 sec	D

I. BUILD-UP PLAN - ANNEX I

Page 1 -

- (1) para 5, 5th line, delete "NCWTF" and substitute "Assault Force Commanders"; and add at end of paragraph "Keep CTF-127 informed of return sailings of U.S. naval vessels and craft."

Page 2 -

- (1) para 8(a)(1) after "in FCM convoys:-" change "5" to "6".

Insert new pages 3 and 4.

Page 6 -

- (1) para 15, 1st line, change "8 $\frac{1}{2}$ " to read "9"; 8th line, change "4" to read "4 $\frac{1}{2}$ ".

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J. LOGISTICS PLAN - ANNEX J.

Page 7 -

- (1) 1st line, delete "British repair ship" and substitute "U.S. Accommodation Ship in the British Sector".

K. AIR DEFENSE PLAN - ANNEX K

Appendix 2 - insert Page 1.

Appendix 3 - insert Pages 1-2.

L. COMMUNICATIONS PLAN - ANNEX L.

- (1) add "ONNEST" after title "Communication Plan" - where appearing. X
- (2) para 11(c)(2), add new sentence:
"Assault Force Commanders may break radio silence after H minus 120 for communication in connection with launching of DD tanks."
- (3) substitute pages 4 and 4a for present page 4.
- (4) para 28(d), delete last sentence beginning, "The call sign or delivery group etc.," and substitute the following "The date-time group in the heading will be followed by an appropriate suffix as follows:".

Appendix 1 -

- (1) para 5 add: "(g) Portland."

(2) Table I

(a) Opposite SP 02193/4, in effective date column insert under 1 JUN "39", under 1 JUL "41".

(b) Opposite SP 2490, in effective date column change to read, under 1 JUN "7", 1 JUL "8", 1 AUG "5".

(c) Add "SP 02403(FF)", long title "British Flag Officers Special" and add "X" in column I.

(d) CSP 1511/12 in effective date column under 1 JUN insert "DO".

(e) CSP 1625 in effective date column under 1 JUN insert "L".

Tables I and II - add legend: "W - further distribution as directed by N.C.W.T.F.".

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Appendix 2

Change page numbering to read, "Page ___ of 12", instead of "Page ___ of 7".

- (1) substitute new pages "1 of 7 (Ch.No. 3)" and "1a of 7 (Ch.No. 3)" for present page "1 of 7".
- (2) page 2 delete all above "Table I".
- (3) page 3 in "Shore Stations on the Continent" add: "F.O.B.A.A." call sign "LONGNILE". Amend decode accordingly. Add "NOIC UTAH" call sign "APPLE-EGG".
- (4) page 3 under "Shore Stations on the Continent" add footnote: "Figure Suffixes for Senior Officers (to be used as suffixes to station call signs above):"

Type 1 Regular

Admiral	ONE
Chief of Staff	TWO
Captain	THREE
Staff Officer (ops)	FOUR
Signal Officer	FIVE

- (5) Table II. Against call sign "4B5" add: "ANCON". Add: "ANCON.....4B5" to alphabetical list of ships.
- (6) insert "Table III, Signal Letters of Smoke-Making Trawlers and Mulberry tugs" and "Table IV, Special call signs for use by force Headquarters Ships on extra assault force waves."
- (7) insert "Table V, designation of call signs to be used on various circuits."

Appendix 3 -

- (1) substitute following pages:

Page 8 (Ch.No.3) for present page 8
 Page 9 (Ch.No.3) for present page 9
 Page 10 (Ch.No.3) for present page 10
 Page 11 (Ch.No.3) for present page 11
 Page 13 (Ch.No.3) for present page 13
 Page 14 (Ch.No.3) for present page 14
 Page 15 (Ch.No.3) for present page 15

- (2) page 4, Circuit (N17) add new sentence: "It will be controlled by the Naval Commander Eastern Task Force."

Appendix 4

- (1) para 3 add the following sentence: "On boat control circuits and ship-shore administrative circuits, the method of authentications will be prescribed by Assault Force Commanders."

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Appendix 5 -

(1) add subparagraph 1(e)

"(e) The Naval Commander Western Task Force will be radio guard for FOWEST until such time as FOWEST is established either afloat in the Assault Area or ashore."

Appendix 7 -

- (1) para 3b, change "TURRET TWO" to "SPUNYARN".
- (2) substitute page 2 (Ch.No.3) and 2a (Ch.No.3) for present page 2.
- (3) Insert Table I.

Appendix 8 -

(1) page 1 - at bottom of page change to read "Page 1 to 8"
page 3 of 3 (Table I) change page number to read "Page 8 of 8" X

(2) Insert new pages 2, 3, 4, 5, 6, and 7.

(3) At bottom of Table I add:

"NELSON	BP
"QUINCY	BQ" X

(4) Insert new Appendix 9 (5 pages)

Appendix 16 -

(1) Insert Appendix 16 (16 pages).

(2) Add: "These signals are to be hoisted by tankers to indicate the type of fuel oil on board:

1Q	-	73 Octane Gas
2Q	-	80 Octane Gas
3Q	-	Diesel Oil
4Q	-	Water
5Q	-	100 Octane Gas
6Q	-	Fuel Oil
7Q	-	Coal Available"

(3) on page 6 of 16 add:

"BADGER The following is a R.C.M. control signal."

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~~SECRET~~ BIGOT

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Subject: CHANGE NUMBER THREE to Naval Commander, Western
Task Force Operation Plan No. 2-44.

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Appendix 17 -

(1) Insert Appendix 17 (7 pages).

(2) Attention is invited to corrections to publications contained in Amendment No. 1 to ONCO, Appendix IV.

ANNEX E, Appendix 2, Page 1 (Ch.No.3) -

(1) under Convoy, line 14, change "B-3" to read "U-4".
under 4th column, line 14, change "HELDFORD" to read "SALCOMBE".

3. Make the following additional changes to Naval Commander Western Task Force Operation Plan No. 2-44:

OPERATION PLAN - TASK ORGANIZATION

Page I -

under Task Group 122.7 at bottom of paragraph, insert "1 Div Sea Rescue Craft"

Page IV -

under Far Shore Service Group OMAHA, 8th line, change "26 LBO" to read "20 LBO".

Page VII -

under Far Shore Service Group UTAH, 8th line, change "14 LBO" to read "20 LBO".

CONVOY AND ESCORT PLAN - ANNEX F

Appendix 1 - Page 5

under Composition, opposite O-4, change "6 Fueling Trawlers" to read "9 Fueling Trawlers"; opposite U-5, change "4 Fueling Trawlers" to read "5 Fueling Trawlers" and change "10 LBO" to read "20 LBO"; opposite O-5, delete "3 Fueling Trawlers" and "6 LBO"; opposite U-6, delete "1 Fueling Trawler" and "4 LBO".

4. Page 11 of 12 - Line 28, after TUSCALOOSA add C.O., USS QUINCY. Line 39 add - DesRon 60, DesRon 10, DesDiv 119, DesDiv 19. Line 40, change "22" DDs to read "34" DDs.

5. Please sign and return the receipt form, Enclosure (C).

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

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MEMORANDUM TO CHANGE #3 ONWEST 2.

1. Under Annex "D", Appendix 3, Page 1 of Change #3 will be issued prior to 26 May.
2. Annex "L", Appendix 7 - Table 1, listed as un-numbered, is included in Sheet 2(a) of 2.

3 May 1944

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Communication Plan

RADIO AND RADAR COUNTER MEASURES1. General.

Equipment has been installed in certain vessels and craft, the object of which is to render the enemy radars ineffective. This will accomplish the following:

- (a) Prevent the enemy tracking the movements of the assault forces and conceal as long as possible their strength and composition.
- (b) Attract the enemy's attention to areas outside the assault area.
- (c) Prevent the use of radar for the control of coastal batteries.

2. Control of RCM.

Control over RCM equipment in naval vessels to prevent unforeseen interference with communications will be exercised as follows:

- (a) By Task Force and Assault Force Commanders while forces are at sea, before "H" hour.
- (b) By the Air Officer Commanding the Allied Tactical Air Force or his representative, after "H" hour.

3. RCM silence will be maintained until the leading mine-sweepers are detected, or until "H" minus 7 when equipments will be turned on by units which are south of latitude 50 deg. 10 min. North. Other units will turn on their equipments when they cross this latitude. The time and limiting latitude at which RCM transmissions are to commence may be changed because of propagation conditions. Any such change will be promulgated by the Allied Naval Commander in Chief on "D" minus 1 day. Commanding Officers of ships equipped with RCM will ensure that transmissions will commence in accordance with such altered instructions. Any change will be transmitted in this form: ONCO 15. Time "H" minus _____. Latitude _____ North.

- 4. (a) The types 658, 659 and 662 RCM transmitters will be turned off when restrictions on the use of air search radars are removed after surprise is lost.
- (b) The type 91 equipment will be used only within frequency bands 330 - 400 mcs., 455 - 495 mcs., and 530 - 590 mcs.
- (c) The type TDY equipment will transmit only within the frequency bands 350 - 400 mcs., 460 - 490 mcs., and 535 - 585 mcs.

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Sheet #1 of 2.

APPENDIX 9

Communication Plan ANNEX "L"

3 May 1944

APPENDIX 9

ANNEX "L" TO OPERATION PLAN NO. 2-44

Serial 00144

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Communication Plan

5. Operation of RCM after the Assault.

When there is reason to believe that the enemy is no longer using radar control of shore batteries, RCM transmissions may be stopped by order of the Naval Commander Western Task Force. Transmissions may be recommenced by order of the Naval Commander Western Task Force or by the Commanding Officer of Fire Support Ships.

6. Counter Guided Missile Jammers.

Certain ships are equipped with transmitters designed to jam the radio control of glider bombs. This equipment may be used as necessary, bearing in mind that while in operation this equipment will probably completely blanket all communication channels. Operators of this equipment should be supplied with a list of frequencies above 20 mcs. being used by our own forces as an aid in identifying intercepted signals. Jamming should not be applied to individual signals for periods exceeding 60 seconds, without monitoring to verify that the signal being jammed is in fact an enemy signal.

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Sheet #2 of 2.

APPENDIX 9

Communication Plan ANNEX "L"

3 May 1944

APPENDIX 8
ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

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TABLE I

RAID LETTERS AND SPECIAL CALL SIGNS

<u>Ship</u>	<u>Raid Letter</u>
RODNEY	W
RAMILLIES	M
WARSPITE	N
EREBUS	P
ROBERTS	O
SCYLLA	D
MAURITIUS	AB
AJAX	Q
ORION	AD
BELLONA	R
ARGONAUT	G
SIRIUS	AC
ARETHUSA	F
BLACK PRINCE	B
ROYALIST	C
SHEFFIELD	AL
FROBISHER	AH
BELFAST	S
HAWKINS	AF
EMERALD	J
ENTERPRISE	K
DIADEM	AJ
DANAE	AK
HILARY	AM
BULOLO	AN
LARGS	AO
FDT 13	T
FDT 216	U
FDT 217	V
ARKANSAS	AP
AUGUSTA	X
ANCON	Y
AINE ARUNDEL	AQ
BARNETT	AR
BAYFIELD	Z
SAMUEL CHASE	AT
CHARLES CARROLL	BC
DOROTHEA L. DIX	BD
JOSEPH T. DICKMAN	BE
HENRICO	BF
MELVILLE	BG
THURSTON	BH
NEVADA	BJ
TEXAS	BK
TUSCALOOSA	BL
BORUM	BM
MALLOY	BN
	BO

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APPENDIX 8

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

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(b) After the loss of surprise there will be no restriction on the use of fire control radar.

4. Operation of Surface Warning Radars.

After the loss of surprise, there will be no restriction on the use of surface warning radars. Contacts of enemy surface craft by surface radar should be handled as ordinary enemy contact reports. Low flying aircraft detected by this type of radar should be reported over the radar reporting wave.

5. Operation of Air Warning Radar.

(a) In the Western Assault Area the operation of air warning radar will be coordinated by Commander Force "O" who will assign the radar guard ships, keep the air plots required, and control the air warning broadcast to the Western Task Force. Commander Force "U" and the Commanding Officer, USS HENRICO, are the first and second reliefs respectively for this duty and, if necessary, will take over the operation of air warning radar in the order named.

(b) Radar guardships will report unidentified aircraft over the naval radar reporting wave using the procedure prescribed in the Combined Air Warning Code (CCBP 10).

(c) Raid letters assigned certain vessels to be used for reporting in accordance with the above instructions are given in Table I.

6. Operation of I.F.F. Equipment.

The use of IFF equipment and interrogators will be restricted to prevent saturation of the system. Aircraft will show IFF only when operating singly near ships, or in distress. Ship-borne interrogation will be used only for the minimum periods necessary to identify and only when identification is essential.

7. Operation of Naval Shore Radar.

Mobile radar equipment will be landed and operated on the flanks of the beach-head to provide warning of surface and low flying airplanes. Operation of these equipments will be coordinated with radar stations operated by the Army and Air Force. Reports from this station will be passed to surface plots in ships over the shore radar reporting wave.

8. Interference.

Enemy RCM equipment is known to be located in the vicinity of the assault area. Radar operators should be instructed in the appearance of such interference on radar screens and in the methods to be employed in minimizing it.

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APPENDIX 8

Communication Plan ANNEX "L"

3 May 1944

APPENDIX 7

ANNEX "L" TO OPERATION PLAN NO. 2-44

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DECLASSIFIED Communication Plan

(c) Bombarding ships will carry a complete set of crystals for all 24 frequencies in order to shift as necessary.

(d) In addition to the spotting frequency each spotting aircraft will be equipped to operate on the following:

(1) Spotting aircraft guard.

(2) Distress.

Assault force flagships will maintain a watch on the spotting aircraft guard frequency.

(e) Requests for spotting aircraft will be signalled to the Allied Naval Commander in Chief and the Naval Commander Western Task Force through normal channels, indicating:

(1) The identity of the firing ship.

(2) The aircraft call signs and frequency proposed.

4. Communication with Support Craft.

Communication with support craft will be as directed by Assault Force Commanders.

5. Cryptographic Aids.

(a) The AEF Assault Signal Book is the normal system to be used for bombardment communication.

(b) In addition, shore fire control parties will carry SLIDEX for more secure communication.

6. Grids.

(a) The following grids may be used for indicating targets which are not specially designated in advance.

(1) Local military grid (Always to be used with spotting aircraft).

(2) Gridded oblique photographs.

NOTE: THE HOME FIGHTER GRID IS NOT IN ANY CIRCUMSTANCES TO BE USED FOR INDICATING TARGETS OR POSITIONS ON THE GROUND.

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Sheet #2 of 2.

APPENDIX 7

Communication Plan ANNEX "L"

3 May 1944

APPENDIX 2

ANNEX "L" TO OPERATION PLAN NO. 2-44

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Communication Plan

DELIVERY GROUPS AND CALL SIGNS

1. Delivery Groups.

- (a) The current British system of delivery groups (SP 2489 and 2490 series) will 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 the SP 2489 series.
- (b) If it is desired to send a codress message to an authority not in this book the call sign from SP 2573 is to be used as a delivery group.
- (c) At a later stage in the operation the normal combined book will be used. (SP 02378 or SP 2535 and 2536)

2. Call Signs.

- (a) Two call sign books will be used:
 - (1) The current British book (SP 2489 and 2490) as described in paragraph 1(a) above. This system will be used on all circuits except intra-assault circuits.
 - (2) The European Theatre Call Sign Book (SP 2573). This system is to be used on all intra-assault circuits in accordance with the instructions laid down in the book.
- (b) Any station not allocated a major war vessel call sign will use the call sign allocated in SP 2573 on any circuit.
- (c) The normal U.S. naval call signs, enciphered, may be used between U.S. ships and commands only. If used care must be exercised that addressees consist of U.S. organizations only.
- (d) The European Theatre Call Sign Book (SP 2573) will not be carried by LCI or LCT on their first trip. Force Commanders will arrange to provide the necessary extracts from this book for the first trip. For subsequent trips this publication will be obtained from the issuing office representatives in United Kingdom ports.
- (e) Voice Call Signs to be used by ships and shore stations on the VHF Simplex circuits are given in Table I.
- (f) Voice Call Signs for use on voice circuits within the Western Task Force are given in Table II.
- (g) On other voice circuits, the W/T call signs will be used.

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APPENDIX 2
Communication Plan ANNEX "L"

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21 April 1944.

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ANNEX "I" TO OPERATION PLAN NO. 2-44

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Build-up Plan - Cont'd

LCT(3) and (4)
(British manned)

9. (a) The following loading program for the U.S. sector is to be carried out by LCT on D/1 day. The forces which will provide the craft are shown in brackets.

<u>Port</u>	<u>A.M.</u>	<u>P.M.</u>
SOUTHAMPTON	40(G)	28(L)
STANSWOOD	12(G)	12(L)
POOLE	9(U)	-
PORTLAND	23(U)	24(B)
Total	84	64

(b) After discharging, LCT(3) and (4) are to be formed by Assault Force Commanders into groups which are to be sailed with the accompanying LCI(L) to the ports indicated below:

15 of Force "U" to POOLE, remainder of Force "U" plus all Force "B" to PORTLAND.

Delays in forming groups of LCT cannot be accepted and Assault Force Commanders are to sail LCT without necessarily waiting for the accompanying LCI(L).

(c) Upon returning from their second trip, all LCT(3) and (4) will be reorganized as follows:-

	<u>Collecting Position</u>
1 flotilla from "G" to "J"	CALSHOT
1 flotilla from "G" to "S"	FORT GILKICKER
5 flotillas from "L" to "J"	PORTLAND
3 flotillas from "U" to "B"	PORTLAND

This will make available LCT forces for the shuttle service as follows:

<u>B</u>	<u>G</u>	<u>J</u>	<u>S</u>	
9	9	15	12	Flotillas

LCT of Force "B" will work to and from PORTLAND.

LCT of Force "G" will work to and from PORTLAND.

LCT of Force "J" will work to and from STANSWOOD and GOSPORT (STOKES BAY).

LCT of Force "S" will work to and from STANSWOOD and GOSPORT (STOKES BAY).

Every 8 LCT will be accompanied by an LCI(L) to carry the surplus marching personnel of the vehicles embarked.

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ANNEX "I" TO OPERATION PLAN NO. 2-44

Serial 00144

Build-Up Plan - Cont'd

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LCI(L)

10. (a) LCI(L) will be required to sail in greater numbers on D/1 day because of the increased LCT sailings on that day. The following loading program is scheduled for D/1 day:-

<u>Port</u>	<u>A.M.</u>	<u>P.M.</u>	<u>Sector</u>
NEWHAVEN	1	1	BR.
PORTSMOUTH	14	10	BR.
SOUTHAMPTON	9	4	US
LYMINGTON	2	1	US
PORTLAND	6	3	US
Totals	32	19	

(b) LCI(L) are to return to the APA and LSI of their force as soon as possible after disembarking their troops to embark and land further troops. On completion of this duty, or before, if it is found that enough LCI(L) are available to clear APA and LSI, Assault Force Commanders are to sail the following LCI(L) to the ports indicated:

Force "U" - (14 to PORTSMOUTH (FT. GILKICKER)
(9 to CALSHOT
(6 to PORTLAND

Force "O" - 12 to PORTLAND

Assault Force Commanders are to retain the following LCI(L) and LCH for employment in the build-up: -

Force "O" - 4 LCH, 4 LCI(L)
Force "U" - 2 LCH, 2 LCI(L)

All the remaining U.S. LCI(L) are to be sailed to PORTLAND.

(c) Thereafter, LCI(L) are to return to the same collecting areas, except that LCI(L) which loaded at SOUTHAMPTON on D/1 day are to return to PORTLAND. The daily sailing will then be: -

	<u>A</u>	<u>B</u>	<u>Sector</u>
NEWHAVEN	-	13	BR
PORTSMOUTH	6	7	BR
LYMINGTON	3	-	US
PORTLAND	6	-	US

A - with LCT groups.

B - with LCI(L) groups.

Convoy and Escort Plan

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Allocation of Destroyers and Escorts

Force	Ships	Ultimate Disposition
Control	1 SC 3 YMS 1 PT	Will proceed with Task Force Flagship. Join AUGUSTA off Portland.
Force "O"	11 Destroyers (US)	Fire support ships. Two are in reserve from Control Force and join area screen.
	3 Hunts (Br)	Fire support ships. May be employed to escort returning convoys.
	2 Old Destroyers (Br)	VIDETTE to 140th E.G. MILFORDHAVEN VESPER to 142nd E.G., MILFORDHAVEN
	1 Destroyer Escort (US)	BORUM to area screen.
	4 Frigates (Br)	DUFF, TORRINGTON remain with BB. L'AVENTURE, L'ESCARAMOUCHE to 108th E.G., FALMOUTH
	9 PC (US)	After assault join area screen.
	6 SC (US)	Area screen and miscellaneous
	3 A/S trawlers (Br) (4)	Escort returning convoys
	12 M.L. (Br) (3)	To Naval dispatch boat service ISIE OF WIGHT area
	2 H.D.M.L. (Br)	To ISIE OF WIGHT area
	6 SGB (Br)	To Area Screen
	2 MTB (Br)	To Area screen
1 PT (US)	Flagship tender.	
15 CG Cutters (Rescue)	Return to POOLE with APA and ISI (Retain 5 in Assault Area until relieved)	

- NOTE: (1) Escorts will be assigned to assault and follow-up convoy groups by the Force Commanders.
 (2) Convoy B-3 will be escorted by 143rd E.G. plus 1 A/S trawler.
 (3) Escorts, including ML, which are to be returned to a specific port or area in U.K. will be sailed by 2300 on D day (See ON 9) except that ML which escort Convoy O-5 may be retained until escort completed.
 (4) See Appendix 1, page 6, for special requirement.

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Convoy and Escort Plan (Cont'd)

Allocation of Destroyers and Escorts

Force	Ships	Ultimate Disposition
Force "U"	11 Destroyers (US) 1 Gunboat (DU) 2 Frigates (BR) 2 Corvettes (BR) 7 PC (US) 7 SC (US) 3 A/S Trawlers (BR) (4) 7 M.L. (BR) (3) 3 H.D.M.L. (BR) 12 PT (US) 1 FT (US) 10 CG Cutters (Rescue)	Fire support ships. Three are in reserve from Control Force and join area screen. Fire support ship. TYLER and HOTHAM to remain with BB. C15 and C16 to 108th E.G. FALMOUTH. After assault join area screen. Area screen and miscellaneous. Escort returning convoys. To FALMOUTH. To ISLE OF WIGHT area. To area screen. Flagship tender. Return to POOL with APA and ISI.
Force "B"	2 Old Destroyers (BR) 2 Hunts (BR) 1 Destroyer Escort (US) 2 Corvettes 2 PC 2 SC 3 A/S Trawlers 5 CG Cutters (Rescue)	VOLUNTEER to 144th E.G. MILFORD HAVEN. TINY to 141st E.G. MILFORD HAVEN. Escort returning convoys. MALOY return Comdr. Force "E" to U.K. then join area screen. C13 to 142nd E.G. MILFORD HAVEN C19 to 141st E.G. MILFORD HAVEN After assault join area screen Area screen and miscellaneous. Escort returning convoys. Return to POOLE with IST and ICI(L).

- NOTE: (1) Escorts will be assigned to assault and follow-up convoy groups by the Force Commanders.
 (2) Convoy B-3 will be escorted by 143rd E.G. plus 1 A/S trawler.
 (3) Escorts, including ML, which are to be returned to a specific port or area in U.K. will be sailed by 2300 on D day (See ON 9) except that ML which escort convoy U-6 may be retained until escort completed.
 (4) See Appendix 1, page 6, for special requirement.

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Assembly & Staging Plan

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Barges Rhino and Causeway Tows

Tows	From	Arrive Far Shore	Towed By	Speed
(a) 10 Rhino	Portland	D 1st Tide	IST	6
(b) 10 Rhino	Portland	D 2nd Tide	IST	6
(c) 5 Rhino	Dartmouth	D 1st Tide	IST	6
(d) 5 Rhino	Dartmouth	D 2nd Tide	IST	6
(e) 1 Rhino	Salcombe	D 2nd Tide	IST	6
(f) 14 Causeways	Salcombe	D/1 1st Tide	IST	7
(g) 14 Causeways	Falmouth	D/1 1st Tide	IST	7
(h) 28 Causeways	Falmouth	D/1 1st Tide	IST	7
(i) 4 Large Barges	EXMOUTH	D/1	Tugs	-
(j) 4 Large Barges	EXMOUTH	D/2	Tugs	-
(k) 4 Large Barges	EXMOUTH	D/3	Tugs	-

Note: (1) The 14 Causeways from Plymouth to arrive D/1 day 1st Tide at UTAH will be towed by the 8 IST allocated to Airborne Supplies.

(2) The above phasing gives:-

10 Rhino arrive OMAHA	D-day	1st Tide
10 Rhino arrive OMAHA	D-day	2nd Tide
5 Rhino arrive UTAH	D-day	1st Tide
6 Rhino arrive UTAH	D-day	2nd Tide
28 Causeways arrive OMAHA	D/1 day	1st Tide
14 Causeways arrive UTAH	D/1 day	1st Tide
14 Causeways arrive UTAH	D/1 day	1st Tide
2 Large Barges arrive OMAHA	D/1 day	
3 Large Barges arrive OMAHA	D/2 day	
3 Large Barges arrive OMAHA	D/3 day	
2 Large Barges arrive UTAH	D/1 day	
1 Large Barge arrive UTAH	D/2 day	
1 Large Barge arrive UTAH	D/3 day	

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DECLASSIFIED PROVISIONS FOR AIR SPOTTING

(a) The following single-seater fighter aircraft are available for air spotting of naval gunfire for the Eastern and Western Task Forces:

- 16 Mustangs - No. 414 Squadron R.C.A.F.
- 16 Mustangs - No. 2 Squadron R.A.F.
- 16 Mustangs - No. 26 Squadron R.A.F.
- 16 Spitfires - No. 268 Squadron R.A.F.
- 40 Spitfires/Seafires - No. 3 Naval Fighter Wing F.A.A.
- 16 Spitfires - No. 63 Squadron R.A.F.

(b) The three Mustang Squadrons will be detached at 1200 on D-day when they will return to carry out their normal tactical reconnaissance duties. The remainder of the aircraft will be continuously available for air spotting.

2. (a) Spotting aircraft will not be assigned to individual fire support ships but will be pooled and will operate from Lee-on-Solent.

(b) Spotting aircraft will operate in pairs, one spotter and one escort, known as a weaver. Both aircraft will operate on the same VHF voice frequency.

(c) Initially the total number of available aircraft will be divided into groups, each group being on a different frequency and assigned to Assault Forces. Availability of aircraft limits the total number of groups assigned Western Task Force to ten from H-40 minutes until Sunrise plus 230 minutes. After Sunrise plus 230 minutes five groups of aircraft will be available to Western Task Force.

(d) Spotting aircraft will arrive over the assault area at Sunrise minus 40 minutes and will be relieved on station. Each aircraft will be capable of remaining on station for 45 minutes. The program of spotting aircraft sorties will be divided into 45 minutes periods; period 1 will commence at Sunrise minus 40 minutes.

(e) The following table indicates allocation of groups of aircraft to Assault Forces for the first twenty-four periods. Periods when no aircraft of a certain group are available are due to the requirement of a 90 minutes turn-around for those groups which do not contain sufficient aircraft to be relieved on station.

PERIOD	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
6	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
7	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
8	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
9	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
10	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
12	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
14	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
16	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
18	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
20	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U

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PROVISIONS FOR AIR SPOTTING

(f) Assault Force Commanders will submit to Allied Naval Commander-in-Chief Expeditionary Forces and Naval Commander Western Task Force the following information:

(1) Targets to be spotted during each period assigned and fire support ship assigned. Since it is considered that two targets may be spotted during a single spotting period, two targets should be assigned for each period. Prearranged targets may be assigned as long after H-hour as is considered practical, thereafter targets may be targets of opportunity.

3. (a) Sorties will be flown by Tactical Air Force who will in the event of casualties, adjust the number of aircraft per group so that the remaining numbers of sorties per group will be equal.

(b) Each spotting aircraft will be briefed by Tactical Air Force for two targets per sortie as designated by Assault Force Commanders. In absence of further instructions relief aircraft will be briefed to spot on the same target.

4. (a) Should Assault Force Commanders require succeeding sorties to be briefed on different targets, they are to signal Allied Naval Commander-in-Chief Expeditionary Force informing Tactical Air Force and Naval Commander Western Task Force the new target and the aircraft effected. Allied Naval Commander-in-Chief Expeditionary Force will then make the necessary arrangements with Tactical Air Force.

(b) If a reallocation of spotting aircraft between Task Forces is necessary, Allied Naval Commander-in-Chief Expeditionary Force will make the necessary arrangements with Tactical Air Force. Naval Commander Western Task Force will reallocate aircraft between Assault Forces "O" and "U" as may become necessary.

5. (a) Spotting procedure will be in accordance with Allied Expeditionary Force Assault Signal Book. Examples of spotting procedure are given in Allied Naval Assault Gunnery Instructions.

(b) British air spotters will normally use the clock code method of observation. The first ranging salvo will be a 400 yard down ladder.

(c) Before opening fire ships are to check with spotting aircraft the grid coordinates of the target.

(d) Spotting aircraft may discover targets of opportunity and request fire on them. In this case the ship is responsible for insuring that own troops are not endangered by the fire.

(e) Fire support ships must inform spotting aircraft of the approach of enemy aircraft.

(f) All grid coordinates passed to spotting aircraft will be given in the British Military Grid System (Lambert and Nord de Courc grid).

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PROVISIONS FOR AIR SPOTTING

6. On D-day and after Assault Force Commanders are to signal to Allied Naval Commander-in-Chief Expeditionary Force a forecast of their requirements for spotting aircraft for the following day as early as practicable on the previous evening informing Naval Commander Western Task Force. Allied Naval Commander-in-Chief Expeditionary Force will inform Assault Force Commanders to what extent the requirements can be met.

7. (a) Call signs and frequencies of spotting aircraft groups:

<u>Group</u>	<u>Frequency</u>	<u>Call Sign</u>
1	100.26(5570x18 kcs)	AIRDALE
2	103.86(5770x18 kcs)	BACKBONE
3	105.66(5870x18 kcs)	CASSOCK
4	106.2 (5900x18 kcs)	DERRICK
5	107.1 (5950x18 kcs)	EYEBROW
6	107.46(5970x18 kcs)	FRANKLIN
7	111.06(6170x18 kcs)	GRAVY
8	112.32(6240x18 kcs)	HIPPO
9	113.4 (6300x18 kcs)	INVOICE
10	113.94(6330x18 kcs)	JUNO
11	100.08(5560x18 kcs)	KHAKI
12	101.52(5640x18 kcs)	LOCKET
13	102.42(5690x18 kcs)	MAXWELL
14	103.32(5740x18 kcs)	NORMAN
15	103.68(5760x18 kcs)	OXTAIL
16	105.12(5840x18 kcs)	PIGSKIN
17	108.18(6010x18 kcs)	QUICKSAND
18	108.54(6030x18 kcs)	RHUMBA
19	111.6 (6200x18 kcs)	STORKY
20	111.96(6220x18 kcs)	TEAPOT

(b) The call sign of the firing ship will be TURRET. If one aircraft is spotting for two ships the call sign of the second firing ship will be SPUNYARN.

R.T. Cragg
R.T. CRAGG
Flag Secretary

A. G. KIRK
Rear Admiral, U.S. Navy
Naval Commander Western Task Force

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AIR PLAN**DECLASSIFIED**

I RECONNAISSANCE MISSIONS

(a) Tactical Air Forces will be responsible for meeting the tactical reconnaissance required by their associated armies and naval forces (and later army groups). They will call upon Headquarters Allied Expeditionary Air Force for any assistance required with strategical reconnaissance.

(b) Reconnaissance missions will be flown on D-day and subsequently on request. It will not be possible to make plans to ship drops of reconnaissance photographs.

11. SMOKE LAYING AIRCRAFT

Two squadrons of Boston (A.20) aircraft will be available to screen the flanks of the assault area with smoke should this prove necessary. (See appendix 3 of Annex C).

12. ANTI-SUBMARINE PATROLS (COASTAL AIR OPERATIONS)

The Commander-in-Chief, Home Commands will continue to be responsible for the co-ordination of coastal air operations. They will arrange these operations with associated air formations to give early warning of, and protection from, enemy surface forces, U-boat and midget U-boat attack.

13. AIRBORNE OPERATIONS

(a) One airborne division under command of First U.S. Army will land in the area behind the MADELEINE beaches (425005 to 455960) prior to H-hour on D-day with the main object of assisting the seaborne landing. A second airborne division will land on D-1 just north of LA HAYE DU PUITIS in the CONTENTIN Peninsula. The troop carrier aircraft will be composed of C-47 type aircraft, gliders, and a few Albermarle aircraft.

(b) The track of the troop carrier aircraft will be a path ten miles wide extending from Bill of Portland to a marker boat bearing 203° true distance 47 miles from Bill of Portland; thence to a point on the CONTENTIN Peninsula bearing 121° true from the marker boat. The track over

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relayed by Assault Force and Task Force Flagships. Requests originating in the Assault Force and Task Force Flagships will be given to the Air Representative embarked and transmitted direct to Uxbridge; those originating in the Assault Force Flagships being monitored by the Task Force Flagship.

(b) Assault Force Flagships may indicate to Uxbridge approval or disapproval of requests originating with Combat Teams. Task Force Flagship may indicate approval or disapproval of requests originating both with Combat Teams and in Assault Force Flagships.

6. FIGHTER COVER

(a) Fighters will escort Fighter/Bomber, Bomber and Airborne forces and cover shipping during the hours of daylight. Fighter cover will also be provided over the assault area at an average strength of ten squadrons (i.e. five squadrons each both British and United States Beach areas), and approximately five squadrons over the convoys during the hours of daylight. This cover will be in three levels: Low, medium and high. Ordinarily low cover operates between the altitudes of 5000 and 8000 feet, medium cover between 15,000 and 20,000 feet, high cover between 25,000 and 32,000 feet. The strength of our fighter patrols operating over the beaches and shipping lanes will be varied by the Air Commander-in-Chief from time to time, dependent on the air situation. At least six squadrons of fighters will always be ready to meet emergencies.

(b) In addition to the day fighter cover, night fighters will be assigned for the beach and transport areas and convoy lanes. ~~GGI~~ ^{Night & Day} Fighters will overlap approximately 40 minutes at twilight. GGI equipment will be landed on D-day to direct night fighters. Night fighters will be directed by GCI equipment in Fighter Director Ships until such time as GCI equipment is set up and operative on the far shore.

7. DIRECT SUPPORT AIRCRAFT

(a) Most of the air support given will be by operations planned several hours in advance of performance. Task Force and Assault Force Flagships should request such support prior to 1800 on the day preceding the day support is required.

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(b) Aircraft on "ground alert" and, as available, aircraft on "air alert" will be held in readiness to furnish air support on short notice during the day. Missions performed by aircraft on "ground alert" can be delivered in a minimum time of two hours after being requested. Missions performed by aircraft on "air alert" can be delivered in a matter of a few minutes.

(e) Direct support missions will be performed by Fighter/Bombers and medium bombers. Fighter/Bombers are capable of carrying two 500 pound H.E. bombs, or smaller anti-personnel bombs to the weight of 1000 pounds. Medium bombers are capable of carrying a bomb load up to 4000 pounds i.e. two 2000 pound, four 1000 pound, eight 500 pound, fourteen 250 pound or thirty 100 pound bombs. Medium bombers and fighter bombers may be expected to attack semi-open and open installations, communication centers, headquarters, tank concentrations, enemy aircraft harassing our troops, concentrations of enemy troops, enemy reserves moving on highways or across fields, and other targets of opportunity.

8. TARGETS TO BE ENGAGED

(a) The over-riding commitment in the assault phase will be the gaining and maintaining of air superiority. Subject to this, the maximum possible effort will be made available during the period, night of D-1/D day and subsequently as necessary for the task of assisting the Navy to neutralize the coast defenses, help the land forces in their initial occupation of the bridge-head, and delay the arrival of the enemy's reserves and reinforcements. These roles will call for night and day bombing.

(b) Attacks on enemy reinforcements will be pre-arranged bombing of special key points. In addition a proportion of the bomber effort will be held in readiness to engage targets of opportunity.

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3. FIGHTER DIRECTOR OFFICERS - SHIPS

(a) Three Fighter Director Ships (converted LCTs) will be employed to control fighter cover during the assault phase. One will operate in the Western Assault Area, one in the Eastern Assault Area, and one in the Convoy Area. These ships will take position so as to best perform the functions of fighter direction, paying due regard to advice from the Naval Commander of the particular Area concerning positioning for safety and protection from mine fields, shipping, and enemy surface and air attack.

(b) Fighter Director Officers are responsible for the fighter cover provided over the area assigned, and may delegate control to other surface ships equipped for fighter direction.

4. AIR SUPPORT PARTIES

(a) NINTH Air Force will attach an Air Support Party to each Regimental Combat Team in its initial assault. These parties will remain with the RCT's until their parent divisions are established on the far shore. At that time each ASP will assume its normal function with respect to the Division (Corps) to which it will be attached. Parties landing with the assault teams will be equipped with vehicular mounted radio equipment capable of operating on both HF and VHF, and will provide the means for procuring direct air support. ASPs will not communicate with aircraft unless specifically authorized, or except in emergencies to warn aircraft attacking own troops or wrong target. No naval personnel are included in these parties.

5. OBTAINING AIR SUPPORT

(a) Requests for air support originating with Combat Teams on the far shore will be transmitted direct to Uxbridge by the Air Support Party attached. Such requests will be monitored and, if necessary,

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ANNEX "A" TO OPERATION PLAN NO. 2-44

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DECLASSIFIED
Intelligence Plan

H. CENSORSHIP:

(1) (a) Censorship will be in accordance with U. S. Navy Censorship Regulations of 12 October 1943, Commander U. S. Naval Forces, Europe order #49, Commander U. S. Naval Forces, Europe Bulletin "Censorship of Personal Mail and Cables" of 31 March 1941, Commander U. S. Naval Forces, Europe Bulletin of 20 April 1944 "Censorship of Personal Mail and Cables: Temporary Modification of Bulletin of 31 March 1944", and such orders as may be issued.

(b) During the briefing period and until the operation begins the sending of personal telegrams, cables, radiograms will not be permitted, nor will personal telephone calls be allowed.

I. ACCREDITED CIVILIAN WAR CORRESPONDENTS AND PHOTOGRAPHERS:

(1) Accredited civilian war correspondents and photographers will be accorded all practicable facilities for the accomplishment of their mission.

(2) Each correspondent or photographer embarked in this Command will bear a card of identification issued by a cognizant U.S., British, or Canadian service authority and countersigned by ANCXF and SHAEF, in addition to orders signed by the Press Liaison Officer (US), ANCXF, or his representative, assigning the correspondent to a specific unit.

(3) Accredited civilian war correspondents and photographers are subject to all Naval, Military and Air Force laws and regulations of the organization to which they are assigned, and any violations thereof will be reported to the Press Liaison Officer (US), ANCXF, as soon as practicable.

(4) Accredited civilian war correspondents and photographers while afloat are to be entitled to the usual privileges of an officer of the rank of Lieutenant (Navy), including messing at the usual rate.

(5) Correspondents and photographers will be sealed as soon as they have been briefed, and will continue in that status until the beginning of the operation. During this period they should be allowed wide latitude in getting acquainted with the vessel and personnel with which they will be associated during the operation. They should be given a broad outline of the plan of operation of the individual vessel relative to the whole, be shown maps, charts, models, etc. and in general be informed sufficiently to perform their mission intelligently and well.

(6) Every effort will be made to expedite the forwarding of press, radio and magazine copy, radio film recordings and photographic material. This material is authorized to be handled via official dispatch boats.

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DECLASSIFIED
Intelligence Plan ANNEX "A"

21 April 1944.

ANNEX "A" TO OPERATION PLAN NO. 2-44

Serial 00144

Intelligence Plan

DECLASSIFIED

(2) During operation OVERLORD, Naval Commander, Western Task Force is authorized by Commander U. S. Naval Forces, Europe to issue such directives in connection with these activities as conditions may require.

(3) Intelligence as mentioned in (1) above, includes: prisoners of war interrogation, captured document and equipment examination, combat intelligence, counter-intelligence, and port security.

D. PHOTOGRAPHIC INTELLIGENCE:

(1) Requests for air reconnaissance or photographic intelligence during the operation will be made through Naval Commander Western Task Force to the 1st U. S. Army for implementation by the appropriate Air Force Command.

E. CAPTURED DOCUMENTS AND EQUIPMENT:

(1) Captured enemy documents will be forwarded directly to Allied Naval Commander, Expeditionary Force, after any information of immediate importance has been extracted.

(2) Valuable and important captured enemy equipment will be reported to Naval Commander, Western Task Force. Instructions for its ultimate disposal will be issued by Allied Naval Commander, Expeditionary Force.

F. PRISONERS OF WAR:

(1) The handling and guarding of prisoners of war is primarily an Army function. Prisoners acquired by the Navy will be handed over to the Military authorities as soon as possible. In the case of prisoners picked up at sea, when the ship's movements do not permit their being turned over to the Army on the far shore, they will be given to the custody of the Military or to the civil police upon arrival in the United Kingdom.

(2) The treatment and handling of prisoners of war as covered by VCNO confidential letter serial 090913 of 19 December 1942 (Navy Dept. Bulletin of 1 Jan. 1943 and VCNO confidential serial 01227316 of 19 May 1942 (Navy Dept. Bulletin of 1 June 1942), will govern except that prisoners will be turned over to the military or civil police as directed in paragraph (1) above. All their belongings will be turned over with them.

(3) A report of prisoners captured at sea is to be made to the Assault Force Commander by signal with Naval Commander, Western Task Force as an information addressee.

G. PRISONER OF WAR INTERROGATION:

(1) Provision has been made by Commander U. S. Naval Forces Europe for the interrogation of prisoners on the far shore.

Page 2 of 14

Intelligence Plan ANNEX "A"

DECLASSIFIED

A4-3/(00144)
TOP-SECRET-NEPTUNE-BIGOT
OPERATION PLAN
CTF-122 No. 2-44

April 21, 1944

DECLASSIFIED

Administration and Despatch Group
Tugs as assigned

Mooring and Survey Group
2 Net Layers, 1 Boom Carrier,
6 BAR vessels, 3 Trawlers

Gooseberry Survey Group
(9 ICC)(from Assault Forces)

Drew THREE

Mulberry A.A. Defense
8 Eagle boats (D + 1 day)

(g)

FOUR

Screening and Minesweeping Vessels as assigned.

Tar Shore Shuttle Control, Captain Kline, USNR,
when directed.

Service Groups WEST, Captain Percifield, USN,
when directed.

Salvage and Firefighting Group, when directed.

DECLASSIFIED

NAVAL COMMANDER WESTERN TASK FORCE

10 May 1944.

DECLASSIFIED

List of Effective Pages to ONWEST - 2

List of effective pages	1 to 2	Ch. No. 2
Record of Changes sheet	3	Ch. No. 2
Operation Plan No. 2-44		
Task Organization	I to IX	Ch. No. 2
Body	1 to 2	Original
	3 to 6	Ch. No. 1
	7	Original
	8 to 10	Ch. No. 1
	11 to 12	Original
Annex "A" - Intelligence Plan	1 to 14	Original
Appendix 1 - Weather Information	1 to 4	Original
Chartlet - Forecast Areas	Misc 370	Original
Annex "B" - Air Plan	1 to 10	Original
Annex "C" - Area Screening Plan	1 to 3	Original
	4	Ch. No. 2
Appendix 1 - Overlay	1 to 2	Original
Appendix 2 - Screening Dispositions	1	Original
Appendix 3 - Smoke Plan	1 to 4	Original
Annex "D" - Naval Gunfire Support Plan	1 to 4	Original
Appendix 1 - Characteristics of F.S. Ships	1	Original
Appendix 2		
Appendix 3 - Ammunition Replenishment	1 to 4	Original
Appendix 4	1 to 3	Original
Annex "E" - Assembly and Staging Plan	1	Ch. No. 1
Appendix 1	1 to 19	Ch. No. 2
Appendix 2	1	Ch. No. 2
Appendix 3	1 to 10	Ch. No. 2
Annex "F" - Convoy and Escort Plan	1	Original
	2	Ch. No. 2
	3 to 5	Original
Appendix 1 - Convoys	1 to 6	Ch. No. 2
Appendix 2 - Allocation of Escorts	1 to 2	Ch. No. 2
Annex "G" - Approach Plan	1 to 2	Ch. No. 1
Appendix 1 - Timetable of Approach	1	Original
Appendix 2 - Timetable of Assault	1	Original
Appendix 3 - Assault Formation	1	Original
Appendix 4	1 to 3	Original
Appendix 4a - Overlay	Unnumbered	Original
Appendix 4b - Overlay	Unnumbered	Original
Annex "H" - Follow-up Plan	1	Ch. No. 1
Appendix 1 - Follow-up Timetable	1	Original
Annex "I" - Build-up Plan	1 to 4	Original
	5	Ch. No. 1
	6	Ch. No. 2
	7	Original
Appendix 1 - Initial Convoy Plan	1 to 3	Original
Appendix 2 - Return Sailings	1 to 2	Original
Appendix 3 - Schedule of Arrivals	1	Original
Appendix 4 - Ferry Service Allocation	1	Original
Annex "J" - Logistics Plan	1 to 2	Original
	3 to 4	Ch. No. 2
	5 to 7	Original
Annex "K" - Air Defense Plan	1	Ch. No. 1
	2 to 10	Original
Appendix 1 - Cryptographic Aids	1 to 4	Original
Tables - Reg. Pub. Allowance	I to II	Original

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NAVAL COMMANDER WESTERN TASK FORCE

List of Effective Pages to ONWEST - 2 (cont'd)

Annex "L" - Communications Plan	1 to 9	Original
Appendix 1 - Cryptographic Aids	1 to 4	Original
Tables - Reg. Pub. Allowance	I to II	Original
Appendix 2	1 to 7	Original
Appendix 3	1 to 17	Original
Appendix 4	1 to 2	Original
Appendix 5	1	Original
Appendix 6	1 to 2	Original
Appendix 7	1 to 2	Original
Appendix 8	1 to 3	Original
Appendix 9	1 to 2	Original
Appendix 10	1 to 2	Original
Appendix 11	1	Original
Appendix 12	1	Original
Appendix 13	1 to 3	Original
Appendix 14	1	Original
Appendix 15	1	Original
Appendix 16		
Appendix 17		
Annex "M" - Postponement Plan	1 to 2	Original
Annex "N" - Medical Plan	1 to 4	Original
	5 to 10	Ch. No. 2

R.T. Cragg
R. T. CRAGG
Flag Secretary

A. G. KIRK,
Rear Admiral, U. S. Navy
Naval Commander Western Task Force (NCWTF)
and CTF 122

no 2.

A4-3
Serial: 00028

ALLIED EXPEDITIONARY FORCE
WESTERN NAVAL TASK FORCE

~~SECRET~~ P-BIGOT

10 May 1944

DECLASSIFIED

From: Naval Commander, Western Task Force.
Distribution List, Naval Commander, Western
Task Force Operation Plan 2-44.

Subject: CHANGE NUMBER TWO to Naval Commander, Western
Task Force Operation Plan 2-44.

- Enclosure: (A) CHANGE NUMBER TWO (new pages)
- Operation Plan:
 - Pages I - IX
 - Annex C:
 - Page 4
 - Annex E, Appendix 1: ✓
 - Pages 1-19
 - Annex E, Appendix 2: ✓
 - Page 1
 - Annex E, Appendix 3: ✓
 - Pages 1-10
 - Annex F, Appendix 1: ✓
 - Pages 1-6
 - Annex F, Appendix 2: ✓
 - Pages 1-2
 - Annex I: ✓
 - Page 6
 - Annex J: ✓
 - Pages 3-4
 - Annex N: ✓
 - Pages 5-10
- Annex "D", Appendix 4, Pages 1-3.
- (B) Annex G,
 - Appendix 4, pages 1-3
 - Appendices 4a and 4b
- (C) Annex L:
 - Appendix 2, pages 1-7
 - Appendix 4, pages 1-2
 - Appendix 5, page 1
 - Appendix 6, pages 1-2
 - Appendix 7, pages 1-2
 - Appendix 8, pages 1-3
 - Appendix 9, pages 1-2
 - Appendix 10, pages 1-2
 - Appendix 11, page 1
 - Appendix 12, page 1
 - Appendix 13, pages 1-3
 - Appendix 14, page 1
 - Appendix 15, page 1
- (D) List of Effective Pages dated 10 May 1944.
- (E) Receipt Form in Duplicate.

1. Enclosures (A), (B), (C) and (D) are forwarded here-
with for insertion in Naval Commander, Western Task Force Operation
Plan 2-44, serial 00144 of 21 April, 1944.

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10 May 1944

Subject: CHANGE NUMBER TWO to Naval Commander, Western Task Force Operation Plan 2-44.

2. The following changes are to be made in Naval Commander, Western Task Force Operation Plan:

- A. INTELLIGENCE PLAN - Annex A**
- (1) Page 5, para K(1)(e), first line: change "1600" to "1200" and "2000" to "1800".
- (2) Page 6, para K(1): delete subparagraph (f).
- B. AIR PLAN - Annex B.**
- (1) Page 3, para 3(a): Change parenthetical expression to read "(converted IST)".
- (2) Page 4, para 6(b), second line: after convoy lanes insert "Night and day fighters will overlap approximately 40 minutes at twilight".
- C. AREA SCREENING PLAN - Annex C.**
- (1) Appendix 2, page 1: insert "Page 1 of 1" at bottom of page.
- D. APPROACH PLAN - Annex G.**
- (1) Appendix 2, page 1, heading of fourth column: insert "Departure" after "Leave Line of".
- E. BUILD-UP PLAN - Annex I.**
- (1) Page 1, para 4: change first sentence to read "The Assault Force Commanders, and later the Far Shore Shuttle Control under NCWTF, will be responsible for the turn-round of shipping off the U.S. beaches OMAHA and UTAH".
- (2) Appendix 2, page 1, serials 2, 4, and 7 under Escort column change to read: "As detailed by Assault Force Commanders".
- (3) Appendix 2, page 2: change Note (2) to read - "The decision as to whether to sail a convoy in two or more parts rests with the sailing authority, Assault Force Commanders and later the Far Shore Shuttle Control under NCWTF, and FOWEST when directed."
- F. LOGISTICS PLAN - Annex J.**
- (1) Page 5: Delete sentence under "Ammunition Supply" and substitute the following "The supply of reserve ammunition is covered by Appendix 3 of Annex D".
- G. AIR DEFENSE PLAN - Annex K.**
- (1) Appendix 1: insert at bottom of page "Page 1 of 1" and over Air Defense Plan, ANNEX K "Appendix 1 to".

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~~TOP SECRET~~ -BIGOT

10 May 1944

DECLASSIFIED
Subject: CHANGE NUMBER TWO to Naval Commander, Western
Task Force Operation Plan 2-44.

H. MEDICAL PLAN - Annex N.

(1) Change page numbering as follows: ✓

Page 1: Page 1 of 10

Page 2: Page 2 of 10

Page 3: Page 3 of 10

Page 4: Page 4 of 10

(E). 3. Please sign and return the receipt form, Enclosure

R.T. Cragg
R. T. CRAGG,
By direction.

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Medical Plan~~DECLASSIFIED~~h. Evacuation Organization.

- (1) Force Evacuation Officer in _____.
- (2) Area Evacuation Officers:

OMAHA area in _____.

UTAH area in _____.

- (3) Navy medical liaison officers:

OMAHA beach _____.

UTAH beach _____.

i. Casualty Reports for evacuation purposes

- (1) Shore to ship phase (far-shore)

Area evacuation officer will control casualty evacuation afloat.

Beaches report when evacuation bogs down.
Ships report when capacity load is neared.

Use any means available for transmission. Be definite in the information transmitted, i.e., location of sender (beach location or ships name or number etc.), number and type of casualties, date and time the message was originated.

- (2) Ship phase.

All commissioned vessels will keep a permanent ship's record of casualties handled.

The Running Record of Battle Casualties.

As soon as communication security permits, vessels evacuating casualties to the near-shore will notify the port receiving the casualties as to the number on board and types, i.e., stretcher, non-transportable and transportable and ambulatory.

4. Geneva Conference.

- a. This Force will comply with such articles of the Geneva Conference as are applicable to the operation.
- b. All medical personnel, male and female, both officer and enlisted including medical, dental, hospital and nurse corps will carry an appropriately marked identification card (N Nav 546) on their person at all times.

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DECLASSIFIED Medical Plan

- c. Medical personnel will NOT carry firearms.
- d. Medical personnel shall not be assigned any military duties other than those pertaining to the Medical Department.
- e. All medical personnel in combat areas will wear the Geneva Red Cross arm brassard.
- f. No unit, other than a medical unit, will display the Geneva Red Cross or any symbol representing or resembling it.

5. Burials

- a. The remains of dead occurring afloat, between near and far shores, will be retained on board for burial ashore. Burials at sea will be held to the extreme minimum and will be done only when it is impracticable to retain on board for delivery ashore.
- b. Remains of dead occurring in landing craft enroute between ship and beach will be taken ashore for burial and not returned to ships.
- c. Remains of dead ashore (far-shore) will be placed in custody of U.S. Army Graves Registration Service or Shore Party Commander for burial.
- d. Remains of dead (near-shore) will be placed in custody of U.S. Army Graves Registration Service on the near-shore.
- e. The same procedure in handling remains will apply to all personnel, i.e., by U.S. Army Graves Registration Service.
- f. In burials at sea, all practical means will be taken to identify the dead. These include the use of:

Recognition by friends, descriptive sheet in health record, taking of finger prints, metal identification tags, dental abstracts, marks in clothing, personal effects. The unidentified dead will, if possible, have prints made of all ten fingers. These prints will be forwarded with records of dead. Included on record of prints will be approximate height, weight, color of hair, marks and scars and other identifying features.

- g. Personal effects (and records of dead buried at sea) of all dead in ships will be inventoried, placed in the custody of, and receipted for by the Army Officer at Port of Debarkation receiving wounded.

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~~RESTRICTED~~ Medical Plan

h. Disposition of metal identification tags.

(1) Where burial is at sea:

One (1) tag with remains, the other tag with records.

(2) Where remains are taken ashore for burial:

Both tags accompany remains.

A. G. KIRK,
Rear Admiral, U. S. Navy,
Naval Commander Western Task Force.

R. T. Cragg
R. T. CRAGG,
Flag Secretary.

~~RESTRICTED~~

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ANNEX "J" TO OPERATION PLAN NO. 2-44

21 April 1944.

Serial 00144

Logistics Plan

(f) Beach Battalions will receive water from the U.S. Army as a component of the Engineer Shore Brigade. All other Naval personnel ashore on the far shore will obtain water from the U.S. Army as required, the water referred to in (c) above being also available if needed.

3. PROVISIONS, CLOTHING AND SMALL STORES, SHIP'S STORE STOCK, GENERAL STORES

(a) Provisions

(1) Initial stocks of fresh, refrigerated and dry provisions for ration prescribed to be served in AGC's, APA's, AKA's, LST's, depot ships, accommodation vessels and minor support craft will be procured in ports of the U.K. as prescribed in Basic Logistical Plan for the ETO (ComNavEu Restricted ltr. serial 883 of 23 February 1944). Replenishment of stocks by AGC's, APA's, AKA's will be in accordance with the reference quoted. Replenishment by LST's will be at U.S. Harbors and Piers, if practicable, from stocks made available and loaded by the U.S. Army. If necessary for LST's to replenish at British Harbors and Piers in an emergency a similar type of ration will be provided by the British from available stocks.

(2) Provisions (U.S. Army 10-in-1 ration) prescribed for vessels in the shuttle service other than those listed in (1) above will be supplied initially, loaded and replenished by the U.S. Army at U.S. Harbors and Piers in the U.K. for both embarked troops and crews of vessels. Replenishment at Harbors and Piers in the U.K. having no U.S. Army supply facilities will be made by the Royal Navy from stocks of a similar type ration of the British Army.

(3) Replenishment of depot ships and accommodation vessels stationed off the far shore will be made by the U.S. Army direct from cargo vessels despatched from the U.K. Depot ships and accommodation vessels will in turn replenish the stocks of vessels of the ferry service, including LEK's. Crews of small craft not having subsistence facilities will procure prepared meals from LEK's, depot ships, accommodation vessels or any other vessel available when meals are required. Beach Battalions will be subsisted by the U.S. Army as a component of the Engineer Shore Brigade. All other naval activities on the far shore will obtain provisions from the U.S. Army as required.

(4) Landing Craft operating in the ferry service off British beaches will be subsisted by British Depot Ships and accommodation vessels.

(b) Clothing and Small Stores

(1) Stocks of clothing and small stores will be procured in the U.K. in accordance with Basic Logistical Plan for the ETO (ComNavEu, Restricted ltr. serial 883 of 23 February 1944). Stocks will be maintained at all U.S. Bases in the U.K.

(2) Limited stocks will be available in depot ships and accommodation vessels. Stocks also will be available at U.S. naval activities on the far shore as soon as such facilities are established and stocks can be provided.

(3) Selected articles for issue to survivors will be available at U.S. Harbors and Piers in the U.K., on depot ships and accommodation vessels off the far shore and at U.S.

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21 April 1944.

ANNEX "J" TO OPERATION PLAN NO. 2-44

Serial 00144

Logistics Plan

facilities on the far shore as soon as such facilities are established and stocked. During the assault period survivors will be treated as ambulatory casualties.

(c) Ship's Store Stock

(1) Ship's Store Stock will be procured in the U.K. in accordance with the Basic Logistical Plan for the ETO (ComNavEu Restricted ltr. serial 883 of 23 February 1944).

(2) Gratuitous issue of specified items will be made to crews of U.S. Naval vessels and craft in which troops of the U.S. Army embark except LCC's, APA's and AKA's, to crews of all minor supporting craft and to Naval Personnel on the far shore on the same basis as such articles are supplied to personnel of the U.S. Army. Special stocks will be furnished to such vessels for this purpose. When a Communication Zone has been established by the U.S. Army on the far shore and the sale of such articles to Army personnel is resumed the Navy then will draw such stores from the U.S. Army and resume the sale to Naval Personnel.

(d) General Stores

(1) General stores will be procured in the U.K. in accordance with the provisions of the Basic Logistical Plan for the ETO (ComNavEu, Restricted ltr. serial 883 of 23 February 1944). Limited stocks will be available at all U.S. Bases in the U.K. General stores also will be available at U.S. Bases on the far shore as soon as established and stocked.

(2) In an emergency available articles of general stores may be procured at British Harbors and Piers in the U.K. and from British Depot and Accommodation Vessels off the far shore.

(3) Expendable Quartermaster Supplies (housekeeping and office) will be furnished to depot ships and accommodation vessels off the far shore by the U.S. Army from cargo vessels despatched from the U.K. Vessels of the ferry service will procure these articles from depot and accommodation vessels. Similar articles will be available from U.S. Army sources on the far shore for use of U.S. Naval activities located thereon.

(e) General

(1) Vessels of the U.S. Atlantic Fleet assigned to OVERLORD will procure all provisions, clothing and small stores, ship's store stock and general stores direct from the United States and shall not draw on sources in the U.K. or on the far shore except in cases of emergency.

(2) Comply with Commander Task Force ONE TWO TWO secret ltr. serial 00786 of 26 February 1944, requiring all ships and craft to be complete in all respects with stores and ammunition before proceeding to their assembly areas. During the period immediately prior to the operation they must be maintained at full capacity.

21 April 1944.

ANNEX "I" TO OPERATION PLAN NO. 2-44.

Serial: 00144

BUILD UP PLAN

14. The general allocation between beaches "OMAHA" and "UTAH" for ferry craft is 2/3 and 1/3 respectively. The final disposition of these craft will have to be made between the Assault Force Commanders as it will be dependent on actual arrivals on the far shore. See OM 14, para. 42 for marking of ferry craft.

15. Approximately $8\frac{1}{2}$ groups or flotillas of LCT(5) and (6) must be transferred to the ferry service off the British beaches by dusk of D-day. The actual number will be dependent upon the survivors but as the British have but 2 flotillas of these craft in assault the distribution should be made with this in mind. Craft will be reorganized into flotillas and groups by the Assault Force Commanders to effect this transfer as follows:-

Force "O" to "G" - 4 U.S. groups
Force "U" to "J" - $3\frac{1}{2}$ flotillas (Br. manned)
Force "U" to "S" - 1 U.S. Group

In terms of survivors this would be:-

36% of LCT(5) and (6) - Force "O" to "G"
41% of LCT(5) and (6) - Force "U" to "J"
12% of LCT(5) and (6) - Force "U" to "S"

These LCT will, on approaching the British area after transfer fly the appropriate International Code Letter indicating the Sector, (and thus the Force) for which they are destined.

Some readjustment may be required between Assault Forces "O" and "U".

16. All 6-davit LST will leave 4 LCVP each in the assault area. It is intended that all LCA, LCVP, LCI(3), and LCP(L) (non-smokers) which take part in the initial assault be hoisted and depart with their parent ship or craft. All LCS(S) and LCP(L) smokers are to be left in the assault area, reporting to NOIC OMAHA or NOIC UTAH as appropriate. LCI(3) carried in LSD will remain in the Assault Area.

TOWING

17. (a) The towing during the build-up will consist mainly of the necessary elements for the construction of the U.S. MULBERRY and GOOSEBERRY installations, and tugs and other towing vessels will be assigned by ANCKF from a common pool to accomplish the minimum requirement as laid down in paragraph 5 of Appendix XVI of Operation "NEPTUNE" - Naval Plan.

(b) Items to be towed to captured ports are listed below:-

24 Salvage pontoons.

The dates for these tows are indeterminate and tugs are not yet earmarked for this purpose.

21 April 1944

Appendix 2 to
ANNEX F TO OPERATION PLAN NO. 2-44.

Serial 00144

DECLASSIFIED

Convoy and Escort Plan

Allocation of Destroyers and Escorts

Force	Ships	Ultimate Disposition
Control	1 SC 3 YMS 1 PT	Will proceed with convoy U-1, Flagship tenders
Force "O"	11 Destroyers (US)	Fire support ships. Two are in reserve from Control Force and join area screen.
	3 Hunts (BR)	Fire support ships. May be employed to escort returning convoys.
	2 Old Destroyers (BR)	VIDETTE to 140th E.G., MILFORDHAVEN. VESPER to 142nd E.G., MILFORDHAVEN.
	1 Destroyer Escort (US)	BORUM to area screen.
	4 Frigates (ER)	DUFF, TORRINGTON remain with BB. L'AVANTURE, L'ESCARMOUCHE to 108th E.G. FALMOUTH.
	9 PC (US)	After assault join area screen.
	6 SC (US)	Area screen and miscellaneous.
	3 A/S trawlers (Br.) (4)	Escort returning convoys.
	12 M.L. (BR)	To Naval dispatch boat service ISLE OF WIGHT area.
	2 H.D.M.L. (BR)	To ISLE OF WIGHT area.
	8 MTB (BR)	To area screen.
	1 PT (US)	Flagship tender.
	15 CG Cutters (Rescue)	Return to POOLE with APA and ISI (Retain 5 in Assault Area until relieved)

- NOTE: (1) Escorts will be assigned to assault and follow-up convoy groups by the Force Commanders.
 (2) Convoy B-3 will be escorted by 143rd E.G. plus 1 A/S trawler.
 (3) Escorts, including ML, which are to be returned to a specific port or area in U.K. will be sailed by 2300 on D day (See ON.9).
 (4) See Appendix 1, page 6, for special requirement.

Page 1 of 2

Appendix 2 to
Convoy & Escort Plan ANNEX F

DECLASSIFIED

21 April 1944

Appendix 2 to
ANNEX F TO OPERATION PLAN NO. 2-44.

Serial 00144

Convoy and Escort Plan (Cont'd)

Allocation of Destroyers and Escorts

Force	Ships	Ultimate Disposition
Force "U"	<p>11 Destroyers (US)</p> <p>1 Gunboat (DU)</p> <p>2 Frigates (BR)</p> <p>2 Corvettes (BR)</p> <p>7 PC (US)</p> <p>7 SC (US)</p> <p>3 A/S trawlers (Br.) (4)</p> <p>7 M.L. (BR)</p> <p>3 H.D.M.L. (BR)</p> <p>12 PT (US)</p> <p>1 PT (US)</p> <p>10 CG Cutter (Rescue)</p>	<p>Fire support ships. Three are in reserve from Control Force and join area screen.</p> <p>Fire support ship.</p> <p>TYLER and HOTHAM to remain with BB.</p> <p>C15 and C16 to 108th E.G. FALMOUTH.</p> <p>After assault join area screen.</p> <p>Area screen and miscellaneous.</p> <p>Escort returning convoys.</p> <p>To FALMOUTH.</p> <p>To ISLE OF WIGHT area.</p> <p>To area screen.</p> <p>Flagship tender.</p> <p>Return to POOLE with APA and ISI.</p>
Force "B"	<p>2 Old Destroyers (BR)</p> <p>2 Hunts (BR)</p> <p>1 Destroyer Escort (US)</p> <p>2 Corvettes</p> <p>2 PC</p> <p>2 SC</p> <p>3 A/S trawlers</p> <p>5 CG Cutter (Rescue)</p>	<p>VOLUNTEER to 144th E.G. MILFORDHAVEN. VIMY to 141st E.G. MILFORDHAVEN.</p> <p>Escort returning convoys.</p> <p>MALOY return Comdr. Force "B" to U.K. then join area screen.</p> <p>C13 to 142nd E.G. MILFORDHAVEN. C19 to 141st E.G. MILFORDHAVEN.</p> <p>After assault join area screen.</p> <p>Area screen and miscellaneous.</p> <p>Escort returning convoys.</p> <p>Return to POOLE with LST and LCI(L).</p>

- NOTE: (1) Escorts will be assigned to assault and follow-up convoy groups by the Force Commanders.
 (2) Convoy B-3 will be escorted by 143rd E.G. plus 1 A/S trawler.
 (3) Escorts, including ML, which are to be returned to a specific port or area in U.K. will be sailed by 2300 on D day (See ON.9).
 (4) See Appendix 1, page 6, for special requirement.

BIGOT

FORECAST OF ASSAULT CONVOYS

APPENDIX 1. to Annex F

21 April 1944

ECL

Serial No. #	Convoy	Leave	Date	Composition	Arrive	Swamp Channel	Remarks
8(a)	O-1 Fast	PORTLAND	D-1	1 Flagship (AGC) 4 APA, 3 XAP, 2 LSI(L) 3 LSI(H), 3 LSI(S) 4 LCH, 33 LCI(L) 1 H.D.M.L. 1 LSD(20 LCM)*	D 1st Tide	3	*Sail to arrive after daylight
8(b)	O-2A Slow	PORTLAND	D-1	127 LCT(5&6), 2 LCT(4)* 5 LCG, 7 LCF, 5 LCG, 2 LCT(CB), 8 LCT(A), 8 LCT(HB), 9 LCT(R), 1 H.D.M.L. 28 LCP(L) Smokers, 6 LCM(Salvage)	D 1st Tide	4	*From Force "B". See para. 11 to Annex F.
8(c)	O-2B Slow	PORTLAND	D-1	10 LST (10 Rhinos) 1 LST(Fighter Director)	D 1st Tide	4	
8(d)	O-3 Slow	PORTLAND	D-1	14 LST (10 Rhinos)	D 2nd Tide	3	Joined by 12 stores coasters at area Z. See Serial 9(d).

All numbers of craft are gross.

Note: Fast - 12 knots
Slow - 5 knots

Note: (1) Escorts will be assigned by Assault Force Commanders.

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FORECAST OF ASSAULT CONVOYS

APPENDIX 1 to Annex F 21 April 1944

Serial No. #	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
9(a)	U-1 Fast	DARTMOUTH	D-1	1 Flagship (TFF-1CA) 3 APA, 1 LSI(L) 2 LCH, 47 LCI(L) 1 H.D.M.L.	D 1st Tide	1	1 BM join U-1 off PORTLAND
9(b)	U-2A Slow	DARTMOUTH SALCOMBE	D-2	36 LCT(4), 113 LCT(5&6) 4 LCC, 4 LCF, 4 LCG 8 LCT(A), 5 LCT(R) 1 H.D.M.L. *14 LCP(L) Smokers *3 LCM(Salvage) 36 LCM(3) towed by LCT(4)	D 1st Tide	2	*join from PORTLAND See para. 11 to Annex F.
9(c)	U-2B Slow	DARTMOUTH	D-2	5 LST (5 Rhinos)	D 1st Tide	2	
9(d)	U-3 Slow	DARTMOUTH SALCOMBE	D-1	17 LST (6 Rhinos)	D 2nd Tide	1	Joined by 4 stores coasters at entr- ance to channel No. 1.
9(e) & 19	U-4 Slow	PLYMOUTH	D-1	(Airborne) 8 LST 14 Causeways	D+1 1st Tide	34	Join B-3 convoy off PLYMOUTH.

All numbers of craft are gross.

Note: Fast - 12 knots
Slow - 5 knots

Note: (1) Escorts will be assigned by Assault Force Commanders.

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FORECAST OF ASSAULT CONVOYS

APPENDIX 1 to Annex F

Serial No. #	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
11(a)	B-1 Slow	PLYMOUTH- FOWEY	D-1	16 LST, 46 LCT(4) (5 Rhinos)	D 2nd Tide	3 or 34	See para 11 to Annex F.
11(b)	B-2 Fast	PLYMOUTH	D-1	1 Flagship 13 LCI(L)	D 2nd Tide	3 or 34	
11(c) & 19	B-3 Slow	FALMOUTH	D-1	36 LST (42 Causeways)	D-1 1st Tide	3 or 34	Escorts - 143rd E.G. plus 1 trawler. U-7 joins at PLYMOUTH.

All numbers of craft are gross.

Note: Fast - 12 knots
Slow - 5 knots

Note: (1) Escorts for B-1 and B-2
will be assigned by the
Force Commander.

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FORECAST OF ASSAULT CONVOYS

APPENDIX 1 to Annex F

Serial No. #	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
	Fire-Support Force "O"	CLYDE	D-1	2 BB, 4 CL	D	3	Phase with O-1.
	Fire-Support Force "U"	CLYDE	D-1	1 BB, 2 CA, 2 CL	D	1	Phase with U-1.
	"U" Sweeps Fast Channel	DART-MOUTH	D-1	*16th MS Flotilla (BR) "A" Flotilla - 11AM(US) "Y" Flotilla - 11YMS(US)	D	1	*sweeps channel.
	"U" Sweeps Slow Channel	DART-MOUTH	D-1	*14th MS Flotilla (BR) 132nd MS Flotilla (MMS) (BR)	D	2	*sweeps channel.
	"O" Sweeps Fast Channel	PORT-LAND	D-1	*31st MS Flotilla (BR) 167th MS Flotilla (BYMS)	D	3	*sweeps channel.
	"O" Sweeps Slow Channel	PORT-LAND	D-1	*4th MS Flotilla (BR) 104th MS Flotilla (MMS) (BR)	D	4	*sweeps channel.

Note: (1) 4th and 14th Flotillas make return sweeps toward U.K. Other flotillas sweep the Assault Area.
(2) Escorts will be assigned by Assault Force Commanders.

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MISCELLANEOUS CONVOYS

APPENDIX 1 to Annex F

Serial No. #	Convoy	Leave	Date	Composition	Arrive	Swept Channel	Remarks
	O-C	SOLENT	D	8 Stores Coasters	D 2nd Tide	3 or 34	Join O-3 at area Z.
	U-C	SOLENT	D	4 Stores Coasters	D 2nd Tide	1	Join O-3 at area Z, then U-3 at entrance to channel No. 1.
	O-4	POOLIE	D-1	6 LCM(Salvage), 65 LCM(3) 36 LBV (Stores), 6 Fueling trawlers, 3 LBW, 20 LBO, 8 LBE	D P.M.	3 or 34	Phase so as not to interfere with O-3
	U-5	POOLIE	D-1	3 LCM (Salvage), 30 LCM(3) 36 LBV (Stores), 4 Fueling trawlers, 3 LBW, 10 LBO, 4 LBE	D P.M.	1	Phase so as not to interfere with U-3
	O-5	POOLIE	D	65 LCM(3), 36 LBV, 8 LBE, 3 Fueling trawlers, 6 LBO, 2 LBW, 2 LBK	D/1 A.M.	3 or 34	
	U-6	POOLIE	D	18 LBV, 4 LBE, 1 Fueling trawler, 4 LBO, 2 LBK	D/1 A.M.	3 or 34	

All numbers of craft are Gross.

DECLASSIFIED Note: Escorts, where necessary, will be assigned by Assault Force Commanders. A navigation leader (ML) is required for O-4, O-5, U-5 and U-6 convoys.

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APPENDIX 1 TO ANNEX F

FORECAST OF ASSAULT CONVOYS

Serial No.	Convoy	Leave	Date	Composition	Arrive*	Swept Channel	Remarks
	Tow U.B. 1	EXMOUTH	D-1	4 Stores Barges and 4 Tugs	D/1	34	2 Barges to OMAHA. 2 Barges to UTAH. Escort 2 A/S Trawlers Force "O"
	Tow U.B. 2	EXMOUTH	D	4 Stores Barges and 4 Tugs	D/2	34	3 Barges to OMAHA. 1 Barge to UTAH. Escort 2 A/S Trawlers Force "U"
	Tow U.B. 3	EXMOUTH	D/1	4 Stores Barges and 4 Tugs	D/3	34	3 Barges to OMAHA. 1 Barge to UTAH. Escort 1 A/S Trawler Force "O" and 1 A/S Trawler Force "U".

* Delivered on day shown and beached as directed.
Stores are to be held in beach reserve.

Serial No., where shown, corresponds with that given in ON. 13.

Tugs will be allocated by ANCXF from MULBERRY A pool.

Appendix 1 to
Convoy & Escort Plan ANNEX F

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Appendix 3 to
ANNEX E TO OPERATION PLAN NO. 2-44

- Serial: 00144

Chichester - Selsey

Ships and Craft Using Chichester or Selsey for Final Assembly

No.	Type	Force	Anchorage
2	SC	Mulberry A	Buoy or Anchor in Chichester

TOTLAND BAY

Ships and Craft Using Totland Bay for Final Assembly

6	EAGLE SHIPS	Mulberry A	Anchor Totland Bay. On call for Mulberry.
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YARMOUTH

1-OW-

Ships and Craft Using Yarmouth for Final Assembly

No.	Type	Force	Anchorage
36	LBV(2)	"U"	Buoys in Yarmouth

POOLE

Ships and Craft Using Poole for Final Assembly

No.	Type	Force	Anchorage
149	LCM(3)	119-0) 30-U)	Buoys in Poole Harbor.
9	LCM(CRU)	6-0) 3-U)	Buoys in Poole Harbor
11	LL	3-0) 4-0) 4-U)	Moor to town quay Poole Harbor
72	LBV(2)	72-0	Buoys in Poole Harbor
40	LBO	26-0) 14-U)	Buoys in Poole Harbor
24	LBE	16-0) 8-U)	Buoys in Poole Harbor
8	LBW	5-0) 3-U)	Buoys in Poole Harbor
4	LBK	2-0) 2-U)	Buoys in Poole Harbor
60	Coast Guard CinC Cutter 83ft Portsmouth		Buoys in Poole Harbor and Moor to New Quay Hamworthy.
7	LCT	0	Buoys in Poole Harbor

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ANNEX E TO OPERATION PLAN NO. 2-44

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POOLE Cont'd.

No.	Type	Force	Anchorage
7	LCG	0	Buoys in Poole Harbor
8	LCT(A)	0	Buoys in Poole Harbor
6	LCT(HE)	0	Buoys in Poole Harbor
9	LCT(R)	0	Buoys in Poole Harbor
10	MMS	0	Buoys or Anchor in Poole Harbor (To go to Weymouth Bay for assembly)

Other RN Craft Using Poole (not WMTF)

10	ASR(type HSL)	RN	Buoys in Poole Harbor
16	ML Mine- sweepers	NCETF	Sydenham's Yard and May end Hassell's Yard in Poole Harbor

PORTLAND AND WEYMOUTH

Ships and Craft Using Portland & Weymouth Harbors
for Final Assembly

No.	Type	Force	Anchorage
1	Monitor	U	Anchor in Weymouth Bay
1	Flagship	Control	Anchor in Portland Harbor
1	Flagship	0	Anchor in Portland Harbor
9	DD(US)	0	Anchor in Weymouth Bay
3	Hunts	0	Anchor in Weymouth Bay
2	ODD(RN)	0	Anchor in Weymouth Bay
1	DE (US)	0	Anchor in Weymouth Bay
2	Frigates	0	Anchor in Weymouth Bay
9	PC	0	Anchor in Weymouth Bay
7	SC	6-0 1-Control	Coastal Force Pens Portland Harbor
8	ML(5 Escort) (4 FMS/F)	0 0	Coastal Force Pens Portland Harbor
3	A/S trawlers	0	Anchor in Weymouth Bay

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DECLASSIFIED PORTLAND AND WEYMOUTH Cont'd.

No.	Type	Force	Anchorage
3	YMS	Control	Anchor in Weymouth Bay
14	Fueling Trawlers	0	Anchor in Weymouth Bay (will pick up S & R Flots from Poole)
1	LST F/D	Control	Buoy in Portland Harbor
10	BYMS	0	Anchor in Weymouth Bay
2	HDML	0	Coastal Force Pens Portland Harbor
16	Fleet M/S	0	Anchor in Weymouth Bay
6	Danlayers	0	Anchor in Weymouth Bay
10	MMS	0	Anchor in Weymouth Bay (arrive from Poole)
7	APA (4APA) (3XAP)	0	Anchor in Portland Harbor
2	LSI(L)	0	Anchor in Portland Harbor
3	LSI(H)	0	Anchor in Weymouth Bay
3	LSI(S)	0	Anchor in Weymouth Bay
4	LCH	0	Moor to Quay Weymouth Harbor
1	PT	Control	Coastal Force Pens Portland Harbor
5	LCC	0	Coastal Force Pens Portland Harbor
24	LST	0	21 at Buoys in Portland Harbor 3 Anchor in Weymouth Bay
33	LCI(L)	0	Moor to Quay - Weymouth Harbor
127	LCT(5)&(6)	0	Buoys in Portland Harbor
2	LCT(CB)	0	Buoys in Portland Harbor
2	LCT(HE)	0	Buoys in Portland Harbor
2	LCT(4) loaned to 0 by B	0	Buoys in Portland Harbor
20	Rhino	0	Anchor in Portland Harbor -Extreme west side-
1	LSD	0	Anchor in Portland Harbor
1	ARL(Adonis)	0	Anchor in Weymouth Bay

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PORTLAND AND WEYMOUTH Cont'd

No.	Type	Force	Anchorage
1	Pontoon Dry Dock	Service	Use in Portland Harbor
20	LCL(3)	0	Lifted in LED
42	LCP(L) Snokers	28-0 14-U	Moored above Bridge Weymouth Harbor Moored above Bridge Weymouth Harbor
9	LCL(3)(CRU)	9-0 3-U	Moored above Bridge Weymouth Harbor Moored above Bridge Weymouth Harbor
1	Depot Ship "Melville"	Service	Anchor Weymouth Bay then in Portland Harbor after O departs

Other RN Craft Using Portland/Weymouth (not MTF)

5	ASR	RN	Coastal Force Pens Portland Harbor
4	HDML	RN	Coastal Force Pens Portland Harbor
13	Tugs(Bombardon)	RN	Anchor in Portland Harbor
43	Bombardons	RN	Buoys in Portland Harbor
1	Boom Vessel	RN	Anchor in Weymouth Bay
1	Fire Boat	RN	Moored to Quay Weymouth Harbor.
1	Tanker	RN	Buoy in Portland Harbor
1	RFM(Elderol)	RN	Anchor in Portland Harbor and Weymouth Bay
5	Colliers	RN	Buoys or Anchor in Portland Harbor
2	DD	RN	Anchor in Weymouth Bay

WEYMOUTH

Ships and Craft Using Weymouth Harbor for Final Assembly

No.	Type	Force	Anchorage
12	Large Barges	6-0 6-U	Anchor in River Exe near Weymouth.

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TORBAY & TORQUAY HARBOR

Ships and Craft Using Torbay & Torquay Harbors
for Final Assembly

No.	Type	Force	Anchorage
2	APA	U	Anchor in Torbay
1	LSI(L)	U	Anchor in Torbay
5	LCI(L)	U	Anchor in Torbay
6	LST	U	Anchor in Torbay

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BRIXHAM

Ships and Craft Using Brixham Harbor for Final Assembly

No.	Type	Force	Anchorage
3	PC	U	Buoys or Anchor in Brixham Harbor
48	LCT(5)&(6)	U	Buoys in Brixham Harbor
4	LST	U	Buoys or Anchor in Brixham Harbor
2	Tugs	U.S. Army	Buoys in Brixham Harbor

Other RN Craft Using Brixham (not MTF)

20	MTB	RN	Buoys in Brixham Harbor
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DARTMOUTH

Ships and Craft Using Dartmouth Harbor for Final Assembly

No.	Type	Force	Anchorage
4	PC	U	Buoys in Dartmouth
3	ML	U	Coastal Force Buoys or Quays in Dartmouth
2	HMML	U	Coastal Force Buoys or Quays in Dartmouth
1	SC	U	Coastal Force Buoys or Quays in Dartmouth
2	LCH	U	Buoys in Dartmouth
10	LST	U	Buoys in Dartmouth

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DARTMOUTH Cont'd.

No.	Type	Force	Anchorage
10	LCT(L)	U	Buoys in Dartmouth
65	LCT(5) or (6)	U	Buoys in Dartmouth
36	LCT(4)	U	Buoys in Dartmouth
10	Rhinos	U	Anchor in Dartmouth
13	PT	U	Coastal Force Buoys or Quays in Dartmouth
37	LCM(3)	U	with LCT(4) at buoys.
3	Tugs	U.S. Army	Anchor in Dartmouth

Other RN Craft Using Dartmouth (not WATF)

10	MMS	RN	Buoys or Anchor in Dartmouth
8	ASR	RN	Coastal Force Buoy or Quays in Dartmouth or Brixham
20	D(Class)	RN	Coastal Force Buoys or Quays in Dartmouth or Brixham
16	71'6" Striking Force	RN	Coastal Force Buoys or Quays in Dartmouth or Brixham
8	HDML	RN	Coastal Force Buoys or Quays in Dartmouth or Brixham
2	Lifting Lighters	RN	Buoys or Anchor in Dartmouth
1	Tug	RN	Buoys or Anchor in Dartmouth
6	MMS(Local)	RN	Buoys or Anchor in Dartmouth

SALCOMBE

Ships and Craft Using Salcombe Harbor for Final Assembly

No.	Type	Force	Anchorage
4	LCC	U	Buoys in Salcombe
18	LCI(L)	U	Buoys in Salcombe (Load in) (Plymouth)
10	LST	U	Buoys in Salcombe. Do not come from Plymouth until 6 have left.
6	LST	U	Buoys in Salcombe (Move to Brixham to load - finally in Torbay)
	LCT	U	Buoys in Salcombe
	LCC	U	Buoys in Salcombe
8	LCT(A)	U	Buoys in Salcombe
14	Causeways	U	Anchor in Salcombe.

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No.	Type	Force	Anchorage
5	LCT(R)	U	Buoys in Salcombe
4	SC	U	Buoys in Salcombe
	Line	U	Anchor in Salcombe
	Bugs	U.S. Army	Buoys or Anchor in Salcombe
<u>Other RN Craft Using Salcombe (not WNTF)</u>			
5	ASR	RN	Buoys in Salcombe

PLYMOUTH

Ships and Craft Using Plymouth Harbor for Final Assembly

DECLASSIFIED

No.	Type	Force	Anchorage
1	PG "Soemba"	U	Buoy in Plymouth
4	DD	U	Buoys or Anchor in Plymouth
2	ODD (RN)	B	Buoys or Anchor in Plymouth
2	DE (Hunt)	U	Buoys or Anchor in Plymouth
1	DE (US)	B	Buoys or Anchor in Plymouth
2	Frigates	U	Buoys or Anchor in Plymouth
2	Corvettes	U	Buoys or Anchor in Plymouth
4	M/S Trawlers	3- U 1- B	Buoys or Anchor in Plymouth
16	Fleet M/S	U	Buoys or Anchor in Plymouth
4	ML (FMS)	U	Coastal Force Quays Plymouth
6	Demolayers	U	Buoys or Anchor in Plymouth
8	MMS	U	Buoys or Anchor in Plymouth
11	YMS	U	Buoys or Anchor in Plymouth
11	AM	U	Buoys or Anchor in Plymouth
3	Flagships		
	Augusta -	Control	Buoy in Plymouth
	Achernar	Control	Buoy in Plymouth
	Bayfield	U	Buoy in Plymouth
20	ESR	U	Buoys in Plymouth (8 Airborne Supplies)
58	LCT(4)	B	Buoys in Plymouth

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PLYMOUTH Cont'd.

No.	Type	Force	Anchorage
1	LCI(L)	U	Buoys in Plymouth (Load in Plymouth)
1	LCI(L)	U	Buoy or Anchor in Plymouth
2	SC	U	Coastal Force Quays Plymouth
1	Pontoon Drydock Service		For Use in Plymouth
3	LSI(H)	O)	Buoys or Anchor in Plymouth
3	LSI(S)	O)	Leave for Weymouth about D-3.
7	Tugs	U.S. Army	Buoys or Anchor in Plymouth
1	Depot Ship "Melville"	Service	May use Augusta Berth when this ship goes to Portland

Other RN Craft Using Plymouth (not MNTF)

8	DD	RN	Buoys or Anchor in Plymouth
10	Fleet M/S	RN	Buoys or Anchor in Plymouth
22	O Trawlers	RN	Buoys or Anchor in Plymouth
10	LL Trawlers	RN	Buoys or Anchor in Plymouth
12	BYMS	RN	Buoys or Anchor in Plymouth
2	Depot Trawlers	RN	Buoys or Anchor in Plymouth
13	ASR	RN	Coastal Force Quays Plymouth
12	ML	RN	Coastal Force Quays Plymouth
4	HDML	RN	Coastal Force Quays Plymouth
10	ML(Minelaying)	RN	Coastal Force Quays Plymouth
4	Danlayers	RN	Buoys or Anchor in Plymouth
2	Lifting Lighters	RN	Buoys or Anchor in Plymouth
3	Salvage Vessels	RN	Buoys or Anchor in Plymouth
3	Wreck Dispersal Vessels	RN	Buoys or Anchor in Plymouth
1	Rescue Tug	RN	Buoys or Anchor in Plymouth
1	Tanker	RN	Buoy in Plymouth
5	Colliers	RN	Buoys or Anchor in Plymouth

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FOWEY

Ships and Craft Using Fowey Harbor for Final Assembly

No.	Type	Force	Anchorage
2	Corvettes	B	Buoy in Fowey
2	A/S Trawlers	B	Buoys in Fowey
2	SC	B	Buoys in Fowey
2	PC	B	Buoys in Fowey
8	LST	B	Buoys in Fowey
13	LCI(L)	B	Buoys in Fowey (Load in Plymouth or Falmouth).
2	Tugs	U.S. Army	Buoys in Fowey

FALMOUTH AND HELFORD

Ships and Craft Using Falmouth and Helford Harbors for Final Assembly

No.	Type	Force	Anchorage
30	LST	B	18 Buoys or Anchor in Falmouth 3 Buoys or Anchor in Helford. 9 Buoys in Falmouth (may have to go to Milford Haven until APA & LSI Sail for Torbay about D-3)
42	Causeways	B	Buoys or Anchor in Falmouth
1	Flagship Maloy	B	Buoy or Anchor in Falmouth
2	APA	U)	Anchor in Falmouth.
1	LSI(L)	U)	Leave about D-3 for Torbay.
2	NL Pontoon Drydocks	Service	Anchor in Falmouth (on call for Far Shore)
6	Tugs	U.S. Army	Anchor or Buoys in Falmouth
1	Depot Ship HMS Capetown	O	Anchor or Buoy in Falmouth
1	Depot Ship HMS Ceres	U	Anchor or Buoy in Falmouth

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FALMOUTH Cont'd

Other RN Craft Using Falmouth Harbor (not WNTF)

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No.	Type	Force	Anchorage
5	Trawlers	RN (may be allocated to WNTF)	Anchor in Falmouth
13	ASR	RN	Buoys in Falmouth
4	ML	RN	Buoys in Falmouth
1	Boom Carrier	RN	Anchor in Falmouth
2	AB Net Layers	RN	Anchor in Falmouth
2	Bar Vessels	RN	Anchor in Falmouth
4	Trawlers	RN	Anchor in Falmouth

MILFORDHAVEN

Ships and Craft Using MilfordHaven for Final Assembly

No.	Type	Force	Anchorage
8	LST	B	Buoys or Anchor MilfordHaven (8LST may have to be put here until LPA & LSI(L) Leave Falmouth for Torbay About D-3)

CLYDE

Ships Using Clyde for Final Assembly

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No.	Type	Force	Anchorage
3	BB	2-0) 1-U)	Buoys or Anchor Clyde
2	CA	U	Buoys or Anchor Clyde
5	CL	3-0) 2-U)	Buoys or Anchor Clyde
9	DD	4-U) 5 Control)	Buoys or Anchor Clyde
2	Frigates	0	Buoys or Anchor Clyde

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Assembly & Staging Plan ANNEX E.

21 April 1944

Appendix 2 to
ANNEX E TO OPERATION PLAN NO. 2-44.

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Assembly & Staging Plan

Barges Rhino and Causeway Tows

Tows	From	Arrive Far Shore	Towed By	Speed
(a) 10 Rhino	Portland	D 1st Tide	LST	6
(b) 10 Rhino	Portland	D 2nd Tide	LST	6
(c) 5 Rhino	Dartmouth	D 1st Tide	LST	6
(d) 5 Rhino	Dartmouth	D 2nd Tide	LST	6
(e) 1 Rhino	Salcombe	D 2nd Tide	LST	6
36 LCM(3)	Dartmouth	D 1st Tide	LCT(4)	5
(f) 14 Causeways	Salcombe	D/1 1st Tide	LST	7
(g) 14 Causeways	Falmouth	D/1 1st Tide	LST	7
(h) 28 Causeways	Falmouth	D/1 1st Tide	LST	7
(i) 4 Large Barges	EXMOUTH	D/1	Tugs	-
(j) 4 Large Barges	EXMOUTH	D/2	Tugs	-
(k) 4 Large Barges	EXMOUTH	D/3	Tugs	-

Note: (1) The 14 Causeways from Plymouth to arrive D/1 day 1st Tide at UTAH will be towed by the 8 LST allocated to Airborne Supplies.

(2) The above phasing gives:-

10 Rhino arrive OMAHA	D-day	1st Tide
10 Rhino arrive OMAHA	D-day	2nd Tide
5 Rhino arrive UTAH	D-day	1st Tide
6 Rhino arrive UTAH	D-day	2nd Tide
28 Causeways arrive OMAHA	D/1 day	1st Tide
14 Causeways arrive UTAH	D/1 day	1st Tide
14 Causeways arrive UTAH	D/1 day	1st Tide
2 Large Barges arrive OMAHA	D/1 day	
3 Large Barges arrive OMAHA	D/2 day	
3 Large Barges arrive OMAHA	D/3 day	
2 Large Barges arrive UTAH	D/1 day	
1 Large Barge arrive UTAH	D/2 day	
1 Large Barge arrive UTAH	D/3 day	

BIGOT NEPTUNE

21 April 1944

APPENDIX 1

ANNEX "E" TO OPERATION PLAN No. 2-44.

Serial 00144

CONTROL FORCE

-122-

DECLASSIFIED

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
FORCE FLAGSHIP	PLYMOUTH Alt. PORTLAND	-	PORTLAND Alt. PLYMOUTH					Berths reserved both ports.
5 DD	2 CLYDE	-	2 CLYDE					Escort fire support ships to south coast. Detach 3 to Force "U" at Plymouth and 2 to Force "O" at Portland. RESERVE fire support DD's on arrival assault area join area screen.
	3 CLYDE		3 CLYDE					
1 SC	PLYMOUTH	-	PORTLAND	-	-	-	-	Coastal Force Pens - Portland Harbor.
1 LST FD	PORTLAND	-	PORTLAND	8(c)	O-2B S	PORTLAND	D-1	Buoy in Portland Harbor
1 FLAGSHIP "ACHERNAR"	PLYMOUTH	-	PLYMOUTH					Buoy in Plymouth.
3 YMS	PORTLAND	-	PORTLAND					Anchor in Weymouth Bay.
1 PT	PORTLAND	-	PORTLAND					Coastal Force Pens - Portland Harbor.

(Ch.No. 1)

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APPENDIX 1
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NOTE: Serial No. in Column 5 is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added where the convoy indicated in XFNP has been divided into smaller groupings by the NCWTF. The same serial numbers are used in Annex "F" and Annex "G" to this Operation Plan (ONWEST).

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[REDACTED] BIGOT NEPTUNE

APPENDIX L

ANNEX "E" TO OPERATION PLAN [REDACTED] 2-44

DECLASSIFIED

21 April 1944

Serial 00144

SERVICE FORCE

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
"MELVILLE"	PLYMOUTH or FALMOUTH		PORTLAND					Anchor or buoy in Plymouth or Falmouth - Then move to Weymouth Bay and anchor - Move into Portland Harbor when Force "O" sails and there is room.
2 SC	CHICHESTER		CHICHESTER					Buoy Chichester. These 2 SC allocated to MULBERRY.
60 COAST GUARD CUTTERS	POOLE		POOLE					Buoys and moor to New Quay Poole. These 60 Coast Guard Cutters allocated to ANCXF under CinC Portsmouth

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APPENDIX L
Assembly and Staging Plan ANNEX "E"

DECLASSIFIED

BIGOT NEPTUNE
[REDACTED]

DECLASSIFIED

21 April 1944

FORCE "O"
 -124-

PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorages (9)
2 BB TEXAS ARKANSAS	1 CLYDE 1 CLYDE	- -	1 CLYDE 1 CLYDE					
3 CL GLASGOW MONTCALM GEO LEYGUES	1 CLYDE 1 CLYDE 1 CLYDE	- - -	1 CLYDE 1 CLYDE 1 CLYDE					
9 DD U.S.	9 PORTLAND	-	9 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Escorts. Anchor in Weymouth Bay
3 HUNTS TANATSIDE MELBREAK TALYBONT	1 PORTLAND 1 PORTLAND 1 PORTLAND	- - -	1 PORTLAND 1 PORTLAND 1 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Escorts. Anchor in Weymouth Bay
2 ODD R.N.	1 PORTLAND 1 PORTLAND	- -	1 PORTLAND 1 PORTLAND	{8(b)} {8(c)}	{0-2A S} {0-2B S}	PORTLAND	D-1	Anchor in Weymouth Bay
1 DE U.S.	1 PORTLAND	-	1 PORTLAND	8(d)	0-3 S	PORTLAND	D-1	Anchor in Weymouth Bay
4 FRIGATES	2 CLYDE 2 PORTLAND	- -	2 CLYDE 2 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	2 from Clyde escort fire-support ships to Portland, then join 8(a). 2 anchor in Weymouth.
9 PG	3 PORTLAND 6 PORTLAND	- -	3 PORTLAND 6 PORTLAND	8(a) {8(b)} {8(c)}	0-1 F {0-2A S} {0-2B S}	PORTLAND	D-1	Anchor Weymouth Bay. After assault PC's join area screen. 1 PC each for NCWTF and "O" and "U" as Flagship tenders.
6 SC	3 PORTLAND 3 PORTLAND	- -	3 PORTLAND 3 PORTLAND	8(a) 8(d)	0-1 F 0-3 S	PORTLAND	D-1	Coastal Force pens in Portland Harbor.

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 APPENDIX 1
 Assembly and Staging Plan ANNEX "E"

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BIGOT NEPTUNE

FORCE "O"
 -124-

21 April 1944 Serial 00144

PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY

Type (1)	Preliminary Disposition (2)	Loading Perth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorages (9)
3 A/S TRAWLERS	3 PORTLAND	-	3 PORTLAND	8(b) 8(c)	(O-2A S) (O-2B S)	PORTLAND	D-1	Anchor in Weymouth Bay.
12 ML (B)	3 POOLE	-	3 POOLE	8(b)	0-2A S	POOLE	D-1	3 ML escort support craft from Poole to convoy.
	2 POOLE	-	2 POOLE	-	0-4	POOLE	D-1	7 moor to Town Quay Poole.
	2 POOLE	-	2 POOLE	-	0-5	POOLE	D-1	5 in Coastal Force Pens Portland.
	2 PORTLAND	-	2 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	4 ML escort convoys O4 and O5 from Poole. 1 escort LCP(L) and LCM(CRU) to convoy.
	2 PORTLAND	-	2 PORTLAND	8(c)	0-2B S	PORTLAND	D-1	
1 PORTLAND	-	1 PORTLAND	8(b)	0-2A S	PORTLAND	D-1		
1 PT	1 PORTLAND	-	1 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Coastal Force Pens. Portland.
8 MTB (RN)	8 PORTLAND	-	8 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Coastal Force Pens Portland. Upon arrival assault area join area screen.
2 HD ML	1 PORTLAND	-	1 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Coastal Force Pens. Portland Harbor.
	1 PORTLAND	-	1 PORTLAND	8(b)	0-2A S	PORTLAND	D-1	
16 Fleet MLS (8 FMS 3 Danlayers 4th (2 ML and 31st (8 FMS 3 Danlayers 2 ML)	PORTLAND	-	PORTLAND			PORTLAND	D-1	FMS anchor in Weymouth Bay.
	PORTLAND	-	PORTLAND			PORTLAND	D-1	Danlayers anchor in Weymouth Bay. ML's coastal Force Pens. Portland
10 BYMS 167th Flot.	PORTLAND	-	PORTLAND	-	-	PORTLAND	D-1	Anchor in Weymouth Bay.
10 MMS 104th Flot.	PORTLAND	-	PORTLAND	-	-	PORTLAND	D-1	Anchor in Weymouth Bay.
1 Flagship ANCON	PORTLAND	-	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Anchor in Portland Harbor.

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APPENDIX 1
 Assembly and Staging Plan ANNEX "E"

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 [REDACTED] BIGOT NEPTUNE
 APPENDIX 1
 ANNEX "E" TO OPERATION PLAN NO. 2474

FORCE "O"
 -124-

Serial 00144 21 April 1944

PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
7 APA 4 APA 3 XAP	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Anchor in Portland Harbor.
2 ISI(L)	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Anchor in Portland Harbor.
3 ISI(H)	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Anchor in Weymouth Bay.
3 ISI(S)	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Anchor in Weymouth Bay.
4 LCH	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Moor Weymouth Harbor to Quay.
5 LCC	PORTLAND	-	PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Coastal Force Pens - Portland Harbor.
24 LST	10 PORTLAND 14 PORTLAND	PORTLAND PORTLAND	10 PORTLAND 14 PORTLAND	8(c) 8(d)	0-2B S 0-3 S	PORTLAND PORTLAND	D-1 D-1	21 at buoys - Portland Harbor. 3 anchor Weymouth Bay.
33 LCI(L)	21 PORTLAND 6 PLYMOUTH 6 POWEY	WEYMOUTH PLYMOUTH E PLYMOUTH W	21 PORTLAND 6 PORTLAND 6 PORTLAND	8(a) 8(a) 8(a)	0-1 F 0-1 F 0-1 F	PORTLAND PORTLAND PORTLAND	D-1 D-1 D-1	Moor Weymouth Harbor at Quays. Moor Weymouth Harbor at Quays. Moor Weymouth Harbor at Quays.
127 LCT (5) & (6)	7 PORTLAND 120 PORTLAND	PLYMOUTH PORTLAND	7 PORTLAND 120 PORTLAND	8(b) 8(b)	0-2A S 0-2A S	PORTLAND PORTLAND	D-1 D-1	7 stores loaded: All at buoys in Portland Harbor.
2 LCT(4)	PORTLAND	PORTLAND	PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Loaned from Force "B". Buoys in Portland.
2 LCT(CB)	PORTLAND	PORTLAND	PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Buoys in Portland.
8 LCT(HE)	2 PORTLAND 6 POOLE	PORTLAND POOLE	PORTLAND POOLE	8(b) 8(b)	0-2A S 0-2A S	PORTLAND POOLE	D-1 D-1	Buoys in Portland. Buoys in Poole.
7 LCF	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
5 LCG	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
8 LCT(A)	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.
9 LCT(R)	POOLE	-	POOLE	8(b)	0-2A S	POOLE	D-1	Buoys in Poole.

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 Assembly and Staging Plan ANNEX "E"

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BIGOT NEPTUNE
 APPENDIX 1
 ANNEX "E" TO OPERATION PLAN No. 2-4

21 April 1944
 FORCE "O"
 -124-

Serial 00144

PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
28* LCP(L) Smokers	PORTLAND	-	PORTLAND	8(b)	0-2A S	POOLE	D-1	*8 more are carried. Berth above bridge Weymouth Harbor.
12 LCM(CRU)	6 PORTLAND	-	6 PORTLAND	8(b)	0-2A S	PORTLAND	D-1	Berth above bridge Weymouth Harbor.
	6 POOLE	-	6 POOLE	-	0-4	POOLE	D-1	Buoys in Poole Harbor.
20 RHINO	10 PORTLAND	-	10 PORTLAND	8(c)	0-2B S	PORTLAND	D-1	Anchor in Portland Harbor in extreme West in shallow water.
	10 PORTLAND	-	10 PORTLAND	8(d)	0-3 S	PORTLAND	D-1	
1 LSD	PORTLAND	PORTLAND	PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Buoy in Portland - Loads 20 LCM.
1 ARL ADONIS	PORTLAND	-	PORTLAND	-	-	-	-	On call. Anchor in Weymouth Bay.
2 NL DRYDOCK	1 PORTLAND	-	1 PORTLAND	-	-	-	-	For use in Portland Harbor.
	1 PALMOUTH	-	1 PALMOUTH	-	-	-	-	On call for Beach OMAHA.
139 LCM(3)	20 PORTLAND	-	20 PORTLAND	8(a)	0-1 F	PORTLAND	D-1	Lifted in LSD.
	60 POOLE	-	60 POOLE	-	0-4	POOLE	D-1	Buoys in Poole.
	59 POOLE	-	59 POOLE	-	0-5	POOLE	D	Buoys in Poole.
72 LBV(2)	36 POOLE	SOUTH-AMPTON	36 POOLE	-	0-4	POOLE	D-1	Buoys in Poole. ML escort.
	36 POOLE	SOUTH-AMPTON	36 POOLE	-	0-5	POOLE	D	Buoys in Poole. ML escort.
26 LBO	20 POOLE	-	20 POOLE	-	0-4	POOLE	D-1	Buoys in Poole. ML escort.
	6 POOLE	-	6 POOLE	-	0-5	POOLE	D	Buoys in Poole. ML escort.
5 LBW	3 POOLE	-	3 POOLE	-	0-4	POOLE	D-1	Buoys in Poole. ML escort.
	2 POOLE	-	2 POOLE	-	0-5	POOLE	D	Buoys in Poole. ML escort.
2 LBK	2 POOLE	-	2 POOLE	-	0-5	POOLE	D	Buoys in Poole. ML escort.

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 Assembly and Staging Plan ANNEX "E"

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21 April 1944 Serial 00144
 FORCE "O"
 -124- PORTLAND INCLUDES WEYMOUTH AND WEYMOUTH BAY

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorage (9)
9 Fueling Trawlers	6 PORTLAND 3 PORTLAND	- -	6 PORTLAND 3 PORTLAND		0-4 0-5	POOLE POOLE	D-1 D	Anchor in Weymouth Bay. Pick up tows off Poole. ML escort.
16 LBE.	8 POOLE 8 POOLE	- -	8 POOLE 8 POOLE		0-4 0-5	POOLE POOLE	D-1 D	Buoys in Poole. ML escort. Buoys in Poole. ML escort
8 Large Barges	2 EXMOUTH 3 EXMOUTH 3 EXMOUTH		2 EXMOUTH 3 EXMOUTH 3 EXMOUTH			EXMOUTH EXMOUTH EXMOUTH	D-1 D D/1	Anchor in River Exe. Anchor in River Exe. Anchor in River Exe.
8 Stores Coasters	SOLENT		SOLENT		O C	SOLENT	D	Buoys or anchor in Solent.
OMAHA Shuttle Control HMC CAPETOWN	FALMOUTH		PORTLAND		Inde- pendent	PORTLAND	D/1	Anchor Portland after departure convoy O-1
8 EAGLE SHIPS	TOTLAND BAY		TOTLAND BAY					Anchor in Totland Bay. On call for MULBERRY.

NOTE: 1: The 64 LST arriving on the 2nd and 3rd tides will each leave 4 LCVP to remain on the far shore. These LCVP will report to their respective NOIC's of OMAHA and UTAH.
 2: Serial No. is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added when the convoy indicated in XFNP has been divided into smaller groupings by NCWTF. The same serial numbers are used in Annex "F" and Annex "G" of this Operation Plan (ONWEST).

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 APPENDIX I
 Assembly and Staging Plan ANNEX "E"

~~TOP SECRET - BIGOT - NEPTUNE~~

APPENDIX I

ANNEX "E" TO OPERATION PLAN NO. 12-14

DECLASSIFIED

FORCE "U"
- 125.

21 April 1944 Serial: 00144

Torbay - Torquay. Brixham Dartmouth E.
Dartmouth W. Plymouth E. Salcombe.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Leave (7)	Date (8)	Remarks and Anchorages (9)
1 BB Nevada	Clyde	-	Clyde					
1 BM Erebus	Portland	-	Portland					Anchor in Weymouth Bay
2 CA Tuscaloosa Hawkins	Clyde	-	Clyde					
2 CL Black Prince Enterprise	Clyde	-	Clyde					
1 PG Soemba	Plymouth	-	Plymouth					Anchor or Buoy in Plymouth
8 DD	4 Plymouth 4 Clyde		4 Plymouth 4 Clyde	9(a)	U-1F	Plymouth	D-1	4 DD in Clyde escort Fire Support Ships to South Coast Join their convoys U-1F off Plymouth. 4 DD Buoys or Anchor in Plymouth.
2 Frigates	Plymouth		Plymouth	9(a)	U-1F	Plymouth	D-1	Buoys or Anchor in Plymouth
2 Corvettes	Plymouth		Plymouth	9(a)	U-3S	Plymouth	D-1	Buoys or Anchor in Plymouth

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TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.

APPENDIX 1

ANNEX E TO OPERATION PLAN No. 2-44

21 April 1944
FORCE "U"
-125-

TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.
DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorages (9)
7 FC	3 BRIXHAM	-	3 BRIXHAM	9(a)	U-1 F	D-1	DARTMOUTH	Buoys or anchor Brixham.
	4 DARTMOUTH	-	4 DARTMOUTH	9(b) 9(c)	(U2A S & U2B S)	D-2	SALCOMBE or DARTMOUTH	Buoys in Dartmouth.
7 SC	1 DARTMOUTH	-	1 DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	Coastal Force. Dartmouth.
	2 SALCOMBE	-	2 SALCOMBE	9(a)	U-1 F	D-1	DARTMOUTH	Buoys Salcombe.
	2 SALCOMBE	-	2 SALCOMBE	9(b) or 9(c)	U-2A S U-2B S	D-2	SALCOMBE	Buoys Salcombe.
	2 SALCOMBE	-	2 SALCOMBE	9(d)	U-3 S	D-1	PLYMOUTH	Coastal Force. Plymouth.
3 AS TRAWLERS	3 PLYMOUTH	-	3 PLYMOUTH	9(d)	U-3 S	D-1	PLYMOUTH	Buoys or anchor. Plymouth.
7 ML	2 POOLE	-	2 POOLE	-	U-5	D-1	POOLE	4 moor Town Quay Poole.
	2 POOLE	-	2 POOLE	-	U-6	D	POOLE	4 escort U-5 and U-6 from Poole.
	1 DARTMOUTH	-	1 DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	Coastal Force berths in Dartmouth.
	2 DARTMOUTH	-	2 DARTMOUTH	9(b) 9(c)	(U-2A S U-2B S)	D-2 D-1	DARTMOUTH DARTMOUTH	
13 PT	DARTMOUTH	-	DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	Coastal Force berths. Upon arrival in assault area join area screen.
2 HD ML	1 DARTMOUTH 1 DARTMOUTH	- -	1 DARTMOUTH 1 DARTMOUTH	9(a) 9(b)	U-1 F U-2A S	D-1 D-2	DARTMOUTH DARTMOUTH	Coastal Force berths - Dartmouth.
16 FLEET MS (8 FMS 14th(3 Danlayers (2 ML & (8 FMS 16th(3 Danlayers (2 ML	PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH	- - - - -	PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH			D-1 D-1 D-1 D-1 D-1 D-1	PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH PLYMOUTH	Buoy or anchor Plymouth. Buoy or anchor Plymouth. Coastal Forces Plymouth. Buoy or anchor Plymouth. Buoy or anchor Plymouth. Coastal Forces Plymouth.
8 MMS 132nd Flot.	PLYMOUTH	-	PLYMOUTH	-	-	D-1	PLYMOUTH	Buoys or anchor Plymouth.

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Assembly and Steging Plan ANNEX "E"

TOP SECRET RIGOT NEPTUNE
 APPENDIX 1 TO OPERATION PLAN No. 21/4
DECLASSIFIED

21 April 1944 Serial. 00144

FORCE "U" TORBAY - TORQUAY - BRIXHAM - DARTMOUTH E.
 DARTMOUTH W. - PLYMOUTH E. - SALCOMBE

-125-

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
11 AM's	PLYMOUTH	-	PLYMOUTH	-	-	D-1	PLYMOUTH	Buoys or anchor Plymouth.
11 YMS	PLYMOUTH	-	PLYMOUTH	-	-	D-1	PLYMOUTH	Buoys or anchor Plymouth.
1 FLAGSHIP (APA)	PLYMOUTH	PLYMOUTH	PLYMOUTH	9(a)	U-1 F	D-1	PLYMOUTH	Buoy in Plymouth.
2 APA	FALMOUTH	TORBAY	TORBAY	9(a)	U-1 F	D-1	TORBAY	Anchor Torbay.
1 LSI (L)	FALMOUTH	TORBAY	TORBAY	9(a)	U-1 F	D-1	TORBAY	Anchor Torbay.
2 LCH	DARTMOUTH	DARTMOUTH	DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	Buoys Dartmouth.
4 LCC	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys Salcombe.
27 LCI (L)	10 DARTMOUTH	DARTMOUTH W	10 DARTMOUTH	9(a)	U-1 F	D-1	DARTMOUTH	10 Dartmouth Buoys. 5 anchor Torbay or Torquay. 18 Buoys Salcombe. 14 Buoys Plymouth.
	5 DARTMOUTH	DARTMOUTH W	5 TORBAY or TORQUAY	9(a)	U-1 F	D-1	TORBAY	
	18 SALCOMBE	PLYMOUTH E Harvey Wharf	18 SALCOMBE	9(a)	U-1 F	D-1	SALCOMBE	
	14 PLYMOUTH	PLYMOUTH E	14 PLYMOUTH	9(a)	U-1 F	D-1	PLYMOUTH	
30 LST	5 DARTMOUTH	DARTMOUTH W	DARTMOUTH	9(c)	U-2B S	D-2	DARTMOUTH	Buoys in Dartmouth. Buoys in Dartmouth. Anchor Torbay. Anchor Torbay. *Buoy Plymouth. Join U-35 convoy from Torbay. *Buoys in Plymouth-Airborne
	5 DARTMOUTH	DARTMOUTH W	DARTMOUTH	9(d)	U-3 S	D-1	DARTMOUTH	
	6 SALCOMBE	BRIXHAM	TORBAY	9(d)	U-3 S	D-1	TORBAY	
	4 BRIXHAM	BRIXHAM	TORBAY	9(d)	U-3 S	D-1	TORBAY	
	2 PLYMOUTH	PLYMOUTH E	SALCOMBE	9(d)	U-3 S	D-1	PLYMOUTH	
113 LCT (5) & (6)	54 DARTMOUTH	DARTMOUTH W	54 DARTMOUTH	9(b)	U-2A S	D-2	DARTMOUTH	Buoys Dartmouth. Buoys Brixham. Stores loaded. Buoys in Dartmouth.
	48 BRIXHAM	TORQUAY	48 BRIXHAM	9(b)	U-2A S	D-2	BRIXHAM	
	11 DARTMOUTH	PLYMOUTH	11 DARTMOUTH	9(b)	U-2A S	D-2	DARTMOUTH	
36 LCT (4)	36 DARTMOUTH	DARTMOUTH E	36 DARTMOUTH	9(b)	U-2A S	D-2	DARTMOUTH	Buoys in Dartmouth.
4 LCF	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.
4 LCG	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.
8 LCT (A)	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe

*Buoys in SALCOMBE after loading.

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~~TOP SECRET~~ BIGOT NEPTUNE

APPENDIX 1

ANNEX "E" TO OPERATION PLAN No. 2-4

21 April 1944

Serial 00144

FORCE "U"
-125-

TORBAY - TORQUAY - BRIKHAM - DARTMOUTH E.
DARTMOUTH W. - PLYMOUTH E. - SALCOMBE.

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
5 LCT(R)	SALCOMBE	-	SALCOMBE	9(b)	U-2A S	D-2	SALCOMBE	Buoys in Salcombe.
14 LCP(L) Smokers	PORTLAND	-	PORTLAND	9(b)	U-2A S	D-2	PORTLAND	Moor above bridge Weymouth. Join 9(b) off Portland Bill. 4 extra LCP(L) are carried.
6 LCM(CRU.)	3 PORTLAND	-	3 PORTLAND	9(b)	U-2A S	D-2	PORTLAND	Moor above bridge Weymouth Harbor. Join 9(b) south of Portland.
	3 POOLE	-	3 POOLE	-	U-5	D-1	POOLE	Buoys in Poole.
11 RHINO	5 DARTMOUTH	-	5 DARTMOUTH	9(c)	U-2B S	D-2	DARTMOUTH	Anchor in Dartmouth.
	5 DARTMOUTH	-	5 DARTMOUTH	9(d)	U-3 S	D-1	DARTMOUTH	Anchor in Dartmouth.
	1 SALCOMBE	-	1 SALCOMBE	9(d)	U-3 S	D-1	SALCOMBE or TORBAY	Anchor Salcombe. 1 of the 2 Force "U" LST tow this Rhino after loading.
14 CAUSEWAYS	14 SALCOMBE	-	14 SALCOMBE	9(e)	U-4 S	D-1	PLYMOUTH	Buoy or anchor Plymouth. Towed by Airborne LST.
2 NL DRYDOCKS	1 PLYMOUTH	-	1 PLYMOUTH	-	-	-	-	For use in Plymouth. On call for Beach UTAH.
	1 FALMOUTH	-	1 FALMOUTH	-	-	-	-	
1 ARL ATLAS	1 PLYMOUTH	-	1 PLYMOUTH	-	-	-	-	Buoy or anchor (On call)
4 Large Barges	2 EXMOUTH	-	2 EXMOUTH	-	-	D-1	EXMOUTH	Anchor in Exe.
	1 EXMOUTH	-	1 EXMOUTH	-	-	D	EXMOUTH	Anchor in Exe.
	1 EXMOUTH	-	1 EXMOUTH	-	-	D/1	EXMOUTH	Anchor in Exe.
67 LCM(3)	37 DARTMOUTH	-	37 DARTMOUTH	-	U-5	D-1	DARTMOUTH	Buoys in Poole) ML) Escort
	30 POOLE	-	30 POOLE	-	U-6	D	POOLE	
36 LBV(2)	36 YARMOUTH	SOUTH- AMPTON	36 YARMOUTH	-	U-5	D-1	YARMOUTH	Buoys in Yarmouth.

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APPENDIX 1
Assembly and Staging Plan ANNEX "E"

~~TOP SECRET~~

DECLASSIFIED

FORCE "U"
 -125-

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
14 LBO	10 POOLE 4 POOLE	- -	10 POOLE 4 POOLE	- -	U-5 U-6	D-1 D	POOLE POOLE	Buoys in Poole (ML Buoys in Poole (Escort.
8 LBE	4 POOLE 4 POOLE	- -	4 POOLE 4 POOLE	- -	U-5 U-6	D-1 D	POOLE POOLE	Buoys in Poole (ML Buoys in Poole (Escort.
3 LBW	3 POOLE	-	3 POOLE	-	U-5	D-1	POOLE	Buoys in Poole.
2 LBK	2 POOLE	-	2 POOLE	-	U-6	D	POOLE	Buoys in Poole.
5 FUELING TRAWLERS	3 PORTLAND 2 PORTLAND	- -	3 PORTLAND 2 PORTLAND	- -	U-5 U-6	D-1 D	POOLE POOLE	Anchor Weymouth Bay. Pick up tows off Poole.
4 STORES COASTERS	4 SOLENT	-	4 SOLENT	-	U C	D	SOLENT	Buoys or anchor in Solent.
UTAH Depot Ship HMS CERES	FALMOUTH	-	FALMOUTH					Buoy or anchor in Falmouth

- NOTE: (1) The 64 LST arriving on the 2nd and 3rd tides will each leave 4 LCVT to remain on the far shore. These LCVT will report to their respective NOIC's of OMAHA and UTAH.
- (2) Serial No. is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFND). A letter has been added when the convoy indicated in XFND has been divided into smaller groupings by NCWTF. The same serial numbers are used in Annex "F" and Annex "G" of this Operation Plan (ONWEST)

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 APPENDIX I
 Assembly and Staging Plan ANNEX "E"

DECLASSIFIED

TOP SECRET
 APPENDIX 1
 ANNEX "E" TO OPERATION PLAN No. 2-44

21 April 1944 Serial 00144

FORCE "B"
 -126-

PLYMOUTH W - FOWEY - FALMOUTH - HELFORD

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
2 ODD (RN)	PLYMOUTH	-	PLYMOUTH	11(a)	B-1 S	D-1	FALMOUTH	Buoys or anchor Plymouth
2 HUNTS	PLYMOUTH	-	PLYMOUTH	11(b)	B-2 F	D-1	PLYMOUTH	Buoys or anchor Plymouth.
1 DE (US)	PLYMOUTH	-	PLYMOUTH	11(b)	B-2 F	D-1	PLYMOUTH	Buoys or anchor Plymouth.
2 CORVETTES	FOWEY	-	FOWEY	11(a)	B-1 S	D-1	FOWEY	Buoys in FOWEY.
2 PC	FOWEY	-	FOWEY	11(a)	B-1 S	D-1	FALMOUTH	Buoys in Fowey.
2 SC	FOWEY	-	FOWEY	11(a)	B-1 S	D-1	FOWEY	Buoys in Fowey.
3 A/S TRAWLERS	2 FOWEY 1 PLYMOUTH		2 FOWEY 1 PLYMOUTH	11(a) 11(a)	B-1 S B-1 S	D-1 D-1	FOWEY PLYMOUTH	Buoys in Fowey. Buoy or anchor in Plymouth.
1 FLAGSHIP "MALOY"	FALMOUTH		FALMOUTH	11(b)	B-2 F	D-1	FALMOUTH	Buoy or anchor in Falmouth.
13 LCI (L)	FOWEY	PLYMOUTH W or FALMOUTH	FOWEY	11(b)	B-2 F	D-1	PLYMOUTH	Buoys in Plymouth.
46 LCT (4)	PLYMOUTH	PLYMOUTH W	PLYMOUTH	11(a)	B-1 S	D-1	PLYMOUTH	Plymouth buoys. (2 loaned "O")
52 LST	14 PLYMOUTH	PLYMOUTH W	PLYMOUTH	11(a)	B-1 S	D-1	PLYMOUTH	Buoys in Plymouth.
	10 PLYMOUTH	FALMOUTH HARDS	FALMOUTH	11(c)	B-1 S	D-1	FALMOUTH	Buoys or anchor Falmouth.
	8 PLYMOUTH	FALMOUTH HARDS	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Buoys or anchor Falmouth.
	8 FALMOUTH	FALMOUTH HARDS	FOWEY	11(c) or 19	B-3 S	D-1	FOWEY	Buoys or anchor Falmouth.
	3 FALMOUTH	FALMOUTH HARDS	HELFORD	11(a) or 19	B-3 S	D-1	HELFORD	Buoys or anchor Falmouth.
	*9 FALMOUTH or BRISTOL CHANNEL	FALMOUTH HARDS	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Buoys or anchor Falmouth.

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APPENDIX 1
 Assembly and Staging Plan ANNEX "E"

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~~SECRET~~ BIGOT NEPTUNE
 APPENDIX I
 ANNEX "B" OPERATION PLAN No. 2-44
 DECLASSIFIED

21 April 1944 Serial 00144

FORCE "B"
 -126-

PLYMOUTH W. - FONEY - FALMOUTH - HELFORD

Type (1)	Preliminary Disposition (2)	Loading Berth (3)	Final Disposition (4)	Serial No. (5)	Convoy F-Fast S-Slow (6)	Date (7)	Leave (8)	Remarks and Anchorage (9)
	14 FALMOUTH	(14 for U)	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Falmouth buoys or anchor
42 CAUSEWAYS	28 FALMOUTH	(28 for O)	FALMOUTH	11(c) or 19	B-3 S	D-1	FALMOUTH	Falmouth buoys or anchor

* If room cannot be found for these in FALMOUTH, they will have to go to a Bristol Channel Port until the 3 ATA or LSI(L) of Force "U" go to TORBAY and arrive in FALMOUTH as these ships leave.

NOTE:

- (1) The 64 LST arriving on the 2nd and 3rd tides will each leave 4 LCVP to remain on the far shore. These LCVP will report to their respective NOIC's of OMAHA and UTAH.
- (2) Serial No. is that given in Column 1 of Appendix XI to Operation "NEPTUNE" Naval Plan (XFNP). A letter has been added when the convoy indicated in XFNP has been divided into smaller groupings by NCWTF. The same serial numbers are used in Annex "F" and Annex "G" of this Operation Plan (QWEST).

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APPENDIX I
 Assembly and Staging Plan ANNEX "B"

DECLASSIFIED

~~SECRET~~

AREA SCREENING PLAN (Continued)

21. Communications will be in accordance with Communication Plan, Annex L. (Naval Commander Eastern Task Force will guard the Western Task Force Auxiliary frequency (2068 kcs). Screen Commander keep listening watch on Eastern Task Force Auxiliary frequency (2150 kcs.)

R.T. Cragg
R. T. CRAGG,
Flag Secretary.

A. G. KIRK
Rear Admiral, C. S. W. 112
Naval Commander Western Task Force.

ADDITIONAL DISTRIBUTIONAL FOR THIS ANNEX:

CO USS SC 552	CO USS PC 1361
" " " 553	" " " 1332
" " " 1225	" " " 1307
" " " 484	" " " 1354
" " " 1176	" " " 1321
" " " 1261	" " " 1329
" " " 564	" " " 1352
" " " 565	" " " 1358
" " " 567	" " " 1330
" " " 568	" " " 1334
" " " 617	8 Additional PCs
" " " 618	
" " " 619	CO USS PT 71
" " " 1232	" " " 72
" " " 1233	" " " 199
" " " 1252	12 Additional PTs
" " " 1262	16 British MBs
" " " 1263	19 British ML
	12 A/S Trawlers
	12 British A/S Trawlers

CO HMS VIDETTE	CO French Frigate L'Aventure
" " VESPER	CO French Frigate L'Escaramouche
" " DUFF	CO HMS BRISSENDALE
" " TORRINGTON	" " WENSLEYDALE
" " TYLER	" " AZALEA
" " HOTHAM	" " KITCHENER
" " VOLUNTEER	" French Corvette ACONIT
" " VIMY	" French Corvette RENONCULE

ComForce "O" - 25 copies

ComForce "U" - 25 copies

ComForce "B" - 25 copies

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44 3 / (00144)
NEPTUNE-BIGOT

ALLIED EXPEDITIONARY FORCE
WESTERN NAVAL TASK FORCE
and TASK FORCE 122

OPERATION PLAN
CTF 122 No. 2-44

U.S.S. AUGUSTA, Flagship,
PLYMOUTH, ENGLAND
April 21, 1944, 1200.

TASK ORGANIZATION

DECLASSIFIED

(a) 122 Control Force

122.1 Force Flagship
AUGUSTA (TFF) 1 CA
YMS 331, 247, 251 3 YMS
SC 1321 1 SC
PT 71 1 PT
ACHERNAR (Army Headquarters) 1 AKA
THOMPSON (relief flagship on call)

122.2 Fighter Director
FDT 216 (British) 1 FDT

122.3 Salvage and Firefighting Group, Commodore Sullivan, USN
MARLE, SIR JOHN LAWFORD, TELIANA 3 Wreck Disper-
sal Vessels
BRANT, DIVER, SWIVEL 3 BAR
ATR 2, 3, 4 3 ARS
_____, _____, _____, _____ 4 ATR

122.4 Area Screen,
MTBron 34 12 PT
53rd, 63rd MTB Flotillas 10 PT
1st SGB Flotilla 6 SGB
18 PC (after assault)

122.5 Reserve Fire Support Group,
NELSON (F), Desdiv 33 5 DD
BELLONA 1 CL
AUGUSTA (also TFF)

122.6 Plymouth Detachment, Staff NCWTF

122.7 Far Shore Shuttle Control, Captain Kline, USNR
CERES, CAPE TOWN (F) 2 OCL
4 SCs (2 from Force "O" - 2 from Force "U")

(b) 124 Assault Force "O", Rear Admiral Hall, USN
ANCON (FF) 1 AGC
PT 72 1 PT
BALDWIN (relief flagship on call)

TransDiv ONE 2 APA, 1 LSI(L)
SAMUEL CHASE APA 26 (F)
HEIRECO APA 45
EMPIRE ANVIL

TransDiv THREE 2 APA, 1 LSI(L)
CHARLES CARROLL APA 28 (F)
THOMAS JEFFERSON APA 30
EMPIRE JAVELIN

April 21, 1944

TransDiv NINETY-SEVEN 3 XAP
 ANNE ARUNDEL XAP 76 (F)
 THURSTON XAP 77
 DORTHEA L. DIX XAP 67

PRINCE CHARLES 3 ISI(S)
 PRINCE LEOPOLD
 PRINCE BAUDOIN

PRINCE ALBERT
 PRINCE GEORGE 3 ISI(H)
 PRINCESS MARGARET

OCEANWAY 1 ISD

LCI(L) Flot. 10 *4 LCH, 33 LCI(L)

487, 488, 489, 490, 491, *492)
 493, 494, 495, 496, 497, 498) Group 28

83, 84, 85, *86, *87, 88)
 89, 90, 91, 92, 93, 94, *520) Group 29

409, 410, 553, 554, 555, 557)
 408(G), 411, 412, 413, 540, 541) Group 34

IST Flot. 12 24 IST

51, 133, 134, 285, 286, 502(G))
 157, 309, 347, 350, 372, 373) Group 30

75, 310, 315, 316(G), 317, 332)
 6, 314, 357, 374, 375, 376) Group 34

LCT Flot. 12 30 LCT(6)

535, 536, 612, 613, 614, 615) Group 34

620, 621, 662, 763, 764, 765)
 586, 587, 588, 589, 590, 591) Group 35

616, 703, 704, 705, 775, 776)
 617, 618, 619, 706, 707, 708) Group 49

LCT Flot. 18 36 LCT(5)

18, 20, 29, 364, 431, 434)
 80, 149, 197, 207, 214, 332) Group 52

71, 22, 25, 199, 200, 301)
 27, 147, 153, 195, 271, 305) Group 53

30, 244, 294, 413, 415, 460)
 202, 206, 209, 213, 276, 293) Group 54

April 21, 1944

LCT Flot. 19

36 LCT(6)

537, 538, 539, 540, 541, 542)
 543, 544, 545, 546, 547, 548) Group 55

549, 550, 623, 624, 625, 626)
 627, 628, 639, 640, 641, 642) Group 56

643, 644, 645, 646, 647, 648)
 649, 650, 651, 652, 653, 857) Group 57

LCT Flot. 26

25 LCT(6)

569, 570, 571, 572, 573, 622) Group 36

711, 712, 713, 714, 767, 768)
 665, 666, 813, 814, 815, 856) Group 76

667, 715, 769, _____, _____, _____)
 654) Group 77

LCT 2287, 2297, 2307, 2487
 (ex LCT(CB) & (HE))

4 LCT(5)

TEXAS (F), ARKANSAS

2 BB

GLASGOW, MONTCAIM, GEORGES LEYGUES

3 CL

DesRon 18

9 DD

TANATSIDE (F), MELBREAK, TALLYBONT

3 Hunt

LCF 3, 5, 6, 7, 9, 11, 12

7 LCF

ICG(L) 424, 426, 449, 687, 811

5 ICG(L)

LCT(R) 366, 423, 447, 450, 452

9 LCT(R)

464, 473, 482, 483

LCT(A) 2008, 2037, 2043, 2124

8 LCT(A)

2227, 2228, 2273, 2275

LCT(HE) 2049, 2050, 2075, 2229

6 LCT(HE)

2339, 2425

(LCT(L) & (HE) each carry minimum 2 M4 tanks capable firing)

28 LCP(L) (smokers)

VIDETTE, VESPER

2 ODD

BORUM

1 DE

DUFF, TORRINGTON

L'AVENTURE, L'ESCARAMOUCHE

4 Frigates

PC 552, 553, 564, 566, 567, 568

9 PC

617, 618, 1225

6 SC

SC 1291, 1307, 1332, 1353, 1354, 1360

3 A/S Trawlers

BRESSAY, COLL, SKYE

USCG Sea Rescue Craft

_____, _____, _____, _____
 _____, _____, _____, _____
 _____, _____, _____, _____

April 21, 1944

970 ML 118, 153, 163, 304, 448 5 ML
 ML 187, 189, 193, 194, 214, 320, 907 7 ML
 HDML 1383, 1387 2 HDML
 LCC 10, 20, 30, 40, 50 5 LCC

4th and 31st Fleet MS Flotillas 16 MS, 4 ML,
 6 Danlayers
 167th MS Flotilla 8 BYMS
 104th MS Flotilla 8 MMS

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Shore Party "O", Brigadier General Hoge, USA
 2/3 - 5th Engineer Special Brigade,
 2/3 - 6th Beach Battalion.
 1/3 - 6th Engineer Special Brigade,
 1/3 - 7th Beach Battalion.

Landing Force "O", Major General Gerow, USA

V Corps
 1st Division less 1 RCT,
 1 RCT 29th Division, attached units.
 2nd and 5th Ranger Battalions.

Service Groups WEST, less Far Shore Service
 Group UTAH, Captain Percifield, USN

Far Shore Service Group OMAHA, Captain Camp, USN
 SS THOMAS B. ROBERTSON } 2 accommodation ships
 SS THOMAS JOHNSON }
 ADONIS 1 ARL
 12 LCM(CRU)
 Ferry Craft
 86 LCT(5&6), 20 rhino ferries, 126 LCM(3)
 80 LBV(2), 172 LCVP (lifted in IST).
 Service Craft
 9 fueling trawlers, 16 LBE, 26 LBO,
 5 LBV, 2 LBK.
 CB Group OMAHA - 2 pontoon drydocks.

(c) 125 Assault Force "U", Rear Admiral Moon, USN

BAYFIELD (FF)
 FORREST (relief flagship on call)
 PT 199

1-PT

TransDiv FIVE
 BARNETT APA 5 (F)
 BAYFIELD APA 33 (also FF)
 JOSEPH T. DICKMAN APA 13
 EMPIRE GAUNTLET

3 APA, 1 ISI(L)

LCI(L) Flotilla 11 *2 LCH, 28 LCI(L)
 319, 320, 321, 322, 323, 324)
 *95, 96, 325, 326, 349, 350) Group 30
 419, 513, 514, 515, 516, 517)
 521, 522, 523, 524, 525, 526) Group 32
 527, 528, 529, *530, 551, 552) Group 33

April 21, 1944

LCI(L) Flot. 2

10, 11, 209, 217, 218, 219, 229, 232)
3, 4, 5, 8)
211, 212, 213, 214, 215, 216, 231)

19 LCI(L)

Group 5

LST Flot. 10

47, 48, 230, 281, 282, 501)
49, 50, 283, 284, 491(G), 492)

30 LST

Group 29

46(F), 58, 294, 351, 509, 515(G))
57, 290, 499, 500, 508, 539)
311, 346, 371, 380, 382, 400)

Group 32

LCT Flot. 4

447, 456, 457, 458, 459, 497)
443, 474, 475, 486, 489, 495)

18 LCT(5), 18 LCT(6)

Group 10
(LCT(5))

3, 382, 476, 492, 510, 511)
522, 524, 527, 528, 529, 530)

Group 11 (LCT(5))
(LCT(6))

525, 526, 531, 532, 533, 534)
515, 516, 517, 518, 519, 520)

Group 12
(LCT(6))

LCT Flot. 17

35 LCT(6)

592, 593, 594, 595, 596, 597)
598, 599, 600, 601, 602, 603)
663, 766, 777, 809, 810, 811)

Group 50

580, 581, 583, 584, 585)
812, 851, 852, 853, 854, 855)
664, 709, 710, 778, 779, 780)

Group 51

LCT "O" Squadron (British)

42 LCT(5)

2045, 2046, 2055, 2130, 2131, 2189)
2194, 2226, 2261, 2272, 2303, 2331, 2440)

104th Flot.

2011, 2056, 2057, 2073, 2074, 2304, 2427)
2053, 2186, 2269, 2292, 2302, 2477, 2485)

107th Flot.

2002, 2004, 2040, 2135, 2138, 2188, 2498)
2363, 2421, 2423, 2424, 2429, 2437, 2483)
2484)

110th Flot.

LCT "G" Squadron (British)

36 LCT(4)

651, 753, 755, 756, 800,)
954, 965, 966, 967, 969, 970)

44th Flot.

645, 691, 794, 797, 801, 824)
833, 833, 920, 956, 974, 975)

50th Flot.

512, 646, 793, 795, 798, 799)
822, 837, 976, 977, 996, 997)

52nd Flot.

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A403/(00144)

OPERATION PLAN
CTF 122 No. 2-44

April 21, 1944

NEVADA 1 BB
EREBUS 1 BM
TUSCALOOSA (F), HAWKINS 2 CA
ENTERPRISE, BLACK PRINCE 2 CL
SOEMBA 1 PG
Desdivs 20 and 34 8 DD

LCF 18, 22, 27, 31 4 LCF
LCG(L) 5, 6, 7, 893 4 LCG(L)
LCT(R) 368, 425, 439, 448, 481 5 LCT(R)
LCT(A) 2282, 2301, 2309, 2310
2402, 2454, 2478, 2488 8 LCT(A)
each LCT(A) carries minimum
2 M4 tanks capable firing)

14 LCP(L) (smokers)

TYLER, HOTEAM 2 Frigates
ACONIT, RENONCULE (Fr) 2 Corvettes

PC 484, 619, 1176, 1232, 1233, 1252, 1261 7 PC
SC 1282, 1290, 1301, 1308, 1330, 1334, 1358 7 SC
USCG Sea Rescue Craft.

FLINT, TEXADA, FULNESS 3 A/S Trawlers

970 ML 155, 195, 590 3 ML
ML 190, 191, 591, 905 4 ML
HDML 1295, 1309, 1389, 1409, 1421, 1422 6 HDML
LCC 60, 70, 80, 90 4 LCC

14th and 16th Fleet MS Flotillas 16 MS, 4 ML
6 Danlayers
"A" Flotilla 11 AM
"Y" Flotilla 11 YMS
132nd M.S. Flotilla 8 MMS

Shore Party "U", Colonel Caffey, USA
1st Engineer Special Brigade - 2nd Beach
Battalion.

Landing Force "U", Major General Collins, USA
VII Corps
4th Division plus attached units.

Far Shore Service Group UTAH, Captain Arnold, USN
SS BERNARD CARTER)
SS GEORGE W. WOODWARD) 2 accommodation ships
ATLAS 1 ARL
6 LCM(CRU)

Ferry Craft
43 LCT(5&6), 11 rhino ferries, 63 LCM(3),
40 LCV(2), 88 LCVP (lifted in IST)
Service Craft
5 fueling trawlers, 8 LBE, 14 LBO,
3 LBW, 2 LBK
CB Group UTAH - 1 pontoon drydock.

April 21, 1944

(d) 126 Follow-up Force "B", Commodore Edgar, USN
MALOY (FF) 1 DE

ICI(L) Flot. 12 *1 LCH, 12 ICI(I)

401, 403, 537, 538, 539, 556)
 *414, 415, 416, 417, 418, 420, 542) Group 35

LST Flot. 4 7 LST

27, 28, 312, 262, 266, 538)
 16) Group 12

LST Flot. 11 42 LST

53, 288, 325, 494, 495, 504, 505)
 54, 55, 291(G), 496, 511(F)) Group 31
 56, 292, 497, 498, 506, 512)

7(G), 306, 331, 391, 392, 393)
 59, 510, 516, 523, 532, 533) Group 35

5, 61, 307, 335, 355, 369)
 336, 337, 338(G), 356(F), 388, 389) Group 36

LCT " " Squadron (British) 36 LCT(4)

656, 689, 690, 692, 796, 832)
 921, 957, 998, 999, 1046, 1047) 54th Flot.

*562, *628, 703, 713, 925, 927)
 1035, 1037, 1040, 1123, 1166, 1167) 57th Flot.

_____, _____, _____, _____, _____)
 _____, _____, _____, _____, _____) 59th Flot

(*Loaned to Assault Force "O"
 for assault lift.)

LCT " " Flotilla (British) 12 LCT(4)

_____, _____, _____, _____, _____)
 _____, _____, _____, _____, _____) Flot.

VOLUNTEER, VIMY 2 ODD
 BRISSENDEN, WENSLEYDALE 2 Hunts
 AZALEA, KITCHENER 2 Corvette.
 PC 1262, 1263 - SC 1322, 1342 2 PC, 2 SC
 GATSEWAD, OLBINA, LINDISFARNE 3 A/S Trawlers
 USCG Sea Rescue Craft

(e) 127 Service Force ONE TWO TWO, Rear Admiral Wilkes, USN

MELVILLE, NITRO, MOUNT BAKER, ARIEL 1 AD
 Unassigned Landing Craft 2 AE
 Service Groups U.K. 1 AF
 Major Captured Port Group ONE
 Minor Captured Port Group TWO
 U.S. TURCO Staffs or TURCO Liaison
 Units in U.K.

April 21, 1944

(f) 128 MULBERRY A, Captain Clark, USN

Control Group

ICH 414 (after landing troops)
SC 1329, 1352

Control Ship
2 SC

Gooseberry Group

Gooseberry No. 1
Gooseberry No. 2

Towing and Installation Group

Tugs and Planters

Bombardment Group

Tugs and Bombardons

Administration and Despatch Group

Tugs as assigned

Mooring and Survey Group

2 Net layers, 1 Boom Carrier,
6 BAR vessels, 3 Trawlers

Gooseberry Survey Group

(9 LCC) (from Assault Forces)

Drew THREE

SS ELIZABETH WHEBLOCK

Mulberry A.A. Defense

6 Eagle boats (D + 1 day)

(g) FOUR

Screening and Minesweeping Vessels, as assigned.

Far Shore Shuttle Control, when directed.

Service Groups WEST, when directed.

Salvage and Firefighting Group, when directed.

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DECLASSIFIED

NAVAL COMMANDER WESTERN TASK FORCE

4 May 1944.

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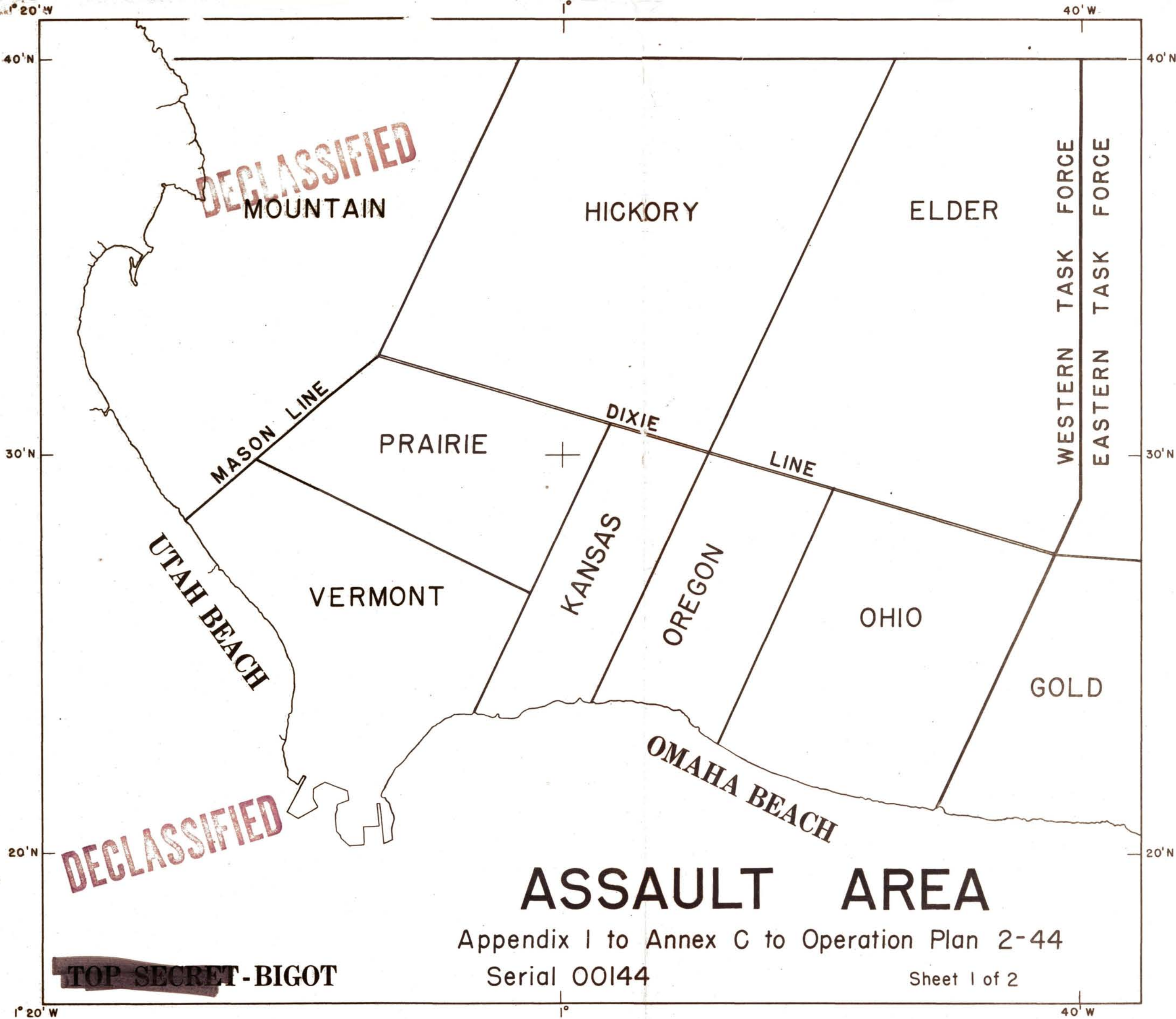
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	5 to 6	Ch. No. 1
	7	Original
Appendix 1	1 to 3	Original
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Appendix 4	1	Original
Annex "J" - Logistics Plan	1 to 7	Original
Annex "K" - Air Defense Plan	1	Ch. No. 1
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Annex "L" - Communication Plan	1 to 9	Original
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Annex "L" - Communications Plan (contd)
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Annex "M" - Postponement Plan 1 to 2 Original
Annex "N" - Medical Plan 1 to 7 Original

R. T. Cragg
R. T. CRAGG
Flag Secretary

A. G. KIRK
Rear Admiral, U.S. Navy
Naval Commander Western Task Force



ASSAULT AREA

Appendix I to Annex C to Operation Plan 2-44

Serial 00144

Sheet 1 of 2

TOP SECRET-BIGOT

~~TOP SECRET~~ BIGOT

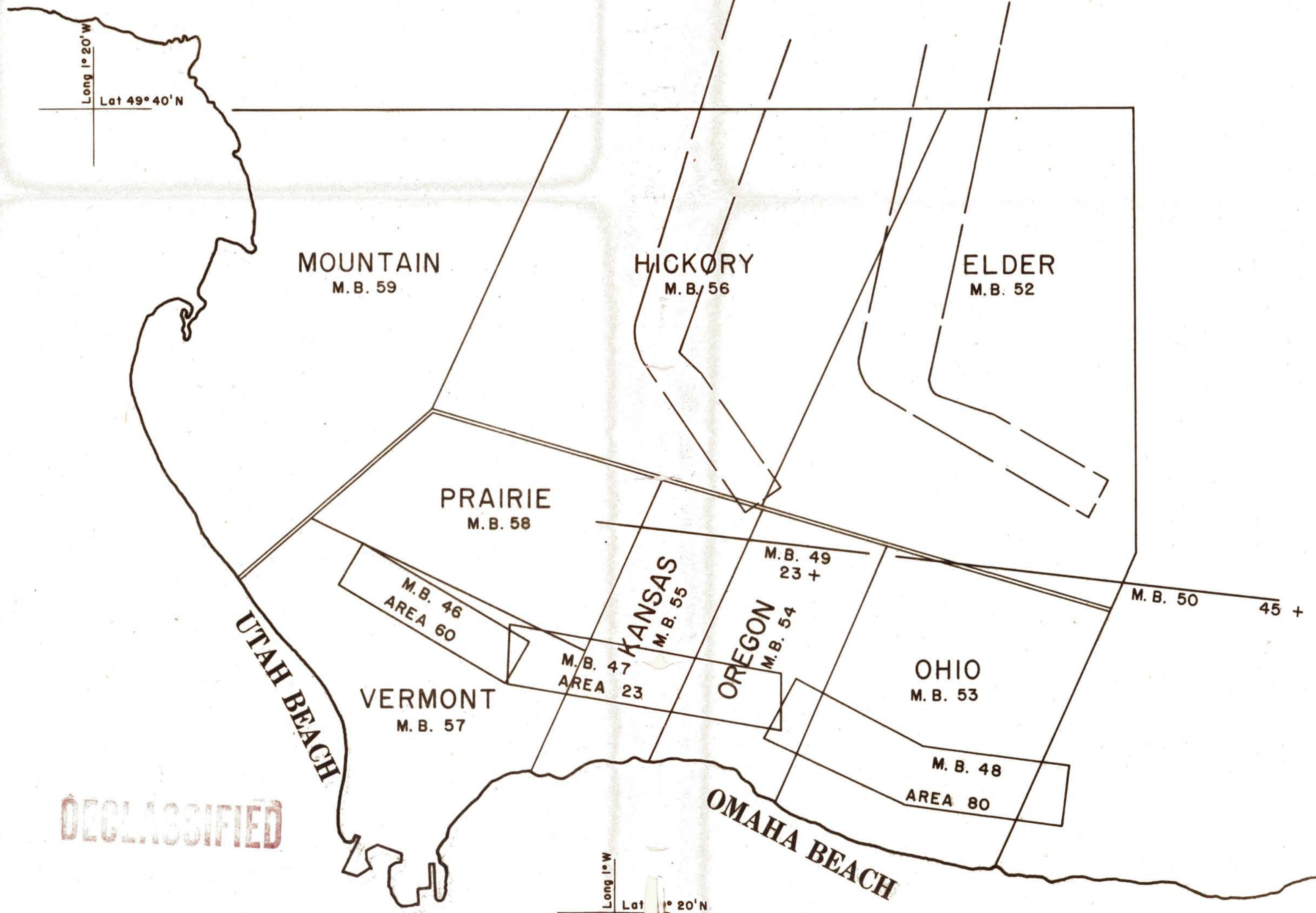
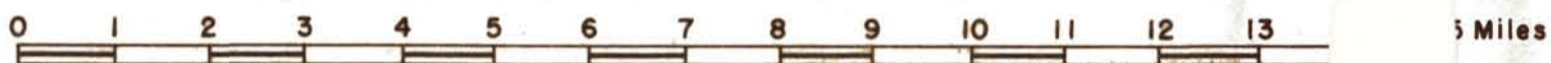
OPERATION NEPTUNE

APPENDIX 4b TO ANNEX G
TO OPERATION PLAN
No. 2-44.
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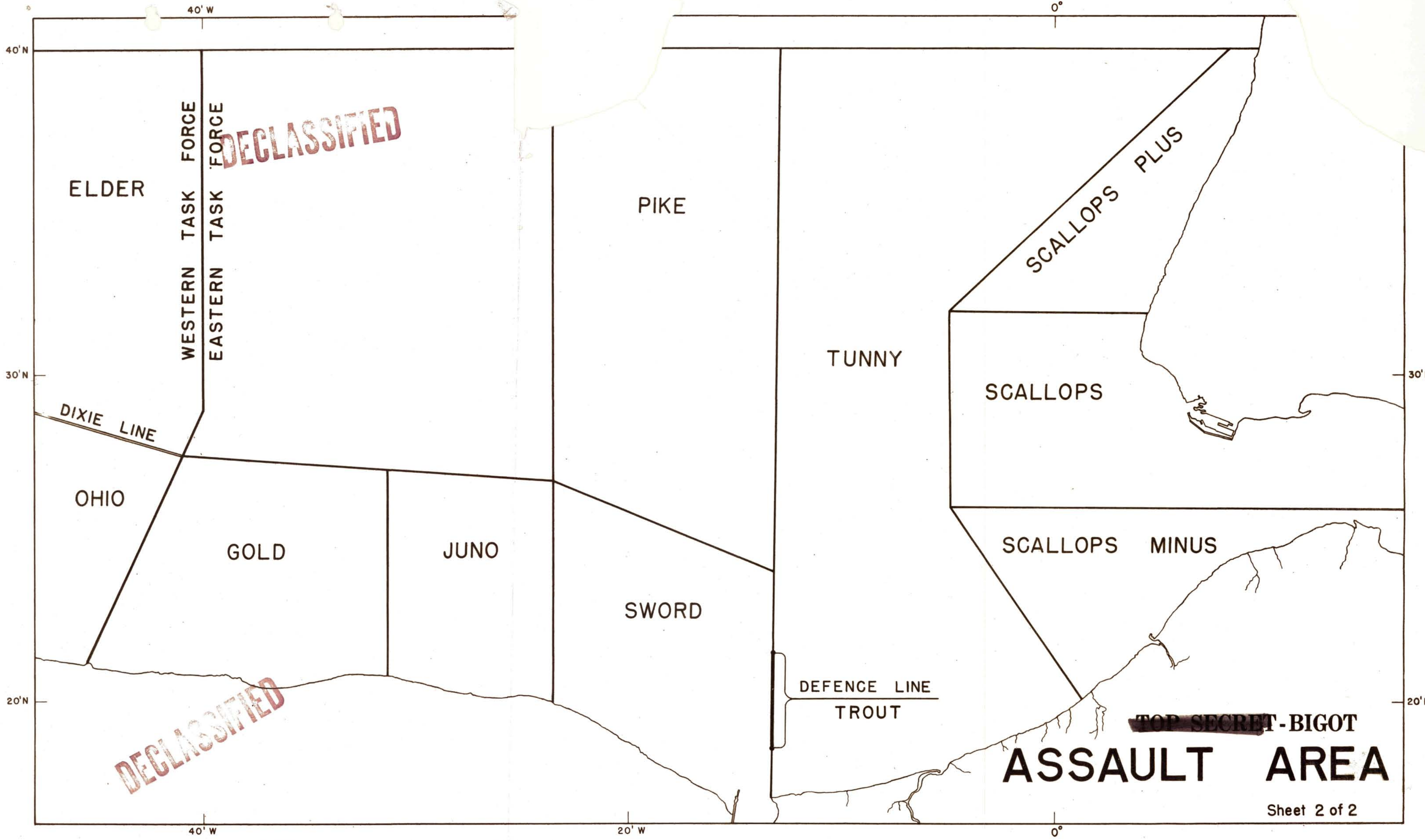
CHANNELS AND AREAS FOR MINESWEEPERS

From Admiralty Chart 2613

SCALE of MILES for MID LATITUDE 49° 45' N



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~~TOP SECRET-BIGOT~~

ASSAULT AREA

~~TOP SECRET~~ - BIGOT

OPERATION NEPTUNE

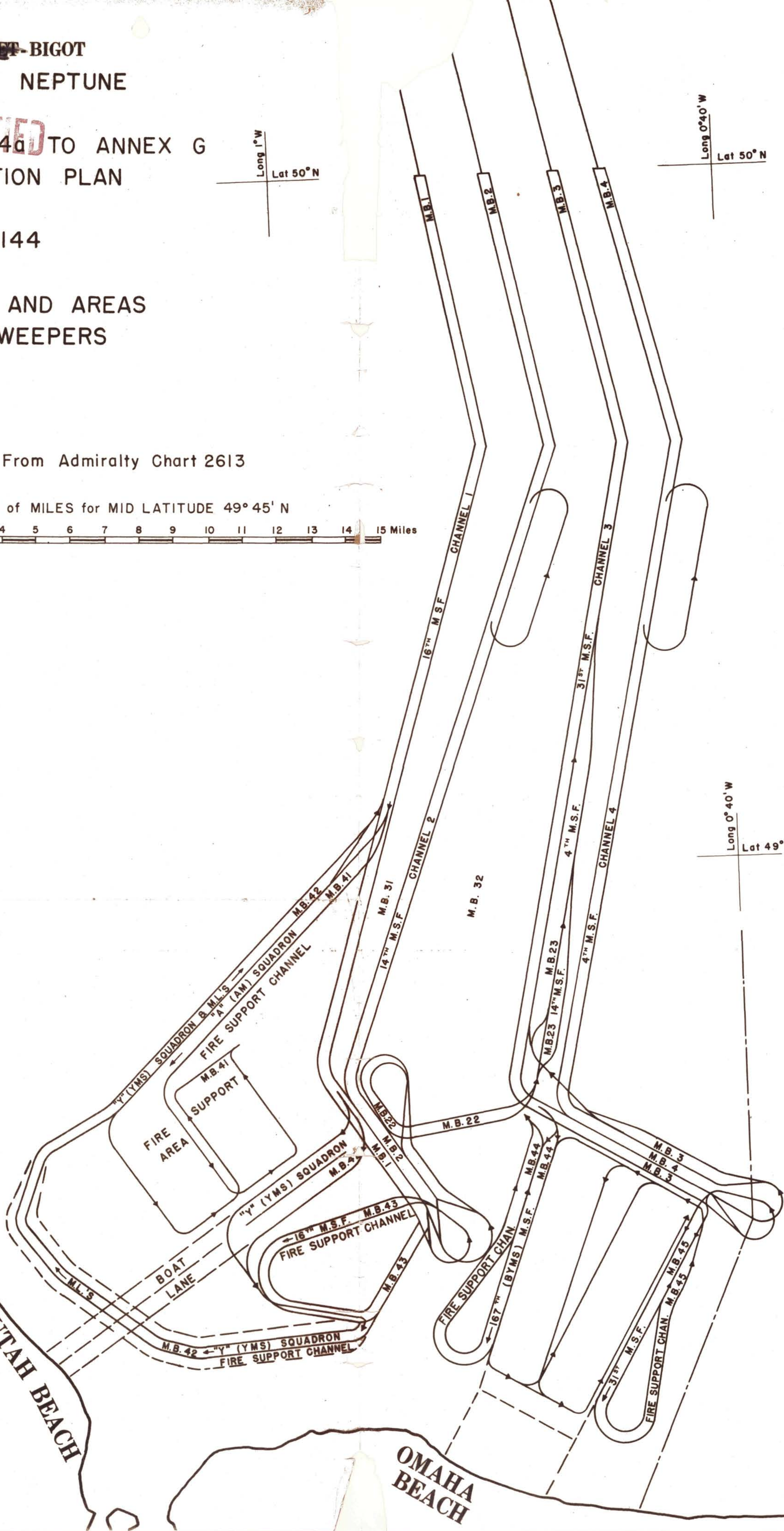
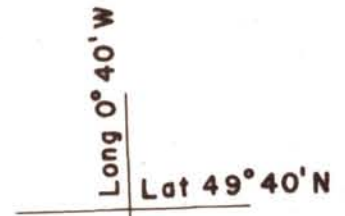
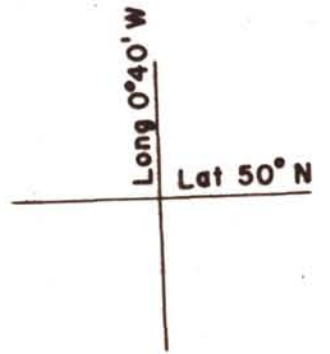
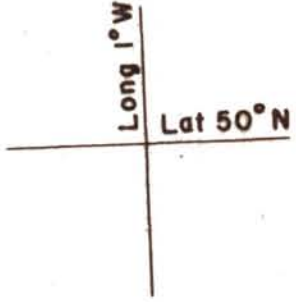
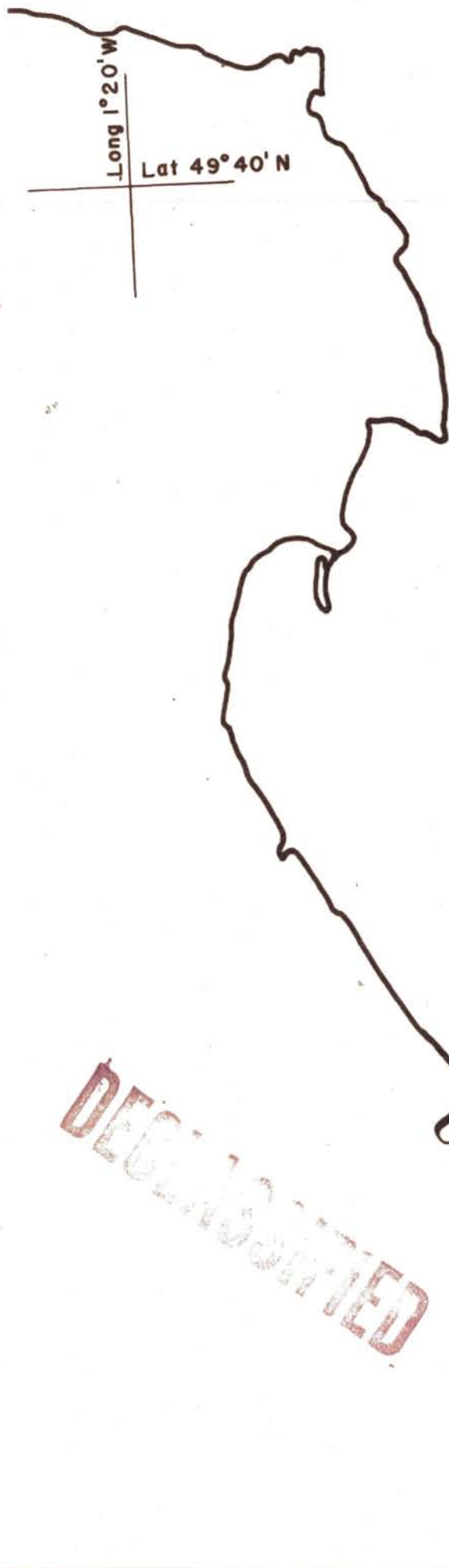
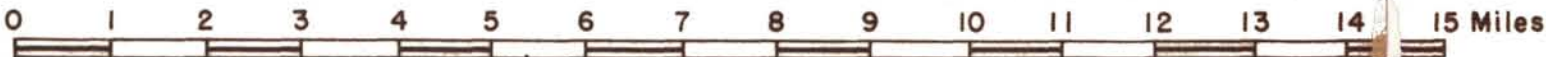
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APPENDIX 4a TO ANNEX G
TO OPERATION PLAN
No. 2-44.
SERIAL 00144

CHANNELS AND AREAS FOR MINESWEEPERS

From Admiralty Chart 2613

SCALE of MILES for MID LATITUDE 49° 45' N



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OMAHA BEACH