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TOP SECRET

*To be returned to
Head of Head Office
Admiralty
lw* Copy No. 468

OPERATION "NEPTUNE" FORCE "J" NAVAL OPERATION ORDERS

(Short Title : "O.N.E.A.S.T./J.")

No. 00880/11N

OFFICE OF NAVAL COMMANDER, FORCE "J",
H.M.S. "VIRGINIA".

COWES, ISLE OF WIGHT.

19th May, 1944

FORC E "J" NAVAL OPERATION ORDERS FOR OPERATION "NEPTUNE" are enclosed herewith for the information of and necessary action by Authorities, Ships and Craft concerned.

2. These Orders are to be read in conjunction with Force "J" Operational Instructions (Short Title : "J.O.I.") and relevant Orders issued by other Authorities.

3. They are to be kept locked up when not in use and are to be taken on charge in accordance with C.B. Form U2D, Article 39. They must on no account be allowed to fall into the hands of the enemy.

4. They are to be referred to in signals and correspondence as "O.N.E.A.S.T./J.", paragraph....., or "O.N.E.A.S.T./J.", Appendix....., paragraph....., as appropriate.

5. They are to be destroyed by fire on completion of the Operation.

G. N. OLIVER
Commodore
Naval Commander, Force 'J'

Department of National Defence
Ministère de la Défense nationale
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(Short Title "ONELST/J.2")

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THESE ORDERS ARE FOR THE PERSONAL INFORMATION OF THE RECIPIENT. THE UTMOST DISCRETION IS TO BE EXERCISED IN PASSING ON THE CONTENTS OF THESE ORDERS TO OTHER COMMISSIONED OFFICERS WHO REQUIRE TO BE ACQUAINTED WITH THEIR CONTENTS BEFORE SAILING.

No. 00050/11R.

OPERATION "NEPTUNE".

FORCE "J" NAVAL OPERATION ORDERS.

(Short Title: "ONEAST/J.2")

(All Times Zone - 2 H.)

Where these Orders differ from O.N. or ONEAST, these Orders are to be taken as correct.

Memoranda and Orders quoted in ONEAST/J.2 are held by those concerned, but frequently not by all addressees of ONEAST/J.2.

CONFIDENTIAL.

GENERAL OBJECT.

The object of Operation "NEPTUNE" is to carry out a joint Anglo-American Operation from the UNITED KINGDOM to secure a lodgement on the Continent from which further offensive operations can be developed.

GENERAL PLAN.

2. The general plan is as follows:-

- (a) To assault on a five divisional front in landing ships and landing craft between QUIETSHAM and VARENVILLE in the Bay of the Seine.
- (b) To land follow-up formations from landing ships and landing craft p.m. on D-Day.
- (c) On D+1 to land from landing ships the remainder of the follow-up formations landed on D-Day plus other formations from M.T. Ships, and thereafter to build up our forces at the average rate of one and one third divisions a day.

PRELIMINARY MEASURES.

3. (1) The general air offensive prior to the Operation will be directed towards the destruction of the enemy's air forces, particularly his fighter force, and the interruption of his communications. This will reach a climax immediately before D-Day, and a heavy air bombardment of the beach area and defences will be carried out before H-HOUR.

.../(ii)

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(19. 5. 44.)PRELIMINARY PLANS (cont'd)

3. (ii) Air and Naval anti-U-Boat and anti-S-Boat operations will be intensified in the Channel and in the E.I.OF ENGLAND during the weeks prior to the Operation. Air bombardment of the enemy's bases will be carried out.

(iii) Offensive minelaying will be carried out off enemy bases and elsewhere in accordance with the minelaying plan.

HIGHER COMMAND OF THE OPERATION.

4. (a) The Operation as a whole will be under the command of the Supreme Commander, Allied Expeditionary Forces, GENERAL DWIGHT D. EISENHOWER.
- (b) During the initial phases of the Operation the command of the ground forces will be exercised by the Commander-in-Chief, 21 Army Group, GENERAL SIR BERNARD MONTGOMERY.
- (c) The command of the Naval Forces will be exercised by the Allied Naval Commander-in-Chief, Expeditionary Force, ADMIRAL SIR HENRY R. MULNY.
- (d) The command of the allied air forces will be exercised by the Commander-in-Chief, Allied Expeditionary Air Force, AIR CHIEF MARSHAL AIR TRUMPON LESTER-MILLROY.

CHAIN OF COMMAND.

5. (a) The chain of command through Naval Commander Eastern Task Force, ADMIRAL AIR PHILIP VIAN, and Naval Commander Force "J", COMMISSIONER G.N. OLIVER, is shown in J.O.I. 1, 2 and 3.
- (b) The Military Commanders associated with Force "J" are:-
 2nd Army - Lieutenant General M.G. Dempsey.
 1st Corps - Lieutenant General J.T. Crocker.
 3rd Canadian Infantry Division - Major General R.P.L. Keller.
- (c) The R.A.F. Commanders associated with Force "J" are:-
 2nd Tactical Air Force - Air Marshal Sir A. Cunningham.
 Represented in Force Headquarters
 Ship by - Group Captain R. Cleland.

NAVAL FORCES.

6. The Naval Assault and Follow-up Forces will be as follows:-

Northern Naval Task Force.

Naval Commander, Northern Task Force,
 Rear Admiral A.G. Kirk, U.S.N.
 Force "O", Rear Admiral J.L. Hall
 Jr., U.S.N.
 Force "U", Rear Admiral D.P. Moon,
 U.S.N.
 Force "P", Commodore C.D. Edgar,
 U.S.N.

Southern Naval Task Force.

Naval Commander, Southern Task Force,
 Rear Admiral Sir P.L. Vian,
 Force "S", Rear Admiral A.G. Talbot,
 Force "L", Rear Admiral V.L. Petty,
 Force "U", Commodore O.M. Douglass
 Present,
 Force "J", Commodore G.N. Oliver.
 ... A TERRITORY SUBJECT FORCE.

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Page 1
(19.5.44.)MILITARY ASSAULT FORCES.

7. (a) The Military Assault Forces will be as follows:-

<u>Approximate Location.</u>	<u>Division.</u>	<u>Naval Forces.</u>	<u>No. of Brigade or R.C.T. assaulting.</u>
OUILTRÉALM COURSESSES	3 Div. 3 Canadian Div.	"S" "J"	1 2
ANNEVILLE	50 Div.	"G"	2
ST. LAURENT	1 Div. (U.S) 29 Div. (U.S)	"O"	2
VARENNEVILLE	4 Div. (U.S)	"Y"	1

(b) Assaults will also be made by Commandos and Rangers:-

<u>Approximate Location.</u>	<u>Unit.</u>	<u>Associated Naval Force.</u>
OUILTRÉALM	One Commando	"S"
L'ANGRINE	Four Commandos	"S"
BERNERS	One Commando	"J"
GRUICAMP	Two Ranger Battalions.	"O"

(c) Airborne Landings.

The landing of airborne troops will take place during the night D-1/D-Day.

Approximately one British airborne brigade will be landed near Caen and astride the crossings of the River ORNE.

AIR FORCES.

8. The operation will have the support of powerful Air Forces of the Allied Expeditionary Air Force based in the United Kingdom.

NAVAL OBJECT.

9. THE OBJECT OF THE NAVAL COMMANDER IS THE SWIFT AND TIMELY ARRIVAL OF THE ASSAULT FORCES AT THEIR BEACHES, THE COVER OF THEIR LANDINGS, AND SUBSEQUENTLY THE SUPPORT AND MAINTENANCE AND THE RAPID BUILD UP OF OUR FORCES ON SHORE.

NAVAL INTENTIONS.

10. The intentions of the Naval Commander are:-

- (a) To provide Surface Covering Forces to protect the flanks of the convoy routes.
- (b) To provide Close Escort for all convoys
- (c) To make full use of counter measures against enemy radar.
- (d) To provide minemopping forces as necessary for clearing assault convoy routes and anchorages.
- (e) To provide maximum naval gun support for the landings.

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ORIGIN/J.2.
CLASS B.
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ENEMY INTENTIONS (cont'd)

10. (f) To establish a shuttle service of L.S.T., L.C.I.(L) and L.C.F. between England and France, in which will be carried the build up of our forces, in addition to Personnel Ships, M.T. Ships, and coasters employed in Build Up Convoys.
- (g) To employ a proportion of available L.C.T. and all available minor landing craft permanently off the French coast in a Purry Service for landing vehicles and stores from the merchant shipping convoys.
- (h) To provide adequate defence forces for the protection of assault anchorage.
- (i) To support the advance of Military forces with Naval bombardment.
- (j) To provide the requisite administrative, repair, salvage, and rescue facilities off the French coast, including artificial breakwaters to shelter small craft off the beaches (CONVERSE).

11.

D-DAY AND H-HOUR

12. D-Day will be the day on which the assaults will be carried out.
H-Hour will be the time at which the first landing craft should hit the beaches.

D-Day will be signalled by Allied Naval Commander Expeditionary Force simultaneously with the opening of those orders.

RECOGNITION SIGNAL TO ALERT THE OPERATION. (See Annex 1 - "Table of Important Signals")

13. (a) The executive signal to start the operation will be made in the form:-

"NETTIE Serial CHARGE".

originated by Commodore Force "J", addressed to ships and craft of Force "J".

The serial number indicates the D-Day and H-Hour in accordance with the table in paragraph 13(d).
This table is extracted from O.N. 1 para. 20.

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EXECUTIVE SIGNAL TO START THE C.R. IN D. (cont'd)

13. (b) The initial signal from Allied Naval Commander Expeditionary Force referred to in paragraph 12 above and O.N. 1 paragraph 20, may contain a small extra amendment to the time of H-Hour.

Notwithstanding any signal which may be made by Allied Naval Commander Expeditionary Force or by Commander-in-Chief, Portsmouth, all ships and craft under command of, or attached to, Force "J", are to set on the H-Hour as ordered by the signal quoted in paragraph 13(a) above.

No alterations to H-Hour are to be accepted within Force "J" unless they are included in the signal originated by Commander Force "J".

- (c) On receipt of this signal, Groups are to sail without further orders to conform to the prearranged time tables in O.N. 2/J.1, Appendix "B" and O.N. 2/J.2, Appendix "B" for the D-Day indicated. (See paragraph 25).

Serial No.	D-Day.	H.C.E.T.P. H-Hour.	J.1. H-Hour.	J.2. H-Hour.
1	6th June	0725	0735	0745
10	5th June	0645	0655	0705
12	7th June	0800	0810	0825

AMENDMENT OF D-DAY.

14. (a) Amendment of D-Day will be made in the form:-

"Send my ... For Serial read Serial
Repeat Serial"

On receipt of this signal, Groups are to sail without further orders to conform to the prearranged time table contained in O.N. 2/J.1, Appendix "B" and O.N. 2/J.2, Appendix "B" for the new D-Day indicated. (See paragraph 25).

.../(b)

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ASSESSMENT OF D-DAY. (cont'd)

14. (b) Postponement.

Postponement will be made in the form:-

"NEPTUNE TRIDENT". This signal means "Operation postponed". All ships and craft return to harbour by reverse of outward route and take up their assembly berths".

WEATHER REQUIREMENT.

15. Quiet weather is required for the initial passage and the assault. absence of fog is necessary to enable air operations to be undertaken. Meteorological forecasts cannot be relied on for more than 48 hours ahead and a decision will be made about H-24 whether to confirm D-Day or to postpone it.

ENEMY SCALE OF OPPOSITION - See Appendix "D".

16.

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EXECUTION OF THE PLAN.

LOADING AND ASSEMBLY OF FORCE "J".

19. This will be in accordance with ONI-R7/J.1 and J.O.I. 17.

BORTHING.

10. Borthng will be in accordance with ONI-R7/J.1 and other orders issued by Commander-in-Chief, Portsmouth.

DETACH.

21. Detach of the assembly areas and the shipping in them will be in accordance with J.O.I. 12 and 13.

DISTRIBUTION OF ORDERS.

22. Distribution of orders will take place during this period in accordance with J.O.I. 15.

BRIEFING.

23. (i) Naval Commander Force "J" and Senior Officers of Assault Groups will hold Briefing Conferences in accordance with J.O.I. 16. This will include the briefing of the first four stores convoys which arrive on D-Day.
- (ii) Convoy Conference for other merchant shipping will be as ordered by Commander-in-Chief, Portsmouth.
- (iii) Part of Bombardment Force "E" will be separately briefed by Rear Admiral Commanding 10th Cruiser Squadron.

SECURITY.

24. Security is to be rigidly observed on the lines defined in J.O.I. 14.

SAILING.

25. The sailing of ships and Groups will be in accordance with Appendix "D" and J.O.I. 22.

The signals quoted in paragraph 13 above will be originated by Commander-in-Chief, Portsmouth and addressed to the Assault Force Commander who will be responsible for re-transmission to Force "J" and to all attached escorts, bombarding destroyers and minesweepers.

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COMMUNICATIONS ORDERS.

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27. The Command and control of the forces largely depend upon a proper understanding of the Communications Organisation.

Commanding Officers are to ensure that the appropriate officers and ratings are familiar with the organisation laid down in J.O.I. 100 and Appendix "Z", in so far as it affects their ships.

THE PASSAGE.

ROUTE AND TIME.

28. The routes to be followed are contained in Appendix "C".

COVERING FORCES.

29. Covering Forces will be acting as described in J.O.I. 23.

MINE-Sweeping.

30. Minesweeping will be carried out as described in Appendix "D" and in J.O.I. 24. Attention is called to C.N.6 Appendix IV regarding Modified Clair Quis method of reporting mines by all ships at sea after H-4 hours on D-Day.

CLOSE ESCORTS.

31. Close Escorts will be provided as shown in Appendix "B".

CONVOY.

32. During the passage of the Assault Convoys, the stationing of the escorts and their employment in the event of attack will be the responsibility of the Senior Officer of the Group, as shown in Appendix "A".

BOMBARDING DESTROYERS.

33. Bombarding destroyers will act as escorts during the passage. On arrival at the Lowering Position, they will proceed to carry out their Close Support and Bombardment duties (see paragraph 53.)

ZIG-ZAGS.

34. Zig-zags will not be employed on passage.

PARAVANES.

35. Paravanes will not be used.

CONDUCT IN SHORT ASSAULT CHANNELS.

36. The whole area south of 50° N. is extensively mined and ships which drift down tide will immediately endanger themselves once they are out of the channel.

Careful allowances must be made for tides.

Ships in column must preserve their compass bearing from the guide of the column and NOT PERMANENTLY FOLLOW IN THE WAKE OF THE NEXT SHIP. Every endeavour is to be made to avoid straggling.

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DRIFTING MINES.

37. (a) A large number of mines may be set by the minesweepers and will not be sunk by night. A careful look out will be necessary to avoid them, and ships should, if possible, pass drifting mines on the up-tide side.

(b) M-2 disposal.

Ships are not to attempt to dispose of drifting mines:-

- (i) Until it is certain the enemy is aware of the assault.
- (ii) If other ships will be endangered by the explosion.
- (iii) If so doing will divert them from other duties.
- (iv) If it means leaving the damned channels.

Subject to these limitations, every effort must be made to sink or explode mines seen on the surface.

RETAKE IN SIGHT AND AT GUNPOINT.

38. Attention is called to J.O.I. 22, paragraph 9.

CASE OF MILITARY FORCES FIGHTING.

39. The attention of Commanding Officers and Masters of Ships and Craft in which Military Forces are embarked is called to J.O.I. 10.

W/T SILENCE.

40. Wireless silence is to be kept until H+20 minutes, when silence may be broken on certain specified waves. (See J.O.I. 102).

Wireless silence may be generally relaxed at H-hour.

STATIONS DURING THE PASSAGE TO THE ASSAULT.

41. (i) Entanglement after sailing.

The reverse route to the outgoing passage is to be followed and ships are to return to their ports of sailing. Groups should as far as possible avoid overtaking other Groups on the Return Passage.

(ii) In the event of Air Attack.

As laid down in J.O.I. 25.

(iii) In the event of Surface Attack.

(a) As laid down in J.O.I. 26.

(b) By day.

Fire is not to be opened on any vessel, unless it is clearly recognised as hostile or commits a hostile act.

(c) By night.

Unless definite information has been received of the presence of hostile forces, fire is not to be opened without first making the challenge.

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41. (iii) (cont'd)

- (d) In any case, Assault Groups are to make every effort to press on, leaving their escorts to overcome the opposition.

(iv) In the event of U-Boat Torpedo attack.

One escort should counter-attack and destroy or hold down the U-Boat until the Convoy is out of danger. A/S hunts are not to be continued for longer than one hour, nor so as to inconvenience the passage of oncoming groups. Care is necessary to discriminate between U-Boat and E-Boat attacks and mines before counter-attacking.

(v) Use of Smoke.

Smoke is not to be used at night, or once the Assault Forces are committed to the Swept Channels.

(vi) In the event of Fog.

Groups must maintain the planned speed of advance.

(vii) Use of Balloons.

Balloons are to be kept close hauled on passage at the lowest practicable height and in any case not above 100 feet. Balloons in the anchorage after the assault are to be flown at not more than 1000 feet.

(viii) Use of Navigation Lights.

Navigation lights are not to be used except in emergency and then dimmed navigation lights only. Minesweepers will burn dimmed masthead sweeping or station keeping lights and shaded stern lights. White lights are to be fitted on the crocodile floats.

(ix) Use of Illuminants.

Use of illuminants is restricted to escorting ships and craft, destroyers, and larger warships. Illuminants are NOT to be used until surprise is known to be lost.

(x) Use of Recognition Signals.

Landing craft will NOT carry recognition signals. Where extracts are issued to ships and coastal craft, these are to cover the period of the outward and return voyage. In the established traffic lanes, recognition signals 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.

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41. (cont'd)

(xi) Use of Radar, I.F.P., Radar aids to Navigation, and R.C.M.

(a) General Radar policy is as follows:-

- (i) Radar silence except for intermittent use of W.S. (Warning Surface) Sets until surprise is lost.
- (ii) R.C.M. silence until an exact time laid down in detailed orders.
Searching receiving watch is to be kept for enemy R.C.M., reporting its position to Naval Commander Eastern Task Force after J/T silence has been relaxed.

(b) Details of Radar, I.F.P. and R.C.M. policy are contained in O.N.C.O. Sections XIV to XVI inclusive.

(c) For non-holders of O.N.C.O., the relevant extracts will be promulgated separately to ships concerned in the use of R.C.M., and included in J.O.I. 99 for the remainder.

(xii) Shipping Consultation.

Policy as laid down in J.O.I. 4 and 27.
L.S.I. unable to proceed should send on first flights in L.C.I., and are to organise accordingly.

(xiii) Rescue Ships.

U.S. Coastguard rescue craft will accompany Groups of L.S.I., L.S.T., and L.C.I.(L) to pick up survivors.
No other ships may stop, but rafts should be dropped as requisite.
At the discretion of the Senior Officer of the Group, an escort may be detailed to assist a damaged ship.

(xiv) Military Survivors.

Military survivors are to be taken forward and landed after the assault. Facilities exist in the assault area for re-equipping them on shore.

FIGHTER PROTECTION.

42. Fighter protection will be as shown in J.O.I. 54.

ROUTING OF ALLIED AIRCRAFT.

43. All Allied aircraft, other than day fighters, will be routed clear of the cross-channel convoy routes and assault area whenever possible.

A careful look-out must be kept for damaged aircraft attempting to return by their shortest route.

AIRCRAFT RECOGNITION.

44. The possibility of the enemy operating captured allied aircraft of all types under his own or false markings must be borne in mind. For information on Friendly Aircraft Markings see J.O.I. 52.

...../AIR/SEA RESCUE.

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AIR/SEA RESCUE.

45. Air/Sea rescue will be operated, as at present, under Commanders-in-Chief of Home Commands.

All possible assistance should be given to waterborne airmen.

"Walrus" and "Sea Otter" aircraft will also be engaged in Air/Sea rescue.

46.

THE ASSAULT.

THE ASSAULT WILL BE PRESSED HOME WITH RELENTLESS VIGOUR,
REG. REGARDLESS OF LOSS OR DIFFICULTY.

This is to be communicated personally by the recipient of these orders to all officers and men of the Assault Force under their Command.

THE ASSAULT SECTOR AND MACHINES.

47. Details are contained in Appendix "C".

TRIM OF LANDING SHIPS AND CRAFT.

48. L.S.T. and major landing craft are to have their trim adjusted for a 1/100 beach gradient.

DEPLOYMENT OF GROUPS.

49. Deployment of Groups is described in J.O.I. 31 and J.O.I. 33.

CONDUCT OF D.D. TANK GROUPS.

50. Conduct of D.D. tank groups is laid down in J.O.I. 32.

SUBMARINE MARKERS.

51. The launching positions for the D.D. Tank groups may be marked by Submarine X.20 and a dinghy launched from X.20 respectively, acting under the orders of C.O.P.P.1, as laid down in Appendix "P".

OTHER ORDERS FOR THE ASSAULT.

52. Other orders for the assault are to be found under the following headings:-

- (i) Timing of the assault. J.O.I. 34.
- (ii) Chronological Sequence of Events. Appendix "J".
- (iii) Naval Bombardment. J.O.I. 31 and Appendix "G".
- (iv) Close Support. J.O.I. 31, 32, 33 and Appendix "H".
- (v) Bomber Support. J.O.I. 35.
- (vi) Conduct of minesweepers. Appendix "D" and J.O.I. 24.
- (vii) Control and Control during the assault. J.O.I. 2.

..../33.

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SENTRY/L.2.
OCTOBER 1944
(19. 5. lbs.)

SENTRY L.C.P. (L) FOR BOMBARDING CRUISERS AND DESTROYERS.

53. Senior Officer L.C.P. (L) is to detail 6 L.C.P. (L) to attend on bombardment ships from H-40 minutes until otherwise ordered, as follows:-

- (i) One to each of the cruisers "HELSAFT" and "DIADEM" who will be to the Westward of Force "J" Lowering Positions, close to Channel 6.
- (ii) Two to each of the two groups of bombardment destroyers (Senior Officers "KEMPERFELT" (D.26) and "VIMY"), who will be about half way between Force "J" Lowering Positions and the shore on the outer flanks of the craft lanes. They will make smoke as ordered by the ships upon which they are attending, and remain in close touch on the disengaged side when not required for smoking.

DETAILED ORDERS FOR ASSAULT GROUPS.

54. The final approach and assault will be carried out in accordance with detailed orders issued by Captain G.J.1 and Captain G.J.2.

EXTRACT FROM SCHEDULE OF ASSAULT LANDINGS.

55.(a) Times are approximate:-

H-5 minutes	- D.D. Tanks.
H-hour	- A.V.R.E. and L.C.T. (HR), L.C.T. (CB) AND L.C.T. (A).
H+5 minutes	- Assault companies of:- 7th Canadian Infantry Brigade on MIKE GREEN, MIKE RED and NAN GREEN. 8th Canadian Infantry Brigade on NAN WHITE and NAN RED. H+20 minutes - L.C.O.C.U.s and Reserve R.E. Obstacles Demolition Parties. H+45 minutes - No. 42 R.M. Commando on NAN RED. "RING" Force on MIKE RED.

PROGRESS OF LAND BATTLE.

55.(b) Attention is called to Annex 5 of Appendix "G" regarding Outline Military Plan and Military Code words for Success Signals and Place Names.

CLEARANCE OF GAPS IN BEACH OBSTACLES.

56.(a) Clearance of gaps in beach obstacles will be carried out by No. 1 and No. 5 R.N. L.C.O.C.U. No. 11 and No. 12 R.E. L.C.O.C.U., by Canadian Royal Engineers, and by R.E. Reserve Demolition Parties, as described in J.O.I. 36 and Appendix "H".

The minimum essential gaps to be cleared are:-

For 7 Brigade: 600 yards on Junction of MIKE GREEN and RED,
200 yards on NAN GREEN.

For 8 Brigade: 400 yards on NAN WHITE,
400 yards on NAN RED.

The outer row of obstacles must be cleared first before the water gets too deep.

The tide rises at about five feet per hour.

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FOR 4 G.H.T.

002 7/7/2
1000 hrs
(19. 5. 44.)

HEADQUARTERS OF THE 82ND DIVISION (U.S.A.)

56. (b) Reserve Obstacle Clearing Parties (R.O.C.P.) will be carried in L.W.I.(L) as detailed. Six L.C.P.(3) will accompany the V.R.D. Groups, three to each assault Group, and will go alongside the L.W.I.(L) to embark and land the Obstacle Clearing Parties as soon as the first flight of L.C.P. is clear.

BLOCK MINES.

57. It is possible that the Beach Obstacles will be strengthened by minefields laid above and below the waterline. Teller mines are attached to tongue of obstacles.

REINFORCEMENT BRIGADE.

58. 9th Canadian Infantry Brigade in reserve will land as ordered, probably through 8th Brigade beaches.

PROCEDURE FOR CALLING IN RESERVES.

59. Procedure for calling in reserves will be as laid down in J.O.I. 38.

CTION IF ASSAULT IS HELD UP ON ONE BEACH.

60. Reinforcement.

Reserve battalions can probably not be diverted in time. Reserve regts will be diverted as the situation demands. Later arrivals destined for the beach which has not been captured will be diverted as necessary.

It is important for D/a.O...Os to pass information to advanced beach signals regarding any diversions which may be ordered.

REINFORCEMENTS.

61. ~~Reinforcement will be supplied with supplies~~

~~Reinforcement will be supplied with supplies~~

POSITION OF LANDING POSITIONS.

62. The landing positions for craft during the assault are described in J.O.I. 37.

SECOND FLIGHTS OF ASSAULT TROOPS FROM L.W.I.

63. Second flights of assault troops from L.W.I. will be discharged as laid down in J.O.I. 40.

THE FOLLOW UP.

64. The first follow up troops after the assault will arrive in L.W.I. Groups of Force "L" at H+9 hours, and H+15½ hours, as laid down in Appendix "B".

DIVERSION OF FORCE "A" TO JUNO SECTOR.

65. If Force "A" assault is interfered with by enemy heavy batteries, it may be necessary to divert part of the Force "A" landings to JUNO Sector.

This would be unlikely to take place before about H+1 hours. In such a case the diverted Groups would start to land on N.W. JUNO Beach under control of Force "J" and 102 sub-reg.

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ORG-JW/J-2
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(19. 5. 44.)

DIVISION OF FORCE "3" TO JUNO SECTOR (cont'd)

One S.O...G. of Force "3" would place himself alongside Captain G.J.2.

OBCE Sector may be developed later as a Force "3" Beach, using Force "3" Beach Parties.

LANDING OF BEACH .IN. NAV. OFFICER IN CHARGE (B.N/J) -
SETTING UP OF SIGNAL STATIONS.

66. Beach Area Naval Officer-in-Charge (B...N/J) will land and set up his Advanced Communication Centre in conjunction with Advanced Beach Sub-Area Headquarters, about H+3 Hours.

The advanced Beach Signal Stations are expected to be established by about H+30 minutes.

DISMANTLING OF SHIPPING AND CRAFT AFTER THE BRIEFLY.

RETURN OF ASSAULT GROUPS TO ENGLAND.

67. Return of assault Groups to England will be as laid down in J.O.I. 39 and Appendix "F".

DISPOSAL OF CLOSE ESCORT AND COASTAL CRAFT.

68. Disposal of close escorts and coastal craft will be as laid down in Appendix "K".

SURVEYING OF BEACHES AND ANCHORAGE.

69. As soon as they are free of their duties as Navigational Leaders, the L.C.P.(SF) will be required to carry out a preliminary survey and to lay navigation marks to indicate the positions for the wrecks to be laid for coastor moorings, in accordance with Appendix "P".

ORGANISATION OF THE ANCHORAGE.

70.(a) A general description of the organisation of the anchorage is contained in J.O.I. 70; and a plan, showing the principal authorities, with their headquarters ships and craft, is attached to Appendix "C".

SIGNAL SIGNALS IN THE ANCHORAGE.

70.(b) By Day.

By Night.

D/S.O...G. Pt 3 RL

Three all round red lights in a triangle.

S.O.P.C. Pt 3 RL

Three all round white lights in a triangle.

...ANCHORAGE OF THE ANCHORAGE.

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~~TOP SECRET~~

ON 10/1/1964
1964
(19. 5. 64.)

DEFENCE OF THE ANCHORAGE

71. Defence of the anchorage will be conducted in accordance with S.A.A.D.O.s., as laid down by Naval Commander Eastern Task Force.

Other relevant orders are contained in:-

- Appendix "O" - A/S Patrols.
J.O.I. 71 - Outline of Policy.
J.O.I. 72 - Air Defence Policy and Counter Measures against Minelaying Aircraft and Circling Torpedoes.
J.O.I. 73 - Organisation of Smoke Screening.
J.O.I. 74 - Defence against Shore Batteries.
J.O.I. 77 - Operation "ALERT", and Defence Against Midget Submarines etc.

CAPTAIN PATROLS (CAPTAIN (P)).

72. About 0600 hours Captain G.J.1, in his Headquarters Ship will leave the anchorage to take over his duties as Captain (P) as required by S.A.A.D.O.s.

DEFENCE FORCES REMAINING UNDER COMMAND OF FORCE "J".

73. The forces remaining under command of Force "J" for the defence of the inner anchorage will be:-

- (a) H.M.S. KEDDINGTON
H.M.S. VENUS }
H.M.S. VIGILANT }
H.M.C.S. ALGOQUIN } Destroyers.
H.M.C.S. SIOUX }
H.M.S. JULIETTE }
H.M.S. PUNTY }

Note:- Four Destroyers to stay at one time.
Three away for ammunitioning etc.)

- (b) H.M.S. NORTHERN SHIN }
H.M.S. NORTHERN SPirit } A/S Trawlers.
H.M.S. NORTHERN PRIDE }

- (c) M.L. 123 M.L. 246
M.L. 147 M.L. 205
M.L. 196 M.L. 297
M.L. 247 M.L. ...

- (d) L.C.G. 831, 1007, 1062, 680,
 681, 764, 939.
L.C.P. 1, 33, 37, 21, 32, 24, 29.

Forces in (b) and (c) will take up A/S patrol as laid down in Appendix "O" when ordered.

Other routine actions required from these forces are summarised in J.O.I. 71.

.../7a.

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THE ASSAULT.

OEN 47/3.2.
ADM 17.
(17. 5. 44.)

THE ASSAULT - THE TOOK UP OF TORCH ON 11 JULY.

74. J.O.I. 5 lays down an outline of the reports required by the assault Force Commander from Subordinate Commanders during and immediately after the assault.

75.

THE PORT AND HARBOUR POSITION.

THE BUILD UP.

76. The speed with which subsequent formations and stores are loaded is equal in importance to the initial assault.

DETAILS OF ORGANISATION.

77. It is important that officers should study and understand the following instructions:-

- J.O.I. 59 - Outline Plan of Build Up.
- J.O.I. 60 - Organisation of Shuttle Service.
- J.O.I. 62 - Control of Shipping and Craft between England and France.
- J.O.I. 63 - TROOP Organisation in FORM OF SHUTTLE Service.
- Appendix "A" - Return of ships and Craft on the Shuttle Service.

DO'S TO THE BUILD UP FROM THE PORTS.

MERRY CHRISTMAS.

78. The organisation of the Ferry Craft and of their Depot ships is described in:-

- J.O.I. 61 - The Ferry service.
- J.O.I. 79 - Ferry Craft Organisation.

DETAILED PLAN FOR THE DRAWS, GUN IN THE FORM OF.

79. See J.O.I. 80.

SHIP FOR COASTERS.

80. Two trains of four barge each have to be laid for landing craft in coashore which will discharge by landing. (See Appendix "B").

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~~TOP SECRET~~

~~SECRET/7.3.~~
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U.S. NAVAL PONTON CAUSEWAYS. (N.L. C-USER-TS)

81. Causeways with attendant "Tugs" will be towed over to arrive from D+1 onwards, to be placed in position by sinking off the beaches to hasten the discharge of L.S.T. and L.C.T. between half tide and high water. See Appendix "R".

82.

IDENTIFICATION OF SHIPPING.

83. Merchant vessels will display code numbers and letters on a board to indicate the nature of their cargo etc. (See O.N. 13, Appendix VIII).

L.S.T., L.C.T. and L.C.I.(L) will display destination boards showing the sector for which they are destined and the Serial Number of the load which they are carrying.

BLOCKSHIPS - GOOSEBERRY NO. 4.

84. Eight Blockships (known as CORNOBS) will be towed over to arrive p.m., D+1 and four more p.m., D+2. They will be sunk off the junction of MIKE and NAN Beaches to form a sheltered beach and a refuge for Ferry Craft.

This shelter is named Gooseberry No. 4. (See Appendix "Q"). The progress of the construction is to be included in the Force Commander's SITEP. (See O.N. 16 paragraph 109).

SALVAGE AND FIRE FIGHTING.

85. The organisation of fire fighting vessels and salvage tugs is laid down in J.O.I. 80.

EVACUATION OF CASUALTIES AND PRISONERS.

86. Evacuation of casualties and prisoners will be as laid down in J.O.I. 64 and 65.

The reporting of casualties is to be as laid down in J.O.I. 80.

EVACUATION OF REFUGEES.

87. As laid down in J.O.I. 66.

CIVILIANISATION ON SHORE.

88. The details of the organisation required on shore to handle the build up and the various inter-service problems of defence, communications, liaison, etc. are contained in R.A.M/J Orders and in:-

J.O.I. 84 - General Organisation of the Beaches.
J.O.I. 86 - R.N. Beach Parties.

.../89.

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Re: JULY.

013 JU/7.2.
JULY 19
(19. 5. 44.)

INTELLIGENCE.

89. For Intelligence Advisory see J.O.I. 91, and Appendix "B".

ADMIRAL AUTHORITY.

90. In the initial stages of the operation, the British assault force will first come under the Naval Control of Naval Governor Eastern Task Force, who will act through the assault Force Commanders as necessary.

From Headquarters and the necessary communications have been set up on shore and the situation warrants the withdrawal of Naval Governor Eastern Task Force, the Flag Officer, British assault Area (P.O. B.A.A.), will be ordered to assume control.

In the interim period this officer will act as Rear Admiral (Administration) to Naval Governor Eastern Task Force - (N.G.E.T.F.).

ASSOCIATED MILITARY COMMANDERS.

91. The designated military commander in Force "J" Sector will be initially, the Commander, 102 Beach Battalion, who will come under the command of 1st Corps about D+1, and 2nd Army about D+5.

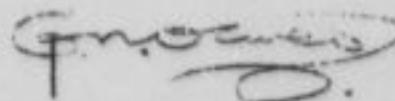
ADMIRAL OF THE FLEET, ADMIRAL OF THE FLEET AND "J".

92. It is anticipated that the Naval Governor, Force "J" will be withdrawn for other duty after the basic land objectives have been consolidated by the Army, and as soon as work off the harbours is proceeding normally.

Upon this occurs, it is intended that the Naval Governor Force "G", shall assume command in areas "G" and "J", and that the Naval Commanders, Forces "J" and Force "G", shall each appoint an assault Group Capt in no Senior Naval Officer in their areas, to act under the orders of Naval Governor Force "G" (see J.O.I. 104 and 105 for adjustment of Force J/I Commissions in this event).

*3 REPORT ON PROCEEDINGS - JUN 1944 VOL 1 PG 1000

93. Instructions for rendering the above reports and recommendations are contained in a separate document which has been addressed to those authorities from whom reports are required.



COMMODORE
NAVAL COMMANDER FORCE "J".

...../1000: 1.

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TABLE OF IMPORTANT SIGNALS.

	CODE SIGNAL	MEANING.
1	NEPTUNE TIDWEE	Start loading as required by loading plan. The day on which this signal is made is, for the purposes of loading, D-7.
2	NEPTUNE TAILOR	The signal to start loading will not be made for a further 24 hours.
3	NEPTUNE SOLDIER	Suspend loading.
4	NEPTUNE SAILOR	Cease loading.
5	NEPTUNE Serial CHARGE	Groups are to sail in accordance with the prearranged timetable without further orders. D is as indicated by Serial Number in Signal. (See OME/ST/J.2 paragraph 13.)
6	Amend my For Serial.... read Serial.... (R) Serial....	Groups are to sail in accordance with the prearranged timetable without further orders. D-Day is as indicated by Serial Number in signal, which amends previous signal (See OMEST/J.2 paragraphs 13 and 14.)
7	NEPTUNE TRIDENT	Operation postponed. All ships and craft return to harbour.

..../APPENDIX "A".

(19. 5. 44.)

001182

THEARIALS
ACCIDENTS INC.
1961
(19. 3. 1961)

APPENDIX 2A TO CHARTER 2.
SENIOR OFFICERS AND DEPUTY SENIOR OFFICERS OF SHIPS.

GROUP	SENIOR OFFICERS
GROUP J.301	Royal Force Commander in R.N.R. BELARY. Commanding Officer, R.N.C.S. ALONQUIN, Senior Officer L.C.T. (S), Lieutenant Commander Thibertine, R.N.R. in L.C.T. (S) 585.
GROUP J.301(a)	Senior Officer, 3rd H.M.S. Flotilla, in R.N.R. GEMINI. Deputy Senior Officer - Commanding Officer, R.N.R. TERRY.
GROUP J.301(b)	Senior Officer attached Destroyers - R.N.R. FAULCON - R.N.R. PINE.
GROUP J.301. (R.D.TANKS)	Commander Jones, R.E.C., R.N., in L.C.H. 160 - Deputy S.O.A.S. HIRE MED. Deputy Senior Officer - Lieutenant Commander Ford, R.N.V.R. in H.L. 908 (P.O., 4th L.C.T. Flotilla).
GROUP J.302. (A.V.R.E.) (L.C.T. (A))	Commander Struben, R.N. in L.C.H. 96 - Deputy S.O.A.S. HIRE GREEN. Deputy Senior Officer - Lieutenant Purvis, R.N. in H.L. 96. Lieutenant Commander Wallace, R.N.V.R., Senior Officer, L.C.P. (L), in H.L. 997.
GROUP J.303. (R.P.ARMY.)	Lieutenant Commander The Son, J.D. Rotham, R.N. in H.L. 191. Deputy Senior Officer - Lieutenant Commander Appleton, R.A.N.V.R. in H.L. 946. (P.O., 3rd Flotilla). R.N.R. WHEATLEY - Escort.
GROUP J.304. (L.S.I. 1st and 2nd DIVISIONS)	Captain G.J.T., in R.N.R. LAMFORD. Deputy Senior Officer - Senior Officer, L.S.I. - Commanding Officer, R.N.C.S. PRINCE HENRY. R.N.R. STEWERTONE, F.S. LA CONQUANTANTE, R.N.R. WEIR - Escort Destroyers.
GROUP J.305. (Priority Vehicles etc.)	Lieutenant Commander Doherty, R.N.V.R., in L.C.T. (L) 117. Lieutenant Stewart, R.N.V.R., in H.L. 205 (P.O. 105th Flotilla.)
GROUP J.306(a)	Senior Officer, 7th H.M.S. Flotilla, in R.N.R. FELONIE. Deputy Senior Officer - Commanding Officer, R.N.R. RECHIT.
GROUP J.306(b)	Senior Officer attached Destroyers, R.N.C.S. ESKIMO, R.N.R. VIGILANT.
GROUP J.307. (R.D.TANKS)	Commander A.E.D. Ryder, R.C.R.N., in L.C.H. 239 - Deputy S.O.A.S. HIRE WHITE. Deputy Senior Officer - Lieutenant Commander Esselby, R.N.V.R., in H.L. 903 (P.O., 11th Flotilla)
GROUP J.308. (A.V.R.E.) (L.C.T. (A))	Lieutenant Commander MORTON, R.N., in L.C.H. 167 - Deputy S.O.A.S. HIRE MED. Deputy Senior Officer - Lieutenant Commander Stevens, R.E.C., R.N.V.R., in H.L. 123 (P.O., 105th Flotilla.)
GROUP J.309 (R.P.ARMY.)	Lieutenant Commander G. MARSHALL, R.N.V.R. in H.L. 196. Deputy Senior Officer - Lieutenant J. Stevens, R.N. in H.L. 167. R.N.R. BEAGLE - Escort.

/GROUP J.30...

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DEPARTMENT OF DEFENCE
ARMED FORCES
HEADQUARTERS
(1965-1966)

SENIOR OFFICERS AND SENIOR SENIOR OFFICERS OF SHIPS (CONT'D).

NAME	POSITION
GROUP A001. (3rd and 4th L.S.T. (Divisions))	Captain G.J.B., in R.N.L. HARRIER. Deputy Senior Officer - Senior Officer L.S.T., Commanding Officer, R.N.L. BRIGADE. R.N.L. HARRIER (1965), R.N.L.S. CLARKIA, R.N.L. HARRIER - Escort. R.N.L. HARRIER (1966) (F.O., 35th Flotilla). R.N.L. HARRIER (1966) (F.O., 35th Flotilla).
GROUP A005 (Trophy vehicles).	Lieutenant Commander A.J. Cuthill, R.N.V.R., in R.L.209 (F.O., 35th Flotilla). Deputy Senior Officer - Lieutenant Commander, R.N.V.R., in L.C.T. (F.O., 35th Flotilla).
GROUP A031. (Reserve Brigade)	Captain G.J.B., in R.N.L. HARRIER. Deputy Senior Officer - Lieutenant Commander Griffiths, R.N. in R.L. 207. Acting Lieutenant Commander E. L. Harrison, R.N.V.R., in L.C.T. 220. R.N.L. VERSATILE - Destroyer Escort.
GROUP A032. (L.S.T.)	Commander G. R. F. Oxley, D.R.G., D.R.C., R.N., in L.S.T. 205. Deputy Senior Officer - Commanding Officer, L.S.T. 205. R.N.L. PETUNIA, R.N.L. CLARKIA, R.N.L. PINE and R.N.T. NORTHERN SPOT - Escorts.
GROUP A033. (L.S.T.)	Commander Christopher-May, R.N., in L.S.T. 405. Deputy Senior Officer - Commanding Officer, L.S.T. R.N.T. NORTHERN SPOT, R.N.T. NORTHERN SEA, R.N.T. NORTHERN SPOT. R.N.T. LONG MELTON, R.N.T. LONG AURIN - Escorting Troopers.

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APPENDIX 70P.

APPENDIX "M" TO CHIEF/J-2.

(1) COMPOSITION OF GROUPS AND MOVEMENTS OF SHIPS AND CRAFT FOR THE ASSAULT.

CHIEF/J-2
APPENDIX "M"
Page 1.
(19.5.46.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED	D PASS GATE AT	E		CHANNEL NO.	F MOVEMENTS DURING THE ASSAULT.	G SUBSEQUENT MOVEMENTS.
				OUTWARD ROUTE. ALL TIMINGS ARE RELATIVE TO H-HRS.	CHANNEL NO.			
304(a)	HILARY	9	H-12 H 0 m	P Buoy - H-10 h 40m "AA" - "BB" - H-7 h 15 m "CC" - "DD" - H-5 h 30 m "EE" - "FF" - H-1 h 45 m	7	As ordered by the Naval Force Commander. Remain in company with HILARY	As ordered by the Naval Force Commander. Despatch Boats.	
(b)	G.H.S. 105 L.T.B. 300 L.T.B. 304		North Gate					
(c)	8 L.C.I. (S) (Commandos) 2 L.C.I. (S)				7	Beach on <u>MAM MED BEACH</u> in accordance with orders issued by G.J.E. L.C.I. (S) on arrival at Southern end of channel will remain close to seaward of HILARY, porting company as necessary to beach.	L.C.I. (S) after landing Commandos will proceed to L.S.I. for discharge of L.S.I. (see J.O.I. 40), 5 reporting to PRINCE HENRY and 5 to BRIGADE. On completion, anchor around HILARY providing a "Physical" screen for her, and in accordance with APPENDIX "L".	
(d)	U.S. Coastguard Search Craft (1)				7	L.C.S. (L) 256 - remain with HILARY. 255 - Acts as Stand by D/SOAG craft for G.J.1. 257 - Acts as stand by D/SOAG craft for G.J.2.	L.C.S. 255 assists in control of LCS firing on flanks of MINE Sector. LCS 257 assists in control of LCS firing on flanks of NAN Sector.	
(e)	L.C.S. (L) (2) 256 255 257			Ships and Craft rendezvous at gate at time shown above.	7	Escort on outward passage will on arrival act in accordance with APPENDIX "G".	In accordance with APPENDIX "G" and "H".	
(f)	R.H.S. ALISTAIR			Codeword of Group "PEASICK".				

THIS GROUP IS SHOWN AS J-7 IN O.N. 7 APPENDIX I.

....310(a)

DISPOSITION OF CRAFTS AND NUMBER OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

ORGANIZATIONS
APPENDIX B

THIS GROUP IS SHOWN AS J, 15 IN Q.R. 7 APPENDIX I.

...../311(a).

卷之三

REF ID: A6512

POSITION OF GROUPS AND MOVEMENTS OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

ONEAL/J.2.
APPENDIX "D"
Page 3.
(19.5.44.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED.	D PASSE GATE AT	E		F MOVEMENTS DURING THE ASSAULT.	G SUBSEQUENT MOVEMENTS.
				OUTWARD ROUTE. ALL TIMES ARE RELATIVE TO H-0000.	CHANNEL NO.		
311(a)	6 L.C.T. (3) (D.D. Tanks)	5 knots	H-100 20m	H-00 0000 0-16 h 30 m " " " " H-00 0000 0-17 h "	1	In accordance with detailed orders issued by Captain G.J.1.	Sub-group at position "MP" and proceed to R.E. in accordance with J.O.I. 39 and Appendix "D".
311	LCP(1) 750 * 800 * LCP(1) 770 * 800 * 136 (Ladders)	5 knots Same Same	South Gate	H-00 0000 0-11 h 0 m " " " " H-00 0000 0-12 h 35 m " " " " H-00 0000 0-13 h 40 m	7	In accordance with orders for assault landing and J.O.I. 75.	In accordance with orders for assault landing and J.O.I. 75.
312	6 LCP(L) 705 PLS						
313	LST 160 (D/SOMA)						As ordered by D/SOMA.
314	LCP 1.						In accordance with Appendix "D".
315	R.L. 900			Code Word of Group "UNIVERSITY".			LCP 1 provides A/A support off NEKE HED and NW GREE BEACHES.
							As ordered by GJ1.

THE GROUP IS IDENTIFIED AS GROUP 312 IN O.J. 7 APPENDIX L.

.../312(a).

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SHEAST/J.2.
APPENDIX "H".
Page 4.
(1954A.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED	D PASS DATE AT	E		F MOVEMENTS DURING THE ASSAULT	G SUBSEQUENT MOVEMENTS.
				OUTWARD ROUTE. <u>ALL TIMINGS ARE RELATIVE TO H-HOUR.</u>	CHANNEL NO.		
312(a)	8 LCT(5) A.T.R.E. 1 LCT(5)	5 knots	H-20 h 10 m	"P" Bay H-17 h 30 m. "M" -	1		LCT(5) and LCT(A) will proceed to LSI as detailed by Captain G.J.I for the discharge of Military personnel. (See J.O.I. 40).
(b)	8 LCT(A) 1 LCT(CB)		00m h Geta	"P" - H-11 h 05 m	2		
(c)	1 LCT(5) 3 AMT			"CC" -	7	In accordance with detailed orders issued by G.J.I.	
(d)	LCP 33 LCP 37			"DD" - H-6 h 25 m			LCP 33 cover and mark position "M". LCP 37 cover and mark position "R".
				"QQ" - H-1 h 10 m			
(e)	LCO(L) 333rd Flotilla. 831 1007 1062			All LCO(L) join up with Group 311 as Group 311 passes Group 312.		In accordance with Appendix "H".	In accordance with Appendix "I".
(f)	L.C.L. 96			Code Word of Group "VALSPICIOHO".		W/SONG MAN GREEN	As ordered by D/SOAG
(g)	K.L. 266					As ordered by G.J.I.	In accordance with Appendix "K" and "O".
(h)	705 LCP(L) Plot.			LCP(L) are to keep outside the swept channel in line ahead keeping the Western Dan Throgs to the left			LCP(L) in accordance with Smoke Orders & J.O.I. 73.
(i)	K.L. 297					In accordance with Orders for Smoke and J.O.I. 73.	K.L. 297 may be used for A/S Patrol - See Appx. "K".
	9 L.C.L. (HR) and 2 L.C.S. (H) are to be taken as arranged by Captain G.J.I.						

THIS GROUP IS IDENTIFIED AS J.O.I. 7 APPENDIX L.

.../313(a).

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COMPOSITION OF GROUPS AND MOVEMENTS OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

ONEAST/J.2
APPENDIX 7B
Page 5
(19.5.44.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED	D PASS GATE AT	E DEPARTURE ROUTE. ALL TIMINGS ARE RELATIVE TO R-BOUL.	CHANNEL NO.	F MOVEMENTS DURING THE ASSAULT.	G SUBSEQUENT MOVEMENTS.
313(a)	15 L.C.T. (4) (S.P. Arty)	6 00 n		"P" Bay R-14 h 50 n	7	)	Re-Group at position "P" and proceed to the U.K. in accordance with Appendix "I", and JOI 39.
(b)	1st DIV LCT(R) 359 367 405 457		South Gate.	"AA" = "BB" = R-2 h 35 n "CC" = "DD" = R-7 h 20 n		) In accordance with detailed orders issued by Captain G.J.I.	1 LCT(R) as detailed by SOAG is to reload from LCT(R) 125 in the LCT anchorage and stand by for further orders.
(c)	H.L. 151			"EE" =		)	M.Ls in accordance with Appendix "P".
(d)	H.L. 146			"FF" = R-1 h 0 n		)	Despatch Boats.
(e)	LCS(L) (1) 202 203					LCS(L) 202 - Report to LAMPFORD. LCS(L) 203 - Report to LAMPFORD.	
(f)	HHS WRESTLER			Destroyer will rendezvous with Group at gate. Code Word of Group "CONSIDER".		In accordance with Appendix "U".	In accordance with Appendix "I" and "J".

THIS GROUP IS LISTED IN 314(a) IN CHART APPENDIX I.

.... /314(a).

ONEAST/J.2
APPENDIX 7B
19.5.44.

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* Denotes ships carrying L.C.A.(OC)

.../315(a).

TOP SECRET

DISPOSITION OF GROUPS AND MOVEMENTS OF SHIPS AND CRAFT FOR THE ASSAULT (CONT'D)

CINCPAC/J.2
APPENDIX 7
Page 7.
(19-5-66.)

GROUP	UNITS AND CRAFT	APPROX. SPEED.	PASS DATE AT	E		CHANNEL NO.	MOVEMENTS DURING THE ASSAULT.	SUBSEQUENT MOVEMENTS.
				OUTWARD ROUTE. ALL TIMINGS ARE RELATIVE TO H-HOUR.				
315(a)	5 L.C.Y. (36 Flot)	6	H-15 h 30 m	"P" Duty H-13 h 35 m				Re-Group at position "M" and proceed to H.L. in accordance with Appendix "B" and J.O.I. 39.
(b)	3 L.C.L.(L)			"AP" =				
(c)	7 L.C.Y.		South Date.	"DP" = H-6 h 20 m		7	In accordance with orders issued by C.J.S.	
(d)	H.M. 205.			"DP" = H-6 h 05 m				H.L. 205 - A/S Patrol in accordance with Appendix "B".
				"DP" = H-0 h 10 m				
				Cuts Word of Group "DUGGERS".				

THIS GROUP IS SPLIT AS GROUP 315 BY O.J.I. 7 APPENDIX 1.

.../320(a)

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C:\ZAST\4.2
17. INDEX 95%

THIS GROUP IS DESIGNATED AS GROUP 3-8 IN C.R.-7 APPROXIMATELY

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COMPOSITION OF GROUPS AND MOVEMENTS OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

MEAST/J.2
APPENDIX "D"
Page 9.
(19-Sub-A.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED	D PASS GATE AT	E OUTWARD ROUTE. ALL TIMES ARE RELATIVE TO H-0000.	F CHANNEL NO.	G MOVEMENTS DURING THE ASSAULT.	H SEQUENTIALLY
301(a)	8 L.C.L. (3) (D.D. Tanks)	0 Knots to 1000' thereon 5 knots	H-16 h 20 m	"00" Daily H-14 h 50 m "AA" - "DD" = H-11 h 0 m "PP" - "OO" = H-6 h 55 m "BB" - "TT" = H-1 h 45 m Code Word of Group "R10000"	3	) ) ) ) ) ) ) )	Re-Group at position "00" and proceed to U.K. in accordance with J01 39 and Appendix "D".
(b)	LCP(L) 250						In accordance with orders for Smoke Laying and J.O.I. 73.
(c)	LCP(L) 179						
(d)	LCP(L) 195						
(e)	LCP(L) 172						
(f)	LCP(L) 167						
(g)	6 LCP(L) 702 Flot.						
(h)	LCR 259						
(i)	LL 905						
(j)	6 LCP(L) 702 Flot.	-					

THE GROUP IS DRAWN AS GROUP 301 in O.A. 7 APPENDIX E.

..../32c(a).

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APPENDIX "D"
Page 9.
(19-Sub-A.)

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COMPOSITION OF GROUPS AND MOVEMENTS OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

DNEAST/J.2.
APPENDIX "D".
Page 10.
(19.5.46.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED.	D PARS DATE AT	E OUTWARD ROUTE. ALL TIMINGS ARE RELATIVE TO H-XXXX	F MOVEMENTS DURING THE ASSAULT	G SUBSEQUENT MOVEMENTS.
322(a)	6 L.C.T.(5) A.Y.E.E.	5	H-20 h 10 m	H-00 - H-17 h 30 m H-00 -		LCT(5) and LCT(A) will proceed to LSI as detailed by Captain G.J.2, for the discharge of Military personnel. (Div J-1 40).
(b)	6 L.C.T.(A) 1 L.C.T.(B)		Board 2022.	H-00 - H-11 h 05 m		
(c)	2 L.C.T.(5) 3 L.C.R.			H-00 -		In accordance with Detailed Orders issued by G.J.2.
(d)	L.C.P. 21 L.C.P. 32			H-00 - H-8 h 25 m H-00 -		L.C.P. 21 - Cover and mark position "H-0". L.C.P. 32 - Cover and mark position "H-2".
(e)	321 Flot. LCG(L) 600 601 706 909			H-00 - H-1 h 10 m H-00 LCG(L) join up with Group 321 as Group 321 passes Group 322.		In accordance with Appendix "H".
(f)	L.C.R. 167			Code Word of Group "MIRALDOU".	D/SOM. MAN RED	In accordance with Appendix "H" and "I".
(g)	R.L. 125				As ordered by G.J.2.	As ordered by D/SOM. A/S Patrol in accordance with Appendix "I".
	9 L.C.L.(MM) and 2 L.C.S.(M) are to be towed as arranged by Captain G.J.2.					

THIS GROUP IS SHOWN AS GROUP 322 IN O.N. 7 APPENDIX I.

..../323(a).

DNEAST/J.2.
APPENDIX "D".
Page 10.
(19.5.46.)

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DISPOSITION OF SHIPS AND DIVISIONS OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

CHARTER/L.D.
APPENDIX "D".
PAGE 11.
(19.5-4a.)

A GROUP	B SHIPS AND CRAFT	C APPROX. SPEED.	D TIME GATE AT	E OUTWARD ROUTE. ALL TIMES ARE RELATIVE TO H-1000Z.	F CHANNEL NO.	G MOVEMENTS DURING THE ASSAULT.	H SUBSEQUENT MOVEMENTS.
303(a)	16 LCT(R) (L.P. AMM)	6	H-17 h 00 m	H-17 Daily H-6; h 50 m "AMF = "DP = H-9 h 35 m	6	In accordance with detailed orders issued by G.J.2.	Re-Group at position "U" and proceed to the U.K. in accordance with Appendix "D" and JOI 39.
(b)	H.L. 147.			"PPF =			
(c)	H.L. 198			"PPF =			
(d)	2nd Div. LCT(R) 327 328 329 330	8000 8000		"PPF = H-7 h 30 m "PPF = "PPF = H-1 h 0 m			1 LCT(R) as detailed by SOAG is to release from LCT(R) 125 in LCT anchorage and stand by for further orders. (Appendix "D".)
(e)	LOR(L) (1) 205 + 205					LOR(L) 205 report to HARVEY LOR(L) 205 report to HARVEY	Despatch Details.
(f)	H.A.S. BRIDGE			Destroyer will rendezvous with Group at gate. Offload of Group PROVISIONS.		In accordance with Appendix "D".	In accordance with Appendix "D" and Appendix "C".

THIS GROUP IS SHOWN AS GROUP J-8 IN O.J. 7 APPENDIX 2.

..../303(a).



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COMPOSITION OF GROUPS AND MANEUVERS OF SHIPS AND CRAFT FOR THE ASSAULT (cont'd)

ONEAST/J.2.
APPENDIX "C".
Page 12.
(12.5.44.)

* Denotes ships carrying L.C.L. (OC).

THIS GROUP IS SHOWN AS GROUP 1⁴ IN O.N. 7 APPENDIX L

.../X25(z)

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MANEUVRING OF GROUPS AND ELEMENTS OF DIVISIONS AND CRAFT FOR THE ASSAULT (cont'd)

GNEAST/J.2.
APPENDIX "B".
EBCo 13.
(175.54b.)

A GROUP	B DIVISION AND CRAFT	C APPROX. SPEED.	D PASS GATE AT	E OUTWARD ROUTE. ALL TIMINGS ARE RELATIVE TO H-HOUR.	F MOVEMENTS DURING THE ASSAULT	G SUBSEQUENT MOVEMENTS.
(a)	6 LCT(4)	6	H-15 h 30 m	"P" Duty H-15 h 35 m	)	Craft will re-group at position "UP" under their Senior Officer and proceed to U.K. in accordance with Appendix "B" and JO1 39.
(b)	8 LCT(4)			"PAF" =	) In accordance with orders issued by Captain G.J.2.	
(c)	3 LCT(4)			"PDP" = H-8 h 20 m)	
(d)	P.L. 259.		South Gate,	"PPS" = "PDS" = H-6 h 05 m "PDP" = "PIS" = H-0 h 10 m	) Code Word: "Green" Information	P.L. 259-in accordance with Appendix "B".

THIS GROUP IS CLASSIFIED AS GROUP J. ~~TOP SECRET~~ IN PARAGRAPH 7 APPENDIX L.

...../331(a).

GNEAST/J.2.
APPENDIX "B".
EBCo 13.
(175.54b.)

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CONTINUATION OF THE APPENDIXES OF GROUP A AND GROUP B FOR APPENDIX I.

REF ID: J2
 APPENDIX 3(a)
 Page 16
 (19544.)

A GROUP	B SHIPS AND CRAFT.	C APPROX. SPEED	D PASS GATE AT	E		F MOVEMENTS DURING THE ASSAULT.	G SUBSEQUENT MOVEMENTS.
				OUTWARD ROUTE. ALL TIMINGS ARE RELATIVE TO H-HOUR.	CHANNEL NO.		
331(a)	ROYAL ULSTERMAN	6	H-14 h 55 m	"P" Duty H-12 h 55 m "MAP" =		As ordered by G.J.S. Beach as ordered at approx: (b) - H+150 (c) - H+180 (d) - H+210	In-group at waiting position of Sector landed on, and proceeded to the U.K. In accordance with Appendix "PP" and J.G.I. 39. 3 L.C.T. (1) of Group 331(b) are to be detailed to remain in Assault Area for service off the beaches. They are to return to command of HILARY on completion of discharge.
(b)	12 L.C.T. (1)			"PP" = H-7 h 40 m "PP" =			
(c)	10 L.C.T.			"PP" =			
(d)	10 L.C.T.			"PP" = H-5 h 25 m "PP" =	7	Stores - close LAMPED for orders for landing.	
(e)	2 L.C.T. (3) (J1) Stores.		North Gate.	"PP" = H-4 h 30 m "PP" =		Stores - close NAVENET for orders for landing.	Stores carrying L.C.T. (3) on completion of discharge are to close HILARY. They will be sailed to the U.K. in company.
(f)	2 L.C.T. (3) (J2) Stores.						L.C.P. 21 - provide A/A cover off NAM RED and WHITE Beach. L.C.P. 29 - provide A/A cover for HILARY.
(g)	H.L. 247.						
(h)	L.C.F. 26 L.C.F. 29						In accordance with Appendix "PP" and "P".
(i)	L.C.T. (8) 125						U.S. Coast Guard craft in accordance with Appendix "PP". HARPOON took X30 in tow to Portsmouth.
(j)	HMS VERSATILE			Destroyer will rendezvous with Group at Gate.			
(k)	U.S. COAST GUARD RESCUE CRAFT. (1) (2)			Code Name of Group "ROCKAWAY".			
(l)	H.M. DASHER					Closes HILARY.	

THIS GROUP IS SHOW AS GROUP A-16 IN VOL. 7 APPENDIX I.

..../332(a).

Note. LCT 6719 was carrying G.J.S.
Arrived & proceeded to the waiting position
& Commanded HILARY and Sector Landing
for beaching and were captured @ beach
on 1st Sector.

APPENDIX
3(a)
Page 16
(19544.)

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ONEAST/J.2.
APPENDIX "L".
Page 15.
(19.5.44.)

A GROUP	B SHIPS AND CRAFT	C APPROX SPEED	D PASS GATE AT	E		F MOVEMENTS DURING THE ASSAULT.	G SUBSEQUENT MOVEMENTS.
				CUTAWAY ROUTE. ALL TIMINGS ARE RELATIVE TO H-HOUR.	CHANNEL NO.		
332(a)	LST 215 -	GJ1	6	H-11 h 30 m	"P" Duty H-9 h 25 m	7	LST on arrival will receive orders as to their movements, from the Naval Force Commander. This will depend on the situation. They will probably be ordered in to the LST anchorage. Shinos will beach in accordance with orders from P.P.C.O.
(b)	LST 180 -	GJ1			"AA" -		
(c)	LST 236 -	GJ1			"WP" - H-4 h 10 m		
(d)	LST 239 -	GJ2			"CC" -		
(e)	LST 121 -	GJ2			"ID" - H-1 h 55 m		
(f)	LST 199 -	GJ3			"ED" -		
(g)	LST 160 -	GJ1			"GP" - H-4 h 0 m		
(h)	LST 115 -	GJ2					
(i)	LST 52 -	GJ1					
(k)	LST 65 -	GJ2					
(l)	LST 8 -	GJ3					
(m)	LST 159 -	GJ1					
All LST towing Shinos, all Shinos to be towed by LSTs. H.M.S. STEVENS (Naval Fire Boat)				During daylight hours and if to the Northward of the Swept Channel, LST are to make every attempt to recover their tow should it break adrift.			
Escort.				Code Word of Group "VALLEY NIGHT".			
(o)	PETUNIA						
(p)	CLARKIA						
(q)	PINE						
(r)	NORTHERN PINE						
P.W. 437				Northern Poons proceed to the Eastward and reports to F.O. Force "P" to HMS LAROS (Appdx "W").			

THIS GROUP IS SHOWN AS GROUP J.15 IN G.V. 7 APPENDIX L.

..../333(a).

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A GROUP	B SHIPS AND CRAFT.	C APPROX. SPEED	D PASS GATE AT	E		F MOVEMENTS DURING THE ASSAULT.	G SUBSEQUENT MOVEMENTS.
				OUTWARD ROUTE. <u>ALL TIMINGS ARE RELATIVE TO H- HOUR.</u>	CHANNEL NO.		
353(a)	LST 405 - GJ1	6	H-6 h 30 m	"P" Duty H-6 h 25 m		7	L.S.T. on arrival will receive orders as to their movements. This will depend on the situation. They will probably be ordered in to the L.S.T. anchorage to discharge. Rhinos will beach in accordance with orders from the P.P.C.O.
(b)	LST 406 - GJ1			"AA" =			On completion of discharging LST are to weigh and proceed to the sailing anchorage when they will be sailed for the U.K. in accordance with Appendix "P" and J.G.I. 35.
(c)	LST 410 - GJ2			"ID" = H-1 h 10 m			
(d)	LST 409 - GJ2		South Gate,	"OD" =			
(e)	LST 405 - GJ3			"ID" = H-1 h 05 m			
(f)	LST 303 - GJ3			"EE" =			
(g)	LST 413 - GJ2			"OD" = H-7 h 0 m			
(h)	LST 401 - GJ2						2 L.S.T. may be held back for the embarkation of casualties.
(i)	LST 80 - GJ3						
(j)	LST 402 - GJ2						
<u>KNIGHTS.</u>							
(1)	NORTHERN STAR			3 LST tow Rhino Ferries.			
(2)	NORTHERN SHAY			4 Rhino Tugs are also to be towed as arranged by Senior Officer.			
(3)	NORTHERN PRIDE						1 Port A/S Patrol in accordance with Appendix "O".
(4)	WELSEA						2 WELSEA and LORD AUSTIN return to Portsmouth in accordance with Appendix "P" and Appendix "Q".
(5)	LODGE AUSTIN			Code Word of Group WALLENDER.			

THE GROUP IS SHOWN AS GROUP J, 16 IN TABLE 7 APPENDIX I.

...../Force "L".

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APPENDIX "B" TO ORGANIZATION

113 FORCE "U" - FIRST PULLBACK OF LANDING UN FORCE "J" BEACHES.

CHART/J.2.
APPENDIX "A".
Page 17.
(19-5-44.)

SPRING TUESDAYS.

GROUP	COMMISSION	CHARTING	VIA CHANNEL	TIME OF ARRIVAL L.P.	ACTION ON ARRIVAL	SUBSEQUENT MOVEMENTS.
L-1	11 LST(2) (U.S. LST)	1st Corps (3rd Can. Div.)	7	840 hrs.	<p>L.S.T. will receive orders from the Naval Force Commander to anchor in the L.S.T. anchorage. (This will be dependent on the situation).</p> <p>6 L.S.T. will discharge to MINE Sector.</p> <p>5 L.S.T. will discharge to MM Sector.</p> <p>All discharge will be carried out by China Ferry unless otherwise ordered.</p> <p><u>6 & 7 L.S.T. carrying 2nd Army Group Equipment & 8th Div. on messengers.</u></p>	<p>On completion of discharge LST are to weigh and anchor in the "Sailing Area". LST will be sailed in accordance with Appendix "K" and J.C.L. 39.</p>
	7 L.C.L.(L)	1st Corps (51 Div.)			<p>L.C.L.(L) will close S.D.I.G. MINE Sector for orders to beach.</p>	<p>L.C.L.(L) on completion are to close HILARY for Sailing orders. (See Appendix "K").</p>
	1 L.S.D. (H.M.S. MORTISAY)	DUNES			<p>L.S.D. will stop at the end of small channel where DUNES will be launched.</p>	<p>L.S.D. will be sailed under escort to the Spent on completion. (Appendix "K").</p>
	12 STORE COUNTERS.				<p>4 Store Counters will discharge over JHQ Beaches on arrival will proceed to the Counter Anchorage. They will be discharged by DUNES. Remaining Counters will proceed to Force "G" and Force "O" Beaches.</p>	<p>On completion Counters are to weigh and anchor in the Sailing Area.</p>
	ARMED, OUTWARD PROVISION QUARTR DAMBAT				<p><u>COUNTERS FOR JHQ BEACHES.</u></p> <ul style="list-style-type: none"> (SECURITY (SIGNALITY (SHREWE FORCE (DRAUGLANDS 	<p>Certain L.S.T. may be held in the area for the evacuation of casualties.</p> <p>Escorts in accordance with Appendix "K" and "M".</p>

.../L3.

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REF ID: A6512

PAGE "M" - FIRST PHASE IN LANDING OF FORCE "M" LEAGUE (cont'd)

FROM SEA IN.

LEAD/J.2.
APPENDIX "M"
June 10.
(1954)

GROUP	COMPOSITION	CARRYING	VIA CHANNEL	TIME OF ARRIVAL L.P.	ACTION ON ARRIVAL	SUCCESSION MOVEMENTS.
In.3	15 LST(2) (U.S. LST)	9 1st Corps (51 Div.)		0415L hrs.	L.S.T. will receive orders from the Naval Force Commander to anchor in the L.S.T. Anchorage. (This will be dependent on the situation.)	On completion of discharge L.S.T. are to weigh and anchor in the "Sailing Area". They will be sailed under escort in accordance with Appendix "M".
		6 1st Corps (Overhauler)			9 L.S.T. will discharge by Rhino over MIKE Beaches. 6 L.S.T. will discharge by Rhino over NAM Beaches.	
	3 L.S.T.(1)	1st Corps (Overhauler)	7	*	L.S.T.(1) will discharge over NAM Beaches by Rhino.	
	8 L.S.T.(2)			*	8 L.S.T. will proceed to the Westward to discharge over Force "G" Beaches.	
SUCCESSION MOVEMENTS.						
HALSTEAD GLYNNE'S CRESTON, FARAY GIBBET						
H.L. H.L.						

***/(III)

202507/MAC
APPENDIX "M"
LSD 10.
(1954)

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(iii) DISPOSITION AND SAILING OF FERRY CRAFT UNIT.

DISPOSITION & SAILING
APPENDIX 3.2.
Page 19.
(19.2.14.4.)

CONVOY	DISPOSITION	ROUTE	ASSEMBLY	SHIPPING	OUTPORT DEST.	SPD	OFFICER IN CHARGE	NOTES
JUL 1.	4 LSV Nos 13 37 45 4 9 LSV (Loaded) Nos 19, 34, 36 41, 116, 123, 97, 130, 133.	N+S N+S	LAWRENCE	L.T.D. 0300 D-Day.	Via F.T. 7. 2 Bays. N-S 30° N - 34° E Arrive JATO Descent 2x15 min. Split from G.L.1 and G.L.2 at 13 Degs at about 03 hours.	5	Commander McGinnis L.H.V.R. In LAWRENCE	Craft of Fores. 40° and 45° of approx. 60% each composition will be stand and return of J.L.1 respectively. Convoy split at 13 Degs at approx. 1/2 hour and proceed down their respective channels. J.L.1 proceeds down channel No. 7. On arrival, anchor as ordered by P.P.C.G.C.
JUL 2.	4 th Squadron L.C.V. 600, 601, 602, 603, 604, 605 Flotillas. (96 craft). 4 th Squadron LSV(P) 600, 601, 602, 603, 604 LSV(P) Flotillas (80 craft). (Convoy formation as ordered by Squad or Officer in)	SURFACE	CONTINENTAL	As necessary to rendezvous off 100 m 0300 D-Day.	Via F.T. 7. 1 Bay. 0300 D-Day. 30° N - 1630 D-Day. Arrive JATO Descent 2130 D-Day. Split from convoy G2 and G3 at position of 53 Bay at about 1130.	5	Lt. Cdr. Burke Lotte L.H.V.R. In LAWRENCE	Craft of Fores. 40° and 45° of approx. 60% each composition will be stand and return respectively of J.L.2. On arrival, craft will be set by P.P.C.G.C. and return placed in their positions. Convoy formation as ordered by Squad or Officer in charge.

.../2-14.3

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APPENDIX II
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(III) COMPOSITION AND SAILING OF FERRY CRAFT UNIT.

COMPONENT	COMPOSITION	ESCORT	ASSEMBLY	SAILING	OUTWARD ROUTE	SPEED	SENIOR OFFICER	REMARKS
J.M.J.	33 L.R.V. (26 loaded) 6 LBC (37 S and 1 Flot.) Nos. 15, 19, 20, 44, 45, 56. 2 LBN - 3, 16. 16 LBO - 1, 2, 29, 35, 36, 58, 59, 61, 67, 70, 83, 40, 48, 49, 26, 43, 41, 66. Towing Tractors: CHASSE MARIA CANOLA STRATHOKE LIBYAN KING EMPEROR SAETIA	Corvette MEXICO Stock loading trailers Tug CLARINDA Towing of Craft and Convoy Information as arranged by Senior Officer.	LAKSTONE	Sail to rendezvous off HAB at 0630 D-Day. 50° N. 1530. Arrive JMD Beaches 2230 D-Day.	Via F.T.7. 2 Buoy - 0930 D-Day. Arrive JMD Beaches 2230 D-Day.	5	L.R.V. Flotilla Officer Lt. Flack R.M.V.R. in CLARINDA	Craft of Force "C" and "G" of approximately same composition will make the passage ahead and astern respectively of J.M.J.

.../J.M.J.

ROUTINE
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COMPOSITION AND SAILING OF FERRY CONVOY W/T (cont'd)

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Page 21.

CONVOY	COMPOSITION	DEPORT	ASSEMBLY	SAILING	OUTWARD ROUTE	SPEED	SUPERVISOR OFFICER	NOTES
J.I.L.H.	9 L.D.E. - 9, 54, 43, 22, 36, 21, 17, 6, 39. 2 L.L.M. - 2, 9. 6 L.D.C. - 4, 7, 8, 20, 17, 10. 2 L.D.V. - 2, 9. L.C.C. - 15, 15. <u>Fuelling Transfers</u> - 1000 ORIGIN STAFF OF BRITISH Coding as arranged by Senior Officer.	Corvette - N.D.G.C. H.S.	LAKENSHORE	Call to render Virus off N.W. 0630 Det.	Via P.T.Z.C. 2 Day - 0930 Det. 50' H. 1530. Arrive JIRD Buchan 2230 Det. J.I.L.H. Convoy splits from G.I.L.H. and S.I.L.H. Convoy at 23 Day at about 1230.	5	Commanding Officer N.D.G.C.	Convoy of Forces 80% and 80% of approx size composition will be taking the passage ahead and astern respectively of J.I.L.H. On arrival anchor as ordered by P.P.C.O.

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

APPENDIX "C" TO ONEAST/J,2.NAVIGATIONAL DATA AND ROUTES.ESTABLISHMENT OF CHARTS, PUBLICATIONS AND SPECIAL ISSUES.

See J.O.I. 15 - Part II.

LETTERED POSITIONS.2. (a) Passage Positions.

"AA"	50° 32.6' N.,	0° 57.5' W.	
"BB"	50° 11.0' N.,	0° 46.0' W.	(Splitting Positions)
"CC"	50° 05.0' N.,	0° 36' 20" W.	} No.7 Channel
"DD"	50° 01.0' N.,	0° 33' 30" W.	
"EE"	49° 52.1' N.,	0° 29' 06" W.	} Right Assault.
"FF"	50° 05.0' N.,	0° 31' 15" W.	
"GG"	50° 00.0' N.,	0° 31' 22" W.	} No.8 Channel
"HH"	49° 52.1' N.,	0° 26' 42" W.	
			} Left Assault.

(b) Lowering Positions.

"PP"	49° 27.4' N.,	0° 24.9' W.	Left Assault.
"QQ"	49° 27.4' N.,	0° 27.4' W.	Right Assault.
"XX"	49° 26.5' N.,	0° 26.2' W.	Force H.Q. Ship.

(c) ED Launching Positions.

"LP.1"	49° 24.1' N.,	0° 28.2' W.	Right Assault.
"LP.2"	49° 23.9' N.,	0° 25.2' W.	Left Assault.

(d) Waiting Positions.

"RR"	49° 25.5' N.,	0° 26.2' W.	Ingoing.
"SS"	49° 23.1' N.,	0° 26.2' W.	Ingoing.
"TT"	49° 22.0' N.,	0° 23.7' W.	Minor Landing Craft.
"UU"	49° 26.7' N.,	0° 23.9' W.	Major Landing Craft.
"VV"	49° 22.3' N.,	0° 23.9' W.	Minor Landing Craft.
"WW"	49° 26.7' N.,	0° 23.4' W.	Major Landing Craft.

ANCHORAGES.

3. The following anchor berths have been established:-

"Z1"	49° 22.8' N.,	0° 26.5' W.	For Assault Force H.Q. Ship.
"Z2"	20° "Z1"	5.5 cables.	For S.C.A.G. H.Q. Ship.
"Z3"	17° "Z1"	8.5 cables.	For Depot Ship "A".
"Z4"	27° "Z3"	2.0 cables.	For Depot Ship "B".
"Z5"	28° "Z4"	2.0 cables.	For Depot Ship "C".
"Z6"	27° "Z5"	2.0 cables.	For Depot Ship "D".
"Z7"	49° 21.4' N.,	0° 25.3' W.	For D/S.C.A.G. (Stores).
"Z8"	27° "Z7"	9.7 cables.	For D/S.C.A.G. (M/T).

/4. The following ...

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~~TOP SECRET.~~

~~CHEAST/J.2.~~
~~APPENDIX "C".~~
~~TABLE 2.~~
~~(19. 5. 46.)~~

NAVIGATIONAL DATA AND ROUTES. (Cont'd)

ANCHORAGES. (Cont'd)

4. The following anchorage areas have been established off the beaches for use subsequent to the Assault:-

- (a) Coaster Anchorage.
- (b) M/T and Personnel Ship Anchorage.
- (c) L.S.T. Anchorage.
- (d) Ferry Craft Anchorage.
- (e) Major Landing Craft Anchorage.
- (f) M/T, Personnel Ship and L.S.T. Sailing Anchorage.
- (g) Major Landing Craft and Coaster Sailing Anchorage.

5. For details of these anchorages see Annex 4 to this Appendix.

6. Instructions regarding the use of these anchorages are given in J.O.I. 70.

TIDAL AND ASTRONOMICAL DATA.

7. Tidal and astronomical data for the "JUNO" and adjacent areas is given in Tidal and Astronomical Tables H.D.380 (issued separately).

8. The tidal information for the "JUNO" area is that given in H.D.380 for COURSEULLES (see table at the top of page 2 of H.D.380). Note the considerable stand of the tide in the "NEPTUNE" area, which lasts for approximately $2\frac{1}{2}$ hours.

9. Tidal curves for 4th - 8th June and for 17th - 21st June for the "JUNO" area are attached as Annex 5 to this Appendix.

10. Astronomical data is given on the back of H.D.380. Note corrections for various datums, latitudes and longitudes given on the right hand side of the page.

ROUTING.

11. Routes for Assault Forces. (See Annex 1 to this Appendix)

(a) Outward.

All groups are to leave via the Spithead Gate and thence by Portsmouth Swept Channel to "F" Buoy. All groups are to leave "D", "E", "X" and "Y" Buoys on their Port hand. Thence through Position "AA" to "BB". After passing through Position "BB" groups are to open out (see J.O.I.22) and proceed to their respective approach channels.

(b) Homeward.

All return groups on D-DAY will be sailed by Channel No.6. Thence via Route "T" (see Annex 2) to Area "Z". Thence via Channels "A", "B", "Y" or "K" (see Annex 2) and QSS in force, depending upon the destination of the convoy. For details of buoys being laid on D-DAY see Annex 2.

/12. ...

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ONEAST/J-2.

APPENDIX "C".

PAGE 3.

(19. 5. 44.)

NAVIGATIONAL DATA AND ROUTES. (Cont'd)ROUTING.12. Routes for other than Assault Forces.

The routes given below must depend on circumstances and are given here as a guide only. The route to be followed will be given in Sailing Orders.

- (a) D-DAY. (1) Southbound. Route "U". Channel No. 7.
(2) Northbound. Channel 6. Route "T".
- (b) From the beginning of Nautical Twilight on D + 1 to Sunset D + 1. (1) Southbound. Channel 78 West of Centre line buoys.
(2) Northbound. Channel 78 East of Centre line buoys.

Note: Mulberry tugs Southbound use Channel 56 (see Annex 2) after 1000/D + 1.

(c) From Sunset D + 1 until completion of Mulberry towing operations.

- (1) Southbound. Between the Centre line buoys of Channels 56 and 78.
- (2) Northbound. Channel 78 East of the Centre line buoys.

Note: Southbound Mulberry tugs and Northbound Mulberry tugs will be routed between the Centre line buoys on Channels 56 and 78.

(d) On completion of Mulberry towing operations.

- (1) Southbound. Between the Centre line buoys of Channels 56 and 78.
- (2) Northbound. Between the Centre line buoys of Channels 56 and 78.

13. Annex 1.

This shows routes and buoyage for the Assault Forces on D-1/D-Day. It should be noted that the routes of Forces "S" and "G" lie very close to the East and West respectively of that of Force "J" and very careful attention must therefore be paid to accurate navigation and stationkeeping.

14. Annex 2.

This shows the Channels being swept and the buoys being laid on D-DAY. It can be seen that Channels 56 and 78 are formed by sweeping the water between the Assault Channels 5 and 6 and between 7 and 8 respectively. The positions of Channels 56 and 78 and the buoys therein are therefore approximate only, depending as they do on the positions of the Assault Channels.

15. Annex 3.

This shows the Channels swept and buoys laid as soon as possible after D-DAY. It can be seen that Channel 56 is formed by sweeping the water between Channels 56 and 78.

/16. ...

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ROUTINE
ROUTEINGNAVIGATIONAL DATA AND ROUTING. (Cont'd) (19. 5. 44)ROUTING. (Cont'd)16. "Q" Messages.

All Channels swept and the buoyage therein, with the exception of those used by the assault forces on D+1, D+2, & D+3, will be promulgated by "Q" Message.

ROUTING TABLES.

17.

	June Beaches	Area 2*	Spithead Gate	Woolwich	Ramsgate	Looe Bay	Gates	Southampton	Bathurst	Weymouth	Tilbury	Fowey	Portland	Plymouth	
June Beaches	67	51°	107°	99°	95°	112°	110°	122°	115°	172°	233°	106°	123°	200°	
Area 2*	67	26	40	38	38°	45°	49°	55°	51	125	166	41	56	133	
Spithead Gate	91°	24	15	27	4	2	12	18	61	112	176	64°	80°	157°	
Woolwich	117°	46	15		8	11	1	5	15	91°	148°	80°	60°	44	122
Ramsgate	99°	32	27	5		26	15	21	27	83°	137°	196°	12	36	113
Looe Bay	95°	28°	4	11	26		6	4	15	65°	116°	176°	31°	55°	133°
Gates	112°	46°	9	6	10	6		3	9	70°	121°	163°	25°	50°	128°
Southampton	100°	33°													
Tilbury	116°	49°	12	9	21	9	3		6	73°	126°	166°	29°	53°	131°
Fowey	103°	36°													
Portland	120°	55°	16	15	27	15	9	6		75°	130°	162°	35°	59°	137°
Plymouth	109°	40°													
Weymouth	116°	51	61	91°	63°	65°	70°	75°	75°		71	138	98°	107°	184°
Dover	178°	105	112	145°	137°	116°	121°	134°	130°	71		64	146°	161°	236°
Tilbury	233°	166	174	206°	190°	170°	183°	180°	190°	132	64	267°	222°	269°	
Fowey	108°	41	64°	26	12	31°	26°	25°	25°	98°	146°	267°		37	115
Portland	123°	56	80°	44	36	35°	50°	53°	59°	107°	161°	222°	37		88
Plymouth	200°	133	157°	122	113	133°	126°	131°	137°	164°	233°	269°	115	86	

* Indicates via Area 2*. ** Indicates via Spithead Gate. * Indicates via Weymouth.

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1/3.2.NAVIGATIONAL DATA AND ROUTES. (Cont'd) (1. 2. 4.)BEACHES.18. (A) Limits.

	<u>Limits</u>	<u>Centres</u>	
MIKE GREEN	949862 to 959859	49° 20.4' N., 0° 28.65' E.	1,100 yards
MIKE RED	959859 to 968858	49° 20.35' N., 0° 27.85' E.	1,100 yards
IAN GREEN	968858 to 984855	49° 20.3' N., 0° 26.7' E.	1,500 yards
IAN WHITE	984855 to 002855	49° 20.1' N., 0° 25.5' E.	1,500 yards
IAN RED	002855 to 016851	49° 20.1' N., 0° 24.1' E.	1,500 yards

(B) Gradients.(i) KILL Sector.

(a) Between BERHIERES and St. MATHIEU. With the exception of the eastern 600 yards, the beach consists of sand with rocks drying 4 foot. The gradient above half tide is fairly slight varying between about 1 : 130 at half tide level to 1 : 12 at High Water. Below half tide but above the drying rocks the gradient increases to about 1 : 60.

(b) Between COURSEULLES and BERHIERES. The upper part of the beach is sandy, becoming slightly irregular at the western end. There is an underlying stratum of clay and peat. The eastern 1000 yards has rocks drying 1 - $\frac{1}{2}$ foot, and its gradient above half tide is fair, varying between 1 : 70 at half tide level to 1 : 15 at High Water, with suspicions of runnels. The remainder of this sector contains the mouth of the River Sculles and is therefore very flat in the Low Water portions and probably soft. The approaches are very shallow, and the three fathom line is about $1\frac{1}{2}$ mile from the beach.

(ii) MIKE Sector.

The eastern end contains the mouth of the River Sculles and is therefore very flat below half tide and probably soft. In the centre there are traces of rocks at Low Water, and the western end has rocks drying 2 foot. Clay and peat are to be found under the sand in places.

The gradient above half tide is fair, varying between 1 : 80 at half tide level to 1 : 15 at High Water.

The approaches are shallow, including some rocky patches.

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~~CHART/J.2~~
~~APPENDIX MC~~
~~PAGE 5~~
(19. 3. 4a.)

NAVIGATIONAL DATA AND ROUTES. (Cont'd)Buoys marking shoals in vicinity of "JUNO" Area. (To be laid on D-DAY.)

19.

<u>Number And Colour.</u>	<u>Light Exhibited.</u>	<u>Position.</u>	<u>Marking.</u>
86 Black	W Rev. 2½ sec.	49°22'36"N., 0°33'06"W.	3 fathom line.
88 Black	W Rev. 5 sec.	49°21'57"N., 0°28'18"W.	POSSÉ DE COURSESSES.
90 Black	W Rev. 2½ sec.	49°21'57"N., 0°22'09"W.	ESSARTS Point.

BEACHING DAMAGED SHIPS.

20. If any ship is damaged and in danger of sinking and it becomes necessary to beach her, she should be towed in and beached off LOVE SECTOR.

SHALLOW WATER AND ROCKY LEDGES CLOSE OFF SHORE.

21. Two Channels in to the beaches between the rocky ledges close off shore will be marked P.M. on D-DAY.

(a) M.D.E Channel.

In an approximate direction 010° - 190° between ROCHES DE LA MARQUERITE and ROCHES DE LA VALETTIE.

(b) M.J.N Channel.

Close to the westward of LES ESSARTS DE L'ANGRIE in an approximate direction 050° - 230°.

22. Each Channel will be marked on the western side by Starboard hand buoys and on the eastern side by Port hand buoys.

Note: Starboard hand buoys fly flag Ghoes by day and red lights at night, and Port hand buoys fly black pendants by day and white lights at night.

PROBABLE NON-EXISTENCE OF BUOY.

23. Black conical buoy shown marking ROCHES DE LA MARQUERITE on Chartlet F.1016B probably does not exist.

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OPERATION - NEPTUNE

DETAILS OF ROUTES & CHANNELS

ANNEXE NO 1 TO FORCE J OPERATION ORDERS

DNEAST/J3 APPENDIX 'C'

POSITIONS OF CHANNELS E, F, G, H, I, J AND

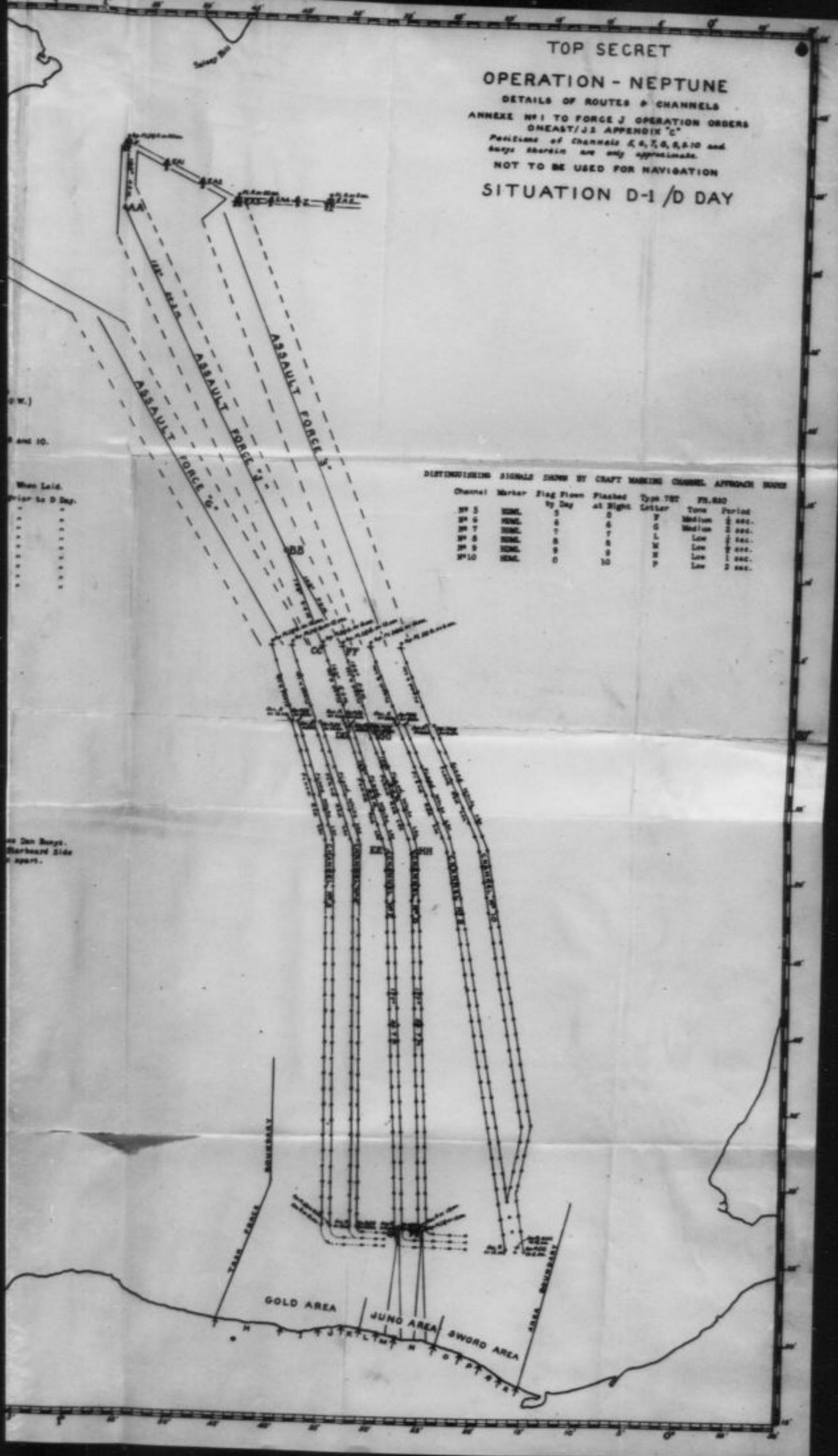
SOURCE SHORELINE ARE ONLY APPROXIMATE.

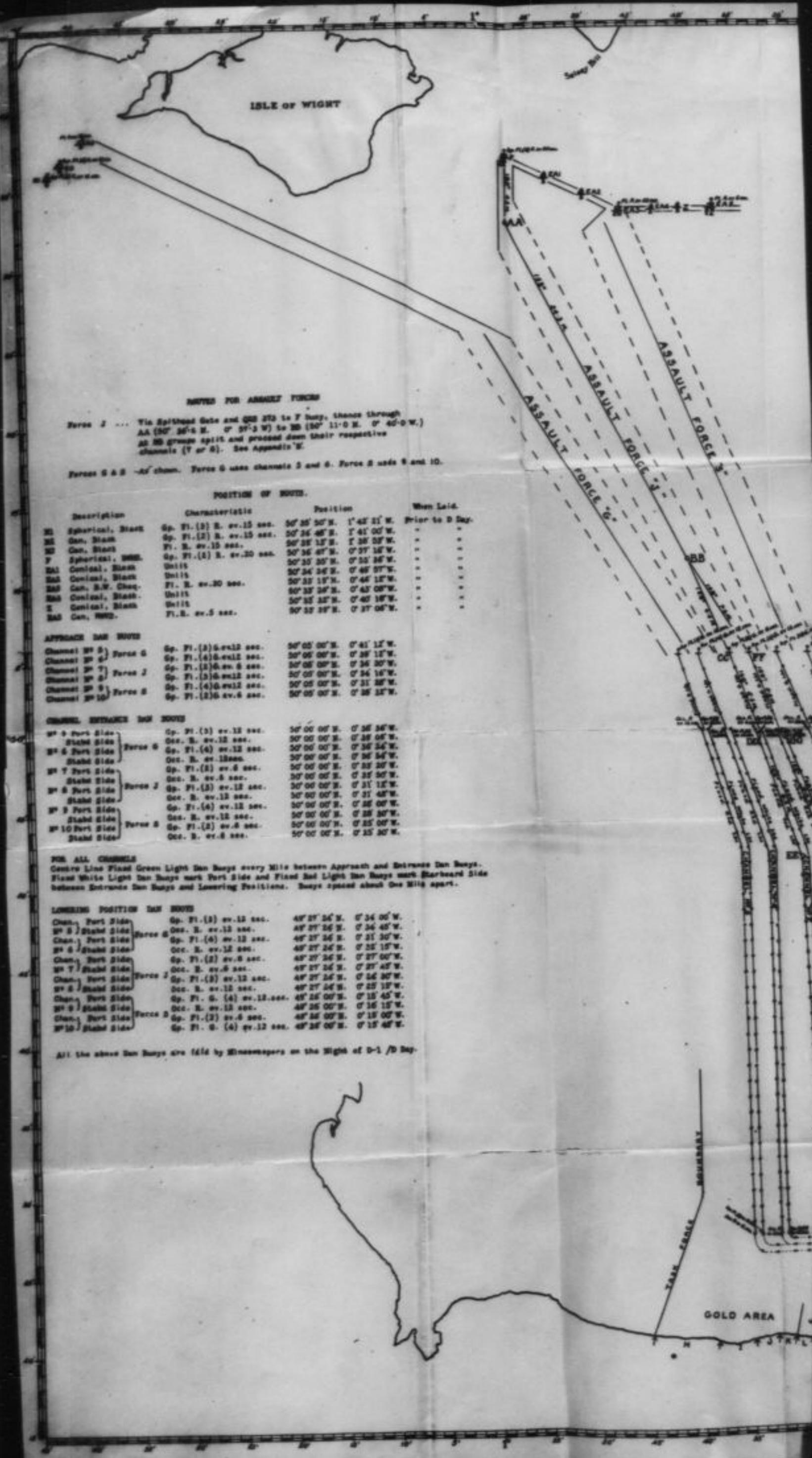
NOT TO BE USED FOR NAVIGATION

SITUATION D-1/D DAY

DISTINGUISHING SIGNALS SHOWN BY CRAFT MARKING CHANNEL APPROACH MARKERS

Channel	Marker	Flag Flown by Day	Flashed at Night	Type THT	PR. RAD	Tone	Pulsing
NP 5	HEML	5	0	F	Medium	High	sec.
NP 6	HEML	6	6	G	Medium	High	sec.
NP 7	HEML	7	7	L	Low	High	sec.
NP 8	HEML	8	8	M	Low	High	sec.
NP 9	HEML	9	9	N	Low	High	sec.
NP 10	HEML	0	10	P	Low	High	2 sec.





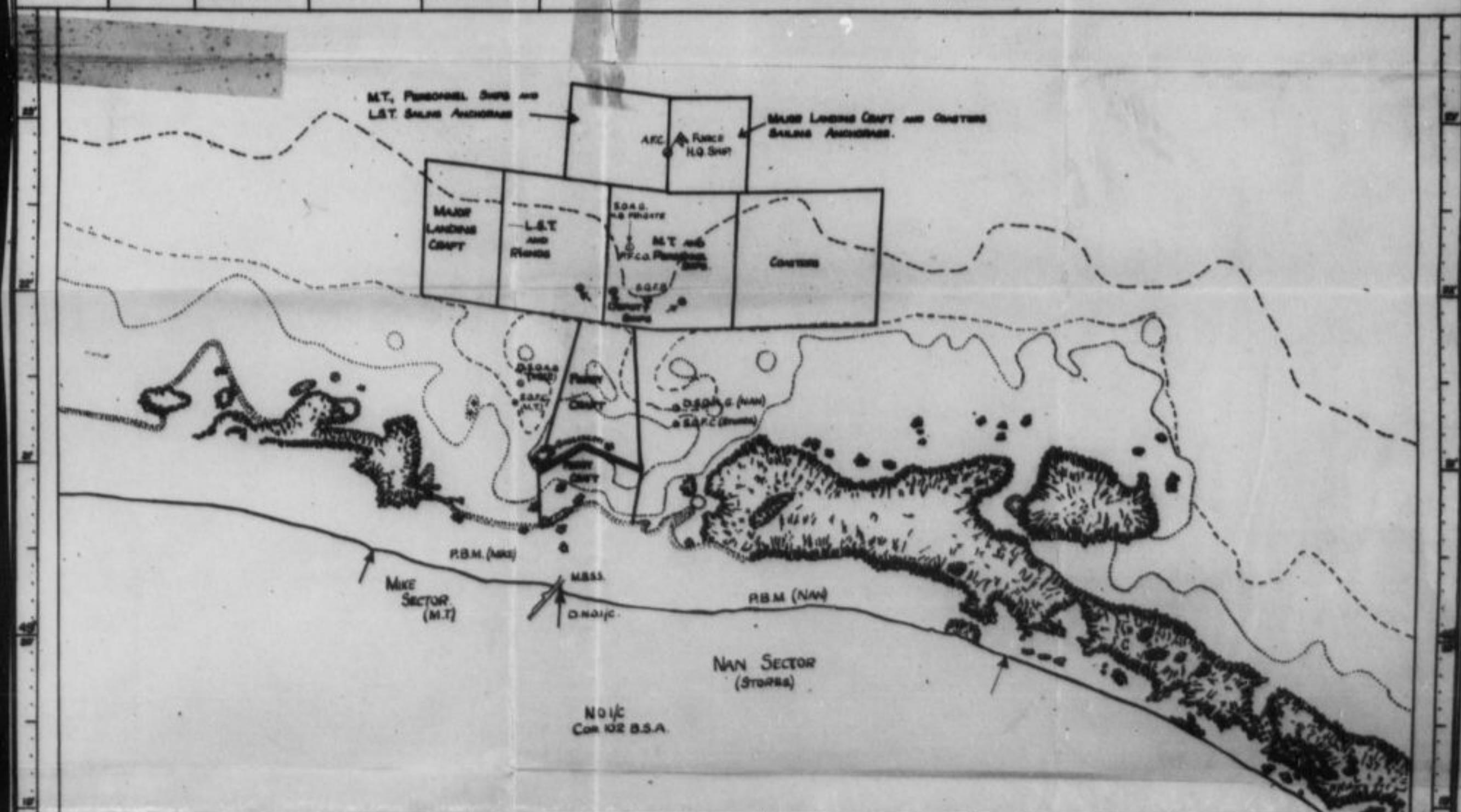
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SHORT TITLE	FULL TITLE	NAME	LOCATION OF H.Q.	DUTY
1. A.F.C.	MILITARY CHIEF OF ALL NAVAL AND MERCHANT SHIPS.	Commander S.A. Oliver.	H.M.S. RELAY	Overseas Control of all Naval and Merchant Ships. Shells Authority for Control. Defence of Province.
2. S.D.A.S.	Senior Officer Admin. & Supply.	Captain Dene-Brown.	H.M.S. WINDSOR	Overseas Control of all Naval and Merchant Ships in Home Anchorage. Control of Movement between Areas, Command and Control Anchorage.
3. N.O.I.C.	Naval Officer in Charge.	Captain MAUD.	BALTIMORE SUB-AREA H.Q.	ANNUAL CONTROL OF SHIPS AND PORTS. Control of Movements between Areas, Command and Control Anchorage. Control of Annual Control of Ships and Ports-Draft. Decisions on Dispersal Personnel in Collaboration with Con. 102 B.S.A.
4. Con. 102 B.S.A.	MILITARY CHIEFSHIP OF THE BALTIMORE SUB-AREA.	Colonel BRADLEY.	BALTIMORE SUB-AREA H.Q.	MILITARY CHIEFSHIP OF BALTIMORE SUB-AREA.
5. P.F.C.O.	PROVISION, FERRY-CRAFT, CONTROLS, OFFICES.	Commander BRADLEY.	L.C.H.	Control Supplies and Workings Personnel of all Ferry-Craft. Responsible to S.D.A.S. for Execution of Balancing Programme. Responsible to S.D.A.S. for Inputs into General Movement Control System and Workings Personnel of Ferry-Craft and Control.
6. S.O.F.B.	Naval Officer Ferry-Craft Sector.	Commander BRADLEY.	S.S. ADDISABABA.	Administrative Maintenance, Operation and Welfare of Ferry-Craft and Control. Responsible to P.F.C.O. for Provision of Ferry-Craft and Control and Allocation of Ferry-Craft.
7. S.O.F.C. (M.T.)	Naval Officer Ferry-Craft (MT).	Colonel MELVILLE-SIMPSON.	L.C.I.B. (New Sector)	Responsible to S.D.A.S. for Execution of Balancing Programme of MT-Ships, and the Ferry-Craft Assigned to this Dept.
8. S.O.P.C. (N.M.E.)	Naval Officer Ferry-Craft (N.M.E.).	Colonel MELVILLE-SIMPSON.	L.C.I.B. (New Sector)	Responsible to S.D.A.S. for Execution of Balancing Programme of N.M.E. Ships and the Ferry-Craft Assigned to this Dept.
9. O.N.O.C.	Officer Naval Operations & Control.	Colonel MELVILLE-SIMPSON.	Colonel MELVILLE-SIMPSON. Deputy to N.O.C. as Required.	Executive Officer of all Naval Personnel on Area Sector.
10. S.O.D.A.S. (N.M.E.)	Deputy Senior Officer Ferry-Craft Sector (N.M.E.).	Colonel JONES.	L.C.H. 100.	Responsible to S.D.A.S. for all Area Operations and Support of Military on Mike Sector. Control Movement of Landing Craft, other than Ferry-Craft on the Sector.
11. S.O.D.A.S. (N.M.E.)	Deputy Senior Officer Ferry-Craft Sector (N.M.E.).	Colonel KROHN.	L.C.H. 200.	Responsible to S.D.A.S. for all Area Operations and Support of Military on Mike Sector. Control Movement of Landing Craft, other than Ferry-Craft on his Sector.
12. P.B.M. (N.M.E.)	Naval Officer Ferry-Craft Sector (N.M.E.).	Colonel LEWIS.	P.B.M. Sector Area H.Q.	Executive Officer of all Naval Personnel on Mike Sector.
13. P.B.M. (N.M.E.)	Naval Officer Ferry-Craft Sector (N.M.E.).	Colonel LEWIS.	P.B.M. Sector Area H.Q.	Responsible P.B.M. will open New Red Sector about C-1, or when Ordered by N.O.C.
14. P.B.M. (N.M.E.)	Naval Officer Ferry-Craft Sector (N.M.E.).	Colonel PRIOR.	Royal Ulsterman, until Required Areas.	

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President PBOC will open New Neo Bank account D+1, or when G20 summit at N.G.O.C.



TOP SECRET
OPERATION - NEPTUNE
PLAN OF JUNO ANCHORAGE

ANNEKE N°4 TO FORCE J OPERATION ORDERS
ONEAST/J2 APPENDIX "C"

ANNEXE N°4 TO FORCE J OPERATION ORDERS
ONEAST/J2 APPENDIX "C"

TO THE SCALE OF CHARTLET F.1018⁹

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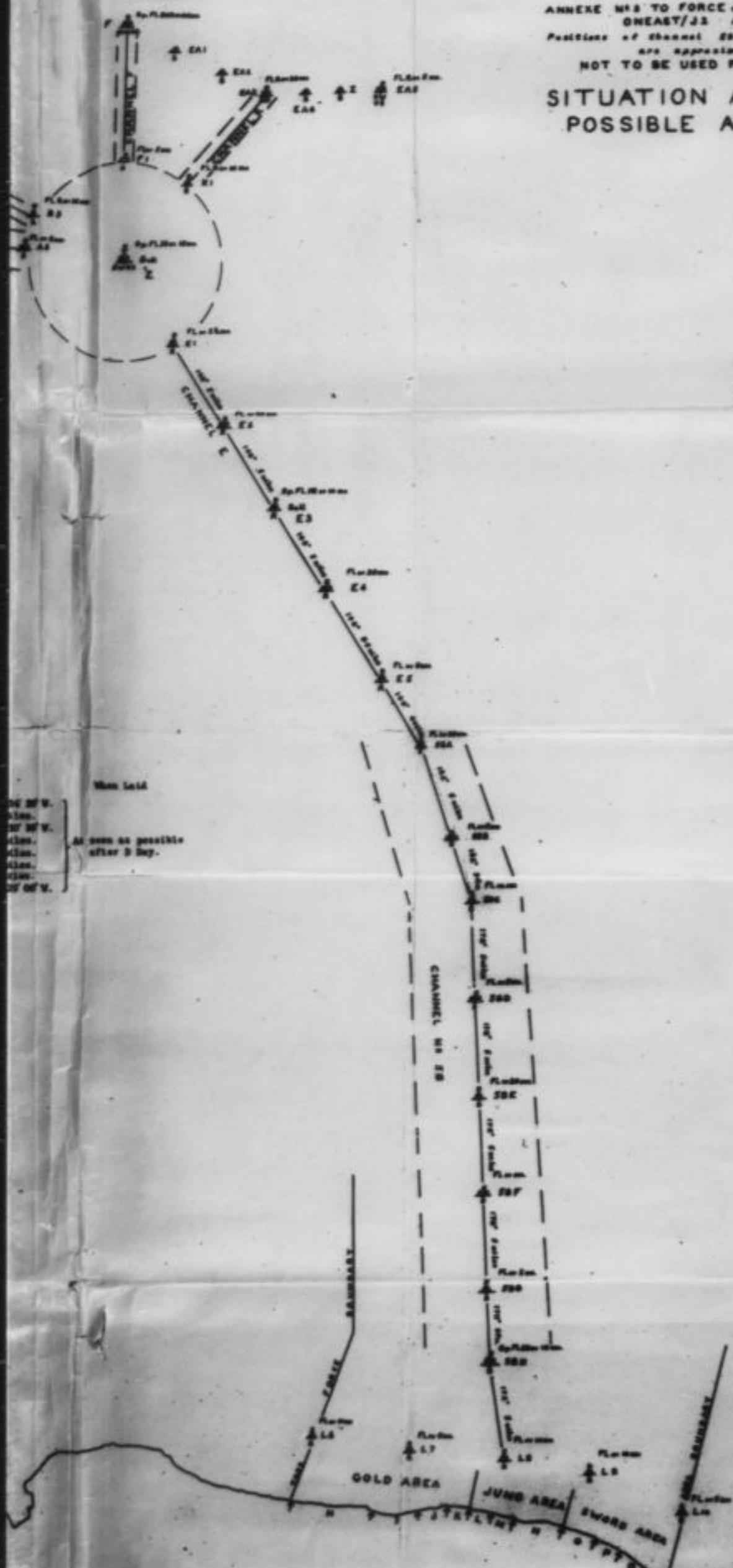
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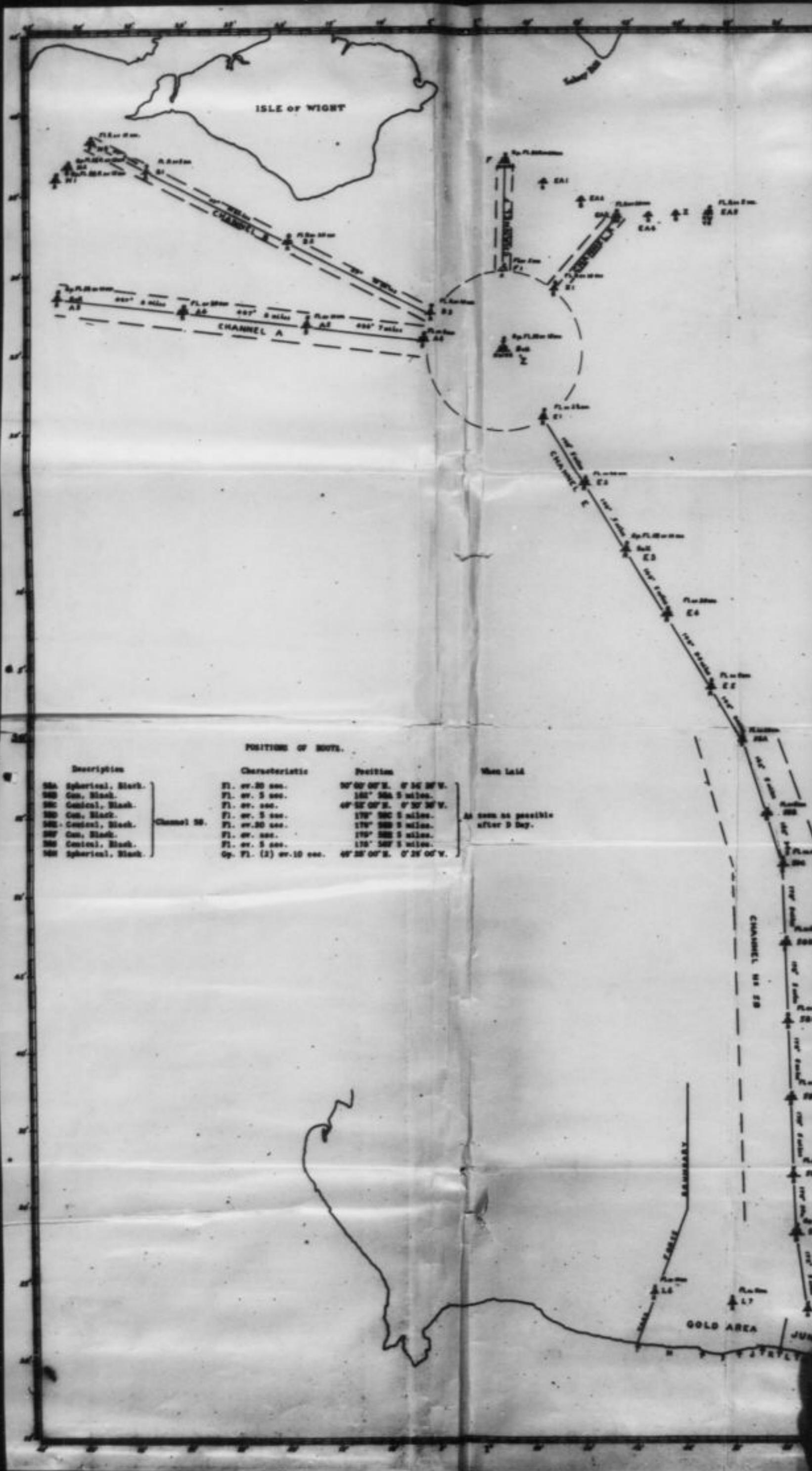
OPERATION - NEPTUNE

DETAILS OF ROUTES & CHANNELS
ANNEXE NO. 2 TO FORCE J OPERATION ORDERS
ONEAST/J2 APPENDIX "C"
Positions of Channel 2B and Buoy 2B
are approximate only.
NOT TO BE USED FOR NAVIGATION

SITUATION AS SOON AS
POSSIBLE AFTER D+2



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OPERATION - NEPTUNE

DETAILS OF ROUTES & CHANNELS
 ANNEXE H&I TO FORCE J OPERATION ORDERS
 ONEAST/J2 APPENDIX "C"
 Positions of channels 58,78 and buoys therein
 are approximate only.
 NOT TO BE USED FOR NAVIGATION

SITUATION P.M. D+1.



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From 13' buoy to 30° 08' E. or 30° W. to TMA buoy.

Quinton	A.	From All busy to All busy.	Width 2 miles.
Quinton	B.	From 20 busy to 20 busy.	Width 1 mile.
Quinton	C.	From 20 busy to 20 busy.	Width 1 mile.
Quinton	D.	From 200 busy to 20 busy.	Width 1 mile.
Quinton	E.	From 200 busy to 20 busy.	Width 2 miles.
Quinton	F.	From 200 busy to 200 busy to 200 busy.	Width 2 miles.
Quinton	G.	From 200 busy to 200 busy to 200 busy.	Width 2 miles.

Shore and Craft are to keep to the starboard side of the Route or Channel.

PRINTED IN U.S.A.

TO U.S. SECTORS

CHANNEL NO. 14

CHANNEL NO. 12

CHANNEL NO. 10

CHANNEL NO. 8

CHANNEL NO. 7

CHANNEL NO. 6

CHANNEL NO. 5

CHANNEL NO. 4

CHANNEL NO. 3

CHANNEL NO. 2

CHANNEL NO. 1

GOLD AREA

Plateline 12A

Plateline 20A

Plateline 10A

Plateline 8A

Plateline 6A

Plateline 5A

Plateline 4A

Plateline 3A

Plateline 2A

Plateline 1A

Plateline ALP

0 0 1 2 1 9

~~TOP SECRET.~~

ONCLIST/J.2

APPENDIX "D"

Page 1.

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APPENDIX "D" TO ONCLIST/J.2.

MINE-SWEEPING.

FORCES TAKING PART.

Channel No. 7 (Right assault) 9th Minesweeping Flotilla.

Minesweepers. Sidmouth (S.O.)
Tehby { 2nd S.O.
Bridport { 3rd S.O.
Bangor
Fladepool
Boston
Fridlington
Eastbourne

Danlayers. Bryher
I.Jun
Dalmatia
Quirpon

V/S M.Ls. 125
222
571

2. Channel No. 8 (Left assault) 11th Minesweeping Flotilla.

Minesweepers. Pelorus (S.O.)
Recruit (2nd S.O.)
Pickle
Fancy
Lennox
Pincher
Plucky
Riflemen

Danlayer. Farne
Stella Leonis
Stella Rigel
St. Barbe.

V/S M.Ls. 135
139
203

3. 159th B.Y.M.S. Flotilla

B.Y.M.S. 2211 (S.O.)
2173
2157
2071
2070
2055
2052
2052

.../CROSS FOR FLIGHT MINESWEEPERS

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APPENDIX "D".
Page 1.
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ADVISORY (cont'd.)

11. (e) On arrival of Group 314, R.Y.M.S. "G" is to take station ahead of STEVENSON and L.C.C. BARTON and R.Y.M.S. "D" ahead of VENUS and are to lead them to a position close West of the Right Assault D.D. launching position. (See Appendix "C").
- (f) On arrival of Group 324, R.Y.M.S. "G" is to take station ahead of GUNSDALE and HAMILTON and R.Y.M.S. "H" ahead of MURKELF and are to lead them to a position close East of the Left Assault D.D. Launching position (See Appendix "C").
- (g) After the Destroyers of Group 314 have proceeded inshore, R.Y.M.S. "J" and "I" are to lead in the destroyers they are protecting close astern of those of Group 314.
- (h) Similarly, R.Y.M.S. "G" and "H" are to lead in the destroyers they are protecting close astern of those of Group 324.
- (j) On reaching the D.D. Launching position, or the 10 fathom line, whichever is furthest from the shore, the 1st Division of R.Y.M.S. are to haul out to Starboard and the 2nd Division of R.Y.M.S. are to haul out to Port. R.Y.M.S. are then to reform as follows:-

1st Division in position "VV".
2nd Division in position "UU".

2nd Division is to rejoin the 1st Division in position "VV" as soon as possible after forming up, keeping clear of Southbound craft.

12. At H+1 hour, the 199th R.Y.M.S. Flotilla is to carry out a searching sweep between positions

- (a) 49° 27.4' N., 0° 23.4' W.
- (b) 49° 22.7' N., 0° 23.4' W.
- (c) 49° 22.7' N., 0° 23.7' W.
- (d) 49° 27.4' N., 0° 23.7' W.

Sweep is to be carried out in laps running North and South, the first lap commencing at the Western end of the area.

13. Dan buoys are to be laid every $\frac{1}{2}$ mile to mark the limits of water searched. Dan buoys marking the Western limit are to fly Flag OBOE and dan buoys marking the Eastern limit are to fly a Black Pendant. Dons are to be unlit.

14. Should mines be found in this area, the Senior Officer R.Y.M.S. is to report immediately to Naval Commander, Force "J", and is at once to commence a clearing sweep of the area given in Paragraph 12 above.

15. On completion of the above tasks, the R.Y.M.S. Flotilla is to close Naval Commander, Force "J" in HILARY for further orders. They will probably then be required to carry out a sweep for ground mines in the anchorage areas.

.../Special Signals.

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ONE-ST/J.2.
APPENDIX "D".

Page 4
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LINESWEEPING (cont'd)

SPECIAL SIGNALS.

16. The undermentioned special signals are to be used between B.Y.M.S. and the bombing ships they are swooping.

F1N....Voor Swoop (length to be decided by swooper)

Execution. To be made by the ship to be swept to her swooper when ready to be swept.

Note:- Minesweeper makes F1 as soon as she has steamed her sweep and is ready in all respects to swoop.

F1...As in position required.

Execution. To be made by the ship being swept to the mineswooper, as soon as she has reached her desired position. On receipt of this signal, the mineswooper is to shorten her sweep to 10 fathoms and manoeuvre clear of the destroyer within easy signalling distance, until such time as she is required to sweep the destroyer to a new position.

F1 H H....H.... Voor swoops and swoop on course indic.t.d., the number of miles indic.t.d. Ship being swept will use F1 as above on reaching new position.

Execution. To be made by the bombarding ship. On receipt of this signal, the swooper is to take station ahead of the ship to be swept, veer her sweeps to the correct distance and lead the ship she is swooping to the new position.

NAVIGATION.

17. The bombing ship being swept is responsible for the navigation of her mineswooper, as she has greater facilities for navigation, and it is difficult under certain circumstances for a mineswooper to estimate her speed when swoops are out.

COURSE AND SPEED.

18. The necessary course and speed should be signalled in the normal manner. A B.Y.M.S. with double engine steamed can sweep at a maximum speed of 5 knots.

COMMUNICATIONS.

19. Attention is called to Communication Orders (Appendix "E").

....APPENDIX "E".

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APPENDIX "J" TO CASE ST/J.2.

ONLAST/J.2

APPENDIX "J"

Page 1

(19. 5. 44.)

CHRONOLOGICAL SEQUENCE OF EVENTS

Time	TIME Relative to H hour.	Event
	H - 20h. 10m.	Groups 312 and 322 pass Gate
	H - 20h. 15m.	Group 320 passes Gate
	H - 10h. 25m.	Group 310 passes Gate
	H - 17h. 00m.	Groups 313 and 323 pass Gate
	H - 16h. 20m.	Groups 311 and 321 pass Gate
	H - 15h. 30m.	Groups 315 and 325 pass Gate
	H - 15h. 00m.	Group 320 overtakes Groups 312 and 322
	H - 11h. 55m.	Group 331 passes Gate
	H - 14h. 50m.	Groups 311 and 321 overtake Groups 313 and 323
	H - 13h. 30m.	Group 310 overtakes Groups 312 and 322
	H - 10h. 00m.	Group 320 passes Position "III".
	H - 10h. 15m.	Group 310 passes Position "III".
	H - 12h. 00m.	Group 301 passes Gate
	H - 12h. 00m.	Groups 310 passes Position "III".
	H - 11h. 00m.	4th Flotilla Command Group.
	H - 11h. 30m.	Group 332 passes Gate
	H - 11h. 30m.	7th Flotilla Command Group.
	H - 11h. 30m.	7th Flotilla passes Position "III".
	H - 11h. 05m.	Groups 312 and 322 split at Position "II".
	H - 11h. 00m.	Groups 311 and 321 split at Position "II".
	H - 11h. 00m.	3rd Flotilla Command Group.
	H - 10h. 50m.	Group 311 overtakes Group 312
	H - 10h. 50m.	Group 321 overtakes Group 322
	H - 10h. 30m.	4th Flotilla passes Position "III".
	H - 10h. 30m.	7th Flotilla passes Position "III".
	H - 10h. 00m.	8th Flotilla passes Position "III".
	H - 9h. 55m.	Groups 313 and 323 split at Position "II".
	H - 9h. 15m.	Groups 314 and 324 pass Gate
	H - 8h. 55m.	Group 311 enters No. 7 Swept Channel
	H - 8h. 55m.	Group 321 enters No. 8 Swept Channel

...../H - 3h. 30m.

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UNCLASSIFIED

DATE 10/10/70

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CHRONOLOGICAL SUMMARY OF EVENTS
(cont'd.)

Time	Time Relative to H Hour.	Event
H - 0h. 30m		Group 330 passes Gate
H - 0h. 25m		Group 312 enters No. 7 swept Channel
H - 0h. 25m		Group 322 enters No. 8 swept Channel
H - 0h. 20m		Groups 315 and 325 split at position "BB".
H - 0h. 40m		Group 331 passes Position "BB".
H - 0h. 23m		Group 313 enters No. 7 swept Channel
H - 0h. 20m		Group 323 enters No. 8 swept Channel
H - 0h. 15m		Group 311 passes Position "BB".
H - 0h. 25m		<u>Group 301 overtakes Groups 331</u>
H - 0h. 20m		<u>Groups 311 and 324 overtake Group 312</u>
H - 0h. 05m		Group 315 enters No. 7 swept Channel
H - 0h. 05m		Group 325 enters No. 8 swept Channel
H - 0h. 50m		Group 301 enters No. 7 swept Channel
H - 0h. 25m		Group 331 enters No. 7 swept Channel
H - 0h. 25m		<u>Group 301 overtakes group 315 in</u> <u>swept Channel</u>
H - 0h. 20m		<u>Groups 314 and 304 split at position</u> <u>"BB".</u>
H - 0h. 35m		7 1/3 Flotilla reaches Southern End of Channel
H - 0h. 20m		Group 314 enters No. 7 Swept Channel
H - 0h. 20m		Group 324 enters No. 8 Swept Channel
H - 0h. 10m		Group 332 passes Position "BB".
H - 0h. 05m		9 1/3 Flotilla reaches Southern End of Channel
H - 0h. 35m		<u>Group 311 overtakes Group 331 in</u> <u>swept Channel</u>
H - 0h. 30m		<u>Group 301 overtakes Group 313 in</u> <u>swept Channel</u>
H - 0h. 25m		<u>Group 314 overtakes Group 315 in</u> <u>swept Channel</u>
H - 0h. 25m		<u>Group 324 overtakes Group 325 in</u> <u>swept Channel</u>

...../H - 0h. 15m

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CHRONO/1a
1964-10-19
1964
(19-3-44)

CHRONOLOGICAL SEQUENCE OF EVENTS
(cont'd)

Time	Time Relative to H Hour	Event
	H - 3h. 15m.	Destroyers of Group 300 arrive "QQ".
	H - 3h. 05m.	Group 301 overtakes Group 312 in swept Channel.
	H - 2h. 45m.	Destroyers of group 300 arrive "PP".
	H - 2h. 25m.	Group 314 overtakes Group 313 in swept channel
	H - 2h. 25m.	Group 324 overtakes Group 323 in swept Channel
	H - 2h. 05m.	Group 314 overtakes Group 312 in Swept Channel
	H - 2h. 05m.	Group 324 overtakes Group 322 in swept Channel
	H - 2h. 00m.	Group 301 overtakes Group 311 in Swept channel
	H - 1h. 55m.	Group 332 enters No. 7 Swept channel
	H - 1h. 45m.	Group 301 reaches Lowering Position "QQ".
	H - 1h. 40m.	Group 311 reaches Lowering Position "QQ".
	H - 1h. 40m.	Group 321 reaches Lowering Position "PP".
	H - 1h. 30m.	Group 314 arrives Lowering Position "QQ".
	H - 1h. 30m.	Group 324 arrives Lowering Position "PP".
	H - 1h. 10m.	Group 312 passes Lowering Position "QQ".
	H - 1h. 10m.	Group 322 passes Lowering Position "PP".
	H - 1h. 10m.	Group 333 passes Position "DD".
	H - 1h. 00m.	Group 313 passes Lowering Position "QQ".
	H - 1h. 00m.	Group 323 passes Lowering Position "PP".

...../CHRONOLOGICAL SEQUENCE OF EVENTS
(cont'd)

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TIME RELATIVE TO H HOUR	NAVY	ARMED FORCES	AIR FORCE
About 0520	Cruisers open fire when air spotting is available		Night bombing ceases at beginning of Civil Twilight
Approx. H - 55	L.D. Tanks launch, move in covered by L.O.S.(L) and Hunt Destroyers, who will return hostile fire.		
H - 40	Destroyers open fire on Beach Defences.		
H - 30 to H Hour	L.O.S.(L) open fire on Beach defences if not already firing in support of tanks.	S.P. Artillery open fire for effect.	Dry Bombing starts H - 30 to H - 15. Branching bombing on assault beaches.
H - 10	Groups 315 and 325 pass Lowering positions.	L.D. Tanks touch down.	H - 15 to H Hour Dry bombers shift to flanks of assault beaches.
H - 8	First Group of Rocket craft open fire.		
H - 5	Second Group of Rocket craft open fire.		
H - 3	L.C.L.(HR) Fire.		
H Hour	L.C.T. carrying AVREs touch down L.C.T.(A) (HE) (C) beach.	AVREs commence clearing obstacles. Bulldozers commence clearing beach obstacles. Assaulting Companies land - S.P. Artillery ceases fire. Reserve Companies land.	Dry bombing shifts inland.
Approx. H + 5			
Approx. H + 20	L.C.G.C. Units commence beach obstacle clearance.		

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CHRONOLOGY OF EVENTS
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100-47777

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(49-144)

CHRONOLOGICAL SEQUENCE OF EVENTS

(cont'd.)

TIME	THE FOLLOWING	NAVY	ARMED FORCES
TO H HOUR			
H + 30	Group 331 passes Low-water Position		
H + 45	Destroyers answer calls for fire by attached P.O.Ds.	R.E. dive bats. land C. radios land on MAN R.	
	Group 315A - LCTs land on MIKE	Dif. tanks lands on MIKE beaches.	
H + 60	Group 325A touch down	R.E. tanks and Dif. vehicles land on MIKE beaches.	
H + 65	Group 325C touch down	R.E. and Beach Groups land on MIKE.	
H + 65	Group 333 enters No. 7 swept Channel		
H + 75	Groups 313 and 323 touch down	First Group of S.P. Artillery land on MIKE Beaches. S.P. Artillery land on MIKE.	
H + 90	Group 325D touch down	Dif. vehicles land on MIKE.	
H + 105		Remainder S.P. Artillery land on MIKE Beaches.	
H + 135	Group 315C touch down	Bridging Coys. and M.T. guns land on MIKE beaches.	
H + 150	Group 331C touch down	Reserve Dds. Personnel	
H + 180 to H + 210	Groups 331(C), (D) touch down	Reserve Dds. vehicles land	

*****/CHRONOLOGICAL SEQUENCE OF EVENTS
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APPENDIX N.Y.
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CHRONOLOGICAL SEQUENCE OF EVENTS (Cont'd.)

TIME	EVENT
APPROX. 1030	Group 332 arrives - 12 L.S.T. and Rhino ferries.
1330	Group 333 arrives - 10 L.S.T., Rhinos and Rhino Tugs.
APPROX. 1500	First follow up convoy arrives - Force "I", 11 L.S.T., 1 L.S.D., 7 L.C.I.(L) and 4 Coasters for JUNO beaches. L.S.T. carry L.C.V.(P) for duty with Ferry Craft Unit.
1900	Convoy J.M.1. - Ferry Craft Unit - 9 loaded L.D.V. and 4 L.B.P.
2130	Second follow up convoy arrives - Force "I", 18 L.S.T. for JUNO - L.C.V.(P)s. to Ferry Craft Unit.
2130	Convoy J.M.2. - Ferry Craft Unit arrives - 96 L.C.M.s, 80 L.C.V.(P).
2230	Convoy J.M.3. - Ferry Craft Unit arrives - 24 loaded, 9 empty L.D.V.s. Part S&R. Flotillas. Fueling Trawlers.
2300	Convoy E.T.L.1. arrives - Force "I". <u>All go to GOLD Sector.</u>
<u>D + 1.</u>	
0500	Convoy E.T.C.1.E. arrives - consisting of Cornish tugs, Boom Defence Vessels, Salvage tugs, A.S.I.S., M.L. Pontoons.
0530	Convoy E.T.C.2.Y. arrives - with 7 Store Coasters and 6 M.T. Coasters for JUNO beaches.
0600	Convoy E.T.M.1. arrives - 6 M.T. Ships for JUNO beaches.
0700	Convoy E.T.P.1. arrives - Personnel Ships build up division, to be discharged by L.C.I.(L), L.C.I.(S).
-	H.M.S. HAWKING will probably arrive A.H. H.M.S. SOUTHERN PRINCE and H.M.S. L.S.E.(2) will arrive if situation permits.
1400	Convoy G.O.B.1. arrives - consisting of 8 Gooseberry Ships and 2 tugs for JUNO beaches.
1500	Convoy B.B.. arrives with 3 - 300 ton Ammunition Barges for JUNO beaches towed by Mulberry tugs.
	Hospital Carrier will arrive and sail during daylight hours.

...../D + 2.

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~~APPENDIX~~
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CHRONOLOGICAL SEQUENCE OF EVENTS (Cont'd.)

TIME	EVENT
<u>D + 2.</u>	
0500	Convoy E.W.C.2.B. arrives - 9 Store Coasters and Salvage tug with H.L. Pontoons for JUNO beaches.
0600	Convoy E.T.M.2. arrives - Second half build up division about 12 H.T. Ships for JUNO beaches.
0630	Convoy E.W.P.1. arrives - 4 Personnel Ships for British Sector. S.S. ASCANIUS may arrive in E.W.P.1. or E.T.M.2.
1400	Convoy C.O.B.3 arrives - 4 Gooseberry Ships for JUNO Gooseberry.
1500	Convoy E.W.L.1. arrives - 6 L.S.T. for British Sector, towing H.L. Pontoons for JUNO beaches.
	Hospital Carrier should arrive and sail during daylight hours.
Approx. 1800	First L.C.I.(L) Shuttle Service Return Group arrives. } First Shuttle Service Groups may not arrive
2200	First L.C.T. Shuttle Service Return Group arrives. } until A.M. D + 3.
<u>D + 3.</u>	
0500	Convoy E.T.C.3. and E.T.C.3.W. arrive - consisting of Store Coasters and A.S.I.S.
0600	Convoy E.T.M.3. and E.T.M.3.W. arrive consisting of 14 H.T. Ships and 15 L.S.T. towing H.L. Pontoons for British Sector.
0700	Convoy E.L.P.1. and E.W.P.1. arrive - consisting of 4 Personnel Ships for British Sector.
A.M.	Second L.C.I.(L) Shuttle Service Group arrives.
A.M.	Second L.C.T. Shuttle Service Group arrives.
	Hospital Carrier arrives A.M. and sails P.M.
P.M.	Third L.C.I.(L) Shuttle Service Group arrives.
P.M.	Third L.C.T. Shuttle Service Group arrives.
1800	Convoy E.W.L.2. arrives - consisting of 16 L.S.T. towing H.L. Pontoons for British Sector.
	■ - Denotes Convoy and Shuttle Service Groups arriving in the assault area daily after D + 3.

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O-1087/J.2.
APPENDIX "K"
Page 1
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APPENDIX "K" TO O-1087/J.2.DISPOSAL OF CLOSE SUPPORT AND COASTAL CRUISE AFTER THE ASSAULT

SHIP	ACTION
KIRKPATRICK	
VENUS	
VIGILANT	
ALGOONQUII	
SIOUX	
CANUCK	
FURY	
BLAISDALE	
GLAISDALE	
STEVENSTONE	
LA COMBATTANTE	Destroyers will continue until otherwise ordered to answer calls for bombardment, as laid down in Appendix "G" and as ordered by Naval Commander Force "J". Ships will be sailed as necessary to Portsmouth for re-armament.
BEECHDALE	
CLYDEDALE	
STEVENSTONE	
BEAGLE	
VERSATILE	
WRESTLER	
NORTHERN FOAM	

...../NORTHERN SUN

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TO: AGO/SCCC: ST/J-2PTO/2A

(19. 5.44.)

DISPOS L C' CLASH DECO C3 C. F.L.C. T. W.H.T. M.L.U.T. (00...--)

SHIP	STATION
NORTHERN SUN NORTHERN SPRAY NORTHERN SIDE	On arrival with L.S.L. of Convoy J.J.3, Tr. Vlors are to proceed on their patrol in accordance with orders laid down in Appendix "A".
VELETA LORD JUSTIN	Return to Solent ... as Escort to Convoy "JUNIOR 28", consisting of L.S.L. of Convoy J.J.3 returning (See Appendix "B"). On arrival in the Solent, trawlers will come under the orders of Commander-in-Chief, Portsmouth.
PETUNIA GLAZEL. PINK	Return to Solent ... as Escort to Convoy "JUNIOR 27", consisting of L.S.L. of Convoy J.J.3 returning (See Appendix "C"). Corvettes are to port company with Convoy at the Solent and proceed in company to Portland to join up with Escort Groups 121, 122 and 123 respectively.
MELBOURNE	On arrival with Ferry Cr ft Convoy J.J.3 from Langstone at 2230 D-Day, MELBOURNE is to sail independently back to Langstone to escort Ferry Cr ft Convoy J.J.4, leaving Langstone 1000, D+1, for JUNIOR banches. On completion, to Portsmouth for duty with Commander-in-Chief, Portsmouth.
OUTRAGED MERRIMACK OXFORD	To the North as escort to Convoy P.T.L.2. Will sail from JUNIOR banches with 7 L.S.L. to 1700 at Southern end of Channel No. 6 at H + 16 hours. Certain Northland Sailings will be responsible for sailing this Convoy. H.H.3. C.P.H.L. will join as additional Escort (See Appendix "D")
HILSTEAD CLEWATIS GODFREY	To the North as Escort to Convoy P.T.L.2., sailing from assault zone A.M. D + 1 (See Appendix "E"). Convoy will probably include 4 Convoys.
R.I.D.Y GIRLSY D.J.S.Y	On arrival off JUNIOR banches with Force "L" Convoy, Senior Officer of Tr. Vlors is to report to HILSTEAD; on receiving the signal to proceed in execution of previous orders, ships are to proceed to the Westward to join G.H.3, reporting for 1/3 Patrol area, i.e. the "West Country" Force, who will be fleet in this area.
DAINTON	On arrival, close HILSTEAD and take X20 in tow, proceeding independently with her to Portsmouth.

..../00 ST/L CH/PT.

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O.R. 37/J.2.
 APPROV'D
 (19. 5.44.)

DISPOSAL OF COAST GUARD ESCORTS AND COASTAL CRAFT AT 23 JULY (Cont'd.)COASTAL CRAFT.

UNIT	ACTION
M.L. 902	After launching of D.D. Tanks M.L. 902 is to escort X20 to HILARY and remain in company with her until Trawler D.J. THEMIS, arriving H+30, takes her in tow. M.L. 902 is to arrive Solent area prior to 2300, D-Day, for duty with Commander-in-Chief, Portsmouth. Embark D/S.O...G from L.C.H. 98 and 167 for passage to the Solent to join their L.C.T. Squadron. Report to HILARY when ready to proceed.
M.L. 903	Sail in company with L.C.T. Group "BLUESKY 21", parting company as necessary to arrive the Solent before 2300, D-Day, reporting for duty with Commander-in-Chief, Portsmouth on arrival.
M.L. 146	Sail in company with L.C.T. Group "BLUESKY 24" at about H+2½ hours, parting company as necessary to arrive the Solent before 2300, D-Day, reporting for duty with Commander-in-Chief, Portsmouth on arrival.
M.L. 269	Sail in company with L.C.T. Group "BLUESKY 23" at about H+2 hours, parting company as necessary to arrive the Solent before 2300, D-Day, reporting for duty with Commander-in-Chief, Portsmouth on arrival.
M.L. 151	On completion of assault, M.L. 151 reports to L.T. 745 for duty with Captain, G.J.L. On LTFORD leaving the area for Captain "Patrols" duty, M.L. 151 is to proceed in company with her.
M.L. 123	Carry out inner A/S Patrol under their Senior Officer, in accordance with Appendix "O".
M.L. 147	
M.L. 196	
M.L. 247	
M.L. 246	
M.L. 205	
M.L. 297	S.O. L.C.P.(L) Smoke Layers. Will remain in assault area and act as Smoke Controller.

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1964

(19. 5. 1964)

DISPOSAL OF CLOSE ESCORTS AND COASTAL CRAFT AFTER THE ASSAULT (Cont'd.)COASTAL CRAFT (Cont'd.)

UNIT	ACTION
H.D.M.L. 1393 H.D.M.L. 1407	<p>} At 1200, D-Day, craft are to proceed down the respective channels they are marking and close the Southend end of Channel No. 7, reporting to H.M.S. MITH (Captain Southbound Sailings) for duty. Should Captain Southbound Sailings not be there, craft are to remain and await his arrival - H.M.S. MITH will fly Flag Number Four - Distinguishing Flag of Captain Southbound Sailings.</p>
M.G.B. 312 M.G.B. 316 M.G.B. 324 M.G.B. 317 M.G.B. 330 M.G.B. 326	<p>} Report to HILARY under their Senior Officer. On receiving signal "Proceed in execution of previous orders", craft are to sail in company and report to the Naval Commander, Eastern Task Force, afloat in H.M.S. SCYLLA. H.M.S. SCYLLA should be to the Eastward of JUNO Area.</p>
U.S. COASTGUARD RESCUE CRAFT	<p>} On completion of their initial task, all U.S. Coastguard Rescue Craft are to report to the Naval Commander, Eastern Task Force, in H.M.S. SCYLLA. H.M.S. SCYLLA will probably be to the Eastward of H.M.S. HILARY.</p>

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~~ONEAST/J.2~~
~~APPENDIX "L"~~
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APPENDIX "L" TO ONEAST/J.2.ORDERS FOR LANDING CRAFT AFTER THE ASSAULT.

CRAFT.	TIME.	ACTION.
L.C.F. 33		Anchor in Coaster Anchorage as necessary to provide maximum A/A Support.
L.C.F. 37		Anchor in L.S.T. Discharging Anchorage as necessary to provide maximum A/A Support.
L.C.F. 21.	On completion of Assault and when L.C.T. on the Shuttle	Anchor in H/T Ship Anchorage as necessary to provide maximum A/A Support.
L.C.F. 32.		Anchor in Sailing Area Anchorage as necessary to provide maximum A/A Support.
L.C.F. 24.	Service have sailed and ships have moved inshore.	Proceed inshore, anchoring as necessary to provide A/A support off NAN Beaches.
L.C.F. 1.		Proceed inshore and anchor as necessary to provide A/A support off MIKE Beaches.
L.C.F. 29.		Remain in company with HILARY, anchoring as necessary to provide maximum A/A support.
All L.C.F.	<u>2 hours before Sunset daily.</u>	At 2 hours before Sunset DAILY, all L.C.F. are to close HILARY. They will be sailed in company to the eastern end of Area SWORD, arriving there at Sunset plus 30 minutes each night. They are to leave Area SWORD each morning at Sunrise minus 30 minutes and return to JUNO Beaches, taking up their positions as detailed above. (See B.A.A.D.O. 15).
L.C.G. (L) 680 681 764 939 1007 1062 831	After Assault. <u>2 hours before Sunset daily.</u>	Act in accordance with orders laid down for Close Support (Appendix "H"). All L.C.G. are to close HILARY and sail in company with L.C.F. to eastern end of Area SWORD, to take up station on night defense line (See B.A.A.D.O. 15), returning at Sunrise minus 30 minutes. On return anchor as necessary, remaining on call for bombardment.

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APPENDIX 7
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ORDERS FOR LANDING CRAFT AFTER THE ASSAULT.

(Cont'd.)

CRAFT.	TIME.	ACTION.
L.C.I.(S)	On completion of Assault and Discharge of L.S.I.	<p>Anchor around HILARY, providing a physical screen for her.</p> <p>At 1500, D-Day, Senior Officer L.C.I.(S) is to detail two craft to report to WAVENETY for duty with S.O.P.Os. (L.C.I.(S) 514 and 537.)</p> <p>At 1800, D-Day, 4 L.C.I.(S) are to be detailed to anchor in the following Areas:-</p> <ul style="list-style-type: none"> (i) The Coaster Anchorage. (ii) The L.S.T. Discharging Anchorage. (iii) The M.T. Ship Anchorage. (iv) The Sailing Area Anchorage. <p>These craft will be used to control the Duty Patrol Boats, consisting of L.G.V.(P), details of which are laid down in J.O.I. 71.</p> <p>On arrival of Personnel Ships, all L.C.I.(S), with the exception of the 2 L.C.I.(S) working with S.O.P.Os, are to proceed alongside them and assist in their discharge. Personnel Ships are expected to arrive early a.m. daily.</p>
L.S.S.(M).	On completion of Initial Assault.	Report to S.O.A.Gs. L.C.S.(M) will be used to augment the smoke laying craft, when not required for support purposes. They will be controlled by S.O.A.Gs as necessary.
L.G.A.(H.R.)	After completion of firing in the Assault.	<p>L.G.A.(H.R.), on completion of their firing, are to return to the L.S.I. for hoisting and passage to U.K.</p> <p>L.G.A.(H.R.) of G.J.1 are to proceed to L.S.I. of the 1st and 2nd Divisions at Position "QQ".</p> <p>L.G.A.(H.R.) of Q.J.2 to L.S.I. of the 3rd and 4th Divisions at Position "PP". One L.G.A.(H.R.) will be hoisted in each L.S.I., in lieu of L.G.A. left for duty off the Beaches.</p>
3 L.C.L.(L) of Group 334B.	After Assault and Discharge of L.S.I.	L.C.L.(L) detailed to remain are, on completion of discharge of L.S.I., to stand close to stern of HILARY. They will be used for the discharge of L.S.I. of the Build Up which arrive early a.m. daily. Craft are to proceed alongside L.S.I. on their arrival.

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DRAFT

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ORDERS FOR LANDING CRAFT AFTER THE ASSAULT.
(Cont'd.)

CRFT.	TIME.	MOTION.
L.C.P.(SY).	After completion of the assault.	L.C.P.(SY) 292 is to proceed to the Eastward to Area SWORN, reporting to Naval Commander, Force "B", in H.M.S. "LARGO". Reminding L.C.P.(SY) will carry out a survey of the beaches as ordered by their Senior Officer. On arrival of Corn Cob Tugs, early hrs D + 1, craft are to report to the "Plunder" for the survey of the Gooseberry site.
L.C.S.(L) 2. L.C.S.(L) 1.	-	Craft will remain attached to ships as shown in Appendix "B". On sailing of LIMPED, L.C.S.(L) attached to her are to report to HILARY for duty.
L.C.A. left by L.S.L.	-	Craft remain attached to the D/S.O...Gs they reported to.
L.C.A.(O.C.)	-	L.C.A.(O.C.) will remain in the assault area for clearance of beach obstacles, Officers in charge reporting to HILARY on completion.
L.C.T.(R).	After completion of Initial Assault.	L.C.T.(R), with the exception of 2 LCT(R) detailed by S.O...Gs, will be sailed for the U.K. in company with L.C.T. Groups (see Appendix "W"). The two L.C.T.(R) detailed to remain are to proceed to the L.C.T. anchorage and reload from L.C.T.(R) 215. On completion of reloading, craft are to remain at anchor in L.C.T. anchorage and will be used again if required.
L.C.T.(A) L.C.T.(H.E.) L.C.T.(G.R.) L.C.T.(S.).	After Assault and discharge of L.S.L.	Craft are to anchor, if situation permits, in the Ferry Craft Anchorage.
L.C.H. 96. L.C.H. 167.	-	On completion of D/S.O...G. duties, L.C.H. 96 and L.C.H. 167 report to HILARY for duty with P.F.G.O.
L.C.P.(L) 702 Flotilla	1030 D - Day.	Report to HILARY, 702 Flotilla will be sailed to the eastward to join Force "B". On arrival off Force "B" beaches, Flotilla Officer is to report to Naval Commander, Force "B" in H.M.S. "LARGO".
703 Flotilla. 705 Flotilla.	Throughout.	Beach laying craft, disposed in accordance with orders laid down in J.O.I. 73, under orders of S.O., L.C.P.(L) in H.M.S. 157.

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1960
(19-5-4a.)

ORDERS FOR LANDING CRAFT AFTER THE ASSAULT.
(Cont'd.)

RAFT.	TIME.	ACTION.
H.M.S.	On arrival.	Report to Captain H/S(X) in H.M.S. "SCILLA" who will probably be in Area SWORD.
L.C.L. (with Assault)	On completion of landing R.Es.	Report to D.S.C.I.G. for duty off the Beaches.
L.C.V.(P) arriving in Force "L" L.S.T.	On arrival.	Report to P.F.C.O. in WAVENET for disposal.

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/ APPENDIX "B"

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CONFIDENTIAL
APPENDIX "B"
DRAFT
(19. 5. 1944)

APPENDIX "B" TO DRAFT/L.S.ROUTINE OF SHIPS AND CONVOY FROM THE ASSAULT AREA.

- (i) On completion of discharge and hoisting of L.C.L.s and L.G.L.s (H.D.), L.S.L.s will be sailed for the United Kingdom under Escort. It is not possible to lay down any definite time for such sailing, as the discharge of L.S.L.s will be dependent on the situation on the Beaches; but Commanding Officers are to make every effort to clear their ships as soon as possible. L.S.L.s are to hoist "I.M." when ready to proceed.
- (ii) Senior Officers of L.S.L.s are to sail as soon as their ships are ready, L.S.L.s of the 3rd and 4th Division joining up with ships of the 1st and 2nd Division as they pass position "QQ", and ships sailing as one complete Convoy.
- (iii) The sailing of L.S.L.s is ~~H.D.~~ to be delayed on account of an individual L.S.L. not being ready to proceed. Such ships will sail when ready and overtake the main Convoy.
- (iv) L.S.L.s will proceed to their destination by the routes laid down in Appendix "C", ships destined for HEMMHAVEN, PORTLAND and PLYMOUTH parting company as necessary in Area "Z", proceeding under Escort to their destinations.
- (v) Convoy will be known as "BLUESKY 22".
- (vi) Convoy Code Word will be "LEGISLATOR".
- (vii) Radio Distinguishing Group will be "22".
- (viii) L.S.L.s should be ready to proceed at H + 3 Hours.

SHIP	DESTINATION	E.T.A.	ROUTE.	ESCVRT	SENIOR OFFICER.
PRINCE HENRY PRINCE DAVID QUEEN ELIZA CLAN LAMONT LLANGIBBY CASTLE MONOCLES INVICTA LAIRD'S ISLE DAKE OF WELLINGTON DAKE OF ARIYLL	ISLE OF WIGHT AREA.	Approx <u>H + 11</u> Hours	Channel 6 Route "P" to Area "Z", thence via Channel "A" and Swept Channel to SPITHEAD.	R.H.S. BLEDSALE R.H.S. STEVENSTONE R.H.S. VERSATILE	R.H.S. PRINCE HENRY.
CANTERBURY ISLE OF THANET	ISLE OF WIGHT AREA to await orders from TURCO for load- ing at HEMMHAVEN				
ISLE OF GUERNSEY BRIGADIER	HEMMHAVEN	Approx <u>H + 12</u> Hours	Channel 6 Route "P" to Area "Z", thence via Channel "A" and Swept Coastal Channels to HEMMHAVEN.	R.H.S. GLASSDALE	R.H.S. BRIGADIER.
MEXICOBURG LADY OF HAN	PORLAND	Approx <u>H + 13</u> Hours	Channel 6 Route "P" to Area "Z", thence via Channel "A" and Swept Coastal Channels to Portland.		Part company off Portland and proceed independently.
ULSTER MONARCH ST. HELIER	PLYMOUTH	Approx <u>H + 17</u> Hours	Channel 6 Route "P" to Area "Z", thence via Channel "A" and Swept Coastal Channels to Plymouth	R.H.S. MARTLER	R.H.S. ST. HELIER.

- (i) Ships will sail as one convoy, splitting in Area "Z" and proceeding under escort to their destinations.
- (ii) On completion of escort duty, Destroyers will act in accordance with orders laid down in Appendix "E".
- (iii) Should any L.S.L. of Group bound for HEMMHAVEN become a casualty, Senior Officer of L.S.L.s is to detail necessary replacements from L.S.L.s bound for ISLE OF WIGHT to assist loading at HEMMHAVEN, informing the necessary authorities of action taken.
- (iv) ISLE OF THANET remains in assault area, if ~~ISLE~~ MILARY and ROTAL
ULSTERMAN become casualties.

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~~APPENDIX "C".~~
~~LINES 2.~~
~~(19. 5. 44.)~~

RETURN OF SHIPS AND CRAFT FROM THE ASSAULT AREA. (cont'd)

InCaTas, InCaI.(1) AND L.C.T.(3).

2. (i) The sailing of landing craft from the Assault Area immediately after the assault is to be carried out in accordance with the Detailed Instructions laid down in A.O.I. 39.
- (ii) Craft will proceed to their destinations by the return route laid down in Appendix "C".
- (iii) The code word for return groups will be "BLUESKY".
- (iv) During the passage home craft are to keep constant Loud-speaker Watch on 2450 KHz.
- (v) Groups of landing craft are to sail in company in accordance with the time table laid down. The times of sailing are given relative to H-hour and every endeavour is to be made to maintain these timings.
- (vi) Senior Officers of Groups are to arrange for the towing of damaged craft to the U.K., provided such casualties are discharged and clear of the beaches.

CODE NAME & NUMBER	COMPOSITION	APPENDIX TIME OF SAILING	DESTINATION	E.T.A.	SENIOR OFFICERS
BLUESKY 21	8 L.C.T.(3) of Group 311(a) 8 L.C.T.(3) of Group 321(a)	H+1 Hours	Port Gillicker	H+16 Hours	F.O. 11th LCT Flot. in H.L. 903 * Deputy S.O. F.O. 14th LCT Flot.
BLUESKY 23	16 L.C.T.(4) of Group 323(a) 4 L.C.T.(4) of Group 325(a) 3 L.C.T.(4) of Group 325(b) 3 LCI(L) of Group 325(c) LCI(L) of Group 323(d) (1 L.C.T.(3) remains)	H+2 Hours	Port Gillicker	H+17 Hours	F.O. 36 LCT Flot. in H.L. 269 * Deputy S.O. F.O. 22 LCT Flot.
BLUESKY 24	15 L.C.T.(4) of Group 313(a) 5 L.C.T.(4) of Group 315(a) 7 L.C.T.(4) of Group 315(c) 3 LCI(L) of Group 315(c) LCI(L) of Group 312(d) (1 L.C.T.(3) remains)	H+2½ Hours	Port Gillicker	H+17½ Hours	F.O. 31st LCT Flot in H.L. 116 * Deputy S.O. F.O. 20th LCT Flot.
BLUESKY 25	6 LCI(L) of Group 331(b)	H+3 Hours	Port Gillicker	H+12 Hours	F.O. 262 LCI(L) Flot in LCI(L) 110.
BLUESKY 26	10 L.C.T. of Group 331(c) 10 L.C.T. of Group 331(d) 3 L.C.I.(L) of Group 331(b)	H+4 Hours	Port Gillicker	H+19 Hours	"P" LCT Sqdn Cdr. in LCI(L) Deputy S.O. F.O. 35th LCT Flot. in LCT 670.
BLUESKY 30	7 LCI(L) Force "L"	H+11 Hours	ZEEHAVEN	H+20 Hours	S.C. LCI(L).

- * M.L.s are to proceed with Groups, porting company as necessary to arrive Solent before 2300, D-Day. (See Appendix "C").
- L.C.T.(3) of Groups 331(c) and 331(d) are to report to HILARY for sailing instructions on completion of unloading.
- "K" and "M" L.C.T. Squadron Commanders will proceed to the SOLENT in H.L. 902 (See Appendix "C"), to join up with their respective Squadrons.
- 3 L.C.I.(L) of Group 31(b) remain in the Assault Area for discharge of personnel ships.
- It may be found necessary to change the code number of the BLUESKY Groups, but such information will be passed to the Senior Officer when he reports to HILARY before finally sailing.

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J.

RETURN OF SHIPS AND SHIPS AFTER THE ASSAULT.

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GROUP	RETURN GROUP	TIME OF LIST	TYPE OF CONVOY	NAME OF CONVOY	RADIO DISTINCTION GROUP	DISPATCHER	ROUTE	S.O.	REMARKS
LST of Group 332.	CONVOY 27	02	Approx 147 hours.	POLAR BEAR	T.V.	THE SOLENT	PELVIA CLAUDIO PETK	LST 215	Senior Officer is to sail as soon as discharge of group is complete. Sailing is not to be delayed to await an individual LST late in discharging. Return route as laid down in Appendix 4c. NOTE - LST 100 and 231 may be ordered to remain for embarkation of casualties.
LST of Group 333.	CONVOY 28	00	Approx 2410 hours	LOGIC-LAYER 2	T.V.	THE SOLENT	LOD ALBY VOLTA	LST 17	Senior Officer is to sail with the Convoy as soon as possible. 2 L.S.T. fitted for embarkation of casualties may be held in Assault Area. NOTE - Should discharge of LST be slow, 7 LST of Group 333 may be sailed in Convoy P.T.L. 1, in lieu of LST of Force 4P. Ships should be prepared for this change.
LSD R.L.S. HORTSMAN	CONVOY 29	22 1945-1945	2400 hours	POLAR BEAR 2	C.V.	THE SOLENT	LA CADIANNE	-	In completion of discharge of DUEDE LSD Hortsmen will be sailed independently under escort. R.L.S. Hortsmen is to signal R.L.S. Hilary when she is ready to proceed.
First 7 LST discharged of Group 1 (Force 4P)	P.T.L. 1.	7	0000 hours 0000 hours	DULCIE	L.L.	TEIGNOUR (LATER)	THACISSUS COTCHARD GELP		R.F. at Brest, end of Channel No. 6 at BREST with remainder of Convoy joining from Forces 4P and Force 4P. Ships will be sailed from point of departure by Captain Northwest sailing. The Campbell will join as additional escort. .../remain in; L.S.T.

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INFO. (cont'd)

ROUTE OF SHIPS AND CRAFT AFTER THE ASSAULT (CONT'D)

CHIEF OF STAFF
ADMIRAL, R.C.N.
D.M.D.
(19. 5. 44.)

GROUP	REVIEW COMDT.	NUMBER OF LST	TIME OF SAILING	CHIEF CODE NAME	RADIO DISTINGUISHING GROUP.	DESTINATION	ACCOMP.	S.O.	REMARKS
Remaining LST of Group 1 (Force "A")	HILLARY 31	47	APPROX. H + 13 Hours	LISBON- LAKE	T.B.	THE SOLENT (ISLE OF WIGHT)	SEASIDE (if available)	-	Convoy will sail when ready under orders of Senior Officer, reporting to HILLARY when ready to proceed. Return route as laid down in Appendix "C".
First 7 LST (2) to be discharged of Group 3 Force "A".	F.T.L.2.	8	APPROX. AN D+1.	POLAR BEAR	T.V.	TRIDENT (LONDON)	HALSTED CLIFFORD GODFREY	-	Convoy will be sailed by order of the Naval Force Commander. Return route as laid down in Appendix "C". (See Note).
Remaining LST of Group 3 Force "A".	HILLARY 32	5 LST(2) 3 LST(1)	APPROX. AN D+1	LISBON- LAKE	T.B.	THE SOLENT (ISLE OF WIGHT)	-	-	Convoy will be sailed by order of the Naval Force Commander, either direct to the SOLENT or to Point of Departure. (See Note).

* NOTE - The instructions laid down here for Convoy F.T.L.2. and HILLARY 32 will only be
used if the Naval Commander Eastern Task Force has ~~HILL~~ assumed responsibility for
the sailing of return convoys by daylight D + 1.

Should such responsibility be assumed by N.C.E.T.F. by this time, ships will be
sailed to the "Point of Departure", where they will be sailed to their destinations
by Captain Northbound Sailings (See J.O.I. 62) and all instructions laid down in
these orders for the sailing of F.T.L.2. and F.M.L.3. convoys are to be considered
cancelled.

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BEACH OBSTACLES (Cont'd).PART II.RULES FOR GUIDANCE OF OBSTACLE CLEARANCE PARTIES.

9. The assault has been timed to enable beach obstacles and associated landmines to be cleared (before they become inaccessible on account of the rising tide) over a wide enough front on each beach to give a clear space for all first tide Serials to beach and discharge. But no time can be wasted.

This is of vital importance.

The outer rows of obstacles will become inaccessible first. They must, therefore, be cleared first and cleared over as wide a front as possible. This especially applies to Element C, which is a far more formidable obstacle to landing craft than the other types.

As the first (assault) wave of L.C.T. may suffer some casualties and be unable to unbeam, it is desirable that the clearance of obstacles to enable subsequent craft to beach should begin clear of the beaching point of the first wave.

It has been arranged to clear the following minimum stretches of beach, but these will be far from sufficient, especially if it becomes necessary to switch some of the later Serials from one beach to another.

7th Brigade	MIKE RED AND GREEN	600 yards	NAN GREEN	200 yards
8th Brigade	NAN WHITE	400 yards	NAN RED	400 yards

To enable all Serials to be beached according to programme, gaps of at least double these sizes are necessary.

It is, therefore, essential that clearance should go on with the utmost determination until the obstacles are no longer accessible by any means, since the wider the gaps the more rapid will be the discharge of the later assault Serials.

THE NAVAL L.C.O.C.U.

10. The Naval L.C.O.C.U. (two per Brigade front - one per beach) will come in at about H + 20 to supplement and assist in every way possible the work of the Engineers, to whom they are attached.

The L.C.O.C.U. can work under water and help by securing towing spans to obstacles that are too deep in the water to be approached closely by the bulldozers. They will also destroy obstacles by under water demolition when towing ceases to be practicable on account of the depth of water.

The L.C.O.C.U. will mark isolated obstacles that remain and the ends of the gaps in the main outer row of obstacles - before they become submerged - with green flags on buoys or on long stakes for the benefit of landing craft.

The L.C.O.C.U. boats are L.C.A., flying Red Flags. They will concentrate on the outer obstacles first and on widening the ends of the gaps in these working towards the shore as the tide rises.

- | | |
|-----------------------|--|
| A large Red Pendant | - Diving operations in progress. |
| A large Black Pendant | - Underwater charges being blown. |
| A Red Flare | - May be used by R.E. as a one minute warning before a demolition. |

/11...

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BEACH OBSTACLES (Cont'd.).

REACHING OF CRAFT AFTER H - HOUR.

11. Commanding Officers of craft of subsequent waves in the assault will beach in the cleared gaps as close together as possible, so as to make the most of the space available. Some of these waves may not be able to beach all together and may have to do so in relays. In this case, the first to beach must get off as quickly as possible so as not to delay those waiting.

This calls for continual good co-operation between Beach Masters and Commanding Officers of craft.

If there are no gaps, act as in paragraph 8 above.

Towards the end of the H-W stand, Rhino ferries will begin to discharge L.S.T. Beach Masters must try and reserve a clear section for these ferries, as it is important they should not get stuck on obstacles and dry out.

FINAL CLEARANCE

12. As the ebb takes after the first H.W. all concerned will make a final clearance of the obstacles over the Sections of the beaches finally selected for the follow-up and build up.

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APPENDIX "O" TO ONEAST/J.2.A/S PATROLS.

The ~~base~~ A/S Patrol will consist of a line of anchored A/S Vessels round the anchorage and a patrol line to seaward of the anchorage.

ANCHORED A/S PATROL.

2. A/S Patrol vessels will be given anchor berths (See ... D.O. 2.) They are to be at immediate notice and are to be prepared to get under way by slipping cable if necessary. They are not, however, to leave their anchor berths without orders, except for an A/S hunt.

3. If an radio contact is obtained, the Patrol vessel is to slip, and, if the contact is confirmed, the vessel is to hunt, calling upon the nearest A/S vessel to assist her.

VESSELS ON A/S PATROL LINE.

4. Vessels detailed for the A/S Patrol line are to carry out a line ahead patrol along the defences line ordered. They are to patrol in company at visibility distance between berths 28 and 38 under the orders of the Senior Officer. On reaching the end of the patrol line, vessels are to turn to Port.

METHOD OF ORDERING PATROL.

5. Patrol will be ordered in the following form:-

- (a) Anchor berths to be occupied; followed by the vessels taking part, in the order in which berths are allocated.
- (b) Patrol line and vessels on patrol.

Example.

A/S Patrol. M.26, K.29, K.36, M.38, M.346, 332, 314, 302. Line F. PRIMROSE Tulip M.318.

The above signal indicates that M.346, 332, 314 and 302 are to maintain anchored A/S Patrol in berths M.26, K.29, K.36 and M.38 respectively. A/S vessels PRIMROSE and TULIP and M.L. 318 are to maintain line ahead patrol on patrol line "F" between berths 26 and 38.

ATTACK BY ENEMY SURFACE FORCES AT NIGHT OR IN LOW VISIBILITY.

6. On receipt of an alarm of attack by enemy surface forces at night or in low visibility, vessels on the inner A/S patrol line to seaward of the anchorage (see paragraph 4 above) are to leave the patrol line and move inside the anchored A/S screen, switching on dimmed navigation lights while carrying out the manoeuvre. They are to remain stopped close to one of the anchored screening vessels and be at immediate notice to take counter action against any enemy craft that gets through the screen.

ARRIVAL OF A/S VESSELS WITH ASSAULT FORCES.

7. On the arrival of assault forces, it will probably not be possible to commence A/S patrol, due to unswept water. A/S Vessels detailed for patrol are, therefore, to remain close to H.M.S. MILDAY until receipt of a signal ordering an A/S Patrol (see paragraph 5).

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~~CHEAST/J.2~~
~~APPENDIX P.P.~~
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APPENDIX "P" TO CHEAST/J.2CONDUCT OF X-CRAFT AND C.O.P.P. FOR MARKING D.D. TANK
LAUNCHING POSITIONS.

Operation Orders for H.M. Submarines X.20 and X.23 have been issued jointly by Naval Commanders Force "S" and Force "J".

FORCES TAKING PART.

2.

Force "J".

H.M. Trawler "DARTHEMA".
H.L. 1L.S.
H.M. S/M. X. 20.

Force "S".

H.M. Trawler "SLAPPER".
H.L.
H.M. S/M. X. 23.

SUBMARINE SPEEDS.

3.

On surface - 5 Knots.

Submerged - 2 Knots.

LISTED POSITIONS.

4. "P" Buoy.

Position "AA"	-	50°20' N.	00°51' W.
"BB"	-	50°16' N.	00°40' W.
"JJ"	-	49°25' N.	00°40' W.
"SS"	-	49°25' N.	00°29' W.
"QQ"	-	49°42' N.	00°13' W.
"RR"	-	50°18' N.	00°02' E.

POSITIONS TO Line "L" - Parallel of 49° 42' N.

POSITIONS TO BE MARKED.

5.

(a) X.20 is required to mark position L.P.1 49°24.1' N. 00°28.2' W. with her dinghy marking position L.P.2. 49°23.9' N. 00°25.8' W. from H - 2 hours on D-day, for the D.D. Tank carrying groups of L.C.T.

(b) X.23 will mark as required for Force "S".

OUTWARD PASSAGE.

6.(a) Forces in paragraph 2 pass "P" Buoy in company, trawlers towing Submarines, at 0200/D - 2, making good course 162°.

(b) Arrive position "AA" at 0415/D - 2 where they cast off tow. Trawlers and H.L.s return by reverse route to pass "P" Buoy at 0615/D - 2.

(c) Submarines proceed on surface to arrive at position "BB", at 0515/D - 2.

(d) Dive at position "BB" and proceed on courses -

X.20.	-	174°
X.23.	-	166°

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CONDUCT OF X-CRAFT AND C.O.P.P. FOR MARKING D.D. TANK
LAUNCHING POSITIONS. (Contd.)

OUTWARD PASSAGE (Cont'd.)

6. (e) Aim to cross Line "L" on the surface not before 2300/D - 2, X.20 in longitude 00°43' W., X.23 in longitude 00°36' W.

(f) X.20 proceed thence on surface to reach position "JJ" about 0030/D - 1. X.23 to position "SS".

(g) Thereafter X.20 act as necessary to be in marking position on D-Day as required in paragraph 5(a).

X. 23 as required by Force "S".

SIGNALS TO BE MADE.

7. Lights to be Shown by Marking Craft.

The marking craft are to flash coloured lights to seaward from H - 2 hours until daylight, between bearings 340° and 040°.

Characteristics of the lights to be shown by marking craft are as follows:-

(i) MIKE SECTOR. (L.P. 1.)

Flashing letter "M" for "MIKE" on a green light for 10 seconds every 40 seconds.

(ii) NAN SECTOR. (L.P. 2.)

Flashing letter "N" for "NAN" on a red light for 10 seconds every 40 seconds.

OTHER AIDS.

8. In addition to lights detailed in paragraph 7 above, the following additional Navigational aids will be employed:-

(a) Rod Sounder: Both X-craft - Dainger will operate and sounder which can be heard up by others. The X-craft will operate the sounder continuously from H-2 hours until the arrival of Group 1st. The dainger will operate the sounder for 10 seconds every minute from H-2 hours until the arrival of Group 2nd.

(b) Type 73-T. Beacon: This beacon will be operated by X-craft Dainger from H-2 hours until the arrival of Group 1st. Letter code will be "L" for home.

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/ ACTION AFTER THE ASSAULT

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~~TO SUBM.~~

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CONDUCT OF X-CRAFT AND C.G.W.P. FOR LAUNCHING D.D. TAKE
LAUNCHING POSITIONS. (Cont'd.).

ACTION AFTER THE ASSAULT.

9. (a) H.L. 902 will close X.20 at H - 1 hour and assist her in recovering her dinghy, then escort her close to Force H.Q. Ship and stand by until DARTHEA arrives.
(b) H.M.T. DARTHEA will arrive at H + 30 minutes and close Force H.Q. Ship where she will take X.20 in tow and return to PORTSMOUTH at best speed by channel 6.

ALTERNATIVE PLANS IN THE EVENT OF POSTPONEMENT.

10. (a) For 24 hour postponement.

Repeat action described in paragraph 6(g) to paragraph 9, but in this case it may not be possible to lay out the dinghy and position L.P.2 would therefore not be marked. (See paragraph 5(a).)

- (b) For longer postponement than 24 hours.

Submarines will return to England independently through position "QQ", making good course 0⁰30' N., to be North of Line "L" by daylight on the morning that news of postponement has been received.

To be approximately in position "P" at dusk of this day.

Then proceed on surface to shore NEWHAVEN at daylight.

In the event of the submarine being recalled, through limited endurance, to await the arrival of the postponed Assault, Commanding Officer may, at his discretion, beach the submarine after the assault has taken place and land the crew on one of the assault beaches in the dinghy.

ACTION IF SUBMARINES HAVE TO RETURN ON THE SAME NIGHT AS THE ASSAULT FORCES ARE OUTWARD BOUND.

11. Submarines will endeavour to keep clear to the Eastward before making Northing.

To do this they will cross latitude 19°26' N. to the East of 00°13' W. before proceeding through position 090° "QQ" two miles. Then proceed towards "RR" as in paragraph 10(b).

SIGNALS.

12. (a) Other than those detailed in Paragraphs 7 and 8 above..

X-Craft are unable to transmit signals except by Aldis lamp.
They can fire Very Lights in emergency.
They can make no recognition signals when submerged.

- (b) Receiving Watch.

W/T Watch will be kept on the surface between 2300 and 2330, and 0100 and 0130, on the nights that the submarine is waiting in the Assault Area.

/SAFETY ARRANGEMENTS AND A/S. RESTRICTIONS....

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ORIGINT/J.2
1964

Date 19.
(19. 5. 64.)

CONDUCT OF X-CRAFT AND C.O.P.D. FOR MARKIN D.D. TIME
LAUNCHING POSITIONS. (Cont'd.)

SAFETY ARRANGEMENTS AND A/S RESTRICTIONS.

13. (a) If the submarine returns as in paragraph 9 or 10(a), no restrictions or special safety arrangements are required.

(b) Normal Air/Sea rescue organisation covers any necessity for abandoning the submarines.

Their dinghies carry Veroy light signals and fluorescent blocks.

(c) If the return is as in paragraphs 10(b) or 11, A/S and bombing restrictions will be imposed in a zone 10 miles either side of a line joining Beachy Head and position "OQ" from the time of postponement until the submarines are reported home.

(d) In the cases laid down in paragraph 10(b) or 11 H.L's will take up a patrol line on the parallel of $50^{\circ}30' N.$ between $00^{\circ}00' E.$ and $00^{\circ}16' E.$ from first light on the day that the submarines are due at Northavon, until they are reported home.

(e) If friendly warships are encountered in good visibility during the return voyage, the Commanding Officer of the submarine may, at his discretion, disclose his presence to the friendly warship, being prepared to take to the dinghy if necessary.

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/ APPENDIX "C"

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INTELLIGENCE (ABRIDGED).
APPENDIX "S" TO ONEST/J.2.

INTELLIGENCE (ABRIDGED).

TOPOGRAPHY.

Along the coast in the British Assault Areas the ground is fairly low, occasionally running out into cliffs. Inland from the coast is a gently undulating, open, and well-cultivated belt, broken by low-lying, sometimes marshy, valleys.

The valley of the River SEULLES is flat-bottomed and liable to be marshy in winter and spring. There is a low-lying strip of marshy ground between VER-SUR-IER and COURSEULLES.

BEACHES.

2. Details of the beaches will be found in ONEST/J.2., Appendix "G". MHE and NAN beaches are backed either by stone sea walls or steep dunes. The height of these obstacles is from 8 to 12 feet on MHE, and 4 to 10 feet on NAN. Gaps in the sea walls have been blocked. On NAN Beach, at intervals of from 150 to 250 yards between COURSEULLES and BEAUMONT, there are groynes at right angles to the back of the beach. Under MHE and NAN Beaches, there is a layer of peat and possibly blue clay.

Details of the underwater obstacles are contained in ONEST/J.2., Appendix "N".

ENEMY DEFENCES.

3. Since the beginning of 1944, possibly as a result of Field Marshal Rommel's tour of inspection, the Germans have improved and increased the defences in the assault areas. Coastal batteries, strong points, machine guns, shelters, land and underwater obstacles, minefields and wire defences have been installed, an' there is a complete radar guard of the entire coast.

The enemy defences consist of a strong crust on the coast, but inland there is little defence in depth. Any penetration of the crust can, in the German view, be crushed by armoured counter-attack. Panzer Divisions are stationed at strategic points inland, trained to move off at short notice and to go into action in a threatened area within a few hours.

Although the calls have been urgent for men and materials to be sent to the Eastern Fronts, there were still 53 German Divisions in France and the Low Countries at the beginning of May. These comprised 2 Panzer, 2 S.S. Panzer, 3 Panzer Reserve, 1 Motorised and 45 Infantry and other divisions.

In the British Assault Areas the enemy division guarding the coast is the 716 Infantry Division, with 352 Infantry Division stationed inland. Some 80 miles inland in the EUREUX area is 12 S.S. Panzer Division. In 716 Infantry Division there is a substantial number of foreigners - Czechs, Poles and Russians - with a strong and reliable backbone of N.C.O.s and Warrant Officers.

Details of Heavy Batteries and Coast defences will be found in the Annexes to O.N.1 Appendix VII issued by the Allied Naval Commander Expeditionary Force.

/ENEMY POWERS OF OPPONENCE.....

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CIRCUIT/J.2.

APPENDIX "B"

Page 2.

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INTELLIGENCE (ABRIDGED) (Cont'd.)ENEMY SCALE OF OPPOSITION.

4. It is estimated that the enemy might be able to use against "NEPTUNE" approximately the following naval forces:-

- 200 ocean going U-boats.
- 25 small U-boats.
- 5 Destroyers.
- 11 Torpedo boats.
- 60 E-boats.
- 60 R-boats.
- 30 H-class minesweepers.
- 25(T.L.O.(III) (Similar to British L.C.G.(L))
(T.L.O. (II) (Minelayers).

In addition to the above there are in the assault area some 20 minesweeping trawlers, 30 patrol vessels and 60 harbour defence craft.

PROBABLE ENEMY NAVAL REACTION.

5. It is to be expected that once it is clear that invasion is taking place, the enemy will be prepared to expend his forces ruthlessly in the attempt to defeat it. His remaining heavy units may stage a distant diversion, but his U-boats and light surface forces are likely to be used as directly as possible against the assaults.

U-boats will probably be directed against assemblies and convoys of shipping engaged in the operation and may constitute a threat to bombing ships. They will probably be concentrated rapidly in the channel, and operated without regard to losses.

Light surface forces, especially in darkness and bad visibility, will attack landing and supply ships and craft, wherever they offer a good target, and the smaller patrol and defence vessels may attempt local interference.

Minelaying is likely to be employed outside assembly ports in the UNITED KINGDOM and in the assault area, by both aircraft and surface vessels.

There is evidence of the possibility of the employment of midget U-boats and fast small submersible craft by the enemy for attack and reconnaissance.

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OIE-ST/J.2.
APPENDIX
Part 1
(19-5-4)

AMENDMENT TO OIE-ST/J.2.

DISTRIBUTION LIST OF OIE-ST/J.1 AND OIE-ST/J.2.

OIE-ST/J.1 has been issued separately to addressees as shown.

2. OIE-ST/J.2 has been divided up into five sets for the purposes of distribution. The composition of the sets is as follows:-

"A" SET.

Main Operation Order, with full set of Appendices.

"B" SET.

Main Operation Order, with Appendices "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", "R", "S", "T".

"C" SET.

Main Operation Order, with Appendices "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", "R", "S", "T", "U", "V", "W", "X", "Y", "Z".

"D" SET.

Main Operation Order, with Appendices "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", "R", "S", "T".

"E" SET.

Main Operation Order, with Appendices "C", "D", "E", "F", "G", "H", "I", "J", "K", "L", "M", "N", "O", "P", "Q", "R", "S", "T", "U", "V", "W", "X", "Y", "Z".

3. Sets have been distributed as follows:-

	<u>OIE-ST/J.1.</u>	<u>OIE-ST/J.2.</u>
Captains C.J.1, C.J.2, and C.J.3.	12 each	12 "A" each
Captain G.J.1.	2	2 "A"
Commanding Officers, Corvettes	2 each	2 "A" each
Commanding Officers, H. Gunboats Ships,		
Destroyers, L.C.D., L.C.I., L.C.H.,		
L.C.P., L.C.T. (L) and L.C.T. (R)	1 each	1 "A" each
Commanding Officers and Masters, L.S.I.		
and S.M.O.s., Red Ensign L.S.I.	1 each	1 "C" each
Senior Officers, 1st and 2nd Support		
Squadrons.	2 each	2 "A" each
Squadron Commanders, "K", "N" and "P"		
L.C.T. Squadrons.	2 each	2 "A" each
Squadron Commanders, "A" and "P" Build		
Up Squadrons.	2 each	2 "B" each
Squadron Commander, "W" L.S. Squadron	2	2 "B"
Senior Officers, 2nd, 4th, and 9th L.S.T.		
Fleetillies.	1 each	1 "A" each
Senior Officers, 7th and 9th L.S.T. Fleetillies		
(and for Fleet L.S.T. Danlayers and L.S.T. M.Ls)	15 each	15 "A" each
Senior Officer, 159th M/S Fleetilla.	2	2 "A"
Senior Officers, L.C.I.(S) and L.C.P.(L).	1 each	1 "A" each
Fleetilla Officers, Major Landing Craft and		
590th L.C.A.(HR) Fleetilla.	1 each	1 "A" each
Commanding Officers, B.Y.M.S. and H.Ls.	1 each	1 "A" each
Commanding Officers, Depot Ships and L.S.E.2.	----	1 "E" each

.... / C.Os Corvettes
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ONEAST/J.2.
APPENDIX H/7.
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DISTRIBUTION LIST OF ONEAST/J.1 AND ONEAST/J.2. (cont'd)

	<u>ONEAST/J.1.</u>	<u>ONEAST/J.2.</u>
Commanding Officers Corvettes and A/S Trawlers.	1 each	1 "C" each
Flotilla Officers, L.C.L. Flotillas.	1 each	1 "B" each
Flotilla Officers, L.B.(S and R), L.B.V., and L.C.V.(P) Flotillas.	----	1 "D" each
Flotilla Officers, L.C.P.(L) and L.C.P.(SY) Flotillas.	1 each where 1 "A" each appropriate.	
Commanding Officers, L.C.T.(A), L.C.T.(CB) and L.C.T.(HE).	1 each	1 "C" plus Appdx. "H" each.
Commanding Officers, C.M.B., M.T.Bs, H.G.Bs, H.D.Ls, and Major Landing Craft other than those listed separately.	1 each	1 "C" each
Commanding Officers, L.C.S.(L) and U.S. Rescue Cutters.	----	1 "C" each
Flotilla Officers, L.C.A. Flotillas	----	1 "E" each
Commanding Officers, Shuttle Service L.C.T. from other Forces.	----	1 "D" each
Commanding Officer, No. 1 L.C.O.C.U.	----	1 "A"
Senior Officer C.O.P.P. 1.	----	1 "C"
Senior Naval Officer, Corn Cob 4	----	1 "E"
Commanding Officer, H.M.S. "RINGWOOD"	----	1 "D"

Secretary of the Admiralty	6	6 "A"
Allied Naval Commander Expeditionary Force.	25	25 "A"
Commander-in-Chief, Portsmouth.	9	9 "A"
Flag Officer-in-Charge, Southampton.	1	1 "A"
Flag Officer-in-Charge, British Assault Area.	----	1 "A"
Naval Commander Eastern Task Force.	4	4 "A"
Rear Admiral Commanding, 10th Cruiser Sqdn.	2	2 "A"
Naval Commander Force "G".	1	1 "A"
Naval Commander Force "L".	1	1 "A"
Naval Commander Force "S".	1	1 "A"
Commodore Commanding Landing Craft Bases, Portsmouth Command.	2	2 "A"
Commodore Depot Ships.	----	1 "A"
Commanding Officer, H.M.S. "Hornet"	1	1 "A"
X.D.O. (East) and X.D.O. (West).	1 each	1 "A" each
Senior Officer, Ferry Base.	----	1 "A"
Principal Collecting Officers, Calshot and Port Gilkicker.	1 each	1 "A" each
Principal Hardmasters, H.M.S. "SQUID" and Stokes Bay and S.N.O., Stokes Bay.	1 each	----
Divisional Sea Transport Officers Force "J" & Southampton.	1 each	----
Principal Ferry Control Officer.	1	1 "A"
Senior Officers Ferry Control, (Stores) and (I.T.).	1 each	1 "A" each
Commander, A/S Forces, Portsmouth.	----	1 "A"
Commanding Officer, H.M.S. "ALFSPORD" (Admiralty Berthing Officer).	1	1 "A"

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DISTRIBUTION LIST OF OMEST/J.1 AND OMEST/J.2. (cont'd)

OMEST/J.1. OMEST/J.2.

General Officer Commanding, 1st Corps.	1	1 " "
General Officer Commanding, 3rd Canadian Infantry Division.	5	— " "
Commanders, 7th, 8th and 9th Canadian Infantry Brigades.	1 each	1 " " each
Commander, 102 Beach Sub Arva.	---	1 " " "
D.D. Movements, South Coast Ports.	1	—
Officer Commanding, No. 3 Inland Water Transport Group.	1	—

Air Officer Commanding, Allied Expeditionary Air Force.	---	1 " "
Air Officer Commanding-in-Chief, Coastal Command.	---	1 " "
Air Marshal Commanding, 2nd Tactical Air Force.	---	1 " "

Chief of Combined Operations.	---	1 " "
General Officer Commanding S.S. Group.	1	1 " "
Commander, No. 4 S.S. Brigade.	---	1 " "

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