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**COMBINED OPERATIONS**

**PAMPHLET No. 14 (b)**

**LANDING CRAFT SIGNAL PAMPHLET  
(OTHER THAN L.C.T.)**

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**1942**

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Prepared under the direction of  
The Chief of Combined Operations

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# LANDING CRAFT SIGNAL PAMPHLET

## (OTHER THAN L.C.T.)

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## LANDING CRAFT SIGNAL PAMPHLET

### (OTHER THAN L.C.T.)

#### 1. Communications

It is the intention to provide Landing Craft with simple means of communication only, as trained communication ratings cannot be spared for these craft. If these communications are correctly and efficiently handled, the operational scope of these craft will be greatly increased. All operations should, however, be planned on simple lines and, if nothing untoward occurs, little signalling should be necessary.

2. The hazards of wind and weather, unforeseen navigational difficulties and unexpected reactions from the enemy, are all liable to modify a plan during its execution. The Commander who has confidence that his orders can be rapidly signalled to all concerned, is in a good position to overcome difficulties and to take advantage of any lapse on the part of the enemy; if his communications do not work, any forced change of plan may paralyse his command.

3. Every officer in a Landing or Raiding Craft Flotilla should be capable of making and reading morse with a flashing lamp at six words per minute and semaphore at twelve words per minute; he should also be capable of operating the portable R/T sets supplied.

4. The communications personnel of parent ships are sufficient to carry out the care and maintenance of all V/S and W/T gear supplied and to assist in training; but during any operation they will be fully employed with the parent ship's communications and will not be available for loan to craft.

#### 5. Methods of communication available :—

- (a) Semaphore.
- (b) Flashing.
- (c) R/T.
- (d) Loud hailer or megaphone.

#### 6. Outline of equipment for landing craft :—

- (a) L.C.B. 1 signalling torch (Pattern 16001).
- (D) 1 pair of hand flags (Pattern 019).
- 1 megaphone.

- (b) L.C.B. 1 tricoloured torch (Pattern X.2151).  
 (M) 1 signalling torch (Pattern 16001).  
 1 pair of hand flags (Pattern 019).  
 1 set of special flags.  
 1 megaphone.
- (c) L.C.N. 1 pair binoculars (Pattern 1900).  
 1 signalling torch (Pattern 16001).  
 1 pair of hand flags (Pattern 019).  
 1 set of special flags.  
 1 aldis lamp (Pattern 5110D).  
 1 megaphone.  
 1 Pattern 1038 lantern.  
 1 loud hailer.
- (d) L.C.M. 1 pair binoculars for flotilla leaders (Pattern 343).  
 1 tricoloured torch (Pattern X.2151).  
 1 signalling torch (Pattern 16001).  
 1 pair hand flags (Pattern 019).  
 1 set of special flags.  
 1 aldis lamp for flotilla leaders (Pattern 5110D).  
 1 megaphone.
- (e) L.C.A. 1 pair binoculars for flotilla leaders (Pattern 343).  
 1 tricoloured torch (not for sub-divisional leaders) (Pattern X.2151).  
 1 signalling torch (Pattern 16001).  
 1 pair of hand flags (Pattern 019).  
 1 set of special flags.  
 1 aldis lamp for flotilla leaders (Pattern 5110D).  
 1 megaphone.  
 1 Pattern 1038 lantern for sub-divisional leaders (1 in 3 craft).
- (f) L.C.S. 1 pair binoculars (Pattern 1900).  
 (L), (M) 1 pair of hand flags (Pattern 019).  
 & (S) 1 set of special flags.  
 1 megaphone.  
 1 Pattern 1038 lantern.  
 1 loud hailer.  
 1 6-in. signalling lantern (Pattern 5153).

- (g) L.C.P. & L.C.V. 1 pair binoculars for sub-divisional leaders (1 in 3) (Pattern 343).  
 1 tricoloured torch (not for sub-divisional leaders) (Pattern X.2151).  
 1 signalling torch (Pattern 16001).  
 1 pair of hand flags (Pattern 019).  
 1 set of special flags.  
 1 aldis lamp for sub-divisional leaders (1 in 3 craft) (Pattern 5110D).  
 1 megaphone.  
 1 Pattern 1038 lantern for sub-divisional leaders (1 in 3).

*Notes.*—(a) As a general principle, equipment detailed in (a) to (c) above is allocated to, and permanently carried in, the craft concerned. That in (d) to (g) is allocated to, and carried in, the parent ship for use in her craft. In some cases it may be allocated by flotillas. When types of landing craft carried are changed, parent ships are to ensure that equipment is changed accordingly.

(b) All landing craft are to be fitted with a wooden bracket to take a Type 66 set. It is impossible to lay down which craft will be supplied with sets, as this depends on the type of operation involved. The normal allowance is four per flotilla (*i.e.*, 1 to every 3 craft).

Each infantry assault ship carries six Type 66 sets, the normal distribution of which is four for the flotilla, one for the ship and one spare. No. 46 sets will, in future, be provided as replacements for certain Type 66 sets.

(c) An additional loud hailer is carried in each ship for use in the L.C.S.

(d) A set of special flags consists of the following, size 5, mounted on staves, with canvas wallet container :

Flag "A."  
 Flag "P."  
 Green Burgee.  
 Flag "W."  
 Negative Flag.  
 Flag "Y."  
 Flag "Z."  
 Answering pendant.

## 7. Portable R/T sets

(a) Type 66 or Army No. 46 sets may be used. Broadcast receivers may be used for reception only.

(b) *Type 66.* Reliable R/T range across water is about 5 miles. Range of W/T is greater. The set consists of a transmitter and receiver housed in the same case. They can be "netted" together on any frequency between 6 and 9 megacycles.

(c) The set can be used with a "Battle" (internal) or "Static" (external) battery. The latter should always be used when circumstances permit.

Normal life of batteries is :—

- |               |    |           |
|---------------|----|-----------|
| (a) STATIC    | .. | 24 hours. |
| (b) BATTLE .. | .. | 8 hours.  |

Batteries approaching the guarantee date have a considerably shorter life and should not be used for operations. Battle batteries deteriorate rapidly in hot climates and should be stowed in a cool dry place. This applies, to a lesser extent, to other types.

## 8. Screening, bonding and suppression

(i) (a) Unscreened, unbonded, or unsuppressed engines interfere seriously with reception, not only in the craft concerned but in surrounding craft up to 100 yards. Screening and bonding is the only way of eliminating interference completely, but entails fairly extensive constructional work. Suppression is easily carried out and entails no constructional work.

(b) Interference increases with engine revolutions.

(ii) (a) L.C.S. are to be screened and bonded.

(b) L.C.P. flotilla and divisional leaders are to be screened and bonded.

(c) All remaining petrol driven craft are to be suppressed, if not screened and bonded.

(iii) Suppression consists of fitting suppressors (15,000 ohm resistances) to plugs and distributors and condensers to distributors and dynamo. Requirements for various types of craft differ and are issued by A.F.O.

(iv) ON NO ACCOUNT IS SUPPRESSION EQUIPMENT TO BE REMOVED, EXCEPT DURING OVERHAULS, ETC., ON COMPLETION OF WHICH IT IS TO BE REPLACED

## 9. Communication Personnel

S.T.N. ratings or landing craft signalmen will be provided on a basis of one for every L.C.F., L.C.S., L.C.N. and L.C.I., and one for every three of other types of craft.

Flotilla officers are to ensure that one rating in each craft not provided with an S.T.N. rating or a landing craft signalman is given special training in signals.

## 10. Communication during the landing

(a) *Congestion.* (i) It is VITAL at all times, but more particularly so during the initial stages of the landing, that NOT ONE UNNECESSARY SIGNAL IS MADE, OR UNNECESSARY AUTHORITY INCLUDED IN THE ADDRESS OF A SIGNAL.

(ii) To avoid long addresses, certain signals may be made general and passed to the most important authority.

"I" method is normally to be used for these messages, or those for several addressees, and acknowledgments or receipts obtained subsequently.

(iii) ALL SIGNALS ARE TO BE READ AND REPORTED ALWAYS.

(b) *Testing communication.* Communication is not to be tested before ensuring by searching slightly on the receiver that no one is passing a message. Communication may then be tested to the controlling station. Only if this fails may communication be tested to another station, after again ensuring that no other station is passing a message.

(c) *Use of R/T and W/T.* R/T is used on landing wave and W/T on naval beach wave. R/T may be used on the latter in emergency.

(d) *Controlling stations.* S.N.O.(L) is to control naval beach wave and landing wave until the main beach signal office is established.

If more than one main beach signal office is established on one naval beach wave, one office will be ordered to control. All sets are to be tuned to the controlling station.

(e) *Passing in messages.* All ships must be prepared to pass messages on any W/T wave, by V/S, or by boat, if the originator is known to be having difficulty in clearing them.

(f) *Identification of messages.* All messages, including R/T messages, are if possible to bear a time of origin. In any case, the times of receipt and despatch are always to be noted.

(g) *Indication of progress of unloading.* *By Day:*—A numeral group hoisted in a ship indicates the last landing table serial number despatched.

*By Night (i.e., from sunset to sunrise):*—These reports are to be made by R/T at every exact hour by ships in alphabetical order of R/T call signs. To permit of the quick clearing of these reports, R/T silence on landing wave is to be observed from every exact hour until all reports are cleared, except for priority messages.

## 11. Definitions

- (a) Addressed .. Authorities required to take action.
- (b) Addressees .. Authorities to whom a message is addressed and repeated.
- (c) Answer .. Consists of procedure words or phrases made by a receiving station on receiving a call or message.
- (d) Reply .. A message originating out of, referring to, or replying to a previous message.
- (e) Codress .. A message whose address is in the same code or cypher as the subject matter.
- (f) Plaindress .. A message whose address is in plain language, or is denoted by distinguishing signals or call signs.
- (g) "I" Method The method of transmission of a message from one W/T or R/T station to another, so that other stations, for whom it is also intended, may receive it without having to answer.

## 12. Signalling Instructions

(a) *Screening of Signalling Torches.*—It is essential that the arc of visibility and brilliance of lights should be reduced to the bare minimum necessary on all occasions.

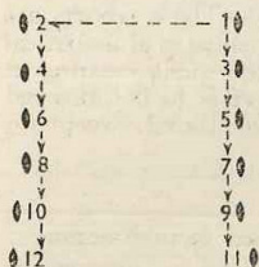
Care is to be taken to train the light accurately to ensure good communication.

(b) *Repeating Duties.*—By day, all craft repeat all flag signals.

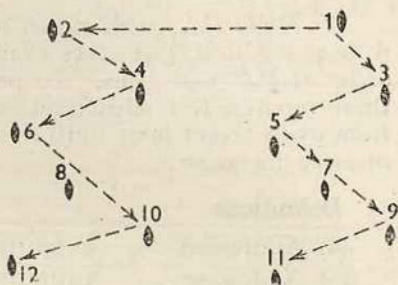
By night, signals shown in Appendix "A" are not answered and are passed on as indicated in the diagrams.

Signals made by flashing, other than those shown in Appendix "A", are passed on as indicated in the diagrams, by day or night. They are answered if made by normal method (paragraph (d)), but are NOT answered if made by

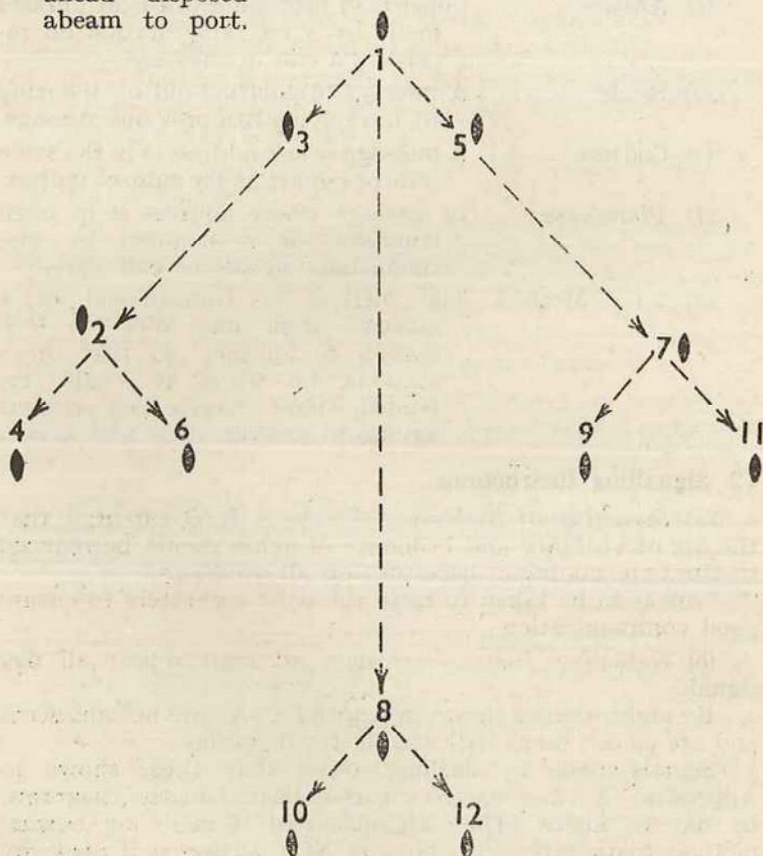
"F" method (paragraph (d)). When signals are made by the normal method, "Z" is passed in by the reverse route, indicating that the message has been passed.



Divisions in line ahead disposed abeam to port.



Loose formation No. 1.



Loose formation No. 2.



Line abreast.

Notes.—“ Fleet Numbers ” are as follows :—

- |              |    |                               |
|--------------|----|-------------------------------|
| 1st Division | .. | { 1st Sub-division 1, 3, 5.   |
|              |    | { 2nd Sub-division 7, 9, 11.  |
| 2nd Division | .. | { 3rd Sub-division 2, 4, 6.   |
|              |    | { 4th Sub-division 8, 10, 12. |

This organisation differs from normal Fleet practice, in order to avoid reorganisation when craft are lowered by the parent ship. One division is normally hoisted on each side of the parent ship, those on the starboard side being odd numbered and those on the port side even numbered. The normal fleet system of fleet numbers may be employed by shore based craft if desired.

(c) *Use of Answering Pendant.* The answering pendant is to be used when called by semaphore or loud hailer, and may be used when called by light by day if no suitable light is available. The stave is held horizontal as soon as the call is seen or heard, and vertical when ready to take the signal.

(d) *Semaphore.* To call the whole flotilla make the alphabetical sign.

To call a portion of the flotilla make the alphabetical sign, and when all craft required have answered, proceed with the address. Craft not in the address cease reading on its completion and lay in the answering pendant.

When the transmitting station makes “A R,” all craft in the address make “R,” unless repetitions are required, in which case they make the alphabetical sign and, when answered, ask for the necessary repetition.

Sub-divisional leaders are responsible for passing on messages to any craft of their sub-divisions who cannot read the leader direct.

To cancel a message in the course of transmission, the annul sign is to be made for a short space of time, followed by the ending sign. Once a message has been completed, a fresh message is necessary to cancel it.

(e) *Flashing.* (i) Repeating duties are shown in paragraph (b). Signals other than those made direct are always to be passed on in accordance with these diagrams.

(ii) *Normal method.* The general call is a series of “ $\overline{VE}$ ”s. Individual craft, sub-divisions, etc., may be called by their call signs (Appendix “B”). Craft answer by making a series of “N”s.

"Z" is always to be passed in for signals other than those made direct.

(iii) "*F*" *method*. The call up consists of a series of "F"s, preceded and separated by the separative sign. Craft do NOT answer.

(iv) The executive signal in both cases is the time of origin, or a five-second flash, followed by AR. "Z" is never to be passed in for the executive signal.

(v) To cancel a signal in the course of transmission, the erase sign, a series of "E"s is made, followed by AR.

(vi) Once the executive signal has been made, a fresh message is necessary to cancel the signal.

(vii) Repetitions are asked for by making any of the following :—

<u>IMI</u>	WA	(word after)
<u>IMI</u>	WB	(word before).
<u>IMI</u>	AA	(all after).
<u>IMI</u>	AB	(all before)
<u>IMI</u>	— to —	

(viii) *Procedure Letters* :—

K	Signifies "Go on."
Q	Signifies "Wait."
T	Signifies "Pass message which follows to . . ."
W	Used in the address signifies "Repeated."
	Made four times signifies "Unable to read your light owing to bad light or bad training."
	Succession of W.s signifies "Am testing my S.P. Please make 'C' when my light is correct."
Z	Used in the address signifies "Addressed."
	Used singly signifies "Message has been passed."

(ix) *Examples* :—

Flotilla in divisions in line ahead disposed abeam to port.

(a) <u>No. 1</u>	<u>No. 2</u>
<u>VE VE</u> etc.	<u>NNN</u> etc.
T—Z—fourth Sub-division v 1	T
<u>AAA</u>	T
Close	T
to	T
fifty	T
yards	T
<u>BT</u> 2215	T
<u>AR</u>	R

The signal is passed down the line exactly as received. When 10 has passed it to 12, he makes "Z" to 8, who repeats it back and passes it on up the line to 2, who passes it to 1.

(b) Had this signal been made by "F" Method, 2 would not have answered and no "Z" would have been passed in. The message would be made as follows:—

—F—F—F—T—Z—fourth Sub-division v 1

AAA Close to fifty yards BT 2215 AR

### 13. R/T Procedure

The R/T procedure pamphlet has been issued separately. The adherence to correct procedure cannot be too highly emphasised. Bad procedure will invariably result in delay and may result in disaster through signals being incorrectly received.

All officers and ratings concerned are to study the R/T procedure pamphlet closely.

### 14. Manœuvres

The manœuvres carried out by landing craft are reduced to a minimum, as these craft have no experienced signal staff.

The signals used in landing craft are given in Appendix "A."

### 15. Station Keeping

Close order is one boat's length apart.

Open order is 50 yards apart.

Craft are normally to be in open order by day and close order at night or in low visibility, assuming open order if attacked from the air or by gunfire.

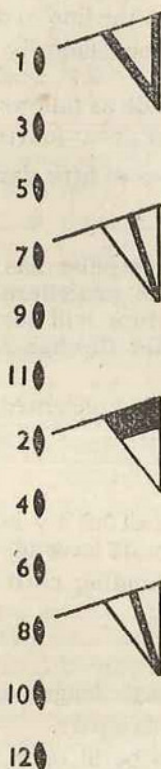
Distance apart of columns is to be 75 yards by day and 30 yards by night.

### 16. Formations

(a) The standard formations are single line ahead and divisions in line ahead disposed abeam to port (Diagram I). The latter is normally to be used by a flotilla. These formations, while looking well in peace time, present the best target to an enemy aircraft attacking, or to shore batteries when approaching the beach. They should, therefore, be used only at night or in low visibility, when the chief requirement is that the craft should not lose touch with each other.

On all other occasions, loose formation No. 1 or No. 2 should be adopted.

Diagram I.



(i)

*Single line ahead.*

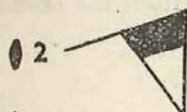
Distance apart : Day .. 50 yards.

Night .. 1 boat's length.

Signal :

Day .. "A" flag held vertical.

Night .. "A" 's by blue or white light.



4

6

8

10

12



3

5

7

9

11

(ii)

*Divisions in line ahead disposed abeam to port.*

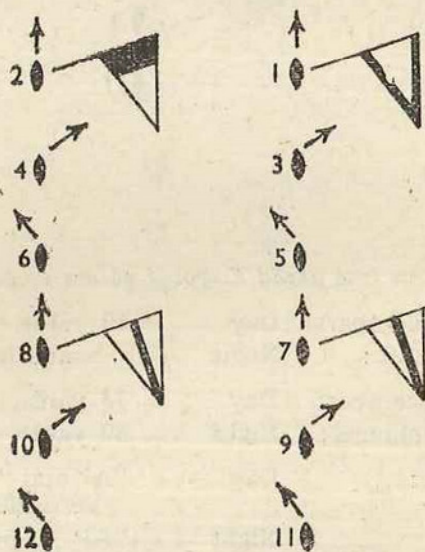
Distance apart of craft:	Day	..	50 yards.
	Night	..	1 boat's length.
Distance apart of columns:	Day	..	75 yards.
	Night	..	30 yards.
Signal:	Day	..	"A" and "P" flags held vertical.
	Night	..	"AP" 's by blue or white light.

(b) **Loose Formation No. 1.**

This is the best formation in which to approach a beach before deployment.

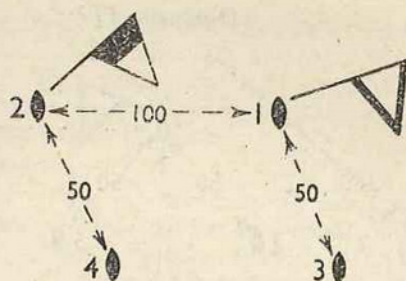
It can be assumed very quickly from the standard formation, as illustrated in Diagram II.

Diagram II.



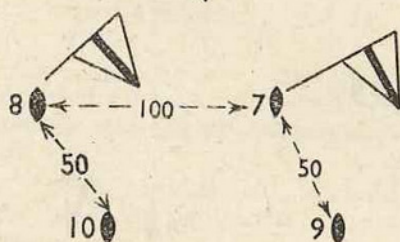
(i)

*Division in line ahead disposed abeam to port.*



6

5



12

11

(ii)

*Loose formation No. 1.*

Signal :	Day	..	"A" flag waved vertically.
	Night	..	"AL" 's by blue or white light.

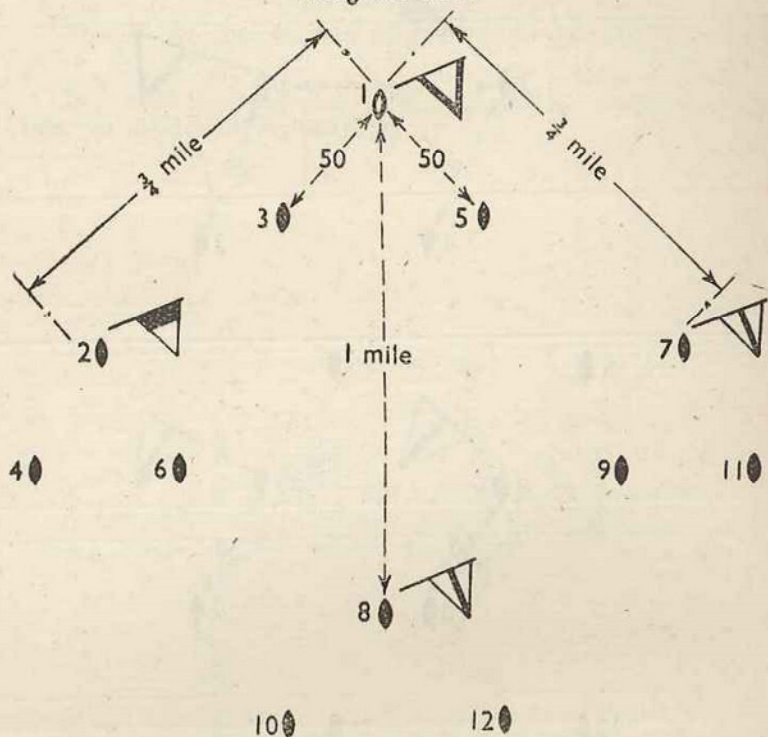
**(c) Loose Formation No. 2**

This is the best formation in which to cruise.

On receipt of the signal to assume the formation, craft are to reduce speed and form up on the quarters of sub-divisional leaders, as in Diagram III. The flotilla leader's sub-division is to continue the original course, increasing to the original speed without signal when remaining craft in the sub-division have formed up on the quarter. Leaders of remaining sub-divisions are to lead their sub-divisions into station altering course and speed, as necessary, without signal.

Sub-divisions are to zig-zag independently.

Diagram III.

*Loose formation No. 2.*

Signal: "A" flag waved from side to side in a horizontal plane. Not used at night.

**17. Altering Course.**

Course may be altered in two ways:—

(a) *Altering Course Together.*—In this case all craft put their rudders over simultaneously and alter 90°, or to the same course as the senior craft.

The signals are:

*Day* .. Flag P, waved in the vertical plane—Alter course together to port.

Green burgee, waved in the vertical plane—Alter course together to starboard.

*Night* .. Long red flashes—Alter course together to port.

Long green flashes—Alter course together to starboard.

(b) *Altering Course in Succession.*—In this case the leading craft alters course  $90^\circ$  or to the required course, the remainder following round.

When columns are in line ahead disposed abeam the senior craft alters to the course required, the rest of her column following round. The remaining leading craft lead their columns round so that when steady on the new course the order is the same as before the turn.

The signals are :—

*Day* .. Flag P, waved in the horizontal plane—  
Alter course in succession to port.

Green burgee, waved in the horizontal plane—Alter course in succession to starboard.

*Night* .. Red "S" 's—Alter course in succession to port.

Green "S" 's—Alter course in succession to starboard.

## 18. Deployment

(a) On nearing the beach craft are "deployed" into single line abreast, in order that all craft may beach simultaneously in the correct sequence for the disembarkation of the assaulting troops (see Diagram IV).

(b) Deployment signals (Appendix A), are used when craft are approaching the beach at right-angles in :—

(a) Single line ahead ;

(b) Divisions in line ahead disposed abeam ;

(c) Loose formation No. 1.

(c) Alter course together signals (Appendix A), are used when craft are in single line ahead parallel to the beach.

(d) If deployment signals are used at night, when surprise is aimed at, the speed of advance of the flotilla must be decreased to enable rear craft to get into station. During daylight the manœuvre is to be carried out at medium speed, craft at the end of the line(s) increasing to full speed to gain bearing.

(e) *Deployment at Night from Divisions in Line Ahead Disposed Abeam to Port.*—Columns are 30 yards apart.

Craft in column are one boat's length apart.

The manœuvre should be completed in approximately  $2\frac{1}{2}$  minutes, the leader(s) having advanced approximately 200 yards.

Nos. 1 and 2 reduce speed to 2.5 knots.

No. 4 (3) reduces to 3.0 knots and alters course  $13^\circ$  outwards.

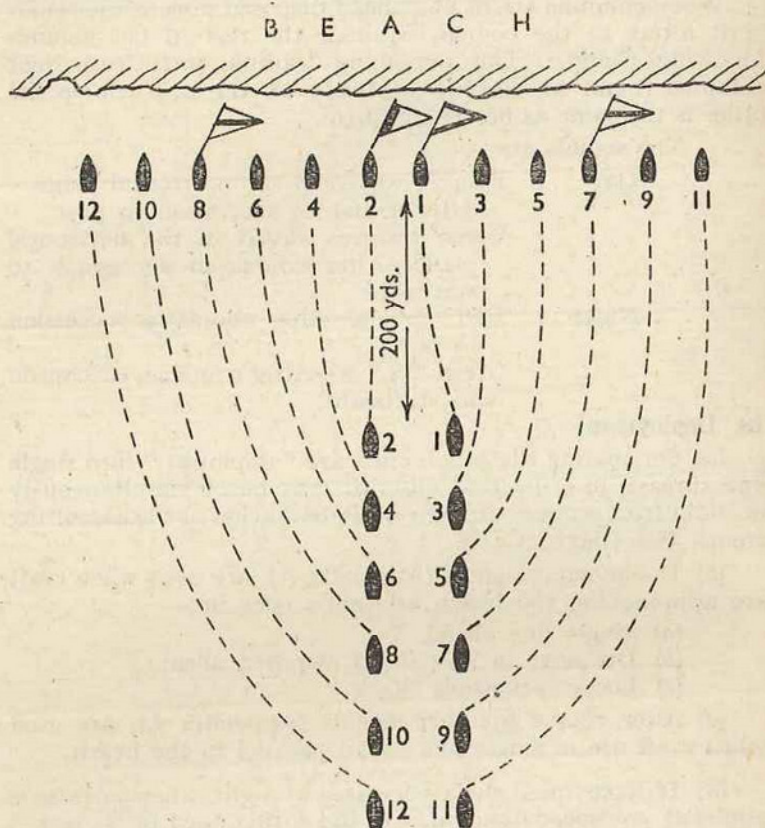
No. 6 (5) reduces to 3.5 knots and alters course  $18^\circ$  outwards.

No. 8 (7) reduces to 4.0 knots and alters course  $22^\circ$  outwards.

No. 10 (9) reduces to 4.5 knots and alters course  $25^\circ$  outwards.

No. 12 (11) reduces to 5.0 knots and alters course  $28^\circ$  outwards.

Diagram IV.



Signal :

Day .. " P " flag and green burgee held vertical.

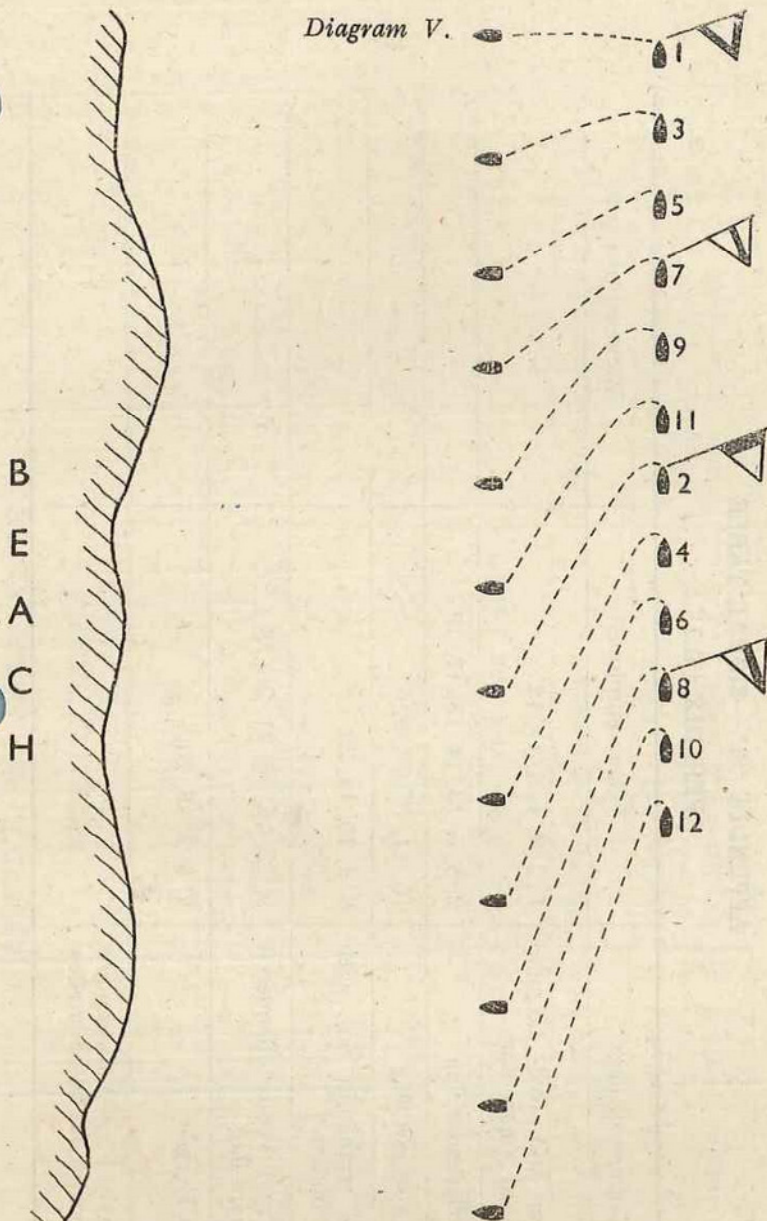
Night .. Steady blue or white light.

Distance apart when deployed :

$2\frac{1}{2}$  boats' lengths.

(f) *Deployment by Altering Course Together.*—Altering course together may be used to deploy, should a beaching have to be made after running parallel to the coast line. If the landing is to be done in the dark hours and surprise is aimed at, the speed of all craft must be reduced to 2.5 knots as soon as the turn has been completed, station being kept on the leader.

Diagram V.



Signal :

Day .. "P" flag waved from side to side in a vertical plane.

Night .. Long red flashes.

Distance apart when deployed :

$2\frac{1}{2}$  boats' lengths.

**APPENDIX "A"—SIGNAL TABLE**  
**APPENDIX "A.1"**

Colours of flags	Where employed	Morse equivalent
A Yellow and Red diagonal striped square flag.	1, 2, 3, 4, 8, 11, 12	· —
P Red triangular flag ..	2, 5, 6, 13, 14, 15, 17, 19	· — — ·
W Yellow square flag ..	10, 11, 13, 16, 22	· — —
Y White triangular flag with red border.	8, 9, 10, 14, 23	— · — —
Z Blue and White chequered square flag.	9, 12, 15, 16, 21, 24, 28	— — — ·
Green Burgee ..	2, 5, 7, 18, 20	
Negative Flag White square flag with five black crosses.	—	· · · · etc.

## APPENDIX "A.2"

Signal by Day.	Meaning.	Signal by Night.
1. "A" Flag held vertical ..	Form single line ahead ..	"A"s by Blue or White light.
2. "A" Flag, and "Green Burgee" or "P" Flag to indicate the side of the disposition, held vertical.	Form divisions in line ahead disposed abeam.	"AP"s or "AS"s by Blue or White light.
3. "A" flag waved vertically ..	Form loose formation number one.	"AL"s by Blue or White light.
4. "A" Flag waved horizontally	Form loose formation number two.	—
5. "P" Flag and "Green Burgee" held vertical.	Deploy on both sides .. ..	Steady Blue or White light.
6. "P" Flag held vertical ..	Deploy to Port .. ..	Steady Red light.
7. "Green Burgee" held vertical	Deploy to Starboard .. ..	Steady Green light.

# APPENDIX "A"—SIGNAL TABLE—continued

## APPENDIX "A.2"—continued

Signal by Day.	Meaning.	Signal by Night.
8. "A" and "Y" Flags held vertical.	Take up order or formation previously ordered.	"AY"s by Blue or White light.
9. "Y" and "Z" Flags held vertical.	Scatter .. ..	"YZ"s by Blue or White light.
10. "W" and "Y" Flags held vertical.	Proceed in execution of previous orders.	"WY"s by Blue or White light.
11. "A" and "W" Flags held vertical.	* .. ..	"AW"s by Blue or White light.
12. "A" and "Z" Flags held vertical.	* .. ..	"AZ"s by Blue or White light.
13. "P" and "W" Flags held vertical.	* .. ..	"PW"s by Blue or White light.
14. "P" and "Y" Flags held vertical.	* .. ..	"PY"s by Blue or White light.

15. "P" and "Z" Flags held vertical.	*	..	..	..	..	"PZ"s by Blue or White light.
16. "W" and "Z" Flags held vertical.	*	..	..	..	..	"WZ"s by Blue or White light.
17. "P" Flag waved vertically		Alter course 90 degrees or to the same course as the Senior Officer to Port together.				Long Red flashes.
18. "Green Burgee" waved vertically.		Alter course 90 degrees or to the same course as the Senior Officer to Starboard together.				Long Green flashes.
19. "P" Flag waved horizontally		Alter course 90 degrees or to the same course as the Senior Officer to Port in succession.				"S"s by Red light.
20. "Green Burgee" waved horizontally.		Alter course 90 degrees or to the same course as the Senior Officer to Starboard in succession.				"S"s by Green light.
21. "Z" Flag waved vertically		Stop engines	..	..	..	"Z"s by Red light.
22. "W" Flag held vertical ..		Weigh	..	..	..	"W"s by Blue or White light.

# APPENDIX "A"—SIGNAL TABLE—continued

## APPENDIX "A.2"—continued

Signal by Day.	Meaning.	Signal by Night.
23. "Y" Flag held vertical ..	Anchor .. .. .	"Y"s by Blue or White light.
24. "Z" Flag held vertical ..	Disregard .. .. .	"Z" by Green light.
25. "Negative flag" held alongside another flag and laid in together.	Negative, or cancel the signal shown.	Short flashes of the colour in use.
26. Large cone point up ..	Identification signal for ship controlling craft.	White light over Red light.
27. Senior Officer's pendant superior to beach letter.	Identification signal for S.N.O. (L).	—
28. "Z" Flag held vertical ..	Identification signal for despatch boat.	—

### Notes

(1) \* Indicates spare as required for operations.

(2) Executive signal in each case is: *Day*—Laying in of flag.

*Night*—A 5-second long flash.

(3) Pyrotechnic signals should not be allocated to the above meanings since operational experience has shown that confusion with enemy signals, coloured flak, etc., may lead to serious misunderstandings.

## APPENDIX "B"—CALL SIGNS

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The systems of call signs detailed in Appendices "B.1," *et seq.*, may be used.

2. Call signs for all other stations will be detailed in operation orders.

3. The collective call by R/T or W/T for all stations keeping watch on a particular frequency is the same as that of the calling station, *e.g.* :—

Hullo CONTROL, Hullo CONTROL, CONTROL calling.

4. F.O.O.s always use the letter "F," followed by the number of the F.O.O.

5. Beach call signs are the same as the name of the beach, *e.g.*, BEER WHITE (R/T), B W (W/T and V/S).

## APPENDIX " B.1 "

(a)	<i>Craft.</i>	<i>Distinguishing Signal.</i>
(i)	Squadron Leader ..	S, followed by craft's index letter, and letter or number of Squadron.
(ii)	Squadron .. ..	Number of letter of Squadron, and craft's index letter, followed by S.
(iii)	Flotilla Leader ..	F, followed by craft's index letter and number of Flotilla.
(iv)	Flotilla .. ..	Number of Flotilla and craft's index letter, followed by F.
(v)	Divisional Leaders ..	D, followed by craft's index letter and number of Division.
(vi)	Division .. ..	Number of division and craft's index letter, followed by D.
(vii)	Sub-division Leaders	B, followed by craft's index letter and number of Sub-division.
(viii)	Sub-division .. ..	Number of Sub-division and craft's index letter, followed by B.
(ix)	Individual Craft ..	Individual craft may be called by their index letter, followed by the craft's Service number, load letter or number, or carrier letter and number.
(x)	Group Leaders ..	GR, followed by the number of the Group.
(xi)	Groups .. ..	Number of group, followed by GR.
(xii)	Navigational Leaders	N, followed by call sign of unit led, e.g., N 3 MF or N 3 GR.

- (b) Despatch boats .. D, followed by number of Despatch Boat.

*Notes*

1. The above call signs are for use by W/T, V/S and R/T.
2. Crafts' index letters are as follows :—

L.C.T.	..	..	T
L.C.M.	..	..	M
L.C.F.	..	..	F
L.C.B.	..	..	B
L.C.A.	..	..	A
L.C.S.	..	..	S
L.C.P.	..	..	P
L.C.V.	..	..	V
L.C.N.	..	..	N
L.C.I.	..	..	I

3. This system of call signs is essentially simple and easily remembered, but provides little or no security.

## APPENDIX "B.2"

1. (a) All craft taking part in the assault at one particular beach, use a call sign consisting of the beach colour and a number, selected at random, between 1 and 99.

(b) Where craft are not associated with any one beach, an arbitrary colour should be allocated.

(c) Controlling station on any Landing or Flotilla wave, if other than the beach, uses a call sign consisting of the appropriate colour, followed by one (*e.g.* RED 1) to higher authorities and "Control" to other stations on that wave.

(d) By V/S or W/T, the initial letter only of the colour, followed by the number, is used. CL is used for control.

2. This system is designed for use in an operational training area, where it is necessary to disguise, as far as possible, the identities and numbers of craft taking part. It necessitates all stations being provided with a comprehensive list of call signs.

