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COMBINED OPERATIONS

PAMPHLET No. 14d

**" MAJOR LANDING CRAFT—SIGNAL
PAMPHLET "**

(Used by L.C.T., L.C.I. and L.C.F.)

(Short Title L.C.T.S.P.)

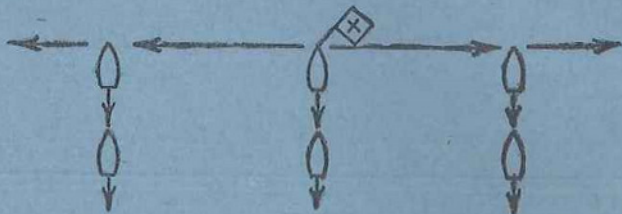
1942

**THIS DOCUMENT MUST NOT
FALL INTO ENEMY HANDS**

"Signals in this pamphlet except those specially mentioned are peculiar to Major Landing Craft and must on no account be used when communicating with any other ships or authorities."

V/S PROCEDURE

- (a) Flag Signals are to be repeated by all craft addressed.
- (b) General Messages by light are to be passed as shown below :—



(c) The procedure letter "Z" signifying "Message has been passed to craft for which I am responsible," is to be passed back to the Senior Officer by reversing the routes shown. (But see Section 10.)

(d) The Executive Signal by light consists of the General Call, a five-second dash, and the ending sign, e.g., "VE (5 secs.) AR."

The Executive Signal by flags is the hauling down of the signal, except those which are obeyed as soon as seen.

(e) When for any reason it is desired to control craft NOT to answer, the call is to consist of the letter "F" made several times, preceded and separated by the Separative Sign (II). (See also Section 10.)

(f) The following additional procedure letters may be used :—

- K Signifies "Go on."
- Q Signifies "Wait."
- T Before the address, signifies "Pass this message to —."
- W (1) Made four times, may be used to signify "Am unable to read owing to bad training of your light."
(2) Used singly in the address, signifies "Repeated to —."
- Z Used in the address, signifies "Addressed to —."

(g) Procedure for signalling by night is shown in Section 10.

SECTION I

Distinguishing Signals and Fleet Numbers

(a) The distinguishing signal for Major Landing Craft is the (Ahead Flag). This flag is to be flown superior to all signals from the Major Landing Craft Signal Pamphlet when in company with any other naval units. The Divisional or Flotilla Flag may be flown inferior to the (Ahead Flag) as in (b) and (c) below.

When it is necessary to differentiate between the various classes of large Landing Craft, pendants may be used as follows :—

Ahead Flag superior to :—

Church pendant = All L.C.T.

Answering pendant = All L.C.F.

Interrogative pendant = All L.C.I.

(b) The distinguishing signal for a Flotilla of Major Landing Craft is the Flotilla Flag, superior to a numbered pendant or pendants. A Flotilla consists of three Divisions, although four craft are fitted as divisional leaders.

(c) The distinguishing signal for a Division of Major Landing Craft is the Divisional Flag, superior to a numbered pendant or pendants. A Division consists of two, three or four Major Landing Craft.

(d) The Church Pendant, inferior to the Flotilla or Divisional Flag, signifies that the purport of the signal is to be carried out by each Flotilla or Division separately.

Example.—If a Flotilla is in single line ahead, when the signal "Division Church Red Nine" is hauled down the leading craft of each Division turn 90° to starboard, the remainder follow in succession after their divisional leaders.

(e) Individual Major Landing Craft of a Flotilla will be addressed and indicated by a Fleet number which will be allotted to them for each organisation.

(f) Divisional leaders are marked with coloured bands round the funnels. These are red, white, green and black in numerical sequence.

SECTION II

Negative Flag and Interrogative Pendant

This flag or pendant may be hoisted superior to a signal from the Major Landing Craft table with following meanings :—

(a) *Negative Flag*.—Do not or cannot carry out the purport of the signal inferior.

When it is desired to negative a flag signal, the negative flag is to be hoisted on separate halyards. The hoist which is to be negated and the negative flag are then to be lowered slowly and finally hauled down together. A SIGNAL CANNOT BE NEGATED AFTER THE EXECUTIVE SIGNAL HAS BEEN MADE.

(b) *Interrogative Pendant*.—Request permission to, or can you, carry out purport of the signal inferior.

SECTION III

Guide of the Fleet

(a) The guide of the Fleet is the Senior Officer present, or such other craft as may be indicated by him.

(b) The craft to whom this duty is delegated is to hoist and keep flying *Pendant Four*.

The Senior Officer may delegate any craft as guide of the Fleet by hoisting *Pendant Four* superior to a Fleet number. The craft indicated is to hoist and keep flying *Pendant Four*.

SECTION IV

(a) A stationing signal consists of a distinguishing signal superior to the Stationing Flag and followed by one of the following flags :—

- The Starboard Flag.
- The Port Flag.
- The Ahead Flag.
- The Astern Flag.

(b) When this signal is hauled down, the Senior Officer of the Flotilla or Division addressed is to manœuvre his Flotilla or Division into a position $7\frac{1}{2}$ cables or distance previously arranged in the direction indicated from the officer making the signal.

Note.—The positions are to be exact, *i.e.*, right ahead, right astern or 90° on the beam. Distances may be indicated by using Flag R superior to a numeral group on separate halyards, showing the distance apart in hundreds of yards.

SECTION V

(a) The distance apart of Major Landing Craft in line ahead in close order is to be 150 yards from stem to stem. In open order the distance apart is to be 300 yards. Craft are to be in close order unless otherwise ordered.

(b) Columns are always to be at manœuvring distance unless otherwise ordered.

(c) Manœuvring distance is the length of the longest column measured from stem to stem, plus the greatest distance apart of any two adjacent craft in any column.

Note.—For Major Landing Craft manœuvring, distance can easily be found by multiplying the number of craft in the longest column by 150 yards for close order, 300 yards for open order.

Example.—If the longest column consists of nine craft in close order, manœuvring distance is 9 by 150 yards, *i.e.*, 1,350 yards. With topmast fitted height of truck from upper deck is 30 ft.

SECTION VI (See diagram.)

Forming and Disposing Signals, etc.

(a) Forming and Disposing Signals consists of the Order Pendant either preceded or followed by a Numeral Flag.

(b) When the pendant is superior the disposition is to be to starboard, when inferior, to port.

(c) Forming and Disposing Signals required by Major Landing Craft are as follows :—

Order Pendant Flag 1.

Form single line ahead in sequence of Fleet numbers.

Order Pendant Flag 2.

Form divisions in line ahead disposed abeam to starboard.

Flag 2 Order Pendant.

Form divisions in line ahead disposed abeam to port.

Order Pendant Flag 4.

Form single line abreast to starboard in sequence of Fleet numbers.

Flag 4 Order Pendant.

Form single line abreast to port in sequence of Fleet numbers.

(d) *Formation Pendant Flag 9.*—Assume loose formation. To be obeyed as soon as seen.

(e) *Squadron Flag Order Pendant.*—Form squadron cruising order. Port or Starboard Flag may be used inferior to indicate whether the columns are to be disposed to port or starboard.

(f) *Order Pendant followed by Flag 7, 8 or 9.*—Assume organisation No. —.

SECTION VII

Alter Course Signals

Course may be altered either by all craft turning together using the Blue Pendant or by wheeling using the Red Pendant. One or two Numeral Flags used in conjunction with these pendants indicate amount of the turn in *tens of degrees*. The Numeral Pendant may be used to indicate 5°.

(a) If the Alter Course Pendant is superior the turn is to be to starboard.

(b) If the Alter Course Pendant is inferior the turn is to be to port.

(c) A course may be indicated by hoisting the Red Pendant superior to a group taken from the magnetic compass table.

SECTION VIII

The Magnetic Compass Table

(Extracts from Boats' Signal Book)

<i>Code.</i>	<i>Course.</i>	<i>Code.</i>	<i>Course.</i>	<i>Code.</i>	<i>Course.</i>
A	North.	KG	SE. by E.	SN	WSW.
AT	N. by E.	L	SE.	TG	W. by S.
BN	NNE.	LT	SE. by S.	U	West.
CG	NE. by N.	MN	SSE.	UT	W. by N.
D	NE.	NG	S. by E.	VN	WNW.
DT	NE. by E.	O	South.	WG	NW. by W.
FN	ENE.	OT	S. by W.	X	NW.
GG	E. by N.	PN	SSW.	XT	NW. by N.
H	East.	QG	SW. by S.	YN	NNW.
HT	E. by S.	R	SW.	ZG	N. by W.
JN	ESE.	RT	SW. by W.		

SECTION IX

Night Manœuvring Table

The following signals shown from a signal lamp provide a means of manœuvring at night in an emergency.

(a) As soon as the signal is seen by the craft next to the officer ordering the manœuvre, this craft is to repeat the signal to his adjacent ship.

(b) *Long Red Flashes.*

Turn together 45° to port.

Long Green Flashes.

Turn together 45° to starboard.

"S's" by Red Light.

Alter course 45° to port in succession.

"S's" by Green Light.

Alter course 45° to starboard in succession.

"Z's" by Red Light.

Stop engines.

(c) The executive signal is in each case a steady light of the appropriate colour shown for five seconds. This is to be passed down the lines by the normal routes.

SECTION X

If it is necessary to manoeuvre at night, other than as indicated in Section ix, the appropriate signal will be spelt out in full by morse. Letters from the single flag table may, however, be used by themselves. All signals are to be made slowly, by shaded blue torch, and are to be repeated three or four times, the repetitions being preceded by the short break sign (II). Letters from the magnetic compass table must never be made by light.

Examples.—Blue Nine II Blue Nine II Blue Nine II
H — H — H — H

Signals made by this system are NOT to be answered, nor is "Z" to be passed in. They must be passed on exactly as received.

SECTION XI

Major Landing Craft Signal Table

- A = Aircraft to be presumed hostile, in sight.
- B = Beach. (To be obeyed as soon as seen.) (See Section XVIII.)
Superior to Flag 1—Beach in succession.
Inferior to Negative Flag = Kedge off (Port or Starboard Flag inferior indicates commencing with port or starboard wing ship respectively).
- C = Take up your appointed station. (To be obeyed as soon as seen.)
- D = Gas alarm.
Negative "D" = Gas clear.
- E = A message will be made by semaphore.
- F = Act independently.
- G = Followed by a numeral group, speed — knots.
- H = Have a break-down in main engines.
Superior to a numeral group indicates number of engines broken down.
Negative Flag if break-down repaired.
- I = Proceed in execution of previous orders.
- J = Haul out or am hauling out of line to repair damage or defects.
- K = Proceed or am proceeding at utmost speed.

L = Obstruction which will interfere with my navigation in sight.

M = Mine in sight.

N = Enemy in sight.

O = Stop instantly. (To be obeyed as soon as seen.)

P =

Q = My kedge is foul.

Negative Flag Q = My kedge is now clear.

R = Columns are to be number of hundreds of yards indicated apart. (See Section XIX.)

S = Craft to be in first state of A.A. readiness.

T = Follow very attentively the leader's motions.

U = Take me or vessel whose Fleet number is shown inferior in tow.

V = Door jammed.

Negative Flag V = Door is now free.

W = Weigh or slip. (See Section XX.)

X = I am unable to kedge off.

Negative Flag X = I am now afloat.

Y = Anchor. (See Section XXI.)

Z = Stop engines.

Stationing Flag = Disregard my motions.

Flag 5 = Open fire. (May be obeyed as soon as seen.)

Flag 6 = Cease fire. (To be obeyed as soon as seen.)

Church Pendant :—

At the dip = Man overboard.

Superior to affirmative = Man saved.

Superior to negative = Man not saved.

Note.—(1) Signals common to whole Fleet are Sections 2, 3, 4, 6 (a), (b) (c) (d), 7, and from single flag table. Flags A, D, E, G, M, N, Flags 5 and 6, Station Flag and Church Pendant.

(2) Flag X may be used superior to any signal in this table, with the meaning "For exercise."

Example.—XA = Exercise A.A. stations.

XN = For Exercise enemy in sight.

Exercise anti-surface craft stations.

SECTION XII

Following groups from the F.S.B. may be used :—

BD = Ships in column are to be in close order.

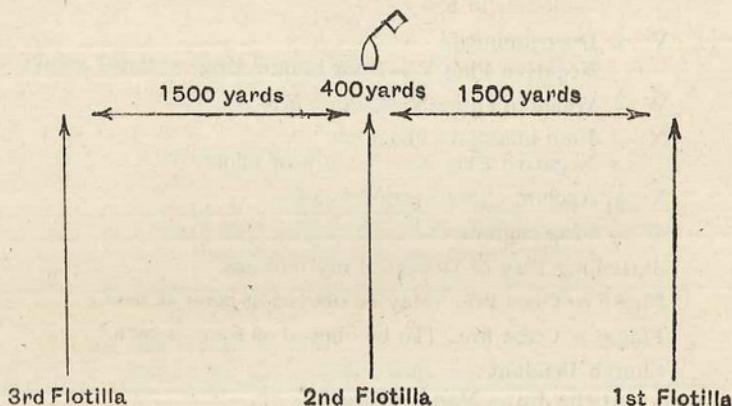
BE = Ships in column are to be in open order.

DG = Manœuvre well executed.

Negative DG = Manœuvre badly executed.

SECTION XIII

Flotilla Cruising Order



Signal.—SQUADRON ORDER PORT.

Meaning.—Form Squadron Cruising Order to port.

Method of Execution.—The Squadron Commander will place himself in position.

The 2nd Flotilla will form in single line ahead, 400 yards astern of the Squadron Commander.

The 1st and 3rd Flotillas will form on the starboard and port beams respectively of the 2nd Flotilla.

SECTION XIV

Flotilla in Single Line Ahead

(a) *Signal*.—FLAG
2 ORDER PEN-
DANT.

Meaning.—Form
Divisions in line
ahead. Columns dis-
posed abeam to port.

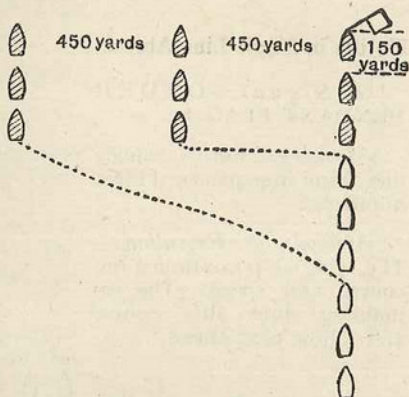
*Method of Execu-
tion*.—The leading
division reduces speed
to a minimum.

The remaining
Divisions increase
speed and take station
on the port beam of
the guide, being led
into position by their divisional guides.

Divisions resume normal speed by order of their divisional commanders when in station.

Note.—(1) With four craft in any one column, columns should be 600 yards apart.

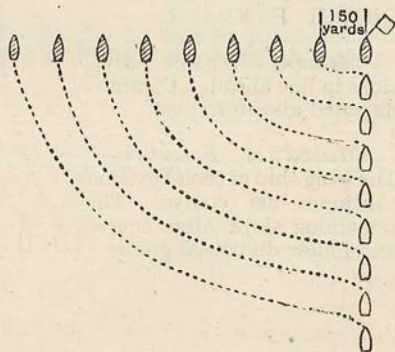
(2) With craft in open order distances apart are to be doubled.



(b) *Signal*.—FLAG
4 ORDER PEN-
DANT.

Meaning.—Form
single line abreast to
port.

*Method of Execu-
tion*.—All ships alter
course together and
proceed at maximum
speed until in station
on the port beam of
the guide.



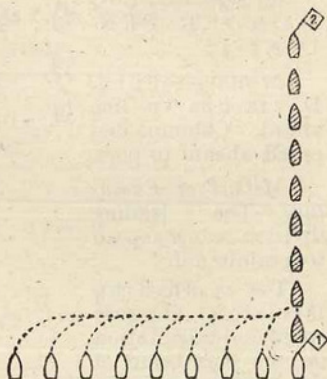
SECTION XV

Flotilla in Single Line Abreast

(a) *Signal*.—ORDER PENDANT FLAG 1.

Meaning.—Form single line ahead in sequence of Fleet numbers.

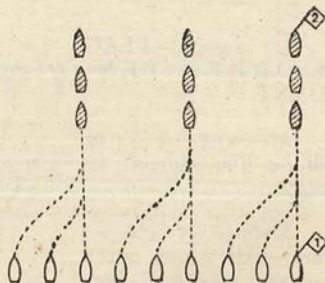
Method of Execution.—The wing ship continues her course and speed. The remaining ships alter course and follow next ahead.



(b) *Signal*.—FLAG 2 ORDER PENDANT.

Meaning.—Form divisions in line ahead. Columns disposed abeam to port.

Method of Execution.—The wing ship of each Division continues her course. The remaining ships alter course and follow divisional guides.



SECTION XVI

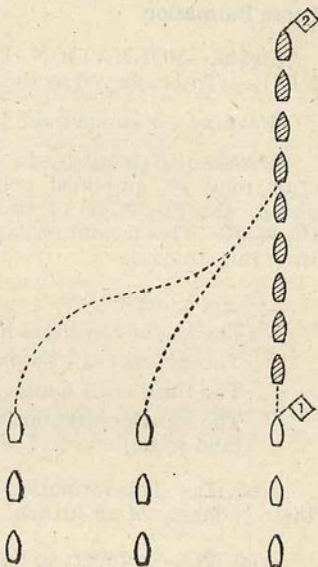
Flotilla in Divisions in Line Ahead

(a) *Signal*.—ORDER PENDANT FLAG 1.

Meaning.—Form single line ahead in sequence of Fleet numbers.

Method of Execution.—The wing division continues its course and speed.

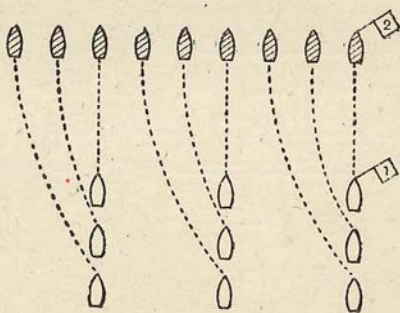
The remaining Divisions alter course in succession and form astern of the wing column.



(b) *Signal*.—FLAG 4 ORDER PENDANT.

Meaning.—Form single line abreast to port.

Method of Execution.—The leading ships of divisions continue course and speed.



The remaining ships alter course so as to form on the port beam of their guides, increasing to maximum speeds until in station.

SECTION XVII

Loose Formation

Signal.—FORMATION PENDANT FLAG NINE. (To be obeyed as soon as seen.)

Meaning.—Assume loose formation.

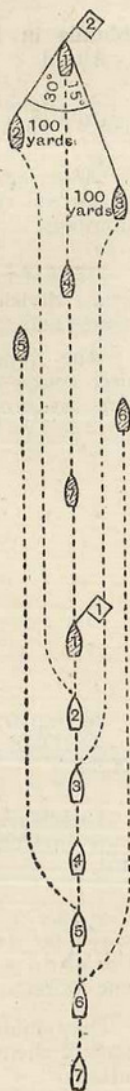
Method of Execution.—In whatever order the craft may be, provided columns are in line ahead, the execution of this signal is always the same. This formation cannot be carried out from line abreast.

In each column :—

- The leader continues his course.
- The second craft hauls out to port.
- The third craft hauls out to starboard.
- The fourth craft continues his course (and so on).

Note (1).—This formation is to be used when there is danger of air attack.

Note (2).—To revert to line ahead from loose formation the appropriate order signal should be hoisted.



SECTION XVIII

(a) *Signal*.—FLAG B.

Meaning.—Beach.

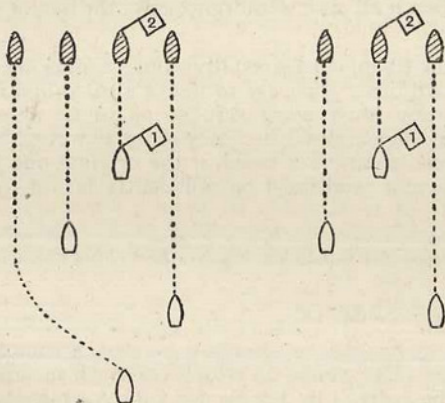
Method of Execution.—The final approach to the beach will normally be made by divisions in loose formation disposed abeam. The guide will be the craft ordered by the Senior Officer and will normally be the windward divisional leader.

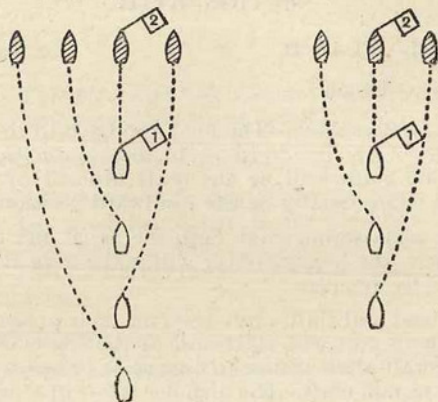
If all is plain sailing from both the naval and the military point of view, the Senior Officer will make Flag B which is to be repeated by all craft.

The second and third craft keep on their present course so as to beach to port and starboard of the leader respectively, the fourth craft alters course to port so as to beach on the port side of the second craft. The distance apart of craft is to be as previously arranged.

If the division is not in loose formation, the second and fourth craft haul out to port, the third hauls out to starboard.

(A) *From Divisions in Loose Formation.*



(B) *From Divisions in Line Ahead.*

(b) *Signal*.—B.1. (To be obeyed as soon as seen.)

Meaning.—Beach in succession.

Method of Execution.—If there is any doubt whether the beach is the right one or if, for military reasons, it is not desired to beach all craft simultaneously, the Senior Officer will make B.1.

When the signal is received divisional leaders are to proceed to beach. All other craft are to lie off until called in. During this time they must point ship so as to be able to beach immediately they are told to. They must, however, be prepared to be diverted to another beach if the original one is found to be impracticable, and must be sufficiently far off to be free to manoeuvre.

(c) *Signal*.—NEGATIVE FLAG B. (To be obeyed as soon as seen.)

Meaning.—Kedge off.

Method of Execution.—Kedging off will normally be done by divisions. The course on which craft are to proceed when clear, will be ordered by the Senior Officer while the craft are still beached.

When Negative Flag B is hoisted the Port or Starboard Flag inferior indicates that the port or starboard craft of each division is to kedge off first. The leeward craft will usually be selected unless the effect of the tide across the beach is stronger than the wind.

Immediately the signal is seen, the leeward craft (or craft indicated) of each division is to kedge off and, when clear, proceed at slow speed on the course ordered. The next craft is not to move until the craft to leeward of her is clear.

When the Divisional Leader is clear, he is to place himself in the best position for his division to form on him.

SECTION XIX

Signal.—FLAG R.

Meaning.—Columns are to be number of hundreds of yards indicated apart.

Method of Execution.—When it is desired to alter the distance apart of columns, the Senior Officer will hoist Flag R, followed by one or two numeral flags showing the distance in hundreds of yards. The method of execution is precisely similar whether the columns are to be opened or closed. The case of closing columns is taken here.

When the signal is hauled down the guide of the Fleet maintains course and speed. The leaders of all other columns alter course towards the guide. The remaining craft follow in succession.

When leaders of columns are the requisite distance from the guide they are to resume the previous course and speed.

Notes.—(1) Leaders of columns should not make too large an alteration of course, 45° being an absolute maximum.

(2) Leaders of columns must alter the course and speed of their columns by signal, *e.g.*, Division Pendants 2, Red 3, George 10.

(3) Leaders of columns should preserve compass bearings from the guide throughout. The guide should normally be the leader of the centre column.

(4) Distances must always be taken from the guide and not from the leader of the column next inside, for he may not be in station himself. Thus, if the signal is R3, the leaders of columns next to the guide resume course when 300 yards from the guide, the leaders of the columns next outside resume course when 600 yards from the guide.

(5) Whenever possible by day, and always by night, the manœuvre should be worked out precisely beforehand, so that each leader knows exactly how much he will take to execute.

SECTION XX

Signal.—FLAG W.

Meaning.—Weigh or slip.

Method of Execution.—(a) *Weighing.*—The Senior Officer will normally indicate by a general signal the time at which

he intends to weigh and the order in which craft are to form up. Commanding Officers are to be shortened in by this time.

When the Senior Officer hoists Flag W, it is repeated by all craft. Immediately it is hauled down they weigh together.

(b) *Slipping*.—The Senior Officer will order the time at which he intends to slip and the sequence in which craft are to leave harbour.

“Ready to slip” is to be interpreted as follows:—

- (1) Craft secured to a wall are to be singled up.
- (2) When two or more craft are secured alongside, only the inner craft is to be secured to the wall, all others being secured to their next inside.
- (3) Craft secured to a buoy are to be riding at a slip.
- (4) When two or more craft are secured to the same buoy the craft which is to leave last should reeve a slip rope to the buoy, the others being secured to this craft only.

When Flag W is hauled down craft are to slip and proceed out of harbour in the order previously arranged.

SECTION XXI

Signal.—FLAG Y.

Meaning.—Anchor.

Method of Execution.—When it is necessary to anchor where there are no fixed berths, the Senior Officer will hoist Flag Y. Immediately the signal is hauled down all craft are to let go their anchor. Speed should be reduced by signal before hauling down.

Note.—When proceeding to a harbour or anchorage where there are definite berths, the Senior Officer will indicate his intentions beforehand. Whenever possible, this information should be given at the conference before sailing, but in any case plenty of time must be allowed for the Commanding Officers to work out exactly what they have to do.

In this case, the Senior Officer will hoist Flag I. Craft are to remain in a formed state until the signal is hauled down. They are then to proceed to anchor, or berth alongside, in execution of previous orders.

When entering a small or congested harbour, the Senior Officer is to indicate, in his orders, what time interval there is to be between craft entering. The craft outside are to remain in a formed state, under the orders of the next Senior Officer, until it is their turn to enter.

R/T PROCEDURE

The following standard phrases are to be used :—

- | | | |
|---------------|---|--|
| O.K. | = | Message received. |
| Say again | = | Please repeat. |
| I say again | = | Repeat sign. |
| Verify | = | Please repeat, signal not understood. |
| Go | = | Executive Signal. |
| Over | = | Ending Sign when an answer is wanted. |
| Listening out | = | Ending Sign when an answer is NOT wanted. |
| Wait | = | Craft are not to answer until ordered to "carry on". |

