

Supreme Commander  
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SUPREME HEADQUARTERS  
ALLIED EXPEDITIONARY FORCE  
G-3 (Ops) Division

SHAEP/2997/Ops

29 January 1944

SUBJECT: Operation Policy Memoranda.

TO : Distribution G-3A

Reference SHAEP/2297/Ops dated 16 December 1943.



1. There are attached herewith:

a. The first Operation Policy Memorandum to be issued by this Headquarters, BEACH MARKINGS.

b. The complete distribution for all Operation Memoranda. This distribution list, G-3A, will not accompany subsequent issues of Memoranda as it is visualized that addressees will attach it to the cover of their new file on this subject for easy reference.

2. In connection with a. above, The Admiralty will issue, shortly, colored panoramas illustrating the Beach Markings described therein. This issue will be made to all ships and craft engaging in proposed operations.

3. Covering letters normally will not accompany subsequently issued Operation Memoranda.

4. Commanders desiring extra copies of any Operation Policy Memorandum for direct distribution to lower formations will apply to the AC of S, G-3, this Headquarters.

By command of General EISENHOWER:

H. R. BULL,  
Major General, G.S.C.,  
A.C. of S., G-3

Inlosures (2)

- 1 - OP MEMO NO 1 (Beach Markings)
- 2 - Distribution List

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DECLASSIFIED  
 Authority Guidelines for Com Hdqrs. 7/5/73  
 By ARK NLE DATE 10/25/73

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SUPREME HEADQUARTERS  
ALLIED EXPEDITIONARY FORCE

29 January 1944

OPERATION MEMORANDUM )

NUMBER 1 )



BEACH MARKINGS

1. OBJECT

The object of this memorandum is to coordinate the use on beaches of all markings, signs and lights whose purpose is to aid the navigation of ships and craft.

2. DEFINITIONS

a. Sector. A sector is a part of an enemy coastline. The entire coastline, whatever its nature, beach, cliff, rock, esplanade, etc., is divided into sectors. Sector limits are geographical features which can easily be identified either from charts, maps, or air photographs. In very long sectors where no convenient feature can be found, a landmark just inland may have to be used. The length of sectors cannot be specified; they may vary from less than 100 yards to over 2000 yards, but they will seldom exceed 3000 yards.

Sectors are referred to by the Anglo-American phonetically pronounced letters of the alphabet as:-

ABLE, BAKER, CHARLIE, etc.

These letters are assigned from RIGHT to LEFT facing shoreward, and are in alphabetical sequence.

b. Beaches. A beach is a definite part of a sector chosen as appropriate for landing. No sector will contain more than three beaches. Beaches will be coloured GREEN-WHITE-RED from RIGHT to LEFT facing shoreward. If only two beaches per sector are required for landings, WHITE beach will be omitted. If only one beach is used it will be coloured GREEN. Beaches will be referred to by sector letter, colour and the word "Beach". Example: FOX GREEN BEACH.

3. BEACH MARKING SIGNS (Numbers underlined below refer to Appendix 'A').

a. Day beach signs.

- (1) Left limit, facing shoreward: All left limits for GREEN, WHITE and RED beaches will be marked by a WHITE canvas rectangle twelve by four feet on sixteen foot poles, supported by guys and displayed horizontally. In addition, GREEN and RED beaches only will be marked by an additional horizontal rectangle similar to the WHITE one just specified, but of the same colour as the beach. This second rectangle will be placed alongside the WHITE one and on the side toward the center of the beach (1).

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APPENDIX 'A'

to OP MEMO NO 1

dated 29 January, 1944

### Illustrations of Beach Markings and Lights

<p>(1) Left Limit for Red Beach</p>	<p>(2) Centre of Blue Red Beach</p> <p>(Night - Flashed in Red)</p>	<p>(4) Right Limit for Green Beach</p>
	<p>(3) Centre of Baker White Beach</p> <p>(Night - Flashed in White)</p>	

(5)  
Transit

Yellow

(6)  
Casualty Evacuation

(7)  
Beach Master

Black

(8)  
Beaching Position

Yellow

Blue or White flashing

(9)  
Beach Signal Station

White

Blue

White

Blue

(10)  
Danger

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APPENDIX 'B'

to OP MEMO NO 1

dated 29 January 1944

HYDROGRAPHICAL MARKINGS AND DANGER SIGNALS

1. WRECKS OR OBSTRUCTIONS

a. Wrecks or obstructions will be marked:

(1) By day, by a cross plank buoy with 5 foot wooden upright painted in green and white horizontal bands (each 1 ft. in length) and carrying a green square flag. The buoy will be fitted with a mooring of 8 fathom of  $1\frac{1}{2}$ " hemp.

(2) By night, by a green fixed or flashing light fixed to the upright.

b. All landing craft will be permanently fitted with one of the buoys referred to in sub-paragraph (1) above. It will be so placed that it will "watch" automatically should the craft sink.

c. Wrecked landing craft which are uncovered by the tide will be marked by lashing upright to the hull a 15 foot pole painted, flagged and lighted as in sub-paragraphs (1) and (2) above. Two poles may be lashed together to obtain the requisite height, if necessary. All major landing craft will carry two spare painted 15 ft poles fitted with green square flags to be landed if required for use by the Beach Parties.

d. Shoals or obstructions located by Hydrographic Craft off the beach will be marked by these craft using the buoy described in sub-paragraph (1) above, moored with a hundred-pound sinker.

e. The buoys and marks referred to above must be given a wide berth, the craft passing to leeward (or downstream) where possible.

2. PORT HAND BUOYS

These will be a cross plank buoy with a 5 foot black wooden upright and black pennant exhibiting a white fixed or flashing light by night, moored with a  $1\frac{1}{2}$ " hemp to a hundred-pound sinker.

3. STARBOARD HAND BUOYS

These will be a cross plank buoy with a 5 foot red wooden upright and red and yellow diagonal square flag, exhibiting a red fixed or flashing light by night, moored with a  $1\frac{1}{2}$ " hemp to a hundred-pound sinker.

4. SURVEYING MARKS

a. Hydrographic Units may use marks, buoys and lights of any shape or colour, provided they cannot be confused in any way with the marks, buoys and lights laid down above, nor with the standard system of Beach signs and lights.

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b. The following day markings are strongly recommended:-

(1) Ashore.

Yellow poles marked with white and/or yellow Burgee.

(2) Afloat.

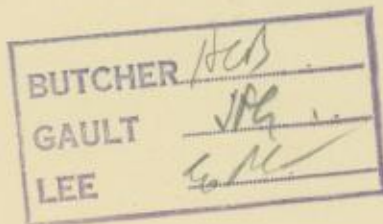
Cross plank buoy with white upright, carrying a white, yellow or blue (or any desired combination of these colours) Burgee.

c. Should it be necessary for survey work to be carried out at night it is considered that the colour and use of lights must rest with the Commander.

Approved by the  
Survey Department  
1952

SCAF 10th MEETING20 MARCH 1944SUPREME HEADQUARTERS  
ALLIED EXPEDITIONARY FORCE

Office of AG of S, G-3

Minutes of Meeting Held in the Conference Room  
(C4 - Room 8), at WIDEWING at 1100 hours, 20th March, 1944.PRESENT

General Dwight D. Eisenhower ✓  
 Air Chief Marshal Sir A. Tedder  
 Admiral Sir B.H. Ramsay  
 General Sir B.L. Montgomery  
 Air Chief Marshal Sir T.L. Leigh-Mallory  
 Lt. General W.B. Smith  
 Lt. General F.L. Morgan  
 Lt. General Sir H.M. Gale  
 Rear Admiral J.L. Creasy  
 Major General H.R. Bull  
 Major General J.F.M. Whiteley  
 Air Vice Marshal H.E.P. Wigglesworth  
 Air Commodore S.C. Strafford  
 Brig. General A.S. Nevins

I. REPLY TO CABLE FROM GENERAL MARSHALL

Discussion was had on a draft cable in reply to Cable No. 314 from General Marshall to the Supreme Commander which requested General Eisenhower's views on matters bearing on the 'ANVIL' decision and also requested data on landing ships and craft for 'OVERLORD'.

The Supreme Commander approved the draft reply with certain modifications to provide for a statement of SHAEF full requirements in additional landing ships and craft based on a cancellation of 'ANVIL'.

II. DIRECTIVE TO SUPREME ALLIED COMMANDER, MEDITERRANEAN

A draft directive to the Supreme Allied Commander, MEDITERRANEAN, based on the assumption that the 'ANVIL' assault is impossible of execution, was discussed.

The Supreme Commander directed that the draft directive be changed in respect to the method for assisting 'OVERLORD' to provide for maintenance of the highest possible tempo of offensive action, including the mounting of a positive threat against the SOUTH of FRANCE and the LIGURIAN coast and provision for taking immediate advantage of 'RAMBLIN' conditions should they occur.

III. 'OVERLORD' AIR REQUIREMENTS

General Montgomery presented a paper (attached at Appendix 'A') on the subject: " 'OVERLORD': Air Requirements as viewed by the Army".

This paper was agreed by the Commanders-in-Chief and approved by the Supreme Commander.

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Authority Guidelines for Com Hqgr. 7/5/72By ARK NLE DATE 11/5/73~~TOP SECRET~~ per Doc  
-58.

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~~TOP SECRET~~

COPY

APPENDIX 'A''OVERLORD': Air Requirements as viewed by the Army1. Pre-D day

Air efforts in order to:

- (a) Destroy the enemy air forces.
- (b) Destroy and disrupt communications so as to impose delay on enemy movement toward the lodgement area.
- (c) Mislead the enemy as to the real point of attack.
- (d) Attack certain targets such as coastal batteries, oil installations, etc.

2. D day

- (a) The Army must be got on shore.

Therefore the first task must be such air action as will ensure this. Direct air assistance to the assault will be vital, and must be laid on up to the extent required by the Navy and Army.

- (b) Protection of the ships against air attack - also vital.
- (c) Action as in para 1 above.



(Signed) B.L. MONTGOMERY

H.Q. 21 Army Group,  
20 Mar 44.

General,  
Commander-in-Chief.



Downgraded to ~~SECRET~~ per DoD  
Dir. 5200.9, 9-27-58.

WGL 7-18-67

IV. NAVAL GUNFIRE SUPPORT

Discussion was had regarding a draft cable, not circulated, to the War Department confirming telephonic conversation, Chief of Staff with General Handy, and explaining fully the position taken in respect to increased gunfire support for 'OVERLORD' by additional battleships and cruisers.

V. BOMBING OF ENEMY TRANSPORTATION SYSTEM

Air Chief Marshal Tedder commented briefly on a JIC paper (JIC (44) 106 (0) Final, 18th March, 1944), which had been produced in response to a request for answers to certain questions on enemy rail requirements at the time of 'OVERLORD' pertinent to the subject of the planned air attacks on the enemy railway transportation system.

VI. INVITATION TO MEMBERS OF THE WAR CABINET

The meeting took note of the fact that it was not intended to invite members of the War Cabinet to attend the SCAEF conference on Monday, March 27th, but that the invitation extended would be for a luncheon after the regular meeting had been concluded.

VII. NEXT REGULARLY-SCHEDULED MEETING

The next regularly-scheduled Commanders-in-Chief Meeting will be held at 1100 hours on Monday, 27th March, in the Conference Room at WIDEWING.

