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

SHAF/2997/Ops

SUBJECT: Operation Policy Memoranda.

TO : Distribution G-3A

Reference SHAF/2997/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 addresses 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 AG of S, G-3, this Headquarters.

By command of General EISENHOWER,

[Signature]
M. R. BULL
Major General, G.S.C.
A.G. of S., G-3

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

CENTRAL SECRETARIAT
EC 31 JAN 1944 625
S. H. AE. F.

DECLASSIFIED
Authority Guidelines for Con. Maj. 3/5/75
By ARK NLE DATE 9/25/75
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 be easily 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 5000 yards.

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

\begin{align*}
\text{A} & \text{B} & \text{C} & \text{D} & \text{E} & \text{F} & \text{G} & \text{H} & \text{I} & \text{J} & \text{K} & \text{L} & \text{M} \\
\text{N} & \text{O} & \text{P} & \text{Q} & \text{R} & \text{S} & \text{T} & \text{U} & \text{V} & \text{W} & \text{X} & \text{Y} & \text{Z}
\end{align*}

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).
(2) Right limit, facing shoreward: A similar WHITE canvas rectangle displayed vertically for WHITE beach and two similar rectangles displayed similarly for GREEN and RED beaches, the coloured rectangle being toward the center of the beach. (4)

(3) Centre of beach: A WHITE canvas square, each side of nine feet, on sixteen foot pole, supported by guys. Within the square will be painted an eight foot square in the appropriate colour for that beach. Within the eight foot square the sector letter will appear in WHITE except for WHITE Beach, in which case the letter will be BLACK (2 and 3).

b. Day transit signs for craft guidance only, will be five feet white equilateral triangles placed in transit. (5) When more than one transit is established on any beach, and more than one beach is established under any transit, each pair of beacons will be painted with a number in black, Number One North being on the WHITE facing shoreward.

(5) Casualty evacuation signs will be white canvas squares, each side of six feet with a conventional red cross of four foot axes (6).

d. Flags:

(1) Beach Master’s flag: Black (7)

(2) Beaching position flag: International “Q” (Square yellow flag) waved from side to side (8).

(3) Beach Signal Station flag: blue and white (9).

(4) Danger flag: Red (10).

BEACH MARKING LIGHTS: (Numbers underlined below refer to appendix “A”).

a. Beach lights:

(1) Left limit: Two fixed lights, 8 feet apart, of the same colour as the beach, fixed horizontally and supported on the 16 foot poles used for the day limit sign (1).

(2) Right limit: The same colour as for the left limit, but fixed vertically, 8 feet apart, and supported on the 16 foot poles used for the day limit signs (4).

(3) Centre lights: The sector letter will be flashed to seaward in the colour of the beach. (2 and 3).

b. Transit lights: Two fixed amber lights in transit (5).

c. Casualty evacuation lights: Five red lights in the form of a cross, the axor of which will be four feet (3).
d. Beach position light: Blue or white light flashing "w" (and as required, "p" (Port), "s" (Starboard), or "c" (Centre) (8)).

e. Beach Signal Station light: Blue and white (9).


5. HYDROGRAPHIC MARKINGS

Hydrographic markings will be as specified in appendix 'B'.

6. ADDITIONAL MARKINGS

If lower formations find that additional markings, signs or lights are necessary, proposals will be forwarded to this Headquarters in order that procedure may be kept standardized throughout.

By command of General EISENHOWER

N. R. SMITH,
Major General, G.S.G.,
Chief of Staff.

OFFICIAL

H. H. BULL
Major General, G.S.G.,
Assistant Chief of Staff, G-S.

Enclosures: Appendices A & B

DISTRIBUTION:
"G-S."
Illustrations of Beach Markings and Lights

(1) Left Limit for Red Beach
(2) Centre of Red Beach
(3) Right Limit for Green Beach
(4) Centre of Baker White Beach
(5) Transit
(6) Casually Evacuation
(7) Beach Master
(8) Beaching Position
(9) Beach Signal Station
(10) Danger

(Night - Flashing in Red)
(Night - Flashing in White)
HYDROGRAPHICAL MARKINGS AND BEACON SIGNALS

1. WRECKS OR OBSTRUCTIONS

(a) Wrecks or obstructions will be marked:

(1) By day, by a cross plank buoy with 8 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 fathoms of 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 flashing upright to the hull a 15 ft. 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 1/2" 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 1/2" 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.

DECLASSIFIED
Authority...

By... NLE DATE 10/35/23
b. The following day markings are strongly recommended:

(1) Anchor.

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.
TOP SECRET

U.S. ARMY

U.S. ARMY

SPECIAL HEADQUARTERS

ALLIED EXPEDITIONARY FORCE

Office of AG of S, G-3

Minutes of Meeting Held in the Conference Room

(O4 - Room 8), at 1100 hours, 20th March, 1944.

PRESENT

General Dwight D. Eisenhower ✓
Air Chief Marshal Sir A. Tedder
Admiral Sir B.H. Ramsey
General Sir B.L. Montgomery
Air Chief Marshal Sir T.L. Leigh-Mallory
Lt. General J.R. Smith
Lt. General W.H. Morgan
Lt. General Sir H.K. Gale
Rear Admiral J.L. Croasy
Major General H.C. Bull
Major General J.P.M. Whitelaw
Air Vice Marshal H.P. Wigglesworth
Air Commodore S.C. Strafford
Brig. General A.S. Nevin

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 'A.N.V.I.' 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 'A.N.V.I.'

II. DIRECTIVE TO SUPREME ALLIED COMMANDER, MEDITERRANEAN

A draft directive to the Supreme Allied Commander, MEDITERRANEAN, based on the assumption that the 'A.N.V.I.' 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 NORTH of ITALY and the LIGURIAN coast and provision for taking immediate advantage of 'A.N.V.I.' 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.

DECLASSIFIED

Authority

By

NDE DATE

7/5/72

1/5/73

DESPATCHED

21 MAR 1944

BIGOT

B-279
'OVERLORD': Air Requirements as viewed by the Army

1. 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.
IV. NAVAL CARRIER SUPPORT

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

V. RAILING OF ENEMY TRANSPORTATION SYSTEM

Air Chief Marshal Tedder commented briefly on a JIC paper (JIC (44) 106 (0) Final, 13th 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 SHAPE 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 WIEJING.