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~~MOST SECRET FALSE DOCKET~~

FILE NUMBER: ~~N.S.M.S.~~ ACTS 11400-1 SUB 1 F.D. No.

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE)

CROSS REFERENCE

TOP SECRET

DEFENCE MEASURES AND PLANS

JOINT R.C.N./U.S.N. PLANS

F.D. No.

MOST SECRET FALSE DOCKET: ~~N.S.M.S.~~ ACTS 11400-1 SUB 1

REFERRED	TOP SECRET	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF R.F.	CENTRAL REGISTRY	INSPECTED IN C.R. By
FOAC	1645	6/10	12.		12.			
FOAL	1854	2/11	B		B			
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AGENDA FOR CONFERENCE WITH CANADIAN AND EASTERN SEA
FRONTIER PLANNERS

1. Commander LUCAS, Chief of Staff to CANFLAGLANT, and Lieutenant PRATLEY, Communication Officer will arrive Norfolk, 0940 Friday, February 24. Commander LYON is at the Headquarters representing COMEASTSEAFRON. The first meeting is scheduled for 1330 in Captain Peterson's office.

2. These discussions are being held on the basis of directives contained in JCS 1995, Canada - U.S. Defense Plan. Since the time of the past discussions planning has been initiated by the U.S. - Canada Regional Planning Group under the North Atlantic Treaty Organization. However, no plans have been received by CINCLANTFLT from this group. JCS 1995 remains the only document authorizing this planning. It provides for U.S. - Canadian planning for (among other matters) protection of coastal LOC of U.S., Canada, and Greenland.

3. Following are items for discussion (not necessarily in order):

a. CINCLANT's Emergency Atlantic Routing Instructions.

Application to Coastal Convoys.

Change of OpControl of Canada - U.S. Coastal Convoys.

Routes for Coastal Convoys.

Convoy Messages.

b. Publications which would be effective should an emergency occur prior to issuance of combined instructions.

c. Exchange of information and standardization of plotting symbols for use by Canadian and U.S. Operations Control Centers.

d. Collection of merchant ship movement information by Canada - U.S.

e. CINCLANT - CANFLAGLANT agreement on Joint Operating Zones, Atlantic Ocean Area. These have been adopted by CINCARIB and CINCNELM.

Communications:

f. Discuss necessity for direct communications between CINCLANTFLT and CANFLAGLANT in an emergency. Radio? RATT? Landline? What frequencies? Would normal Ottawa - Washington channels suffice?

g. Coordination of broadcast traffic to units at sea. Should all copy Washington or all copy Halifax, or both, or should there be a shift depending on the area of operations?

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h. Combined cryptographic system.

i. Tactical frequency allocations for combined operations, including aircraft frequencies and crystallization.

j. Exchange of communication liaison personnel.

General:

k. Training of Canadian A/S force by U.S. activities in case of emergency. Discuss locations.

l. Discuss mechanics of scheduling and utilization of U.S. submarine services.

m. Desirability and possibility of Canada obtaining U.S. submarines for R.C.N. (not within province of CINCLANT but a matter of interest).

n. Discussion of characteristics of new Canadian escort vessel.

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CDR LUCAS

CDR LYON

LT PRATLEY ←

Do aircraft carry Xbits for 142-74 for 11/12 v

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THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
Norfolk 11, Virginia

Refer to
CINCLANTFLT 4CL-50

13 January 1950

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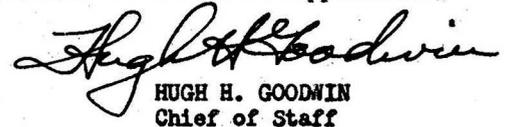
ATLANTIC FLEET CONFIDENTIAL LETTER 4CL-50

From: Commander-in Chief U. S. Atlantic Fleet
To: ATLANTIC FLEET

Subj: Joint Publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas"; Promulgation of

Encl: (1) Copy of CINCLANT ltr serial 025 of 13 January 1950

1. It is necessary that wide dissemination be given to the joint publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas", forwarded herewith, and that responsible officers be thoroughly cognizant with its contents and application.


HUGH H. GOODWIN
Chief of Staff

DISTRIBUTION: (See CINCLANTFLT 1L-50)
Lists I - IX


J. B. CARROLL
Flag Secretary

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THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
Norfolk 11, Virginia

Refer to
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REGISTERED CONFIDENTIAL

13 January 1950

From: Commander in Chief Atlantic
To: DISTRIBUTION LIST

Subj: Joint Publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas" - promulgation of

Encl: (1) Joint Publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas"

1. Enclosure (1), which is similar to a publication prepared jointly by CINCFE, CINCPAC and CINCAL, and modified only to make it applicable to the Atlantic Ocean Areas, has been jointly agreed to by CINCNELM, CINCARIB and CINCLANT. It is promulgated for the purpose of establishing procedures for wartime joint operations of air, surface and submarine forces in the Atlantic Ocean in order to avoid mutual interferences and attack by friendly forces. In accordance with agreement between CINCNELM, CINCARIB and CINCLANT, the initial reproduction and distribution of the publication is being made by CINCLANT.

2. By agreement between CINCNELM, CINCARIB and CINCLANT, enclosure (1) is effective for planning and indoctrinational purposes in the Eastern Atlantic and Mediterranean, Caribbean, and Atlantic Commands at 0001(2) 1 January 1950.

3. This document is being promulgated to the U. S. Atlantic Fleet under serial CINCLANT-FLT 4CL-50.


HUGH H. GOODWIN
Chief of Staff

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V. B. CARROLL
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Enclosure (1) to
CINCLANTFLT 4CL-50

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OPERATING ZONES, BOMBING AND ATTACK RESTRICTIONS

in the ATLANTIC OCEAN AREAS

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OPERATING ZONES, BOMBING AND ATTACK RESTRICTIONS

IN THE ATLANTIC OCEAN AREAS

PART I

GENERAL

1. "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas" is a joint publication promulgated by the major Unified Commanders, Atlantic Ocean Area. Its purpose is to establish procedures for the joint operation of air, surface and submarine forces in that area in order to avoid mutual interference of and attack by friendly forces.
2. It is essential that responsible officers be thoroughly cognizant with the contents and the application of this document. It is not acceptable to rely on digesting and applying the information contained herein while undergoing the shock of a surprise attack on the initiation of hostilities. Early and wide dissemination must be given to the information contained herein. Attack by friendly forces MUST BE AVOIDED.
3. Changes in this publication will be made only by mutual agreement of the major unified commanders concerned. Such changes will be promulgated by each major unified commander to forces under his command in serially numbered changes.
4. Major unified commanders will designate and delineate the various types of zones within their respective sea areas. To insure continuity of joint action and the optimum utilization of forces, major unified commanders in the Atlantic will keep each other informed of the designation of operating zones. The designation of such zones in each Unified Command will be classified "TOP SECRET" and promulgated under separate cover; immediate distribution will be limited to those responsible commanders requiring such information for planning and conducting air, surface ship and submarine operations. These responsible commanders must have prepared and ready for immediate distribution in the event of war to each unit commander the information as to designation and delineation of all zones in which he might operate. EMERGENCY CHANGES may be made in the designation of an operating zone by unilateral action of the responsible major unified commander, subject to immediate notification of such changes to other unified commanders. A minimum of 24 hours is normally required to assure passage of dispatch information to submarines. Such dispatches (appropriately classified) will be entitled "CINCNELM Zone Notice", "CINCARIB Zone Notice", or "CINCLANT Zone Notice" as is appropriate.
5. The effective date of the provisions of this document will be designated in the implementing directive of the appropriate major unified commander. Such directive will include this document as an integral part thereof.
6. This publication is a confidential, non-registered document. It may be transported by aircraft, but shall not be carried for use in aircraft. Otherwise, it will be transported, handled and stored as prescribed by the security regulations of each service. The making of extracts therefrom or reproduction of this document is prohibited except upon specific authority of the major unified commander concerned.
7. THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

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ENCLOSURE (1) to CINCLANT
Serial 025 of 13 Jan 1950

000370

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PART I1

MEASURES TO AVOID MUTUAL INTERFERENCE

1. The provisions of Chapter 7, USF-1 extracted below, are agreed to and binding upon all Army, Navy and Air Force units operating in the Atlantic Ocean Areas. Paragraph numbers correspond to those in Chapter 7, USF-1.

EXTRACT

MEASURES TO AVOID MUTUAL INTERFERENCE

GENERAL

700. NECESSITY FOR. In order to avoid interference between aircraft, surface and sub-surface vessels when operating in the same sea areas, certain attack restrictions and limitations of operating areas have been found to be essential. These restrictions and limitations are necessary to prevent interference, not only between aircraft, surface vessels and submarines of one theater, but also between units of adjoining theaters.

TYPES OF ZONES AND THEIR RESTRICTIONS

710. TYPES

(a) For purpose of delimiting the spheres of activity of aircraft, surface ships and submarines, water areas may be established as various type zones as follows:

- (1) Submarine Patrol Zones.
- (2) Submarine Havens.
- (3) Air-Surface Zones.
- (4) Joint Zones.
- (5) Blind Bombing Zones.
- (6) Other type zones as necessary.

Any exceptions to the attack restrictions set forth in this chapter for each class of zone are prescribed by the appropriate theater, fleet or equivalent commander in a suitable directive. The geographical limitations of the various class areas are prescribed in addenda to such directives and in appropriate Zone Notices issued by the theater, fleet or equivalent commander.

711. SUBMARINE PATROL ZONES are specified zones normally reserved for submarine combat operations, but in which our aircraft may operate.

IN SUBMARINE PATROL ZONES:

- (a) Aircraft shall not attack a submarine. Aircraft shall not attack a surface vessel (except in an enemy-held harbor) unless the visibility is such that the target can be identified beyond possibility of doubt as not a submarine.
- (b) Surface vessels normally will keep clear of Submarine Patrol Zones. If surface vessels must enter such a zone, the commander ordering the surface movement shall notify as far in advance as practicable:

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- (1) The theater, fleet or equivalent commander concerned, and
- (2) The commander controlling submarine movements in that area.

The commander ordering the surface movement shall state either route to be followed, together with speed of advance and time of passing reference points, or the area in which the surface operations are to be conducted. In an emergency, when surface vessels enter a Submarine Patrol Zone without prior timely notification (normally 24 hours is required to pass information to submarines) the surface vessel must accept the risk of attack by friendly submarines; whether or not prior notice has been given, surface ships equipped to do so shall make the challenge, described in the current recognition instructions, on their sound gear whenever a submerged submarine is contacted in the area. Major war vessels make the major war vessel challenge. Minor war vessels make the minor war vessel challenge. Submarines remain major war vessels even though submerged and shall reply with the appropriate identification signal. In case of doubt, the second challenge and second identification signal may be exchanged. Failure to receive any response to a sound challenge shall NOT in itself be considered conclusive evidence of a submarine's enemy character. Surface vessels shall not attack a submarine unless it has been identified as enemy beyond possibility of doubt, and in such event no depth charges shall be dropped with a setting greater than 150 feet. Under such circumstances, no submarine shall be attacked with homing torpedoes or weapons using either contact or influence exploders.

- (c) Submarine shall consider as enemy and may attack any target encountered, subject to specific orders to the contrary from higher authority and current interpretation of international law. Submarines shall not attack ships believed to be neutral or ships encountered along a route or in an area of friendly ship operations about which they have been notified. No ship encountered under the circumstances set forth above shall be attacked unless the ship has been identified as enemy beyond possibility of doubt.

712. SUBMARINE HAVENS are reserved for submarine non-combat operations. They include:

- (a) Submarine Sanctuaries announced by the theater, fleet or equivalent commander.
- (b) Areas reserved for submarine operations and training in non-combat zones.
- (c) Moving areas surrounding submarine in transit, established by "Submarine Notices" issued at the place of departure by the senior officer present of the submarine unit concerned. Such a Submarine Notice establishes a haven which moves with the submarine and extends 50 miles ahead, 100 miles behind and 15 miles on each side of the estimated track given.

713. RESTRICTIONS WITHIN HAVENS require that:

- (a) Aircraft shall not attack a submarine or a surface vessel.
- (b) Surface vessels shall not attack a submarine. Surface vessels shall avoid entering Havens whenever practicable unless prior arrangement has been made with the Commander Submarines of the theater, fleet or equivalent command concerned, or his authorized representative.
- (c) Submarines shall not attack a surface vessel. When operating in a moving Haven pursuant to a Submarine Notice, they shall consider every ship encountered as a friendly ship unless its characteristics or suspicious movements create a doubt as to its identity. In such a case, the submarine will not attack, but will trail and send contact reports.

A submarine in contact with friendly forces shall take no action which could be construed as offensive. In such case, if the submarine is on the surface, the submarine shall make every effort to establish her identity; however, in

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this case should the submarine be submerged, the submarine shall avoid detection if possible. If it is evident to the submerged submarine that she has been detected, the submarine shall surface, if circumstances permit, and establish her identity; or if surfacing is impossible due to proximity and apparent hostile intent of the surface vessel, the submarine shall go to deep submergence and attempt to establish identity by all available means. A submarine is responsible for remaining within the Haven established by the Submarine Notice. When unable to do so, the submarine shall inform the Sea Frontier or Area Commander concerned as soon as practicable, and designate new estimated positions.

714. AIR-SURFACE ZONES are specified zones normally reserved for the operations of surface vessels and aircraft. IN AIR-SURFACE ZONES:

- (a) Aircraft may attack any submarine encountered without inquiry as to its enemy character, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c) - Aircraft shall not attack a surface vessel unless it has been identified as enemy beyond possibility of doubt.
- (b) Surface vessels may attack any submarine encountered without inquiry as to its enemy character, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c).
- (c) Submarines shall not enter an Air-Surface Zone except pursuant to a Submarine Notice and subject to the restrictions listed in paragraph 713(c).

715. JOINT ZONES are specified zones in which surface, air and sub-surface craft operate simultaneously (such as those in which submarines are performing lifeguard service). IN JOINT ZONES:

- (a) Aircraft shall not attack a submarine. Aircraft shall not attack a surface vessel (except in an enemy held harbor) unless the visibility is such that the target can be identified as enemy beyond possibility of doubt. Aircraft shall not use homing weapons or contact or influence fused charges; nor any charge which will detonate at a depth greater than 150 feet.
- (b) Surface vessels shall make every effort to establish the identity of any submarine encountered before attacking it. Ships equipped with sonar shall make the sound challenge prescribed in paragraph 711(b) whenever a submerged submarine is contacted in the area; but failure to receive a response or pyrotechnic identification signal shall NOT be deemed conclusive evidence of a submarine's enemy character. The challenging surface vessel shall be on the alert for sonar or pyrotechnic identification signals from the submarine. However, if contact is made with a submerged submarine which is within torpedo range of heavy ships, an urgent attack shall be initiated, but efforts to establish the identity of the submarine shall commence on contact and continue as far as practicable throughout the attack. In such attacks no depth charge shall be dropped with a depth setting greater than 150 feet, and no submarine shall be attacked with hedgehogs or mousetraps. A surface vessel shall not attack a submarine which is outside torpedo range of heavy ships, unless it has been identified as enemy beyond possibility of doubt. Surface vessels shall not use contact or influence depth charges, or homing weapons.

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- (c) Submarines shall not attack surface vessels or submarines encountered unless their enemy identity is established beyond possibility of doubt. Failure to receive a challenge shall not be considered conclusive evidence of a surface vessel's enemy character. When the contact is known to be friendly, a submarine on the surface shall make every effort to identify herself before an attack can commence. If unable to effect identification, the submarine shall submerge to maximum depth and, if detected, shall continue efforts to establish her identification. Submarines on the surface should not submerge within detection range of friendly forces except as a last resort, because submergence leads to suspicion and increases the difficulty of identification. If a submerged submarine makes contact with a friendly surface vessel, the submarine shall attempt to avoid detection, and if unsuccessful, and circumstances permit, surface and establish its identity. If surfacing is impossible due to proximity and apparent hostile intent of the surface vessel, the submarine shall go to deep submergence (greater than 200 feet) and attempt to establish identity by all available means.

716. BLIND BOMBING ZONES are specified zones normally reserved for the operation of aircraft. IN BLIND BOMBING ZONES:

- (a) Aircraft may attack any target encountered without inquiry as to its enemy character, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c), or in an area of surface ship operations about which the aircraft have been notified.
- (b) Surface vessels shall normally keep clear of Blind Bombing Zones. If surface vessels must enter such a zone, the Commander ordering the movement, shall notify as far in advance as practicable:
- (1) The theater, fleet or equivalent commander concerned, and
 - (2) The commander (or commanders) controlling aircraft movements in that area.

The commander ordering the surface movement shall state either the route to be followed, together with speed of advance and times of passing reference points, or the area in which the surface ship operations are to be conducted. In an emergency, when surface vessels enter a Blind Bombing Zone without prior timely notification (normally 24 hours is required), such surface vessels must accept the risk of attack by friendly aircraft. Surface vessels may attack any submarine encountered, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c).

- (c) Submarines normally will keep clear of Blind Bombing Zones. If submarines must enter such a zone, they shall be protected by a Submarine Notice as provided in paragraph 712(c). In an emergency, when a submarine is required to enter a Blind Bombing Zone without prior timely notification (normally 24 hours is required to pass the information to aircraft), submarines must accept the risk of attack by friendly aircraft. Submarines shall consider as enemy and may attack any target encountered, subject to specific orders to the contrary from higher authority and the current interpretation of international law. Submarines shall not attack ships believed to be neutral or ships encountered along a route or in an area of friendly ship operations about which they have been notified. No ship encountered under the circumstances set forth above shall be attacked unless the ship has been identified as enemy beyond possibility of doubt.

NOTICES AND POSITION REPORTS

720. SUBMARINE NOTICES. Submarine operations and movements outside sanctuaries and submarine patrol zones are made the subject of Submarine Notices. These notices are originated at the place of departure by the senior officer present of the submarine unit concerned, who delivers them to the senior submarine officer present. The latter officer consolidates all notices originating in his area and transmits them to the following commanders, using the security classification

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suitable to the movement:

- (a) Commanding Officers of submarines concerned.
 - (b) The theater, fleet or equivalent commander for dissemination to units of our armed forces and allied forces that may come in contact with the submarines.
 - (c) Sea Frontier commanders in whose waters the submarines will operate, for dissemination to all units of the armed forces within their respective sea frontiers that are concerned with anti-submarine measures.
 - (d) The Senior Officer Present at any advance base in the vicinity of prospective submarine operations, for dissemination to his command and other local forces.
 - (e) The senior submarine officer present at the destination of the submarine or, in the event that there is no submarine officer at the destination, then to the Senior Officer Present.
 - (f) Other commanders for information as necessary.
721. FRIENDLY SUBMARINE POSITION REPORTS. Twenty-four hours before departure of a submarine, the senior submarine officer at the point of departure shall promulgate a Friendly Submarine Position message to all anti-submarine activities in the vicinity. He should include therein so much of the information contained in the related Submarine Notice as concerns the area covered by the local anti-submarine forces. At the destination of any submarine covered by a Submarine Notice, the senior submarine officer present shall promulgate, twenty-four hours before the scheduled arrival of the submarine, a Friendly Submarine Position message to all anti-submarine activities in the vicinity. He should include therein so much of the information contained in the related Submarine Notice as concerns the area covered by the local anti-submarine forces. In the event that there is no submarine officer at the destination of the submarine, this will be done by the Senior Officer Present.

MISCELLANEOUS PRECAUTIONS

730. SUBMARINES CRUISING IN VICINITY OF OWN FORCES. Whenever practicable, submarines should avoid passing through or close to own surface force dispositions or formations. If it is necessary for a submarine to pass through a disposition or formation, she should do so on the surface and under escort of a surface vessel. It may be expected that a friendly submerged submarine may surface in the presence of friendly surface craft or aircraft, and attempt to identify herself if she has reason to suspect that she has been detected. It is unlikely that an undamaged enemy submarine would surface in the vicinity of our combatant surface forces.
731. AIRCRAFT OPERATING OVER SUBMARINE PATROL AREAS. Pilots must be carefully briefed in regard to our own submarine operations prior to engaging in flight operations over waters in which own submarines are patrolling. Aircraft should avoid making threatening head-on approaches on own surfaced submarines. Where submarines are occupying life-guard station, a fighter cover should be furnished the submarine whenever possible, to guard against air attacks on the submarine.
732. SUBMARINE ENTERING OWN BASES IN COMBAT AREAS. In the theater of combat operations all friendly submarines should be escorted by a surface ship or aircraft when entering and departing from own bases as additional safeguard against attacks by friendly forces. In general, the submarine should be under escort from dawn of the day she is to enter port or until after darkness of the evening she departs from port. Rendezvous points for picking up escort vessels or aircraft should be established in the Operation Order, or by dispatch, by the submarine commander. All interested air and surface commands operating in the general area of the bases involved should receive timely notice of local submarine movements.

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733. DISABLED SUBMARINE PROCEDURE. If unable to communicate with own forces, a disabled submarine should observe a special procedure for entering port. This procedure should be promulgated by the theater, fleet or equivalent commander concerned. A surface escort should be furnished the disabled submarine as soon as practical.

ROUTES AND REFERENCE POINTS

740. ROUTES AND REFERENCE POINTS are established by appropriate theater, fleet or equivalent commanders to facilitate control of seaborne traffic so as to reduce interference between forces making passage in the same area. Sailing orders are simplified by the use of the code names of the routes in despatch communications. To insure understanding between forces operating in adjacent areas, common routes and reference points should be promulgated to adjacent areas.

741. NEW ROUTES AND REFERENCE POINTS may be promulgated by fleet or force commanders for temporary use of forces under their command. When intended for permanent use, new routes and reference points should be issued by the appropriate theater, fleet or equivalent commander as a change to his original directive on the subject.

742. ROUTES may be of two kinds. One-way routes, with provision for a fast traffic lane and a slow traffic lane; two-way routes, in which traffic in either direction remains to the right of a route median line, usually with the same provision for slow and fast traffic.

743. AIRBORNE CORRIDORS are routes of air travel in which transport planes of an airborne force operate to and from dropping or landing zones in airborne operations. Vessels and ground batteries are forbidden to fire at any plane passing along the corridor, and its defense against incursion by enemy aircraft shall be the responsibility of special combat air patrols. Every effort shall be made to select such corridors so that passage over seaborne forces, if not avoided entirely, is at least minimized. Pertinent naval commanders should be fully informed in ample time to disseminate this information to all naval units concerned.

***** EXTRACT *****

2. NO SURFACE VESSEL OR AIRCRAFT SHALL EVER ATTACK A SUBMARINE UNDER ESCORT OF UNITED STATES OR ALLIED SURFACE VESSEL OR AIRCRAFT.

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**PART III
DISSEMINATION OF INFORMATION CONCERNING OUR SUBMARINES**

1. It is intended that subparagraphs 712, 713, 720, and 721 of paragraph 1, Part II, as well as the following amplifying paragraphs be disseminated not only to ships and aircraft, but also to all other agencies concerned with anti-submarine measures. Responsible commanders shall arrange for the understanding of, and cooperation in carrying out these instructions on the part of the United States and Allied Sea, Air and Land Forces; and all other units that may engage in anti-submarine activities.

2. **SUBMARINE NOTICES**

a. Submarine Notices (subparagraphs 712(c) and 720, paragraph 1, Part II) shall be as brief as practicable. They shall always be prefaced by the words "SUBMARINE NOTICE". Copies of operation orders shall not be used for this purpose. They shall be transmitted to addressees on shore by mail if time permits. Dispatch communications may be used to transmit or modify a notice. Each notice shall contain the following information as pertinent:

- (1) Name and nationality of submarine involved.
- (2) Areas, clearly defined, to be used for exercises, patrol or other submarine operations.
- (3) Dates of expected commencement and completion of an operation. A margin of time should be allowed for possible delays in completion, but excessive margin shall be avoided lest it work to the advantage of an enemy.
- (4) For long voyages the point and time of departure; estimated speed, route to be followed, defined by reference points; point and estimated time of arrival; and whether escorted. If the trip is accelerated or retarded outside the limits of the MOVING HAVENS, the senior submarine officer in the movement should, if communication security permits, give the addressees of the SUBMARINE NOTICE the new estimated times of passing reference points for dissemination of a modification as necessary.
- (5) For short passages from port to port along usually traveled coastal routes, time and place of departure, estimated speed, expected time and place of arrival, and whether escorted.

b. The following is an example of a SUBMARINE NOTICE:

"SUBMARINE NOTICE X MOVING HAVEN ESTABLISHED SURROUNDING US SUBMARINE CLAMAGORE SS343 TASK UNIT 45.7.1 DEPARTING KEY WEST 011700Z NOV UNDER AIR ESCORT TO ARRIVE 2750 N 7920 W AT 021430Z X THENCE UNESCORTED ENROUTE GIBRALTAR WITH AVERAGE SPEED OF ADVANCE 12.5 KNOTS X WILL PASS THROUGH FOLLOWING ROUTE POINTS X ABLE 2750 N 3030 W X BAKER 3610 N 1140 W X WILL RENDEZVOUS WITH ESCORT AT POINT BAKER AT 142230Z THENCE UNDER ESCORT TO GIBRALTAR ETA 152230Z".

c. Exception to the distribution of SUBMARINE NOTICE listed in subparagraph 720, paragraph 1, Part II, shall be made when the submarine activity or operation is confined to a local area where only local air and surface forces operate. In this case the SUBMARINE NOTICE shall be transmitted to the SENIOR OFFICER PRESENT, who will relay it to local units and to no one else.

3. **FRIENDLY SUBMARINE POSITION REPORTS**

a. FRIENDLY SUBMARINE POSITION messages (subparagraph 721, paragraph 1, Part II) are intended to permit the dissemination of adequate information from SUBMARINE NOTICES with a minimum of radio communication. They should include the names and nationalities of the submarines involved, sufficient information to plot the continuous position of the submarines involved, and a statement that attack restrictions are in effect.

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b. The following is an example of a FRIENDLY SUBMARINE POSITION MESSAGE:

"MOVING HAVEN EFFECTIVE SURROUNDING US SUBMARINE CLAMAGORE APPROACHING GIBRALTAR FROM KEY WEST X SOA 12.5 KNOTS X ESTIMATED TIME OF PASSING FOLLOWING POINTS X 27 DASH 50 N 30 DASH 30 W 110718Z X 30 DASH 10 N 11 DASH 40 W 142230Z X WILL RENDEZVOUS WITH AND BE ESCORTED FROM 142230Z POSIT TO GIBRALTAR BY HANK DD702 ETA 1552230Z".


J. B. CARROLL
Flag Secretary

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ENCLOSURE (1) to CINCLANT
Serial 025 of 13 Jan 1950

000378

THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
Norfolk 11, Virginia

Refer to
CINCLANTFLT 4CL-50

13 January 1950

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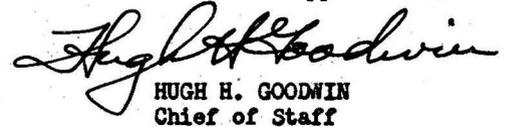
ATLANTIC FLEET CONFIDENTIAL LETTER 4CL-50

From: Commander-in Chief U. S. Atlantic Fleet
To: ATLANTIC FLEET

Subj: Joint Publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas"; Promulgation of

Encl: (1) Copy of CINCLANT ltr serial 025 of 13 January 1950

1. It is necessary that wide dissemination be given to the joint publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas", forwarded herewith, and that responsible officers be thoroughly cognizant with its contents and application.


HUGH H. GOODWIN
Chief of Staff

DISTRIBUTION: (See CINCLANTFLT 1L-50)
Lists I - IX


J. B. CARROLL
Flag Secretary

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THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
Norfolk 11, Virginia

Refer to
FF13/A4-3

(025)

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13 January 1950

From: Commander in Chief Atlantic
To: DISTRIBUTION LIST

Subj: Joint Publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas" - promulgation of

Encl: (1) Joint Publication, "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas"

1. Enclosure (1), which is similar to a publication prepared jointly by CINCFE, CINCPAC and CINCAL, and modified only to make it applicable to the Atlantic Ocean Areas, has been jointly agreed to by CINCNELM, CINCARIB and CINCLANT. It is promulgated for the purpose of establishing procedures for wartime joint operations of air, surface and submarine forces in the Atlantic Ocean in order to avoid mutual interferences and attack by friendly forces. In accordance with agreement between CINCNELM, CINCARIB and CINCLANT, the initial reproduction and distribution of the publication is being made by CINCLANT.

2. By agreement between CINCNELM, CINCARIB and CINCLANT, enclosure (1) is effective for planning and indoctrinational purposes in the Eastern Atlantic and Mediterranean, Caribbean, and Atlantic Commands at 0001(2) 1 January 1950.

3. This document is being promulgated to the U. S. Atlantic Fleet under serial CINCLANT-FLT 4CL-50.


HUGH H. GOODWIN
Chief of Staff

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W. B. CARROLL
Flag Secretary

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Enclosure (1) to
CINCLANTFLT 4CL-50

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OPERATING ZONES, BOMBING AND ATTACK RESTRICTIONS

in the ATLANTIC OCEAN AREAS

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OPERATING ZONES, BOMBING AND ATTACK RESTRICTIONS

IN THE ATLANTIC OCEAN AREAS

PART I

GENERAL

1. "Operating Zones, Bombing and Attack Restrictions in the Atlantic Ocean Areas" is a joint publication promulgated by the major Unified Commanders, Atlantic Ocean Area. Its purpose is to establish procedures for the joint operation of air, surface and submarine forces in that area in order to avoid mutual interference of and attack by friendly forces.
2. It is essential that responsible officers be thoroughly cognizant with the contents and the application of this document. It is not acceptable to rely on digesting and applying the information contained herein while undergoing the shock of a surprise attack on the initiation of hostilities. Early and wide dissemination must be given to the information contained herein. Attack by friendly forces MUST BE AVOIDED.
3. Changes in this publication will be made only by mutual agreement of the major unified commanders concerned. Such changes will be promulgated by each major unified commander to forces under his command in serially numbered changes.
4. Major unified commanders will designate and delineate the various types of zones within their respective sea areas. To insure continuity of joint action and the optimum utilization of forces, major unified commanders in the Atlantic will keep each other informed of the designation of operating zones. The designation of such zones in each Unified Command will be classified "TOP SECRET" and promulgated under separate cover; immediate distribution will be limited to those responsible commanders requiring such information for planning and conducting air, surface ship and submarine operations. These responsible commanders must have prepared and ready for immediate distribution in the event of war to each unit commander the information as to designation and delineation of all zones in which he might operate. EMERGENCY CHANGES may be made in the designation of an operating zone by unilateral action of the responsible major unified commander, subject to immediate notification of such changes to other unified commanders. A minimum of 24 hours is normally required to assure passage of dispatch information to submarines. Such dispatches (appropriately classified) will be entitled "CINCNELM Zone Notice", "CINCARIB Zone Notice", or "CINCLANT Zone Notice" as is appropriate.
5. The effective date of the provisions of this document will be designated in the implementing directive of the appropriate major unified commander. Such directive will include this document as an integral part thereof.
6. This publication is a confidential, non-registered document. It may be transported by aircraft, but shall not be carried for use in aircraft. Otherwise, it will be transported, handled and stored as prescribed by the security regulations of each service. The making of extracts therefrom or reproduction of this document is prohibited except upon specific authority of the major unified commander concerned.
7. THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

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ENCLOSURE (1) to CINCLANT
Serial 025 of 13 Jan 1950

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PART II

MEASURES TO AVOID MUTUAL INTERFERENCE

1. The provisions of Chapter 7, USF-1 extracted below, are agreed to and binding upon all Army, Navy and Air Force units operating in the Atlantic Ocean Areas. Paragraph numbers correspond to those in Chapter 7, USF-1.

EXTRACT

MEASURES TO AVOID MUTUAL INTERFERENCE

GENERAL

700. NECESSITY FOR. In order to avoid interference between aircraft, surface and sub-surface vessels when operating in the same sea areas, certain attack restrictions and limitations of operating areas have been found to be essential. These restrictions and limitations are necessary to prevent interference, not only between aircraft, surface vessels and submarines of one theater, but also between units of adjoining theaters.

TYPES OF ZONES AND THEIR RESTRICTIONS

710. TYPES

- (a) For purpose of delimiting the spheres of activity of aircraft, surface ships and submarines, water areas may be established as various type zones as follows:
 - (1) Submarine Patrol Zones.
 - (2) Submarine Havens.
 - (3) Air-Surface Zones.
 - (4) Joint Zones.
 - (5) Blind Bombing Zones.
 - (6) Other type zones as necessary.

Any exceptions to the attack restrictions set forth in this chapter for each class of zone are prescribed by the appropriate theater, fleet or equivalent commander in a suitable directive. The geographical limitations of the various class areas are prescribed in addenda to such directives and in appropriate Zone Notices issued by the theater, fleet or equivalent commander.

711. SUBMARINE PATROL ZONES are specified zones normally reserved for submarine combat operations, but in which our aircraft may operate.

IN SUBMARINE PATROL ZONES:

- (a) Aircraft shall not attack a submarine. Aircraft shall not attack a surface vessel (except in an enemy-held harbor) unless the visibility is such that the target can be identified beyond possibility of doubt as not a submarine.
- (b) Surface vessels normally will keep clear of Submarine Patrol Zones. If surface vessels must enter such a zone, the commander ordering the surface movement shall notify as far in advance as practicable:

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- (1) The theater, fleet or equivalent commander concerned, and
- (2) The commander controlling submarine movements in that area.

The commander ordering the surface movement shall state either route to be followed, together with speed of advance and time of passing reference points, or the area in which the surface operations are to be conducted. In an emergency, when surface vessels enter a Submarine Patrol Zone without prior timely notification (normally 24 hours is required to pass information to submarines) the surface vessel must accept the risk of attack by friendly submarines. Whether or not prior notice has been given, surface ships equipped to do so shall make the challenge, described in the current recognition instructions, on their sound gear whenever a submerged submarine is contacted in the area. Major war vessels make the major war vessel challenge. Minor war vessels make the minor war vessel challenge. Submarines remain major war vessels even though submerged and shall reply with the appropriate identification signal. In case of doubt, the second challenge and second identification signal may be exchanged. Failure to receive any response to a sound challenge shall NOT in itself be considered conclusive evidence of a submarine's enemy character. Surface vessels shall not attack a submarine unless it has been identified as enemy beyond possibility of doubt, and in such event no depth charges shall be dropped with a setting greater than 150 feet. Under such circumstances, no submarine shall be attacked with homing torpedoes or weapons using either contact or influence exploders.

- (c) Submarine shall consider as enemy and may attack any target encountered, subject to specific orders to the contrary from higher authority and current interpretation of international law. Submarines shall not attack ships believed to be neutral or ships encountered along a route or in an area of friendly ship operations about which they have been notified. No ship encountered under the circumstances set forth above shall be attacked unless the ship has been identified as enemy beyond possibility of doubt.

712. SUBMARINE HAVENS are reserved for submarine non-combat operations. They include:

- (a) Submarine Sanctuaries announced by the theater, fleet or equivalent commander.
- (b) Areas reserved for submarine operations and training in non-combat zones.
- (c) Moving areas surrounding submarine in transit, established by "Submarine Notices" issued at the place of departure by the senior officer present of the submarine unit concerned. Such a Submarine Notice establishes a haven which moves with the submarine and extends 50 miles ahead, 100 miles behind and 15 miles on each side of the estimated track given.

713. RESTRICTIONS WITHIN HAVENS require that:

- (a) Aircraft shall not attack a submarine or a surface vessel.
- (b) Surface vessels shall not attack a submarine. Surface vessels shall avoid entering Havens whenever practicable unless prior arrangement has been made with the Commander Submarines of the theater, fleet or equivalent command concerned, or his authorized representative.
- (c) Submarines shall not attack a surface vessel. When operating in a moving Haven pursuant to a Submarine Notice, they shall consider every ship encountered as a friendly ship unless its characteristics or suspicious movements create a doubt as to its identity. In such a case, the submarine will not attack, but will trail and send contact reports.

A submarine in contact with friendly forces shall take no action which could be construed as offensive. In such case, if the submarine is on the surface, the submarine shall make every effort to establish her identity; however, in

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this case should the submarine be submerged, the submarine shall avoid detection if possible. If it is evident to the submerged submarine that she has been detected, the submarine shall surface, if circumstances permit, and establish her identity; or if surfacing is impossible due to proximity and apparent hostile intent of the surface vessel, the submarine shall go to deep submergence and attempt to establish identity by all available means. A submarine is responsible for remaining within the Haven established by the Submarine Notice. When unable to do so, the submarine shall inform the Sea Frontier or Area Commander concerned as soon as practicable, and designate new estimated positions.

714. AIR-SURFACE ZONES are specified zones normally reserved for the operations of surface vessels and aircraft. IN AIR-SURFACE ZONES:

- (a) Aircraft may attack any submarine encountered without inquiry as to its enemy character, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c) - Aircraft shall not attack a surface vessel unless it has been identified as enemy beyond possibility of doubt.
- (b) Surface vessels may attack any submarine encountered without inquiry as to its enemy character, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c).
- (c) Submarines shall not enter an Air-Surface Zone except pursuant to a Submarine Notice and subject to the restrictions listed in paragraph 713(c).

715. JOINT ZONES are specified zones in which surface, air and sub-surface craft operate simultaneously (such as those in which submarines are performing lifeguard service). IN JOINT ZONES:

- (a) Aircraft shall not attack a submarine. Aircraft shall not attack a surface vessel (except in an enemy held harbor) unless the visibility is such that the target can be identified as enemy beyond possibility of doubt. Aircraft shall not use homing weapons or contact or influence fused charges; nor any charge which will detonate at a depth greater than 150 feet.
- (b) Surface vessels shall make every effort to establish the identity of any submarine encountered before attacking it. Ships equipped with sonar shall make the sound challenge prescribed in paragraph 711(b) whenever a submerged submarine is contacted in the area; but failure to receive a response or pyrotechnic identification signal shall NOT be deemed conclusive evidence of a submarine's enemy character. The challenging surface vessel shall be on the alert for sonar or pyrotechnic identification signals from the submarine. However, if contact is made with a submerged submarine which is within torpedo range of heavy ships, an urgent attack shall be initiated, but efforts to establish the identity of the submarine shall commence on contact and continue as far as practicable throughout the attack. In such attacks no depth charge shall be dropped with a depth setting greater than 150 feet, and no submarine shall be attacked with hedgehogs or mousetraps. A surface vessel shall not attack a submarine which is outside torpedo range of heavy ships, unless it has been identified as enemy beyond possibility of doubt. Surface vessels shall not use contact or influence depth charges, or homing weapons.

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ENCLOSURE (1) to CINCLANT
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- (c) Submarines shall not attack surface vessels or submarines encountered unless their enemy identity is established beyond possibility of doubt. Failure to receive a challenge shall not be considered conclusive evidence of a surface vessel's enemy character. When the contact is known to be friendly, a submarine on the surface shall make every effort to identify herself before an attack can commence. If unable to effect identification, the submarine shall submerge to maximum depth and, if detected, shall continue efforts to establish her identification. Submarines on the surface should not submerge within detection range of friendly forces except as a last resort, because submergence leads to suspicion and increases the difficulty of identification. If a submerged submarine makes contact with a friendly surface vessel, the submarine shall attempt to avoid detection, and if unsuccessful, and circumstances permit, surface and establish its identity. If surfacing is impossible due to proximity and apparent hostile intent of the surface vessel, the submarine shall go to deep submergence (greater than 200 feet) and attempt to establish identity by all available means.
716. BLIND BOMBING ZONES are specified zones normally reserved for the operation of aircraft. IN BLIND BOMBING ZONES:
- (a) Aircraft may attack any target encountered without inquiry as to its enemy character, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c), or in an area of surface ship operations about which the aircraft have been notified.
- (b) Surface vessels shall normally keep clear of Blind Bombing Zones. If surface vessels must enter such a zone, the Commander ordering the movement, shall notify as far in advance as practicable:
- (1) The theater, fleet or equivalent commander concerned, and
 - (2) The commander (or commanders) controlling aircraft movements in that area.
- The commander ordering the surface movement shall state either the route to be followed, together with speed of advance and times of passing reference points, or the area in which the surface ship operations are to be conducted. In an emergency, when surface vessels enter a Blind Bombing Zone without prior timely notification (normally 24 hours is required), such surface vessels must accept the risk of attack by friendly aircraft. Surface vessels may attack any submarine encountered, except in a moving Haven established by a Submarine Notice as described in paragraph 712(c).
- (c) Submarines normally will keep clear of Blind Bombing Zones. If submarines must enter such a zone, they shall be protected by a Submarine Notice as provided in paragraph 712(c). In an emergency, when a submarine is required to enter a Blind Bombing Zone without prior timely notification (normally 24 hours is required to pass the information to aircraft), submarines must accept the risk of attack by friendly aircraft. Submarines shall consider as enemy and may attack any target encountered, subject to specific orders to the contrary from higher authority and the current interpretation of international law. Submarines shall not attack ships believed to be neutral or ships encountered along a route or in an area of friendly ship operations about which they have been notified. No ship encountered under the circumstances set forth above shall be attacked unless the ship has been identified as enemy beyond possibility of doubt.

NOTICES AND POSITION REPORTS

720. SUBMARINE NOTICES. Submarine operations and movements outside sanctuaries and submarine patrol zones are made the subject of Submarine Notices. These notices are originated at the place of departure by the senior officer present of the submarine unit concerned, who delivers them to the senior submarine officer present. The latter officer consolidates all notices originating in his area and transmits them to the following commanders, using the security classification

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suitable to the movement:

- (a) Commanding Officers of submarines concerned.
 - (b) The theater, fleet or equivalent commander for dissemination to units of our armed forces and allied forces that may come in contact with the submarines.
 - (c) Sea Frontier commanders in whose waters the submarines will operate, for dissemination to all units of the armed forces within their respective sea frontiers that are concerned with anti-submarine measures.
 - (d) The Senior Officer Present at any advance base in the vicinity of prospective submarine operations, for dissemination to his command and other local forces.
 - (e) The senior submarine officer present at the destination of the submarine or, in the event that there is no submarine officer at the destination, then to the Senior Officer Present.
 - (f) Other commanders for information as necessary.
721. FRIENDLY SUBMARINE POSITION REPORTS. Twenty-four hours before departure of a submarine, the senior submarine officer at the point of departure shall promulgate a Friendly Submarine Position message to all anti-submarine activities in the vicinity. He should include therein so much of the information contained in the related Submarine Notice as concerns the area covered by the local anti-submarine forces. At the destination of any submarine covered by a Submarine Notice, the senior submarine officer present shall promulgate, twenty-four hours before the scheduled arrival of the submarine, a Friendly Submarine Position message to all anti-submarine activities in the vicinity. He should include therein so much of the information contained in the related Submarine Notice as concerns the area covered by the local anti-submarine forces. In the event that there is no submarine officer at the destination of the submarine, this will be done by the Senior Officer Present.

MISCELLANEOUS PRECAUTIONS

730. SUBMARINES CRUISING IN VICINITY OF OWN FORCES. Whenever practicable, submarines should avoid passing through or close to own surface force dispositions or formations. If it is necessary for a submarine to pass through a disposition or formation, she should do so on the surface and under escort of a surface vessel. It may be expected that a friendly submerged submarine may surface in the presence of friendly surface craft or aircraft, and attempt to identify herself if she has reason to suspect that she has been detected. It is unlikely that an undamaged enemy submarine would surface in the vicinity of our combatant surface forces.
731. AIRCRAFT OPERATING OVER SUBMARINE PATROL AREAS. Pilots must be carefully briefed in regard to our own submarine operations prior to engaging in flight operations over waters in which own submarines are patrolling. Aircraft should avoid making threatening head-on approaches on own surfaced submarines. Where submarines are occupying life-guard station, a fighter cover should be furnished the submarine whenever possible, to guard against air attacks on the submarine.
732. SUBMARINE ENTERING OWN BASES IN COMBAT AREAS. In the theater of combat operations all friendly submarines should be escorted by a surface ship or aircraft when entering and departing from own bases as additional safeguard against attacks by friendly forces. In general, the submarine should be under escort from dawn of the day she is to enter port or until after darkness of the evening she departs from port. Rendezvous points for picking up escort vessels or aircraft should be established in the Operation Order, or by dispatch, by the submarine commander. All interested air and surface commands operating in the general area of the bases involved should receive timely notice of local submarine movements.

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733. DISABLED SUBMARINE PROCEDURE. If unable to communicate with own forces, a disabled submarine should observe a special procedure for entering port. This procedure should be promulgated by the theater, fleet or equivalent commander concerned. A surface escort should be furnished the disabled submarine as soon as practical.

ROUTES AND REFERENCE POINTS

740. ROUTES AND REFERENCE POINTS are established by appropriate theater, fleet or equivalent commanders to facilitate control of seaborne traffic so as to reduce interference between forces making passage in the same area. Sailing orders are simplified by the use of the code names of the routes in despatch communications. To insure understanding between forces operating in adjacent areas, common routes and reference points should be promulgated to adjacent areas.

741. NEW ROUTES AND REFERENCE POINTS may be promulgated by fleet or force commanders for temporary use of forces under their command. When intended for permanent use, new routes and reference points should be issued by the appropriate theater, fleet or equivalent commander as a change to his original directive on the subject.

742. ROUTES may be of two kinds. One-way routes, with provision for a fast traffic lane and a slow traffic lane; two-way routes, in which traffic in either direction remains to the right of a route median line, usually with the same provision for slow and fast traffic.

743. AIRBORNE CORRIDORS are routes of air travel in which transport planes of an airborne force operate to and from dropping or landing zones in airborne operations. Vessels and ground batteries are forbidden to fire at any plane passing along the corridor, and its defense against incursion by enemy aircraft shall be the responsibility of special combat air patrols. Every effort shall be made to select such corridors so that passage over seaborne forces, if not avoided entirely, is at least minimized. Pertinent naval commanders should be fully informed in ample time to disseminate this information to all naval units concerned.

***** EXTRACT *****

2. NO SURFACE VESSEL OR AIRCRAFT SHALL EVER ATTACK A SUBMARINE UNDER ESCORT OF UNITED STATES OR ALLIED SURFACE VESSEL OR AIRCRAFT.

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**PART III
DISSEMINATION OF INFORMATION CONCERNING OUR SUBMARINES**

1. It is intended that subparagraphs 712, 713, 720, and 721 of paragraph 1, Part II, as well as the following amplifying paragraphs be disseminated not only to ships and aircraft, but also to all other agencies concerned with anti-submarine measures. Responsible commanders shall arrange for the understanding of, and cooperation in carrying out these instructions on the part of the United States and Allied Sea, Air and Land Forces; and all other units that may engage in anti-submarine activities.

2. SUBMARINE NOTICES

a. Submarine Notices (subparagraphs 712(c) and 720, paragraph 1, Part II) shall be as brief as practicable. They shall always be prefaced by the words "SUBMARINE NOTICE". Copies of operation orders shall not be used for this purpose. They shall be transmitted to addressees on shore by mail if time permits. Dispatch communications may be used to transmit or modify a notice. Each notice shall contain the following information as pertinent:

- (1) Name and nationality of submarine involved.
- (2) Areas, clearly defined, to be used for exercises, patrol or other submarine operations.
- (3) Dates of expected commencement and completion of an operation. A margin of time should be allowed for possible delays in completion, but excessive margin shall be avoided lest it work to the advantage of an enemy.
- (4) For long voyages the point and time of departure; estimated speed, route to be followed, defined by reference points; point and estimated time of arrival; and whether escorted. If the trip is accelerated or retarded outside the limits of the MOVING HAVENS, the senior submarine officer in the movement should, if communication security permits, give the addressees of the SUBMARINE NOTICE the new estimated times of passing reference points for dissemination of a modification as necessary.
- (5) For short passages from port to port along usually traveled coastal routes, time and place of departure, estimated speed, expected time and place of arrival, and whether escorted.

b. The following is an example of a SUBMARINE NOTICE:

"SUBMARINE NOTICE X MOVING HAVEN ESTABLISHED SURROUNDING US SUBMARINE CLAMAGORE SS343 TASK UNIT 45.7.1 DEPARTING KEY WEST 011700Z NOV UNDER AIR ESCORT TO ARRIVE 2750 N 7920 W AT 021430Z X THENCE UNESCORTED ENROUTE GIBRALTAR WITH AVERAGE SPEED OF ADVANCE 12.5 KNOTS X WILL PASS THROUGH FOLLOWING ROUTE POINTS X ABLE 2750 N 3030 W X BAKER 3610 N 1140 W X WILL RENDEZVOUS WITH ESCORT AT POINT BAKER AT 142230Z THENCE UNDER ESCORT TO GIBRALTAR ETA 152230Z".

c. Exception to the distribution of SUBMARINE NOTICE listed in subparagraph 720, paragraph 1, Part II, shall be made when the submarine activity or operation is confined to a local area where only local air and surface forces operate. In this case the SUBMARINE NOTICE shall be transmitted to the SENIOR OFFICER PRESENT, who will relay it to local units and to no one else.

3. FRIENDLY SUBMARINE POSITION REPORTS

a. FRIENDLY SUBMARINE POSITION messages (subparagraph 721, paragraph 1, Part II) are intended to permit the dissemination of adequate information from SUBMARINE NOTICES with a minimum of radio communication. They should include the names and nationalities of the submarines involved, sufficient information to plot the continuous position of the submarines involved, and a statement that attack restrictions are in effect.

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b. The following is an example of a FRIENDLY SUBMARINE POSITION MESSAGE:

"MOVING HAVEN EFFECTIVE SURROUNDING US SUBMARINE CLAMAGORE APPROACHING GIBRALTAR FROM KEY WEST X SOA 12.5 KNOTS X ESTIMATED TIME OF PASSING FOLLOWING POINTS X 27 DASH 50 N 30 DASH 30 W 110718Z X 30 DASH 10 N 11 DASH 40 W 142230Z X WILL RENDEZVOUS WITH AND BE ESCORTED FROM 142230Z POSIT TO GIBRALTAR BY HANK DD702 ETA 1552230Z".


J. B. CARROLL
Flag Secretary

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ENCLOSURE (1) to CINCLANT
Serial 025 of 13 Jan 1950

000390

FROM: The Flag Officer Atlantic Coast

DATE: 10th January, 1950

ACS: 11400-1 Sub 1

TO : The Naval Secretary, Naval Headquarters

VISIT OF FLAG OFFICER ATLANTIC COAST
TO NORFOLK, VA.

Reference: (a) ACS: 11400-1 Sub 1 dated 28 December, 1949.

With reference to (a) Vice Admiral Blandy has suggested that in view of his pending retirement the visit of the Flag Officer Atlantic Coast to Norfolk, Va. be deferred until some time in February.

2. Accordingly I intend to visit the newly appointed Commander-in-Chief, U.S. Atlantic Fleet at a time convenient to him; the dates will be communicated to Headquarters when known.

FLAG OFFICER
ATLANTIC COAST

HAB/MCD

Signature
E. R. MANGUY

REAR ADMIRAL

000391

NAVAL MESSAGE

To:

C IN C LANTFLT

From:

CANFLAGLANT

RESTRICTED - ROUTINE

YOUR 071700Z I SHALL BE PLEASED TO VISIT VICE ADMIRAL FECHTELER
AT ANY TIME CONVENIENT TO HIM X I VERY MUCH REGRET THAT I SHALL
NOT HAVE AN OPPORTUNITY TO CALL ON YOU BEFORE YOUR RETIREMENT X
ON YOUR LEAVING THE SERVICE ALL IN MY COMMAND JOIN IN EXPRESSING
THEIR APPRECIATION OF THE EXCELLENT COOPERATION WE HAVE ENJOYED
WITH THE U S ATLANTIC FLEET UNDER YOUR COMMAND

CYS

091511Z

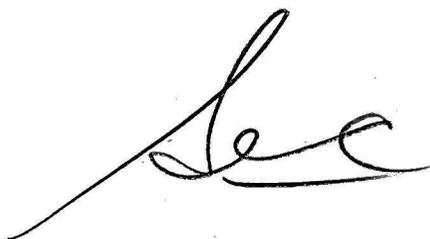
(071700 RESTRICTED)

CCM(R)

GRS 80

AL/JD 09/JAN/50

000392

A handwritten signature in black ink, consisting of a long, sweeping horizontal stroke followed by a series of loops and a final horizontal stroke.

FROM: The Flag Officer Atlantic Coast

DATE: 28th December, 1949

AC3: 11400-1 Sub 1

TO : The Naval Secretary, Naval Headquarters

VISIT OF FLAG OFFICER ATLANTIC COAST
TO NORFOLK, VA.

It is intended that the Flag Officer Atlantic Coast accompanied by his Chief of Staff and Command Communications Officer will proceed to Norfolk, Va. by rail for the purpose of returning a bill paid by the Commander-in-Chief, U.S. Atlantic Fleet last summer and also to discuss general maritime matters.

2. The party will arrive Norfolk, Va. Monday, 16th January and will leave Norfolk on the 18th January, 1950.

Original Signed by
E. R. MAINGUY

REAR ADMIRAL

HAB/MCD

FLAG OFFICER
DEC 29 1949

REFER TO

THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NORFOLK 11, VIRGINIA

CONFIDENTIAL

19 December 1949

CONFIDENTIAL

Commander F. W. T. Lucas, RCN
Chief of Staff, Flag Officer Atlantic Coast
H.M.C. Dockyard
Halifax, Nova Scotia

Dear Commander Lucas:

Admiral Blandy will be very pleased to see Rear Admiral Mainguy in January. Because of other scheduled engagements it appears at this time that January 16th or 17th would be the most convenient to CINCLANT.

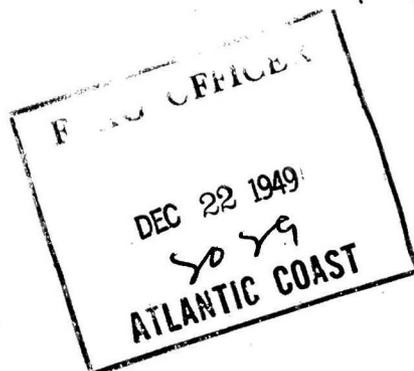
Our staff discussions can be held at this same time.

It is suggested that the staff discussions can be "covered" by the Admiral's visit and that we can lower the security classification of this correspondence to restricted now and "plain" later unless specific items of agenda are referred to. Inasmuch as such a visit will come to the attention of the newspapers it is suggested that a mutually agreeable story be planned. The visit can be described as a return visit to Admiral Blandy's visit to Halifax last summer. This staff will write up a tentative release which will be sent to you for comment.

If you will advise me the exact date of your arrival in the period January 15 to 21 and your transportation arrangements, I will make detailed arrangements here.

Sincerely yours,


JOHN O. LAMBRECHT
Captain, U.S.N.
Ass't Chief of Staff for Plans



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H.M.C. Dockyard
Halifax, Nova Scotia

6th December, 1949

Dear Captain Lambrecht,

With reference to your letter 00099 of the 4th November, 1949 and messages relevant thereto, the Flag Officer Atlantic Coast, Rear Admiral E.R. Mainguy, O.B.E., R.C.N., wishes to call on the Commander in Chief, United States Atlantic Fleet and it is suggested that his visit to Admiral Brandy be combined with my visit to you. If this is convenient, Admiral Mainguy accompanied by myself and the Command Communications Officer propose to visit Norfolk during the latter half of January, 1950 on any date convenient to Admiral Brandy.

2. I would be most grateful if you could let me know what date would be most suitable for the Flag Officer Atlantic Coast to visit Norfolk and whether it would be convenient for our staff discussions to be held at the same time.

Yours very truly,

FL/OD


(F.W.T. LUCAS)
COMMANDER, R.C.N.
CHIEF OF STAFF

Captain J.O. Lambrecht, U.S.N.
Headquarters of the Commander in Chief
Norfolk 11, Virginia.

TOP SECRET

ACTS 11400-1 Sub L

H.M.C. Dockyard
Halifax, Nova Scotia

6th December, 1949

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CHIEF OF STAFF

Captain J.O. Lambrecht, U.S.N.
Headquarters of the Commander in Chief
Norfolk 11, Virginia.

000398

Office of the Flag Officer Atlantic Coast

ATLANTIC COMMAND STAFF MINUTE SHEET

DATE 2/11/54

FILE NUMBER: ACIS 11400-1 Sub 1

X RESTRICTED CONFIDENTIAL SECRET TOP SECRET

SUBJECT Propose Conference in Canada United States Emergency Defense Plan

Reference (a) _____
(b) _____
(c) _____
(d) _____
(e) _____

Enclosure (1) _____
(11) _____
(111) _____

Referred to	INITIAL & DATE	For necessary action, remarks, report, draft, etc.
1. CANFLAGIANT		
2. SEC. CANFLAGIANT		
3. C.O.S. ✓	Fue 21/11	1854
4. SEC. C.O.S.		
5. C.SY.O.		
6. C.E.O.		AJCOs
7. COMYARD		
8. S.O. (I&T)		Have proposed meeting convene
9. S.O. (O&C)		in Norfolk 9 January & will you
10. S.O. (L)		please start working up some ideas
11. S.O. (G)		on these subjects & I intend to
12. S.O. (TAS)		take Putterly along too so you
13. S.O. (ND)		can discuss with him
14. S.O. (ORD)		
15. S.N.I.O.		
16. C.M.O.		
17. S.D.O.		
18. S.O. (AIR)		
19. S.O. (PHOTO)		
20. FLAG LIEUT.		Fue COO
		C.O.S.
		Discuss this with me sometime.
		2/11/54

REFER TO

00099

THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NORFOLK 11, VIRGINIA

OFFICER MESSENGER TOP SECRET

4 - NOV 1949

MEMORANDUM FOR: COMMANDER F.W.T. LUCAS, R.C.N.

A visit to CINCLANTFLT's Headquarters by you and your officers would be most welcome and, I am sure, of mutual benefit. As things now stand almost any date in December between the 5th and 17th or after the 9th of January would be satisfactory. I suggest you advise me by dispatch of the date most convenient to you. I can then request Commander Eastern Sea Frontier to send a representative and make appropriate reservations for you and your officers.

*to be reviewed
Canada?*

The Command matters previously mentioned are evidently no closer to resolution. An additional factor bearing on our plans and agreements is the establishment of the North Atlantic Ocean Regional Planning Group. As you know, this group will have responsibilities in the matters we have under discussion. Admiral BLANDY is at present the U.S. representative on the group.

During the forthcoming meeting the following items could be discussed:

- a. The advisability of issuing Emergency Atlantic Routing Instructions. What is CANFLAGLANT's reaction to issuance of such instructions pending agreement on command matters?
 - (1) Standard routes across the North Atlantic. If southern route is used where will U.S. and Canadian convoys join?
 - (2) Ocean convoys not to CHOP to COMEASTSEAFRON or Commander Canadian Coastal Zone (discuss). *C-CCNA?*
 - (3) Routes for coastal convoys (when and if established) to be coordinated between COMEASTSEAFRON and Commander Canadian Coastal Zone.
 - (4) Discuss types of convoy messages. *JANAP 148*
 - (5) Discuss collection of merchant ship movement information by Canada in light of present U.S. system.
- b. Exchange of information and standardization of plotting symbols for use by Canadian and U.S. Operations Control Centers. *ND*
- c. Training of Canadian A/S forces by U.S. activities in case of emergency. Discuss locations. *NO*

TOP SECRET

000400

OFFICER MESSENGER TOP SECRET

4 - NOV 1949

- d. Discuss present utilization of U.S. submarine service by more than one Canadian A/S vessel at a time - could utilization be increased?
- e. Desirability and possibility of Canada obtaining U.S. submarines for R.C.N. (not within province of CINCLANT but a matter of interest).
- f. Discussion of characteristics of new Canadian 2000 ton escort vessel.
- g. Discuss possibility of adopting a combined agreement for joint operating zones, bombing and attack restrictions in Atlantic Ocean Areas. CINCLANT is currently proposing that common procedures be adopted for the U.S. Caribbean and U.S. Forces in the European-Mediterranean Areas.
- h. Discuss necessity for direct communications between CINCLANTFLT and CANFLAGLANT in an emergency. Radio? RATT? Landline? What frequencies? Would normal Washington-Ottawa channels suffice?
- i. Coordination of broadcast traffic to units at sea. Should all copy Washington or all copy Halifax, or both, or should there be a shift from one to another depending on the area of operations?
- j. Combined cryptographic system.
- k. Tactical frequency allocations for combined operations, including aircraft frequencies and crystallization.
- l. Exchange of communication liaison personnel.

Will be looking forward to seeing you in the near future.


JOHN O. LAMBRECHT
Captain, U.S. Navy
Assistant Chief of Staff for Plans

Copy to:
COM EASTSEA FRON

Rank + Command



TOP SECRET

LIST OF CONTENTS

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COMMANDER F.W.T. LUCAS, R.C.N.
OFFICE OF FOAC, HALIFAX, N.S.

D.P.P. ENV.#1084/1

17th Nov., 1949.

RECEIPT:

Received from the Directorate of Publications and Printing, Naval service, 72 Queen Street, Ottawa, the following:

1 env. Commander F.W.T. Lucas, RCN.

Reg.No. CL-1284, ex.
Norfolk 11, Va.

NOTE:

ORIGINAL TO BE RETAINED.
DUPLICATE TO BE SIGNED,
DATED & RETURNED TO
THIS OFFICE ADDRESS ABOVE.

SIGNATURE.....

RANK.....

DATE.....

TOP SECRET

Office of Flag Officer Atlantic Coast,
H.M.C.Dockyard, Halifax, N.S.

ACTS: 11400-1 Sub 1

14th October, 1949

MEMORANDUM FOR: CAPTAIN LAMBRECHT

PROPOSED CONFERENCE ON CANADA-UNITED STATES
EMERGENCY DEFENCE PLAN

I wish to acknowledge with thanks your letter of 21st September, 1949 in which you point out some of the reasons why it would be advisable to delay further talks until some time in the future.

2. I quite agree that the holding of any formal conferences by representatives of CinCLantFlt and CanFlagLant should be delayed until the problems of merchant ship control and command of the Atlantic have been clarified.

3. On the other hand I feel that the liaison between the staffs of CinCLantFlt and CanFlagLant which was established during your August visit to Halifax should be maintained by reciprocal visits at reasonable intervals for discussions of general topics of mutual interest.

4. In view of this I would appreciate an opportunity to visit the staff of CinCLantFlt with one or possibly two of CanFlagLant's Staff Officers during December or January to discuss topics of mutual interest and to renew the acquaintance of the officers of CinCLantFlt's staff who I had the pleasure of meeting during their visit to Halifax.

Original Signed By
F. W. T. LUCAS

(F.W.T. Lucas) FLAG OFFICER
COMMANDER R.C.N.

OCT 14 1949

ATLANTIC COAST

Captain John O. Lambrecht, U.S.N.,
Headquarters of the Commander in Chief,
U.S. Atlantic Fleet,
U.S. Naval Base,
Norfolk 11, Virginia,
U.S.A.



THE ATLANTIC COMMAND
AND UNITED STATES ATLANTIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF

FILE
FF13/A3-2

00087)

TOP SECRET
TOP SECRET

U. S. NAVAL BASE
NORFOLK 11, VIRGINIA

21 SEP 1949

MEMORANDUM FOR: COMMANDER LUCAS, RCN.

Subject: Proposed Conference on Canada-United States Emergency Defense Plan.

1. Subsequent to our last meeting we have gained additional knowledge of several matters bearing on our discussion which indicate a postponement of further talks until some time in the future.

2. Specifically, we are advised that the combined ABC instructions for merchant ship control entry will be approved shortly. In view of the imminence of this approval it would appear better to wait and use this document as a basis for discussions.

3. It has also come to Admiral Blandy's attention that the British Chiefs of Staff proposal on Command in the Atlantic has been submitted formally to the U.S. Joint Chiefs. Neither the outcome nor the prospective time of decision on this matter can be predicted. The proposal differs considerably from that presented to CanFlagLant by Admiral Blandy. More may be known on this matter by late October. Final resolution of the matter may well be so far in the future that we will have to continue with our mutual planning on certain phases without the overall command decisions.

4. We are now preparing our overall convoy and ASW plan. This should be ready, and can be used as a basis of discussion even though not approved by the JCS, within a month.

5. Discussions of emergency direct communications between our headquarters could proceed at this time as far as designation of an appropriate circuit. However, again, details of circuits manned by our units in your territory etc., had best await completion of our ASW plan.

6. In view of the above it appears best to delay our next conference until at least December and possibly, depending on resolution of some of the above matters, until early next year.

7. Your thoughts on this proposal will be appreciated.

FLAG OFFICER
1645
OCT 6 1949
ATLANTIC CO ST

John O. Lambrecht
JOHN O. LAMBRECHT
Captain, U. S. N.
Ass't. Chief of Staff for Plans

Copy to:
ComEastSeaFron

TOP SECRET
TOP SECRET

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5. Send all incoming correspondence to Central Registry for registration and filing **BEFORE TAKING ACTION**.
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