

Description: These are instructions regarding real, decoy, and deceptive lighting in the coastal areas of England.

Date on document: December 18, 1943

Location: Eisenhower Presidential Library
Box 60: SHAEF Office of Secretary, General Staff: Records 1943-1945
File 381: Fortitude, Operation Fortitude [1011-1150]

(IKEducation scans # 180-181)

LST Harbors - From FALMOUTH to FELDSTOWN

LCT Harbors - From FALMOUTH to FELDSTOWN

2. No real lighting is scheduled for LCT Harbors from FLYMOUTH to FALMOUTH or for LST and LCT Harbors in the BRISTOL CHANNEL.

3. This lighting will take the form of two leading lights and one shaded strip light (on the water-line) for each dolphin, that is, at a LCT Harb at which there are four dolphins there will be approximately six leading lights and three shaded lights.

DECOY LIGHTING

4. Decoy lighting is in existence and can be operated at all important ports and certain groups of Harbors from IPSWICH to FALMOUTH. No additional installations are required but existing decoys should remain and in certain cases should be modified so that they simulate the additional lighting which is being installed at Harbors. It will be found that certain decoys are located in assembly and transit areas in such cases new sites should be allotted to the decoys.

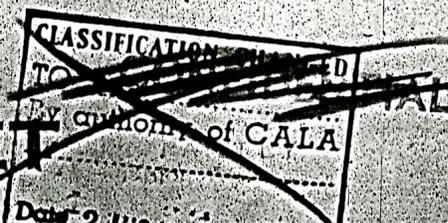
DECEPTIVE LIGHTING

5. Deceptive lighting simulating the movement and embarkation of vehicles at night is required at LST and LCT Harbors from IPSWICH to FALMOUTH. A list of these Harbors is at Annexure I. This lighting should represent the side lights of vehicles waiting at, or moving in the vicinity of, the Harbors; it is estimated that there will be approximately forty vehicles at each group of four LCT Harbors and thirty vehicles at each LST Harb. This lighting should be installed, if possible, by 1st February, 1944.

6. There is possibly a further requirement for deceptive lighting in the transit and assembly areas being used in connection with Appendix 'Y' to OCSSAO(43)28 dated 20th November, 1943, to represent the movement of vehicles at night. It is considered that this requirement is of secondary importance to the deceptive lighting at Harbors, but it should receive consideration by 21 Army Group during detailed planning.

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Document 1

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APPENDIX 'A'
to COSSAO/3140/11/800
dated 10th December, 1943

REAL, DECOY AND DECEPTIVE LIGHTING
IN COASTAL AREAS

REAL LIGHTING OF HARDS

1. It is intended to instal lighting at LST and LCT Harde as follows:-
LST Harde - From FALMOUTH to FENELSTONE
LCT Harde - From FALMOUTH to FENELSTONE
2. No real lighting is scheduled for LCT Harde from FALMOUTH to FALMOUTH or for LST and LCT Harde in the FENELSTONE CHANNEL.
3. This lighting will take the form of two leading lights and one shaded strip light (on the water-line) for each Harde, that is, at a LCT Harde at which there are three Dolphins there will be approximately six leading lights and three shaded lights.

DECOY LIGHTING

4. Decoy lighting is in existence and can be operated at all important ports and certain groups of Harde from IPSWICH to FALMOUTH. No additional installations are required but existing decoys should remain and in certain cases should be modified so that they simulate the additional lighting which is being installed at Harde. It will be found that certain decoys are located in assembly and transit grounds; in such cases new sites should be allotted to the decoys.

DECEPTIVE LIGHTING

5. Deceptive lighting simulating the movement and embarkation of vehicles at night is required at LST and LCT Harde from IPSWICH to FALMOUTH. A list of these Harde is at Annexure I. This lighting should represent the side lights of vehicles waiting at, or moving in the vicinity of, the Harde; it is estimated that there will be approximately forty vehicles at each group of four LCT berths and thirty vehicles at each LST Harde. This lighting should be installed, if possible, by 1st February, 1944.
6. There is possibly a further requirement for deceptive lighting in the transit and assembly areas being used in connection with Appendix 'Y' to COSSAO(A3)23 dated 20th November, 1943, to represent the movement of vehicles at night. It is considered that this requirement is of secondary importance to the deceptive lighting at Harde, but it should receive consideration by 21 Army Group during detailed planning.

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BY AUTHORITY OF CALA~~

Date 2/11/44

RESPONSIBILITY

<u>Type of Lighting</u>	<u>Responsible for installation</u>	<u>Responsible for operational control</u>
Real	The Admiralty	Commander-in-Chief, 21 Army Group, in conjunction with Allied Naval Commander- in-Chief, XP, and Air Commander-in-Chief, ARAF.
Decey	The Air Ministry	
Deceptive	The Air Ministry	

PROPOSED POLICY

8. The object of deceptive lighting is to mislead the enemy over a long period to the presence of vehicles at harbors at night. Thus, when the Expeditionary Force begins embarkation prior to D day, the illumination of all ports and harbors will not occur for the first time. It is suggested, therefore, that the deceptive lighting be operated periodically, on occasions coinciding with the periods of wireless silence and large scale exercises, during the months of February, March and April.

9. Just prior to D day deceptive lighting will not be required at the harbors at which actual embarkation takes place, but it may be required in the cover area.

10. The existing decey lighting should be regarded as a defensive measure and only be operated in the event of enemy air attack.