CHAPTER 7

CONVOY COMMUNICATIONS

Although now generally accepted, convoys were once the subject of bitter but sincere arguments by professional seamen. Many felt that concentrating targets in one area merely made it easier for the enemy. Statistics, however, prove the worth of the convoy system of ocean transit.

When many ships steam in company, communication is difficult. In a convoy the predicament is even more extreme because merchant vessels, as well as Navy vessels, are involved. Navy personnel spend most of their years at sea steaming in company with other ships, whereas people serving in the merchant marines during peacetime steam independently. Communication is further complicated by the language barrier. Convoys are usually made up of ships of many different nations, traveling in company for mutual safety and manned by people who speak different languages.

NAVAL CONTROL OF MERCHANT SHIPPING

LEARNING OBJECTIVES: Explain the Naval Control of Shipping Organization (NCSORG) and identify the structure within.

In time of peace, merchant shipowners and operators direct and control the movement of their ships to meet commercial requirements worldwide.

During periods of mounting tension where merchant ships might be subjected to harassment at sea, governments may take preliminary measures to bring merchant ships under voluntary naval control in preparation for the assumption of full allied naval control when the situation warrants. In this period, only the movement of the ships will be controlled, and that only in the limited area where it may be necessary to offer some form of protection. The use of the ship would still be up to the owner/operator.

In time of war, full naval control of merchant shipping will be instituted by governments to operate under the Allied Naval Control of Shipping. The control of merchant shipping in war is based on the concept that the control of the use of merchant ships will be by the Civil Direction of Shipping Organization (CDSORG) and that the control of the movement of merchant ships will be by the NCSORG.

CIVIL DIRECTION OF SHIPPING ORGANIZATION (CDSORG)

At or just before the outbreak of war, the CDSORG will assume the responsibility for the employment of all oceangoing merchant ships of NATO countries. The term *employment* is intended to cover cargo, loading, maintenance, discharging, repair, manning, harbor movement, and so forth. These operations are similar to those performed by owners and operators during peacetime but are directed to the fulfillment of allied requirements for ocean transport in the prosecution of the war.

Employment of merchant ships under the control of the Commander Military Sealift Command (COMSC) will not be determined by the CDSORG. Employment of those ships will be determined by the COMSC.

NAVAL CONTROL OF SHIPPING ORGANIZATION (NCSORG)

The NCSORG exercises authority for the control and direction of ship movement. Control is effected through Naval Control of Shipping offices established in most primary and secondary ports throughout the world. The control of ship movement includes selection of routes, organization of convoys, tactical diversions, movement reporting, and so forth.

OPERATIONAL CONTROL AUTHORITY (OCA)

The operational control authority (OCA) is the naval commander responsible for the movement and the protection of allied merchant ships within his/her command area. The OCA is required to do the following:

1. Maintain adequate systems of communication, intelligence, and plotting to ensure rapid and secure dissemination of operational intelligence.

2. Sail ships in convoy or as independents according to policies set forth.

3. Arrange protection in port and at sea for merchant ships under his/her control.

4. Maintain operational control of the Naval Control of Shipping officers and reporting officers in his/her area.

NAVAL CONTROL OF SHIPPING OFFICER (NCSO)

The NCSO controls and coordinates the routing and movement of merchant ship convoys and merchant ships moving independently out of assigned ports. The NCSO deals indirectly with the ships' masters from the time the masters report for routing to the time they depart to a convoy anchorage to await inclusion in a convoy. If the ship is independent, the NCSO deals indirectly with the master until the ship leaves the harbor for its next port designation. The NCSO's operational duties include the following:

- Briefing masters
- Obtaining and checking data prior to sailing
- Checking vessel's convoy eligibility
- Inspecting communications equipment
- Issuing sailing permits and orders
- Organizing convoy conferences
- Assisting masters with local operating problems
- Providing instructions on the Crypto system
- Arranging for pilots
- Arranging convoy anchorage berth
- Routing and movement of vessels
- Checking and issuing publications
- Checking and issuing charts and hydrographic publications

VOLUNTARY NAVAL CONTROL OF SHIPPING (VNCS)

During periods of international tension, provocative incidents, particularly at sea, are a real possibility. Should this occur, it is hoped there can be a voluntary, smooth, and gradual progression from a peacetime organization to full naval control of shipping if required.

Command Structure

For operations, the seas of the world have been divided into merchant shipping areas, each commanded by an area commander. The area commander is responsible for Naval Control of Shipping measures both in port and at sea in his/her area.

Detailed operational control may be delegated by the area commander to subordinate commanders who are known as OCAs.

The NCSO is the OCA's representative at a port.

Escalating Situation

When in peacetime a situation develops that represents a threat to the passage of allied merchant shipping through a particular area or areas, the NCSORG is established. First they are to advise, and if the situation escalates to what is considered to be a dangerous level, they are to direct allied merchant shipping so that, when necessary, protection can be provided. With the establishment of the NCSORG, National Shipping Administration/Ministries will encourage shipowners/operators to consign their vessels to voluntary naval control.

Advice to Shipping

Merchant ships will be advised of the situation by an instruction to open an envelope (envelope *T*), carried by the ships in peacetime and containing a set of instructions for VNCS.

If the ship is in a port where there is an NCSO, the master will be visited by an officer of the NCSO's staff, whose task is to make sure the master has an up-to-date briefing on the situation and to collect information on the ship's voyage that will enable a plot to be kept ashore. Subsequently, a further briefing will take place at each port. If the ship is not contacted on arrival, the ship's master should contact the NCSO.

Control of Shipping

There is little action required of the merchant ship other than to accept the briefing and to supply the plot information. There will be no positive form of control of shipping until it becomes necessary to establish and promulgate clearly designated danger zones where the threat is high. The establishment of such a zone (called a MERZONE) will be made at the highest political/ military level.

Ships that pass through the MERZONE will be given a route to follow through the zone. Only those ships whose passage must take them into the zone will be controlled this way, and then only while actually within the boundaries of the zone.

VNCS is, as its name states, voluntary throughout and can only be imposed with the consent of the shipowner, who may withdraw his or her ship from Navy control at any time.

NAVAL CONTROL OF SHIPPING IN WAR

At the declaration of war or at the point when it is decided to place merchant shipping on a war footing, all oceangoing merchant ships will be committed to employment by the CDSORG for the prosecution of war and survival of Allied Nations. This will involve the pooling of ocean shipping resources and compulsory acceptance by masters of the control of movement by the Allied NCSORG.

Command Structure

The command structure for NCS will be similar to that specified for periods of tension. The CDSORG, for the employment of merchant ships, will be staffed by officials drawn from peacetime government shipping agencies and shipping companies.

Coastal vessels

Ships below 1600 GRT and those larger vessels declared solely to coastal operation will not be pooled, but will remain under national control throughout the war.

Control of Shipping

Whether or not ships are sailed in convoy, there will be positive control of merchant ship movements of all types. The level of control will vary according to the tactical situation at the place and time, but in its very lowest form will require that each merchant ship

1. obtain permission to sail, and
2. be given a route to follow.

COMMAND AND RESPONSIBILITIES

LEARNING OBJECTIVES: Identify and explain the duties of the officer in tactical command (OTC), convoy commodore, vice commodore, and the rear commodore.

The safe passage of a convoy depends on the organization of the convoy before sailing, the management and control of the convoy at sea, and the skillful handling of each ship while in convoy. Convoy operations must be understood by every master and watchkeeping officer if each ship is to play her individual part.

OFFICER IN TACTICAL COMMAND (OTC)

The OTC is the senior naval officer present or the officer to whom command has been delegated. The OTC is responsible for the defense of the convoy and the enforcement of such instructions and orders as are related to the defense of the convoy.

CONVOY COMMODORE

The convoy commodore is the officer, naval or merchant, designated by naval authority to command the convoy. The convoy commodore is subject to orders of the OTC. In the absence of an escort, he/she takes entire command.

The convoy commodore is responsible for the internal operations of the convoy. This responsibility includes the assignment of stations to ships in the convoy after the convoy leaves the harbor, the issue of instructions and regulations for the convoy, the safe navigation of the convoy as a whole, and for the communication organization of the convoy within the policy of the OTC. The convoy commodore should consult with OTC, whose navigational facilities are normally superior, regarding safe navigation, particularly in channels and mineable waters. Under normal conditions, the convoy commodore will control the convoy tactically, following standard instructions for convoys and such additional instructions as may be received from competent authority. He/she is responsible for the readiness for action and conduct in action of the merchant ships under his/her command. If the convoy commodore is incapacitated or forced to relinquish command of the convoy, his/her duties are assumed by the vice commodore. After the vice commodore, the rear commodore takes over.

When required to make good a specified course or to follow a specified route, the commodore must be particularly careful that allowance is made for wind and tide. The commodore must also ensure that the guide of the convoy steers an accurate course and that the remaining ships maintain their ordered stations.

When conditions, such as travel through narrow waters, make a commodore's control of the convoy impracticable, the convoy must be ordered to proceed independently. The masters will then know they should no longer look for guidance.

Although the commodore is responsible for the safe conduct and information of the convoy, MASTERS, INDIVIDUALLY, ARE AT ALL TIMES RESPONSIBLE FOR THE SAFE NAVIGATION AND HANDLING OF THEIR SHIPS.

The commodore will issue maneuvering orders to ships in convoy. The OTC may request the commodore to order a maneuver, and the transmission be overheard. Care must be exercised by merchant ships to ensure that only those orders addressed to them are obeyed. Orders from the OTC to the commodore are not intended for the ships in convoy until relayed by the commodore and addressed to ships in the convoy.

VICE COMMODORE

The vice commodore, if assigned, will sail in a ship other than that in which the convoy commodore sails. His/her duties are to assist the commodore and to assume the duties of convoy commodore should the convoy commodore's ship become incapacitated. If the convoy splits, he/she may take charge as commodore of a section.

REAR COMMODORE

The rear commodore, if assigned, assists the commodore and vice commodore in their tasks and acts for them in their absences. If the convoy splits, he/she may take charge of a section.

SPECIAL CONVOY FLAGS

LEARNING OBJECTIVES: List and define special flags flown in convoy formations.

The majority of flags used in convoy communications will be familiar to signalmen because of their normal use in international and Allied communications.

COMMODORE'S FLAG

A large XRAY flag is flown by the commodore's ship while the convoy is forming up or reforming or whenever the commodore wishes to make the ship readily identifiable. It is flown on similar occasions by the vice or rear commodore's ship when such officer has assumed command of the convoy or is acting independently of the commodore when in charge of some of the convoy.

CONVOY FLAG

The NCSO at the port of departure of a convoy will assign a distinguishing flag to be flown by all ships and escorts in a particular convoy. It only has local and temporary significance to assist in mutual recognition.

GUIDE FLAG

The commodore's ship normally acts as the guide ship of the convoy, but he or she may have another ship to take over as guide. A ship ordered to take over as guide will immediately hoist her largest merchant ensign and keep it flying as long as she remains guide.

CONVOY FORMATION

LEARNING OBJECTIVES: Explain the procedures for the forming of ships in a convoy formation.

The arrangement of ships in a convoy is termed *convoy formation.* While convoys have traditionally been formed in columns in line ahead on a broad front, higher speeds and different types of merchant ships, and the modern vehicles, weapons, and sensors of opposing forces may require convoys to be of any size or shape in order to get the best protection possible.

CONVOY GRID SYSTEM

A formation grid is shown in figure 7-1; the grid allows almost total variation of ship stations within a convoy. The formation grid also allows for the situation where it is considered that several small but interrelated convoys are required.

Escorts may or may not be stationed on the same grid system. Convoy station designators are used as convoy internal call signs (see fig. 7-1).

The convoy will be formulated by the OCA, OTC, commodore, NCSO, and the Sailing Order Folder issued to each ship before sailing. Once at sea, the

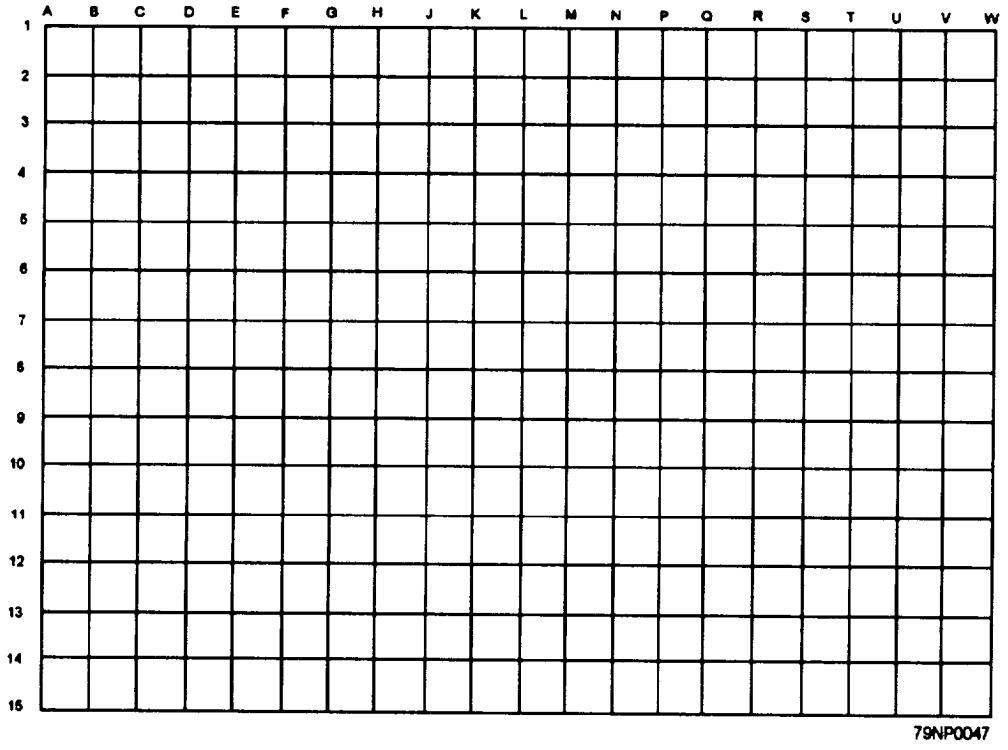

Figure 7-1.—Convoy formation grid.

OTC is responsible for the convoy formation, and at any time he/she may require alterations to it.

COLUMN NUMBERING

When a convoy is formed in a broad formation (fig. 7-2), each column is numbered sequentially from left to right and prefixed with zero, commencing with 01, for the left column.

LANE NUMBERING

Lanes are the spaces between the columns (see fig. 7-2) and the adjacent areas to the left of column 01 and

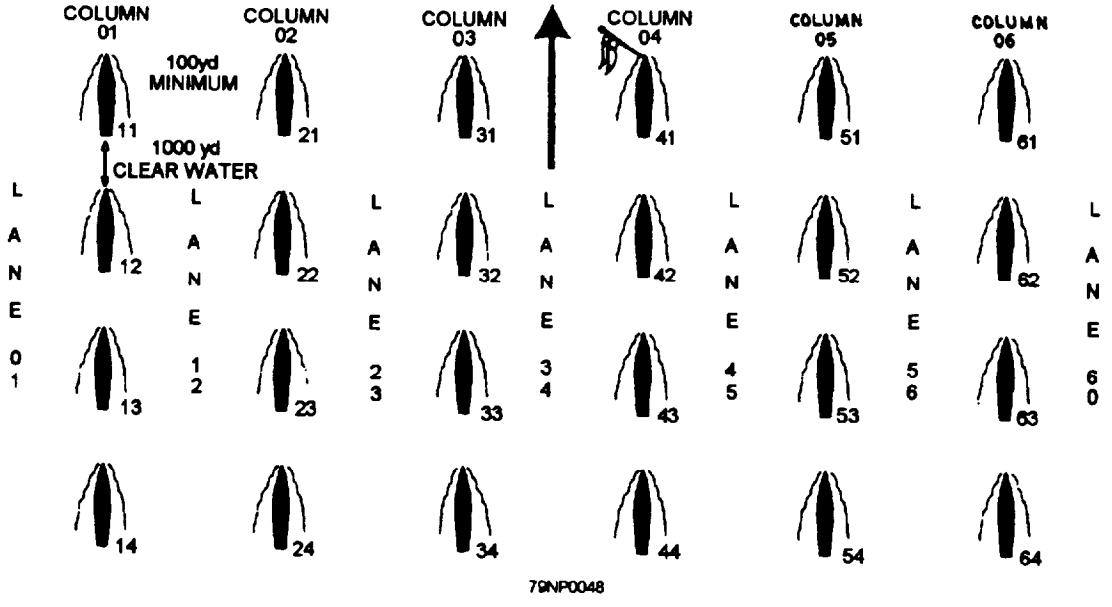

Figure 7-2.—Column and lane numbering.

to the right of the right column. Internal lanes take a number composed of the adjacent column numbers less the prefix 0. The left lane is numbered 01, and the right lane takes the number of the right less the prefix 0 but with the suffix 0 added.

COLUMN CALL SIGNS

The column number is to be used as the collective call sign for ships in that column, preceded by the word *column.*

Example:

Column zero four

LIGHT REPEATING SHIPS

If the convoy is large, special light repeating ships may be designated to relay flashing-light messages from the commodore.

GUIDES OF A CONVOY

One ship in the formation will be designated as the convoy guide. The duty of the guide is to maintain accurately the course and speed ordered. If the ships are in a single column, the leading ship will be the guide. If, for any reason, the leading ship falls out of line, the ship next astern of it becomes the guide of the column.

If the convoy consists of two or more columns, one of the column guides also must act as convoy guide. The convoy guide must maintain the course and speed ordered, and guides of columns must keep their correct station on the convoy guide. Ships in each column are to keep station on the guide of their respective column.

Should the guide be disabled and become incapable of acting as guide, the leading ship of the next column to starboard is immediately to become convoy guide without further orders. If there is no column to starboard, the leading ship of the next column to port is to become the guide. If the convoy is in any formation other than columns in line ahead, a new guide will be detailed by signal. A ship becoming guide will immediately hoist her largest merchant ensign at the masthead.

If the commodore has detailed some other ship to act as convoy guide and later wishes to make a further change, he/she will make a signal indicating which ship is to become convoy guide. When this signal is executed, the ship that has been acting as guide will haul down her merchant ensign and cease to act as guide. At the same time, the new guide is to hoist her largest merchant ensign and become the guide. If the new guide is the commodore's flagship, execution of the signal will indicate that the commodore has reassumed the guide.

The convoy guide and column guides remain the same if the convoy alters course by any of the following methods:

1. By all ships turning simultaneously less than 90° to starboard or port
2. By wheeling (altering course in succession)
3. By column leaders turning simultaneously, the remainder in succession

CHANGES OF THE GUIDE

To assist station-keeping in a convoy formed in columns, the convoy guide is to change automatically when all ships turn simultaneously through 90° or more.

If the convoy alters course, with all ships turning simultaneously exactly 90° to starboard or port, forming line abreast, the port or starboard wing ship respectively of the new leading line abreast automatically becomes the convoy guide and without further orders hoists its largest merchant ensign. The previous guides of columns, however, do not change but become guides in the line abreast. In figure 7-2, if ships turn together 90° to starboard, number 61 automatically becomes convoy guide. Numbers 11, 21, 31, 41, 51, and 61 remains guide of the respective lines abreast.

If the convoy alters course, with all ships turning more than 90°, the ship now leading the column originally led by the convoy guide automatically becomes the convoy guide. The ships now leading the columns become the new guides of their respective columns. Thus, in figure 7-2, if the ships turn together more than 90°, number 44 automatically becomes the convoy guide, and numbers 14, 24, 34, 44, 54 and 64 become the new guide of their columns.

When a convoy is in a formation other than columns in line ahead, it may be desirable for the convoy commodore to designate certain ships as group guides. Such ships are to take charge of their groups in cases of emergency and, if necessary, act on their own initiative.

TAKING UP FORMATION

When forming a convoy, ships should get to their correct station as quickly as possible, relative to the guide of the convoy.

If the convoy is in columns in line ahead or in a formation involving small groups of ships, each column/group guide will take station on the guide of the convoy and station themselves on the guide of their own column/group.

Ships should maintain their station in the formation on their guide, and should not be influenced by the movement of other ships unless the danger of collision occurs.

While forming up, ships are to hoist their convoy station (convoy internal call sign) and keep it flying until all ships are in station.

In narrow waters, each ship should make full allowances for wind and tide so as to pass over the same ground as the leading ship. This will not necessarily be achieved by following the wake of the next ship ahead.

COMMUNICATION INSTRUCTIONS

LEARNING OBJECTIVES: List and explain the primary and secondary means of convoy communications. Explain the use of external ship/shore communication. List the responsibilities of the master and communication plan. List pubs used for convoy signals. List day and night signals for open and closed ports.

The following types of communications are available:

1. Primary: Radiotelephone
2. Secondary: Flashing Light

RADIOTELEPHONE

The voice radiotelephone (R/T) procedure prescribed in ATP 2, volume II, is to be used for all voice radio communication. The convoy commodore is net control for voice radio communications. As was stated for allied voice communications, adherence to the prescribed procedure and good circuit discipline are essential to being efficient.

Phonetic Alphabet

When necessary to identify any letter of the alphabet, the standard phonetic alphabet is used. The correct pronunciation may be found in the *International Code of Signals.*

Numeral Pronunciation

Numerals, in transmission, are to be spoken in the English language. Only in cases of difficulty is the INTERCO system used.

Numerals are to be transmitted DIGIT BY DIGIT.

Prowords

The prowords found in ATP 2, volume II, in general, correspond to those in ACP 125, with the following exceptions:

ALARM—This ship has sighted or been attacked by hostile or suspicious forces.

KICK—Carry out antijamming procedures.

REPEAT—Repeat transmission or portion indicated, or I repeat.

CALL SIGNS

Individual ship call signs vary according to the circumstances in which they are used. Where no other instructions have been received, the following rules apply:

1. In harbor, for communications with local harbor authorities, use ship name or international call signs.

2. Independently routed ships, see the communications supplement of ATP 2, volume II.

3. In convoy, ships use their convoy station designations as their R/T and visual call sign. When transmitted by R/T, the station designation is preceded by the word *ship.*

Special call signs for use within a convoy are shown in figure 7-3.

EXECUTIVE MESSAGES

Executive-type messages that are sent over the convoy radiotelephone net will include the proword EXECUTE TO FOLLOW immediately after the call, and the text is repeated twice. If there is a delay of several minutes between the transmission and the

SHIP OR AUTHORITY	VOICE RADIO/ FLASHING LIGHT
COMMODORE	BULL
VICE COMMODORE	CALF
REAR COMMODORE	COLT
CONVOY (COLLECTIVELY)	TEAM
THIS, OR SECTION . . .	SACK
OTC	BOSS
ESCORT SHIPS (COLLECTIVE)	GANG
ESCORT SHIPS (INDIVIDUAL)	SODA
RESCUE SHIPS	CORK*
GUIDED MISSILE SHIP	SHOT
ESCORTING AIRCRAFT	PLANK
STRAGGLERS	LAZY
*followed by 1,2,3, etc. as necessary	

Figure 7-3.—Convoy special call signs.

execution, the text may be repeated prior to sending "STANDBY-EXECUTE."

FLAG SIGNALING

Flag signaling procedures are based on those found in Pub 102, with the following additional rules:

- A flaghoist without a call is addressed to the commodore when made by a ship in the convoy, or it is addressed to the convoy when made by the commodore.
- The moment of execution is the moment when the hoist is hauled down.
- When hoisted by a warship, signals from ATP 2, volume II, will be preceded by the 4TH substitute.
- Signals from Pub 102 will be preceded by the code pennant.
- All flag signals are to be repeated flag for flag. Remember flags, merchant ships do not carry 4TH substitute.

FLASHING LIGHT

Flashing light should be restricted to minimum use. Both directional and non-directional light may be used.

These procedures are based on those found in the *International Code of Signals,* except for the following procedure signs:

FFFF—Used preceding a call to order the called station not to answer this transmission.

IX—Action on the message or signal which follows is to be carried out upon receipt of the prosign IX 5 SECOND FLASH.

IX 5 SECOND FLASH—Carry out the purpose of this message or signal to which this applies.

Executive method is normally used for transmitting a maneuvering signal or other signals requiring simultaneous actions.

PYROTECHNICS

Pyrotechnics are designed for use at night in case of extreme urgency, threat of enemy attack, or when thick weather justifies their use for maneuvering.

The use of pyrotechnics for maneuvering in convoy is left entirely to the commodore's discretion, and if used, they are for emphasizing the urgent nature of the maneuver.

With the possible danger of cargo explosion from fumes, masters with dangerous cargos should exercise their discretion in regard to the firing of rockets and pyrotechnics.

Independently routed merchant ships are to fire NO LESS THAN TWO WHITE ROCKETS if they are damaged by enemy action between dusk and dawn. This should, in good visibility, serve to attract the attention of naval vessels and aircraft, as well as warn other merchant ships in the area. Masters of independently routed ships should turn directly away upon sighting this signal.

A ship in convoy that sighted a previously undetected enemy submarine or surface craft or which is torpedoed must immediately fire at least TWO WHITE ROCKETS IN QUICK SUCCESSION.

If a ship in convoy accidentally fires a rocket or other pyrotechnic device, that ship should immediately make the colored signal for negative (white over red over green). In addition, the letters *NO* may be sounded on the ship's siren (ship's whistle). This should prevent the escort from taking the usual countermeasure against enemy attack.

Rocket and pyrotechnic signals and their meanings are contained in ATP 2, volume II, table II-V.

RADIOTELEGRAPH

Radiotelegraph messages are to be sent over the radiotelephone net. The entire radiotelegraph version of the message is to be passed as the text of the radiotelephone message.

SHIP/SHORE TRANSMISSION

Ship/shore radiotelephone transmissions are to be made according to the *International Telecommunications Union Regulations*, article 33.

MASTER'S COMMUNICATIONS RESPONSIBILITIES

The master, like the allied commanding officer, has overall responsibility for all communications maintained by his/her ship. He/she therefore has the authority and the obligation to order or prohibit any transmission being made from his/her ship. He/she decides whether or not to break radio silence and to permit or refuse participation in distress traffic.

On arrival in an allied port, the master reports immediately to the NCSO all defects in communications equipment that cannot be repaired on board before the ship sails again.

The master is also responsible for ensuring that all communications personnel are knowledgeable of the instructions necessary for the performance of their communication duties, and to ensure that any orders received are passed to them.

The master will be furnished with the necessary publications by the NCSO. He/she is responsible for them and must ensure all instructions for the maintenance and security of the pubs are observed and that amendments are inserted.

COMMUNICATIONS PLAN

The communications plan is an important part of the Sailing Order Folder. Basic radio communications organization and procedures for all ships, sailing independently or in convoy, upon which the radio communications plan will be based, are found in the communications supplement of ATP 2, volume II.

SIGNALS USED IN CONVOY

Ships in convoy are to use the signals provided in ATP 2, volume II, *the International Code of Signals* or the International Q code. Subject to the transmission policy in force, these signals may be transmitted by voice radio or visually.

The majority of the signals required in convoy operations can be found in ATP 2, volume II, chapters 11, 12, and 12A.

When warship Signalmen make use of those signals, they will be preceded with the 4TH substitute.

Vocabulary

The vocabulary, chapter 12, consists of three-letter signal groups, each starting with the letter *X*. Groups are arranged in alphabetical sequence for ease of reference. This chapter is used for encoding. Chapter 12A is used for decoding.

Maneuvering Signals

Chapter 11 contains maneuvering signals, maneuvering instructions, supplementary signals, and single-letter signals.

Single-Letter Signals

Single-letter signals in ATP 2, volume II, are contained in table 11-VI. Flags *T* and *W* will precede the port or starboard pennant and three numerals to indicate the direction of the alteration of course. Single-numeral pennant signals are also found in chapter 11, table 11-VII.

NOTE

The Code pennant is to precede signals taken from INTERCO. It should be noted that single-letter signals from the INTERCO have different meanings than signals from ATP 2, volume II.

CLASSIFIED RECOGNITION SIGNALS

Extracts of recognition material will be issued to each ship by the NCSO. The current period signal must be given to the officer of the watch. Ships must identify themselves promptly when challenged by allied warships, aircraft, examination vessels, or the signal station.

TIME USED IN SIGNALS

GMT is to be used in all communication. Clocks are to be set and so labeled.

MAN OVERBOARD

A ship that loses a person overboard must immediately make the signal “MAN OVERBOARD”

on voice radio, and hoist flag "OSCAR" by day, and flash *O* to ships astern both day and night.

The ship is to put the rudder over to avoid striking the person; she also will not try to pick the overboard person up. The last ship in the column will try to pick up the person. The escort forces will also try to pick up the person.

PORT EXAMINATION SERVICE

In certain circumstances, it may be necessary for national authorities to control the entrance of ships into certain ports. The signals in figure 7-4 should be displayed by signal stations or by port examination service vessels.

Examination-service vessels will, in addition, fly by day a distinguishing flag (fig. 7-5).

COMMUNICATION CONFERENCES

LEARNING OBJECTIVES: Explain the, purpose of the convoy communication and Signalman conferences.

Uniformity of communications procedures is of the utmost importance in convoy communications. General communications instructions, radio and radar watches, electronic emissions, communications security policies, and recognition and identification are the minimum that should be covered by all communications personnel prior to a convoy sailing.

CONVOY COMMUNICATION CONFERENCE

The NCSO will arrange a conference to be attended by merchant ship radio officers, naval communication officers, and senior rating. It will normally take place immediately after the convoy conference and will deal with convoy communications in detail.

CONVOY SIGNALMAN CONFERENCE

This conference is normally held after the communication conference for Signalmen.

The communications officer conducting the conference will ensure that Signalmen are familiar with visual signaling used in convoys, especially executive method signaling, identification procedures, and procedures for sending signals.

SIGNAL	MEANING
RED RED RED	FIXED—Do not proceed/Port is closed FLASHING— Emergency. Do not proceed/port is closed
GREEN GREEN GREEN	Port is open You may proceed One-way traffic
GREEN GREEN WHITE	Port is open You may proceed Two-way traffic
GREEN WHITE GREEN	Port is open You may only proceed when ordered to do so

Figure 7-4.—Port traffic signals.

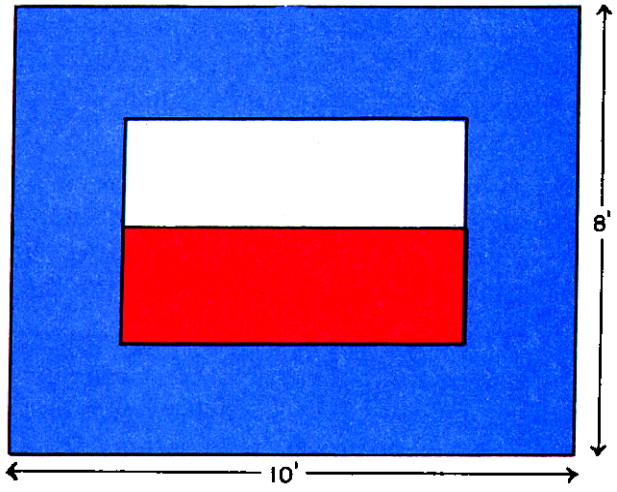

Figure 7-5—Examination-service flag.

SUMMARY

In this chapter you learned how to communicate in a convoy using radiotelephone, flashing light and flaghoist. You learned the function of the convoy organization, including that of the OCA, CDSORG, and the NCSORG. You learned about the different convoy formations and how to change guides. You learned about the port examination services and communication conferences. Review this chapter frequently to become familiar with convoy communication. To become even more knowledgable, study ATP 2, volume II.