

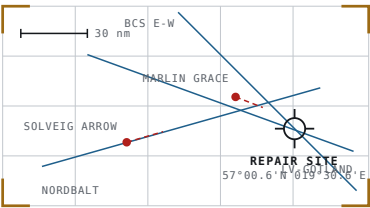


OPERATION BALTIC SENTINEL

HOBURG BANK

Two anchors, one cable ship, and a submarine
nobody has held

FIG. 1 · HOBURG BANK, 140300Z



D-DAY DURATION FORCE ROE
14 OCT 2026 · 0430Z 20 HOURS 6 SURFACE · 1 SSK · AIR CPT WEAPONS TIGHT, ALL DOMAINS

COMMAND: MODERN OPERATIONS · SCENARIO BY TOTOBIMBO · 2026 OPORD 26-114 · 140300Z0CT26

OPERATION ORDER 26-114

OPERATION BALTIC SENTINEL — PROTECTION OF SUBMARINE CABLE SYSTEMS AND OF CABLE REPAIR
ON HOBURG BANK, 14–15 OCT 26

ORIGINATOR	Commander Swedish Joint Forces, Swedish Armed Forces Headquarters, Stockholm
DATE-TIME GROUP	140300Z0CT26
SERIAL	HKV/INS/CTF401/OP0/26-114
ADDRESSEE	Commander, Combined Task Force 401, embarked HSwMS VISBY
INFO	MARCOM Northwood · CTF BALTIC SENTRY · Fjärde sjöstridsflottiljen · Einsatzflottille 2 (DEU) · Kustbevakningen, region east · Svenska kraftnät liaison cell, Visby
REFERENCES	A. OPLAN BALTIC SENTINEL, 120600ZJAN26 B. Swedish national rules for the use of force at sea, edition 2026, with NATO ROE SIERRA ed. 3 for allied units C. INTSUM 26-287, 140200Z0CT26 D. UNCLOS articles 92, 110 and 113 to 115; Convention for the Protection of Submarine Telegraph Cables, 1884, article 10 E. Met and oceanographic area forecast BALTIC CENTRAL, 140200Z0CT26 F. Svenska kraftnät fault report BCS/26/0417, 140115Z0CT26
ANNEXES	A · B · C (appendix 1 only) · D · E · F · G · H · J · K · L
APPENDICES	B/1 Collection overlay · C/1 Operations overlay Issued as separate landscape sheets. Register marks on each.
TIME ZONE	ZULU throughout. Local time (CEST, UTC+2) in brackets where given.
MAP REFERENCE	BA chart 2288 · Swedish chart 831 · WGS 84 · positions in degrees and decimal minutes
COPY	Copy 3 of 16

RECORD OF CHANGES

NO	DTG	CHANGE	AUTHORITY	ENTERED BY
01	140140Z	Annex A revised: KBV 001 POSEIDON attached from Kustbevakningen with a boarding team embarked. Annex F paragraph 4 amended to cover a second boarding element.	HKV/J3	Örln EKSTRÖM
02	140250Z	Annex D: NEPTUNE 71 confirmed as the single relief for NEPTUNE 70. Request for a second maritime patrol aircraft for the night forwarded to MARCOM without endorsement.	HKV/J3	Örln EKSTRÖM

DISTRIBUTION

ADDRESSEE	COPIES	MEANS
Commander CTF-401, embarked HSwMS VISBY	1–3	Secure signal
Commanding officers, TU 401.1 and TU 401.3	4–9	Secure signal
Commanding officer, TU 401.2	10	Secure signal, on next communications schedule
F 17 Blekinge flygflottilj — operations	11	Secure fax
MARCOM Northwood	12	Secure signal
Kustbevakningen, region east	13	Secure signal, extract: Annexes A, F and G
Svenska kraftnät liaison cell, Visby	14	By hand, extract only: paragraph 1d and Annex E
HKV registry	15–16	Registry

This order is issued in the Swedish national chain with allied units under tactical command. It does **not** invoke Article 4 or Article 5 and it does not alter the peacetime status of any participating unit. The German and allied units attached remain under their national rules for the use of force, listed at Annex A. The Government Offices have been briefed and will be kept informed through Joint Forces Command; **Rosenbad expects to be told before it reads it.**

1. SITUATION

a. Enemy forces

(NR) No state of hostilities exists. The heading is doctrinal. The forces below are those of the Russian Federation Baltic Fleet, which is to be treated as a professional navy operating lawfully until it does otherwise.

(NR) Reference C refers and is reproduced at Annex B. In summary: the intelligence collection ship ZHIGULEVSK is in company with the two merchant vessels at sub-paragraph d and carries unmanned air vehicles. A Steregushchiy corvette and a Karakurt are to the south. A surface group at Baltiysk is at short notice to sail [B2]. The coastal missile battery at Donskoye and the surface-to-air regiment at Gvardeysk are active. **A Kilo-class submarine has not been held for thirty-six hours** [C3]; this headquarters offers no position.

(NR) Harassment of any repair on the bank is expected: fishing vessels without AIS working their gear close to the work, unmanned air vehicles filming it, and possibly a deep-sea research vessel of the Main Directorate of Deep-Sea Research [C3].

b. Friendly forces

(NR) Task organisation at Annex A. Six surface units under tactical command in two task units, one submarine assigned for the period, and an air component at readiness states which are not uniform and are set out in full there. RIVET 90 is a theatre sensor and is not committable.

(NR) The Gotland coastal missile battery and the Visby Patriot battery are under national command and are **not** under the tactical command of CTF-401. They are listed at Annex A for awareness of coverage, not for tasking.

(NR) HSwMS UPPLAND is on national patrol and **has not been declared**. Nothing in this order is to be transmitted in a manner that discloses her.

c. Attachments and detachments

(NR) KBV 001 POSEIDON (Kustbevakningen) attaches with a boarding team, Record of Changes serial 01. NEPTUNE 70 (P-8A) attaches on station and is relieved once, by NEPTUNE 71, during the afternoon. **A second aircraft for the night is a NATO decision, not a Swedish one**; it will be requested on the commander's word and granted, if at all, on the allies' view of how Stockholm is handling the crisis.

(NR) LIGHTNING detachment (F-35A, Ämari) is available on request through CAOC Udem. It is not under tactical command and its release is a national decision.

d. Civil considerations

(NR) The BCS East-West Interlink parted during the night, reference F. The fault lies south-east of Gotland at 57°00.6'N 019°30.6'E and is designated REPAIR SITE. No vessel has been associated with it. **Svenska kraftnät has contracted NCS ENDEAVOUR**, a Norwegian cable ship, to recover and splice the ends; she is unarmed, holds position on satellite navigation, and works with her remotely operated vehicle over open cable ends that cannot be left.

(NR) Two further systems cross the bank: **NordBalt**, the power link to Lithuania, and the **Latvia–Gotland link**, which carries a third of Latvia's international traffic. Loss of either is a civil emergency in two countries and a political one in three.

(NR) **M/V SOLVEIG ARROW** and **M/V MARLIN GRACE**, bulk carriers of 45,000 dwt, are making about three knots with anchors down over NordBalt and over the Latvia–Gotland link respectively, twenty-five nautical miles apart and **both outside Swedish territorial waters**. They are civilian merchant vessels with civilian crews. **They are treated as such**, whichever of them is doing what.

(NR) Merchant traffic in the area is dense and legitimate. Fishing vessels from Gotland are kept off their grounds by the exclusion around the work and have said so publicly.

2. MISSION

(NR) CTF-401 stops the anchor dragging over the Hoburg Bank cables, protects the repair of the BCS East-West Interlink and holds the Baltic Fleet submarine away from the cable nodes, from 140430Z to 150030Z, in order that Sweden restores its undersea links without becoming the party that first uses force.

(NR) CTF-401 stops the anchor dragging over the Hoburg Bank cables, protects the repair of the BCS East-West Interlink and holds the Baltic Fleet submarine away from the cable nodes, from 140430Z to 150030Z, in order that Sweden restores its undersea links without becoming the party that first uses force.

3. EXECUTION

a. Commander's intent

(NR) Two ships are walking their anchors over two cables and at most one of them means it. You have two boarding teams, a law that lets you use them only with somebody else's permission, and a Russian squadron that would like you to use them without it. By noon the problem has become a cable ship that must work for eleven hours in front of people paid to stop her. By night it is a submarine and one aircraft to find it with.

(NR) **Purpose.** Sweden's links restored, none lost to a device we could have prevented, and no one able to say that Sweden fired first or boarded unlawfully. Everything else in this order is subordinate to that sentence.

(NR) **Method.** Get eyes on both anchors before you put a team on either, and get the law on your side before a cable parts, not after it. A lawful boarding of the wrong ship is embarrassing; an unlawful boarding of the right one is a gift to Moscow. Then give the cable ship her perimeter and keep it with hulls, not with weapons: a trawler left alone inside three miles costs more than any drone. At night, decide where the aircraft is, over the repair or over the node, and accept what the other costs.

(NR) **End state.** The saboteur stopped, lawfully, before the bundle loses a second system. The interlink spliced and tested. The submarine held long enough to know it has been held. The task group whole. No allied weapon released. A government in Stockholm still standing at dawn.

(NR) I accept a late repair before I accept a device on a cable. I do not accept a torpedo in the water. And I will not accept losing Stockholm: a cabinet that falls in the evening has lost this operation however well the ships were handled, so keep me able to answer it.

b. Concept of operations

(NR) The operation is conducted throughout in a single defensive posture, on three lines of effort which overlap in time and compete for the same six hulls and the same aircraft.

(NR) **The anchors.** Close both merchants. Establish which anchor is biting, from a unit alongside or a helicopter low over the ship; ask both flag states at once, because the answer takes the better part of an hour and cable is lost by the minute. Stop the drag by the least forceful means that works: an order by radio from close aboard, then a lawful boarding. The two boarding teams are in the two slowest hulls and **their positioning at H-hour is the governing timing of the morning.**

(NR) **The repair.** NCS ENDEAVOUR sails for REPAIR SITE shortly after H-hour and works until the link is spliced. She is covered continuously. Her working perimeter is three nautical miles; intruders inside it are shouldered clear by a warship staying close aboard them, drones over it are jammed, and her positioning is made independent of satellite navigation as early as she can afford the hour it costs. Annex E paragraph 3 and Annex F paragraphs 6 and 7.

(NR) **The submarine.** Held, not attacked. A Kilo that knows it is held does not lay anything; one that is not held may. The maritime patrol aircraft, UPPLAND and the helicopters are the only instruments, and they are the same ones the repair needs. Signals intelligence is expected to give warning of a sortie and is to be weighed by its grading.

(NR) **Electronic warfare is the primary instrument of this operation and not an adjunct.** Jamming an unmanned aircraft leaves no wreckage, no crew and no photograph, and a recovered wreck is evidence.

(NR) **Stockholm is a line of effort.** The government will face the press, Riga, Vilnius, Valletta and Moscow within the period. Joint Forces Command will put each demand to the commander with the answers available; the commander's word on what can be published, and when, is part of this operation.

c. Tasks to subordinate elements

ELEMENT	TASK
TU 401.1	VISBY, NYKÖPING, SACHSEN, BRAUNSCHWEIG. Establish presence over both drag corridors, then over REPAIR SITE. Close and observe both merchants. Escort NCS ENDEAVOUR and hold her perimeter. VISBY and NYKÖPING provide electronic attack against unmanned air vehicles. Fire-control illumination of a Russian unit is not authorised other than under Annex G serial 2.
TU 401.3	CARLSKRONA, POSEIDON. Boarding elements. Close the merchants and be ready to board on the order of Commander CTF-401, once the legal basis at Annex G serial 4 exists. Non-lethal force only.
TU 401.2	UPPLAND. Localise and hold the unlocated submarine. Priority to PIR 5. Remain undeclared. Do not accept a counter-detection to obtain a firing solution that is not required, because no firing solution is required under this order.
Air component	Hold the air picture and the anti-submarine barrier. HAWK 61 and 62 to observe the anchors at low level on call, then to anti-submarine tasking. No allied aircraft is to be positioned to trail its coat inside the long-range envelope from Gvardeysk.
NCS ENDEAVOUR	Not under command. Sails and works under contract to Svenska kraftnät. Requests of her are made through the liaison cell, and her master decides when work stops.
Gotland components	Not under tactical command. Listed at Annex A. They do not fire under this order.

d. Coordinating instructions

- (NR) **H-hour is 140430Z** (0630 local). End of mission 150030Z (0230 local), or on order.
- (NR) **No boarding without a legal basis.** Outside territorial waters that means the flag state's consent or a ship without nationality. Both requests are sent through the Foreign Ministry on the commander's word and are answered within the hour. Annex G serial 4.
- (NR) **The order to board is the commander's own act.** It is recorded with a time against it and not delegated downward.
- (NR) **Weapons tight in every domain, including subsurface.** A torpedo in the water, even a miss, is an act of war. This is a rule and not a posture.
- (NR) **LINE AMBER**, twelve nautical miles from the Kaliningrad coast, is not crossed by any unit, for any reason, including pursuit.
- (NR) Expect satellite navigation to be denied without warning. Codeword at Annex J.
- (NR) PIRs at Annex B paragraph 4, plotted at Appendix 1 to Annex B. Reporting is immediate.
- (NR) Every hail, approach and boarding is recorded by video and bridge log. **The record is what the government publishes**, and there is nothing to publish without it.

4. SERVICE SUPPORT

a. Logistics

(NR) Fuel states at H-hour are sufficient for the period without replenishment. **No replenishment ship is available**; Visby is the port of refuge, four hours from the bank at economical speed. A unit detached to Visby is a unit the perimeter does without.

(NR) Each boarding team carries stores for one boarding. **Neither can board twice** within the period without returning to harbour.

b. Medical

(NR) Role 1 afloat in all units. Role 2 ashore at Visby. Neither bulker offers a deck or a winch point: a casualty comes off by boat. A casualty among a merchant crew is treated exactly as an allied casualty and reported immediately.

c. Personnel recovery

(NR) Annex K refers. **There is no dedicated combat recovery asset**. Sea temperature is eleven degrees, and the night is long and dark.

5. COMMAND AND SIGNAL

a. Command

(NR) Commander CTF-401 exercises tactical command of all units listed at Annex A paragraphs 1 to 4. Operational command is retained by Commander Swedish Joint Forces. Succession of command: Commander CTF-401; Commanding Officer HSwMS NYKÖPING; Commanding Officer FGS SACHSEN.

(NR) **National caveats are not overridden by tactical command**. German units do not board. The employment of UPPLAND in any role that discloses her is a national decision.

b. Signal

(NR) Annex J refers. Air control and reporting by CRC Hästveda, TALISMAN, with airborne control by ARGUS 01. Maritime reporting direct to Joint Forces Command on the command net, info MARCOM.

ACKNOWLEDGEMENT

(NR) Acknowledge receipt of this order and of Annexes A to L by immediate signal, quoting serial HKV/INS/CTF401/OPO/26-114.

SANDSTRÖM, Maria E.

Vice Admiral, Swedish Navy
Commander Swedish Joint Forces

Authentication. LINDQVIST, K. — Commander, Swedish Navy — J35 Plans, HKV. Original signed copy held in HKV registry.

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A

Task Organisation

ANNEX A TO OPORD 26-114 · DTG 140300Z0CT26 · HKV/INS/CTF401/OP0/26-114

1. TASK UNIT 401.1 – SURFACE GROUP

Positions are those reported at 140300Z and are not stations. Tactical command Commander CTF-401.

CALLSIGN	UNIT AND TYPE	NAT	POSITION 140300Z	REMARKS
VISBY	HSwMS VISBY (K31), Visby-class corvette	SWE	56°42.0'N 018°20.0'E	Flagship. Low signature. Electronic attack — Annex F para 6
NYKÖPING	HSwMS NYKÖPING (K34), Visby-class corvette	SWE	56°38.0'N 018°32.0'E	As above
SACHSEN	FGS SACHSEN (F219), F124 frigate	DEU	56°30.0'N 017°55.0'E	Area air defence. The only area air-defence unit in the force
BRAUNSCHWEIG	FGS BRAUNSCHWEIG (F260), K130 corvette	DEU	56°26.0'N 018°10.0'E	Point defence only. Fastest hull in the group

2. TASK UNIT 401.3 – BOARDING ELEMENTS

CALLSIGN	UNIT AND TYPE	NAT	POSITION 140300Z	REMARKS
CARLSKRONA	HSwMS CARLSKRONA (P04), patrol ship	SWE	56°43.2'N 018°57.0'E	Boarding team embarked. Nearer the northern corridor at H-hour
POSEIDON	KBV 001 POSEIDON, Coast Guard cutter	SWE	56°33.0'N 018°33.0'E	Boarding team embarked. Nearer the southern corridor at H-hour. Record of Changes, serial 01

3. TASK UNIT 401.2 – SUBMARINE

CALLSIGN	UNIT AND TYPE	NAT	POSITION 140300Z	REMARKS
UPPLAND	HSwMS UPPLAND, Gotland-class SSK	SWE	56°30.0'N 018°33.0'E, 40 m	Fourth day of national patrol. Not declared. Communications by schedule only

4. AIR COMPONENT

CALLSIGN	AIRCRAFT	NAT	BASE	STATE	REMARKS
ARGUS 01	S 100B Argus (Saab 340 AEW)	SWE	F 17 Ronneby	airborne	ORBIT ARGUS. Single aircraft. There is no relief.
QUID 11–12	JAS 39C Gripen — AMRAAM / IRIS-T	SWE	F 17 Ronneby	airborne	Combat air patrol, CAP HOBURG
QUID 13–14	JAS 39C Gripen — AMRAAM / IRIS-T	SWE	F 17 Ronneby	5 min	Relief or reinforcement
QUID 21–24	JAS 39C Gripen — anti-surface	SWE	F 17 Ronneby	30 min	Release by Commander CTF-401 only. There is no target for them in this order
NEPTUNE 70	P-8A Poseidon	USA	Keflavík	airborne	ASW BARRIER. Relieved once, by NEPTUNE 71
NEPTUNE 71	P-8A Poseidon	USA	Keflavík	afternoon	Relief for NEPTUNE 70. The last maritime patrol aircraft of the night unless NATO releases another
RIVET 90	RC-135V Rivet Joint	USA	orbit west of Gotland	airborne	SENSOR ONLY. NOT COMMITTABLE.
HAWK 61–62	Hkp 14F (NH90 NFH)	SWE	Visby Flygplats	alert 15	Anchor observation at low level, then anti-submarine. Dipping sonar
VIKING 51–52	EF2000 Eurofighter	DEU	Rostock-Laage	15 min	Air policing. Listed because they are the nearest fighters to the south
LIGHTNING 31–34	F-35A	NLD	Ämari	30 min	Enhanced Forward Presence detachment. Release is a national decision

5. SWEDISH NATIONAL COMPONENTS ON GOTLAND – NOT UNDER TACTICAL COMMAND

SYSTEM OR UNIT	POSITION	COVERAGE	REMARK
Coastal missile battery RBS-15KA, Gotlands regemente	57°06.0'N 018°25.0'E	Reach covers the whole operating area.	DOES NOT FIRE. Listed because it is in range and will be suggested
SAM battery Patriot, Luftvärnsregementet	57°38.0'N 018°18.0'E	Defends the Gotland posture.	Does not reach the bank
Radar PS-860	57°27.0'N 018°30.0'E	Low-level coverage over the northern half of the operating area only	

ANNEX A TO OPORD 26-114 – PAGE A-2 OF A-3

6. PROTECTED AND NEUTRAL SHIPPING

VESSEL	POSITION 140300Z	REMARK
NCS ENDEAVOUR, cable ship	56°51.0'N 018°45.0'E	Norwegian flag, under contract to Svenska kraftnät. Tasked to REPAIR SITE. Unarmed. To be protected
M/V SOLVEIG ARROW, bulk carrier	56°18.0'N 018°42.0'E	45,000 dwt. Over NordBalt, about 3 kt, anchor down. Civilian crew
M/V MARLIN GRACE, bulk carrier	56°37.2'N 019°21.0'E	45,000 dwt. Over the Latvia–Gotland link, about 3 kt, anchor down. Civilian crew
Background merchant traffic	–	Three to five hulls in the area at any time. Legitimate until shown otherwise

7. NATIONAL CAVEATS DECLARED

NATION	CAVEAT
SWE	Boardings are conducted by Swedish personnel under Swedish national rules. Employment of UPPLAND in any manner that discloses her requires national release
DEU	German units do not board. Fire-control illumination of a Russian unit requires reference to the German national representative
NLD	LIGHTNING release is a national decision taken at The Hague
USA	RIVET 90 is a sensor in support. The P-8A crews operate under this order for the period of their attachment, under U.S. rules for self-defence

8. NOT AVAILABLE FOR THIS OPERATION

(NR) No replenishment ship. No mine countermeasures vessel: requested at 132200Z to survey the three cable nodes and declined for competing tasking. No dedicated combat recovery asset. **No second maritime patrol aircraft for the night:** requested at 131800Z and declined by MARCOM pending “a clearer picture of national handling”, Record of Changes serial 02. No second airborne early warning orbit. No guard vessel for the NordBalt landing at Nybro, which Svenska kraftnät asked for and which this headquarters has declined.

(NR) These requests are recorded so that the commander knows they were made.

ANNEX A TO OPORD 26-114 – PAGE A-3 OF A-3

B

Intelligence

ANNEX B TO OPORD 26-114 · DTG 140300Z0CT26 · ORIGINATOR HKV/J2 WITH MUST, FRA AND KUSTBEVAKNINGEN

SOURCE GRADING

All assessments in this annex are graded on the standard scale. Source reliability **A** reliable to **F** cannot be judged; information credibility **1** confirmed to **6** cannot be judged. A grading of **C3** means a fairly reliable source reporting information that is possibly true. **Nothing in this annex is graded A1 except matters of public record, marked as such.**

1. SUMMARY

(NR) The method is known and a matter of public record **A1**: *Eagle S* in the Gulf of Finland in December 2024, *Vezhen* on the Latvia–Gotland link in January 2025, *Fitburg* in December 2025. An ageing hull under a flag of convenience, an anchor walked over a known route, an investigation that could not prove intent. **What is new tonight is the pair.**

(NR) At 140300Z two bulk carriers of the same size and age are making about three knots with anchors down, twenty-five miles apart, each over a different system. Their draught, the soft bottom and that speed are together consistent with an anchor in the mud **B2**. One of them has ceased AIS transmission; the other has not.

(NR) This cell assesses that one is directed and the other is cover, and that the ship which has gone dark is the more likely of the two to be tasked **C3**. *Kustbevakningen does not concur. In its experience of the 2025 cases, the ship with a mission keeps transmitting and keeps a windlass story ready, and the dark ship is the one that wants to be looked at. It declines to support any grading above D4 for either ship until an anchor has been seen from close aboard.* The commander is being asked to act before that is resolved, and **the anchor is the only witness that does not have a story.**

(NR) The flags claimed by both ships have been referred to their registries through the Foreign Ministry on this order. A registry with no record of a ship makes her a ship without nationality.

ANNEX B TO OPORD 26-114 — PAGE B-1 OF B-4

2. ASSESSED ORDER OF BATTLE

ELEMENT	POSITION OR BASE	ASSESSMENT	GRADING
AGI ZHIGULEVSK, Vishnya class	56°22.0'N 018°48.0'E	In company with the southern merchant. Electronic collection. Unmanned air vehicles embarked , Orlan type, more than one	B2
Corvette SOOBRAZITELNYY, Steregushchiy class	56°05.0'N 019°10.0'E	Escort. Expected to interpose physically rather than to open fire	B2
Small missile ship ODINTSOVO, Karakurt class	55°52.0'N 019°25.0'E	Anti-ship and land-attack missiles. South of the escort	C2
Surface group, Baltiysk	54°39.0'N 019°54.0'E	Two Buyan-M, two Molniya. At short notice. If sailed, a patrol box over the bank is the assessed employment	B2
SSK B-227 VYBORG, Kilo class	UNLOCATED	Not held for thirty-six hours. This cell offers no position. The three cable nodes on the bank are within her reach tonight	C3
Research vessel, GUGI	not held	A deep-sea research vessel with submersibles is assessed at sea in the central Baltic. Employment against a repair is possible	D3
Fishing vessels without AIS	–	Kaliningrad-registered trawlers have worked close to earlier repairs with their gear out. Crews civilian	C3
Fighter regiment, Su-30SM2; Su-24M element	Chernyakhovsk	Demonstrative patrol expected. Anti-ship employment would follow, not precede, a change of posture at sea	C2
Coastal missile battery, Bastion-P	54°56.0'N 019°58.0'E	Two launchers. Envelope covers the entire operating area	B2
Surface-to-air regiment, S-400	54°39.0'N 021°04.0'E	Two battalions. Long-range rounds reach the Argus orbit, the anti-submarine area and the combat air patrol	B2
EW complex, Borisoglebsk-2	Kaliningrad oblast	Area denial of satellite navigation. A cable ship holding position on satellite navigation is its most obvious target	B2
ELINT aircraft, Il-20M	southern orbit	Present throughout	B2

ANNEX B TO OPORD 26-114 – PAGE B-2 OF B-4

3. COURSES OF ACTION ASSESSED

(NR) **Most likely.** The drag continues for as long as it is tolerated, and a cable parts under one of the two ships during the morning. A lawful boarding draws a show of force from Baltiysk and a great deal of television, but no weapon. The repair is obstructed all day by means that are deniable and unarmed. At night the Kilo attempts one of the cable nodes under cover of satellite-navigation jamming [C3].

(NR) **Most dangerous.** A boarding without legal basis is presented as piracy, the surface group sails with release delegated, and aircraft from Chernyakhovsk join it while our hulls are stopped alongside a merchant [D3]. Or a contact on the Kilo is prosecuted and Russia answers from Gvardeysk [D4]. *This cell notes that both are started by us.*

4. PRIORITY INTELLIGENCE REQUIREMENTS

A PIR is a question the commander needs answered in order to decide something. Report answers immediately and directly. Do not wait to complete a picture.

PIR	QUESTION	DECISION IT INFORMS	NAI
PIR 1	Which anchor is biting? Seen from close aboard: cable taut and trailing, or chain up and down under the bow?	Which ship to board, and whether to board at all	01, 02
PIR 2	Is each ship what her flag says she is? Consent, refusal, or no record?	Whether a boarding is lawful. Nothing else decides it	–
PIR 3	Will Baltiysk answer a boarding with a show, or with weapons?	Where the group stands when a team goes across	03
PIR 4	What is being sent against the repair, and from where?	Which hulls hold the perimeter, and when to rig fallback positioning	04
PIR 5	Is the Kilo at sea against a cable node tonight, and which?	Where the aircraft is at night: over the repair or over the node	05–08
PIR 6	When and where is satellite navigation denied?	Repair method; sonobuoy field accuracy	area

5. NAMED AREAS OF INTEREST

NAI	DESCRIPTION	BOUNDARIES	COLLECTOR
NAI 01	NordBalt drag corridor. The question here is behaviour, not presence.	56°10'N–56°40'N 018°30'E–019°30'E	POSEIDON, HAWK 61/62
NAI 02	Latvia–Gotland drag corridor. Same question.	56°20'N–56°45'N 019°10'E–020°00'E	CARLSKRONA, HAWK 61/62
NAI 03	Baltiysk approaches and the northern lane out of them.	54°50'N–55°40'N 019°15'E–020°15'E	RIVET 90; ARGUS 01 on the northern edge only
NAI 04	Ten-mile ring on REPAIR SITE. Any approach by a non-allied hull or aircraft is reportable.	10 nm ring on 57°00.6'N 019°30.6'E	Escort; ARGUS 01
NAI 05	Assessed water for the unlocated submarine, from bathymetry and the approaches. It is an area, not a position.	55°50'N–56°40'N 018°50'E–020°10'E	NEPTUNE; UPPLAND
NAI 06	CABLE NODE A, NordBalt.	3 nm ring on 56°06.0'N 019°06.0'E	NEPTUNE; HAWK
NAI 07	CABLE NODE B, Latvia–Gotland link.	3 nm ring on 56°42.0'N 019°42.0'E	NEPTUNE; HAWK
NAI 08	CABLE NODE C, BCS East-West, section to be repaired.	3 nm ring on 56°45.6'N 019°54.0'E	NEPTUNE; HAWK; escort

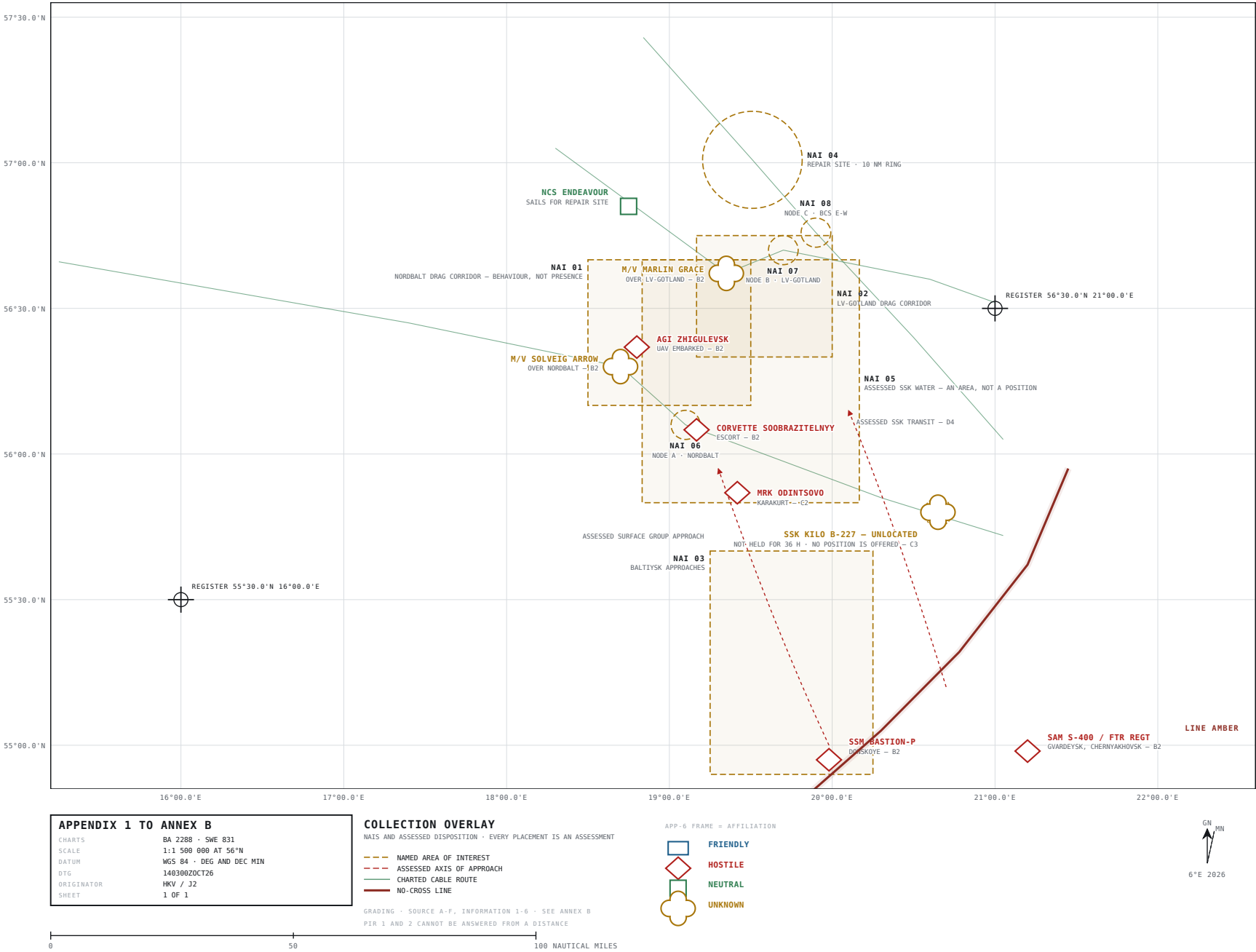
6. COUNTER-INTELLIGENCE AND INFORMATION

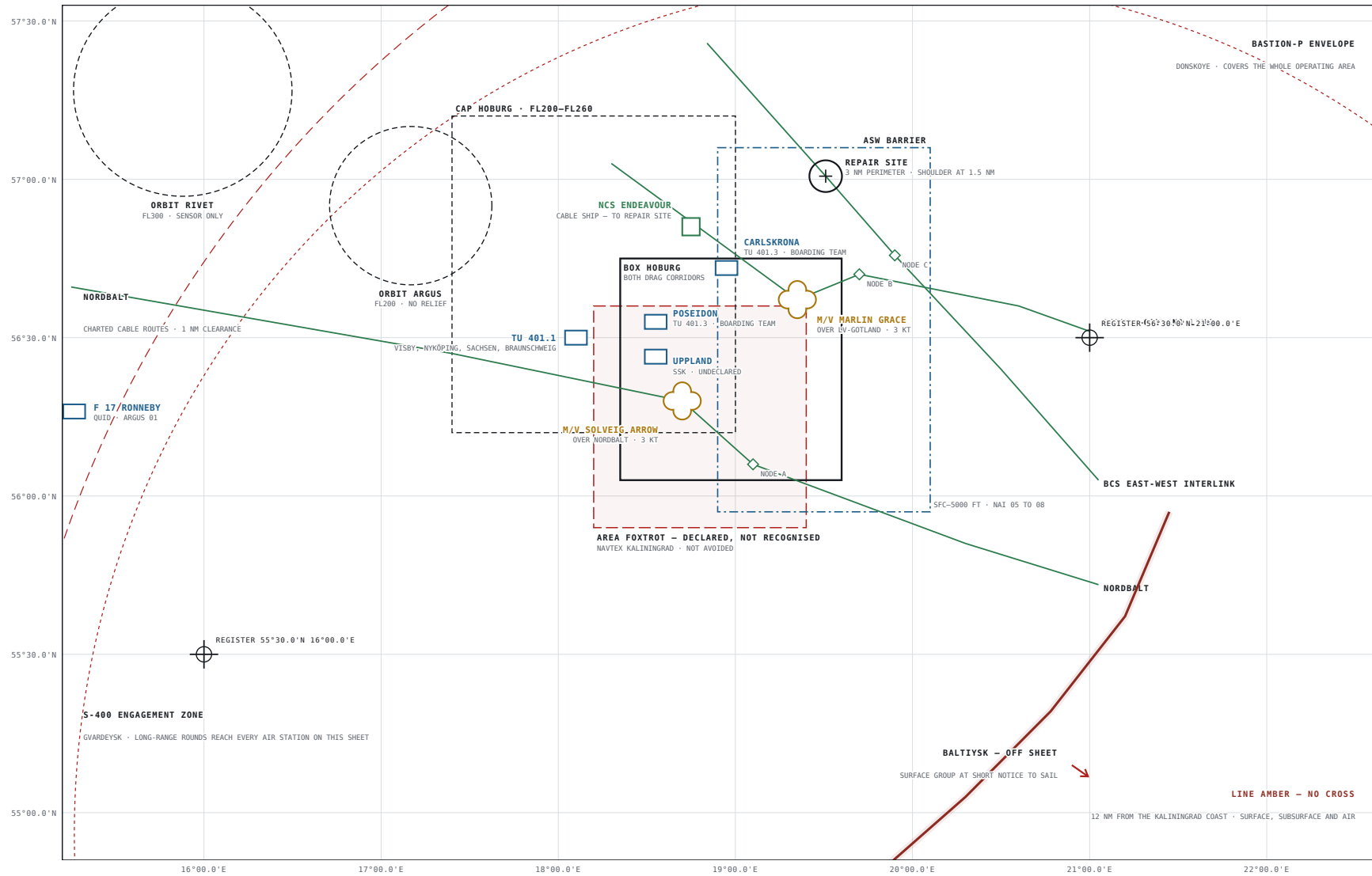
(NR) Attribution will be contested whatever happens. Imagery of an anchor cable under load, of fresh cable armour on a fluke, of a submarine held near a node, of a drone recovered from the water: **each is the difference between an assertion and a case**, and the government can publish only what the force has recorded. This authorises no act that is not otherwise authorised.

7. INTELLIGENCE GAPS

- Which ship is tasked. Contested between this cell and Kustbevakningen.
- Position of the Kilo. No holding for thirty-six hours. FRA has three analyst slots for this operation tonight and will answer requests in order, graded.
- Crew lists of both merchants. Requested from the flag states at 132100Z. Not received.
- What damaged the BCS East-West Interlink. **No vessel has been associated with it.**

ANNEX B TO OPORD 26-114 — PAGE B-4 OF B-4





APPENDIX 1 TO ANNEX C

CHARTS BA 2288 · SWE 831
 SCALE 1:1 500 000 AT 56°N
 DATUM WGS 84 · DEG AND DEC MIN
 DTG 140300Z0CT26
 ORIGINATOR HKV / J3
 SHEET 1 OF 1

OPERATIONS OVERLAY

OPORD 26-114 · OPERATION BALTIC SENTINEL · 14-15 OCT 26

— SURFACE OPERATING AREA
 - - - AIR STATION OR ORBIT
 - - - ANTI-SUBMARINE AREA
 — NO-CROSS LINE - ABSOLUTE
 - - - ADVERSARY ENGAGEMENT ZONE OR DECLARED AREA
 — CHARTED CABLE ROUTE · ◊ NODE

APP-6 FRAME = AFFILIATION

□ FRIENDLY
 ◇ HOSTILE
 ◊ NEUTRAL
 ◊ UNKNOWN



0 50 100 NAUTICAL MILES

GEOGRAPHY IS NOT REPRODUCED; LAY THIS SHEET ON THE CHART AND REGISTER ON THE MARKS. GRATICULE AT 30 MINUTES OF LATITUDE AND ONE DEGREE OF LONGITUDE.

D

Air Tasking Order — extract

ANNEX D TO OPORD 26-114 • AT0 DAY HOBURG • 140430Z–150030Z

(NR) A **maritime support** tasking order. It allocates aircraft, alert states and airspace to a surface operation. Vulnerability periods are indicative; the commander re-tasks within the allocation without reference to this headquarters. **The night is not tasked beyond the barrier:** where the aircraft is after dark is the commander's decision and the reason this annex stops where it does.

1. MISSION LINES

MSN	CALLSIGN	TYPE AND CONFIGURATION	VUL	STATION	TASK
1101	ARGUS 01	S 100B — Erieye	airborne	ORBIT ARGUS	Air and surface picture. No relief tasked
1201	QUID 11–12	JAS 39C — AMRAAM, IRIS-T	airborne	CAP HOBURG	Defensive counter-air
1203	QUID 13–14	JAS 39C — commander's option	on call	–	Alert 5. Relief of 1201
1221	QUID 21–24	JAS 39C — anti-surface	on call	–	Alert 30. Release by Commander CTF-401 only
1301	NEPTUNE 70	P-8A — sonobuoys, MAD	airborne–1400Z	ASW BARRIER	Anti-submarine. PIR 5
1302	NEPTUNE 71	P-8A — sonobuoys, MAD	1400Z–END	ASW BARRIER	Relief of 1301. The last line of the night
1303	–	P-8A, NATO	not before 1430Z	–	Not allocated. Held by MARCOM against a request from this force
1401	HAWK 61–62	Hkp 14F — dipping sonar	alert 15	Visby Flygplats	Anchor observation below 5,000 ft on call, then anti-submarine
9101	RIVET 90	RC-135V	airborne	ORBIT RIVET	SENSOR ONLY. Reporting through TALISMAN

2. IDENTIFICATION

CALLSIGN	MODE 1	MODE 2	MODE 3/A
ARGUS 01	11	1101	6101
QUID 11–24	12	1201–1224	6102
NEPTUNE 70–71	13	1301–1302	6104
HAWK 61–62	14	1401–1402	6105

Mode 4/5 in accordance with the period crypto. **Merchant traffic transmits AIS and is not to be treated as identified on that basis alone,** and a ship that has stopped transmitting is not identified by that either.

3. TANKER

(NR) **None allocated.** Plan combat air patrol endurance on internal fuel and accept the gap when aircraft cycle.

ANNEX D TO OPORD 26-114 – PAGE D-1 OF D-1

E

Airspace and surface control measures — extract

ANNEX E TO OPORD 26-114 · ACO DAY HOBURG · EFFECTIVE 140400Z

1. CONTROL MEASURES

DESIGNATOR	TYPE	GEOMETRY	VERTICAL	REMARKS
BOX HOBURG	Surface operating area	56°03'N– 56°45'N 018°21'E– 019°36'E	SFC	Both drag corridors. Allied presence maintained from H-hour
CAP HOBURG	Combat air patrol area	56°12'N– 57°12'N 017°24'E– 019°00'E	FL200–FL260	Also the ARGUS orbit area
ASW BARRIER	Anti-submarine area	55°57'N– 57°06'N 018°54'E– 020°06'E	SFC–5000 ft	Covers NAI 05 to 08 and REPAIR SITE
REPAIR SITE	Protected working area	3 nm radius on 57°00.6'N 019°30.6'E	SFC–3000 ft	Paragraph 3. Nothing non-allied inside it, afloat or airborne
CABLE NODE A / B / C	Reference points	56°06.0'N 019°06.0'E 56°42.0'N 019°42.0'E 56°45.6'N 019°54.0'E	seabed	Repeaters on NordBalt, the Latvia–Gotland link and BCS East-West. Anchoring and trawling prohibited within 1 nm of any charted route
AREA FOXTROT	Declared area, unrecognised	55°54'N– 56°36'N 018°12'E– 019°24'E	–	Firing area declared by NAVTEX Kaliningrad. Not recognised and not avoided
LINE AMBER	No-cross line	12 nm from the Kaliningrad coast	SFC–UNL, and subsurface	ABSOLUTE. Not subject to pursuit

2. LOW-LEVEL OBSERVATION OF THE MERCHANTS

5,000 FEET AND TWO MILES

(NR) An anchor is judged from the angle of its cable at the hawse. That is seen from a warship **within one nautical mile**, or from a helicopter **within two nautical miles and below 5,000 feet**. Nothing higher or further away sees it.

3. REPAIR SITE PERIMETER

(NR) NCS ENDEAVOUR stops work, and recovers her vehicle to the open cable ends, whenever a non-allied vessel is **within three nautical miles** of the site without an allied warship **within one and a half miles of it**, or an unmanned aircraft is within three miles overhead, or satellite navigation is denied and she has not rigged her fallback reference.

(NR) A warship that keeps station **within 1.5 nm of an intruder for ten minutes** sees it off; a research vessel with submersibles takes twenty. **A ship that is merely nearer the site than the intruder does nothing.**

ANNEX E TO OPORD 26-114 – PAGE E-1 OF E-1

F

Special Instructions

ANNEX F TO OPORD 26-114 · SPINS EDITION 3 · EXTRACT FOR ATO DAY HOBURG

1. APPLICABILITY

(NR) Supplementary to reference B. Where this annex and the rules for the use of force appear to conflict, **the rules govern** and the conflict is reported within the period.

2. IDENTIFICATION CRITERIA – SURFACE

(NR) A merchant may be declared a vessel of interest on no fewer than three of:

1. Speed over the ground between 2 and 5 knots with no sea state or traffic reason.
2. Track along a charted cable route rather than a traffic route.
3. Draught or wake consistent with ground tackle deployed.
4. AIS ceased, **or** AIS maintained with a declared defect that does not match what is observed.
5. No answer on channel 16 after three calls in English and in Russian.

(NR) **Two ships meeting all five are still two ships.** The criterion that separates them is the anchor, paragraph 3.

3. THE ANCHOR

(NR) A cable **taut and trailing aft at a steep angle, with the hull yawing stern-on to it**, is an anchor biting the seabed. A chain **hanging up and down under the bow and not under load** is an anchor that is out and doing nothing. Report which, with the grading the observer gives it: a helicopter's view is worth less than a bridge's.

4. IDENTIFICATION CRITERIA – AIR AND SUBSURFACE

1. An unmanned air vehicle is declared on size, absence of transponder, and launch observed or assessed from a surface unit. **Two of the three are required.**
2. A subsurface contact is classified by the anti-submarine commander and by nobody else. **A track is not a classification**, and there is one allied submarine in the area.

ANNEX F TO OPORD 26-114 – PAGE F-1 OF F-3

5. BOARDING – LEGAL BASIS AND PROCEDURE

Two teams, one boarding each, two ships, and a law that lets you board only with a basis you do not yet have. Written out in full because it will be done once each, in front of a camera.

1. **Basis.** Outside Swedish territorial waters, a boarding is lawful **only** with the consent of the flag state, or if the ship has no nationality (UNCLOS art. 110). Request both registries at once, through the Foreign Ministry, on the commander's word. Answers take twenty minutes to an hour: *consent, refusal, or no record* — and no record makes her stateless.
2. **A refusal is not final.** If a cable parts under a ship whose flag state refused, the fault position is put to the registry under the 1884 Convention, article 10. Expect the refusal to be reconsidered. A report from one of our warships that her anchor is under load also allows one renewed request; the registry may still refuse.
3. **Hail.** Channel 16, then 13, English and Russian. From close aboard: an order from the horizon is ignored. **A drag that stops on the order requires no boarding at all.**
4. **Close.** The boarding unit within two nautical miles; she slows to launch her boat. The merchant must be making less than six knots.
5. **Order.** The commander's own act, recorded. If the basis does not exist, the legal adviser says so; **a repeated order is carried out**, and the consequences are the commander's.
6. **Board, secure, inspect.** Bridge, windlass, anchor cable, chain counter. **Photograph the fluke before anything is touched:** fresh cable armour on it is the case.
7. **Stop the drag and withdraw.** Weigh or slip. No prize crew.

ANNEX F TO OPORD 26-114 — PAGE F-2 OF F-3

6. ELECTRONIC ATTACK AGAINST UNMANNED AIR VEHICLES

(NR) **Electronic attack is the reference response** and is authorised without further reference. It is employed from a Visby-class corvette **within 25 nautical miles** of the vehicle. The vehicle ditches. **If a warship is within five miles of where it comes down, her boat recovers it**, and its datalink and camera go to the analysts.

(NR) Engagement by weapon is a last resort, requires the personal decision of Commander CTF-401 and is reported by name. **An unarmed aircraft shot down over international waters is a photograph that will be used.**

7. OPERATING IN DENIED SATELLITE NAVIGATION

- Revert on DEADLIGHT. Radar fix on the Hoburg light and the bank edge, inertial thereafter.
- **NCS ENDEAVOUR holds position on satellite navigation.** Under denial she cannot work. She can lay acoustic transponders and bring an eLoran receiver on line; **it costs about an hour of work, once**, and denial then no longer stops her. The decision is hers, on the commander's advice.
- Sonobuoy field positions degrade under denial: expect the maritime patrol aircraft to hold less well at night.

8. ANTI-SUBMARINE – HOLD, DO NOT PROSECUTE

(NR) **Weapons tight subsurface.** No torpedo, depth charge or active prosecution beyond what holding requires. A contact held continuously **for twenty minutes** near a cable node is assessed to abort. A contact lost is a node unwatched.

(NR) **A torpedo in the water, even a miss, is an act of war** and Russia will be entitled to treat it as one. The S-400 envelope covers every station the aircraft can hold.

9. EMERGENCY AND SAFETY

- Sea temperature 11°C. Annex K.
- Bird activity over the bank at first light is heavy. Below 500 feet this is a real hazard.
- Taxiway B at Visby Flygplats is closed between A and C for resurfacing. NOTAM A0942/26.

ANNEX F TO OPORD 26-114 – PAGE F-3 OF F-3

G

Rules for the use of force — aide-memoire

ANNEX G TO OPORD 26-114 · EXTRACT OF REFERENCE B

(NR) This card is an extract and an aid to memory. **It does not replace reference B.** Where the card is silent or differs, the reference governs.

CTF-401 – VALID 140430Z TO 150030Z – CARRY THIS CARD

SERIAL 1	Weapons tight in every domain: air, surface, subsurface and land. No unit opens fire, illuminates in fire control or launches a weapon for any reason short of serial 2.
SERIAL 2	Self-defence is never denied. Fire received may be returned against the units that fired, and only against them. Mark them hostile yourself; do not extend to other Russian units or to shore installations.
SERIAL 3	Russian warships, aircraft and submarines are not to be engaged except under serial 2. A lock is not a hostile act. A close pass is not. A submarine near a cable is not.
SERIAL 4	Boarding outside territorial waters is authorised only with the consent of the flag state, or when the ship has no nationality. Non-lethal force only. The order is the commander's and is recorded.
SERIAL 5	No merchant ship is to be fired upon, disabled by weapon, or fired across. Warning shots are not authorised.
SERIAL 6	LINE AMBER is not to be crossed by any unit, at any depth or altitude, including in pursuit.
SERIAL 7	Electronic attack against unmanned air vehicles is authorised and is the reference response. Engagement by weapon requires the personal decision of the commander.
SERIAL 8	A torpedo in the water, even a miss, is an act of war. Hold contacts; do not prosecute them.
SERIAL 9	The Gotland coastal battery and the Visby Patriot do not fire under this order.

A NOTE ON POSTURE

(NR) The Baltic Fleet will see any weapon launched at one of its units, whether or not it hits. **From that moment its air defences engage our aircraft**, and the aircraft that hold the picture are inside their envelope. There is no version of tonight in which that is recovered.

REPORTING

(NR) Every hail, boarding, employment of electronic attack and use of force is reported with time, position and basis. Any injury to any person is reported immediately, in clear.

ANNEX G TO OPORD 26-114 – PAGE G-1 OF G-1

H

Meteorological and oceanographic forecast

ANNEX H TO OPORD 26-114 · ORIGINATOR SMHI / BALTIC CENTRAL · ISSUED 140200Z0CT26

BOTTOM LINE

(NR) A workable day and a long, very dark night. Sea state 3, briefly 4 in the evening showers. **Daylight ends at 1549Z and nautical twilight at 1710Z**; the moon is a thin crescent that sets early. Everything after 1710Z is done on sensors.

1. AREA FORECAST – BALTIC CENTRAL, 140300Z TO 150100Z

PERIOD (Z)	WIND	SEA STATE	SIG WAVE	CLOUD	VIS
0300–0900	240/16–20	3	1.0 m	BKN 3000	10 km
0900–1500	230/18–22	3	1.2 m	BKN 2800	8 km
1500–2000	220/22–26	3–4	1.6 m	BKN 2000	6 km, showers
2000–0100	230/18–22	3	1.3 m	SCT 2500	10 km

Confidence: **moderate**. Two model runs disagree on the evening showers by up to two hours.

2. OPERATING LIMITS AFFECTED

PLATFORM OR EVOLUTION	LIMIT	EFFECT
NCS ENDEAVOUR, remotely operated vehicle	Sea state 5	Not reached in the period. Weather will not stop the repair; people will
Boarding by boat alongside	Sea state 4	Workable throughout the morning
Sonobuoy performance over the bank	–	Poor. Strong thermocline, 15 to 40 m of water, heavy shipping noise

3. ASTRONOMICAL AND OCEANOGRAPHIC DATA – 56°18'N 018°42'E

ITEM	VALUE	LOCAL
Nautical twilight begin	0351Z	0551
Sunrise	0512Z	0712
Sunset	1549Z	1749
Nautical twilight end	1710Z	1910
Moon	Waxing crescent, 12 per cent, sets early evening	–
Sea temperature, surface	11°C	–
Bottom	Sand over clay, soft	–

(NR) **The bottom is the reason this place was chosen**, by the cable layers and by whoever is dragging over them: soft holding over shallow water is where an anchor drags a long way without fouling and without parting its own cable.

4. AERODROME FORECASTS

ESSV 140200Z 1403/1503 24016KT 9999 BKN030 TEMPO 1415/1420 22024G34KT 6000 -SHRA BKN020
ESDF 140200Z 1403/1503 24014KT 9999 BKN032 TEMPO 1415/1420 22022G32KT 7000 -SHRA

ANNEX H TO OPORD 26-114 – PAGE H-1 OF H-1

J

Communications

ANNEX J TO OPORD 26-114 · VALID 140400Z TO 150100Z

1. NETS

NET	PRIMARY	SECONDARY	USERS
Task force command	Secure satellite	311.200 UHF	Commander CTF-401, Joint Forces Command. Secure only
Maritime coordination	259.800 UHF	Link 16	TU 401.1 and 401.3
Tactical air	243.600 UHF	133.450 VHF	QUID, ARGUS 01, TALISMAN
Anti-submarine	267.100 UHF	–	NEPTUNE, HAWK, VISBY. UPPLAND by schedule only
Repair liaison	156.600 (ch 12)	Iridium	NCS ENDEAVOUR, escort, Svenska kraftnät cell
Bridge to bridge	156.800 (ch 16)	156.650 (ch 13)	Hailing. Guarded and recorded throughout
Guard	243.000	121.500	All

2. CONTROL AND REPORTING

(NR) CRC Hästveda, **TALISMAN**. Airborne control by **ARGUS 01**. **There is no second Argus**. On her loss the air picture reverts to ground radar, which does not see the southern half of the operating area at low level.

3. CODEWORDS

CODEWORD	MEANING
WINDLASS	Anchor observed from close aboard. Followed by ship's name and BITING or SLACK
REGISTRY	Flag-state answer received. Followed by CONSENT, REFUSED or NO RECORD
SHACKLE	Order to board given by Commander CTF-401. Followed by ship's name
STANCHION	Drag stopped. Anchor weighed or cable slipped
TRAWLBOARD	Non-allied vessel inside three miles of REPAIR SITE
HORNBEAM	Unmanned air vehicle airborne and closing
DEADLIGHT	Satellite navigation denied
SPLICE	Interlink spliced and tested by NCS ENDEAVOUR
LANTERN	Withdrawal of NCS ENDEAVOUR ordered
MILLSTONE	Russian surface units sailed from Baltiysk and standing north
IRONBOUND	A unit of this force has been fired upon. Serial 2 applies

4. AUTHENTICATION AND EMISSION CONTROL

(NR) Challenge is mandatory before any codeword is accepted by voice on a non-secure net. **Assume the non-secure nets are read in Kaliningrad within minutes**. Emission control is at the commander's discretion; UPPLAND is passive throughout.

ANNEX J TO OPORD 26-114 – PAGE J-1 OF J-1

K

Personnel recovery

ANNEX K TO OPORD 26-114

1. ASSETS

(NR) **There is no dedicated combat recovery asset.** Recovery is by the nearest unit and her own boat, and by HAWK 61 or 62 when not committed. The maritime rescue coordination centre at Gothenburg holds helicopters at Visby and Ronneby; transit from Visby to the bank is under thirty minutes.

2. SURVIVAL DATA

PARAMETER	VALUE	REMARK
Sea temperature	11 °C	Hoburg buoy, 140000Z
Air temperature	9 °C day, 5 °C night	Wind chill significant above 20 kt
Useful function, immersion suit	2–4 h	Conscious and able to signal for most of it
Useful function, working dress	15–30 min	Grip is lost first
Night search	–	After 1710Z a person in the water is found by light and radar reflector or not at all

(NR) Boarding teams and boat crews wear immersion protection, and carry lights after dark.

3. PROCEDURE

1. Man overboard is reported on the maritime net and on channel 16 at once: merchant ships may be closer than ours.
2. The nearest unit recovers. A boarding in progress is suspended, not abandoned.
3. Recovery inside LINE AMBER is not attempted by this force. It is handled through the rescue coordination centres, which have never stopped talking to each other.
4. A person recovered from a merchant ship is treated exactly as an allied casualty.

ANNEX K TO OPORD 26-114 – PAGE K-1 OF K-1

L

References, charts and abbreviations

ANNEX L TO OPORD 26-114

1. CHARTS AND GEODETIC DATA

ITEM	DETAIL
Charts	BA 2288 (Gotland to Gulf of Gdansk) and Swedish chart 831 (Hoburg Bank and Midsjö Banks)
Datum	WGS 84. Positions in degrees and decimal minutes unless otherwise stated
Cable route data	From the operators through Svenska kraftnät. Charted routes are as-laid, not as-surveyed

2. ABBREVIATIONS USED IN THIS ORDER

ACO Airspace Control Order	MARCOM Allied Maritime Command
AGI Intelligence collection vessel	MUST Swedish military intelligence service
AIS Automatic identification system	NAI Named area of interest
ASW Anti-submarine warfare	NAVTEX Navigational telex
ATO Air Tasking Order	NOTAM Notice to airmen
CAP Combat air patrol	OPORD Operation order
CRC Control and reporting centre	PIR Priority intelligence requirement
CTF Combined task force	ROV Remotely operated vehicle
DTG Date-time group	SIGINT Signals intelligence
eLoran Enhanced long-range navigation	SPINS Special instructions
FRA Swedish signals intelligence agency	SSK Diesel-electric submarine
GNSS Global navigation satellite system	TU Task unit
GUGI Main Directorate of Deep-Sea Research	UAV Unmanned air vehicle
HKV Swedish Armed Forces Headquarters	UNCLOS UN Convention on the Law of the Sea
KBV Kustbevakningen, Swedish Coast Guard	VUL Vulnerability period

3. ANNEXES NOT ISSUED WITH THIS COPY

(NR) The body of Annex C (Operations) and Annex M (Legal, including the opinion of the Foreign Ministry on boarding outside territorial waters) are held at HKV. **Appendix 1 to Annex C, the operations overlay, is issued** and is the only part of Annex C the commander receives. Annex I is not used. **The two overlays carry no geography:** lay each on the chart and register on its marks.

PROVENANCE

A fictional document for the Command: Modern Operations scenario **CTF-401 Baltic Sentinel, 2026 — The Hoburg Bank Incident**, first scenario of the *Europe 2026* campaign. It is written from inside a headquarters at 140300Z and states what a staff believed at that hour, which is not the same as what turned out to be true.

The merchant, trawler and cable-ship names, all personal names, callsigns, frequencies, codewords, serials and intelligence products are invented. Military units, bases and weapon systems are real; their presence on this date is a projection. The cable systems and the 2024–2025 incidents cited are real. No part of this document reflects any actual order or assessment of any armed force.

ANNEX L TO OPORD 26-114 — PAGE L-1 OF L-1 — END OF ORDER