



OPERATION HERMINE

OUESSANT RELAY, 2026

The Ushant Handover — a tanker convoy under Russian escort

START	DURATION	TASK GROUP	ROE
22 OCT 2026 · 0600Z	24 HOURS	TG 471.1 · FS BRETAGNE	WEAPONS TIGHT

TITLE PLATE — IROISE AND THE USHANT TRAFFIC SEPARATION SCHEME, 22 OCT 2026. SATELLITE IMAGERY: NASA EOSDIS WORLDVIEW (MODIS/VIIRS TRUE COLOUR), RENDERED MONOCHROME; LANES AND POSITIONS DRAWN OVER IT.

OPORD 26-031 · ANNEX B (INTELLIGENCE) · SERIAL 02

Ouessant Relay, 2026

The Ushant Handover · Operation HERMINE · 22–23 October 2026

Originator
CECLANT, maritime
intelligence cell, Brest

Fusion support
DRM · CROSS Corsen ·
Northwood

For
CTG 471.1, embarked FS
BRETAGNE

As of
22 OCT 26, 0600Z

Order
CECLANT/OPS/TG471/26-031, DTG
220400Z

Campaign
Europe 2026 · scenario 2

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At six this morning the Royal Navy hands you a Russian frigate, a replenishment tanker and three laden tankers in the busiest shipping lane in Europe. One of them flies a flag she has no right to. One is sanctioned but legal. One became Russian eleven days ago, and boarding her is an act of war. They look the same from the bridge. By evening a gale will be on you, and Paris wants the right ship in Douarnenez Bay without a shot fired.

THE SCENARIO, FOR THE PLAYER RATHER THAN THE COMMANDER

COMPLEXITY

3/5

A handful of ships and aircraft, fifteen special actions, a gale and a political layer. No strike package.

DIFFICULTY

4/5

The ship that looks guilty may be the one you must not touch, and the law, the escort and the weather all say “not yet” at different times.

DURATION

24 h

0600Z on 22 October to 0600Z on the 23rd. Four to five hours of play at compressed time.

1 Situation

1.1 The relay off Ushant

Since the summer the pattern has been the same. A Russian warship picks up a group of merchant ships in the Baltic approaches and walks them down the North Sea and through the Channel, with a replenishment ship in company so that nobody has to stop. In August the Royal Navy shadowed *Neustrashimy* and *Admiral Levchenko*, with the tanker *Akademik Pashin*, from the Dover Strait to the western end of the Channel, and then did what it always does: handed the picture over to an ally off Ushant and turned for home.

This morning the ally is France and the handover is yours. HMS St Albans has been on the group since the Dover Strait. She passes you the tracks at 0600Z and goes back up the Channel shortly afterwards, unless London is asked to send her back.

1.2 France and the shadow fleet

France has been boarding tankers of the shadow fleet for a year. The *Boracay*, in the autumn of 2025, was sailing under a false flag, with two men from a sanctioned Russian security firm aboard. The *Grinch*, in January, was taken by commandos fast-roping from a helicopter and diverted to Marseille-Fos. The *Deyna* followed in March. On 1 June the *Tagor*, under a false Cameroon flag, was stopped four hundred miles west of Brittany: her Russian master refused, again and again, and she was diverted to Douarnenez Bay. The British seized the *Smyrtos* in the Channel two weeks later; two days after that, *Admiral Grigorovich* fired warning shots near a British yacht off the Isle of Wight.

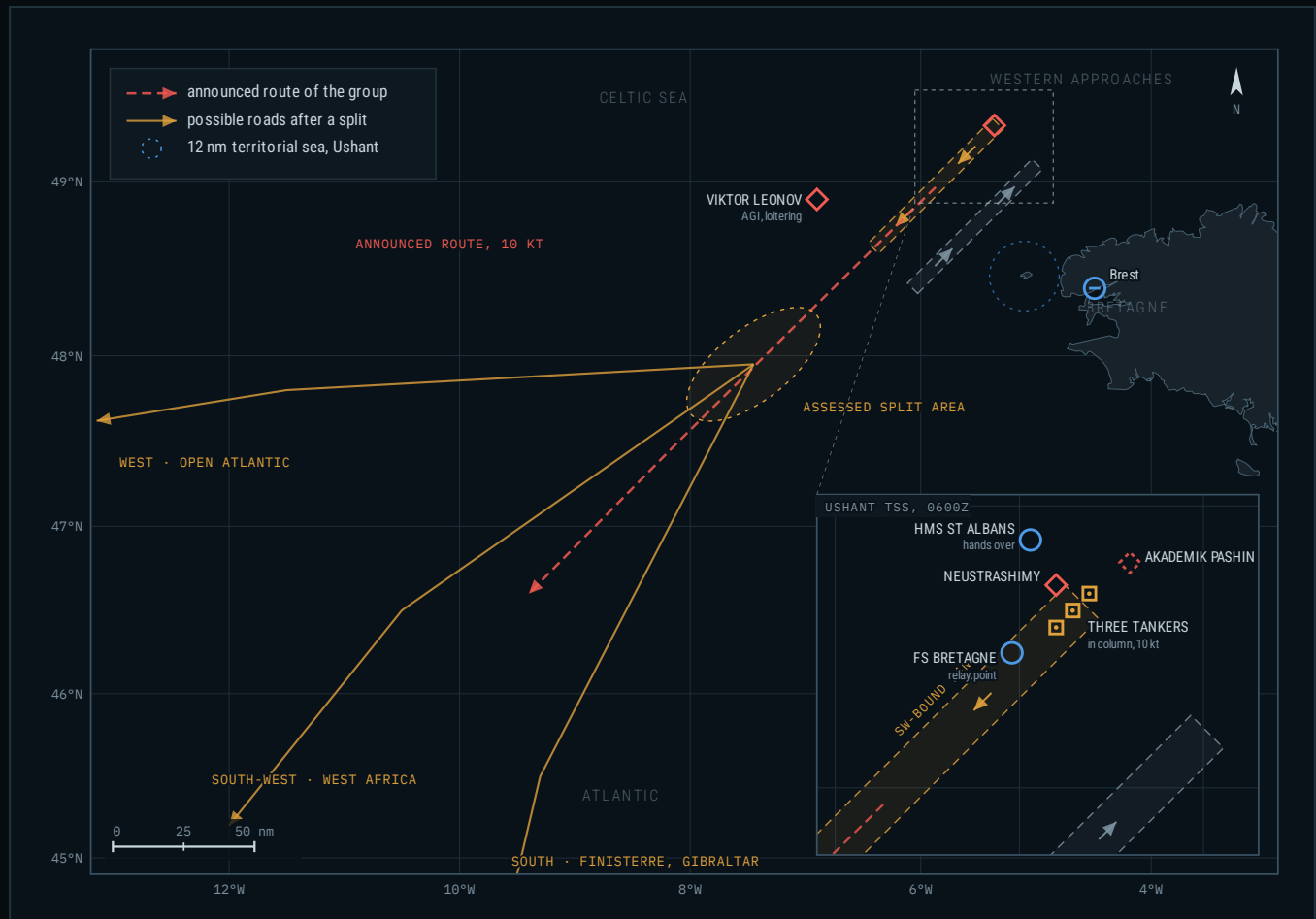
Every one of those boardings had one thing in common: there was no Russian warship alongside. Nobody has yet boarded a tanker under Russian military escort. That is today's question.

1.3 The ground: a lane, an island and a memory

The Ushant traffic separation scheme carries some hundred and twenty ships a day around the corner of Brittany. Laden tankers and dangerous cargoes take the **outer, south-west-bound lane**, well out to sea; the inner lane carries the traffic coming the other way. Between the lanes and the island lies the territorial sea off Ushant, and behind the island the Iroise: Brest, the naval air station at Lanvéoc-Poulmic across the roads, and the sheltered water of Douarnenez Bay, where a seized ship is brought.

Nobody in Finistère has forgotten the *Amoco Cadiz*. In March 1978 she lost her steering off Ushant and went on the rocks at Portsall, and the oil came ashore along two hundred miles of coast. A laden tanker lying stopped next to the lanes is the thing the Préfecture maritime exists to prevent. CROSS Corsen watches the scheme from the cliff at Plouarzel; the emergency towing vessel **Abeille Bourbon** lies in Brest roads for exactly that reason.

FIGURE 1 – THE USHANT SCHEME, THE RELAY POINT AND THE ROAD SOUTH



The group is in the south-west-bound lane at the relay point. Its announced route runs south-west past Finisterre. Groups like this one have opened out once clear of the lane, each ship on her own road; where, and when, is not known. After that, one warship cannot be with three tankers.

1.4 This morning

At 0600Z the three tankers are in a tight column in the outer lane, making ten knots, AIS on, laden. *Neustrashimy* is close alongside the column, *Akademik Pashin* keeps station on her. FS Bretagne is at the relay point, south-west of the group, with the lane ahead of her. The intelligence collector *Viktor Leonov* is loitering further west. The sun rises at about 0640Z and sets at about 1645Z; the night is long, and the gale will come in the dark or near it.

If you come to this sequence from the Hoburg Bank, the Baltic has followed you: the mood in allied capitals and the posture of the Russian fleet carry over, and the opening message says what has changed.

2 The law of the high seas

All three tankers are on the high seas: outside the territorial sea, in a lane that France manages but does not own. On the high seas a ship answers to one state, the state whose flag she flies. A warship of any other nation may not stop her, still less put men aboard her, with three exceptions that matter today.

- **A ship without nationality.** Under article 110 of the Law of the Sea Convention, a warship may visit a ship suspected of being without nationality. A ship that claims a flag whose registry has never heard of her has no nationality; she is stateless, and nobody can object to her being boarded. That is the lawful road taken with the *Boracay* and the *Tagor*.
- **The flag state's consent.** A ship with a valid flag can be boarded if her flag state agrees. Registries of convenience sometimes say yes. They often say no.
- **Paris's authorisation.** No French boarding happens without the Prime Minister's office. Paris decides on what you send it, advised by lawyers; its authorisation is a political decision, not a legal opinion, and it does not last forever.

THE TWO THINGS THAT WILL BE USED AGAINST YOU

A Russian-flagged ship is untouchable. Russia has been re-registering shadow-fleet tankers in Russian ports. Boarding a ship flying the Russian flag, with a Russian warship a few miles away, is not a police action; it is an act of war, whatever the ship was yesterday.

“Struck her off” is not “stateless”. A registry that says it has removed a ship from its books is telling you what she no longer is, not what she has become. A ship can leave one register because she has joined another. The legal adviser will say so; listen to the reservation, not just the conclusion.

3 The three tankers

3.1 As you first see them

Three product tankers, laden, in column, each claiming a flag of convenience in her AIS data. The flag each one claims is given in the relay message at 0600Z; which ship claims which flag changes from one game to the next, and so does which ship is which. Nothing in their movement tells them apart.

CONTACT	TYPE	SIZE	AT 0600Z	AIS	ASSESSMENT
M/T AURIGA BAY	Product tanker, LR1	75,000 dwt	In column, outer lane, 10 kt	ON	OF INTEREST
M/T KESTREL	Product tanker, LR2	150,000 dwt	In column, outer lane, 10 kt	ON	OF INTEREST
M/T PRIMA NOVA	Product tanker, LR1	75,000 dwt	In column, outer lane, 10 kt	ON	OF INTEREST

3.2 What we believe, without knowing which

The DRM assesses that the group is made up of three kinds of ship, one of each:

- **A false flag.** A ship claiming a registry that has no record of her. Stateless in law, and the one Paris wants. Ships of this kind have carried armed guards.

- **A sanctioned ship with a valid flag.** She is on the sanctions lists, but her flag is real. Boarding her needs her flag state's consent.
- **A ship that has become Russian.** Recently re-registered in a Russian port, still showing her old flag. The escort is there for her, above all.

3.3 The three kinds of answer

Ask the registry of the flag a tanker claims, and one of three answers will come back:

- *No record.* She is not on the books: a ship without nationality.
- *She is ours.* The registry confirms her, and then either consents to a French boarding or refuses.
- *We struck her off.* She was on the books and no longer is. Read section 2 again.

Moscow can be asked too. It will say either that the ship is not Russian, or that she is.

3.4 Other sources

The DRM will send a bulletin early in the day naming the tanker it believes to be the false flag. **ALBATROS 31** can photograph each tanker once, in daylight, low and close: a hull tells you what its name board, its welded number and its port of registry say. **Signals intelligence** may report on the submarine question later in the day. Every product comes graded, and a graded product can be wrong.

GRADES

- B2** Usually reliable source, probably true. Act on it, but not alone if you can help it.
- C3** Fairly reliable source, possibly true.
- C4** Fairly reliable source, doubtful. A lead, not a finding.
- D4** Not usually reliable, doubtful. Note it and look elsewhere.

4 Their forces

4.1 Assessed disposition, 0600Z

CONTACT	CLASS / ROLE	POSITION 0600Z	CONFIDENCE	BASIS
Neustrashimy	Pr.11540 frigate — escort. Guns, SAM, ASW helicopter	49°20'N 005°22'W	CONFIRMED	Handed over by HMS St Albans; radar hold
Akademik Pashin	Pr.23130 replenishment tanker	49°24'N 005°12'W	CONFIRMED	Keeps station on the escort
Viktor Leonov	Pr.864 Vishnya intelligence collector (AGI)	48°54'N 006°54'W	CONFIRMED	Loitering west of the lanes since the night

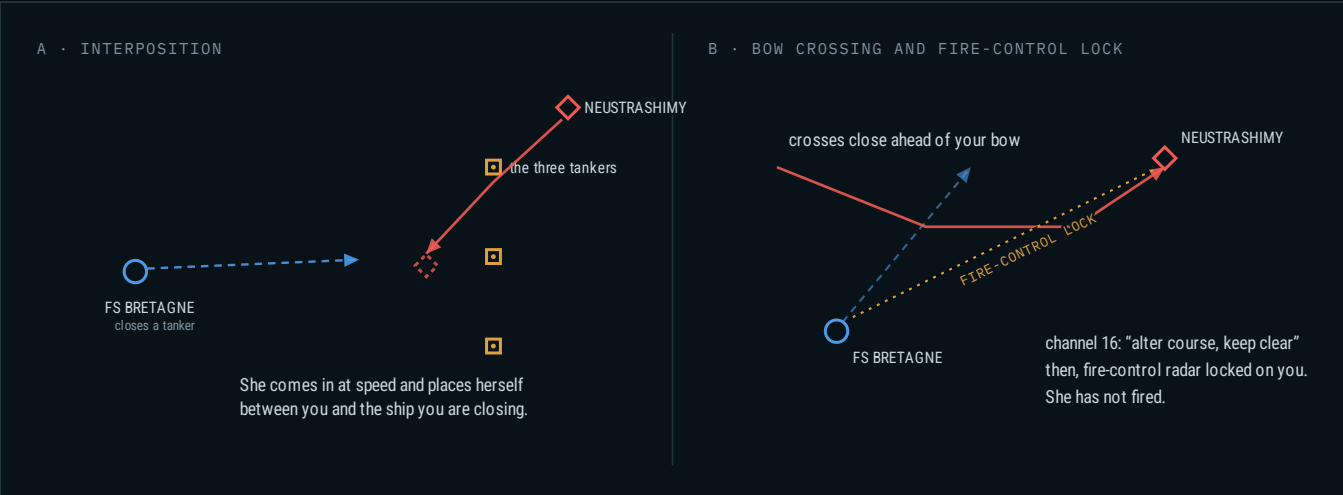
CONTACT	CLASS / ROLE	POSITION 0600Z	CONFIDENCE	BASIS
Submarine	Pr.636.3 Improved Kilo, assessed	—	UNLOCATED	Possible. Kilos have shadowed these groups before. No contact

4.2 The escort, as observed

Neustrashimy has done this before, in the North Sea and in the Channel, and the Royal Navy's reports describe a consistent pattern. She does not wait to be threatened. When a warship or a helicopter closes one of the tankers she comes in at speed and puts herself between them. When she is close aboard a warship she crosses her bow, a few hundred metres ahead, and orders her off on channel 16. After a few of these she locks her fire-control radar on. She has never fired.

A master with that frigate a few miles off does not stop for anyone. After the group opened out in August, the escort stayed with one ship and let the others go.

FIGURE 2 – THE ESCORT'S BEHAVIOUR, AS REPORTED BY THE ROYAL NAVY



Neither manoeuvre is an attack, and neither is an accident. Both are meant to make the French commander either back off or do something the television can use.

4.3 The collector

Viktor Leonov listens, films and reports. Her class has made runs for territorial seas before, to see who reacts and how fast; an intelligence ship inside the twelve miles off Ushant would be a headline in Brest and a question in the Assembly. A warship that keeps her company is noticed, by her and by Paris.

4.4 The submarine

No contact, and no certainty that there is anything to find. If a Kilo is with this group she will be slow, deep and quiet, and she will not be here for the tankers: Brest is the home of the French ballistic missile submarines, and the traffic in and out of it is what a Russian submarine commander is paid to record. All tracks towards Brest converge on the approaches (reference point BREST APPROACHES). The maritime patrol aircraft carry sonobuoys and torpedoes; the torpedoes stay on the rack.

4.5 What they are likely to do

MOST LIKELY COURSE OF ACTION

Shield, film and protest. The escort interposes and harasses, but does not fire. The group opens out somewhere past the lanes, the escort stays with the ship that matters most to Moscow, and the Russian press agency calls every French approach harassment. A lawful boarding of a stateless ship is denounced and then accepted.

MOST DANGEROUS COURSE OF ACTION

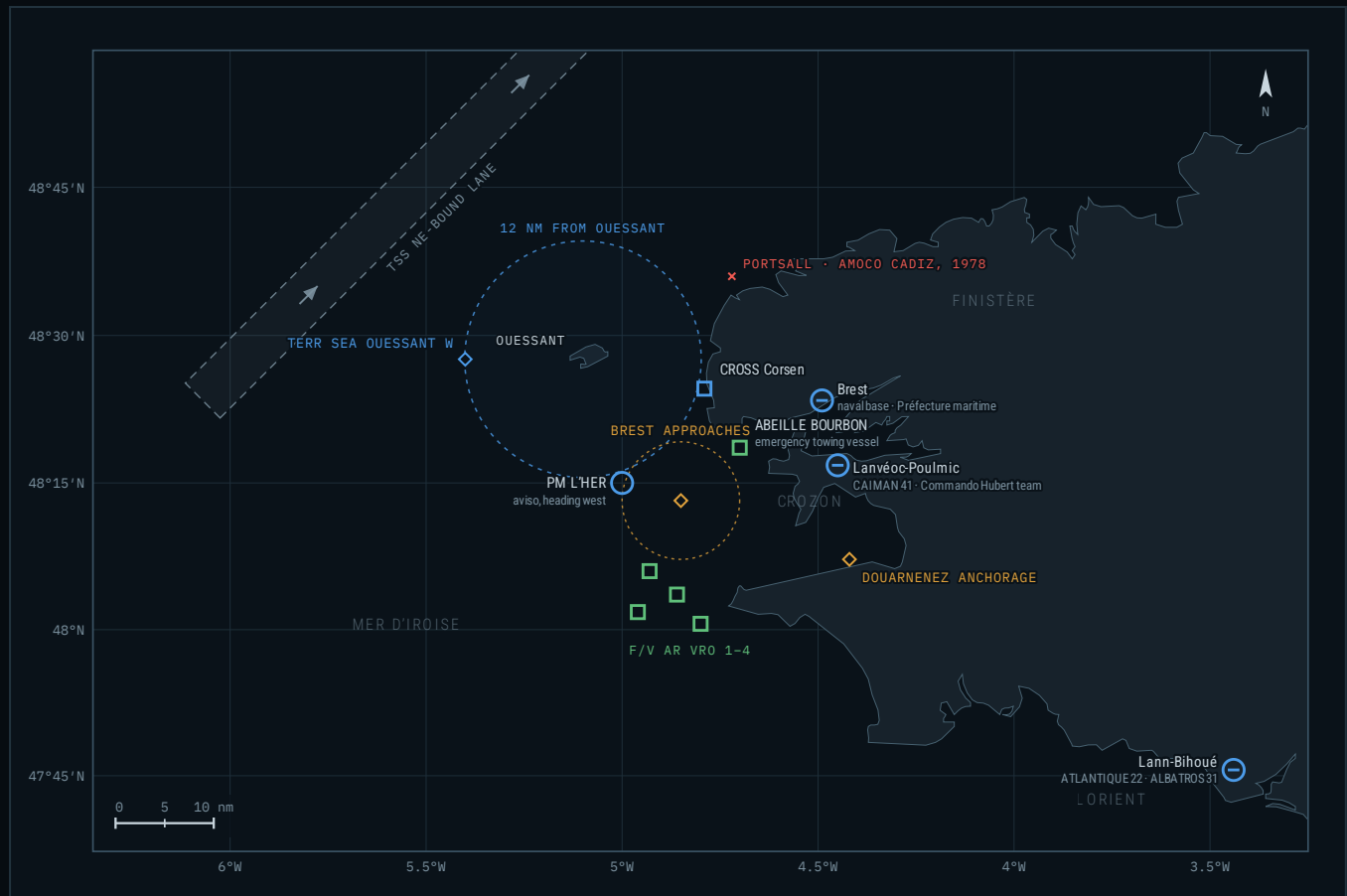
A French team goes aboard a ship that turns out to be Russian, or a French round hits a Russian hull. From that moment the escort's weapons are free and Paris is managing a war. **Both begin with something you did.**

5 Your forces

5.1 Task Group 471.1 and support, 0600Z

UNIT	TYPE	WHERE	REMARKS
FS Bretagne (D 655)	FREMM, ASW frigate	Relay point, south-west of the group	Flagship. PANTHER 51 embarked. Boats for a boarding team
PM L'Her (F 792)	A 69 aviso	South of Ushant, heading west	Hull-mounted sonar, slow, small
Abeille Bourbon	Emergency towing vessel	Brest roads	Under the Préfet maritime. For a ship in distress or a spill
ATLANTIQUE 21	Atlantique 2 MPA	Airborne, over the lanes	Radar, sonobuoys, torpedoes (held)
ATLANTIQUE 22	Atlantique 2 MPA	Lann-Bihoué, ready	Relief for 21, or a second hunter
ALBATROS 31	Falcon 2000 Albatros	Lann-Bihoué	Maritime surveillance; the photographs
CAIMAN 41	NH90 NFH Caïman Marine	Lanvéoc-Poulmic	Surveillance fit, unarmed. Carries the boarding team
Commando Hubert team	Boarding team	With CAIMAN 41 at Lanvéoc	One team only
HMS St Albans	Type 23 frigate (UK)	North of the group	Hands over and returns up the Channel unless asked back

FIGURE 3 – THE IROISE, 0600Z



Brest, the two naval air stations, the anchorage where a seized tanker is taken, and the territorial sea off Ushant. The CROSS at Corsen and the Abeille Bourbon are the Préfet maritime's instruments; CAIMAN 41 and the team are yours.

5.2 One team, two ways in

There is one Commando Hubert team today, and it can be in one place at a time. With CAIMAN 41 at Lanvéoc it can go aboard a ship under way, down a rope from a hovering helicopter. Aboard FS Bretagne it can go across in the frigate's boats, but only to a ship that has stopped or nearly so, and only while the sea allows boats. Moving the team between the two takes time, and while it is moving it can board nothing.

A team that goes aboard a false-flag ship may find armed guards. They may resist, and a boarding can be thrown back or cost wounded. A team climbing from a boat up a ship's side is more exposed than one landing on her deck, and an escort close by makes everyone aboard braver.

A tanker that has been taken is sailed to the Douarnenez anchorage under a prize crew, and her arrival is reported.

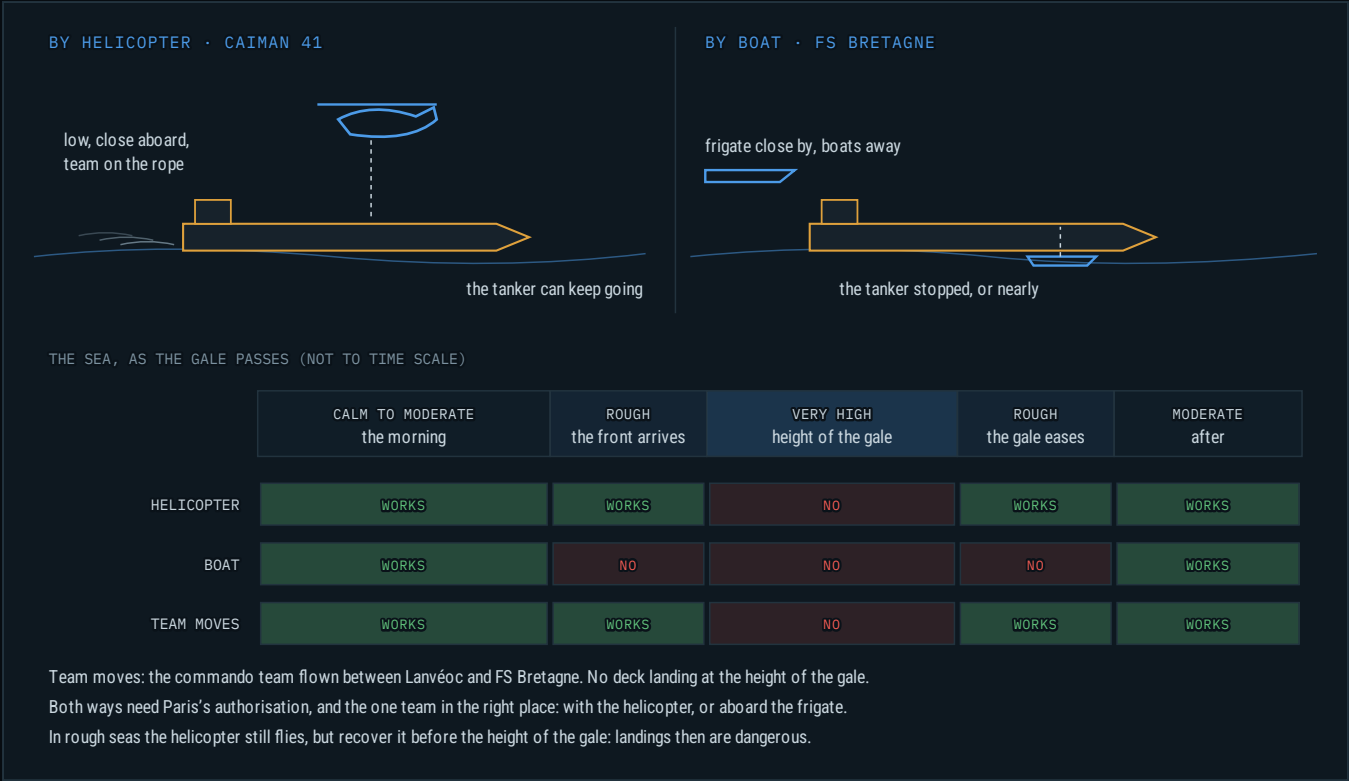
6 Weather

The day starts fair: twelve degrees, a slight sea from the west. It will not last. Météo-France is watching a deep low coming in from the Atlantic, and will issue a gale warning for Iroise and Ouessant during the morning, with an expected time for the onset. The forecast time is a forecast.

The gale comes in stages. First the front: wind rising, sea rough. **Boats stop before helicopters.** In a rough sea no boat can be launched, but the helicopter still flies, and it is wise to recover it before the height of the gale. Then the height of it: force 8 gusting 9, a very high sea, and nobody puts a team on a deck, by rope or otherwise, for some hours. Then the wind eases, the helicopter can work again while the sea is still too rough for boats, and finally both can work.

A laden tanker, a gale and the rocks of Ushant are the ingredients of 1978.

FIGURE 4 – WHAT BOARDS WHAT



The helicopter works on a ship under way and in rougher water; the boats need a ship that has stopped, a frigate close alongside, and a sea that allows them. Neither works at the height of the gale.

7 Special actions guide

7.1 How they work

CMO cannot call a registry, ask the Prime Minister's office or put a commando on a deck. Those acts are special actions, in the **Special Actions** menu, fifteen of them. Each click is one order, given now and recorded with its time. Answers come back as messages, some at once, some after a delay. When an action cannot be carried out, the message says why: too far, too fast, too soon, no legal basis, the wrong place for the team. Nothing can be undone.

Most actions act on the tanker selected on the map. Select the contact first; if nothing is selected, a message asks you to select one. Several actions have their own rest period, or can be used only once for each ship. Their names below are exactly as they appear in the game.

7.2 Identify

Registry - check the flag of the selected tanker

The Foreign Ministry asks the registry of the flag the tanker claims whether she is on its books and whether it consents to a boarding. **For:** the legal basis, which nothing else can give you. **Needs:** a tanker selected; one request per ship. **Risks:** nothing in itself, but the answer is only as good as your reading of it: “struck off” is not “stateless”.

Diplomacy - Ask Moscow about the selected tanker

Our embassy asks the Russian Foreign Ministry whether the ship is Russian. **For:** the one question the registries cannot answer. **Needs:** a tanker selected; once per ship, and patience, as Moscow takes its time. **Risks:** Moscow learns what we are looking at, and asking costs a little international standing each time.

7.3 Authorise

Paris - Request authorisation to board the selected tanker

The request goes to the Prime Minister's office. **For:** the political decision without which no boarding is carried out. **Needs:** the registry's answer about that ship; Paris will not even look at a request without it. Paris refuses a ship known to be Russian, and a ship whose flag state has said no. **Risks:** Paris decides on what the file says. A doubtful case can come back authorised with a legal adviser's reservation; an authorisation is permission, not proof. It lapses after a while, and can be asked for again.

7.4 Stop

Order the selected tanker to stop

FS Bretagne orders the tanker on VHF 16 to stop and prepare for a visit. **For:** a ship lying stopped is one the boats can reach. **Needs:** a legal basis (no nationality, the flag state's consent, or Paris's authorisation) and FS Bretagne close by; it cannot be repeated at will. **Risks:** a master may refuse, and with the escort close he will; a stopped ship does not wait forever. Ordering a Russian ship to stop is an incident in itself. And a laden tanker lying stopped beside the lanes is a hazard that CROSS Corsen will warn you about, and that other ships have to avoid.

Warning shots across the bow of the selected tanker

FS Bretagne fires a burst ahead of the tanker's bow, never at the ship. **For:** a master who has refused is more likely to think again. **Needs:** FS Bretagne very close to the tanker; a rest period between bursts. **Risks:** international standing and allied goodwill; France can no longer say she has not fired. If the escort is near she answers with her fire-control radar. Fired at a Russian ship, it is an escalation Moscow will not let pass.

7.5 Board

Board the selected tanker by helicopter

CAIMAN 41 puts the team down the rope on the tanker's deck. **For:** the only way aboard a ship that will not stop. **Needs:** Paris's authorisation, still valid; the team with CAIMAN 41; the helicopter flying low and close to the tanker; anything but the height of the gale. **Risks:** with the escort close, her fire-control radar may make the pilot break off, or the team goes down under her guns, which Paris, London and Moscow will all notice. Aboard a Russian-flagged ship, it is an act of war.

Board the selected tanker by boat

FS Bretagne's boats take the team across. **For:** a boarding without the helicopter, from the frigate that is already there. **Needs:** Paris's authorisation, still valid; the team aboard FS Bretagne; the frigate close alongside; the tanker stopped or nearly so; a sea that allows boats. **Risks:** a team climbing a ship's side is exposed, and armed guards find it easier to resist; the escort's presence does not help. Aboard a Russian-flagged ship, it is an act of war.

7.6 The commando team

Commando team - embark in FS Bretagne

CAIMAN 41 flies the team out to the frigate. **For:** a boarding by boat. **Needs:** CAIMAN 41 on the ground at Lanvéoc with the team; a deck landing possible, so not at the height of the gale. **Risks:** while in transit the team can board nothing, and once aboard it is no longer with the helicopter.

Commando team - return to Lanveoc

The team is flown back from FS Bretagne to CAIMAN 41. **For:** a boarding by helicopter. **Needs:** the team aboard FS Bretagne; not at the height of the gale. **Risks:** the same: a team in transit is a team that cannot board.

7.7 Report

Report to Paris - boarding not carried out

You tell Paris that the false-flag tanker will not be boarded today, and why. **For:** the day when the right answer is no. **Needs:** the action run twice, the first time as a confirmation. **Risks:** it closes every boarding operation for the rest of the day. Paris weighs the reasons against the situation at the moment the report is sent: a report is only as good as the facts that justify it then, such as the legal basis you still lack, the escort alongside, the state of the sea, oil in the water.

7.8 Communication and diplomacy

Communication - Publish evidence

Paris releases what you have. **For:** legitimacy abroad, opinion at home, allies on side. **Needs:** evidence to publish: what a boarding found, a photograph that shows the truth, a recorded submarine signature. A rest period between releases. **Risks:** Moscow calls it a provocation, which it would anyway.

Communication - Reassuring statement

The Minister says the Navy is on the scene and the Breton coast is protected. **For:** public opinion. **Needs:** a rest period between statements. **Risks:** if oil comes ashore soon after, the statement is played back on every channel.

Diplomacy - Summon the Russian ambassador

The Quai d'Orsay hands him a formal protest. **For:** legitimacy, and a little allied goodwill. **Needs:** a rest period. **Risks:** little, beyond the ritual.

Diplomacy - Brief the allies

London, Madrid, Brussels and Northwood are given the picture and French intentions. **For:** allied cohesion. **Needs:** a rest period. **Risks:** none; allies who are not told, on the other hand, remember it.

Diplomacy - Ask the Royal Navy to come back

London is asked to send HMS St Albans back to mark *Neustrashimy*. **For:** an escort that has a British frigate on her quarter reacts later and more slowly. **Needs:** allies who think France is handling this well, and a NATO ship to spare this week, which depends on how the campaign has gone so far. She takes time to come back. **Risks:** a refusal costs a little at home; you can ask again later.

The first four of these also answer the political event open at that moment, if they are among the answers it lists (section 9).

8 Rules of engagement

1 Weapons tight in all domains.

In practice: nothing is engaged that has not been positively identified as hostile, and nothing Russian is hostile this morning.

2 Subsurface weapons held.

In practice: no torpedo goes into the water. You hunt the submarine to find her and to hold her, so that she knows she has been found, not to attack her.

3 France does not fire first.

In practice: a round that hits a Russian unit, for any reason, is the incident Moscow is waiting for. A fire-control lock is not an attack; do not answer it as one.

4 No boarding without a legal basis and Paris's authorisation.

In practice: the legal basis comes from the answers of the registries; the authorisation comes from Paris. Neither replaces the other.

5 A Russian-flagged ship is not boarded.

In practice: whatever she was last month, and whatever paper says otherwise.

6 Warning shots are fired ahead of a ship, never at one, and only on the commander's order.

In practice: a warning shot is still a French round fired, and it is counted as one in every capital.

9 Paris

The government measures three things it will not show you as figures: France's **international legitimacy**, **public opinion** at home, and **allied cohesion**. You will see them move through events: a warning from Moscow about piracy, London asking for a joint line, Brussels asking for material it can release, *Le Télégramme* on the quays, the fishermen of Le Conquet, the mayors of Finistère who remember the *Amoco Cadiz*, the opposition in the Assembly, TASS, Lloyd's List, Madrid watching tracks head for Finistère, the Kremlin, the oil markets, Northwood, the Élysée spokesperson.

Each event comes with a window to answer and the answers that would serve. Answered well, it helps; left unanswered, it costs. Your levers are the four actions of communication and diplomacy above. What you do at sea moves the three far more than anything said in Paris.

THE LINE YOU DO NOT CROSS

If any of the three falls too far, the government falls and the operation ends there. Matignon will warn you twice before it happens. Take the warning.

10 Provenance

Everything above is written as though it were real. This section takes the mask off.

10.1 The incidents the scenario is assembled from

DATE	INCIDENT	WHAT IT CONTRIBUTES HERE
Mar 1978	<i>Amoco Cadiz</i> aground at Portsall	The Breton memory of oil, and the reason the lanes are where they are.
Sep–Oct 2025	France boards the <i>Boracay</i> , false flag	The lawful road: a ship without nationality. Two men from a sanctioned security firm aboard.
Dec 2025–Mar 2026	Armed guards reported aboard shadow-fleet tankers	The resistance a boarding team may meet.
Jan 2026	<i>Grinch</i> boarded by helicopter-borne commandos	The helicopter boarding of a ship under way; diverted to Marseille-Fos.
Mar 2026	<i>Deyna</i> , third French boarding	A practice becoming routine.
1 Jun 2026	<i>Tagor</i> , false Cameroon flag, west of Brittany	A master who refuses to stop; the diversion to Douarnenez Bay.
Jun 2026	UK seizes <i>Smyrtos</i> ; <i>Admiral Grigorovich</i> fires warning shots	The Russian navy answering at sea.
Aug 2026	Royal Navy shadows <i>Neustrashimy</i> , <i>Admiral Levchenko</i> and <i>Akademik Pashin</i>	The escorted group and the handover off Ushant.

10.2 What is real and what is invented

- **Real:** the military units, bases and weapon types, the Ushant traffic separation scheme, CROSS Corsen, the Abeille Bourbon and Commando Hubert. Their presence and actions on this date are a projection.
- **Invented:** M/T AURIGA BAY, M/T KESTREL, M/T PRIMA NOVA and the other merchant ships, their owners and flags; Operation HERMINE, Task Group 471.1 and OPORD 26-031; every intelligence product, event and quotation in the scenario. Any resemblance to real vessels is unintended.
- **The hypothesis:** a boarding under Russian military escort has not happened. This scenario is about what it would take.

10.3 Sources

- [United Nations Convention on the Law of the Sea](#), articles 92 (status of ships) and 110 (right of visit)
- [Amoco Cadiz](#)
- [Ushant](#) and its traffic separation scheme
- [Russian shadow fleet](#)

11 Glossary

AGI Intelligence collection ship (here *Viktor Leonov*).

AIS Automatic Identification System: the name, flag and track a ship broadcasts about herself.

CECLANT Commandant de la zone maritime Atlantique, Brest; also the Préfet maritime de l'Atlantique.

CROSS Regional operational centre for surveillance and rescue; CROSS Corsen watches the Ushant scheme.

CTG Commander Task Group; you, as CTG 471.1.

DRM Direction du renseignement militaire, French military intelligence.

False flag A flag claimed by a ship that its registry does not recognise; the ship is without nationality.

FREMM European multi-mission frigate; FS Bretagne is the ASW version.

Matignon The Prime Minister's office, which authorises a boarding.

MPA Maritime patrol aircraft (Atlantique 2).

P&I Protection and indemnity insurance, which covers a ship's liability for pollution. Shadow-fleet ships often have none worth the name.

POLMAR The French contingency plan for marine pollution reaching the coast.

Quai d'Orsay The French Foreign Ministry.

Shadow fleet Ageing tankers under flags of convenience carrying Russian oil around sanctions.

SSK Diesel-electric attack submarine (here a Kilo).

Stateless Without nationality; open to visit on the high seas under UNCLOS article 110.

TSS Traffic separation scheme: one-way lanes separated by a zone that ships keep out of.

UNCLOS United Nations Convention on the Law of the Sea (1982).

VHF 16 The international calling and distress channel.

Prepared for the Command: Modern Operations scenario **Ouessant Relay, 2026 — The Ushant Handover**, second scenario of the *Europe 2026* campaign. Designer: totobimbo. Every assessment in this pack is written from inside CTG 471.1's picture at 0600Z: it is what the commander believes, which is not the same as what is true. Where the pack is wrong, that is the design.

Tanker names, all intelligence products, events and quotations are invented. Military units, bases, weapon types, the Ushant traffic separation scheme, CROSS Corsen, the Abeille Bourbon and Commando Hubert are real; their presence and actions on this date are a projection. Title plate imagery: NASA EOSDIS Worldview (MODIS/VIIRS). Coastline of the figures from Natural Earth (1:10 m land and minor islands), Mercator projection, WGS 84.

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