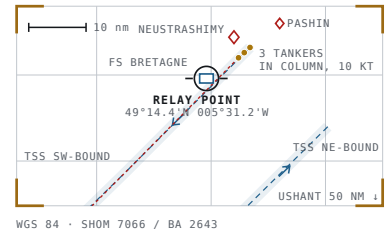




Three tankers, one escort, one lawful boarding,  
and a gale on the way



22 OCT 2026 · 0600Z 24 HOURS 2 SURFACE · 5 AIR · 1 TEAM WEAPONS TIGHT, ALL DOMAINS

0PORD 26-031 . 220400Z0CT26

SHEET 1 OF 28

RECORD OF CHANGES

| NO | DTG     | CHANGE                                                                                                                                                                                                                              | AUTHORITY  | ENTERED BY |
|----|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|
| 01 | 220330Z | Annex A amended on receipt of reference F: HMS ST ALBANS hands over at 0600Z and detaches up the Channel at <b>0730Z</b> . Her return is a British decision, requested through Paris. Annex K paragraph 4 refers.                   | CECLANT/N3 | CF MORVAN  |
| 02 | 220350Z | Annex F paragraph 1: <b>one Commando Hubert team only</b> is assigned. The request for a second team was declined by the Commandement des forces spéciales for a competing national alert. Request recorded at Annex A paragraph 7. | CECLANT/N3 | CF MORVAN  |

DISTRIBUTION

| ADDRESSEE                                             | COPIES | MEANS                                                      |
|-------------------------------------------------------|--------|------------------------------------------------------------|
| CTG 471.1, embarked FS BRETAGNE                       | 1–3    | Secure signal                                              |
| Commanding officer, PM L'HER                          | 4      | Secure signal                                              |
| ALAVIA — flotillas at Lann-Bihoué and Lanvéoc-Poulmic | 5–7    | Secure signal, extract: Annexes A, D and L                 |
| Commando Hubert, Lorient — team leader at Lanvéoc     | 8      | Secure signal, extract: Annexes E, F and G                 |
| CROSS Corsen                                          | 9      | Secure fax, extract: paragraph 1d and Annex H              |
| Master, ABEILLE BOURBON                               | 10     | Through the Préfecture maritime, extract: Annex H only     |
| MARCOM Northwood · RN Fleet Operations                | 11–12  | Secure signal, extract: Annexes A and B, REL GBR           |
| Secrétariat général de la mer, Paris                  | 13     | Secure signal, extract: paragraphs 1 to 3, Annexes E and K |
| CECLANT registry                                      | 14–16  | Registry                                                   |

This order is issued in the French national chain. It is **not** a NATO operation and it alters the peacetime status of no unit. HMS ST ALBANS remains under British command throughout and is listed for coordination only. Every boarding under this order is authorised by the Prime Minister's office, through the Secrétariat général de la mer, ship by ship. The Préfet maritime remains responsible for the safety of navigation in the Ushant scheme while the operation runs: the two responsibilities sit in one officer, and neither yields to the other.

**Paris expects to hear it from you before it reads it.**

## 1. SITUATION

### a. Adversary forces

(NR) No state of hostilities exists. The heading is doctrinal. The forces below belong to the Russian Federation Navy, which is to be treated as a professional navy operating lawfully on the high seas until it does otherwise.

(NR) The frigate **NEUSTRASHIMY** is escorting the replenishment ship **AKADEMIK PASHIN** and three laden tankers down the south-west-bound lane of the Ushant scheme at ten knots. The Royal Navy has held the group since the Dover Strait and hands it over at 0600Z, reference F. The escort's conduct in the North Sea and the Channel is summarised at Annex B: **she interposes, she harasses, she locks on; she has never fired** [B2].

(NR) The intelligence collection ship **VIKTOR LEONOV** has loitered west of the lanes since the night [B2]. Ships of her class have run for territorial seas before, to see who answers.

(NR) **A submarine is possible and is not held.** Improved Kilos have shadowed these groups before, and the approaches to Brest are what one would come for [C4]. This headquarters offers no position.

(NR) Russian posture carried over from the Hoburg Bank incident of 14–15 October is stated in the opening message at H-hour and is not repeated here.

### b. Friendly forces

(NR) Task organisation at Annex A: one frigate, one aviso, two maritime patrol aircraft, one maritime surveillance aircraft, two helicopters and **one** Commando Hubert team. The emergency towing vessel ABEILLE BOURBON is under the Préfet maritime and is committed by the commander only for the purposes at Annex H.

(NR) HMS ST ALBANS hands the picture over at the relay point and detaches at 0730Z. **Once she has gone, the group is France's alone.** Her return may be requested; Annex K paragraph 4.

### c. Attachments and detachments

(NR) The Commando Hubert team attaches at Lanvéoc-Poulmic with CAIMAN 41, Record of Changes serial 02. ATLANTIQUE 22 and ALBATROS 31 attach from Lann-Bihoué on the commander's call. PANTHER 51 is embarked in FS BRETAGNE. No second team, no second frigate and no tanker aircraft are available. Annex A paragraph 7 records what was asked for.

### d. Civil considerations

(NR) **The three tankers.** M/T AURIGA BAY, M/T KESTREL and M/T PRIMA NOVA, laden product tankers of 75,000 to 150,000 dwt, AIS on, each broadcasting a flag of convenience. The flag each one claims is recorded in the relay message at H-hour. Their crews are civilian and are treated as such whichever ship turns out to be which.

(NR) **The scheme.** The Ushant traffic separation scheme carries about 120 ships a day. Laden tankers use the outer, south-west-bound lane, some 43 nm north-west of Ushant; the inner lane carries the north-east-bound traffic about 24 nm off. **The lanes belong to everybody.** A laden tanker lying stopped beside them, with two warships close aboard her and traffic passing, is the incident this Préfecture exists to prevent. CROSS Corsen watches the scheme and will say so. Annex H.

(NR) **The coast.** Finistère remembers the *Amoco Cadiz* (Portsall, March 1978). The fishermen of Le Conquet are working the Iroise this morning. Mayors, the regional press and the Assembly will react to anything that puts oil at risk, and will react faster than Moscow.

## 2. MISSION

(NR) TG 471.1 takes over the Russian group from the Royal Navy off Ushant at 220600Z, identifies which of the three tankers is without nationality, and boards and diverts that ship to Douarnenez Bay if it can be done lawfully, from 220600Z to 230600Z, in order that France enforces the law of the sea against the shadow fleet without firing first, without touching a Russian-flagged ship and without putting oil on the Breton coast.

## 3. EXECUTION

### a. Commander's intent

(NR) You inherit three tankers that look alike, an escort that has been told to make you look reckless, and a law that allows exactly one thing. One ship flies a flag she has no right to. One flies a valid flag and is sanctioned. One became Russian a few days ago and still shows her old colours. **Nobody on this staff knows which is which**, and the first product that claims to will be graded, not proven.

(NR) **Purpose.** A stateless tanker in Douarnenez Bay, taken lawfully, and nothing that Moscow can show the world except a lawful boarding. If that cannot be had today, then a clean, honest account of why not, sent to Paris while it is still true.

(NR) **Method. Identify before you act.** Ask the registries early, look at the hulls, and weigh every graded product for what it is. **Board a stateless ship only**, or a ship whose flag state has consented, and only with Paris's authorisation in hand. **Never a Russian-flagged ship:** not a stop order, not a round across her bow, not a boot on her deck. **Not under the escort's guns if it can be avoided:** patience is a weapon, the group will not stay together for ever, and the weather will choose a window for you if you do not choose one first. **Keep the lanes safe:** no tanker stopped beside them, and the tug where she can reach one.

(NR) **End state.** The false-flag tanker at anchor in Douarnenez Bay with a prize crew aboard, or a report to Paris that states why she is not. No French round fired. No Russian-flagged ship touched. No oil ashore. The submarine, if there is one, held and turned away from Brest. The collector kept out of the territorial sea. The task group whole at dawn, and a government in Paris that can still explain every hour of it.

(NR) **We do not fire first.** I accept a boarding not carried out before I accept a boarding under the guns of a Russian frigate, and I will not accept a boarding of the wrong ship at all. **If it cannot be done, say so.** A late, honest report is a result; a boarding that turns out to be an act of war is not.

**b. Concept of operations**

(NR) The operation is conducted in a single defensive posture, in four phases, with three continuous tasks running alongside them. Annex C sets out the phases, the decision points and the control measures; Appendix 1 to Annex C draws them.

(NR) **Phase 1 — Relay (0600Z to 0730Z).** Take over the tracks from HMS ST ALBANS at the relay point. Establish the air and surface picture over the group before she goes. Put ATLANTIQUE 21 over the lane and PANTHER 51 on deck at readiness.

(NR) **Phase 2 — Identify (from H-hour until a ship is named).** Refer each tanker's claimed flag to its registry through the Quai d'Orsay. Photograph each hull from ALBATROS 31 in daylight. Ask Moscow where a registry answer leaves doubt. Weigh the DRM's bulletin by its grading. The phase ends when one ship has a legal basis **and** nothing suggests she is Russian.

(NR) **Phase 3 — Separate and board.** Obtain Paris's authorisation for that ship. Put the team where it can reach her. Board her in a boarding area clear of the lanes, and away from the escort. **The most likely moment is after the group opens out**, when one warship can no longer be with three tankers; the least likely is while all five hulls are still in column in the lane.

(NR) **Phase 4 — Secure and divert.** Secure the ship, record what is found, and sail her under prize crew to DOUARNENEZ ANCHORAGE by the route at Annex C. Report her arrival.

(NR) **Continuous — the submarine.** Held, not attacked. A barrier across the approaches to Brest, maritime patrol aircraft on the assessed sectors, and the aviso on the inner line. **Continuous — the collector.** Kept company, and kept out of the territorial sea off Ushant by a hull, never by a weapon. **Continuous — the scheme and the coast.** No stopped tanker within three miles of a lane; ABEILLE BOURBON placed to reach one; the gale anticipated, not suffered. Annex H.

(NR) **Paris is a line of effort.** The government will face Moscow, London, Brussels, Madrid, the press, the Assembly and the mayors of Finistère within the period. Annex K sets out how CTG 471.1 answers them, and why a silence costs as much as a wrong word.

## c. Tasks to subordinate elements

| ELEMENT              | TASK                                                                                                                                                                                                                                                                                                                               |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FS BRETAGNE          | Flagship. Take over the group at the relay point. Close and observe the tankers. Give the order to stop on the commander's word, <b>from within 5 nm</b> . Be ready to embark the Commando Hubert team and to launch a boat boarding. PANTHER 51 embarked for surveillance. <b>No fire-control illumination of a Russian unit.</b> |
| PM L'HER             | Inner anti-submarine line across the approaches to Brest, Annex C. On order, keep company with the collector, or with a tanker positively identified as Russian-flagged, to fix the escort's attention there. Hull-mounted sonar; slow; <b>do not put her between the escort and anything the escort wants.</b>                    |
| ATLANTIQUE 21 / 22   | Surface picture over the group in Phase 1; then the submarine on the assessed approach sectors, Annex D. Sonobuoys, radar and MAD. <b>Torpedoes stay on the rack.</b>                                                                                                                                                              |
| ALBATROS 31          | Photograph each tanker once, in daylight, low and close, Annex D paragraph 3. Priority to the ship with the most doubtful answer.                                                                                                                                                                                                  |
| CAIMAN 41            | Boarding helicopter. Carries the Commando Hubert team from Lanvéoc, or transfers it to FS BRETAGNE and back. Unarmed surveillance fit. <b>Recovered before the height of the gale.</b>                                                                                                                                             |
| Commando Hubert team | Board, secure and divert the tanker named by CTG 471.1, once Paris's authorisation is valid. Annexes E and F. Non-lethal force, and force in self-defence only.                                                                                                                                                                    |
| ABEILLE BOURBON      | Under the Préfet maritime. Moved by CTG 471.1 through CROSS Corsen, <b>to be within reach of any tanker lying stopped.</b> Her master decides how she tows.                                                                                                                                                                        |
| HMS ST ALBANS        | Not under command. Relay until 0730Z, then detaches unless London sends her back. If she returns, she marks NEUSTRASHIMY.                                                                                                                                                                                                          |

## d. Coordinating instructions

- (NR) **H-hour is 220600Z** (0800 local). End of operation 230600Z, or on order.
- (NR) **No boarding without a legal basis and a valid authorisation from Paris.** The legal basis comes from the answers of the registries, Annex E; the authorisation from the Prime Minister's office. Neither replaces the other. **An authorisation lapses four hours after it is given** and is asked for again.
- (NR) **A ship is not treated as stateless on a registry answer of "struck off".** Annex E paragraph 3.
- (NR) **No stop order, warning shot or boarding against a Russian-flagged ship**, for any reason, including a signed authorisation. Annex G serial 5.
- (NR) **Weapons tight in every domain; subsurface weapons held.** We do not fire first. Warning shots are fired across the bow only, never at a ship, on the order of CTG 471.1 personally.
- (NR) **No boarding with NEUSTRASHIMY within 5 nm of the target** unless there is no other way and CTG 471.1 has reported the reasons first. A boarding under her guns is a political act, not a tactical one.
- (NR) **No tanker is ordered to stop within 3 nm of either lane.** Boarding areas at Annex C.
- (NR) The team moves between Lanvéoc and FS BRETAGNE in about an hour, and **boards nothing while it moves.** Its location is a commander's decision taken ahead of time.
- (NR) Boats are not launched above sea state 4. **No boarding and no deck transfer at the height of the gale.** Annex L.
- (NR) PIRs at Annex B paragraph 6, plotted at Appendix 1 to Annex B. Reporting is immediate. Codewords at Annex J.
- (NR) Every hail, approach, lock-on 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. SUSTAINMENT

a. Logistics

(NR) Fuel states at H-hour are sufficient for the period. **No replenishment ship is assigned**; Brest is the port of refuge, and a unit detached to it is a unit the picture does without. Aircraft cycle from Lann-Bihoué and Lanvéoc-Poulmic; plan ATLANTIQUE reliefs early, since the gale will close the night to anything that has not already launched.

(NR) The team carries stores and equipment for one boarding and a prize crew. A seized tanker is virtualled from Brest once at anchor.

b. Medical

(NR) Role 1 afloat in FS BRETAGNE. Role 2 ashore at the military hospital in Brest (HIA Clermont-Tonnerre), reached by CAIMAN 41 in under an hour from the boarding areas. A wounded commando is evacuated before the ship is sailed. A casualty among a tanker's crew is treated exactly as our own and reported at once.

c. Search and rescue

(NR) CROSS Corsen coordinates. Sea temperature thirteen degrees. **After dark, in a gale, a person in the water is found by light and beacon or not at all.**

5. COMMAND AND SIGNAL

a. Command

(NR) CTG 471.1 exercises tactical command of all units at Annex A paragraphs 1 and 2, and tactical control of the aircraft at paragraph 3 while on task. Operational command is retained by CECLANT. ABEILLE BOURBON is tasked through CROSS Corsen. Succession of command: CTG 471.1; Commanding Officer FS BRETAGNE; Commanding Officer PM L'HER.

(NR) **The order to board is the commander's own act.** It is recorded with a time against it and is not delegated.

b. Signal

(NR) Annex J. Maritime reporting to CECLANT operations centre, Brest, on the command net; info CROSS Corsen for anything bearing on the scheme. Political reporting through CECLANT to the Secrétariat général de la mer, Annex K.

ACKNOWLEDGEMENT

(NR) Acknowledge receipt of this order and of Annexes A to M by immediate signal, quoting serial CECLANT/OPS/TG471/26-031.

KERGOAT, Anne-Laure

Vice-amiral d'escadre  
Commandant la zone maritime Atlantique  
Préfet maritime de l'Atlantique

**Authentication.** LE BIHAN, P. — Capitaine de vaisseau — N3 Operations, CECLANT. Original signed copy held in CECLANT registry, Brest.

A

Task Organisation

ANNEX A TO OPORD 26-031 · DTG 220400Z0CT26 · CECLANT/OPS/TG471/26-031

1. TASK GROUP 471.1 – SURFACE

Positions are those expected at H-hour, 220600Z, and are not stations. Tactical command CTG 471.1.

| CALLSIGN   | UNIT AND TYPE                                      | POSITION 0600Z         | REMARKS                                                                                         |
|------------|----------------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------|
| BRETAGNE   | FS BRETAGNE (D 655), FREMM, anti-submarine frigate | 49°14.4 'N 005°31.2 'W | <b>Flagship.</b> At the relay point, heading 225, 10 kt. Boats for a boarding team. Towed sonar |
| PANTHER 51 | AS565 MA Panther, embarked                         | in FS BRETAGNE         | Surveillance and identification. Does not carry the team                                        |
| L 'HER     | PM L'HER (F 792), A 69 aviso                       | 48°15.0 'N 005°00.0 'W | South of Ushant, heading 270. Hull-mounted sonar. Slow                                          |

2. BOARDING ELEMENT

| CALLSIGN  | UNIT AND TYPE                                     | LOCATION 0600Z  | REMARKS                                                                       |
|-----------|---------------------------------------------------|-----------------|-------------------------------------------------------------------------------|
| CAIMAN 41 | NH90 NFH Caïman Marine, surveillance fit, unarmed | Lanvéoc-Poulmic | <b>Team embarked.</b> Fast-rope and deck transfer. Ready                      |
| HUBERT    | Commando Hubert boarding team                     | with CAIMAN 41  | <b>One team.</b> One boarding and one prize crew. Record of Changes serial 02 |

3. MARITIME AIR

| CALLSIGN      | AIRCRAFT                                    | BASE        | STATE    | REMARKS                                                             |
|---------------|---------------------------------------------|-------------|----------|---------------------------------------------------------------------|
| ATLANTIQUE 21 | Atlantique 2 MPA — MU90, sonobuoys          | Lann-Bihoué | airborne | 49°00'N 005°54'W, 1,500 m. Over the lane at H-hour                  |
| ATLANTIQUE 22 | Atlantique 2 MPA — MU90, sonobuoys          | Lann-Bihoué | ready    | Relief for 21, or a second hunter. <b>The last MPA of the night</b> |
| ALBATROS 31   | Falcon 2000 Albatros, maritime surveillance | Lann-Bihoué | ready    | Electro-optical turret and radar. The photographs                   |

4. UNDER THE PRÉFET MARITIME – NOT UNDER TACTICAL COMMAND

| UNIT                                     | POSITION 0600Z       | REMARKS                                                                                           |
|------------------------------------------|----------------------|---------------------------------------------------------------------------------------------------|
| ABEILLE BOURBON, emergency towing vessel | 48°18.6'N 004°42.0'W | Brest roads. Tasked through CROSS Corsen. Towing, firefighting, first pollution response. Annex H |
| CROSS Corsen, Plouarzel                  | ashore               | Vessel traffic service for the scheme ("Ouessant Traffic"), search and rescue, pollution watch    |

5. ALLIED – FOR COORDINATION ONLY

| CALLSIGN  | UNIT                                     | POSITION 0600Z       | REMARKS                                                                                              |
|-----------|------------------------------------------|----------------------|------------------------------------------------------------------------------------------------------|
| ST ALBANS | HMS ST ALBANS (F83), Type 23 frigate, UK | 49°21.0'N 005°27.0'W | Hands over at 0600Z. <b>Detaches 0730Z</b> unless London sends her back. British rules of engagement |

6. SHIPPING OF INTEREST AND NEUTRAL SHIPPING

| VESSEL                              | POSITION 0600Z       | REMARK                                                                                                                                            |
|-------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| M/T AURIGA BAY, product tanker, LR1 | 49°18.0'N 005°22.8'W | 75,000 dwt, laden. In column, 10 kt. <b>Of interest</b>                                                                                           |
| M/T KESTREL, product tanker, LR2    | 49°18.9'N 005°21.3'W | 150,000 dwt, laden. In column, 10 kt. <b>Of interest</b>                                                                                          |
| M/T PRIMA NOVA, product tanker, LR1 | 49°19.8'N 005°19.8'W | 75,000 dwt, laden. In column, 10 kt. <b>Of interest</b>                                                                                           |
| Traffic in the scheme               | –                    | ELBE CARRIER, ATLANTIC MIRA, NORD HAVEN, BALTIC ROSE south-west-bound; SAO BRAS, HELLAS DAWN, MAERSK VIGO, CORK STAR north-east-bound. Legitimate |
| Fishing, Iroise                     | –                    | F/V AR VRO 1 to 4, Le Conquet. Legitimate. Keep boats and wash clear of them                                                                      |

7. NOT AVAILABLE FOR THIS OPERATION

(NR) **No second boarding team:** requested at 212100Z, declined for a national alert, Record of Changes serial 02. **No second frigate:** the Brest-based FREMM on alert is held for the strategic submarine force's departure. No replenishment ship. No tanker aircraft. No Falcon 50 relief for ALBATROS 31 before tomorrow. **No British frigate after 0730Z** unless London agrees; Annex K.

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

8. NATIONAL NOTES

| NATION | NOTE                                                                                                                                     |
|--------|------------------------------------------------------------------------------------------------------------------------------------------|
| FRA    | Every boarding authorised by the Prime Minister's office, ship by ship. The Préfet maritime keeps the safety of navigation in the scheme |
| GBR    | HMS ST ALBANS under British command and rules. She marks; she does not board, stop or fire under this order                              |

B

Intelligence

ANNEX B TO OPORD 26-031 · DTG 220400Z0CT26 · ORIGINATOR CECLANT MARITIME INTELLIGENCE CELL WITH DRM, CROSS CORSEN AND NORTHWOOD

SOURCE GRADING

Assessments are graded on the standard scale: source reliability **A** reliable to **F** cannot be judged; information credibility **1** confirmed to **6** cannot be judged. **[B2]** usually reliable, probably true; **[C3]** fairly reliable, possibly true; **[C4]** fairly reliable, doubtful; **[D4]** not usually reliable, doubtful. **A graded product can be wrong. Nothing in this annex is graded A1 except matters of public record, marked as such.**

Serial 01 of this annex is this text. Serial 02, the intelligence background brief for the commander and his staff, is issued separately and is consistent with it.

1. SUMMARY

(NR) The method is a matter of public record **[A1]**: the *Boracay* (autumn 2025, false flag, two men of a sanctioned Russian security firm aboard), the *Grinch* (January, helicopter boarding under way), the *Deyna* (March), the *Tagor* (1 June, false Cameroon flag, a master who refused to stop, diverted to Douarnenez Bay). **None of them had a Russian warship alongside.** This group has.

(NR) The DRM assesses that the three tankers are one of each of three kinds **[B2]**: a **false flag**, whose registry has no record of her and who is therefore without nationality; a **sanctioned ship with a valid flag**, boardable only with her flag state's consent; and a ship **recently re-registered in a Russian port** and still showing her old colours. **It cannot say which is which** and will not guess in writing. A bulletin naming the false flag is expected early in the day; it will be graded, and it will be the first word, not the last.

(NR) The escort is there for the Russian-flagged ship above all. How far she will go for the other two is not known.

2. THE THREE TANKERS

| CONTACT        | SIZE        | CLAIMED FLAG                | OBSERVED                                                              | GRADING |
|----------------|-------------|-----------------------------|-----------------------------------------------------------------------|---------|
| M/T AURIGA BAY | 75,000 dwt  | As broadcast; relay message | Laden, AIS on, in column. Nothing distinguishes her                   | –       |
| M/T KESTREL    | 150,000 dwt | As broadcast; relay message | Laden, AIS on, in column. The largest; nothing else distinguishes her | –       |
| M/T PRIMA NOVA | 75,000 dwt  | As broadcast; relay message | Laden, AIS on, in column. Nothing distinguishes her                   | –       |

(NR) **Size, place in the column and station-keeping mean nothing.** Three sources can separate them: the registries (the only source of a legal basis), Moscow (the only source that can say a ship is Russian), and the hulls themselves, which carry a name, a welded IMO number and a port of registry that someone has to paint over.

3. ASSESSED ORDER OF BATTLE

| ELEMENT                                                | POSITION 0600Z       | ASSESSMENT                                                                                                                                                               | GRADING |
|--------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Frigate NEUSTRASHIMY, Project 11540                    | 49°19.8'N 005°22.2'W | Escort. Gun, point air defence, anti-submarine helicopter. Paragraph 4                                                                                                   | B2      |
| Replenishment tanker<br>AKADEMIK PASHIN, Project 23130 | 49°24.0'N 005°12.0'W | Keeps station on the escort. Unarmed. Not a target of any kind                                                                                                           | B2      |
| AGI VIKTOR LEONOV, Project 864                         | 48°54.0'N 006°54.0'W | Signals collection, filming, reporting. Loitering west of the lanes. <b>Has run for territorial seas before</b> ; when is not known                                      | B2      |
| SSK, Project 636.3 Improved Kilo                       | UNLOCATED            | <b>Presence possible, not established.</b> If present: slow, deep, passive, bound for the approaches to Brest from the west or south-west, not interested in the tankers | C4      |

4. THE ESCORT, AS REPORTED BY THE ROYAL NAVY

(NR) From the Dover Strait to the relay point the pattern has been constant [B2]:

1. **Interposition.** When a warship or a helicopter closes one of the tankers to **about three miles**, she comes in at full speed from well beyond the horizon and puts herself between them.
2. **Harassment.** When she is **within about a mile** of a warship she crosses her bow at some four hundred metres and orders her off on channel 16. From the third time, or at once if Moscow has hardened its line, she locks her fire-control radar on.
3. **She has never fired**, and she has never needed to.
4. **Masters do not stop with her close by.** An order to stop given with the escort alongside is expected to be ignored.
5. When groups of this kind have opened out, in August and before, **she stayed with one ship and let the others go.**

5. COURSES OF ACTION ASSESSED

(NR) **Most likely.** Shield, film and protest. The escort interposes and harasses but does not fire. The group opens out once clear of the scheme, each tanker on her own road — south towards Finisterre, south-west, or west into the Atlantic — and the escort stays with the ship that matters most to Moscow. TASS calls every approach harassment. A lawful boarding of a stateless ship is denounced, then accepted [C3].

(NR) **Most dangerous.** A French team goes aboard a ship that turns out to be Russian, or a French round hits a Russian hull. The escort's weapons are then free and Paris is managing a war [C3]. *This cell notes that both begin with something we do.*

## 6. 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 tanker has no nationality? Registry answer, hull evidence, DRM bulletin  | Which ship Paris is asked for                         | 01         |
| PIR 2 | Is any tanker Russian-flagged? Moscow's answer, port of registry on the stern  | Which ship is never touched                           | 01         |
| PIR 3 | When and where does the group open out, and which ship does the escort follow? | Where and when the boarding is attempted              | 02         |
| PIR 4 | Is a submarine present, and on which approach to Brest?                        | Where the aircraft and the aviso are placed           | 03, 04, 06 |
| PIR 5 | Is VIKTOR LEONOV running for the territorial sea off Ushant?                   | Which hull is sent to turn her                        | 05         |
| PIR 6 | When does the gale arrive, and how long is its height?                         | Board before it, or after it; where the helicopter is | area       |

## 7. NAMED AREAS OF INTEREST

| NAI    | DESCRIPTION                                                                                                 | BOUNDARIES                                                             | COLLECTOR                                           |
|--------|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------------------|
| NAI 01 | RELAY POINT and the column in the outer lane. <b>The question here is identity, not presence.</b>           | 49°00'N–49°25'N<br>005°10'W–<br>005°55'W                               | BRETAGNE, PANTHER 51,<br>ALBATROS 31, ATLANTIQUE 21 |
| NAI 02 | SPLIT AREA. Water where groups of this kind have opened out, beyond the south-west end of the scheme.       | 48°00'N–48°40'N<br>006°25'W–<br>007°30'W                               | ATLANTIQUE 21/22, BRETAGNE                          |
| NAI 03 | KILO APPROACH SW. Assessed sector of approach to Brest from the south-west. <b>An area, not a position.</b> | 8 nm either<br>side of<br>48°00'N<br>006°45'W<br>– BREST<br>APPROACHES | ATLANTIQUE 22, L'HER                                |
| NAI 04 | KILO APPROACH WNW. Assessed sector of approach from the west-north-west, passing south of Ushant.           | 8 nm either<br>side of<br>48°44'N<br>006°57'W<br>– BREST<br>APPROACHES | ATLANTIQUE 21/22, BRETAGNE                          |
| NAI 05 | COLLECTOR LOITER, and her line towards the territorial sea off Ushant.                                      | 48°45'N–49°05'N<br>006°35'W–<br>007°20'W                               | L'HER, ATLANTIQUE radar                             |
| NAI 06 | BREST APPROACHES. Six-mile ring. Any submarine contact inside it is reportable FLASH.                       | 6 nm ring on<br>48°13.2'N<br>004°51.0'W                                | L'HER, CAIMAN 41 when free                          |

ANNEX B TO OPORD 26-031 – PAGE B-3 OF B-4

8. COLLECTION PLAN

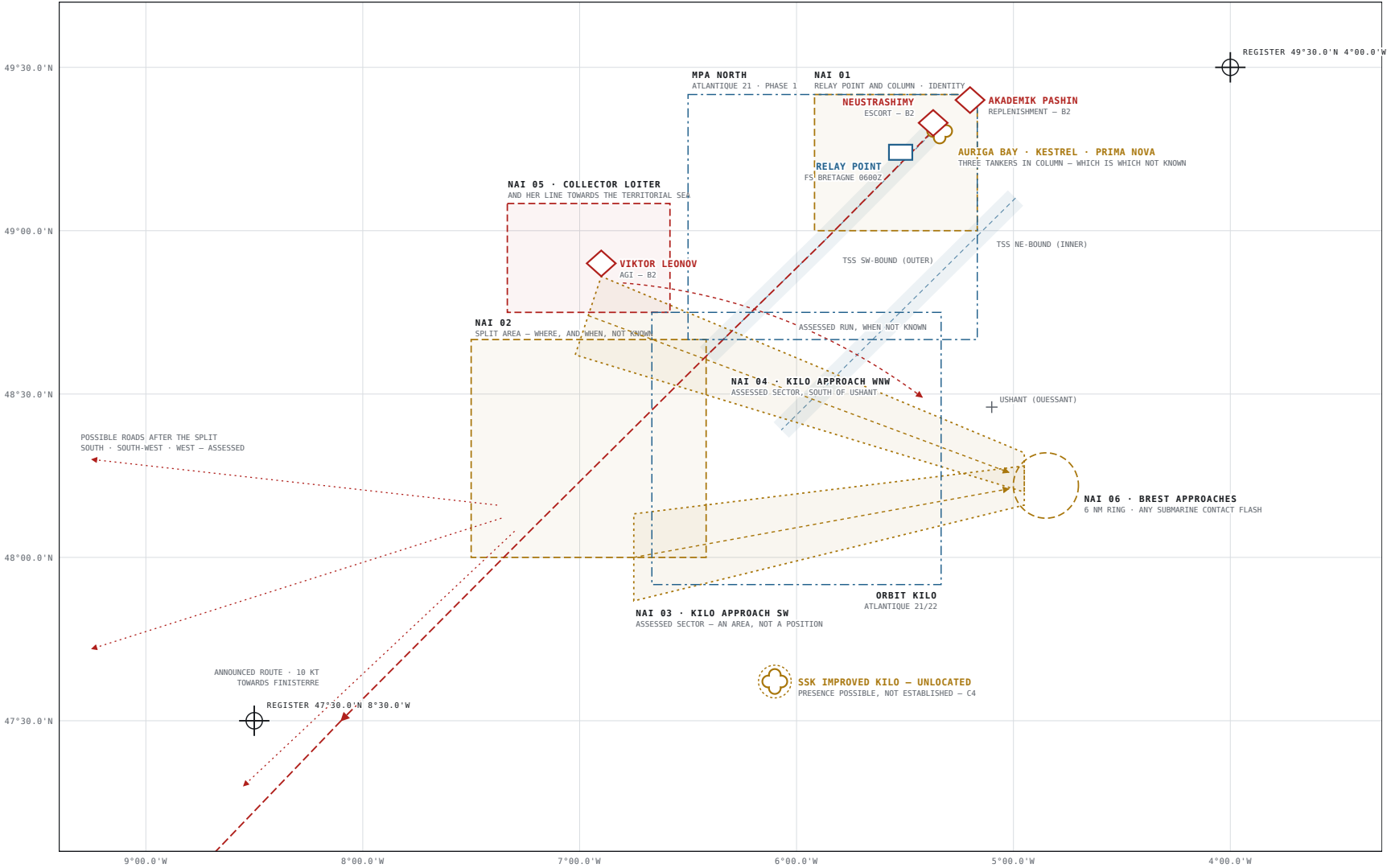
| SOURCE                               | WHAT IT CAN GIVE                                                           | LIMITS                                                                                                                |
|--------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Registries, through the Quai d'Orsay | No record; confirmed with consent; confirmed with refusal; struck off      | One request per ship. <b>The answer takes up to an hour.</b> Annex E                                                  |
| Moscow, through the embassy          | "Not a Russian ship", or "Russian"                                         | One request per ship. An hour or more. Moscow learns what we are looking at, and every question costs standing abroad |
| DRM bulletin                         | Names the tanker assessed to be the false flag                             | Expected early in the day. <b>Graded; a lead, not a finding</b>                                                       |
| ALBATROS 31 photographs              | Name on the bow, IMO number on the stern, port of registry                 | One run per ship, in daylight, low and close. Each photograph comes graded. Annex D                                   |
| Signals intelligence                 | The submarine question, if there is one to answer                          | When it comes is not known. Graded                                                                                    |
| Own sensors                          | Tracks, the split, the escort's choice, the collector, a submarine contact | Annex D paragraph 4 for submarine detection                                                                           |

9. COUNTER-INTELLIGENCE AND INFORMATION

(NR) VIKTOR LEONOV and the escort's helicopter film everything. **Assume every approach is on Russian television within the hour**, cut to show the French ship closing. Our own record, Annex J paragraph 4, is the only answer to it. A photograph that shows a name painted over, a boarding team's findings, or a submarine's recorded signature are **the difference between an assertion and a case**; Paris can publish only what the force has recorded. This authorises no act not otherwise authorised.

10. INTELLIGENCE GAPS

- Which tanker is which. The DRM will not commit in writing before its bulletin.
- Whether armed guards are aboard the false-flag ship. Ships of her kind have carried them since December B2; this one is not known.
- When and where the group opens out, and which ship the escort follows. **Nobody knows until she does it.**
- Whether a submarine is present. No contact for three days.
- When the collector moves.



**APPENDIX 1 TO ANNEX B**

CHARTS  
SCALE  
DATUM  
DTG  
ORIGINATOR  
SHEET

SHOM 7066 · BA 2643 · BA 1178  
APPROX 1:2 000 000 AT 48°N AS BOUND  
WGS 84 · DEG AND DEC MIN  
220400Z0CT26  
CECLANT / MARITIME INTELLIGENCE CELL  
1 OF 1

**COLLECTION OVERLAY**

NAIS, COLLECTORS AND ASSESSED DISPOSITION · EVERY PLACEMENT IS AN ASSESSMENT

--- NAMED AREA OF INTEREST  
--- ASSESSED SUBMARINE APPROACH SECTOR  
--- ANNOUNCED ROUTE / ASSESSED MOVEMENT  
--- FRIENDLY COLLECTION STATION  
--- TSS LANE AXIS (REFERENCE ONLY)

GRADING · SOURCE A-F, INFORMATION 1-6 · SEE ANNEX B  
PIR 1 AND 2 ARE NOT ANSWERED BY WATCHING THE COLUMN

APP-6 FRAME = AFFILIATION

□ FRIENDLY  
◇ RUSSIAN — NOT HOSTILE TODAY  
□ NEUTRAL  
◇ UNKNOWN

GN  
DECL 1/2°W 2026

0 30 60 NAUTICAL MILES

GEOGRAPHY IS NOT REPRODUCED. NOTHING ON THIS SHEET IS AN OBSERVATION EXCEPT THE POSITIONS EXPECTED AT 220400Z FROM THE ROYAL NAVY RELAY.

## C

## Operations

ANNEX C TO OPORD 26-031 • DTG 220400Z0CT26 • ORIGINATOR CECLANT/N3

## 1. PHASING

| PHASE                | FROM       | AIM                                                                                                                     | ENDS WHEN                              |
|----------------------|------------|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| 1 RELAY              | 0600Z      | Take over the group from HMS ST ALBANS. Air and surface picture established over the column                             | ST ALBANS detached, 0730Z, or recalled |
| 2 IDENTIFY           | 0600Z      | A legal basis for one tanker, and nothing to suggest she is Russian. Registries, photographs, Moscow, the DRM           | One ship named to Paris                |
| 3 SEPARATE AND BOARD | on DP 1    | Authorisation valid, team placed, target clear of the lanes and of the escort; board                                    | Ship secured, or DP 5 taken            |
| 4 SECURE AND DIVERT  | on seizure | Prize crew aboard; ROUTE HERMINE to DOUARNENEZ ANCHORAGE                                                                | Arrival reported, or 230600Z           |
| CONTINUOUS           | 0600Z      | Submarine held and turned from Brest; collector out of the territorial sea; no stopped tanker by a lane; Paris answered | 230600Z                                |

## 2. DECISION POINTS

| DP             | TRIGGER                                                                    | DECISION                                                                                             | INFORMATION REQUIRED                                                     |
|----------------|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| DP 1 NAME      | A registry answer gives one ship a legal basis                             | Whether to ask Paris for her, and whether to ask Moscow first                                        | PIR 1 and 2. <b>A “struck off” answer is not a basis</b> , Annex E       |
| DP 2 TEAM      | DP 1 taken, or the gale warning received                                   | Team with CAIMAN 41 at Lanvéoc, or in FS BRETAGNE. <b>Taken an hour ahead</b>                        | Will the target stop? Will boats work when she does? PIR 6               |
| DP 3 SPLIT     | The group opens out                                                        | Which ship to follow, with what, and when to close her                                               | PIR 3: which ship the escort follows, and how far she is from the target |
| DP 4 GALE      | Météo-France gale warning                                                  | Board before the onset, or wait for the easing. Recover CAIMAN 41 before the height                  | Forecast onset and its error; authorisation still valid at the time      |
| DP 5 REPORT    | A lawful, safe boarding of the false-flag ship is no longer possible today | <b>Report to Paris that the boarding will not be carried out, and why.</b> Final: it closes boarding | The facts that justify it <b>at the time it is sent</b>                  |
| DP 6 COLLECTOR | VIKTOR LEONOV turns for the territorial sea                                | Which hull goes to turn her                                                                          | PIR 5. Her speed and distance to the 12 nm line                          |

## 3. THE ESCORT AND THE SPLIT

(NR) While the column holds together in the lane, any close approach to a tanker brings the escort in, and no master stops with her close by. **Do not spend the team, or Paris's authorisation, against a column.** Use the time to identify. Once the group opens out, keep something on each ship that matters, report which one the escort follows, and board the ship she is not with, far enough from her that she cannot interpose in time. If a tanker is positively identified as Russian-flagged, a unit in her company keeps the escort's attention where it does no harm; PM L'HER is the unit for it.

ANNEX C TO OPORD 26-031 — PAGE C-1 OF C-2

#### 4. CONTROL MEASURES

| DESIGNATOR           | TYPE                       | GEOMETRY                                                                    | REMARKS                                                                                 |
|----------------------|----------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| TSS SW-BOUND         | Traffic lane, outer        | 49°19.8'N 005°19.8'W<br>to 48°37.2'N 006°24.6'W                             | Laden tankers and dangerous cargoes. <b>No tanker stopped within 3 nm</b>               |
| TSS NE-BOUND         | Traffic lane, inner        | 48°23.4'N 006°04.2'W<br>to 49°06.0'N 004°59.4'W                             | As above. Crossed at right angles, never followed against the flow                      |
| RELAY POINT          | Reference point            | 49°14.4'N 005°31.2'W                                                        | Handover from HMS ST ALBANS, 0600Z                                                      |
| BOARDING AREA ALPHA  | Surface area               | 48°00'N–48°35'N<br>006°35'W–007°30'W                                        | Clear of both lanes. First water in which a stop order may be given                     |
| BOARDING AREA BRAVO  | Surface area               | 47°15'N–48°00'N<br>007°30'W–009°00'W                                        | Open water beyond the split. Longer transit for CAIMAN 41                               |
| ROUTE HERMINE        | Diversion route            | 48°10'N 006°30'W –<br>48°12'N 005°20'W<br>– 48°10'N 004°50'W –<br>anchorage | Prize to Douarnenez, 10 kt. South of the scheme, outside the territorial sea off Ushant |
| DOUARNENEZ ANCHORAGE | Anchorage                  | 48°07.2'N 004°25.2'W                                                        | Arrival reported within 2 nm                                                            |
| TERR SEA OUESSANT    | Limit, 12 nm               | reference point<br>48°27.6'N 005°24.0'W                                     | <b>The collector is turned before she reaches it,</b> by a hull within 3 nm of her      |
| BREST APPROACHES     | Reference point, 6 nm ring | 48°13.2'N 004°51.0'W                                                        | NAI 06. <b>No submarine reaches it unobserved</b>                                       |
| LINE MENHIR          | Anti-submarine line        | 005°15'W from<br>48°05'N to 48°25'N                                         | PM L'HER. Crosses both assessed approaches                                              |
| ORBIT KILO           | MPA area                   | 47°55'N–48°45'N<br>005°20'W–006°40'W                                        | ATLANTIQUE 21/22 after Phase 1. SFC–1,500 m                                             |
| MPA NORTH            | MPA area                   | 48°40'N–49°25'N<br>005°10'W–006°30'W                                        | ATLANTIQUE 21 in Phase 1. Surface picture over the column                               |
| ABEILLE STANDBY      | Standby position           | 48°25'N 005°45'W                                                            | From which ABEILLE BOURBON reaches the outer lane within ninety minutes                 |

#### 5. THE SUBMARINE

(NR) Held, not attacked. ORBIT KILO covers both assessed approaches; LINE MENHIR is the inner line. On first contact the plot lays **KILO DATUM** and moves it while contact is held. A Kilo held **continuously for twenty minutes** is assessed to know it and to turn away west; **thirty minutes of contact in all** gives the analysts the signature Paris can publish. A contact lost is reported with its last datum. **No weapon is released under any circumstances short of Annex G serial 3.**

#### 6. THE COLLECTOR

(NR) A French warship **within 5 nm of VIKTOR LEONOV** is keeping her company; half an hour of it is noticed, by her and by Paris. If she runs for the territorial sea, put a hull **within 3 nm of her**, across her track, before she reaches the 12-mile line. **Shoulder her; do not threaten her.**

ANNEX C TO OPORD 26-031 – PAGE C-2 OF C-2



# D

## Maritime air

ANNEX D TO OPORD 26-031 · TASKING FOR 220600Z–230600Z · ALAVIA IN SUPPORT

(NR) A maritime support tasking. It allocates aircraft, readiness and areas to a surface operation; CTG 471.1 re-tasks within the allocation without reference. **The night belongs to the gale:** plan the ATLANTIQUE relief so that the aircraft on task at nightfall can stay there.

### 1. MISSION LINES

| MSN  | CALLSIGN      | TYPE AND FIT                               | VUL      | STATION     | TASK                                                                |
|------|---------------|--------------------------------------------|----------|-------------|---------------------------------------------------------------------|
| 4101 | ATLANTIQUE 21 | Atlantique 2 — radar, sonobuoys, MU90 held | airborne | MPA NORTH   | Surface picture, Phase 1. Then ORBIT KILO. PIR 3, 4                 |
| 4102 | ATLANTIQUE 22 | Atlantique 2 — as above                    | on call  | ORBIT KILO  | Relief of 4101, or second hunter. <b>Last MPA line of the night</b> |
| 4301 | ALBATROS 31   | Falcon 2000 Albatros — EO turret, radar    | daylight | NAI 01, 02  | Photographs, paragraph 3. PIR 1, 2                                  |
| 4401 | CAIMAN 41     | NH90 NFH — unarmed, team embarked          | on call  | Lanvéoc     | Boarding and team transfer. Annex F                                 |
| 4501 | PANTHER 51    | AS565 MA — embarked                        | on call  | FS BRETAGNE | Surveillance and close identification. Does not carry the team      |

### 2. AIRSPACE AND CONTROL

(NR) Military control by Brest (ALAVIA operations) and by FS BRETAGNE for aircraft on task over the group. Civil traffic transits overhead at altitude; below 1,500 m the area is ours and the escort's. **An aircraft low over a tanker is inside the escort's reach. She has not fired; do not give her a reason to.**

### 3. PHOTOGRAPHING THE TANKERS – DAYLIGHT, LOW AND CLOSE

(NR) ALBATROS 31 photographs a hull that is **within 3 nm** of her, from **below 1,500 m (5,000 ft)**, in **daylight: 0645Z to 1650Z**. Nothing higher, further away or later reads a name board. **One run per ship:** the imagery is exploited at once and graded, and a second pass adds nothing. Start with the ship whose registry answer is least clear.

### 4. SUBMARINE DETECTION – PLANNING RANGES

| SENSOR                             | PLANNING RANGE | REMARK                                               |
|------------------------------------|----------------|------------------------------------------------------|
| ATLANTIQUE 21 / 22, sonobuoy field | 10 nm          | Airborne on ORBIT KILO. The best sensor in the force |
| CAIMAN 41, airborne                | 4 nm           | Only when not held for the team                      |
| FS BRETAGNE, towed sonar           | 6 nm           | Degraded by own speed and by the gale                |
| PM L'HER, hull sonar               | 3 nm           | Less against a Kilo creeping at two or three knots   |

ANNEX D TO OPORD 26-031 – PAGE D-1 OF D-1

# E

## Legal basis for boarding

ANNEX E TO OPORD 26-031 · WITH THE LEGAL ADVISER, CECLANT · EXTRACT OF REFERENCES B AND D

### 1. THE LAW

(NR) All three tankers are on the high seas. A ship there answers to the state whose flag she flies (UNCLOS art. 92), and a French warship may not stop or board her **except**: if she is **without nationality** (art. 110(1)(d)), or with **her flag state's consent**. **Sanctions lists are not a legal basis for boarding on the high seas**. Under French law the boarding is then ordered by the commanding officer under the authority of the Préfet maritime, and, in this operation, **only after the Prime Minister's office has authorised it for that ship**.

### 2. WHAT EACH ANSWER MEANS

| ANSWER RECEIVED                      | STATUS IN LAW                                        | PARIS                             | BOARD?                          |
|--------------------------------------|------------------------------------------------------|-----------------------------------|---------------------------------|
| Registry: <b>no record</b>           | Without nationality, art. 110                        | Expected to authorise             | <b>Yes</b> , once authorised    |
| Registry: <b>confirmed, consents</b> | Valid flag; consent given                            | Expected to authorise             | <b>Yes</b> , once authorised    |
| Registry: <b>confirmed, refuses</b>  | Valid flag; no consent                               | Will refuse                       | <b>No</b>                       |
| Registry: <b>struck off</b>          | <b>Unresolved</b> . Paragraph 3                      | May authorise, with a reservation | <b>Not on that answer alone</b> |
| Moscow: <b>Russian</b>               | Russian-flagged                                      | Will refuse                       | <b>Never</b>                    |
| Moscow: <b>not Russian</b>           | Rules out a Russian flag; the registry still decides | —                                 | As the registry's answer        |

### 3. “STRUCK OFF” IS NOT “STATELESS”

(NR) A registry that says it has removed a ship from its books tells you what she is no longer, not what she has become. Ships leave one register because they have joined another, and Russia has been re-registering shadow-fleet tankers in its own ports. **The legal adviser's opinion is that a ship struck off in the last weeks must be presumed to have changed flag until shown otherwise**. Paris decides on the file it is sent; an authorisation that comes back “noting the legal adviser's reservation” is permission, not proof. Ask Moscow before you act on it.

4. THE PROCEDURE

1. **Registry.** The claimed flag is referred through the Quai d'Orsay, **one request per ship**. The answer takes up to an hour. Ask early and ask for all three.
2. **Moscow**, where there is doubt. One request per ship; an hour or more; every question costs standing abroad, and tells Moscow what we are looking at.
3. **Paris.** Not considered without the registry's answer. Twenty minutes to an hour. **Valid four hours** from the time given, then lapses; ask again.
4. **Order to stop**, on VHF 16, from FS BRETAGNE **within 5 nm**, once a basis exists. **Not repeated to the same ship within half an hour**. A master who stops slows to about three knots and gets under way again within the hour if nobody boards her.
5. **Board**, Annex F. The order is the commander's own act and is logged with its time and basis.

5. THE REQUEST TO A FLAG STATE

(NR) Sent by the Quai d'Orsay on the commander's word, in the form below. **Nothing is added to it:** a registry asked whether it would object to a boarding answers a different question.

| FIELD | CONTENT                                                                        |
|-------|--------------------------------------------------------------------------------|
| 1     | Name, IMO number and call sign <b>as broadcast</b> on AIS                      |
| 2     | Position, course and speed, time of observation                                |
| 3     | Request to confirm whether the ship is entered in the register, and since when |
| 4     | If she is: request for consent to a visit by a French warship on the high seas |
| 5     | If she is not: notice that France will treat her as a ship without nationality |

6. EVIDENCE OF NATIONALITY AT SEA

(NR) A flag is claimed by the ship's papers, her ensign, the port of registry painted on her stern and her AIS data. **A ship whose name has been painted over, whose welded IMO number does not match the one she transmits, or whose port of registry has been freshly repainted, is telling you something.** None of it is a legal basis on its own; all of it goes to Paris with the request.

7. PERSONS, DOCUMENTS AND THE JUDICIAL AUTHORITY

(NR) The master and crew are civilians and are treated as such. Armed guards aboard a ship without nationality are disarmed and held for the judicial authority at Brest. Documents, logs and electronic records are secured unopened for the procureur de la République.

ANNEX E TO OPORD 26-031 – PAGE E-2 OF E-2

# F

## Boarding operations

ANNEX F TO OPORD 26-031 · WITH COMMANDO HUBERT · ONE TEAM, ONE BOARDING

### 1. THE TEAM

(NR) **One Commando Hubert team**, with its prize crew element, at Lanvéoc-Poulmic with CAIMAN 41 at H-hour. It can be in one place at a time and can board one ship. There is no second team, Record of Changes serial 02.

### 2. TWO WAYS ABOARD

| REQUIREMENT   | BY HELICOPTER (FAST-ROPE)                           | BY BOAT, FROM FS BRETAGNE                    |
|---------------|-----------------------------------------------------|----------------------------------------------|
| Authorisation | Paris's, valid at the time                          | Paris's, valid at the time                   |
| Team located  | With CAIMAN 41                                      | Aboard FS BRETAGNE                           |
| Distance      | CAIMAN 41 airborne <b>within 1 nm</b> of the tanker | FS BRETAGNE <b>within 1 nm</b> of the tanker |
| Tanker        | May be under way                                    | <b>Under 6 kt</b> : stopped, or nearly       |
| Sea           | Anything but the height of the gale                 | <b>Sea state 4 or less</b>                   |
| Exposure      | Lands on the deck; less exposed                     | Climbs the side; more exposed to resistance  |

### 3. MOVING THE TEAM

(NR) CAIMAN 41 flies the team to FS BRETAGNE from Lanvéoc, or back, in **about an hour**. The embarkation starts with the helicopter on the ground at Lanvéoc. **While it moves, the team boards nothing**. No deck transfer at the height of the gale. Decide where the team is (Annex C, DP 2) before you need it there.

### 4. THE ESCORT

(NR) **No boarding with NEUSTRASHIMY within 5 nm of the target**, paragraph 3d(6) of the order. With her that close a pilot may be forced to break off by her fire-control radar, or the team goes down under her guns in front of her cameras, and Paris, London and Moscow will all have seen it. If she closes during an approach, break off and report. If HMS ST ALBANS is marking her, she reacts later and more slowly.

ANNEX F TO OPORD 26-031 — PAGE F-1 OF F-2

## 5. RESISTANCE

(NR) Ships of the false-flag kind have carried armed guards. They may resist. A boarding can be thrown back, or taken at the cost of wounded. **A team climbing from a boat is more exposed than one landing on the deck; an escort close by, or a rough sea, makes resistance likelier.** If thrown back: withdraw, evacuate casualties by CAIMAN 41, report, and do not try again for an hour.

## 6. ABOARD

1. **Secure** the bridge, the engine room and the steering gear, in that order. Muster the crew.
2. **Record before touching:** the name on the bow, the IMO number welded on the stern and in the engine room, the port of registry, the ensign at the gaff, the registry papers. **Photograph everything.** These are the evidence Paris publishes.
3. **Report** by codeword, Annex J: ship secured, guards found or not, casualties, what the papers say.
4. **If anything aboard shows the ship to be Russian-flagged, stop, withdraw and report FLASH.**

## 7. DIVERSION

(NR) The prize crew sails the ship at ten knots by ROUTE HERMINE to DOUARNENEZ ANCHORAGE, south of the scheme and outside the territorial sea off Ushant until the Iroise. A warship keeps her company at the commander's discretion. Arrival within two miles of the anchorage is reported. The ship is then the Préfecture's, and the judicial authority's.

## 8. WHEN IT CANNOT BE DONE

(NR) If the false-flag ship cannot be boarded lawfully and safely today — no legal basis, the escort alongside her, a sea that forbids it, oil in the water — **report it to Paris with the reasons, while they are true.** The report is final and closes every boarding for the operation. It is not a failure of nerve; it is the answer the government needs in order to decide what comes next.

ANNEX F TO OPORD 26-031 — PAGE F-2 OF F-2

G

Rules for the use of force — aide-memoire

ANNEX G TO OPORD 26-031 · 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.

| TG 471.1 – VALID 220600Z TO 230600Z – CARRY THIS CARD |                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SERIAL 1                                              | <b>Weapons tight in every domain: air, surface, subsurface and land.</b> No unit opens fire, illuminates in fire control or launches a weapon short of serial 3.                                                                                                        |
| SERIAL 2                                              | <b>Subsurface weapons on HOLD.</b> No torpedo and no depth charge, for any reason. A submarine is hunted to be held, not attacked.                                                                                                                                      |
| SERIAL 3                                              | <b>Self-defence is never denied</b> , against the unit that fires, and only that unit. <b>France does not fire first.</b> A lock-on, a close pass, a ship crossing the bow, an order on channel 16: none of these is a hostile act.                                     |
| SERIAL 4                                              | <b>Boarding on the high seas only with a legal basis</b> — a ship without nationality, or the flag state's consent — <b>and a valid authorisation from Paris.</b> The order is the commander's and is logged.                                                           |
| SERIAL 5                                              | <b>A Russian-flagged ship is not ordered to stop, not fired across and not boarded</b> , whatever she was last month and whatever paper says otherwise.                                                                                                                 |
| SERIAL 6                                              | <b>Warning shots:</b> FS BRETAGNE only, <b>within 2 nm, across the bow, never at the ship</b> , on the personal order of CTG 471.1, at a ship with a legal basis that has refused an order to stop. <b>Every one is a French round fired</b> , and is reported as such. |
| SERIAL 7                                              | <b>Aboard: minimum force.</b> Non-lethal means first; force only in self-defence and only as much as secures the ship.                                                                                                                                                  |
| SERIAL 8                                              | <b>No weapon is directed at NEUSTRASHIMY, AKADEMIK PASHIN or VIKTOR LEONOV</b> other than under serial 3. The collector is turned by a hull.                                                                                                                            |

A NOTE ON POSTURE

(NR) The escort's task is to make a French commander either back off or do something the television can use. **Her fire-control radar is an argument, not an attack.** A warning shot fired with her close by will be answered with one. A round that hits a Russian hull, for any reason, ends the operation the way Moscow wants it ended.

REPORTING

(NR) Every hail, stop order, lock-on, warning shot and boarding is reported with time, position and basis. Any injury to any person is reported immediately, in clear.

ANNEX G TO OPORD 26-031 – PAGE G-1 OF G-1

# H

## Oil pollution and the traffic separation scheme

ANNEX H TO OPORD 26-031 · WITH CROSS CORSEN · EXTRACT OF REFERENCES G AND H

### BOTTOM LINE

(NR) **No laden tanker lies stopped, or nearly stopped, within 3 nm of a lane.** If one does, CROSS Corsen warns every half hour, and other ships must pass her. Two warships manoeuvring within a mile and a half of her, with traffic passing, is how the collision happens.

### 1. THE SCHEME

(NR) Reference G. Two one-way lanes and a separation zone, managed by CROSS Corsen (“Ouessant Traffic”, VHF 13 and 79). Laden tankers keep to the outer lane. **Our units cross a lane at right angles and do not follow it against the flow.** A stop order is given only in a boarding area, Annex C paragraph 4.

### 2. ABEILLE BOURBON

(NR) The emergency towing vessel lies in Brest roads under the Préfet maritime. CTG 471.1 moves her through CROSS Corsen. **Place her at ABEILLE STANDBY as soon as a tanker may be stopped,** from where she reaches the outer lane within ninety minutes. A spill reached by her **within ninety minutes, and within 5 nm,** is assessed to be contained at sea. One not reached comes ashore.

### 3. IF OIL IS IN THE WATER

| STEP | ACTION                                                                                                       | BY                             |
|------|--------------------------------------------------------------------------------------------------------------|--------------------------------|
| 1    | Report FLASH, codeword SLICK, with position and source                                                       | First unit to see it           |
| 2    | ABEILLE BOURBON to the source at best speed; traffic routed round it by Ouessant Traffic                     | CTG 471.1 through CROSS Corsen |
| 3    | Boarding operations suspended near the spill. DP 5 re-examined                                               | CTG 471.1                      |
| 4    | If not contained: POLMAR-Terre by the Préfet of Finistère. The slick reaches Ushant and the Crozon peninsula | Préfecture maritime            |

### 4. TANKERS ARE NOT TARGETS

(NR) A laden tanker holed or sunk in the approaches to Brest is a catastrophe for the coast, whoever owns her. **No weapon is fired at or near a tanker except warning shots under Annex G serial 6, and never into her.**

### 5. THE GALE

(NR) A laden tanker, a gale and the rocks of Ushant are the ingredients of 1978. When the gale warning comes, **review every stopped or slow tanker's distance from the lanes and from the island,** and move ABEILLE BOURBON before the sea makes her slow.

ANNEX H TO OPORD 26-031 — PAGE H-1 OF H-1

## J

# Communications and reporting

ANNEX J TO OPORD 26-031 • VALID 220600Z TO 230600Z

## 1. NETS

| NET                  | PRIMARY           | SECONDARY   | USERS                                                           |
|----------------------|-------------------|-------------|-----------------------------------------------------------------|
| Command              | Secure satellite  | HF secure   | CTG 471.1, CECLANT operations centre. Secure only               |
| Task group           | Link 11 / voice   | 277.450 UHF | BRETAGNE, L'HER, PANTHER 51, CAIMAN 41                          |
| Maritime air         | 255.300 UHF       | Link 11     | ATLANTIQUE, ALBATROS, BRETAGNE                                  |
| Boarding             | Team secure radio | Iridium     | HUBERT, CAIMAN 41, BRETAGNE boats                               |
| Scheme and pollution | VHF 13            | VHF 79      | Ouessant Traffic (CROSS Corsen), ABEILLE BOURBON                |
| Bridge to bridge     | VHF 16            | VHF 13      | Hailing and stop orders. <b>Guarded and recorded throughout</b> |

## 2. CODEWORDS

| CODEWORD  | MEANING                                                                                         |
|-----------|-------------------------------------------------------------------------------------------------|
| LEDGER    | Registry answer received. Followed by ship's name and NO RECORD, CONSENT, REFUSED or STRUCK OFF |
| SAMOVAR   | Moscow's answer received. Followed by ship's name and RUSSIAN or NOT RUSSIAN                    |
| LANTERN   | Paris's authorisation received. Followed by ship's name and time of expiry                      |
| HALYARD   | Order to stop given. Followed by STOPPED or REFUSED                                             |
| SHACKLE   | Order to board given by CTG 471.1. Followed by ship's name and HELO or BOAT                     |
| PRIZE     | Ship secured and diverted to Douarnenez                                                         |
| EMPTY NET | Report to Paris sent: boarding not carried out                                                  |
| SPLIT     | Group opened out. Followed by the ship the escort follows                                       |
| LOCKSTEP  | Escort fire-control radar locked on a French unit                                               |
| OYSTER    | Submarine contact. KILO DATUM follows                                                           |
| SEAGULL   | VIKTOR LEONOV closing the territorial sea                                                       |
| SLICK     | Oil in the water                                                                                |
| NOR0IT    | Gale warning received. Followed by the forecast onset                                           |
| GRANITE   | A French unit has been fired upon. Annex G serial 3 applies                                     |

## 3. REPORTS

(NR) Situation report to CECLANT on the hour. FLASH for OYSTER, SLICK, GRANITE, any lock-on and any casualty. Paris hears of every stop order, warning shot and boarding from CECLANT **before** it hears of it from TASS.

## 4. EMISSION CONTROL, AUTHENTICATION AND THE RECORD

(NR) Challenge before any codeword is accepted on a non-secure net. **Assume VIKTOR LEONOV reads every non-secure net in real time.** Bridge video and audio in FS BRETAGNE, the team's helmet cameras and channel 16 are recorded from the first approach. **Nothing is edited.**

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# K

## Public affairs and political coordination

ANNEX K TO OPORD 26-031 · WITH THE SECRÉTARIAT GÉNÉRAL DE LA MER

### 1. THE CHAIN

(NR) CTG 471.1 → CECLANT → Secrétariat général de la mer → the Prime Minister's office (Matignon), with the Quai d'Orsay and the Élysée informed. Paris speaks; the task group does not. **What the commander decides at sea moves opinion far more than anything said in Paris.**

### 2. WHAT PARIS IS WATCHING

(NR) The government weighs three things: France's **standing abroad**, **opinion at home** and **the allies' confidence**. It will not give the commander figures. It will say, through Matignon, when one of them is falling dangerously, and it will say so twice. **A third time, there is no longer a government to report to**, and the operation ends.

### 3. EVENTS AND ANSWERS

(NR) Demands will reach the commander through CECLANT all day: Moscow, London, Brussels, the Breton press, the fishermen of Le Conquet, the mayors of Finistère, the Assembly, TASS, Lloyd's List, Madrid, the Kremlin, the markets, Northwood, the Élysée spokesperson. **Each comes with the answers that would serve and a window of half an hour.** A demand left unanswered costs. The levers are:

| LEVER                         | SERVES                                      | NEEDS                                                                                                                                     |
|-------------------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Publish evidence              | Standing abroad, opinion, allies            | Something to publish: boarding findings, a photograph that shows the truth, a recorded submarine signature. Not more than every two hours |
| Reassuring statement          | Opinion at home                             | Not more than every three hours. <b>Played back on every channel if oil comes ashore soon after</b>                                       |
| Summon the Russian ambassador | Standing abroad; a little allied confidence | Not more than every three hours                                                                                                           |
| Brief the allies              | Allied confidence                           | Not more than every two hours                                                                                                             |

### 4. THE ROYAL NAVY

(NR) HMS ST ALBANS may be asked back to mark NEUSTRASHIMY. The request goes through Paris to London. **London decides on its view of French handling so far, and on whether NATO has a ship to spare this week**, which depends on how the Baltic went. If she comes, expect her some ninety minutes later; an escort with a British frigate on her quarter reacts later and more slowly. A refusal costs a little at home and may be asked again after an hour.

### 5. LINES TO TAKE

- France enforces the law of the sea against ships without nationality, as it has done since 2025.
- France respects the flag of every state, including Russia's.
- The French Navy has not fired and will not fire first.
- The Breton coast is protected: CROSS Corsen and the ABEILLE BOURBON are on task.

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L

# Meteorological and oceanographic forecast

ANNEX L TO OPORD 26-031 · ORIGINATOR MÉTÉO-FRANCE / CMM BREST · ISSUED 220300Z0CT26

## BOTTOM LINE

(NR) A workable morning and a gale to come. **A deep Atlantic low brings a south-westerly gale, force 8 gusting 9, to Iroise and Ouessant later on 22 October or during the night.** The models disagree on its timing by several hours. **A gale warning will be issued during the morning with a forecast onset;** the forecast time is a forecast.

## 1. AREA FORECAST – IROISE, OUESSANT, WESTERN APPROACHES

| STAGE  | DURATION        | WIND             | SEA STATE     | BOATS | HELICOPTERS                           |
|--------|-----------------|------------------|---------------|-------|---------------------------------------|
| Now    | until the front | W 12–18 kt       | 3 (slight)    | Yes   | Yes                                   |
| Onset  | about 1.5 h     | SW 28–33, rising | 5 (rough)     | No    | Yes. <b>Recover before the height</b> |
| Height | 4 to 6 h        | SW 35–45, G 50   | 7 (very high) | No    | <b>No boarding, no deck transfer</b>  |
| Easing | about 1.5 h     | W 28–33          | 5 (rough)     | No    | Yes                                   |
| After  | to end          | W 18–24          | 4 (moderate)  | Yes   | Yes                                   |

Air temperature 12°C. Visibility good, then poor in rain with the front. Confidence in the sequence: **high**. Confidence in the onset time: **low** until the warning.

## 2. ASTRONOMICAL AND OCEANOGRAPHIC DATA – 48°28'N 005°06'W, 22 OCT

| ITEM                     | Z                                              | LOCAL |
|--------------------------|------------------------------------------------|-------|
| Nautical twilight begins | 0530Z                                          | 0730  |
| Sunrise                  | 0640Z                                          | 0840  |
| Sunset                   | 1645Z                                          | 1845  |
| Nautical twilight ends   | 1755Z                                          | 1955  |
| Moon                     | waxing gibbous, hidden by cloud from the front | –     |
| Sea temperature, surface | 13°C                                           | –     |
| Sound velocity profile   | mixed layer 40–60 m, deepening in the gale     | –     |

## 3. AERODROME FORECASTS

LFRL 220300Z 2204/2213 27012KT 9999 SCT025 BKN040  
LFRH 220300Z 2204/2213 26010KT 9999 FEW020 BKN045  
Extended forecasts withheld pending the gale warning.

ANNEX L TO OPORD 26-031 – PAGE L-1 OF L-1

# M

## References, charts and abbreviations

ANNEX M TO OPORD 26-031

### 1. CHARTS AND REFERENCE POINTS

| ITEM                         | DETAIL                                                                                                                                  |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| Charts                       | SHOM 7066 (Ushant to the Chaussée de Sein), BA 2643 (Ushant and approaches), BA 1178 (western approaches)                               |
| Datum                        | WGS 84. Degrees and decimal minutes unless otherwise stated                                                                             |
| Reference points on the plot | TSS SW-BOUND NE and SW · TSS NE-BOUND NE and SW · BREST APPROACHES · DOUARNENEZ ANCHORAGE · TERR SEA OUESSANT W · KILO DATUM on contact |

### 2. ABBREVIATIONS USED IN THIS ORDER

|                                                 |                                                   |
|-------------------------------------------------|---------------------------------------------------|
| <b>AGI</b> Intelligence collection ship         | <b>MAD</b> Magnetic anomaly detector              |
| <b>AIS</b> Automatic identification system      | <b>MPA</b> Maritime patrol aircraft               |
| <b>ALAVIA</b> Naval aviation command            | <b>NAI</b> Named area of interest                 |
| <b>CECLANT</b> Commander Maritime Zone Atlantic | <b>OPORD</b> Operation order                      |
| <b>CROSS</b> Surveillance and rescue centre     | <b>PIR</b> Priority intelligence requirement      |
| <b>CTG</b> Commander task group                 | <b>POLMAR</b> Marine pollution contingency plan   |
| <b>DP</b> Decision point                        | <b>SGMer</b> Secrétariat général de la mer        |
| <b>DRM</b> French military intelligence         | <b>SSK</b> Diesel-electric submarine              |
| <b>DTG</b> Date-time group                      | <b>TG</b> Task group                              |
| <b>FREMM</b> European multi-mission frigate     | <b>TSS</b> Traffic separation scheme              |
| <b>HIA</b> Military hospital                    | <b>UNCLOS</b> UN Convention on the Law of the Sea |
| <b>IMO</b> International Maritime Organization  | <b>VUL</b> Vulnerability period                   |

### 3. OVERLAYS

(NR) Appendix 1 to Annex B (collection) and Appendix 1 to Annex C (operations) are bound after their annexes. **They carry no geography:** lay each on the chart and register on its marks. The territorial sea limit is drawn as a 12 nm arc on Ushant and is indicative only. Annex I is not used.

#### PROVENANCE

A fictional document for the Command: Modern Operations scenario **Ouessant Relay, 2026 — The Ushant Handover**, second scenario of the *Europe 2026* campaign, by toto**bimbo**. It is written from inside a headquarters at 220400Z and states what a staff believed at that hour, which is not the same as what is true.

Tanker names, all personal names, callsigns, frequencies, codewords, serials, events, quotations and intelligence products are invented. Military units, bases and 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. The 2025–2026 boardings and the *Amoco Cadiz* are real. No part of this document reflects any actual order or assessment of any armed force.