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Task Group 76.3: Operation BLUE MARLIN, 4-21 Nov 1965

- 1) COMBIBRON-5/TG 76.3 "Report of Amphibious Assaults conducted in the vicinity of Tam Ky and Hoi An South Vietnam during the period 4 November to 21 November 1965 (OPERATION BLUE MARLIN) (C)." 5 Dec 1965 [S&C 288 471]
- 2) TG 76.3/COMBIBRON-5, "Operation Order 302-66 (BLUE MARLIN). 3 Nov 1965. [S&C 283 996]

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COMMANDER AMPHIBIOUS SQUADRON FIVE
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From: Commander Amphibious Squadron FIVE (Commander Task Group 76.3)
To: Commander Amphibious Force, U. S. SEVENTH Fleet (Commander Task Force 76)

Subj: Report of Amphibious Assaults conducted in the vicinity of Tam Ky and Hoi An South Vietnam during the period 4 November to 21 November 1965 (OPERATION BLUE MARLIN) (C)

Ref: (a) COMSEVENTHFLT 190024Z October
(b) COMPHIBRON FIVE OPOD 302-66
(c) NWP 22(A)

Encl: (1) Task Organization
(2) Narrative Summary and ship to shore
(3) Supporting arms coordination and air operation
(4) Reconnaissance and Meteorology
(5) Logistics and Administration
(6) Communications

1. During the period 4 November to 21 November 1965 Commander Amphibious Squadron FIVE was Commander Amphibious Task Group (CTG 76.3) for the conduct of operation BLUE MARLIN. Reference (a), the initiating directive, assigned the mission of conducting an assault landing in the vicinity of Tam Ky and subsequently a second assault landing in the vicinity of Hoi An South Vietnam. Landings were conducted by the same CATF and CLF in accordance with the initiating directive. Throughout this report the initial landing together with associated operations is referred to as Phase I; the second landing and associated operations as Phase II.

2. The Assault Landing at Tam Ky took place on 10 November and included the landing of BLT 2/7 and the 3rd BN, RVN Marine Corps. The Assault Landing at Hoi An took place on 16 November and included only BLT 3/3. BLT 3/3 operations ashore were directly coordinated with RVN forces in the AOA. Both landings were executed as planned with only light resistance encountered subsequent to the establishment of the landing force ashore. At Tam Ky, due to continuing worsening weather, an amphibious withdrawal of tracked vehicles was not conducted as originally planned. Instead, upon the completion of their sweep and destroy operation all vehicles moved overland into the Chu Lai TAOR. At Hoi An, the landing force moved to the north in coordination with inland RVN forces and then an amphibious withdrawal was conducted on 18 November.

3. Reference (b) is the CTG 76.3 Operation Order for BLUE MARLIN. Enclosures (1) through (6) treat in detail the various aspects of the operation and include the comments and recommendations of subordinate commanders.

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4. Major Observations are as follows:

a. Planning was effectively prosecuted despite difficulties due to wide separation of Commanders initially and the small amount of intelligence on the VC and beach characteristics.

b. The unsatisfactory port facilities in Chu Lai and the lack of adequate lighterage, compounded by the continual swell condition from 8-14 November, greatly complicated the embarkation and offload operations necessary to both phases of BLUE MARLIN and took a steady material toll of ship's landing craft.

c. The landing force scheme of maneuver for Phase I centered on the availability of helicopters to lift the RVN BN from the beach area to positions inland. This severely limited the ATF flexibility in that the landing could not be executed until HELO and fixed wing air support was assured.

d. Tropical Storm Elaine proved to be the most important consideration during Phase I. On 8 November this depression intensified and it became apparent that weather would continue to worsen until about 14 November. An earlier landing on 9 November was decided upon, but, because air support could not be assured, it was rescheduled for 10 November as the last acceptable day. The landing was signalled on 10 November with marginal but not unacceptable sea conditions. Although the landing force was landed on schedule many material casualties resulted.

e. Improved weather conditions during the period 14-19 November permitted Phase II to be executed very smoothly.

f. No VC resistance was encountered at the time of either landing except for gunfire directed at the RVN Coastal Group Jmks in Phase II.

g. Command relationships IAW reference (c) were used throughout with control moving back afloat after Phase I when embarkation commenced for Phase II and when the landing force was withdrawn from the Tam Ky area.

h. The facilities of PAUL REVERE proved adequate for the CATF supporting axis function. Augmenting TACRON and CTF 76 personnel were necessary for the proper operation of SACC.

i. Although destruction or apprehension of VC was relatively small, the operation clearly demonstrated the ability to place a landing force ashore under a variety of conditions and enhanced the influence of RVN and U. S. forces in the area between Chu Lai and Danang.

j. RVN Coastal Group Forces operated in coordination with the ATF and demonstrated a significant capability to contribute to amphibious operations, however, it is essential that the detailed plans for their role be developed and promulgated prior to the execution of the operation.

k. The two helicopters assigned to TG 76.3 provided support services that were of an inestimable value. In retrospect, it is difficult to imagine how the many tasks that they carried out, operational, logistic and administration, would have been otherwise accomplished.

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l. Air support by the marines located in Chu Lai and Danang was difficult to integrate into ATF operations because of communications and liaison problems. This was further complicated by their own separate operation which appeared to have priority over BLUE MARLIN needs.

m. Communication with the III MAF and 3rd MARDIV was unreliable and to this date there are messages unanswered and indications that all traffic between the ATF-CLF-III MAF has not yet been delivered. Reliance on message traffic could not be realized and it was essential that important documents such as operation orders be hand delivered.

n. This was the first occasion for all of the units in TG 76.3 to conduct an amphibious operation together. Steady improvement in command and control, communications, tactics, and amphibious procedures was noted throughout the 17 day period of this operation.

5. Recommendations of major significance:

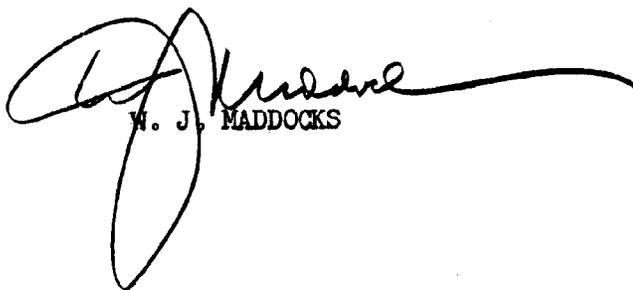
a. That action be taken to rectify the material handling and lighterage deficiencies existing in Vietnamese ports such as QUI NHON, CHU LAI and DANANG.

b. That RVN Coastal Group Forces be included in all ATF operations in Vietnam and that coordination be established early in the planning by direct representation at planning conferences.

c. That a minimum of two helicopters, depending upon the flight deck capability of the force concerned, be made available for ATF operations.

d. That air support for ATF operations be provided by Navy carrier aircraft rather than depending solely upon land based marine aircraft.

e. PHIBRON Commanders must develop an organic ability to operate a SACC to the maximum capability of their assigned flagships without personnel augmentation from other sources.


W. J. MADDOCKS

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CTG 76.5

USS PAUL REVERE

USS SEMINOLE

USS VALLEY FORGE

USS MONTROSE

USS MONTICELLO

USS FORT MARION

USS DIACHENKO

USS G. K. MACKENZIE

USS RUPERTUS

COMDESDIV 32

USS TERRELL COUNTY

USS WESTCHESTER COUNTY

USS WINDHAM COUNTY

COMLANSHIPRON NINE

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TASK ORGANIZATION

PHASE I

1. Naval Task Organization.

TG 76.3 Amphibious Task Group

TU 76.3.0 Special Ops and Command Unit

TE 76.3.0.1 Flagship Element

PAUL REVERE (APA 248)

TE 76.3.0.2 Recon and Demolition Element

DIACHENKO (APD 123)
UDT DET

TE 76.3.0.3 Tactical Air Control Element

TACRON 13 DET

TU 76.3.1 Transport Unit

TE 76.3.1.1 Transport Element

PAUL REVERE (APA 248)
SEMINOLE (AKA 104)
FORT MARION (LSD 22)

TE 76.3.1.2 Landing Ship Element

TERRELL COUNTY (LST 1157)
WINDHAM COUNTY (LST 1170)
WESTCHESTER COUNTY (LST 1167)

TE 76.3.1.3 Assault Craft Element

LCU 1617
LCM-8 850
LCM-8 857

TE 76.3.1.4 Naval Beach Party Element

BMU DET

TU 76.3.2 Control Unit

Enclosure (1)

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TE 76.3.2.1 Landing Craft Control Element

FORT MARION (LSD 22) (PCS)
TERRELL COUNTY (LST 1157) (SCS)

TU 76.3.3 Naval Gunfire and Screen Unit

GEORGE K. MACKENZIE (DD 836)
RUPERTUS (DD 851)
DIACHENKO (APD 123)

TU 76.3.5 Sea Echelon Unit

As Assigned

TU 76.3.6 Reserve Unit

VALLEY FORGE (LPH 8)
MONTICELLO (LSD 35)
MONTROSE (APA 212)

2. Landing Force Task Organization.

Commander Landing Force

HQ

Det Comm Co, Hq Bn
Det Hq Co, Hq Bn

BLT 2/7

2d Bn, 7th Marines
Btry H, 3d Bn, 11th Marines
SFCP, Hq Btry, 3d Bn, 11th Marines
Plat, Co C, 1st AT Bn
Plat, Co C, 1st Eng Bn
Plat, Co C, 1st Recon Bn
Plat, Co B, 1st Tank Bn
Plat, Co B, 3d Antrac Bn
Det Hq Bn, 3rd MARDIV
CA TM
PSYWAR TM
FLSU 3
Plat, Co C, 1st MT Bn
Det, Co C, 1st Med Bn
Det, 3d Dental Co (Rein), FMF
Det, Co C, 1st SP Bn
Sup Plat, Sup Co, 1st Serv Bn
MT Det, H&S Co, 1st Serv Bn

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3d Bn, RVN Marine Corps

FO TM, 12th Marines
SFCP, 1st Anglico
Fac TM, 1st Anglico
CA TM

Landing Force Reserve

BLT 2/1 (SLF)

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PHASE II

1. Naval Task Organization

TG 76.3 Amphibious Task Group

TU 76.3.0 Special Ops and Command Unit

TE 76.3.0.1 Flagship Element

PAUL REVERE (APA 248)

TE 76.3.0.2 Recon and Demolition Element

DIACHENKO (APD 123)
UDT DET

TE 76.3.0.3 Tactical Air Control Element

TACRON 13 DET

TU 76.3.1 Transport Unit

TE 76.3.1.1 Transport Element

PAUL REVERE (APA 248)
SEMINOLE (AKA 104)
FORT MARION (LSD 22)
WESTCHESTER COUNTY (LST 1167)

TE 76.3.1.3 Assault Craft Element

LCU 1622
LCM-8 850
LCM-8 857

TE 76.3.1.4 Naval Beach Party Element

BMU DET

TU 76.3.2 Control Unit

TE 76.3.2.1 Landing Craft Control Element

FORT MARION (LSD 22)
WESTCHESTER COUNTY (LST 1167) (SCS)

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TU 76.3.3 Naval Gunfire and Screen Unit

GEORGE K. MACKENZIE (DD 836)
RUPERTUS (DD 851)
DIACHENKO (APD 123)

TU 76.3.4 Movement Unit ALFA

TERRELL COUNTY (LST 1157)
WINDHAM COUNTY (LST 1170)

TU 76.3.5 Sea Echelon Unit

As Assigned

TU 76.3.6 Reserve Unit

VALLEY FORGE (LPH 8)
MONTICELLO (LSD 35)
MONTROSE (APA 212)

2. Landing Force Task Organization.

Commander Landing Force

HQ

Det Comm Co, Hq Bn
Det Hq Co, Hq Bn

BLT 3/3

3d Bn, 3d Marines
Btry C, 1st Bn, 12th Marines
SFCP, Hq Btry, 1st Bn, 12th Marines
Plat, B Co, 3d Recon Bn
Plat, Co B, 3d AT Bn
Plat, Co B, 3d Engr Bn
Plat, Co C, 3d Tank Bn
Plat, Co A, 1st Amtrac Bn
Det Hq Bn, 3d MARDIV
CA TM
PSYWAR TM

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FLSU 3

Plat, Co C, 1st MT Bn
Det Co C, 1st Med Bn
Det 3d Dental Co (Rein) FMF
Det Co C, 1st SP Bn
Sup Plat, Sup Co, 1st Serv Bn
Main Plat, Main Co, 1st Serv Bn
MT Det, H&S Co, 1st Serv Bn

Landing Force Reserve

BLT 2/1 (SLF)

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Narrative Summary of the Operation

1. Planning. On 22 October 1965, Commander Amphibious Squadron FIVE, in PAUL REVERE, was in Pusan, Korea, when the initiating directive for Operation BLUE MARLIN was received from COMSEVENTHFLT. The initiating directive designated Commander Amphibious Squadron FIVE as Commander Amphibious Task Force for the operation and assigned the task designation CTG 76.3. The directive further required the assignment of forces by CTF 76 and CTG 70.8.

The initial planning conference was held at Pusan on 25-26 October and was attended by Commander Landing Force, COMLANSHIPRON NINE, CO TACRON 13, CTF 76 representative, and a Beachmaster Unit representative. A draft CATF operation order was published during this period.

On 26 October, Commander Landing Force and staff, accompanied by CATF planning representatives, departed via air for Danang to continue planning and to effect liaison with forces in Vietnam.

On 1 November, Commander Amphibious Task Force in PAUL REVERE arrived in Qui Nhon and a second planning conference was held with Commander Landing Force, CTG 76.5 representatives, CO BLT 2/7, CO DIACHENKO, and Beachmaster and TACRON representatives.

The assigned mission for the Amphibious Task Force was to conduct one amphibious landing in the vicinity of Tam Ky and subsequently a second amphibious landing in the vicinity of Hoi An. The general concept of operation as developed during the planning phase was as follows:

a. BLT 2/7, attached units and the 3rd Battalion RVN Marine Corps Land in surface-borne amphibious assault over Green Beach in the vicinity of BT 343305 15-38-26N 108-30-50E and to conduct a search and destroy operation between Highway One and the sea south to the Chu Lai TAOR. When no longer required all tracked vehicles were to be withdrawn over the beach.

b. TG 76.5 with SLF embarked to be a floating reserve.

c. CATF to establish a SACC/TACC in PAUL REVERE for coordination of supporting arms. Two destroyers and DIACHENKO to furnish Naval Gunfire Support, Air Support to be provided by the resources of III MAF. (For the initial landing, a shore based DASC was assigned the task of acting as TADC under the CATF TACC. During the second landing the TACC coordinated all air support until control was passed ashore.)

d. No scheduled preparatory fires or air strikes were arranged. All supporting fires to be on-call observed fires.

e. Clandestine UDT reconnaissance of the landing beaches prior to D-Day.

f. Employment of two RVN Coastal Groups to assist the Amphibious Task Group in control of Viet Cong waterborne movement.

g. Amphibious assault waves to consist of LVT followed by LCM6 waves.

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h. Primary casualty evacuation means to be helicopter lift to the Danang or Chu Lai TAOR.

i. The second assault to consist of BLT 3/3 and attached units landing in surface-borne amphibious assault over Orange Beach in the vicinity of BT 267435 15-45-21N 108-26-56E and to conduct a search and destroy operation between the inland waterway and the sea north to the Song Cua Dai. RVN forces to conduct a coordinated search and destroy operation, paralleling the movements of the landing force, between the inland waterway and Highway One north to the Song Chu Dai. On completion of operations ashore, all units of the landing force withdraw over Brown Beach at BT 231518 15-49-48N 108-24-51E.

j. D-Day for the initial landing was set as 10 November 1965 by mutual agreement between Commander Amphibious Task Force and Commander Landing Force. Initially, 15 November was set as the day of landing the second force. However, it was necessary to delay the second landing until 16 November due to delays in offloading and embarking the Landing Force at Chu Lai. The CATF Operation Order was published on 3 November and by 6 November all assigned units had assembled for loading and planning at Qui Nhon.

k. The size of the AOA was determined by considering the minimum area necessary to contain the land, sea and air forces involved in the operation and to minimize the potential interference inherent having two air fields located near the objective area at Danang and Chu Lai, numerous RVN units operating inland from the beach area and two base ports located within a few miles of the landing beach. An irregular shape was determined to be best for the area of operations.

Phase I AOA: The land area encompassed by a circle of 10 Nautical miles radius centered at 15-36.2N 108-32.3E excluding the Chu Lai TAOR, and the sea area bounded by the following points:

15-29.5N	15-44.3N	15-59.5N	15-44.7N
108-40.0E	109-01.0E	108-47.5E	108-26.7E

and extending to 25,000 feet altitude.

Phase II AOA: The land area encompassed by a circle of 10 nautical miles radius centered at 15-45-21N 108-26-56E excluding the Danang TAOR, and the sea area bounded by the following points:

15-37.0N	15-41.5N	15-48.0N	16-07.0N
108-31.8E	108-48.3E	108-57.5E	108-41.0E

15-54.2N
108-21.0E

and extending to 25,000 feet altitude.

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PHASE I

1. Embarkation. Amphibious shipping assigned to Phase I of Operation Blue Marlin for embarkation of BLT 2/7 at Qui Nhon and transporting to the objective area at Tam Ky and later to Chu Lai consisted of one APA, one AKA, one LSD and three LST's. This met two requirements for BLT 2/7. (1) Placing the assault elements in the objective area and (2) administratively moving them from Qui Nhon to Chu Lai to rejoin their parent regiment. Planning of embarkation and preparation of loading plans was conducted expeditiously considering all factors involved. All ships received prepared loading plans for approval prior to loading. Minor changes were required in the plans but without difficulty. Staging and loading began simultaneously at 040800H at Red Beach in Qui Nhon and completed on 062200H. Problems encountered causing delays in loading were:

No dunnage available for stowage of drummed POL.

No pallets for palletizing all cargo.

Lack of sufficient lighterage due to high percentage of inoperative LCU's, LCM-8's, LARC's and BARC's of the 394th Transportation Bn.

The Third Battalion RVN Marine Corps and twenty-six LVTS were embarked at Chu Lai on 8 November for participation in Phase One.

2. Movement To Chu Lai. On 7 November 1965, TG 76.3 sortied Qui Nhon and proceeded to Chu Lai for completion of embarkation arriving 8 November.

3. Rehearsal. Following the completion of loading of the 3d BN RVN Marine Corps and 26 LVTP-5's on 8 November, TG 76.3 sortied Chu Lai enroute to the rehearsal area. A full scale rehearsal was conducted including a darkened pre-dawn approach to the rehearsal beach, located at the southern end of Chu Lai Bay. A complete checkout of all amphibious circuits was conducted and the ship-to-shore movement with a 0700H H-Hour executed. Due to moderate surf, only LVT's touched down. All landing craft were turned away at the surf line. Following rehearsal a critique and pre-sail conference was conducted in the flagship.

4. Movement to Objective Area. On the evening of 9 November, TG 76.3 sortied from Chu Lai. While enroute to the objective area, all ships were completely darkened. Due to overcast conditions, TG 76.3 did not make a final run in to the landing beach until air support was confirmed. The Amphibious Task Group arrived in the Transport Area at 0617H on 10 November.

5. Ship-to-Shore Movement. Land the landing force was signaled at 0620H with a tentative H-Hour of 0900H set. Due to the swells in the transport area it was subsequently necessary to delay H-Hour to 0930H to provide additional time for loading landing craft. Prior to H-Hour, PAUL REVERE and WINDHAM COUNTY parted their anchor chains while attempting to minimize rolling by steaming to their anchors. Heavy swells parted FORT MARION's stern gate cables and sheered a portion of one rack and pawl device. For safety reasons, the on-call artillery serial preloaded in LVT's in FORT MARION was not offloaded. Wave one consisting of LVT touched down at 0929H with the following two scheduled LCM waves touching down two minutes early and on time respectively. When BLT 2/7 was firmly embarked ashore the CLF called for the landing of the RVNMC Battalion.

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Two companies of RVNMC were landed by LVT as an on-call serial, however, due to the loss of WINDHAM COUNTY's bow anchor, it was deemed unsafe to embark turnaround LVT's as planned for the debarkation of the remaining two companies. An attempt was made to debark by LCM, but due to heavy swells and the state of training of the troops involved, the bulk of the two companies in WINDHAM COUNTY were subsequently helo lifted ashore. One PAUL REVERE LCM6 lost its ramp while returning to the ship through the surf. Another PAUL REVERE LCM6 swamped while retracting due to the ramp opening and subsequently breached. Although strenuous and courageous efforts were made to recover the craft, it was finally lost in 13 fathoms of water after being salvaged and towed off the beach by USS MOLAI A on 14 November. Due to continuing heavy swells and surf, alternate plan to backload tracked vehicles was utilized and they proceeded to the Chu Lai TAOR overland.

6. Supporting Arms. Air support was provided by the 1st Marine Air Wing and Naval Gunfire Support was available from GEORGE K. MACKENZIE, RUPERTUS AND DIACHENKO. As little opposition was encountered, no destructive fires were necessary. No pre H-Hour fires were scheduled and all on call fires were to be observed. Supporting arms coordination was effected through the SACC/TACC in PAUL REVERE utilizing a DASC ashore as a TADC. Control of Air and Naval Gunfire was passed ashore at 101640H and 101715H respectively.

7. Protection in the Objective Area. Due to inclement weather the junks of Coastal Groups 14 and 15, scheduled to operate with TG 76.3 did not put to sea. TG 76.3.3 provided all screening in the transport area, however no local craft were in the area on the arrival of the transport unit nor did any approach the task unit at any time during Phase I.

8. Logistic Support of the Landing Force. Two H-34 helicopters from the 1st Marine Air Wing were embarked in FORT MARION and PAUL REVERE and were used extensively for resupply of the Landing Force.

9. Conclusion of the Operation. As the ships completed offloading and were no longer required in the objective area, they were dispatched to Chu Lai to offload that portion of BLT 2/7 not landed in assault. Securing of the beach was delayed due to salvage efforts of the breached LCM. A security detail was landed, comprised of BLT 2/7 troops not originally scheduled to land. WINDHAM COUNTY was retained at the beachhead together with one destroyer to prosecute salvage operations and to furnish support as required. Upon loss of the LCM on 14 November, the security detail, Beachmasters, and shore party were withdrawn, and the remainder of the force returned to Chu Lai.

10. Offloading. Offloading of BLT 2/7 at Chu Lai commenced at 121030H with the retirement of SEMINOLE (AKA 104) from the AOA and continued until completion of offloading TERRELL COUNTY (LST 1157) at 151630H. Weather was a considerable problem, delaying offloading several times. Other problems encountered included a total lack of lighterage, except for ship's boats and craft assigned FORT MATION (LSD 22). The fact that the LST's had to be worked from anchorage, since they could not be beached, and the limited beach area for beaching boats contributed to the delay. With the completion of offloading of TERRELL COUNTY, Phase I was terminated.

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11. SUMMARY OF LANDING FORCE ACCOMPLISHMENTS.

a. All assault forces were ashore GREEN BEACH by mid-afternoon on the 10th. With the establishment of initial lines, USMC and RVNMC forces began a sweeping search and destroy movement toward the southeast. Enemy resistance was light and sporadic. Termination of PHASE I occurred 121120H with the landing force arriving at the Chu Lai TAOR perimeter.

b. Casualties.

(1) No friendly casualties reported.

(2) U. S. Forces responsible for 1 VC KIA and two captured weapons. None reported by RVN Forces.

(3) One villager killed and one villager wounded by GREEN BEACH Security Force when returning night sniper fire. Casualties air evacuated to Chu Lai.

12. SUMMARY OF REPORTED HOSTILE FIRE ENCOUNTERED.

10 November: Landing force encountered light VC resistance and received scattered small arms fire.

12 November: Beach security force received sniper fire during darkness. Fire returned.

13 November: Beach security force received scattered small arms fire.

14 November: MONTROSE LCM 6 received automatic weapons fire while in SONG TRA river resulting in two holes below water line and one hole in engine block.

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Phase II

1. Planning. A planning conference was held on 12 November to complete plans for the second landing. At this point it was determined that the RVN Marine Corps would not participate in the landing but that two RVN Ranger battalions and two RVN Special companies would participate in coordination with the Landing Force, but would not embark in the Amphibious Task Group or be under the operational control of the Commander Landing Force. As a result of slippage due to delay on offloading and embarking in Chu Lai, a new D-Day of 16 November was selected. A change was issued to CATF Operation Order delineating the second assault landing and including a revised ship-to-shore movement plan for BLT 3/3. On 14 November, a planning conference was held with the First Naval Zone Commander to coordinate RVN Coastal Group actions during the Second Phase.

2. Embarkation.

a. RVN Forces participating in Phase Two entered the objective area overland. Because of this it was determined that all of the assault shipping used during Phase One would not be utilized for Phase Two. TERRELL COUNTY and WINDHAM COUNTY were then reassigned TU 76.3.4, Movement Unit ALFA, with COMLANSHIPRON NINE as CTU 76.3.4 embarked in TERRELL COUNTY. This assignment was made on 15 November with the mission of completing offloading of BLT 2/7 and then backloading those elements, equipment and supplies of BLT 3/3 which would not be utilized during Phase II of Operation BLUE MARLIN. Amphibious shipping assigned for Phase II of Operation BLUE MARLIN for embarking BLT 3/3 at Chu Lai and transporting to the objective area at Hoi An and later to Danang were one APA, one AKA, one LSD and three LST's. This, as in Phase I, met two requirements for BLT 3/3: (1) planing the assault elements in the objective area and (2) administratively moving them from Chu Lai to Danang to rejoin their parent regiment.

b. Planning and preparations of loading plans was generally good, but a few modifications in loads were made at the last minute causing FORT MARION (LSD 22) to receive loading plans just prior to receiving her load.

c. Staging and loading were simultaneous, commencing at 141300H and completing at 172100H.

d. Major problems encountered were, again, as in offloading BLT 2/7, the lack of lighterage and no LST beaching areas for 1156 class LST's.

e. One minor problem was the requirement to embark BLT 3/3 troops on PAUL REVERE while debarking BLT 2/7 in order to meet the schedule.

f. Hostile Fire. On 14 November, while proceeding to a location ashore to pick up drummed POL, a MONTROSE LCM by-passed its intended destination and encountered hostile fire from positions ashore. Between 40 and 80 rounds of small arms automatic or semi-automatic fire were received before LCM was able to withdraw from the area. There were no personnel casualties, but the boat received two bullet holes below the waterline, including one bullet which lodged in the starboard engine block and caused a casualty to the engine. Six other bullet marks were found above the waterline.

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2. Rehearsal. Due to the similarity between the first and the second landing, no need was seen for a full scale rehearsal. However, since a new group of LVT's was embarked, a modified ship-to-shore movement was conducted utilizing the LVT's only. In addition, all amphibious circuits were checked.
3. Movement to Objective Area. On completion of loading, rehearsal, critique, and pre-sail on 15 November, TG 76.3 sortied for objective area at 151830H. The movement was made in strict darken ship conditions with EMCON set.
4. Ship-to-Shore Movements. The amphibious assault was smoothly executed with an H-Hour at 0700H. The first wave of LVT touched down 30 seconds late and the remaining two LCM waves were on time. The entire landing force was ashore by 1110H.
5. Supporting Arms. Supporting arms were provided by the same agencies and units as the Phase One landing. However, control of supporting arms was fully retained in the SACC/TACC of the CATF Flagship without delegation to DASC ashore. Control of air and naval gunfire was passed ashore at 161545H.
6. Protection in the Objective Area. On arrival, many junks were in the transport area. RVN Coastal Groups 14 and 15 were on station as planned and coordinated by CTG 76.3, and moved swiftly to intercept the junks as they attempted to move away. The Coastal Force apprehended a total of 36 Viet Cong suspects from approximately 50 junks in or near the transport area. The Coastal Force was fired upon during this period.
7. Logistic Support of the Landing Force. As in the first landing, extensive resupply of the landing force was conducted by helicopter.
8. Conclusion of the Operation.
 - a. As in Phase One, as ships were no longer needed in the objective area they were dispatched to Danang to commence offloading operations. Withdrawal of the Landing Force over BROWN Beach commenced at 180900H November and completed 191030H November. The original withdrawal plan called for all troops to be re-embarked in amphibious shipping by landing craft. On 17 November this plan was revised by CG III MAF scheduling a helo lift withdrawal of all troops on the following day. The lift was to be direct from BROWN Beach to Danang. However, due to non-availability of required number of helos to make the lift, 475 troops remained on BROWN Beach at the time of approaching darkness on the 18th. All LVT had been backloaded without troops embarked to the transport shipping that morning. Late in the evening the decision was made to withdraw the remaining troops by landing craft the following morning. This was accomplished commencing 190700H and completed 191030H. At this time NGF support ships, GEORGE K. MACKENZIE and RUPERTUS were detached and PAUL REVERE proceeded to Danang. TERRELL COUNTY, upon completion of offloading was chopped to CTU 76.2.3 at 180800H. CO, WINDHAM COUNTY assumed duties of CTU 76.3.4. WINDHAM COUNTY arrived Danang at 190745H.
9. Offloading: Offloading of BLT 3/3 at Danang commenced at 171300H with the early arrival of TERRELL COUNTY and completed at 180800H. Upon completion of offloading, TERRELL COUNTY chopped to CTU 76.2.3. CO WINDHAM COUNTY ASSUMED duties of CTU 76.3.4.

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WINDHAM COUNTY arrived at Danang at 190745H. Offloading of BLT 3/3 commenced again 190900H with the early retirement of SEMINOLE from the AOA and continued until completion of offloading WINDHAM COUNTY at 210600H. The major problems encountered were the non-availability of adequate beaching areas for boats, staging areas for cargo and the lack of vehicular transportation to move troops, supplies and equipment once ashore. This resulted in the beach being continually congested. Due to the priority given the offloading of BLT 1/3 and the simultaneous backloading of BLT 2/3, a twenty-four hour delay in beaching the WESTCHESTER COUNTY (LST 1167) and WINDHAM COUNTY (LST 1170) caused considerable delay in offloading.

10. SUMMARY OF LANDING FORCE ACCOMPLISHMENTS.

a. All assault forces were ashore ORANGE BEACH by late morning of the 16th. After securing the area and establishing liaison with the RVN Ranger Forces, which had moved into the inland sector overland, a mutual sweeping operation was conducted northward as envisioned by the concept. Resistance was again lighter than expected although the RVN Forces met with occasional light organized resistance. BLT 3/3 arrived at BROWN (withdrawal) BEACH at 180800H. Artillery withdrawal began at 180945H. The RVN Ranger Forces were at this time moving toward the northwest from their night positions of 17-18 NOV. RVN participation of PHASE II BLUE MARLIN ended at 182140H with their departure from the objective area. PHASE II terminated for BLT 3/3 with completion of withdrawal operations at 191030H.

b. Casualties.

(1) Friendly

(a) ARVN Forces suffered 2 KIA, 1 WIA.

(b) U. S. Forces suffered 2 WIA.

(2) Enemy

(a) ARVN Forces responsible for 24 VC KIA, 15 VCC prisoners (2 wounded), 21 VCS prisoners, and 9 captured weapons.

(b) U. S. Forces responsible for 1 VC KIA, 24 VCS prisoners (6 wounded)

11. SUMMARY OF REPORTED HOSTILE FIRE ENCOUNTERED.

16 November: RVN Coastal Group received automatic weapons fire from shore north of Song Cua Dia. Landing force received scattered small arms and automatic weapons fire.

17 November: Landing force received small arms fire.

19 November: Landing force received light small arms fire.

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COMMENTS AND RECOMMENDATIONS

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EMBARKATION/DEBARKATION

1. CTG 76.3 Comment: The high rate of inoperative material handling equipment and lighterage of the 394th Transportation Battalion, Qui Nhon, is a serious handicap in conducting loading/offloading operations of naval as well as merchant shipping.

CTG 76.3 Recommendation: That higher authority send a special team of maintenance and supply technicians to inspect conditions at all parts in South Vietnam and develop an expeditious means of providing repair parts for this equipment.

2. CTG 76.3 Comment: LST Beaching areas at Qui Nhon were poor and inadequate for handling the LST traffic prior to BLUE MARLIN. The Beachmasters assigned to TG 76.3 for this operation in 24 hours improved the only LST ramp south of Red Beach in such a manner that this ramp can now handle one 1156 Class LST at a time.

CTG 76.3 Recommendation: That steps be taken in developing the south end of Red Beach so that it will have the capability of taking two 1156 Class LST's simultaneously.

3. CTG 76.3 Comment: The 2nd Battalion of the 7th Marines embarked during Phase I of the operation were required to travel light in order to be capable of trans-
placing rapidly. This Marine unit did not have readily at hand dunnage and pallets for ease of handling and stowing the cargo which they loaded aboard ships of the task group.

CTG 76.3 Recommendations: That each established port in South Vietnam be required to maintain these items for such operations.

4. CTG 76.3 Comment: Availability of only one LCM 8 and two LCM 6's for an established port area such as Chu Lai is completely unrealistic.

CTG 76.3 Recommendation: That steps be taken to increase the amount of lighterage at Chu Lai.

5. CTG 76.3 Comment: The sandbar fronting the entrance to the LST Ramp at Chu Lai prevents 1156 Class LSTs from entering, which requires them to load/offload at anchorage.

CTG 76.3 Recommendation: That a dredge be assigned to Chu Lai for the purpose of keeping the ramp entrance open.

6. CTG 76.3 Comment: The present beached and staging areas for loading/offloading at Danang are inadequate for handling the troops, cargo, and equipment of more than one BLT at any one given period of time.

CTG 76.3 Recommendation: That other areas be explored and developed to more adequately accommodate the amount of supplies and equipment that have to be offloaded.

7. SEMINOLE Comment: During debarkation of RVN Marines from LST 1170, one sea painter was parted and a cleat was ripped from a boat due to heavy swells before debarkation of troops was secured. A real danger existed while off-loading inexperienced troops in heavy seas.

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SEMINOLE Recommendation: That debarkation of troops be secured as soon as it becomes evident that it is dangerous, providing that operations ashore may be carried out without the particular serial which is involved.

CTG 76.3 Comment: Concur. The mission of the Landing Force has priority. Alternate plans for putting troops ashore should be implemented as soon as sea conditions prohibit the debarkation of troops in accordance with the primary plan.

8. SEMINOLE Comment: The RVN troops showed extreme reluctance going into the well decks of LCMs, preferring to remain on the engine cover.

SEMINOLE Recommendation: That the RVN troops be given more indoctrination in debarking into LCMs.

CTG 76.3 Comment: Concur. The RVN troops in this operation had never had dry net or wet net training of any kind.

9. TERRELL COUNTY Comment: In the initial loading at Qui Nhon, TERRELL COUNTY was not informed that LVTs would be embarked. Consequently, the vehicle load was positioned for optimum stability. When TERRELL COUNTY received information that LVTs were to be embarked, a second beaching was required in order to reposition the load.

TERRELL COUNTY Recommendation: That the commanding officer approve the loading plan and be advised of any proposed changes to that loading plan in a timely fashion.

CTG 76.3 Comment: COMLANSHIPRON NINE representative worked side by side with the embarkation officer at the 2nd Battalion, 7th Marines Command Post when the load of subject ship was being planned and was aware of TERRELL COUNTY's load. The USR NINE Staff CCO and the ship's CO and First Lieutenant should have insured effective liaison and coordination.

10. TERRELL COUNTY Comment: The embarkation of LVTs presented considerable problems because of heavy swells. At the embarkation anchorage, TERRELL COUNTY experienced difficulty because ground swells, wind, and current all produced swells and all from different directions. The recommended method for loading LVTs in calm water is to anchor by the stern upwind and foot the bow anchor downwind to hold the ship. When there are continually shifting swells and winds this situation is cumbersome. TERRELL COUNTY found best success using a bow anchor in a "hammerlock", without a stern anchor down, and maneuvering with the engines by twisting. With a short scope of chain and 2/3 engine twist, LVTs can be loaded even with conflicting wind and swells (up to 4 feet).

11. WESTCHESTER COUNTY Comment: The only successful loading/unloading operations which were carried out by WESTCHESTER COUNTY on the 13th and 14th of November were accomplished in the cove in the southeast corner of the bay at Chu Lai. As a rule of thumb, it may be stated that if the weather permits crossing the bay by an LCM, then an LST can load and unload in the lee provided by the southeast bay.

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WESTCHESTER COUNTY Recommendations: When loading in Chu Lai the lee provided by the cove in the southeast corner of the bay should be exploited when loading is impossible elsewhere in the bay. It is recognized that the use of this area increases the boat run distance and hence decreases overall boat availability; however when the difference between loading versus not loading at all is weighed the value of this area is apparent.

CTG 76.3 Comment: Concur.

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SHIP TO SHORE MOVEMENTPHASE ONE

1. The overriding factor during Phase One Ship to Shore Movement was the inclement weather. Sea and surf conditions were marginal, therefore the low surf plan was discarded. The landing was executed utilizing LVT and LCM. LCVP and LCPL utilization was confined to naval use.

2. Major modifications to the intended sequence of events were as follows:

a. H hour was confirmed at 100930H rather than the originally planned 100700H due delay in confirmation of air support.

b. Serial 205 (on call) consisting of six 105 howitzers and supporting troops was pre-loaded in 10 LVTP-5's and embarked in FORT MARION. The original intention was for this to be one of the first serials called for. Because of the absence of resistance ashore, the worsening sea conditions, and a material casualty to FORT MARION'S stern gate this serial was not landed.

c. Serial 301 (on call) consisted of 300 troops of the 3rd BN, RVNMC embarked in WINDHAM COUNTY. The plan called for utilization of turn-around LVT from wave one for the movement ashore. The inclement weather combined with WINDHAM COUNTY loss of bow anchor caused the plan to re-embark LVT's in WINDHAM COUNTY tank deck to be discarded as unsafe. Attempts were then made to debark RVN Marines by net to LCM, but this was also curtailed because of the weather and the RVN troop's lack of debarkation training. A Helo lift was then provided. The Helo lift commenced at 101430H and was completed approximately 55 minutes later.

d. Withdrawal originally was intended to be conducted either over green or blue beach, as conditions ashore indicated, utilizing LCM and LVT. The LVT trafficability ashore turned out to be better than was anticipated, and allowed overland movement of LVT to Chu Lai. The withdrawal was then conducted by LVT overland, thus negating the requirement to beach and recover landing craft and vehicles in the still heavy surf and sea conditions.

3. Touchdown times of scheduled waves were as follows:

Wave one - early one minute

Wave two - early two minutes

Wave three - on time

4. Sequence of events for D-Day, Phase One: All times hotel.

100200 FORT MARION (PCS) detached to proceed to anchorage

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100600 Assault shipping arrived transport area and proceeded to anchor
100625 Land the landing force
100659 Designated 0930 H-hour
100745 Received last scheduled GREEN Beach SUROB
100809 Confirmed 0930 H-hour
100850 Commenced splashing LVT's
100920 Wave one crossed LOD (late 3 min)
100926 Wave two crossed LOD (late 3 min)
100929 Wave one touchdown (early 1 min)
100931 Wave two touchdown (early 2 min)
100938 Wave three touchdown (on time).
101119 Ser 300 and 302 (RVN) splashed from WESTCHESTER COUNTY
101156 Ser 221 (RVN) splashed from WINDHAM COUNTY
101212 Commenced attempts to debark RVN troops (Ser 301) on WINDHAM
COUNTY by net to LCM
101330 Secured attempts to debark RVN troops by net
101338 Confirmed arrangements to Helo lift RVN troops from WINDHAM
COUNTY to beach
101430 Commenced RVN Helo lift
101525 Completed RVN Helo lift from WINDHAM COUNTY

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PHASE TWO

1. The weather during Phase Two was excellent. The ship to shore movement was smooth with only very minor modifications to the execution as set forth in the operation order.

2. Assault shipping consisted of PAUL REVERE, SEMINOLE, FORT MARION, and WESTCHESTER COUNTY. TERRELL COUNTY and WINDHAM COUNTY were released to conduct lift operations of BLT 3/3 elements and equipment not scheduled for participation in Phase Two amphibious assault. The release of this shipping was made feasible due to the RVN forces moving into the objective area overland rather than via amphibious assault as in Phase One.

3. The three scheduled waves all touched down on time.

4. On-call waves and free boats were dispatched when called for by CLF without delay.

5. Sequence of events on D-Day, Phase Two. All times Hctel.

160400 Assault shipping arrived transport area and proceeded to assigned anchorages

160432 Land the Landing Force

160558 Confirmed 0700 H-Hour

160641 Wave one LVT splashed from WESTCHESTER COUNTY

160648 Wave one crossed LOD (late one min)

160657 Wave two crossed LOD (late one min)

160700 Wave one touchdown (late 30 sec)

160701 Wave three crossed LOD (on time)

160705 Wave two ~~touchdown~~ (on time)

160710 Wave three touchdown (on time)

160714 On call serial 202(BMU) touchdown

160732 Life jacket recovery party dispatched to beach

160800 Commenced splashing on call serial 400 (3-105 howitzers pre-loaded in 6 LVTP-5's)

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160945 On call serial 401 (5 ONTOS) dispatched to beach

161000 LCU 1622 dispatched to Chu Lai

161110 Completed Beaching all serials. All boats returned to parent ships except boating required to backload Ser 202(BMU)

161310 Ser 202 (BMU DET) backloaded. Life jacket recovery party returned. All boats returned to parent ships

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COMMENTS AND RECOMMENDATIONSMOVEMENT REHEARSAL, SHIP TO SHORE

1. TERRELL COUNTY Comment: In rehearsal, LVTs for WAVE One were late at the LOD. This was caused by the fact that one of the vehicles had a line caught in his track and was delayed, and by the fact that a lengthy maneuver was used for LVTs to insure that they formed behind the LOD and then crossed in a formed-up wave.

TERRELL COUNTY Recommendation: That a small amount of excess time be allowed at this point for contingencies, in view of the fact that LVTs are sluggish and unwieldy. Further, that LVTs be formed at the LOD, if they are embarked in the Secondary Control Ship, since this is most economical in fuel and maneuvering as well as time.

CTG 76.3 Comment: Do not concur. What is recommended is already established practice, including building about 10 minutes excess time into the plan to allow for last minute contingencies, such as a line being caught in the LVT track. When LVTs are embarked in shipping on the LOD flank, the LVTs proceed in column about 50 yards seaward and parallel to the LOD. When in proper position they flank and cross the LOD on time. This is established procedure, but apparently not the maneuver undertaken during the rehearsal.

2. TERRELL COUNTY Comment: TERRELL COUNTY was directed to relieve the PCS late in the afternoon of D-Day (PHASE I). Since there was no TACLOG embarked, the only beach information received was that passed from the previous PCS (FORT MARION) and the beachmaster.

TERRELL COUNTY Recommendation: That TACLOG transfer to SCS when shift of responsibility is directed, if practicable.

CTG 76.3 Comments: Concur. Not shifting TACLOG when the PCS is shifted could be perilous in an operation with a complex ship-to-shore movement.

3. FORT MARION Recommendation: Upon approach to the AOA, that ships of the formation be placed in a column formation with sequence of ships corresponding with anchorage assignments, the one closest to the beach first, the ships furthest from the beach last, and so that no ship has to cut across the bow of another. Further, it is recommended that ships be released to proceed to assigned anchorages at a point at least four miles from their anchorage.

CTG 76.3 Comment: Do not concur. Column movements into the transport area are not necessary. Had FORT MARION and TERRELL COUNTY promptly proceeded ahead when detached at 0200, the approach problems of the PHASE I rehearsal would have been largely alleviated.

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4. FORT MARION Comment: The availability of helicopters contributed greatly to successful accomplishment of PHASE I in that it was virtually impossible to land on-call serials after the scheduled waves had been landed due to heavy swells and the shallow gradient. They were further utilized in PHASE II to deliver small quantities of ammunition and rations and for personnel transfers to meet quick response requirements.

FORT MARION Recommendations: None

CTG 76.3 Comment: Concur on helicopter contributions.

5. FORT MARION Comment: Most of the problems occurring in PHASE I were ironed out in PHASE II. Weather and sea conditions were the underlying factors in most of the control problems encountered in PHASE I. The problems during PHASE I were generally of a material nature, as boat casualties made it difficult to provide sufficient boating to offload serials.

FORT MARION Recommendations: None

CTG 76.3 Comment: None

6. FORT MARION Comment: All beaches to be utilized during rehearsal, embarkation and debarkation phases should be positively identified by coordinates in the operation order or by message. Problems in this area were encountered by FORT MARION in loading LVTs for PHASE II and unloading in Danang.

CTG 76.3 Comment: Concur.

7. WESTCHESTER COUNTY Comment: In planning anchorages for amphibious ships at the LOD the ability and often the necessity of an LST making a point moor should be recognized. For example, in PHASE II, WESTCHESTER COUNTY made a two point moor based on the position of the PCS only to find minutes later that she was out of station as FORT MARION had swung on her anchor.

WESTCHESTER COUNTY Recommendation: That this ability of an LST to not only make the point moor but to position the ship so that it is lined up in the direction of the boat lane be recognized when it is desired to use an LST to mark one side of the LOD. Because of her ability to make a stationary moor, it is recommended that when an LST is used on the LCD she be designated the reference ship.

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CTG 76.3 Comment: Concur. However, under certain sea conditions, point mooring the LST on the LOD would not work. If the LST on the LOD has LVTs embarked it would be necessary for the LST to moor with her stern to the sea for purpose of optimum debarkation particularly in anything other than excellent swell conditions.

8. WESTCHESTER COUNTY Comment: The loading of LVTs on an LST is not restricted because of a turn-table casualty. The loading process may be slowed because of the necessity either to load the LVTs backwards or to turn them around by their own power once on board. This was demonstrated by WESTCHESTER COUNTY, since after the first day, our turn-table was inoperative.

CTG 76.3 Comment: None.

9. WESTCHESTER COUNTY Comment: In transit to the AOA four LVTs parted chain gripes during 30 degree rolls on the night of 9 November. (LVTs are difficult to secure). Adding to the problem on this night were the facts that the tank deck was wet and an LVT had developed a lube oil leak, resulting in a large area being extremely slippery.

WESTCHESTER COUNTY Recommendation: None.

CTG 76.3 Comment: Vehicles must be properly secured for weather eventualities. Commands experiencing dangerous sea conditions must bring the fact to the attention of the CATF.

10. WESTCHESTER COUNTY Comment: Seventy percent of the RVN troops suffered seasickness during the transit. The problem increased after the RVN troops were embarked in the LVTs waiting for an "On-Call serial". If the RVN Marine troops can be considered a guide, it requires approximately 45 minutes to land 343 troops into 12 tractors. It is highly desirable that inexperienced troops remain in LVTs a minimum of time awaiting debarkation.

WESTCHESTER COUNTY Recommendation: That if troops who do not have prior amphibious training are to be offloaded by LVTs that, a one hour standby be planned prior to calling the serials.

CTG 76.3 Comment: Consider that troops should be prepared to embark in On-Call LVT but not actually embark until the serial is called for.

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11. WESTCHESTER COUNTY Comments: The control of LVTs once they are in the water is anything but a precise science. The only method of communication between wave guide boats and the LVT wave guide commander is by hand signals. Furthermore, the timing required for LVTs to proceed to the LOD is a very important consideration. If LVTs arrive too late and are required to wait, their formation quickly dissolves into chaos. On the other hand if the tractors are late, because of their limited speed, it is difficult to make up lost time. All things considered it is probably better to have the LVTs a minute or so ahead of time when approaching the LOD. Along this line of thought, it might be useful to experiment with two speeds in computing the LVT travel from the LOD to the beach in the same manner that is used for landing craft. Possibly the first 250 yards could be planned for three knots with the remainder at the present figure of 4.5 knots. This would allow the wave guides to shape up ragged lines and to make up for lost time. It must be remembered that an LVT wave must move at the speed of the slowest tractor.

WESTCHESTER COUNTY Recommendations: As above.

CTG 76.3 Comment: Do not concur. An LVT is rated at 5.5 knots. However it is improbable that with ten together each of the ten could make the 5.5 knot speed. Therefore, 4.5 or 5.0 knots is commonly used. Control problems of LVTs are great, therefore do not concur with scheduling two speeds for different segments of the LOD to ~~Beach transit~~. A simple and more workable approach would be to slow down the entire rate of speed to 4 knots. However, it is considered that before this could be implemented it would be necessary to obtain more data and examples for evaluation.

12. WESTCHESTER COUNTY Comments: The SITREP report that was required every six hours after H+5 was not clearly defined in the operation order. This was the report most often made during this operation yet the format for the report was not stated in the operation order.

WESTCHESTER COUNTY Recommendation: None.

CTG 76.3 Comment: Noted. Format will be more specifically described in future operation orders.

13. SEMINOLE Comment: Bulldozers used by the Beach Party during Phase II to assist beached boats caused numerous holes in boat hulls. They did not wait to be called by boat crews, but assisted boats as soon as their ramps were up whether they needed it or not. Once the bulldozers had a boat normal to the surf line, they continued pushing with the result that the blade corners put holes in the boats.

SEMINOLE Recommendation: That bulldozers not be used, except as a last resort, and that the blades be well padded. First, allow the boats to attempt to get off the beach themselves. Secondly, use one of the salvage boats. Thirdly, if necessary, use the bulldozer, and then only to assist the boat in remaining normal to the beach.

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CTG 76.3 Comment: Do not concur that bulldozers should not be used. Do not concur that salvage boats should be used to free boats from the beach (except as a last resort). Bulldozers with heavily padded blades should be on the scene and are the most efficient and expeditious means for assisting troubled boats.

14. SEMINOLE Comment: SEMINOLE's LCMs 2, 3, and 4 were waterborne at 0730, dispatched to PAUL REVERE for life jackets at 0930, returned to SEMINOLE without life jackets, and were called away by the PCS while returning to SEMINOLE. After reporting to PSS about 1000, these boats circled until 1130, at which time they were returned to SEMINOLE without having been used.

SEMINOLE Recommendation: That ships continue to be prepared for contingencies and have crews briefed to be responsive to the changing requirements dictated by tactical situations ashore.

CTG 76.3 Comment: Concur with both comment and recommendation.

15. SEMINOLE Comment: Only 12 Marine personnel were backloaded into SEMINOLE. As a result these twelve were required to offload 1200 seabags loaded aboard, making offloading slow and inefficient.

SEMINOLE Recommendation: That allowance be made for adequate ship's platoon when tactical situations permit.

16. TERRELL COUNTY Comment: The LVTs were not stowed securely in that they broke loose. TERRELL COUNTY was required to leave the formation for four hours to secure them. This problem was aggravated by the fact that the LVTs were loaded and positioned without dunnage. When the ship worked (first by pounding as the ship went to station at 13.5 knots and later as it rolled on formation base course) the chains on the LVTs parted and the vehicles broke loose.

TERRELL COUNTY Recommendation: That, if LSTs are to be maintained as an integral part of the movement group, courses and speeds be selected to minimize their working, especially when tracked vehicles are embarked. If this is not practicable, the alternative is to detach the LSTs to proceed separately as a slow movement group.

CTG 76.3 Comment: Concur that LVTs broke loose due to not being stowed securely. However, FMFM 4-2 Paragraph 410 d. applies. Under the circumstances prevailing, the presence of dunnage would not have made any appreciable difference. Had the LVTs been properly gripped down, it is probable that this situation would never have developed.

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SUPPORTING ARMS COORDINATION1. Organization

a. During the planning stages of the operation, the decision was made that CATF would establish a SACC/TACC on board PAUL REVERE for coordination of supporting arms. USS GEORGE K. MACKENZIE (DD-836), RUPERTUS (DD-851), and DIACHENKO (APD-123) were assigned as Naval Gunfire Support ships for the operation. For the initial landing, a shore-based DASC was assigned the task of acting as TADC under the CATF TACC. During PHASE II the TACC coordinated all air support until control was passed ashore.

b. On 4 November CTG 76.3 requested the services of a Naval Gunfire representative from CTF 76. This officer arrived on board on 8 November and, as Coordinator of Supporting Arms, continued SACC preparations for the impending operation.

c. The assistance of a TACRON Detachment was requested on 26 October. TACRON 13 was assigned and reported on board during the first week of November. This detachment arrived on board with a wealth of past experience in SACC operations and was a valuable source of procedural information. Included in this team was a representative of III MAF and his services and knowledge of Marine air support procedures were invaluable throughout the operation.

2. Naval Gunfire Supporta. Organization and Communications

(1) The Naval Gunfire Support team initially consisted of two officers and three enlisted men, with the staff, the flagship, and the embarked Marines represented. The Staff Gunnery Officer served as the Naval Gunfire Control Officer and directed the activities of the Gunfire team. The Naval Gunfire Support ships were assigned to geographical sectors and their positions adjusted periodically as the friendly front lines ashore advanced in the objective area. Status boards on gunfire circuitry, voice call signs, and ammunition availability were maintained. In addition, an intelligence plot on friendly and enemy positions and movements was maintained on a plastic-covered AMS map of the Amphibious Objective Area.

(2) Because of equipment difficulties, no Naval Gunfire Control Net for administrative traffic was established. Communications consisted of parallel nets linking SACC, the Battalion FSCC, the Battalion Gunfire Spotter, and the direct support ship. SACC controlled both nets initially and, after control of Naval Gunfire Support was passed to CLF ashore, monitored both nets on a 24 hour basis. Watch section consisted of an officer and one enlisted man during these monitoring periods.

(3) During PHASE I the general support ship DIACHENKO guarded one of the NGF spotter circuits, but due to the limited gunfire capabilities of this ship and her extensive employment for survey, and reconnaissance operations prior to and during the early stages of PHASE II, the decision was made to maintain communications with her via other circuitry. This proved highly satisfactory.

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b. Missions and Operations

(1) USS GEORGE K. MACKENZIE (DD-836), USS RUPERTUS (DD-851), and USS DIACHENKO (APD-123) were assigned to support the landings and operations in the Tam Ky and Hoi An areas. No scheduled NGFS fires were planned or executed during the operation. All NGFS fires were direct call missions and no unobserved missions were planned or fired. Assigned the dual role as transport area screen ships, these ships, in coordination with RVN Coastal Forces, conducted small craft and swimmer surveillance operations in the objective area throughout the operation.

(2) During PHASE I, GEORGE K. MACKENZIE was assigned Direct Support of 2nd Battalion 7th Marines, RUPERTUS Direct Support of 3rd RVN Marines, and DIACHENKO General Support of the Landing Force. During PHASE II, GEORGE K. MACKENZIE was assigned direct support of 3rd Battalion 3rd Marines, with RUPERTUS and DIACHENKO assigned General Support duties. RUPERTUS' firing missions during PHASE II were in support of the RVN Ranger Battalions operating to the west of the U. S. 3rd Battalion 3rd Marines. All were illumination fires over possible avenues of approach.

(3) During the period 100700H to the end of PHASE II of BLUE MARLIN, NGFS ships fired a total of 53 rounds, all 5"/38 illumination. Missions were as follows:

(a) PHASE I

- (1) 102352H. RUPERTUS 8 rounds. Evaluated as "Effective".
- (2) 112230H. GEORGE K. MACKENZIE 5 rounds. Evaluated as "Effective".

(b) PHASE II

- (1) 170200H. RUPERTUS 6 rounds. Evaluated as "Very good".
- (2) 170400H. RUPERTUS 7 rounds. Evaluated as "Good range, very effective".
- (3) 171920H. RUPERTUS 1 round. Evaluated as "Good".
- (4) 172152H. RUPERTUS 9 rounds. Evaluated as "Good".
- (5) 172325H. RUPERTUS 17 rounds. Evaluated as "Outstanding".

3. Air Operationsa. Planning

(1) Planning for the operation began on 25 October in Pusan, Korea. In order to assist in formulating the Air Operations Annex for the operation order, CO TACRON 13 flew from Subic to Pusan and participated in the initial planning conference. At this time only a minimum of information concerning air requirements was known by the CLF. Therefore, only a sketchy draft of the Air Annex could be prepared. CO, TACRON 13 then sent a representative to the 1st MAW in Danang to obtain additional information. This proved to be very beneficial.

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(2) A second planning conference in Qui Nhon on 1 November resolved most of the remaining problems concerning air support for the operation. However, some information affecting the air support requirements was still unknown. Lack of this information made it extremely difficult for the supporting activities to adequately plan their schedules and requirements and many last-minute changes resulted.

(3) The operation order was distributed by hand to many participants in Qui Nhon on 4 November. Copies were mailed to 1st MAW. These copies never reached their destination during the course of the operation. As a consequence, these supporting activities had no knowledge of air schedules, frequencies, and other necessary information. All this information had to be supplied as the need arose.

b. Phase I Air Support Coordination

(1) Air support for Phase I was provided by MAGs 11 and 12 at Chu Lai and Mag 13 at Danang. Overall air requirements were provided by the 1st MAW. A mobile DASC was provided by 1st MAW to operate with CLF.

(2) Coordination of air support was accomplished in accordance with standard doctrine, with one exception: The direction of air support during PHASE I remained ashore with the DASC at Chu Lai throughout the Phase, with the TACC aboard the CATF flagship functioning in a command/monitoring capacity. This proved to have shortcomings. For PHASE II, the TACC remained afloat until air control was passed ashore.

c. Phase I Air Support Operations

(1) Due to non-receipt of the operation order, several undesirable situations occurred. These included the late arrival (65 minutes) of close air support aircraft during PHASE I. In addition, frequencies were not known initially and had to be TIGER-coded (local code system) for delivery to the aircraft after arrival on station.

(2) Two TAO (UH1E) helicopters remained on station throughout the entire operation. CAS aircraft reported on station when scheduled, in most cases, but their services were required only one time. This was during PHASE I. Apparently MAG 36, the supporting helo squadron, has a policy that all helo landing zones must receive preparation strafings prior to landings. In this case, a prep fire was requested in an area in which women and children had recently been reported present. The CATF had not been informed of this prep fire requirement prior to the operation and some confusion resulted. A thorough check was made of the area before the CAS aircraft were permitted to prep the area. Restrictions of this nature must be disclosed in pre-operation planning conferences.

d. Phase II Air Support Coordination

(1) Air support during PHASE II was provided by the same supporting activities as during PHASE I. During PHASE II, however, all air support coordination was in accordance with standard doctrine. The control of air remained afloat until the CLF officially assumed control ashore.

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There was no requirement for close air support during this phase. Occasionally, resupply missions by assigned helicopters were requested by the DASC ashore. Most of these were routine missions.

e. Helicopters assigned to the Amphibious Task Force

(1) Helicopters were assigned to the PAUL REVERE and the FORT MARION to support the CATF/CLF in administrative, supply, and miscellaneous matters. The operation of these helos proved very difficult inasmuch as CO MCV 36 had imposed many stringent restrictions on their use. For example, helicopters could not fly to and from the beach without the second flying along as an escort SAR helo. In addition, the helos were plagued by maintenance problems and spent a great amount of time at their home base for repairs.

f. TACC/HDC Organization

(1) The TACRON detachment for the operation consisted of three officers and two enlisted men for PHASE I and an additional officer and two enlisted for PHASE II. The facilities on the flagship were considered adequate. Communications were generally excellent. The 1st MAW provided a liaison officer to work with the TACRON and he proved to be a valuable asset in the TACC. His knowledge of local policies and peculiarities contributed to the smooth operation of the TACC.

4. Summary

a. Due to the minimal enemy resistance during both phases of the operation, no naval gunfire or air strikes were called against enemy forces. Therefore, no actual coordination of supporting arms was required. The training received under these conditions, however, was beneficial in that procedural and organizational problems could be analyzed thoroughly and solved deliberately.

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COMMENTS AND RECOMMENDATIONS(NAVAL GUNFIRE SUPPORT)

1. CTU 76.3.3 Comment: Information relative to all friendly front lines was not provided to all NGFS ships.

CTU 76.3.3 Recommendation: NONE

CTG 76.3 Comment: This was a problem throughout the operation. The Landing Force was queried continuously on friendly front lines, but responded only infrequently, especially during PHASE I. All information regarding friendly front lines that was received aboard the flagship was immediately passed to the NGFS ships.

2. CTU 76.3.3 Recommendation: Recommend that Naval Gunfire Liaison Officers be required to check in with their respective NGFS ships via radio at least once every three hours to insure the ship that they are alive and safe.

CTG 76.3 Comment: Some firm check-in policy should be agreed upon by all concerned at pre-operation conferences.

3. CTU 76.3.3 Recommendation: That radio checks during rehearsal include checks with spotters physically on the beach.

CTG 76.3 Comment: This proposal has merit and, had it been implemented during the BLUE MARLIN rehearsals, might have foretold many equipment difficulties later encountered.

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COMMENTS AND RECOMMENDATIONS(PROTECTIVE MEASURES)

1. CTU 76.3.3 Comment: During landing operations from 160400H to 160700H the RVN Coastal Group boats operated too closely to the main body. Each had to be closed and illuminated by the DDs to establish positive identification.

CTU 76.3.3 Recommendation: To preclude this, recommend that the junk force be stationed on a barrier at least 4000 yards from the main body. Then only boats between the barrier and the main body will have to be investigated.

CTG 76.3 Comment: Do not concur. To move the junks further from the transport area in BLUE MARLIN would have given unfriendly junks the opportunity to slip into the waters between the beach and the transport area. Use of the recognition signals established by COMUSMACV for challenge and reply between RVN and USN ships in the coastal area of VN should be adequate.

2. FORT MARION Comment: Screening, infiltration, and exfiltration operations appeared adequate.

FORT MARION Recommendation: More definite night-time identification of RVN Coastal Force junks would have decreased the number of small boats that had to be checked.

CTG 76.3 Comment: As above in para 1.

3. DIACHENKO Recommendation: Responsibility for security of AOA and prevention of VC exfiltration by junks should be delegated to the senior NGSF ship and by him to the APD. The APD is best suited and most available for this task, which includes positive and continuous control of and assistance to the junk forces assigned.

CTG 76.3 Comment: Concur, but on a not-to-interfere basis with the primary role as NGF support ship. Quality of communications will be another factor, as will reconnaissance assignments for the APD.

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COMMENTS AND RECOMMENDATIONS(AIR OPERATIONS)

1. TACRON 13 Comment: During the planning stage of PHASE I, information affecting air requirements was not passed to TACRON. CLF Representatives chose to deal directly with supporting activities. This resulted in great duplication of effort and last minute air schedule changes; so late, in fact, that such changes could not be disseminated to supporting activities to allow them to adequately plan their day's activities or meet last minute air schedule changes on time. One TOP SECRET air plan was not shown TACRON until about 2000 the night prior to D-Day.

TACRON 13 Recommendation: All factors affecting air must be disseminated to TACRON when known. All meetings with supporting forces which affect the air picture in any way must have a TACRON representative present.

CTG 76.3 Comment: Concur.

2. TACRON 13 Comment: Close Air Support units did not report on station until 0950 (or 65 minutes late) on D-Day of PHASE I. This is unacceptable. All events must report on time.

CTG 76.3 Comment: Concur

3. TACRON 13 Comment: Prior to PHASE I First MAW did not receive copies of CTG 76.3 Operation Order, although these were mailed. As a consequence, supporting air was launched without knowledge of frequencies to be used. TAO was on station 2 hours early. At 1425, 4 A-4's joined 2 A-4's already on station, giving 6 aircraft on station for almost 2 hours. The operation order required only 2.

TACRON 13 Recommendation: Insure timely and adequate delivery of sufficient copies of the operation order to major commands. Major commands must insure timely distribution to supporting units.

CTG 76.3 Comment: Concur. Essential frequency plans and air schedules should be sent by message.

4. TACRON 13 Comment: During PHASE I supporting helicopter squadron (MAG 36) required helo landing zone prep fires, although CATF did not desire to prep the area due to presence of women, children and farmers and absence of enemy forces. Such restrictions on CATF actions must not exist.

TACRON 13 Recommendation: That any restrictions which affect CATF actions must be known during the planning stage in order that disagreements can be resolved by higher authority.

CTG 76.3 Comment: If helo squadron standard operation procedures require landing zone prep fires, this should be discussed at pre-operation conference.

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5. TACRON 13 Comment: During PHASE I, Command of air remained with CTG 76.3 with control ashore when facilities were adequate for control to remain afloat until passed to CLF ashore.

TACRON 13 Recommendation: That command and control of air remain physically located with CATF whenever possible until command and control of air is passed ashore.

CTG 76.3 Comment: Concur. However, during planning the TACRON DET was not sure that the capability to keep control afloat existed.

6. TACRON 13 Comment: During PHASE I aircraft were kept on station when not required and when strip alert would have been sufficient.

TACRON 13 Recommendation: Use strip alert whenever possible in order to conserve valuable systems and weapons.

CTG 76.3 Comment: Concur.

7. TACRON 13 Comment: Air support for a beach survey during PHASE II was not planned for, but requested at a late hour...too late, in fact, to arrive on time or when needed.

TACRON 13 Recommendation: That planning personnel realize that unscheduled air events require one to two hours to arrive on station.

CTG 76.3 Comment: Concur. However, occasion will arise as in this case when the recon plans must be changed and air support also.

8. TACRON 13 Comment: Improper briefing of the halo escort resulted in a 105 minute delay in moving required ammunition from FORT MARION to the beach.

TACRON 13 Recommendation: That maximum efforts be made to get all aircraft on station on time.

CTG 76.3 Comment: Concur.

9. TACRON 13 Comment: The TADC/DASC secured the net during PHASE II "until further notice" at one point. CTG 76.3 assumed control.

TACRON 13 Recommendation: A controlling agency must pass control when they goes off the air for any reason.

CTG 76.3 Comment: Concur.

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RECONNAISSANCE AND METEOROLOGY

A. RECONNAISSANCE

1. General.

a. Reconnaissance of beaches during Operation BLUE MARLIN was conducted by USS DIACHENKO with UDT DET embarked.

b. All surveys of assault beaches were required to be conducted covertly in order to preserve the security of the operation.

c. The two major difficulties encountered in the reconnaissance operations were the high concentration of fishing junks in the ORANGE Beach area and the general bad weather caused by Tropical Storm ELAINE.

d. USCGC PT WELCOME was used to conduct a survey of ORANGE Beach outside the surf zone to preclude the chance that DIACHENKO would be recognized by the local population and thereby reveal the landing site for Phase II.

2. Narrative of Reconnaissance Operations.

27 OCT - DIACHENKO conducted survey of GREEN Beach.

3 NOV - CG III MAF obtained vertical photo coverage of GREEN and BLUE Beach.

10 NOV - DIACHENKO obtained SUROBS.

11 NOV - DIACHENKO and USCG WPB PT WELCOME conducted survey of ORANGE Beach seaward of surf zone. High surf (15') prevented UDT personnel from surveying inside surf zone.

12 NOV - CTF 115 obtained oblique photo coverage of ORANGE and BROWN Beach areas.

13 NOV - DIACHENKO prevented from surveying ORANGE Beach due to early moonrise (2225H).

16 NOV - DIACHENKO obtained SUROBS at ORANGE Beach and conducted survey of BROWN Beach.

3. Evaluation.

a. The use of Coastal Group units or USCG units to conduct surveys when the requirement for security is paramount is considered to be an acceptable solution to the problem of recognition of the APD by local population.

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b. Tropical Storm ELAINE caused serious restrictions in the operation of the UDT personnel. The chance of bad weather should be considered in the planning of reconnaissance operations and sufficient time and latitude of action allowed to cover the possibility. Reconnaissance operations should begin well in advance of the other phases of an amphibious operation to allow for weather factors and to allow time for additional planning based on reconnaissance reports.

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B. METEOROLOGY

1. General. The weather was the most important single cause of difficulties encountered in Operation BLUE MARLIN. Tropical Depression 38, which began its slow movement northward from the southern portion of the South China Sea, and developed into Tropical Storm ELAINE, caused high surf in the objective area.

2. Planning. During the original planning stage in Pusan it was decided to use the meteorological unit attached to CTG 76.3 and special forecasts from FWC Guam to obtain the weather planning data for the operation. At the subsequent planning stage in Chu Lai it was decided to make use of the meteorological facilities of CTU 76.3.1 and to obtain surf forecasts from FWC Guam.

3. Conditions.

6 NOV - A low pressure cell located in the vicinity of 8°N-112°E began a slow movement northward.

8 NOV - T.D. 38 became quasi-stationary in the vicinity of 12°N-112°E with winds of 25 to 30 knots.

9 NOV - T.D. 38 again moved northward to the vicinity of 17°N-112°E where it became quasi-stationary with winds of 35 to 40 knots. T.D. 38 was located about 250 miles due east of the objective area at this time.

10 NOV - T.D. 38 remained stationary at 17°N-112°E and slowly developed into Tropical Storm ELAINE with winds of 50 knots. Surf observations at GREEN Beach showed an average breaker of 6.5 feet, and a maximum breaker of 8 feet.

11 NOV - T.D. 38, now Tropical Storm ELAINE, again moved northward toward the Chinese Mainland with winds of 50 knots. Surf at ORANGE Beach estimated at 15 feet by UDT personnel.

12 NOV - Tropical Storm ELAINE moved into the Chinese Mainland east of Hainan Island.

13 NOV - Seas and surf began abating.

16 NOV - Weather was generally excellent for landing of Phase II. Average Breaker was reported at 2.5 feet, with the maximum breaker at 3 feet.

18 NOV - The weather for the withdrawal was again generally excellent, with minimum surf and swell. No problems were encountered.

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4. Evaluation. The combination of the embarked meteorological unit of CTG 76.3 the meteorological unit of CTU 76.3.6, and the special weather forecasts and surf forecasts provided by FWC Guam was of great value in planning and executing Operation BLUE MARLIN. The redundancy of these various weather facilities provided a valuable back-up for weather forecasting during the operation. Every effort should be made to gain all available weather information from any source to provide the best possible base for planning decisions. This is especially important because of the rapid development of weather disturbances in the South China Sea.

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COMMENTS AND RECOMMENDATIONS

1. CTG 76.3 Comment: The objective area was a long, smooth coastline with few distinguishing landmarks. DIACHENKO obtained radarscope photography of the area while conducting beach reconnaissance. This photography was of great help in radar navigation in the objective area.

CTG 76.3 Recommendation: That this practice be continued in future operations.

2. CTG 76.3 Comment: Tropical Storm ELAINE played a major role in the planning and execution of Phase I of the operation. Special weather and surf forecasts provided by FWC Guam and special weather forecasts provided by CTU 76.3.6 were of great value in planning and executing the operation.

CTG 76.3 Recommendation: Make arrangements for these special services prior to future operations.

3. DIACHENKO Comment: Aerial photography of the Phase II beach nearshore was inadequate to permit accurate pre-survey and assault photo interpretation/analysis to determine existence of sandbars and/or other nearshore beach features.

DIACHENKO Recommendation: Request photo service well in advance of each operation, including color in addition to black and white.

CTG 76.3 Comment: Concur. Photos obtained were good and would have completely sufficed had they been of a 1:15000 scale.

4. DIACHENKO Comment: Pre-assault surveys were required to be conducted so as to preclude enemy observation and determination of survey intent. This requirement necessitated attempting the surveys only when all factors were optimumly favorable (i.e., no contacts in area of survey and low visibility due to darkness or weather). Such an optimum condition requires patience, time and detailed planning.

DIACHENKO Recommendation: That a greater period of time to conduct the surveys be made available, when possible.

CTG 76.3 Comment: Concur.

Logistics and AdministrationA. LOGISTICS

1. General. Two UNREPs and one INREP were conducted during Phase I. On 6 November TG 76.3 (less TU 76.3.6) replenished in Qui Nhon from USS POLLUX. On the following day, while enroute to Chu Lai, PAUL REVERE, TERRELL COUNTY, WESTCHESTER COUNTY, WINDHAM COUNTY and SEMINOLE UNREPED from USS GRAFFIAS. TU 76.3.6 replenished from USS SACRAMENTO on 9 NOV. In Phase II three UNREPs and one PHIBREP were conducted. USS SACRAMENTO replenished the complete Task Group (less WINDHAM COUNTY) on 13 November. On 17 November USS POLLUX replenished TU 76.3.6 and on the 18th replenished PAUL REVERE, SEMINOLE, FORT MARION, RUPERTUS, GEORGE K. MACKENZIE and WESTCHESTER COUNTY in the transport area. On 18 November USS NECHES refueled RUPERTUS and GEORGE K MACKENZIE.

2. Material.

a. The effect of heavy weather during Phase I from 8 NOV - 14 NOV took a steady toll, particularly on landing craft, not only during the landing itself but during the embarkation and off-loading period just prior to and following the landing.

b. Major Casualties.

PAUL REVERE

- (1) LCM6 - lost ramp
- (2) LCM6 - sunk
- (3) Port anchor and 62 fathoms chain lost

SEMINOLE

- (1) #5 Boom bent

FORT MARION

- (1) Stern gate - stbd rack and pawl damaged.

WESTCHESTER COUNTY

- (1) LCVP - Hull damage, total loss.

WINDHAM COUNTY

- (1) Bow anchor and 47 fathoms chain lost
- (2) LCPL - Hull damage

DIACHENKO

- (1) LCPL - Hull damage
- (2) Welin davit - hinge damage

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c. During the period 4 NOV - 21 NOV additional boat casualties repaired by ships concerned totaled 17 casualties.

3. Salvage Operations

Attempts to remove PAUL REVERE LCM6 that swamped and broached were handicapped by continuous heavy surf. After the salvage team finally beached the boat, dewatered it and secured its ramp in place the LCM was pulled off the beach by USS MOLALA, only to capsize in the surf. The weight of the boat finally proved too great for MOLALA's lines and the boat sunk in 13 fathoms of water.

B. ADMINISTRATION

1. Hostile Fire. CATF considers that the criteria set forth in CINCPACFLTINST 7220.2A and COMSEVENTHFLT Numbered Message 75 have been met and that units of CTG 76.3 are qualified for hostile fire pay for the period 7 - 19 November 1965. Nomination of units will be made in accordance with pertinent directives.

2. Mail. Delivery of mail was very unreliable and apparently mail routing instructions were disregarded by postal facilities. Cognizant mail routing authorities should investigate the situation and attempt to resolve the problems encountered. Strict compliance with individual unit mail routing instructions would alleviate much of the problem.

3. Awards. Numerous awards for exceptional performance of individuals have been received for review by CTG 76.3. The award recommendations which are considered appropriate will be returned to the originating command for submission IAW current directives.

C. PUBLIC INFORMATION

1. General.

a. Public information coverage for Operation BLUE MARLIN is considered to have been good. Movements of news media representatives were coordinated through the CATF Public Information Office, established on board the flagship and staffed with journalists and photographers from COMSEVENTHFLT.

b. Coverage for the Phase I landing was provided by news media representatives from TIME, LIFE, UPI, AP, and one freelance reporter assigned by TIME.

c. For the Phase II landing, news media representatives for ABC, NBC, and CBS were on board and provided coverage.

d. All news stories and exposed film were forwarded to COMUSMACV for processing and release.

e. At least one article appeared in newspapers that distorted facts, apparently to provide more dramatic copy. This has been reported separately.

COMMENTS AND RECOMMENDATIONSLOGISTICS

1. SEMINOLE Comment: SEMINOLE boat crews sometimes were not fed by other ships. On occasion hungry working parties arrived on board after SEMINOLE's mess lines were secured. Bunks were not always assigned to crews who were retained aboard other ships.

SEMINOLE Recommendation: More coordination and cooperation among ships in feeding and berthing of boat crews and working parties.

CTG 76.3 Comment: CTG 76.3 Op Order specified that ships with boats working alongside were to furnish hot meals to those boat crews who had had none during the preceding six hours. The loading/unloading ship had an obligation to insure that assisting boat crews received adequate meals and berthing.

2. SEMINOLE Comment: UNREP was scheduled on short notice after apparently being cancelled for SEMINOLE.

SEMINOLE Recommendation: That more advance notice be given on UNREPs in order to determine requirements, arrange storerooms for receipts, and set up UNREP stations.

CTG 76.3 Comment: Due to the tempo of Operation BLUE MARLIN and the often tight schedules, UNREPs, out of necessity, were arranged on short notice and as opportunity permitted. The Op Order did give advance information on the SACRAMENTO replenishment.

3. SEMINOLE Comment: Assistance in LCM repair work and berthing for LCM crew members was lacking at times at the Boat Haven.

SEMINOLE Recommendation: That an officer or petty officer be assigned to look after the welfare of the boat crews assigned to the Boat Haven and that he insure that necessary repair work is accomplished.

CTG 76.3 Comment: Timely and efficient boat repairs during an amphibious operation call for the combined efforts of both the assisted ship and the Boat Haven. Provisions must be made ahead of time to allow for berthing and messing of outside repair crews.

4. FORT MARION Comment: In heavy swells, twisting of the ship was required to maintain ship's head. This required maneuvering with the engines and backing the starboard engine for extended periods, leading to the overheating of the starboard engine.

CTG 76.3 Comment: With scoop injection overheating of engines could occur, provided circulating pumps were unable, due to their size or material condition, to provide sufficient cooling water to main condensers. In cases of this nature, the only thing the ship can do is to get underway or secure steam supply to the engines.

5. FORT MARION Comment: The problem of operating the LSD stern gate during heavy swell conditions points up once again the need for a hydraulic stern gate system for the older class LSDs. The present rack and pawl system not only limits the operating capability of the ship but is also dangerous to personnel.

FORT MARION Recommendation: That a SHIPALT be drawn up to convert the present system to a hydraulic system.

CTG 76.3 Comment: Concur. FORT MARION should initiate the action by submitting the SHIPALT request through the proper channels.

6. PAUL REVERE Recommendation: That the most experienced officer be placed in charge of organized salvage parties ashore when required.

CTG 76.3 Comment: Concur. Salvage operations require experienced Officers-in-charge as well as the first team salvage crew. Having the Beachmaster team land with an assigned wave is considered important for prompt commencement of salvage operations, as well as expeditiously landing the ship's salvage party ashore when needed.

7. PAUL REVERE Comment: In the PHASE II landing, boat repairs could best have been accomplished at parent ship, only 1500 yards away from the Boat Haven, the PCS.

PAUL REVERE Recommendation: That only emergency repairs be taken into the well deck of an LSD. When possible and if necessary, broken down boats should be towed to their parent ship.

CTG 76.3 Comment: Concur if sea conditions, tempo of parent ship operations, and seaworthiness of boat(s) permit.

8. PAUL REVERE Recommendation: That medical aid people-to-people programs be accompanied by an interpreter and that the program be extended over a reasonable length of time consistent with operations.

CTG 76.3 Comment: Concur wherever practicable.

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COMMUNICATIONS

1. Representatives of CLF met with CTG 76.3 representatives in Pusan, Korea on 24 October. As there was no communications representative from CLF, the decision was made to send a CTG 76.3 communications representative to Danang to confer with both the Third Marine Division and II MAF communicators. In Danang the CLF and Third Marine Division Communication Officers express the desire to have an ORESTES termination between the CATF and CLF. The Third Marine Division requested to be included on this net, but only as a tributary station.
2. During the operation the only station actually terminating with the CATF was the Third Marine Division at Danang. In spite of the previous arrangements, CLF never attempted to terminate on this circuit, and the only way the Third Marine Division could get classified traffic to the CLF ashore was by helicopter. In view of the minimal amount of traffic passed on this circuit, the actual use of this circuit did not justify the time and effort necessary to maintain it. The Marine KW7 (ORESTES), teletype and other auxiliary equipment are set for sixty WPM operation. All Navy equipment now operates at 100 WPM. While PAUL REVERE was able to convert to 60 WPM, it greatly decreased flexibility for shifting equipment as requirements changed. It appears that the Marines in Danang have an acute problem in entering their message traffic into the Navy system. It is recommended that some study be made on the feasibility of converting the Marine equipment to 100 WPM operation and it is further recommended that the Marines terminate with the USS ANNAPOLIS, in order to pass their traffic into the Naval Communications System. The services rendered to the Naval Gunfire Support and the Tactical Air Control Groups was excellent. These groups must make their firm requirements known to the CATF early for maximum stability in planning the allocation of equipment.
3. The Amphibious Communication aspect of BLUE MARLIN had several problem areas which can probably be attributed to the lack of amphibious exercises for the participating ships in the last year. Areas for improvement:
 - a. Circuit discipline.
 - b. Lack of experienced operators
 - c. The communications personnel apparent lack of knowledge of the current tactical situation.
 - d. Strict adherence to established procedures.

While communications were generally reliable, they were at times unnecessarily slow due to the above problems.

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COMMENTS AND RECOMMENDATIONS (COMMUNICATIONS)

1. Comment CTG 76.3: Communications services provided to the Tactical Air Control Squadron were excellent.

Recommendations: None.

CTG 76.3 Generalization: PAUL REVERE is equipped with 6 high powered transmitters that are capable of using the single side band mode of operation. The TACRON and NGF groups require four of these six. The NAVCOMOPNET requires another. This leaves one transmitter to be used for:

- a. MARKET TIME Net.
- b. HI-COMM Net.
- c. Any voice communications with the Marines other than FM.
- d. The ORESTES circuit with Danang.

2. CTG 76.3 Comments: CTG 76.3 attempted unsuccessfully to establish an ORESTES circuit with the Third Marine Division in Danang. It is considered that the failure cannot be attributed to the flagship. Evidently the Marines in Danang have a problem with handling traffic outside the Marine Communications System.

Recommendations: That the Third Marine Division explore the possibility of utilizing the service of USS ANNAPOLIS with either an ORESTES termination or a NAVCOMOPNET termination. If this arrangement were made, the Third Marine Division would greatly increase the speed with which traffic for the Navy could be handled.

3. CTG 76.3 Comments: USS ANNAPOLIS provided excellent and timely service to TG 76.3 throughout the operation.

Recommendations: That USS ANNAPOLIS's services be requested in future amphibious operations similar to BLUE MARLIN.

4. CTG 76.3 Comments: In planning a Communications Annex for an amphibious operation, the equipment limitations of the ships must be considered. In BLUE MARLIN, three UHF circuits were the maximum number that all participants could guard. For this reason, the combination of Amphibious Common and Pri Tac was considered advantageous.

Recommendations: Due to the movement of ships in and out of the objective area during the operation, however, it is recommended that in the future these two circuits should be separated.

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5. CTG 76.3 Comments: Strict circuit discipline was lacking during Phase I, but was much improved during Phase II.

Recommendations: Stress circuit discipline in future operations to ensure a more even flow of traffic.

6. CTG 76.3 Comments: The number of circuits for a raid-type operation should be kept to a working minimum. The following circuits should suffice - amphib common, boat common, boat control, beachmaster/UDT, and a flycatcher circuit.

Recommendations: Plan for these and delete Control Ship Common.

7. CTG 76.3 Comments: During Phase I, the Ready Group was not guarding TG 76.3 ORESTES or CW circuits.

Recommendation: That in future operations, all ships that have ORESTES capability guard both these circuits.

8. CTG 76.3 Comments: Some units recommended that messages originating from the Tactical Message Center of the flagship be assigned a date-time-group for ease in handling at the receiving end.

Recommendation: The messages referred to were tactical messages and were transmitted on a tactical circuit. No date-time-group is necessary nor is it appropriate for a tactical message of this type. Any attempt to assign a DTG to this type of transmission would severely bog down the expeditious means of handling tactical messages for the operation.

9. SEMINOLE Comment: Ships did not always adhere to CTG 76.3's DTG 081331Z concerning NANCY broadcast schedule.

SEMINOLE Recommendations: Emphasize importance of NANCY communications, especially during conditions of "Darken Ship" and electronic emission control.

CTG 76.3 Comment: Concur. Recommend in future operations all ships be required to maintain a strict NANCY watch schedule while NANCY is being utilized.

10. SEMINOLE Comment: The Operation Order did not contain voice call signs for the ABGC or spare wave guide boats. The PCS was called by and answered to other than her proper call sign on boat common.

SEMINOLE Recommendations: That voice call signs be assigned to all participants in the Communications Annex of the OORDER, and that ships assigned multiple tasks utilize the proper call sign for each task during operations.

CTG 76.3 Comments: Do not concur. ABGC is the light salvage officer and his call sign was provided. It is not necessary for the Spare Wave Guides to have individual call signs.

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11. SEMINOLE Comments: The same frequency was assigned as PRITAC and AMPHIB COMMON. Since some units remained underway while others were at anchor the two circuits became ineffective for use and were considered unsatisfactory for tactical maneuvering.

SEMINOLE Recommendation: Assign separate frequencies for PRITAC and AMPHIB COMMON Circuits.

CTG 76.3 Comments: Concur. In future operations, PRITAC and AMPHIB COMMON will be on separate frequencies.

12. SEMINOLE Comments: More net control is required on ORESTES (N1). Although there was a requirement for all ships to have a speaker on the ORESTES net in order that operators could determine that ships were attempting to phase in, some ships apparently did not comply. On numerous occasions SEMINOLE was blocked from sending and receiving traffic due to other ships signing in shortly after SEMINOLE attempted to come up on the circuit.

SEMINOLE Recommendation: Ships be reminded again of common courtesy and proper procedures on the net.

CTG 76.3 Comment: Do not concur. The problem with the ORESTES circuit was that the VALLEY FORGE was too far away to receive traffic on the TG UHF frequency, but close enough to interfere with the circuit. This problem was remedied by shifting to a lower frequency.

13. SEMINOLE Comments: The formation was challenged by an approaching aircraft and a reply was not made promptly.

SEMINOLE Recommendation: That the reply be given by the first ship sighting the aircraft in accordance with ACPL JOB Art. 514. Once the aircraft has been identified, the information should be passed to all ships in the formation.

CTG 76.3 Comments: Concur with comment and recommendation.

14. SEMINOLE Comments: Early in the operation, visual communications were not always secure.

SEMINOLE Recommendation: Utilize only NANCY during night hours. This mode of communication is far more secure than amber filters on a 12 inch light.

CTG 76.3 Comments: Do not concur. NANCY should be used only if the ships are at "Darken Ship".

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15. SEMINOLE Comment: In sending traffic, particularly over PRITAC/AMPHIB COMMON, it was noted that the majority of messages were sent abbreviated plaindress with no DTG. This made it difficult to identify a message in preparing a reply. Abbreviated plaindress should be utilized only when speed is of the greatest concern. Many of the messages sent by this mode did not require immediate attention, therefore, these messages could have been transmitted utilizing plain dress procedures.

SEMINOLE Recommendation: That plaindress procedures be used in voice radio communications except when urgency in transmission dictates use of abbreviated plaindress procedures.

CTG 76.3 Comment: The messages referred to were tactical messages and were transmitted on a tactical circuit. No date time group is necessary nor is it appropriate for a tactical message of this type. Any attempt to assign a DTG to this type of transmission would severely bog down the expeditious means of handling tactical messages for the operation.

16. TERRELL COUNTY Comment: Excessive administrative traffic over Boat Common frequency was noted in rehearsal and D-Day of Phase I.

TERRELL COUNTY Recommendation: Strict circuit discipline is required on this net.

CTG 76.3 Comment: Excessive traffic was passed over AMPHIB COMMON and BOAT COMMON during Phase I. Corrective action was taken prior to Phase II.

17. TERRELL COUNTY Comment: Many unnecessary communications were noted on AMPHIB COMMON and BEACHMASTER circuits. Some intelligence value could accrue to an educated listener monitoring these nets, both from carelessly divulged classified material and the accumulation of unclassified material.

TERRELL COUNTY Recommendation: Much of the clutter on these nets can be reduced by tight net control. Secondly, increased use of the signal book ATP 1, Vol II, for reports should prove beneficial. This would provide brevity and would cover many of the items which are necessary for one-time as well as recurring SITREPS. Finally careful listening by stations guarding these nets can prevent needless call-ups and also permit intermediate stations who have reliable communications with both parties of a poor communication link to relay and clear the air in a timely fashion.

CTF 76.3 Comment: It is agreed that much information is passed over AMPHIB COMMON and all other voice circuits. Visual communications should be encouraged, but there is a limit to how much and how rapidly traffic can be passed via visual means. All ships must maintain a strict watch on all circuits, but the number of circuits required should be kept to a minimum, in order that ships CAN keep a strict watch.

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18. PAUL REVERE Recommendation: That excessive circuits and/or guardships be eliminated in CIG where possible. Examples in BLUE MARLIN where Boat Control circuit (except during actual landing), guarding SECTAC for both the ships and the staff, and guarding PRITAC for the ship.

CTG 76.3 Comment: Concur. Because of the large number of circuits to be guarded on the flagship, multiple stations guarding one circuit should be eliminated wherever possible.

19. PAUL REVERE Recommendation: Combine Beachmaster Common, UDT/Recon, and Control Ship Common.

CTG 76.3 Comment: Do not concur as a general rule. Circuits which are expected to get much use should be designated by name, and all others should be designated as "spare" to be allocated on an "as-needed" basis. Control Ship Common should not be combined with Beachmaster/UDT Common.

20. PAUL REVERE Recommendation: Combine Boat Common, LVT Common/TACLOG circuit, and Flycatcher circuit.

CTG 76.3 Comment: Do not concur as a general rule. Combining of these circuits can be carried out for specific ops only.

21. PAUL REVERE Recommendation: Utilize frequencies assigned to LVT Common/TACLOG, UDT/RECON, Flycatcher, and Control Ship Common as spares for use by the various stations as necessary in the performance of their mission.

CTG 76.3 Comment: Concur as above.

22. PAUL REVERE Recommendation: Eliminate requirement for CATF/CLF ORESTES or voice circuit as a covered ORESTES circuit.

CTG 76.3 Comment: Concur. Much time was spent setting up and maintaining this circuit. The amount of traffic passed did not warrant the time and equipment used.

23. PAUL REVERE Recommendation: Recommend the AGMR key a covered broadcast rather than a re-broadcast. This would eliminate the requirement of copying both GROT and GRIT broadcasts.

CTG 76.3 Comment: Strongly concur. Besides freeing equipment for Task Group use, it would reduce the burden on already overtaxed radio watchstanders.

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24. PAUL REVERE Recommendation: That the AGMR guard TG ORESTES and TG CW circuits.

CTG 76.3 Comments: Concur. This would serve as an alternate path for ships of the task group to pass ship-to-shore traffic not directly concerned with the operation.

25. PAUL REVERE Comment: The setting of an EMCON condition exempting TG ORESTES circuit served no purpose.

PAUL REVERE Recommendation: None.

CTG 76.3 Comment: The degree of EMCON is a command decision. Complete silence is obviously the most desirable situation, but there are times when the command must, for overriding reason, make modifications to a total EMCON.

26. PAUL REVERE Recommendations: If all ships equipped with KW7 ORESTES capability have the required equipment, recommend that Task Group ORESTES Circuit be assigned as FDUX circuit.

CTG 76.3 Comment: Concur in principle. Coupled with the other requirements, most ships would be unable to come up FDUX.

27. CTU 76.3.3 Comments: Communications with ANGLICO attached to the RVN MC were marginal during Phase I due apparently to limited power output of a ANGLICO's portable transmitter and long range separation.

CTG 76.3 Comment: Possibly better placing of the NGF ships with respect to the ANGLICO's spotters could be planned, taking into account the limited power of the ANGLICO transmitters.

28. CTU 76.3.3 Comment: A great deal of administrative traffic was passed on primary tactical circuits enroute to the objective area.

CTG 76.3 Comment: This was due to the combining of Amphibious Common and PRITAC. This arrangement must be revised for future ops.

29. CTU 76.3.3 Comment: Stations did not always use encrypted call signs on Task Group Common (uncovered CW) circuit.

CTG 76.3 Comment: This is true. Encrypted call signs are to be used only in CODRESS procedure. Using them at any other time would be a breach of security and a compromise of the call sign system.

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CTG 76.3 Comment: The degree of EMCON is a command decision. Complete silence is obviously the most desirable situation, but there are times when the command must, for overriding reason, make modifications to a total EMCON.

26. PAUL REVERE Recommendations: If all ships equipped with KW7 ORESTES capability have the required equipment, recommend that Task Group ORESTES Circuit be assigned as FDUK circuit.

CTG 76.3 Comment: Concur in principle. Coupled with the other requirements, most ships would be unable to come up FDUK.

27. CTU 76.3.3 Comments: Communications with ANGLICO attached to the RVN MC were marginal during Phase I due apparently to limited power output of a ANGLICO's portable transmitter and long range separation.

CTG 76.3 Comment: Possibly better placing of the NGF ships with respect to the ANGLICO's spotters could be planned, taking into account the limited power of the ANGLICO transmitters.

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34. WESTCHESTER COUNTY Comment: The PRITAC/Amphibious Common lacked security, positive control, discipline, and, in general, was abused by all stations.

WESTCHESTER COUNTY Recommendation: None.

CTG 76.3 Comment: During Phase I Amphibious Common lacked control, but during Phase II the circuit was closely controlled.

35. WESTCHESTER COUNTY Comment: All but one of the SRC frequencies were in the lower band. This ship was forced to use PRCs in some cases because of an insufficient allowance of SRCs in the lower frequency bands. This problem could have been alleviated by equally dividing the frequency requirements between the upper and lower bands of the SRC.

WESTCHESTER COUNTY Recommendations: None.

CTG 76.3 Comment: Do not concur. Equipment limitations necessitated using the lower band.

36. WESTCHESTER COUNTY Recommendation: In future operations it is recommended that consideration be given to having an LST Common bridge-to-bridge communication link on an SRC frequency.

CTG 76.3 Comment: Do not concur. There were too many FM circuits. All LSTs could not guard another FM circuit.

37. DIACHENKO Comment: Identical messages were received and "rogered" for often on the same circuit or several circuits in addition to flashing light. This serves to overload circuits unnecessarily.

CTG 76.3 Comment: Some messages were sent on two circuits when info address could not be raised on the primary circuit.

38. DIACHENKO Comment: Most messages on PRITAC/AMPHIB COMMON was read over the circuit in regular message form and assigned a priority. This reduced the amount of traffic the net could carry.

CTG 76.3 Comment: Concur with comment. In the future, a precedence will not be assigned messages transmitted over AMPHIB COMMON.

39. CTU 76.3.3 Comment: Authentication was improperly used on many occasions; e.g., using "local" vice "ZULU" time, improper procedures, and improper responses.

CTG 76.3 Comment: Concur. In the future, all commands must take measures to instruct all personnel in the proper procedure for authentication before allowing them to man a radiotelephone or radiotelegraph circuit.

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40. CTU 76.3.3 Recommendations: Establishing an administrative voice circuit for unclassified administrative and liaison traffic. A circuit in the VHF range could possibly be found for this purpose.

CTG 76.3 Comments: Do not concur. Granted administrative traffic should be kept off the tactical nets, but another voice net is not needed purely for administrative traffic. Other existing circuits should be used for administrative traffic, such as ORESTES, CW, Flashing light, etc.

41. CTU 76.3.3 Comment: Establish a backup for covered ORESTES circuits. One recommended solution would be to assign a guard ship on the secondary ORESTES circuit and utilize the guard ship for relay of traffic. Alternative method would be to arrange a relay through the ANNAPOLIS to the Task Group Commander on ROMULUS.

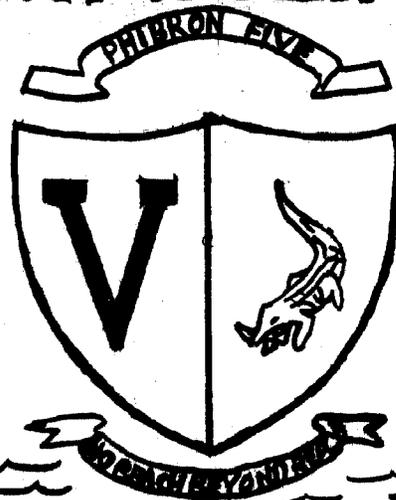
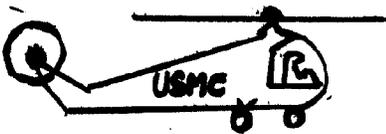
CTG 76.3 Comment: Do not concur. An HF ORESTES circuit was set up and there was no problem for all ships equipped to copy it. It is noted that all amphibious ships with ORESTES have an AN/SGC-1, and are able to copy UHF ORESTES. UHF is preferable to HF for short distances, due to lack of interference from natural sources or other signals in the crowded high frequency spectrum.

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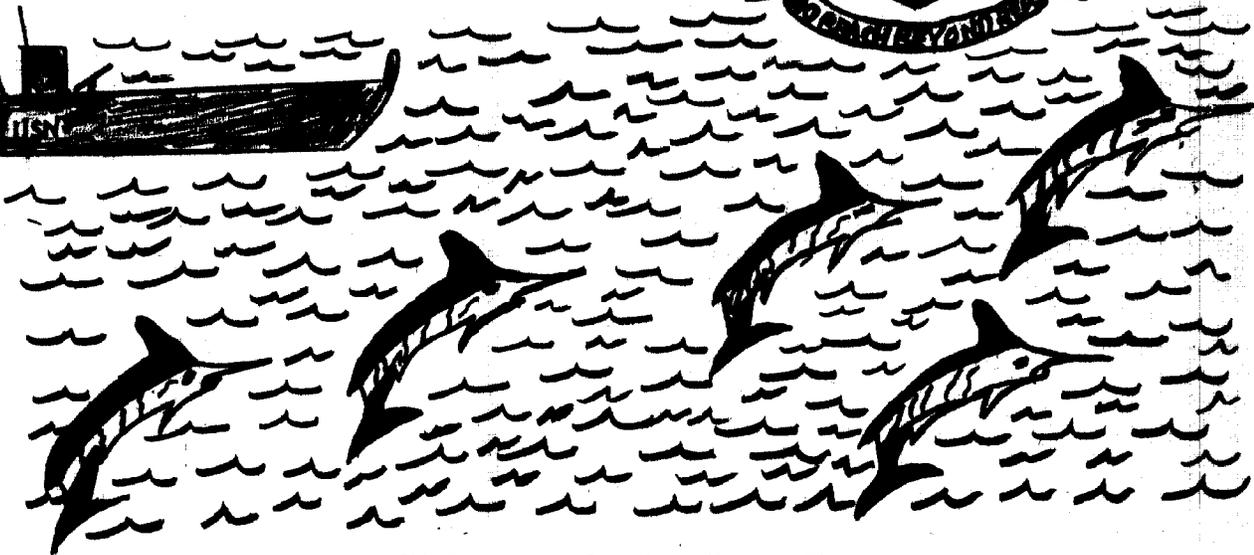
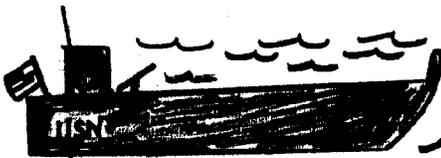
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BLUE MARLIN



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CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

Operation Order 302-66

283 986

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Copy 7 of 58

RELEASED W. D. DIETRICH:60

ORIG: NL

I M M E D I A T E

FROM: CIG 76.3
 TO: CIG 76.3
 CO BIE 2/7
 CO BIE 3/3
 CG III MAF
 CIG 72, 73, 76, 78, 79, 115
 CIG 70.8, 73.3, 76.5, 78.5
 CIG 76.0.4
 CIG 76.0.3.1

CG 3RD MAR
 CG 7TH MAR
 CCG 3RD MARDIV
 CG 1ST MAW
 CG FMFPAC
 TASSON 13
 ENS DET
 ACDIV 12
 UDT-12 DET B

COMPHIBG 3
 NAVCOMSTA GUAM
 NAVCOMSTA PHIL
 NAVCOMSTA JAP
 NAVSECGRU KANASETA
 USS SACRAMENTO
 USS ANNAPOLIS
 COMUSMACV
 COMSEVENTHFLT

CINCPACFLT
 COMPHIBPAC
 CINCPAC
 COMPHIBRON 1,3,7
 CNO
 CMC
 JCS
 PRESS NAVWARCOL
 COMDESDIV 32

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CHANGE ONE TO CIG 76.3 OPORD 302-56

1. ADDRESSEES MAKE THE FOLLOWING CHANGES TO SUBJECT OPORD, EFFECTIVE UPON RECEIPT. READ IN TWO COLUMNS, PAGE AND CHANGE:

PAGE	CHANGE
2	✓ UNDER TU 76.3.3 CHANGE CO, MACKENZIE TO READ "CDR W.F. CASPER, USN" VICE CDR J.E. BARTON, USN
A-1, A-2, A-3	✓ REMEMBER AS "B-II-1, B-II-2 AND B-II-3" AND REFER AS APPENDIX II TO ANNEX BRAVO
B-1	✓ UNDER APPENDICES: ADD "APPENDIX II SEQUENCE OF EVENTS"
D-1	✓ UNDER APPENDICES: DELETE "V PHASE II GOVERNMENT"
D-2(1)	✓ PARA 1.B.(2), LINE 3, CHANGE "7 NOV." TO READ "8 17"
D-2(2)	✓ PARA 2.B.(2), LINE 2, CHANGE "0600" TO READ "0500"
D-2(3)	✓ PARA 3.B.(2), LINE 1, CHANGE "D-DAY" TO READ "D-1"
D-III-1	✓ PARA 1, CHANGE "SOA 9.0" TO READ "SOA 9.5"
D-IV-2	✓ FOR TU 76.3.3 UNDER SECTION D-2, LAST SENTENCE, CHANGE "0600" TO READ "0500"
G-1	UNDER TASK ORGANIZATION, CHANGE CO, MACKENZIE TO READ "CDR W.F. CASPER, USN" VICE CDR JE BARTON, USN
G-2	PARA 3.C.(1), LINE 4, CHANGE FREQ DESIGNATOR "825" TO READ "830"
	PARA 3.C.(2), LINE 3, CHANGE SECONDARY FREQ "825" TO READ "830"

SECRET

283 440

G-3

PARA 3.D.(5), LINE 4, CHANGE "JUNK DIVISION"
READ "COASTAL GROUP"

PARA 3.D.(6), LINE 3, CHANGE "(CIC CALL SIGN)"
READ "MURPHY (CLF)"

PARA 4.A, LINE 3, ADD "MURPHY" IN SPACE PROVIDED

PARA 6.C, DELETE "CTG"

G-II-1

FSA/OSA COORDINATES, UNDER "FSA GREEN TWO" WITH
COORDINATES AND SUBSTITUTE THE FOLLOWING:

15-39.6N	108-30.8E
15-41.3N	108-33.7E
15-43.8N	108-32E
15-47.1N	108-29.1E

H-I-A-1

EVENT 1 THRU 11, UNDER "REPORT TO ON NET", CHANGE
TO READ "LANDSHARK A GOLD"

H-I-B-1

PARA 3, CHANGE "HELICOPTERS" TO READ "FIXED
AIRCRAFT"

H-III-A-2

UNDER COLUMN "COLOR CODE", LINES 5 AND 6, CHANGE
"SILVER" TO READ "GOLD" AND "RED" TO READ "GREEN"
UNDER FREQ PHASE I, LINE 5, ADD "337.8" AND
LINE 6, DELETE "312.0" AND SUBSTITUTE "321.8"
UNDER "NET PHASE I", LINE 5, ADD "TARC".
DELETE LINES 3 AND 4 UNDER ALL COLUMNS
UNDER "NET PHASE TWO" DELETE IN ENTIRETY.
UNDER "FREQ PHASE TWO" DELETE IN ENTIRETY.
NEW COLUMN RIGHT MARGIN LABELED "NETS" AND REORDER
REMAINING LINES CONSECUTIVELY AS "H-2" THRU "H-1".

H-V(A)-1

PARA 2.A.(2) and (3), CHANGE TO READ AS FOLLOWS:
"(2). HELICOPTER HAVE BREAKUP AND RENDEZVOUS POINT -
EL PASO 050 DEGREES/50M FROM CENTER OF GREEN BEACH
COORDS BT 343305."
"(3). HELICOPTER INITIAL POINT - DALLAS - CENTER OF
GREEN BEACH COORDS BT 343305."

I-IV-1

LINE 3, COLUMN B: CHANGE TO READ "LCM5"
COLUMN C: CHANGE TO READ "APA 248"
LINE 4, COLUMN B: CHANGE TO READ "LCM3"
COLUMN C: CHANGE TO READ "AKA 104"

I-V-2

LINE 2, COLUMN D: CHANGE TO READ "1 TD-24
2 RADIO JED
1 3/4 TTE
1 3/4 TTE
1 1/4 TTE

MISO
DOKW

I-4-2 LINE 3, COLUMN B: CHANGE TO READ: "206
SP"

LINE 3, COLUMN B: CHANGE TO READ: "1. ED-14
1. 24 GRADE"

I-VI-1 ADD RSC SYMBOL TO DIAGRAM LEADING WAVE TOP

I-VII-A-1 DELETE SERIAL 208. RELOCATE PAGE TO FOLLOW
PAGE I-VII-3

I-X-2 SEE 206: CHANGE VEHICLES TO READ: "1. ED-14
2. DUE
3. RABBIT
1. 1/4 IN.
1. MISC
2. 3/4 IN.
2. 3/4 IN."

SEE 207: UNDER UNIT ADD: "MISC". CHANGE VEHICLE TO READ:
"1. 24 GRADE
1. ED-14"

I-X-2 DELETE SERIAL 208

J-1 AND J-2 CHANGE "FUNK NOSE/DIVISION" TO READ "COA NO. 100"
WHERE APPEARING.

J-II-1 AND J-II-2 REMEMBER AS PAGES J-I-1 AND J-I-2

K-IX-2 CHANGE VOICE CALL OF USS SHIPWOLE TO "MILITARY
VOICE "GASION YANKER"

O-I-1 LINES 1 AND 2: UNDER COLUMNS B AND C, CHANGE
"ET" TO HEAD "O". UNDER LEADING, DELETE "ET"
WHERE "EMHC OPERATION IS ...ETC" IN ITS ENTIRETY

U-I-1 FOR WICHAMAN CTF 1ST 1170: UNDER REMARKS, DELETE
"5 TANKS;" ADD "(15 INT)". UNDER DATE (1 NOV)
"8 INT)"

FOR WASHINGTON CTF 1ST 1170: UNDER REMARKS, DELETE
"8 NOV, DELETE "(15 INT)" AND ADD "(8 INT)".

FOR WENTWORTH CTF 104: UNDER REMARKS, DELETE
"8 NOV"

U-I-2 FOR WENTWORTH CTF 1ST 1170: UNDER REMARKS, DELETE
"8 NOV, DELETE "(15 INT)" AND ADD "(8 INT)".

U-1-2

FOR TOM GREEN CTY LST 1159: UNDER COLUMNS "POSITION; TIME; DATE; AND REMARKS" ADD "CAM RAHN BAY; AS ASSIGNED; TO BE DESIGN; VEH (MGB 10)" RESPECTIVELY

FOR VERNON CTY LST 1161: UNDER REMARKS, DELETE "AMMO" AND ADD "TROOPS AND VEH (FLSU; DET, BMU-1; HELICOPTERS (DAMAGED))"

V-1-1

FOR TERRELL CTY LST 1157: ADD UNDER COLUMNS "POSITION; DATE; PRIORITY" ADD "ANCHORAGE (CHU LAI); 8 NOV 68; VEH (TANKS)" RESPECTIVELY

FOR WESTCHESTER CTY LST 1167: UNDER COLUMNS "POSITION; DATE; PRIORITY" ADD "ANCHORAGE (CHU LAI); 8 NOV 68; VEH (5 ONTOS)" RESPECTIVELY

FOR VERNON CTY LST 1161: UNDER COLUMNS "LOCATION; DATE; PRIORITY" DELETE ENTRIES.

COMMANDER AMPHIBIOUS SQUADRON FIVE
 c/o Fleet Post Office
 San Francisco, California

CPR5/N1:jld
 003500
 Ser: 008
 8 November 1965

SECRET (Unclassified upon removal of encls)

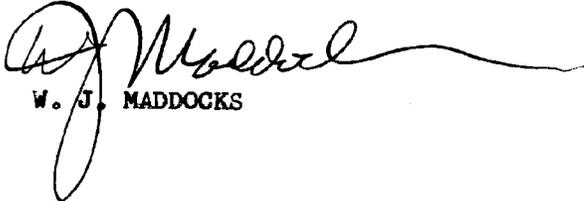
From: CTG 76.3

To: Distribution

Subj: CHANGE NO. TWO to CTG 76.3/COMPHIBRON FIVE Operation Order 302-66;
 promulgation of (U)

Encl: (1) Pen and Ink corrections consisting of two (2) pages
 (2) New pages, C-3; C-3A; I-XI-1; I-XI-A-1; I-XI-A-2; I-XI-B-1; I-XI-B-2;
 I-XI-B-3; I-XI-C-1; I-XI-D-1; I-XI-D-2; I-IX-D-3; I-IX-D-4; W-I-1;
 W-I-2.

1. Enclosures (1) and (2) are forwarded herewith for insertion in subject operation order and are effective upon receipt.
2. Upon completion of entering Change 2, make appropriate entries on record of changes page citing this letter as change reference.


 W. J. MADDOCKS

DISTRIBUTION
 See CTG 76.3 302-66

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SECRET

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MAKE THE FOLLOWING PEN AND INK CHANGES TO COMPHIBRON FIVE/CTG 76.3 OPERATION ORDER 302-66

- | <u>PAGE</u> | <u>CHANGE</u> |
|-------------|---|
| 4 | Para 1.b.(11) add new subparagraph (g): "(g) Twenty helicopters for landing force troop movements." |
| 5 | Para 3.c.(1): Change "2nd BN RVNMC" to read "3rd BN RVNMC" .
Para 3.c.(6): Change "object" to read "objective".
Para 3.c.(7): Change to read: "Offload remainder of BLT 2/7 about D+2 to D+3 in accordance with Annex V, Unloading." |
| 8 | Annexes: Under B add "Appendix II = Sequence of Events" |
| C-3 | Delete all paragraphs on page. Insert new pages C-3 and C-3A. |
| I-1 | Para 3.a.(1): Add ", or Appendix XI, Landing Plan #2 as directed."
Para 3.a.(2): Add ", or Appendix XI, Landing Plan #2 as directed."
Para 3.b.(2)(a): Add ", or Appendix XI, Landing Plan #2 as directed."
Para 3.b.(2)(b): Add ", or Appendix XI, Landing Plan #2 as directed."
Para 3.b.(4): Change to read "GREEN and/or BLUE as designated." |
| I-2 | Add new para 3.x.(8):

"(8) If Landing Plan #2 is executed the Landing Craft Employment Plan, Landing and Approach Plan, Assault Wave Diagram and Serial Assignment Table will be in accordance with Appendix XI, Landing Plan #2." |
| I- | Add under Appendices: "XI - Landing Plan #2
A - Landing Craft Employment Plan #2
B - Landing and Approach Plan #2
C - Assault Wave Diagram #2
D - Serial Assignment Table #2" |
| I-II-2 | Para 2.c.(4): Add ", or Appendix XI, Landing Plan #2 as directed." |
| I-II-3 | Para 3.c.(7): Line 1, change to read "will follow the last boated wave." vice "will follow wave 3."

Add new para 3.c.(10):

"(10) LVT Waves following wave 1 will form in line abreast formation with wave guides centered fore and aft on formation." |

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<u>PAGE</u>	<u>CHANGE</u>
I-IV-2	Line 4, Column G: Change to read "On call Ser 207 and 208. (preloaded)". Line 5, Column G: Change to read "Free Boat 001. Transfer CLF CMD PTY to LST 1170. Proceed with LVTC to beach."
I-V-2	Line 4, Column F: Change to read "LST 1167" vice "LST 1170". Column L: Delete "5 LVTP turnaround from Wave 1".
I-V-3	Line 5: Change Serial Source to read "LST 1170" vice "LST 1167". Change Remarks column to read "12 LVTP" vice "5 LVTP". Line 6: Add to Craft "1 LVTC" Source "LST 1170". Add to Remarks column "LCM-3 proceed to beach with LVTC".
I-X-2	Ser 207: Delete "1 TD-18" Change to read "1 LCM-8" vice "2 LCM-8". Add "Ser 208 SP 2 1 TD-18 1 LCM-8 LSD-22 On call(pre-loaded)"
I-X-3	Ser 300: Change ship to "LST 1167" vice "LST 1170". Under Remarks delete "uses five turnaround LVTP-5". Ser 301: Change ship to "LST 1170" vice "LST 1167". Change Remarks to read "On call, uses 12 turnaround LVTP-5"
N-I-1	CKT NO. N7: Under Column "Guard" change to read "all ships guard".
N-II-1	Change Voice Call for Commander Landing Force to read "SPRING CLEAN". Add new Command "THIRD BN RVN MARINES" Voice Call "LEATHERNECK".
U-I-1	For WINDHAM CTY (LST 1170): Under Remarks: Delete "Veh (8 LVT)" Add "Veh (1 LVTC-CLF; 1 LVTR; 1 LVT Spare)". For WESTCHESTER CTY (LST 1167): Under Remarks: Delete "Veh (8 LVT)" Add "Veh (12 LVT; 1 LVTC)".
W-1	Para 2j change "H-2 and H-1" to read "H-3 and H-1"

-2-

SECRET
ENCL(1)

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Operation Order
COMPHIBRON FIVE 302-66

c. Will the VC attack? If so, when? Where? In what strength? (Special attention to the landing beaches and helicopter landing zones).

d. Are there suitable targets for pre-planned naval gunfire? Where? What Type?

2. Specific Reconnaissance and Observation Missions.

a. Requests to higher headquarters.

(1) Commanding General, 3rd Marine Division - Provide information concerning EEI's as obtained.

(2) Commander TG 76.3 Amphibious Task Group - Provide information on landing beaches and landing sites as obtained.

b. Orders to subordinate units.

(1) All units provide information pertaining to the EEI's as obtained.

Part III Supplemental Instructions

1. Captured Personnel, Materials and Documents.

a. Captured Personnel.

(1) Viet Cong captives will be treated in accordance with the provisions of the Geneva Conference.

(2) The Landing Force Collection Point will be established under interrogator/translator personnel from 3rd IIT. All captives will be searched, segregated, tagged and evacuated to the LF Collection Point as expeditiously as possible. Women (unless armed or overtly engaged in hostile acts), children, the aged and infirm will not be evacuated as prisoners.

(3) VCC will be expeditiously evacuated to the 3rd Marine Division Collection Point, DaNang, as screened by the landing force. Priority of evacuation by helicopters:

PRIORITY I: VC Officers, Key Cadre

PRIORITY II: VC Noncommissioned Officers, Guerrilla leaders, communications personnel

PRIORITY III: Other VCC

(4) Wounded Viet Cong captives will not be evacuated by helicopter, but will be treated and evacuated under guard through normal medical channels.

(5) All VC captives and suspects will be blindfolded, guarded, and bound if deemed necessary by the capturing unit.

C-3

SECRET
 (Change 2)

SECRET

Operation Order
COMPHIBRON FIVE 302-66b. Captured documents.

(1) All captured documents will be tagged and evacuated direct by HQ BLT 2/7 to G-2, 3rd Marine Division, except that documents captured with a prisoner will be evacuated with that prisoner to the division Collection Point.

(2) GVN ID Cards will not be taken from prisoners but will remain with them throughout the evacuation process.

(3) Captured documents relating to communications, including codes, message books, frequency lists, and call signs will be evacuated immediately by HQ BLT 2/7 to G-2 3rd Marine Division.

(4) Documents captured at communications installations will not be separated from the equipment unless recapture is imminent or evacuation of the equipment is impossible. Such equipment and documents will be tagged and evacuated together by HQ BLT 2/7 to G-2 3rd Marine Division.

(5) Under no circumstances will a plain language transmission be made to report capture of enemy communications documents and security material.

c. Captured material.

(1) Every effort will be made to capture and evacuate enemy material with particular emphasis on weapons and communications/electronics equipment.

(2) Expedite evacuation to LF Collection Point all equipment of a new or unusual nature.

2. Maps and Photographs.

a. Submit requests for maps and photographs to CTG 76.3/CLF.

C-3A

SECRET
(Change 2)

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Operation Order
COMPHIBRON FIVE

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z
Msg Ref: MAC 430

APPENDIX XI TO ANNEX I

LANDING PLAN #2

1. General. This Appendix provides for landing the landing force in assault using LCVP and LVT only. This plan will be executed, if required, by CTG 76.3. If executed, the plans contained in this Appendix will be used instead of the corresponding plan contained in the remainder of Annex I.

Tab:

- A - Landing Craft Employment Plan #2.
- B - Landing and Approach Plan #2
- C - Assault Wave Diagram #2.
- D - Serial Assignment Table #2.

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Operation Order
 COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 65
 Msg Ref: MAC 430

TAB A TO APPENDIX XI TO ANNEX I

LANDING CRAFT EMPLOYMENT PLAN #2

SECTION A - LANDING CRAFT FOR NAVAL USE

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	1	LCPL	APA 248	PCS	H-90	ENTIRE	BGC GREEN Beach. Lead Wave 2.
2	1	LCPL	AKA 104	PCS	H-90	ENTIRE	ABGC GREEN Beach. Follow Wave 4.
3	1	LCM 6	APA 248	PCS	H-60	ENTIRE	Heavy Salvage. Pick up UDT lifeguard at LSD 22 prior reporting PCS. Follow Wave 2.
4	1	LCM 3	AKA 104	PCS	H-60	ENTIRE	Heavy Salvage. Follow Wave 2.
5	1	LCPL	APA 248	PCS	H-60	ENTIRE	PCS Control Boat
6	2	LCPL	LST 1157	LST 1157	LTLF	UNTIL RELEASED	Wave guide and asst wave guide for wave 1.
7	1	LCPL	LSD 22	LSD 22	LTLF	UNTIL RELEASED	Wave guide and asst wave guide for on call ser 206.
8	1	LCPL	LST 1170	LST 1170	LTLF	UNTIL RELEASED	Wave guide and asst wave guide for on call ser 301.
9	1	LCPL	LST 1167	LST 1167	LTLF	UNTIL RELEASED	Wave guide and asst wave guide for on call ser 300.
10	1	LCPL	AKA 104	PCS	H-30	UNTIL RELEASED	Spare wave guides for free boats or as required.
11	1	LCVP	LST 1170	APA 248	H-60	1 TRIP	Turnaround from Pre H-HR Transfer Pick up life jacket recovery party at APA 248 and proceed to Beach following wave 4.

LANDING CRAFT EMPLOYMENT PLAN #2

SECTION B: SCHEDULED AND ON CALL WAVES AND FREE BOATS

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	7	LCVP	APA 248	APA 248	LTLF	1 TRIP	Wave 2. APA 248 Wave CDR. Turnaround to APA 248 for ser 205.

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Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
2	3	LCVP	APA 248	APA 248	LTLF	1 TRIP	Wave 3. AKA
	4	LCVP	AKA 104				104 Wave CDR.
3	2	LCVP	LST 1157	APA 248	LTLF	1 TRIP	Wave 4. LST
	2	LCVP	LST 1167				1157 Wave CDR
4	7	LCVP	APA 248	APA 248	H+25	1 TRIP	On call ser 205. Turnaround From wave 1.
5	1	LCU	LSD 22	LSD 22	LTLF	1 TRIP	On call ser 207 Preloaded. Report PCS H-30.
6	1	LCM 8	LSD 22	LSD 22	LTLF	1 TRIP	On call ser 208 Preloaded Report PCS H-Hour.
7	1	LCM 8	LSD 22	LSD 22	LTLF	1 TRIP	On call ser 209. Preloaded Report to PCS H-Hour.

LANDING CRAFT EMPLOYMENT PLAN #2

SECTION C: PERSONNEL TRANSFERS

1	1	LCVP	LST 1170	APA 248	LTLF	1 TRIP	Pre H-Hour Transfer ser 204 and TACLOG to LSD 22. Return to APA 248 pick up life jacket party
2	1	LCVP	LST 1170	APA 248	LTLF	1 TRIP	Free Boat 001. Transfer CLF CMD PTY (ser 222) to LST 1170. Proceed to beach with LVTC.

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CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
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Operation Order
COMPHIBRON FIVE 302-66

TAB B TO APPENDIX XI TO ANNEX I

LANDING AND APPROACH PLAN #2

Section A. Scheduled Waves

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Gross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	1	<u>200</u> CO E (Rein)	222	NORMAL COMBAT	1C LVTP	LST 1157	H-20	-	-	H-13	H-HR	FREE BOAT OO2 MAY LAND WITH FIRST WAVE
2	2	<u>201</u> CO F (Rein)	204	NORMAL COMBAT	7 LCVP	APA 248	H-21	H-17	H-9	H-6	H+3	
3	3	<u>203</u> CO G (Rein)	214	NORMAL COMBAT	7 LCVP	APA 248	H-16	H-12	H-4	H-1	H+8	
4	4	<u>202</u> H&S CO(-)	108	NORMAL	4 LCVP	APA 248	H-11	H-7	H+1	H+4	H+13	

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 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
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Operation Order
 COMPHIBRON FIVE 302-66

LANDING AND APPROACH PLAN # 2

Section B: On Call Waves and Free Boats

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	OC	205 CO H(Rein)	198	NORMAL COMBAT	7 LCVP	APA 248					ON CALL	TURN AROUND LCVP FROM WAVE 1.
2	OC	206 H-3/11	120	6-105 HOW	10 LVTP5	LSD 22					ON CALL	PRELOADED REMAIN EMBARKED UNTIL CALLED
3	OC	207 BMU/SP	44	4 TD 24 2 RADIO JEEPS 2 DUKW 1 3/4 TON TK&TLR 2 M37(SP) 1 TLR M37(SP)	1 LCU	LSD 22					ON CALL	REPORT PCS H-30 (PRELOADED)
4	OC	208 SP	10	1 2N CRANE	1 LCM-8	LSD 22					ON CALL	REPORT PCS H-HOUR (PRELOADED)
5	OC	209 SP	10	1 TD 18	1 LCM-8	LSD 22					ON CALL	REPORT PCS H-HOUR (PRELOADED)
6	OC	300 RVNMC BN ELMS	300	NORMAL COMBAT	12 LVTP	LST 1167					ON CALL	REMAIN EMBARKED UNTIL CALLED

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LANDING AND APPROACH PLAN #2

Section B: On Call Waves and Free Boats (Cont)

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Gross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	K	J	K	L
7	OC	301 RVNMC BN ELMS	300	NORMAL COMBAT	13 LVTP	LST 1170					ON CALL	TURN AROUND 12 LVT FROM ON CALL SER 300
8	OC	221		NORMAL COMBAT	1 LVTR	LST 1170					ON CALL	REMAIN EMBARKED UNTIL CALLED
9	FB	204 CO BLT 2/7 CMD GRP	10	NORMAL COMBAT	1 LVTP (CMD)	LSD 22					FREE BOAT 002	REMAIN EMBARKED UNTIL CALLED. PRE H-HOUR TRANSFER FROM APA 248
10	FB	222 CLF CMD PTY	20	NORMAL COMBAT	1 LCVP 1 LVTC	APA 248 LST 1170					FREE BOAT 001	LCVP TRANSFER CLF AND PTY TO LST 1170. ACCOMPANY LVTC TO BEACH.
11	FB	302 CO RVNMC BN	10	NORMAL COMBAT	1 LVTC	LST 1167					FREE BOAT 003	REMAIN EMBARKED UNTIL CALLED

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Operation Order
 COMPHIBRON FIVE 203-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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APPENDIX XI TO ANNEX I
ASSAULT WAVE DIAGRAM #2

EXPLANATORY NOTES

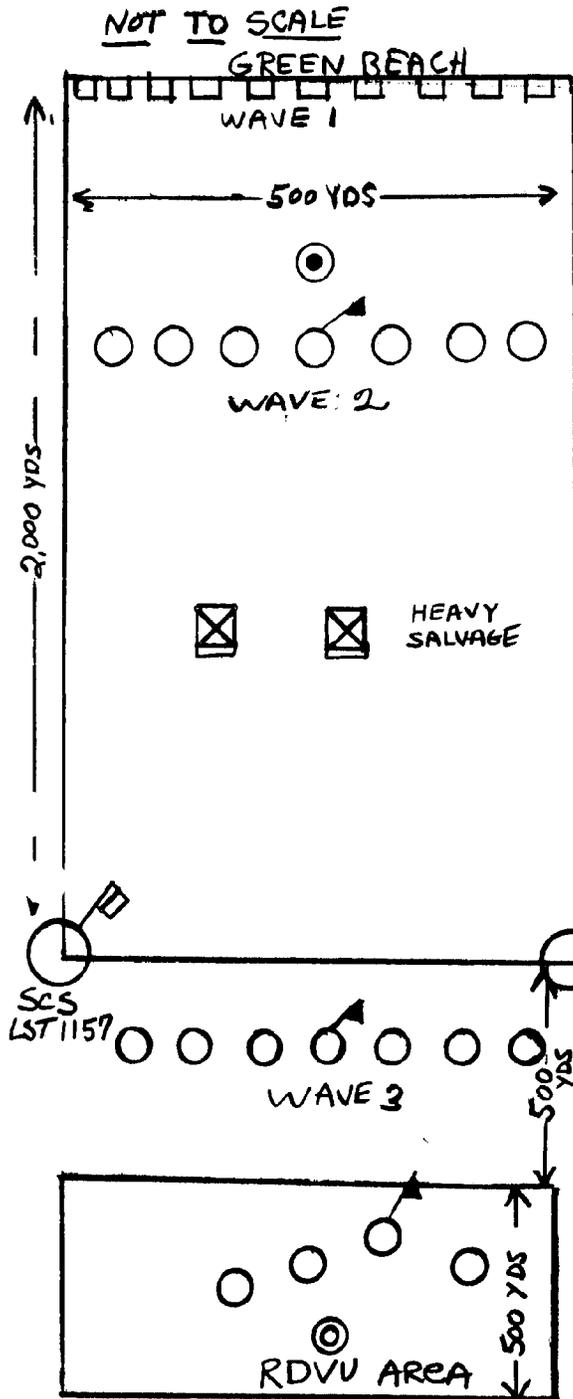
1. Positions of waves are shown as of H-hour and are based on the following speeds:

CRAFT	1st 1000 yds	Last 1000 yds
LVTP-5	4.5 kts	4.5 kts
LCVP	6 kts	8 kts

2. LEGEND:

- LVTP
- LCVP
- ⊙ BGC
- ⊙ AGBC
- ⊗ LCM-6
- LCU
- ⊠ LCM-8
- ▲ WAVE COMMANDER
- ⊕ WAVE GUIDE
- ⊖ ASSISTANT WAVE GUIDE

3. Wave ONE will upon crossing the LOD proceed to beach in below formation to allow use of LVTP automatic weapons if required.



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Operation Order
 COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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TAB D TO APPENDIX XI TO ANNEX I

SERIAL ASSIGNMENT TABLE #2 - GREEN BEACH

Serial	Unit	Pers	Material Equip Veh	Landing Craft No/Type	Ship	Remarks
200	Co E (Rein) Co E 1st Sect, 81MM Mort 1st Sq, 2nd Plat, Co C, Eng FO Tm, H Btry, 3/11 FO Tm, 81MM Mort Plat FAC Tm NGF Spot Tm	222 (170) (18) (19) (4) (3) (4) (9)	Normal Combat	10 LVTP-5	LST 1157	1st Wave
201	Co F (Rein) Co F 2nd Sect, 81MM Plt FO Tm, H Btry, 3/11 FO Tm, 81MM Mort Plt FAC Tm	204 (173) (18) (5) (3) (5)	Normal Combat	7 LCVP	APA 248	2nd Wave
202	H&S Co (-) Psy Warfare Tm 3rd MarDiv Civic Action Tm BAS 2/7 XO H&S Co Mgr, H&S Co NGF, SFCP S-1 S-2 S-3 S-4 Supp Comm 81MM Plt 2nd Plat, CoC, 1st Eng	108 (8) (7) (5) (1) (1) (6) (3) (7) (6) (2) (4) (6) (2) (14)	Normal Combat	4 LCVP	APA 248	4th Wave

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Serial	Unit	Pers	Material Equip Veh	Landing Craft No/Type	Ship	Remarks
	2d Plat, Co C, 1st Recon M.P. Plat, 3rdMarDiv	(6) (30)				
203	Co G (Rein) Co G 3rd Sec, 81MM Mort Plat FO Tm, H Btry, 3/11 2nd Sq, 2nd Plat, Eng FO Tm, 81MM Plat	214 (180) (18) (4) (9) (3)	Normal Combat	7 LCVP	APA 248	3rd Wave
204	Co BLT 2/7 Command Group	10 (10)	Normal Combat	1 LVTP-5 (Cmd)	APA 248 To LSD 22	Free Boat OO-2. Pre- H-hour transfer
205	Co H (Rein) Co H 4th Sec, 81MM Plat FO Tm, H Btry 3/11 FO Tm, 81MM Plat	198 (173) (18) (4) (3)	Normal Combat	7 LCVP	APA 248	On call serial. Turn around LCVP
206	H-3-11	120	6 Howitzer Light towed 105	10 LVTP-5	LSD 22	On call serial
207	BMU	44	1 TD24 2 Radio Jeeps 2 DUKW 1 1/4 Ton Trk&Tlr 2 M37 (Shore Pty) 1 Tlr M37 (Shore Pty)	1 LCU	LSD 22	Pre-loaded. On call serials
208	Shore Party	10	1 2N Crane	1 LCM-8	LSD 22	Pre-loaded. on call serials
209	Shore Party	10	1 TD18	1 LCM-8	LSD 22	Pre-loaded. on call serials

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Serial	Unit	Pers	Material Equip Veh	Landing Craft No/Type	Ship	Remarks
210	Co BLT 2/7	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
211	S-3 BLT 2/7	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
212	S-2 BLT 2/7	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
213	S-4 BLT 2/7	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
214	Comm	3	3 AN/MRC	1 LCM-6	APA 248	Non Sked serials
215	CO Co E	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
216	CO Co F	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
217	CO Co G	1	1 M422 1 M100	1 LCM-6	APA 248	Non Sked serials
218	CO Co E	2	2 M274	1 LCM-6	APA 248	Non Sked serials
219	CO Co E	1	1 M274	1 LCM-6	APA 248	Non Sked serials
220	CO Co G, Co H	2	2 M274	1 LCM-6	APA 248	Non Sked serials
221	AmTrack Bn			1 LVTR	LST 1170	On call serial
222	CLF Cmd pty	20	Normal Combat	1 LCVP 1 LVTC	LST 1170	Free Boats personnel transfer to LST 1170

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Serial	Unit	Pers	Material Equip Veh	Landing Craft No/Type	Ship	Remarks
300	RVNMC Bn Elm	300	Normal Combat	12 LVTP	LST 1167	On call serial
301	RVNMC Bn Elm	300	Normal Combat	13 LVTP	LST 1170	On call serial
302	RVNMC Bn Co	10	Normal Combat	1 LVTC	LST 1167	Free boat 003

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CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
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APPENDIX I TO ANNEX W

REHEARSAL BEACH ANNEX

Map References: HO 6209
HO MISC 10,014-124
AMS L 701 No 6757 Sheet II

1. Location.

The rehearsal beach is a portion of NIS Beach #9 located at CHU LAI, RVN.

	<u>HO 10,014-124*</u>	<u>AMS L 701/6757 II</u>
Center of Beach	15-23-18N	BT 599022
250 yards either side	108-45-13E	

* Not corrected to Indian Ocean Datum 1960

2. Depths and Gradient.

a. Depths.

Distance to one fathom curve 100 yards.
Distance to two fathom curve 500 yards.
Distance to three fathom curve 1200 yards.

Gradient.

1:10 (steep) to 1:15 (steep) in LW to HW zone.
1:10 or steeper in the HW zone.

3. Offshore.

The offshore approach is partly obstructed by a rock and reef fringed point extending from the SE end of NIS 9.

4. Nearshore.

The nearshore approach is partly obstructed by rocks 1100 yards off the left flank of the beach.

5. Surf and Tidal Range.

a. Surf. Surf 4 feet or greater can be expected 34% of the time.

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b. Tidal Range. The average tidal range is 4.5 feet

9 NOV Low tide at 0505 2.9 feet
 Rising tide at 0700 3.5 feet
 High tide at 1109 4.7 feet

14 NOV High tide at 0034 7.1 feet
 Falling tide at 0900 2.3 feet
 Low tide at 0954 1.8 feet

6. Beach Trafficability. Beach is sand which is firm in wetted areas and soft in dry areas. The firm areas will support the weight of tracked vehicles and will allow movement without special equipment or aids. Soft areas will provide fair to poor trafficability.

7. Astronomical Data.

9 NOV Sunrise 0646
 14 NOV Sunrise 0649

8. Terrain Behind the Beach.

The beach is backed by barren dunes extending 200 yards inland. The dunes are backed by lowland, mostly covered by rice paddies and traversed by the SONG TRA BONG river and its tributaries.

9. Break-up Point

15-32.ON Eight miles from LOD CSE 195
 108-47.5E

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COMMANDER AMPHIBIOUS SQUADRON FIVE
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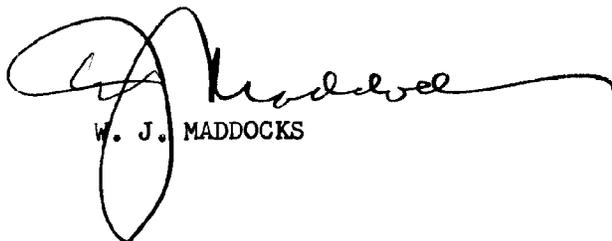
Subj: Change No. THREE to CTG 76.3/COMPHIBRON FIVE Operation Order 302-66;
promulgation of (U)

Encl: (1) Pen and Ink corrections consisting of two pages
(2) New pages, consisting of pages 1 thru 8; B-1; B-2; B-I-1; C-III-1 thru
C-III-3; D-IV-1; D-IV-2; F-1; G-1 thru G-3; G-I-1; G-II-1; H-V-A-1;
H-V-A-2; H-I-A-1; H-I-A-2; I-I-A-1; I-I-B-1; I-III-1; I-IV-1; I-IV-2;
I-V-1; I-V-2; I-VI-1; I-VIII-1; I-VIII-2; I-IX-1; I-IX-2; I-X-1; and
I-X-2

1. Enclosures (1) and (2) are forwarded herewith for insertion in subject operation order and are effective upon receipt. Advance changes, promulgated by message, are included herein.

2. Change 3 is printed on colored paper for ease of reference to those portions of operation BLUE MARLIN which pertain exclusively to Phase II.

3. Upon completion of entering change 3, make appropriate entries on record of changes page, citing this letter as authority. Pages which are replaced by this change may be destroyed by burning without report.


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PEN AND INK CORRECTIONS TO COMPHIBRON FIVE/CTG 76.3 OPERATION ORDER 302-66

PAGE

CHANGE

C-II-1

Table 1, Tidal Data: Add new lines 18 and 19:

18	-----	0445 5.3	1333 2.0	2122 3.9	2340 3.7
19	-----	0613 4.9	1402 2.3	2045 4.2	-----

C-II-2

Table 3 Sunrise/Sunset. Add "Thursday 18th" and "Friday 19th".

Rise 0651	Rise 0651
Set 1810	Set 1810

D-II-4

Delete para 11 and add following new paragraph:

"11 Sea Echelon Area I (Phase II)

An area bounded by the following points:

15-50.2N	to	15-59.5N	to	16-03.3N	to	15-56.3N	to	15-53.0 N
108-35.5E		108-47.5E		108-44.0E		108-33.2E		108-32.5E

I-II-1

Para 1: Change "GREEN Beach" to read "ORANGE Beach".

Para 2.(a).(3) - Delete entire paragraph. Renumber remaining paragraphs to read "3" and "4".

Paragraph 2.B.(1): Add to the end of last sentence "and the withdrawal."

I-II-2

Para 2.C.(4) - Delete all after approach plan.

I-VII-1

Para 2.B. - Delete paragraph.

Appendix XI

Delete entire appendix

Appendix XII

Delete entire appendix

J-1

Para 3.b(1)(a) - Delete present subparagraph and replace with the following:

"(a) Sector Assignment(see Appendix II to Annex G)

1. D-Day ORANGE Beach -

GEO K. MACKENZIE - FSA ORANGE ONE

RUPERTUS - FSA ORANGE TWO

DIACHENKO - FSA BROWN ONE"

K-II-3

Add new report "PROVISION ENDURANCE REPORT - All Ships - CTG 76.3 - Prior 1600 D+4 - Annex L"

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PAGE

CHANGE

- L-1 Add new para 2.e. "Report to CTG 76.3 prior to 1600 on D-4 the number of days endurance of fresh chill, forsen, and dry provisions on board."
- L-5 Add new Para 11.e.(9): "(9) Provision Endurance Report (See 2.e of this Annex)."
- N-I-1 Circuit N1: Change Frequency to "2820 KC"
Change Emissions to "1.24F1"
Change Activate to "Continuous"
- N-I-2 Circuit N8: Change Frequency to "350.6 MC"
Circuit N11: Change Frequency to "36.3 MC"
Change Guard to read "PCS will maintain strict control. All ships with boats will guard."
Circuit N13: Under "Use" add "UDT".
Under "Guard" add "UDT".
Under "Activate" change to "H-Hour".
Circuit N14, N15, and N16: Under "Use" change to read "Spare".
Delete entries under "Guard" and "Activate".
Circuit N19: Under "Guard" change to read "CATF/PCS/SCS".

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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 Msg Ref: MAC 430

Ref: (a) COMSEVENTHFLT 190024Z OCT 1965

Zone Time: Vietnam: HOTEL (-8)

Task Organization

TG 76.3 Amphibious Task Group

a. Landing Group

CAPT W. J. MADDOCKS, USN
 (COMPHIBRON FIVE)

b. TU 76.3.0 Special Ops and Command Unit

COL T. H. FISHER, USMC
 (Commander Landing Force)

TE 76.3.0.1 Flagship Element

CAPT W. J. MADDOCKS, USN
 (COMPHIBRON FIVE)

PAUL REVERE (APA 248)

CAPT W. R. MCDOWELL, USN
 (COMPHIBRON FIVE)

TE 76.3.0.2 Recon and Demolition Unit

LCDR D. M. METZLER, USN
 (CO, USS DIACHENKO)

DIACHENKO (APD 123)
 UDT DET

TE 76.3.0.3 Tactical Air Control Element

CDR E. H. STOLPE, USN
 (CO, TACRON 13)

TACRON 13 DET

c. TU 76.3.1 Transport Element

CAPT W. J. MADDOCKS, USN
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PAUL REVERE (APA 248)
 SEMINOLE (AKA 104)
 FORT MARION (LSD 22)
 WESTCHESTER COUNTY (LST 1167)

TE 76.3.1.3 Assault Craft Element

(As assigned)
 (OINC ACDIV DET)

ONE LCU
 TWO LCM-8

TE 76.3.1.4 Naval Beach Party Element

(As assigned)
 (OINC BMU DET)

BMU DET

d. TU 76.3.2 Control Unit

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OPERATION ORDER

OPERATION COMPHIBRON FIVE 302-66

1. Situation. This operation order provides for the two amphibious assault landings on the coast of Vietnam directed by reference (a). Phase II operations where differing from Phase I are printed on green paper.

a. Enemy Forces. Current order of battle indicates that Viet Cong units (main force and local force) are located within a 75 km radius of the objective area. Although the reaction time of the Viet Cong is relatively slow they have the capability of hit and run tactics and possess various mortars and automatic weapons. Composition of enemy forces is listed in Annex C, Intelligence.

b. Friendly Forces.

(1) COMUSMACV is the overall U. S. Commander in the Republic of Vietnam and exercises operational control over all assigned U. S. Forces within the country.

(2) Commander, 2d Air Division/MACV provides U. S. Air Force and RVNAF reconnaissance, interdiction, close air support, airlift and AAW defense as requested by CG III MAF and as directed by COMUSMACV.

(3) U. S. Army, Vietnam provides fixed wing visual aerial reconnaissance and limited helicopter support as requested by CG III MAF and as directed by COMUSMACV.

(4) TF 115, under the operational control of COMUSMACV conducts MARKET TIME surveillance operations within an area encompassed by a line 40 nautical miles from the Republic of Vietnam coastline.

(5) TG 77.9 conducts AAW/ASW operations within a circle of 200 nautical miles radius centered at YANKEE STATION (16N 110E).

(6) Various elements of the U. S. SEVENTH Fleet provide protection and logistic support as required.

(7) The RVN Coastal Force conducts anti-infiltration patrols along the coast of the Republic of Vietnam and will provide forces to assist the amphibious task group in the control of Viet Cong waterborne movement, as coordinated by CTG 76.3.

(8) The RVN 2d Division, I Corps operates throughout QUANG TIN and QUANG NGAI provinces. Elements are available to support operations in these provinces as requested by CG III MAF and as approved by CG, I Corps.

(9) RVN Army elements under the RVN Commander, QUANG NAM Special Sector will conduct search and destroy operations in coordination with the Landing Support Force. Elements are available to support operations in these provinces as requested by CG III MAF and as approved by CG, I Corps.

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OPERATION ORDER
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(10) RVN Regional Forces operate throughout the entire coastal plains area of I Corps. Elements thereof are available to support operations as requested by CG III MAF and as approved by the CG, I Corps.

(11) CG III MAF will provide the following forces in support of the amphibious task group:

(a) Two USMC helicopters to embark FORT MARION and PAUL REVERE in order to provide for possible seaward medical evacuation and helo floating dumps.

(b) Condition II SAR helicopter at DANANG/CHU LAI.

(c) Close air support in accordance with Annex H, Air Operations.

(d) Tactical Air Observer (TAO) and helo.

(e) Medical evacuation to DANANG/CHU LAI TAORS.

(f) TADC/DASC to control and direct air operations in the Amphibious Objective Area in accordance with Annex H, Air Operations.

(g) Helicopters for Landing Force Troop Movements.

2. Mission. Embark BLT 3/3 out of CHU LAI, conduct amphibious operations to land in assault over ORANGE Beach in the vicinity of HOI AN and, in coordination with RVN forces conduct search and destroy operations from the landing area north to the SONG CUA DIA between Highway ONE and the sea. On completion of landing force operations ashore withdraw over BROWN Beach.

3. Execution. This force will land BLT 3/3 by amphibious assault over ORANGE Beach, support the landing force ashore as required and withdraw over BROWN Beach upon completion of operations ashore.

a. Landing Group

(1) Commencing 13 November, embark BLT 3/3 at CHU LAI in assigned shipping in accordance with Annex U, Embarkation.

(2) On D-1 participate in the rehearsal of the ship-to-shore movement.

(3) On D-Day, land in assault over ORANGE Beach. In coordination with RVN forces, conduct search and destroy operations from the landing area north to the SONG CUA DIA between Highway ONE and the sea.

(4) Commencing at H+5 hours, submit to CTG 76.3, every six hours, a SITREP including friendly front lines, casualties, prisoners, VC encounters, recent intelligence, intentions and any unusual incidents.

(5) Report when ready to commence withdrawal.

(6) Conduct withdrawal over BROWN Beach in accordance with Annex I, Ship-to-Shore Movement.

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OPERATION ORDER
COMPHIBRON FIVE 302-66

(7) Offload BLT 3/3 at DANANG in accordance with Annex V, Offloading.

b. Special Ops and Command Unit (TU 76.3.0)

(1) Flagship Element (TE 76.3.0.1)

(a) Operate as directed by CTG 76.3.

(2) Recon and Demolition Element (TE 76.3.0.2)

(a) Conduct pre D-Day and D-Day surveys of ORANGE and BROWN Beaches respectively in accordance with Annex F, Beach Reconnaissance.

(b) Submit SURCB reports on ORANGE and BROWN Beaches in accordance with Annex F, Beach Reconnaissance, and as directed by CTG 76.3.

(c) Conduct such other operations as may be directed by CTG 76.3.

(3) Tactical Air Control Element (TE 76.3.0.3)

(a) On D-Day establish TACC in PAUL REVERE, act as Tactical Air Commander, and exercise overall control of air operations in the amphibious objective area to include air support, SAR air operations and helo operations in accordance with Annex H, Air Operations.

c. Transport Unit (TU 76.3.1)

(1) Embark BLT 3/3 at CHU LAI commencing 13 November in accordance with Annex U, Embarkation.

(2) Conduct rehearsal of the ship-to-shore movement on D-1 in accordance with Annex W, Rehearsal, and Annex I, Ship-to-Shore Movement.

(3) Commencing on D-1 conduct movement to the objective area to arrive off ORANGE Beach about H-3 hours in accordance with Annex D, Movement.

(4) Land the landing force in assault on D-Day in accordance with Annex I, Ship-to-Shore Movement.

(5) Support the landing force ashore as required.

(6) About D+2 commence withdrawal of the landing force in accordance with Annex I, Ship-to-Shore Movement.

(7) On completion of withdrawal, about D+3, conduct movement from the objective area to DANANG in accordance with Annex D, Movement.

(8) Offload BLT 3/3 about D+4 in accordance with Annex V, Offloading.

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OPERATION ORDER
COMPHIBRON FIVE 302-66

d. Control Unit (TU 76.3.2)

(1) Control the ship-to-shore movement during rehearsal and the assault landing in accordance with Annex I, Ship-to-Shore Movement.

(2) Control the withdrawal in accordance with Annex I, Ship-to-Shore Movement.

e. Navy Gunfire and Screen Unit (TU 76.3.3)

(1) Screen TU 76.3.1 during movement from embarkation anchorages to the objective area.

(2) At H-2 take assigned stations and provide naval gunfire support of landing force operations as required in accordance with Annex G, Naval Gunfire Support.

(3) Protect the Amphibious Task Group from attack by small craft and/or swimmers in accordance with Annex J, Protective Measures.

(4) If directed, conduct surveillance of small craft and boat movement in and near the transport area in coordination with RVN Coastal Force to prevent infiltration and/or exfiltration of Viet Cong forces in accordance with Annex J, Protective Measures.

f. Movement Unit ALFA (TU 76.3.4)

(1) Commencing on 13 November, embark elements of BLT 3/3 in accordance with Annex U, Embarkation.

(2) Upon completion backloading, conduct movement to DANANG and offload BLT 3/3 elements. Make daily sitreps to CTG 76.3.

(3) Conduct such other operations as may be directed by CTG 76.3:

g. Sea Echelon Unit (TU 76.3.5)

(1) Ships as assigned operated within the sea echelon area when directed by CTG 76.3.

h. Reserve Unit (TU 76.3.6)

(1) Plan for and, if directed, conduct amphibious surface borne and helicopter operations in support of the landing group ashore.

(2) At H-hour take station and operate in the vicinity of PT PEARL.

x. Coordinating Instructions

(1) Implementation. This operation order is effective on receipt for planning and at 0800H on 4 November 1965 for operations.

(2) Readiness. Unless otherwise directed, Condition III is the minimum readiness condition.

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COMPHIBRON FIVE 302-66

(3) Amphibious Objective Area (AOA). The AOA is defined as the land area encompassed by a circle of 10 nautical miles radius centered at 15-45.21N 108 26.56E excluding the DANANG TAOR, and the sea area bounded by the following points:

15-37.0N	15-41.5N	15-48.0N	16-07.0N	15-54.2N
108-31.8E	108-48.3E	108-57.5E	108-41.0E	108-21.0E

(4) Sea Echelon Area. The sea echelon area is defined as the area bounded by a line connecting the following points:

15-50.2N	15-59.5N	16-03.3N	15-56.3N	15-53.0N
108-35.5E	108-47.5E	108-44.0E	108-33.2N	108-32.5E

(5) D-Day is the day of the assault landing over ORANGE Beach in the vicinity of HOI AN. D-Day is tentatively set as 16 November and will be confirmed or changed as required by CTG 76.3.

(6) H-Hour is the time of landing the first wave of LVTP's on ORANGE Beach on D-Day. H-Hour is tentatively set as 0700H and will be confirmed or changed by CTG 76.3.

(7) Rehearsal. The date of rehearsal is tentatively set as D-1 and will be confirmed or changed by CTG 76.3. Rehearsal in accordance with Annex W.

(8) PCS. FORT MARION is designated Primary Control Ship (PCS) and boat haven.

(9) SCS. WESTCHESTER COUNTY is designated Secondary Control Ship (SCS).

(10) CECS. PAUL REVERE is designated Casualty Evacuation Control Ship (CECS).

(11) CTG 76.3 will coordinate RVN Coastal Force activities in accordance with Annex J, protective measures.

(12) Commanders preparing directives in support of this operation order submit five copies to CTG 76.3.

4. Administration and Logistics

a. Administration and Public Information in accordance with Annex K, Administration.

b. Logistics in accordance with Annex L, Logistics.

c. Medical support in accordance with Annex M, Medical.

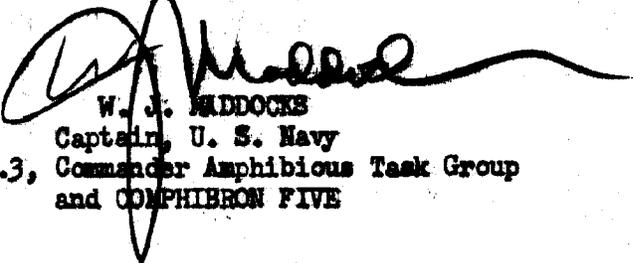
5. Command and Signal

a. Commander Amphibious Task Force is COMPHIBRON FIVE in USS PAUL REVERE (APA 248).

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OPERATION ORANGE
COMPHIBRON FIVE 302-66

- b. Second in command is COMPHIBRON THREE in USS VALLEY FORGE (LPH 8).
- c. Commander Landing Force is COL T. H. FISHER, USMC, in PAUL REVERE until established ashore on D-Day.
- d. Communications in accordance with Annex N, Communications.
- e. Command relationships in accordance with NWP 22(A).


 W. J. HADDOCKS
 Captain, U. S. Navy
 CTG 76.3, Commander Amphibious Task Group
 and COMPHIBRON FIVE

ANNEXES:

- B - General Concept of Operations
 - Appendix I - Sequence of Events
- C - Intelligence
 - Appendix I - Weather
 - Appendix II - Hydrography/Astronomical Data
 - Appendix III - ORANGE Beach Landing
- D - Movement
 - Appendix I - Sortie Plan
 - Appendix II - Cruising Instructions
 - Appendix III - Route and Reference Points
 - Appendix IV - Phase II Movement
- F - Beach Reconnaissance
- G - Naval Gunfire Support
 - Appendix I - Naval Gunfire Reports
 - Appendix II - Fire Support and Outer Screen Areas
- H - Air Operations
 - Appendix I - Aircraft Schedules
 - Tab A - D-Day
 - Tab B - Air Schedule Notes
 - Appendix II - Armament
 - Appendix III - Air Communications
 - Tab A - Air Frequency Plans
 - Appendix IV - Search and Rescue
 - Appendix V - Approach and Retirement
 - Appendix VI - Reports

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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

ANNEX B

CONCEPT OF OPERATIONS

Ref: (a) COMSEVENTHFLT 190024Z

Zone Time: Vietnam - Hotel (-8)

1. This order contains instructions for U. S. Amphibious Operations including assault and withdrawal on the east coast of Vietnam in the area of HOI AN. The operation is in effect an amphibious raid for the purpose of clearing VC from this area and to strengthen resistance of the indigenous population to VC influence.
2. On or about 13 November 1965 TG 76.3 will embark the Third Battalion Third Marines at CHU LAI. On completion of embarkation a rehearsal will be conducted on 14 November at CHU LAI. Upon backloading from rehearsal proceed to assault area in the vicinity of HOI AN in order to conduct the Phase II Assault Landing. Here again the reserve BLT will be available for contingencies.
3. The landing will be conducted on 16 November with H-Hour about 0700H. The Battalion will land and proceed north clearing the area between HIGHWAY #1 and the sea.
4. On completion of backloading tracked vehicles proceed to DANANG to disembark the remainder of BLT 3/3 and the Force Logistic Support Unit (FLSU).
5. Command relationship will be in accordance with NWP-22(A). RVN troops will be operating in a coordinated sweep through the western portion of the AOA however coordination will be exercised through the Landing Force Commander.
6. CTG 76.3 will establish both a Supporting Arms Coordination Center (SACC) and a Tactical Air Control Center (TACC) for overall command of supporting arms; direct control will be delegated to a Tactical Air Direction Center (TADC)/Direct Air Support Center (DASC) to the extent possible.
7. Control of the assault landing shall be in the CATF until the CLF is firmly ashore and is ready to assume control. Control of air operations and supporting arms will also be transferred ashore when CLF requests.

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8. The withdrawal will be conducted under control similar to the landing. Shore Party, PCS, TACLOG and Central Control will be established. Control of air and supporting arms will be transferred afloat when CLF requests and CATF will resume complete responsibility for the withdrawal.

9. Rules of engagement shall be in accordance with CINCPACFLT 240425Z OCT 1965.

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CTG 76.3, Commander Amphibious Task Group
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AUTHENTICATED:

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Appendix I to Annex B
Sequence of Events

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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OPERATION ORDER
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APPENDIX I TO ANNEX B
SEQUENCE OF EVENTS

<u>EVENT</u>	<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
1.	13-14 NOV (D-2)		TU 76.3.1 EMBARK BLT 3/3.
2.	14 NOV (D-2)	2300	CONFIRM REHEARSAL DAY.
3.	15 NOV (D-1)	0600	TU 76.3.1 AND TU 76.3.3 SET CONDITION 1.
4.		0600	PAUL REVERE, (IF EMBARK COMPLETED), FORT MARION, AND WESTCHESTER COUNTY (TE 76.3.2.1) ANCHOR REHEARSAL ANCHORAGE.
5.		H-4	CONDUCT TIME CHECK.
6.		H-4	RECEIVE AND PROMULGATE SUROB.
7.		H-2	RECEIVE AND PROMULGATE SUROB.
8.		H-2	LAND THE LANDING FORCE.
9.		H-1	CONFIRM H-HOUR.
10.		H-HOUR	TOUCHDOWN FIRST WAVE.
11.		WHEN DIRECTED	TU 76.3.1 REEMBARK ALL BOATS AND LVT'S.
12.		1330	CRITIQUE/PRESAIL CONFERENCE ON FLAGSHIP.
13.		WHEN DIRECTED	TU 76.3.1 SORTIE FROM CHU LAI.
			TU 76.3.3 SCREEN MAIN BODY.
14.		1810	TU 76.3.1 AND TU 76.3.3 DARKEN SHIP.
15.		2200	TE 76.3.0.2 SUBMIT SUROB.
16.	16 NOV (D-DAY)	H-6(ABT)	TE 76.3.2.1 PROCEED TO ARRIVE AT ANCHORAGE ORANGE BEACH BY H-4.
17.		H-4(ABT)	TU 76.3.1 PROCEED TO ORANGE BEACH TO ARRIVE BY H-3. TU 76.3.3 PROCEED TO FIRE SUPPORT AREA.
18.		H-4	CONDUCT TIME CHECK.
19.		H-4	TE 76.3.0.2 SUBMIT SUROB.
20.		H-2	TE 76.3.0.2 SUBMIT SUROB.
21.		H-2	LAND THE LANDING FORCE.
22.		H-1	CONFIRM H-HOUR
23.		H-HOUR	TOUCHDOWN FIRST WAVE.
24.		WHEN OCCURRING	SHIFT CONTRON ASHORE TO CIF.
26.	16 NOV (D-DAY)	WHEN DIRECTED	TE 76.3.0.2 CONDUCT RECON ON BROWN BEACH.
27.		WHEN DIRECTED	TE 76.3.0.2 REVERT TO NORMAL OPCON.
28.	17 OR 18 NOV		CATF TAKE DIRECT CONTROL OF ALL FORCES FOR WITHDRAWAL.
29.	17 OR 18 NOV	WHEN DIRECTED	TU 76.3.1 AND TU 76.3.3. SHIFT TO BROWN BEACH
30.	17 OR 18 NOV	WHEN DIRECTED	COMMENCE WITHDRAWAL OF LANDING FORCE.
31.	18 NOV	WHEN DIRECTED	TU 76.3.6 REVERT TO NORMAL OPCON.
32.	19 NOV	WHEN DIRECTED	TU 76.3.1 PROCEED DANANG, ON ARRIVAL DISEMBARK BLT 3/3. WHEN DIRECTED REVERT TO NORMAL OPCON.

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 CTG 76.3 Commander Amphibious Task Group
 and COMPHIBRON FIVE

B-I-1

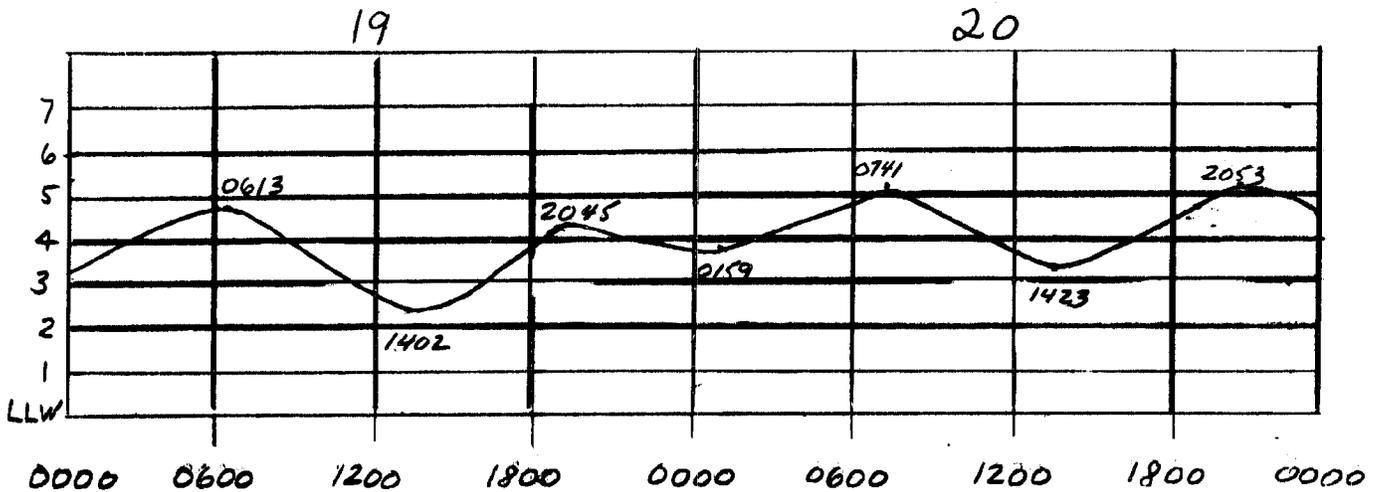
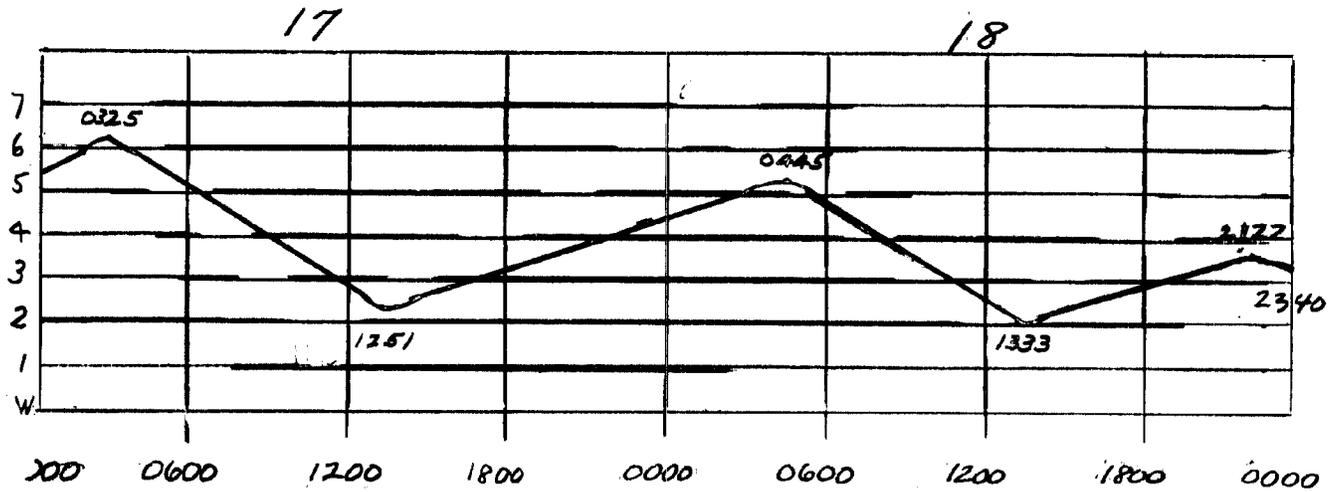
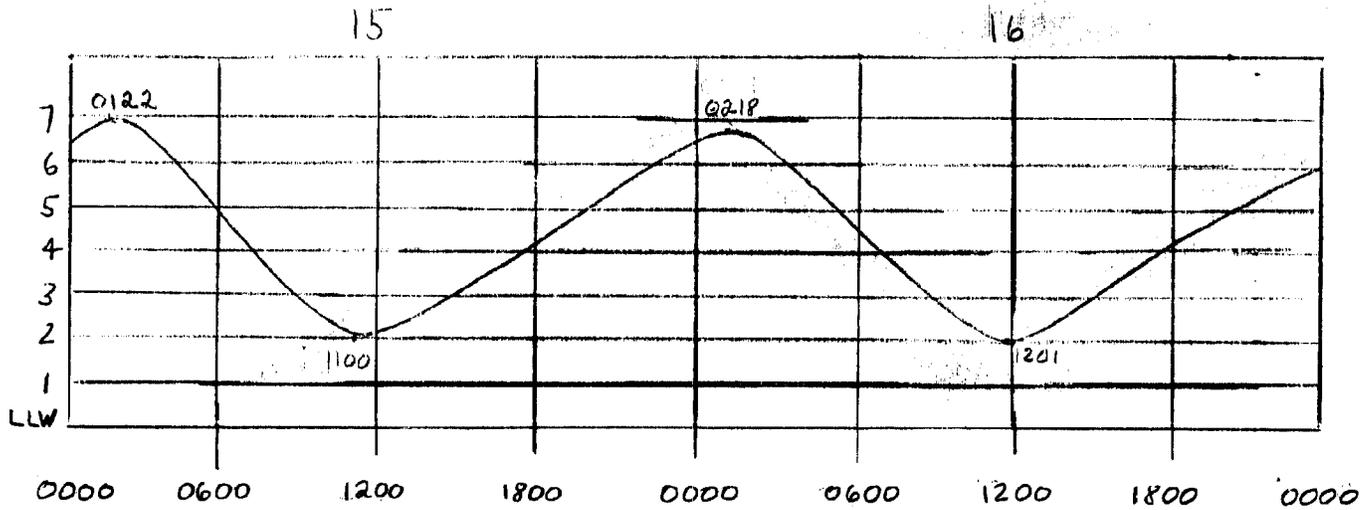
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TIDAL GRAPH

OPERATION ORDER
COMPHIBRON FIVE 302-66



C-II-3

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OPERATION ORDER
COMPHIBRON FIVE 302-66

U.S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

APPENDIX III TO ANNEX CORANGE BEACH LANDING (PHASE II)

1. Location. The landing beach is a portion of NIS Beach #8 located near HOI AN, RVN.

HO 15551-50-41* AMS L701/6658 Sheet II

a. ORANGE Beach

Center	15-45-21 N	BT 267435
250 yards either side	108-26-56E	
Axis 240T		

b. BROWN Beach	15-49-48 N	BT 231518
250 yards either side	108-24-51 E	
Axis 252T		

*Based on Indian Ocean Datum 1960

2. Depths and Gradient.

a. ORANGE Beach

Average gradient from LLW to two fathom curve 1:70
Average distance from LLW to one fathom curve 100 yards
Average distance from LLW to two fathom curve 400 yards

b. BROWN Beach

Average gradient from LLW to two fathom curve 1:50
Average distance from LLW to two fathom curve 200 yards

3. Offshore. There are no apparent hazards to navigation.

4. Nearshore. There are no apparent natural or artificial obstacles. The bottom is sand.

5. Tides and surf.

a. Tides for 15 Nov.

0122 7.0	0700 4.2	1300 2.4
0200 6.7	0800 3.7	1400 2.7
0300 6.2	0900 3.2	1500 3.0
0400 5.7	1000 2.7	1600 3.3
0500 5.2	1100 1.9	1700 3.7
0600 4.7	1200 2.1	1800 4.1

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OPERATION ORDER
COMPHIBRON FIVE 302-66

b. Tides for 16 Nov.

0218	6.8	0800	4.3	1400	2.5
0300	6.5	0900	3.8	1500	2.7
0400	6.0	1000	3.4	1600	3.0
0500	5.6	1100	2.9	1700	3.3
0600	5.2	1200	2.0	1800	3.6
0700	4.7	1300	2.3		

c. Surf. Surf four feet or greater can be expected 34% of the time.

6. Beach Trafficability. The beach consists of medium sand providing good trafficability for tracked vehicles when wet, fair to poor when dry.

7. Terrain behind the beach. The area behind the beach consists of brush covered dunes extending inland about 2400 yards. This area is backed by lowlands interspersed with many small villages and streams. The objective area is backed by a tidal lagoon about 3000 yards inland.

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OPERATION ORDER
COMPHIBRON FIVE 302-66

D+1

TU 76.3.1 Operate vicinity ORANGE Beach as directed by CTG 76.3

TU 76.3.3 Operate in assigned FS/Screen areas as directed by CTG 76.3

TU 76.3.6 Operate in vicinity point PEARL.

D+2

TU 76.3.1 When directed proceed to assigned anchorages BROWN Beach. Re-embark BLT 3/3. On completion proceed DANANG.

TU 76.3.3 When directed proceed to assigned FS/Screen stations at BROWN Beach. When directed revert normal OPCON.

TU 76.3.6 Operate vicinity point PEARL. On completion of re-embarkation, revert normal OPCON.

D+3

TU 76.3.1 Arrive DANANG. Disembark BLT 3/3. Revert normal OPCON.

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CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

OPERATION ORDER
COMPHIBRON FIVE 302-66

Map and Chart References:

AMS L701 Sheet 6757 No III and IV.
Sheet 6658 No I and II.

ANNEX F

BEACH RECONNAISSANCE

1. General Situation.

In accordance with the basic operation order.

2. Mission.

a. CTE 76.3.0.2 conduct pre D-Day and D-Day beach reconnaissance of ORANGE Beach and D-Day reconnaissance of BROWN Beach.

b. Obtain information regarding beach gradient, obstacles, trafficability, surf conditions, junk traffic, and enemy positions.

3. Execution.

a. Conduct clandestine reconnaissance of ORANGE Beach on D-2 as directed by CTG 76.3.

b. Conduct reconnaissance of BROWN Beach on D-Day when directed by CTG 76.3.

c. Pre H Hour SUROBS will be obtained by UDT and reported to CTG 76.3 at 2200 on D-1 and H-4 and H-2 on D-Day.

4. Administration and Logistics .

a. Submit SUROBS in accordance with COMPHIBPACINST 03840.3 (Surf Manual)

5. Command and Signal

a. Communications in accordance with Annex N.

W. J. MADDOCKS
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AUTHENTICATED:


R. L. GLASS
ENS, USN
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 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 Msg Ref: MAC 430

OPERATION ORDER
COMPHIBRON FIVE 302-66

ANNEX GNaval Gunfire Support

Map and Chart References: H.O. 6209
 H.O. 15551-50-30
 H.O. 15551-50-41
 H.O. 15551-50-42
 AMS Map Series L701, Sheet 6757 III and IV.
 AMS Map Series L701, Sheet 6658 I and II
 AMS Map Series L590, Sheet ND 49-1

Zone Time: (-8) HOTEL

Task Organization

TU 76.3	Amphibious Task Force	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
	Landing Force	<u>COL T. H. FISHER, USMC</u> (Commander Landing Force)
TU 76.3.3	Naval Gunfire and Screen Unit	<u>CDR W. F. CASPER, USN</u> (CO, GEORGE K. MACKENZIE)
		GEORGE K. MACKENZIE (DD 836) RUPERTUS (DD 851) DIACHENKO (APD 123)

1. General Situation. As in the basic operation order. This annex provides for the coordination and employment of naval gunfire in support of:

- a. An amphibious assault over ORANGE Beach at H-Hour on D-Day.
- b. Subsequent operations ashore.
- c. Withdrawal of the Landing Force over BROWN Beach.

2. Mission

TU 76.3.3 will support with on-call naval gunfire the Landing Force amphibious assault over ORANGE Beach, its subsequent operations ashore, and its withdrawal over BROWN Beach.

3. Execution

- a. Naval Gunfire and Screen Unit

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OPERATION ORDER
COMPHIBRON FIVE 302-66

(1) GEORGE K. MACKENZIE

- (a) In direct support of BLT 3/3
- (b) Commencing H-2, take station in Fire Support Area ORANGE ONE. Be prepared to shift stations as directed by CTG 76.3.
- (c) Guard Primary Shore Fire Control Net N24 (See Appendix II)

(2) RUPERTUS

- (a) In general support of Landing Force
- (b) Commencing H-2, take station in FSA ORANGE TWO. Be prepared to shift stations as directed by CTG 76.3.
- (c) Guard Primary SFC Net N24 (See Appendix II).

(3) DIACHENKO

- (a) In general support of the Landing Force
- (b) Commencing H-2, or upon completion of pre H-Hour reconnaissance assignment, take station in FSA BROWN ONE. Be prepared to shift stations or carry out reconnaissance assignment when directed.

b. Coordinating Instructions

(1) All NGF support will be observed call missions, in order to insure positive identification of targets as hostile before they are taken under fire. Indiscriminate destruction of villages or hamlets is strictly forbidden.

(2) All NGF will be called using the Universal Transverse Mercator (UTM) grid reference system for target location.

(3) Unless otherwise requested by the spotter, standard salvos for DD's are 8 rounds: 2 guns, 4 salvos.

(4) Ships be prepared to fire illumination at night.

(5) Fire support ships will not fire on sampans and junks unless confirmed VC are embarked or as directed by CTG 76.3, who is charged with the responsibility for overall protection of amphibious shipping and prevention of VC infiltration and exfiltration. Junks of Coastal Groups 14 and 15 will be operating in the area to assist in preventing VC infiltration and exfiltration. These friendly junks are armed and may be identified by a horizontal large yellow square with red diagonals painted on the cabin roof.

(6) Restrictive fire plans in accordance with NWIP 22-7(A).

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COMPBIBRON FIVE 302-66

(7) NGF support ships will obtain front line positions from their spotter and will maneuver as requested/required to present a gun-target line favorable to the safety of friendly forces from the range dispersion of the guns. Departure from fire support areas is authorized as necessary for mission and safety. Keep CTG 76.3 advised on ship's position.

(8) Insure that the spotter concurs with any offset spot introduced to first round salvos when a DANGER ELEMENT exists. The possibility exists of off-setting the first round spot onto other friendly troops.

(9) Ship assignments and Fire Support Area assignments for D+1 and subsequent days of the operation will be as directed by CTG 76.3.

4. Reports

a. Ships submit Ammunition Summaries (code word "PEPPER") to Shore Fire Control Party over the assigned spot net upon establishing communications and when requested. Ammunition is to be reported by type, caliber, and amount.

5. Logistics

CTU 76.3.3 advise CTG 76.3 of requirements for fueling and rearming of ships in TU 76.3.3.

6. Command and Signal

a. Naval Gunfire Support communications in accordance with Appendix I as amplified by Annex N.

b. Commander Amphibious Task Force is CTG 76.3 in PAUL REVERE.

c. Commander Landing Force will be initially in PAUL REVERE and at a later location ashore (to be announced).

d. CTG 76.3 will establish a SACC afloat in PAUL REVERE to coordinate control of naval gunfire operations in the Amphibious Objective Area. Control of naval gunfire will be passed ashore when the Landing Force Commander ashore reports to CTG 76.3 that he is ready to assume this responsibility. CTG 76.3, taking into consideration the tactical situation, will transfer ashore the responsibility for the coordination of fires of supporting arms and will notify commands concerned. Control will be returned afloat for the withdrawal operations.

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Appendix I - Naval Gunfire Communications
Appendix II - Naval Gunfire Support Areas

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APPENDIX I to ANNEX G

Naval Gunfire Communications

Circuit Number		N24	N25	H6	H7
Circuit Use		Primary SFC Spot	Secondary SFC Spot	Primary Air Spot	Secondary Air Spot
Emission		3A3J	3A3J	6A3	6A3
Frequency		3224 kcs	3696 kcs	283.4 mcs	273.8 mcs
Unit	Voice Call Sign				
CTG 76.3	UNIQUE	C	C (1)	C (1)	C (1)
CLF	SPRINGCLEAN	X (2)	0	0	0
G. K. MACKENZIE	TEMPEST	X	0	0	0
RUPERTUS	SEARCH PARTY	X	0	0	0
DIACHENKO	ELBOW HOTEL	0	0	0	0
3/3 NGFLO	WAREHOUSE 26 OSCAR	X	0	0	0
3/3 SPOTTER	WAREHOUSE 26 CHARLIE	X	0	0	0

Legend

- C - Net Control
- X - Guard
- 0 - Be prepared to guard

- Notes (1) Control when directed
 (2) Assume Net Control when NGF control passes ashore

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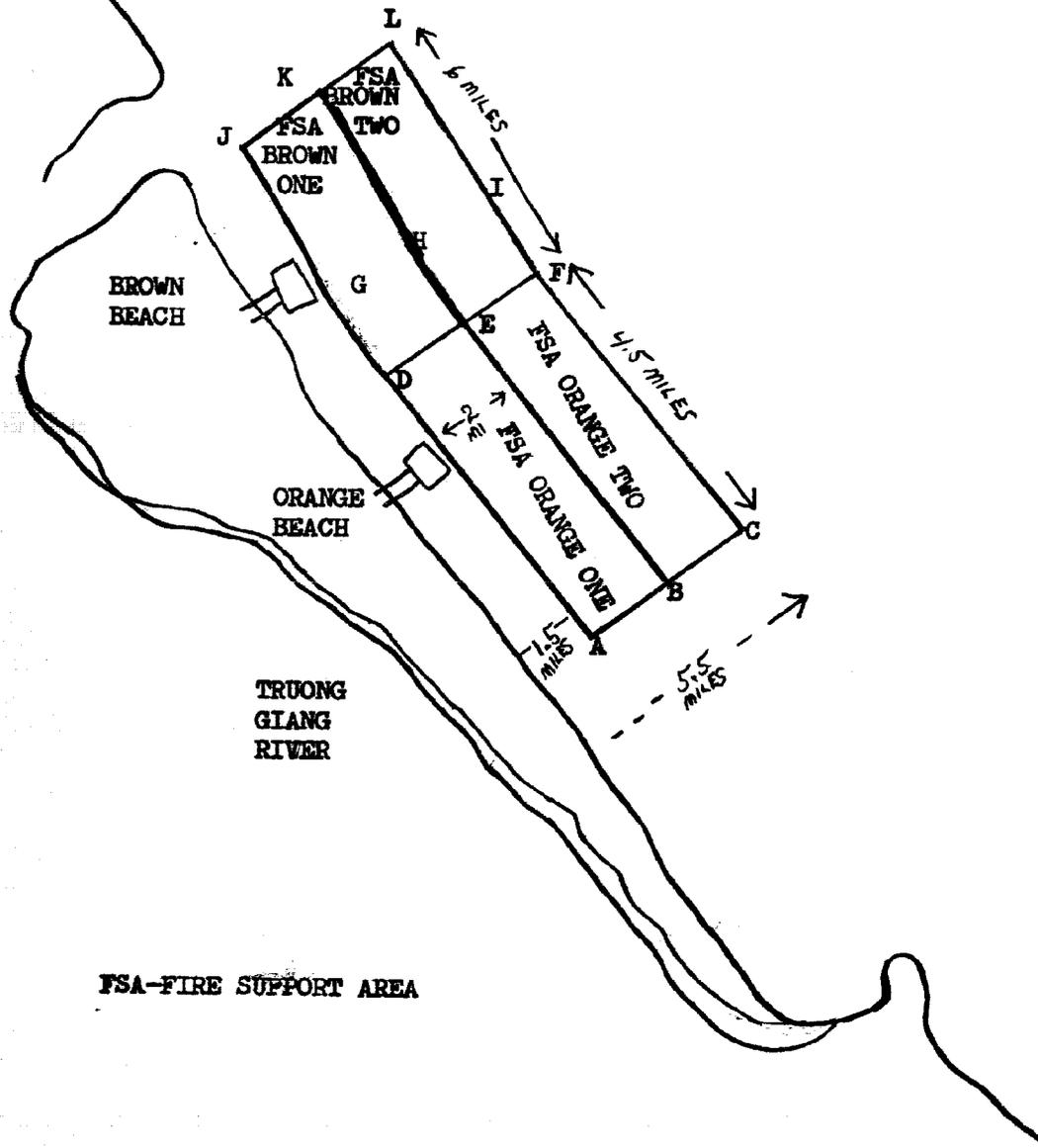
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APPENDIX II

NAVAL GUNFIRE FIRE SUPPORT AREAS

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Reference Points

A.	15-42-15N	108-30-28E
B.	15-43-07N	108-32-00E
C.	15-44-02N	108-33-35E
D.	15-47-52N	108-27-10E
E.	15-48-45N	108-28-40E
F.	15-49-35N	108-30-07E
G.	15-48-49N	108-26-33E
H.	15-50-31N	108-27-35E
I.	15-51-25N	108-28-48E
J.	15-53-08N	108-25-16E
K.	15-53-35N	108-26-32E
L.	15-54-05N	108-28-02E

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FSA-FIRE SUPPORT AREA

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Appendix V(A) to Annex H

Approach and Retirement

1. General Instructions:

- a. All inbound aircraft will report to their controlling agency on the net assigned when over the specified control point.
- b. Aircraft assigned an "as directed" entry point and altitude will contact their controlling agency as soon as possible after take-off and proceed in accordance with instructions.
- c. Communications in accordance with Appendix III.
- d. Aircraft reporting inbound will give the following information:
 - (1) Voice call of flight leader.
 - (2) Number and type aircraft.
 - (3) Position and altitude.
 - (4) Estimated time of departure.
 - (5) Ordnance load.

2. Control Points and Helicopter Approach Lanes:

a. PHASE II

- (1) Orbit Point MARY - 150 degrees/12NM DANANG TACAN - CHAN 37- I. D. NDB.
- (2) Helicopter Wave Breakup and Rendezvous Point - SAN DIEGO 050 degrees/5NM from center of ORANGE BEACH coords BT 264438.
- (3) Helicopter Approach Route - CALIFORNIA - LONG BEACH to SAN DIEGO.
- (4) Helicopter Initial Point - LONG BEACH - center of ORANGE BEACH coords BT 264438.
- (5) SAR reference point - center of ORANGE BEACH.
- (6) Helicopter Landing Zones will be designated as required.

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(7) The Amphibious Objective Area is defined as the land area encompassed by a circle of (10) nautical mile radius centered at 15-45-21N 108-26-56E, excluding the DANANG TAOR. Over water the ADA is within the following points:

15-39.0 N	15-41.5 N	15-48.0 N	16-07.0 N	15-54.2 N
108-31.8 E	108-48.3 E	108-57.5 E	108-41.9 E	108-21.0 E

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TAB A to Appendix I to ANNEX H (PHASE II)

EVENT	MISSION	PROVIDED BY	NUMBER & TYPE ACFT	TIME OF STATION	REPORT TO ON NET	ENTRY POINT AND ALTITUDE	REMARKS
1	TAO	FMAW	2 UHLE	H-30 TO COMPLETION	ICEPACK GOLD	PT MARY 2M	RELIEVE ON STATION
2	CAS	FMAW	4 VA	H-15	ICEPACK GOLD	PT MARY 20M*	RELIEVE ON STATION ORDNANCE ROCKETS AND 20MM
3	CAS	FMAW	2 VA	COND IV TO COMPLETION	ICEPACK GOLD	PT MARY 22M*	
4	SAR/MED EVAC/RE-SUPPLY	FMAW	2 UH34D	COND III TO COMPLETION	ICEPACK GOLD	AS DIRECTED	
5	COMMAND	FMAW	2 UHLE	COND V	ICEPACK GOLD	AS DIRECTED	
6	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
7	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
8	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
9	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
10	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
11	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
12	TROOP LIFT	CTG 76.5	3 UH34D	COND V	FAIRMONT MAROON	SAN DIEGO 1.5M	
13	HELO ESCORT/LZ PREP	FMAW	4 VA	L-15	ICEPACK GOLD	PT MARY 15M*	
14	VCC/VCS EVAC	FMAW	6 UH34D	COND V	ICEPACK GOLD	AS DIRECTED	

* OR BELOW OVERCAST

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Operation Order
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U. S. SEVENTH Fleet
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 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
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ANNEX IShip-to-Shore Movement

1. Situation. This Annex provides for a waterborn amphibious assault over ORANGE Beach on D-Day and a withdrawal over BROWN Beach when landing force operations ashore are terminated.

2. Mission. As in the basic plan.

a. Landing Group.

(1) On the order "Land the Landing Force" provide serials of troops and equipment in accordance with Appendix X, Serial Assignment Table.

(2) Land over designated beach in accordance with Appendix V, Landing and Approach Plan.

(3) Assume operational control of the Beach Party and provide beachmaster services, if required, for control of traffic in the vicinity of the beaches and salvage operations inshore of the surfline in accordance with Appendix IX, Service and Salvage Plan.

(4) Withdraw over BROWN Beach when directed.

b. Transport Unit (TU 76.3.1)

(1) Conduct movements to initial assault stations in the transport area as assigned in Appendix I, Transport Area Diagram.

(2) On the Order "Land the Landing Force":

(a) Provide landing craft and conduct personnel transfers on D-Day in accordance with Appendix IV, Landing Craft Employment Plan.

(b) Load and dispatch landing craft and amphibious vehicles as necessary to meet schedules set forth in Appendix V, Landing and Approach Plan.

(3) After assault waves are dispatched, conduct remainder of landing in accordance with Appendix VII, Unloading Plan.

(4) When directed by CTG 76.3, conduct a withdrawal over BROWN Beach.

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COMPHEBRON FIVE 302-66c. Control Unit (TU 76.3.2)

(1) Control the ship-to-shore movement in accordance with NWIP 22-6(A) and Appendix II, Waterborne Control Plan.

(2) Control the withdrawal in accordance with Appendix VIII, Withdrawal Plan.

x. Coordinating Instructions

(1) CTG 76.3 will conduct time check at H-4 hours.

(2) H-Hour will be confirmed.

(3) Land the Landing Force will be signalled about H-2 hours.

(4) Report inability to meet H-Hour to CTG 76.3 including reason and recommendation.

(5) Report immediately all inoperative landing craft to CTG 76.3, including ETC.

(6) All LCM will be rigged for emergency ramp raising and LCM assist beaching.

(7) Insure that all landing craft proceeding to and from beach report to PCS.

4. Administration and Logistics.

a. Reports in accordance with this Annex and Annex K, Administration.

b. Lifejacket recovery in accordance with Annex L, Logistics.

c. Medical services and casualty evacuation in accordance with Annex M, Medical.

d. Parent ships provide rations and relief boat crews for landing craft remaining on station for long periods of time.

e. Landing Force provide serial paddles for each landing craft carrying a serial. Serial source ship insure proper display of paddles.

5. Command and Signal.

a. Communications in accordance with Annex N, Communications.

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~~COMPHIBRON FIVE 507-55~~

Appendixes

- I - Transport Area Diagram
 - A. Anchorage Assignments
 - B. Beach Coordinates
- II - Waterborne Control Plan
- III - Landing Craft Availability Table
- IV - Landing Craft Employment Plan
- V - Landing and Approach Plan
- VI - Assault Wave Diagram
- VII - Unloading Plan
- VIII - Withdrawal Plan
- IX - Service and Salvage Plan
- X - Serial Assignment Table

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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TAB A TO APPENDIX I TO ANNEX IANCHORAGE ASSIGNMENTS

<u>Anchorage</u>	<u>Ship</u>	<u>ORANGE Beach</u>		<u>BROWN Beach</u>	
		<u>Bearing*</u>	<u>Range*</u>	<u>Bearing*</u>	<u>Range*</u>
A1	WESTCHESTER CTY	338	500	342	500
A2	FORT MARION	(See TAB B)			
A3	Unassigned	158	500	162	500
A4	Unassigned	216	600	220	600
A5	Unassigned	158	1500	162	1500
A6	Unassigned	197	1300	201	1300
A7	PAUL REVERE	239	1450	243	1450
A8	SEMINOLE	274	1600	278	1600
A9	Unassigned	309	1700	313	1700
A10	Unassigned	338	1500	342	1500
A11	Unassigned	206	2350	210	2350
A12	Unassigned	230	2400	234	2400
A13	Unassigned	253	2500	257	2500
A14	Unassigned	276	2600	280	2600
A15	Unassigned	297	2700	301	2700

*Range and bearing to PCS.

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TAB B TO APPENDIX I TO ANNEX I

BEACH COORDINATE

ORANGE BEACH (ASSAULT)

1. ORANGE Beach center: 15-45-21 N 108-26-56 E *
2. PCS Anchorage: 15-45-58 N 108-27-45 E*
3. Boat lane 2000 yards long.
4. Boat lane axis to beach: 248°T.

BROWN BEACH (WITHDRAWAL)

1. BROWN Beach Center: 15-49-48 N 108-24-51 E*
2. PCS Anchorage: 15-50-15 N 108-25-48 E*
3. Boat land 2000 yards long.
4. Boat lane axis to beach: 252°T.

* Based on Indian Ocean Datum 1960.

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APPENDIX III TO ANNEX I

Land Craft Availability Tables

SHIP	LCVP	LCM (3)	LCM (6)	LCPL	LCU	LCM-8
PAUL REVERE	11	-	5	2	-	-
SEMINOLE	6	2	6	2	-	-
FORT MARION	1	-	-	1	-	-
WESTCHESTER CTY	3	-	-	-	-	-
ACDIV DET	-	-	-	-	1	1
TOTAL	21	2	11	5	1	1
SPARES	2	-	1	-	-	-
TOTAL AVAILABLE	19	2	10	5	1	1

LANDING CRAFT FOR NAVAL USE

HEAVY SALVAGE	-	1	1	-	-	-
BGC	-	-	-	1	-	-
ABGC	-	-	-	1	-	-
PCS CONTROL	-	-	-	1	-	-
WAVE GUIDES	4	-	-	2	-	-
TOTAL FOR NAVAL USE	4	1	1	5	-	-
TOTAL AVAIL FOR LANDING FORCE USE	15	1	9	5	1	1

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APPENDIX IV TO ANNEX ILANDING CRAFT EMPLOYMENT PLANSECTION A: LANDING CRAFT FOR NAVAL USE

Line	No of Craft		From	To	Time of Arrival	Period Attached	Remarks
	A	B					
1	1	LCPL	APA 248	PCS	H-90	ENTIRE	BGC ORANGE Beach Lead Wave 2
2	1	LCPL	AKA 104	PCS	H-90	ENTIRE	ABGC ORANGE Beach Follow Wave 3
3	1	LCM-6	APA 248	PCS	H-60	ENTIRE	Heavy Salvage Follow Wave 2
4	1	LCM-3	LSD 22	PCS	H-60	ENTIRE	Heavy Salvage Follow Wave 2
5	1	LCPL	APA 248	PCS	H-60	ENTIRE	PCS Control Boat
6	2	LCVP	LST 1167	LST 1167	LTLF	UNTIL RELEASED	Wave Guide and Ass't Wave Guide For Wave 1
7	1 1	LCVP LCPL	LSD 22	LSD 22	H-60	UNTIL RELEASED	Wave Guide and Ass't Wave Guide for on Call Ser 400
8	1	LCVP	APA 248	LST 1167	H-30	UNTIL RELEASED	Wave Guide for on Call Ser 402
9	1	LCPL	AKA 104	PCS	H-30	UNTIL RELEASED	Spare Wave Guide or as Required
10	1	LCM-6	AKA 104	APA 248	H-30	1 TRIP	Pick up Life Jacket Recovery Party at APA 248 and Proceed to Beach when Directed by CATF
<u>SECTION B: SCHEDULED AND ON CALL WAVES AND FREE BOATS</u>							
11	2	LCM-6	APA 248	APA 248	LTLF	1 TRIP	Wave 2, Wave CDR Embarked
12	1	LCM-6	LSD 22	LSD 22	LTLF	1 TRIP	On Call Serial 202. (DUKW Embarked)

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Line	No of		From	To	Time of Arrival	Period Attached	Remarks
	Craft	Type					
	A	B	C	D	E	F	G
1	2	LCM-8	LSD 22	LSD 22	LTLF	1 TRIP	On Call Ser 202.
2	3	LCM-6	AKA 104	APA 248	LTLF	1 TRIP	Wave 3, Wave CDR Embarked
3	1	LCU	AC DIV	PCS	H-120	ENTIRE	RDVU With PCS at ORANGE Beach for on Call Serials as Required
4	1	LCM-3	AKA 104	APA 248	H-90	1 TRIP	Free Boat 001
5	1	LCM-6	APA 248	APA 248	H-90	1 TRIP	Free Boat 001

SECTION C: PERSONNEL TRANSFERS

6	1	LCVP	APA 248	APA 248	LTLF	1 TRIP	Pre H-Hour Transfer of TACLOG From APA 248 to LSD 22.
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APPENDIX V TO ANNEX I

LANDING AND APPROACH PLAN ORANGE BEACH

SECTION A: SCHEDULED WAVES

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	1	100, 101 Co K(-) Rein Co I(-) Rein	248	Normal Combat	10 LVTP-5	LST 1167	H-20	- -	- -	H-13	H-Hr	
2	2	200, 201 Co K(-) Rein Co I(-) Rein Co C Det	158	Normal Combat	2 LCM-6	APA 248	H-20	H-16	H-7	H-4	H+5	
3	3	300, 301 Co A(-) Rein 1/7 81 Mort Plt	266	Normal Combat 6-81 Mort	3 LCM-6	APA 248	H-15	H-11	H-2	H+1	H+10	

SECTION B: ON CALL WAVES AND FREE BOATS

4	OC	202 BMU Det,	30	TD-24 TD-18 DUKW Radio Jeep	2 LCM-8 1 LCM-6	LSD22	- -	- -	- -	- -	On Call	Preload
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SECTION B: ON CALL WAVES AND FREE BOATS (CONT'D)

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	OC	400 Btry C(-) 1/12	35	3-105 How	6 LVTP-5	LSD 22	- -	- -	- -	- -	On Call	Remain embarked until called (preloaded)
2	OC	401 3rd A/T Plt, Co B	18	5 ONTOS	5 LCM-6	LSD22	- -	- -	- -	- -	On Call	
3	OC	402 Operators & Radiomen only	10	Normal Combat	2 LVTC	LST 1167	- -	- -	- -	- -	On Call	Remain embarked until Called
4	FB	FLT 3/3 Cmd Grp	145	Cmd Grp BLT 3/3	1 LCM-3 1 LCM-6	APA 248	- -	- -	- -	- -	Free Boat OOI	

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APPENDIX VI TO ANNEX I

ASSAULT WAVE DIAGRAM

EXPLANATORY NOTES

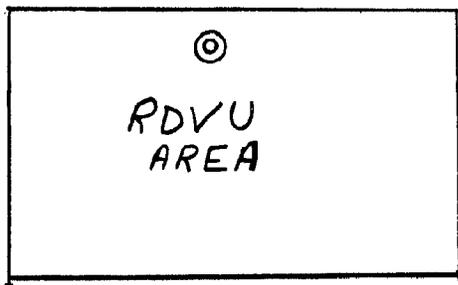
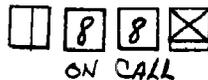
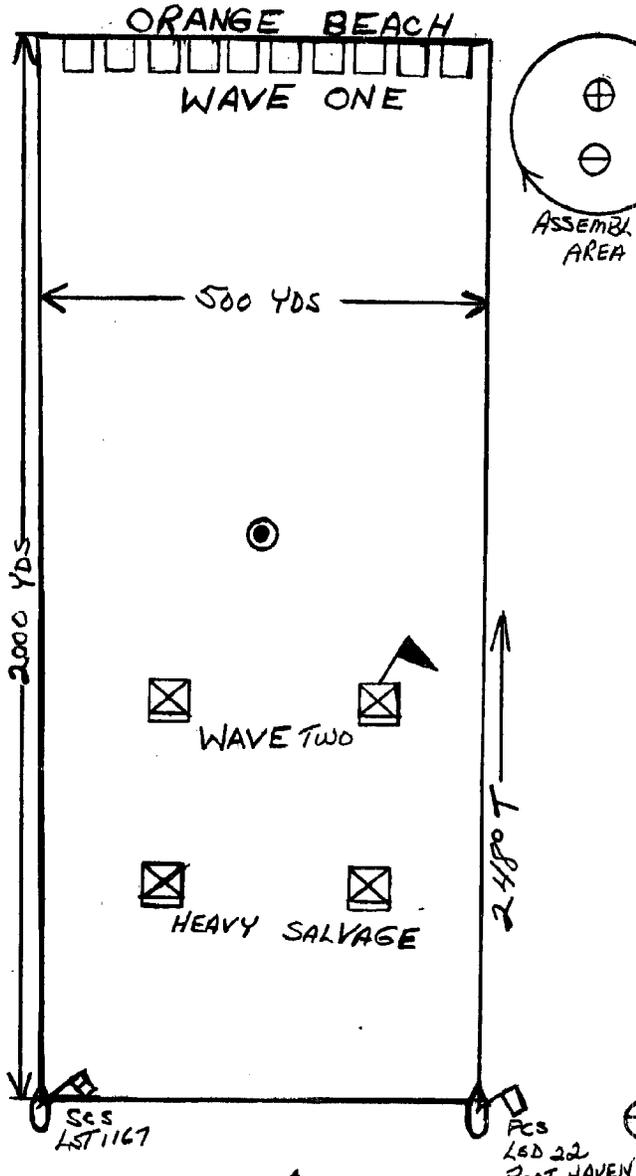
1. Position of waves are shown as of H-Hour and are based on the following speeds:

Craft	1st 1000 yds	Last 1000 yds
LVTP-5	4.5 kts	4.5 kts
LCM	6 kts	8 kts

2. Legends:

- ⊙ BGC
- ⊙ ABGC
- ⊠ LCM-6
- ▭ LCU
- ⊠ LCM-8
- ▲ WAVE CDR
- LVTP
- ⊕ WAVE GUIDE
- ⊖ ASST WAVE GUIDE

3. Wave 1 will, upon crossing the LOD, proceed to beach in below formation to allow use of LVTP automatic weapons.



Authenticated:

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 and COMPHIBRON FIVE

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Operation Order
 COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 Msg Ref: MAC 430

APPENDIX VIII TO ANNEX IWITHDRAWAL PLAN

1. Situation. This Appendix provides for a withdrawal of the landing force from the objective area.

2. Execution.a. Landing Group.

- (1) Report desired time of withdrawal to CTG 76.3.
- (2) Direct units to be withdrawn to stage on assigned beach.
- (3) Direct LVT to remain on beach until wave guides are available to escort to ship. Group LVT according to ship to be embarked in.

b. Transport Unit. (TU 76.3.1)

- (1) Provide landing craft for withdrawal as requested by PCS.
- (2) Reembark landing force elements withdrawn from beach.

c. Naval Beach Party Element. (TE 76.3.1.4)

- (1) Shift to BROWN Beach, when directed, to conduct withdrawal.
- (2) Control beach operations during withdrawal.
- (3) Notify PCS of serials ready for withdrawal and landing craft requirements.
- (4) Report when all required elements withdrawn and ready to secure beach.

d. Control Unit. (TU 76.3.2)

- (1) Direct shipping to shift to BROWN Beach anchorages when required.
- (2) Direct commencement and conduct of withdrawal.

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(1) Control landing craft involved in withdrawal using control procedures contained in Appendix II, Control Plan.

(2) When withdrawal directed, furnish wave guides at designated beach.

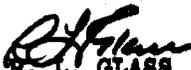
(3) Direct landing craft, as required, to beach for withdrawal of vehicles other than LVT.

x. Coordinating Instructions.

(1) Vehicles to be withdrawn will retain same serial designation, as for landing.

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Operation Order
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APPENDIX IX TO ANNEX I

SERVICE AND SALVAGE PLAN

1. Situation. This Appendix provides for services and salvage operations.
2. Execution.
 - a. Naval Beach Party Element (TE 76.3.1.4)
 - (1) TE 76.3.1.4 will be embarked with shore party in on-call LCM 6 and LCM 8 and will be landed in an on call wave. When called:
 - (a) Direct and control all naval elements ashore within the beach zone of responsibility.
 - (b) Direct and control waterborne and land traffic and salvage operations from the surf line to the berm line.
 - (c) Return life jackets in accordance with Annex L, Logistics.
 - (d) Assist in conduct of withdrawal in accordance with Appendix VIII, Withdrawal Plan.
 - (2) If directed embark comm and communications party in LCM/LCVP for landing.
 - b. Landing Craft Control Element (TE 76.3.2.1)
 - (1) Control Salvage operations seaward of the surf line.
 - (2) If beach masters not landed control all salvage operations, exercising direct control through the salvage officer.
 - x. Coordinating Instructions.
 - (1) Boats requiring towing from beach will be towed well clear of surf zone.
 - (a) Insure that towed boat is seaworthy before towing and is operating properly before casting off.
 - (b) Disabled boats, if seaworthy will be towed to FORT MARION (boat haven) for repair.
 - (2) PCS, Beachmaster or BGC may order any boat to tow a disabled boat.

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(3) LCM Assist Beaching may be initiated by the BGC or the PCS if required. The BGC will supervise all LCM assist beaching conducted. Heavy Salvage or other LCM may be used as assisting craft.

3. Reports.

a. Naval Beach Party Element (TE 76.3.1.4) submit Beach Situation Report to CTG 76.3 and PCS as soon as possible after landing and every two hours thereafter. Use follow format:

FORMAT

Beach Sitrep

ALFA - Beach obstacles and adjustment of landing points

BRAVO - Boats in difficulty and salvage operations

CHARLIE - Beach conditions.

DELTA - Boat capacity for offloading

ECHO - Number of loaded boats offshore

FOXTROT - Factors which might delay unloading

EXAMPLE

ALFA - Rocks on right flank

BRAVO - AKA 104 LCM NR 8
Breached. Salvage
Boat in process
towing clear.CHARLIE - Poor trafficability
requires towing
all wheeled vehicles
across beach.

DELTA - 6 LCM 6.

ECHO - 5

FOXTROT - Development of
beach exits not
completed.

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U. S. SEVENTH Fleet
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 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730 NOV 1965
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OPERATION ORDER
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APPENDIX X to ANNEX ISERIAL ASSIGNMENT TABLE - ORANGE BEACH

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO. TYPE	SHIPS	REMARKS
100	Co I (-) Rein Co I Eng sec, 3d Plt, Co B 3d Eng Bn Arty FO Tm 1/12	115 103 10 2	Normal Combat	5-LVTP5	LST 1167	1st Wave
101	Co K (-) Rein Co K FAC Tm Eng sec, 3d Plt, Co D 3d Eng Bn	133 118 5 10	Normal Combat	5-LVTP5	LST 1167	1st Wave
200	Co I (-) Rein Co I Arty FO Tm 1/12 81mm Mtr FO Tm H&S	74 70 4 4	Normal Combat	1-LCM6	APA 248	2nd Wave
201	Co K (-) Rein Co K 81mm Mortar FO Tm H&S Co Arty FO Tm 1/12 3d Plt Co B 3d Recon Bn	84 57 2 4 21	Normal Combat	1-LCM6	APA 248	2nd Wave
202	Det Beach Masters Det Co C, 1st Shore Party Bn.	12 18	TD-24 DUKW TD-18 RDO Jeep	2-LCM8 1-LCM6	ISD 22	On Call
300	Co A 1st Bn, 7thMar Co A Arty FO Tm 3/11 81mm FO Tm H&S 1/7 S-2 Scouts/Interpreter H&S Co 1/7 FAC Tm 3/7 Eng sec, 3d Plt, Co B, 3d Eng Bn	196 173 4 2 3 4 11	Normal Combat	2-LCM6	APA 248	3d Wave

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SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO. TYPE	SHIPS	REMARKS
301	81mm Mortar Plt 3/3 81mm Mortar Plt	70 70	Normal Combat	1-LCM6	APA 248	3d Wave
400	Btry C (-), 1st Bn, 12 Mar Btry C (-), 1st Bn, 12 Mar	35 35	3-105 HOW	6-LVTP5	LSD 22	on call
401	3d Plt, Co. B, 3d At Bn 3d Plt	18 18	5-N 50's	5-LCM6	LSD 22	on call
402	CMD GD Tractor CMD GD Tractor	10 10	2-LVTC	2-LVTC5	Lst 1167	on call
Free Boat	BLT 3/3 CMD GI	145	Normal Combat	2-LCM6	APA 248	free boat

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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
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ANNEX U (Phase II)EMBARKATION

Ref: (a) FMFM 4-2 Embarkation
 (b) COMPHIBPACINST 8023.3A of 21 Sep 64
 (c) USCG PUB 108 of 1 Aug 62
 (d) NAVWEPS OP 1631 3rd Revision 1 May 1965

1. General.

This Annex provides instruction for the embarkation of Battalion Landing Team 3/3 United States Marine Corps aboard ships of the Amphibious Task Group.

2. Mission.

Combat load troops and equipment of BLT 3/3 during the period 13-14 November 1965 at Chu Lai in order to conduct an Amphibious Operation in the vicinity of Hoi An on D+6. Simultaneously, administratively load that portion of troops, supplies and equipment of BLT 3/3 not required for the Amphibious Operation for transportation to Da Nang, South Vietnam.

3. Execution.a. Commander Amphibious Task Group (CTG 76.3)

(1) Exercise overall control of ship movement, berthing and anchorage assignments of ships during the embarkation period.

(2) Combat load BLT 3/3 at Chu Lai as set forth in Appendix I and in accordance with individual ships approved loading plans.

(3) Simultaneously, administratively load that portion of troops, supplies and equipment of BLT 3/3 not required for the Amphibious Operation, as set forth in Appendix I and in accordance with the individual ships approved loading plans.

b. Commander Landing Force.

(1) Arrange for berthing spaces, staging areas, port and beach loading facilities and loading aids at Chu Lai.

(2) Provide necessary security for supplies and equipment.

(3) Establish an embarkation control system with necessary communications to expedite loading.

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- (4) Stage equipment, supplies prior to designated loading dates by ship and hold. Ensure vehicles are marked as to priority and serial numbers, etc. in accordance with reference (a).
- (5) Provide wheel chocks, dunnage and any special slings required for loading.
- (6) Provide advance parties and ships platoons as required by individual ships.
- (7) Submit detailed loading plans to ships Commanding Officers for approval prior to commencement of loading.
- (8) Distribute approved loading plans as follows:
- (a) Commander Amphibious Task Group (CTG 76.3) one copy for each amphibious ship in Task Group.
 - (b) Individual Amphibious Ships - three copies.
- (9) Embark in assigned shipping in accordance with Appendix I.

x. Coordinating Instructions.

- (1) Planning and conduct of loading operations and preparing of ships loading plans in accordance with reference (a).
- (2) Ammunition stowage in accordance with reference (b) and (c).
- (3) Individual ships will make embarkation reports, numbered consecutively, to Commander Amphibious Task Group (CTG 76.3) at commencement of embarkation and 0600 and 1800 daily until completion. The following format will be used:
- A. Name of ship and location.
 - B. Time (local) commenced embarkation.
 - C. Percent of personnel embarked.
 - D. Percent of vehicles embarked.
 - E. Percent of general cargo embarked.
 - F. Estimated/Actual time (local) of completion of embarkation.

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- G. Remarks (delays, difficulties or assistance required).
- (a) Initial reports. Use items A, B, and F.
 - (b) Subsequent reports. Use items A and C through G.
 - (c) Final report. Use items A and F.
 - (d) Delays, difficulties or assistance required. As occurring.

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Appendix I to Annex U (Phase II)

Berthing and Loading Schedule

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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
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APPENDIX I TO ANNEX U (Phase II)

BERTHING AND LOADING SCHEDULE

<u>SHIP</u>	<u>LOADING POINT</u>	<u>DATE/LINE</u>	<u>REMARKS</u>
PAUL REVERE (APA 248)	Anchorage (Chu Lai)	13-14 NOV	Co A; Co I (-); Co K (-); H&S Co (-); Det, MP Co; Recon Plt; SFCP; Veh (8) Class I, II, V.
SEMINOLE (AKA 104)	Anchorage (Chu Lai)	14 NOV	H&S Co (-); 1200 seabags
FORT MARION (LSD 22)	Anchorage (Chu Lai)	14 NOV	Ele, BLT 3/3; C/1/12; Det 3d Tank Bn; Det 3d AT Bn; Det BMU-1; Det, SP; Veh (6 LVT; 5 Tanks; 5 ONTOS; 21 Misc); Boats (2 LCM-8; 1 LCM-6; 1 LCM-3);
WESTCHESTER CTY (LST 1167)	Anchorage (Chu Lai)	13-14 NOV	Co K (-); Co I (-); Det, 1st AmTrac Bn, Veh (11 LVT) POL 230 drums Bulk Cargo
LCU (1622)	LST Ramp	14 NOV	K 2N Crane
TERRELL CTY (LST 1157)	LST Ramp (Chu Lai)	15-17 NOV	101 Vehicles
WINDHAM CTY (LST 1170)	Anchorage (Chu Lai)	15-17 NOV	300 Pallets Cargo

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ERRATA SHEET:

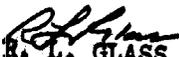
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OP ORD 302-66

DTG: 030730Z NOV 1965

"CHANGE APPENDIX II, ANNEX J TO READ APPENDIX I, ANNEX J."

RECIPIENTS ARE REQUESTED TO CHECK ALL COPIES IMMEDIATELY UPON RECEIPT. NOTIFY
COMPHIBRON FIVE OF ANY DISCREPANCIES.


R. L. GLASS
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STAFF SECRETARY

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Operation Order
COMPHIBRON FIVE 302-66

U.S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

Ref: (a) COMSEVENTHFLT 190024Z OCT 1965

Zone Time: Vietnam: HOTEL (-8)

Task Organization

TG 76.3 <u>Amphibious Task Group</u>	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
a. <u>Landing Group</u>	<u>COL T. H. FISHER, USMC</u> (Commander Landing Force)
b. TU 76.3.0 <u>Special Ops and Command Unit</u>	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
TE 76.3.0.1 <u>Flagship Element</u>	<u>CAPT W. R. MCDOWELL, USN</u> (CO, USS PAUL REVERE)
PAUL REVERE (APA 248)	
TE 76.3.0.2 <u>Recon and Demolition Unit</u>	<u>LCDR D. M. METZLER, USN</u> (CO, USS DIACHENKO)
DIACHENKO (APD 123)	
UDT DET	
TE 76.3.0.3 <u>Tactical Air Control Element</u>	<u>(OINC TACRON 13 DET)</u>
TACRON 13 DET	
c. TU 76.3.1 <u>Transport Unit</u>	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
TE 76.3.1.1 <u>Transport Element</u>	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
PAUL REVERE (APA 248)	
SEMINOLE (AKA 104)	
FORT MARION (LSD 22)	
TE 76.3.1.2 <u>Landing Ship Element</u>	<u>CDR "A" "C" LASSITER, USN</u> (COMLANSHIPRON NINE)
TERRELL COUNTY (LST 1157)	
WINDHAM COUNTY (LST 1170)	
WESTCHESTER COUNTY (LST 1167)	

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- TE 76.3.1.3 Assault Craft Element (OINC ACDIV DET)
ONE LCU
TWO LCM-8
- TE 76.3.1.4 Naval Beach Party Element (OINC BMU DET)
BMU DET
- d. TU 76.3.2 Control Unit CAPT W. J. MADDOCKS, USN
(COMPHIBRON FIVE)
- TE 76.3.2.1 Landing Craft Control CDR J. WATERMAN, USN
Element (CO, USS FORT MARION)

FORT MARION (LSD 22) (PCS)
TERRELL COUNTY (LST 1157) (SCS)
- e. TU 76.3.3 Naval Gunfire and Screen Unit CDR J. E. BARTON, USN
(OO, GEORGE K. MACKENZIE)
GEORGE K. MACKENZIE (DD 836) *CDR DT 015722*
RUPERTUS (DD 851)
DIACHENKO (APD 123)
- f. TU 76.3.5 Sea Echelon Unit Senior CO Assigned

As assigned
- g. TU 76.3.6 Reserve Unit CAPT T. R. WESCHLER, USN
(COMPHIBRON THREE)

VALLEY FORGE (LPH 8)
MONTICELLO (LSD 35)
MONTROSE (APA 212)

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Operation Order
COMPHIBRON FIVE 302-66

1. Situation. This operation order is derived from reference (a) and provides for the conduct of two amphibious assault landings on the east coast of Vietnam. The directive for the conduct of the first landing is contained in this OP Order as presently written. Upon completion of the first landing, a change will be promulgated containing the information necessary to conduct the second landing.

a. Enemy Forces. Current order of battle indicates that Viet Cong units (main force and local force) are located within a 75 km radius of the objective area. Although the reaction time of the Viet Cong is relatively slow they have the capability of hit and run tactics and possess various mortars and automatic weapons. Composition of enemy forces is listed in Annex C, Intelligence.

b. Friendly Forces.

(1) COMUSMACV is the overall U.S. Commander in the Republic of Vietnam and exercises operational control over all assigned U.S. Forces within the country.

(2) Commander, 2d Air Division/MACV provides U.S. Air Force and RVNAF reconnaissance, interdiction, close air support, airlift and AAW defense as requested by CG III MAF and as directed by COMUSMACV.

(3) U.S. Army, Vietnam provides fixed wing visual aerial reconnaissance and limited helicopter support as requested by CG III MAF and as directed by COMUSMACV.

(4) TF 115, under the operational control of COMUSMACV conducts MARKET TIME surveillance operations within an area encompassed by a line 40 nautical miles from the Republic of Vietnam coastline.

(5) TG 77.9 conducts AAW/ASW operations within a circle of 200 nautical miles radius centered at YANKEE STATION (16N 110E).

(6) Various elements of the U.S. SEVENTH Fleet provide protection and logistic support as required.

(7) The RVN Junk Force conducts anti-infiltration patrols along the coast of the Republic of Vietnam and will provide forces to assist the amphibious task group in the control of Viet Cong waterborne movement, as coordinated by CTG 76.3.

(8) The RVN 2d Division, I Corps operates throughout QUANG TIN and QUANG NGAI provinces. Elements are available to support operations in these provinces as requested by CG III MAF and as approved by CG, I Corps.

(9) The RVN Commander, QUANG NAM Special Sector is responsible to CG I Corps for operations within QUANG NAM province. Elements are available to support operations within that province as requested by CG III MAF and as approved by CG, I Corps.

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Operation Order
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(10) RVN Regional Forces operate throughout the entire coastal plains area of I Corps. Elements thereof are available to support operations as requested by CG III MAF and as approved by the CG, I Corps.

(11) CG III MAF will provide the following forces in support of the amphibious task group:

(a) Two USMC helicopters to embark FORT MARION and PAUL REVERE in order to provide for possible seaward medical evacuation and helo floating dumps.

(b) Condition II SAR helicopter at DANANG/CHU LAI.

(c) Close air support in accordance with Annex H, Air Operations.

(d) Tactical Air Observer (TAO) and helo.

(e) Medical evacuation to DANANG/CHU LAI TAORS.

(f) TADC/DASC to control and direct air operations in the Amphibious Objective Area in accordance with Annex H, Air Operations.

2. Mission. Embark BLT 2/7 out of QUI NHON and the 3d Bn RVN Marine Corps out of CHU LAI, conduct amphibious operations to land in assault over GREEN Beach in the vicinity of TAM KY and conduct sweep south between Highway #1 and the sea to the CHU LAI TAOR in order to clear the area of Viet Cong forces.

3. Execution. This force will land BLT 2/7 and the 3d Bn RVNMC by amphibious assault over GREEN Beach supporting the landing force as required until established ashore.

a. Landing Group

(1) Commencing D-6 embark BLT 2/7 at QUI NHON in shipping assigned in accordance with Annex U, Embarkation.

(2) On D-2 embark 3d Bn RVNMC at CHU LAI in shipping assigned in accordance with Annex U, Embarkation.

(3) On D-1 participate in rehearsal of the ship-to-shore movement.

(4) On D-Day, land in assault over GREEN Beach, conduct sweep south between Highway #1 and the sea to the CHU LAI TAOR. Report when ready to assume control ashore.

(5) About D+1 conduct a withdrawal of tracked vehicles in accordance with Annex I, Ship-to-Shore Movement.

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(6) About D+2 and D+3 offload remainder BLT 2/7 at CHU LAI in accordance with Annex V, Offloading.

b. Special Ops and Command Unit (TU 76.3.0)

(1) Flagship Element (TE 76.3.0.1)

(a) Operate as directed by CTG 76.3

(2) Recon and Demolition Element (TE 76.3.0.2)

(a) Conduct ~~pre D-Day and D-Day~~ reconnaissance ~~of GREEN Beach.~~

(b) Be prepared to conduct other beach reconnaissance as directed by CTG 76.3.

(3) Tactical Air Control Element (TE 76.3.0.3)

(a) On D-Day establish TACC in PAUL REVERE, act as Tactical Air Commander, and exercise overall control of air operations in the amphibious objective area to include air support, SAR air operations and helo operations in accordance with Annex H, Air Operations.

c. Transport Unit (TU 76.3.1)

(1) Embark BLT 2/7 at QUI NHON commencing D-6 and the 2nd Bn RVNMC at CHU LAI on D-2 in accordance with Annex U, Embarkation.

(2) Conduct rehearsal of the ship-to-shore movement on D-1 in accordance with Annex W, Rehearsal, and Annex I, Ship-to-Shore Movement.

(3) Commencing D-3 conduct movement to the objective area via CHU LAI to arrive off GREEN Beach about H-2 hours in accordance with Annex D, Movement.

(4) Land the landing force in assault on D-Day in accordance with Annex I, Ship-to-Shore Movement. Provide support until control is passed ashore.

(5) About D+1 conduct a withdrawal of tracked vehicles in accordance with Annex I, Ship -to-Shore Movement.

(6) About D+1 conduct movement from the object area to CHU LAI in accordance with Annex D, Movement.

(7) Offload remainder of BLT 2/7 about D+1 to D+2 in accordance with Annex V, Offloading.

d. Control Unit (TU 76.3.2)

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(1) Control the ship-to-shore movement during rehearsal and the assault landing in accordance with Annex I, Ship-to-Shore Movement.

(2) Control the withdrawal in accordance with Annex I, Ship-to-Shore Movement.

e. Navy Gunfire and Screen Unit (TU 76.3.3)

(1) Screen TU 76.3.1 during movement from embarkation anchorages to the objective area.

(2) At H-2 take assigned stations and provide naval gunfire support of landing force operations as required in accordance with Annex G, Naval Gunfire Support.

(3) Protect the Amphibious Task Group from attack by small craft and/or swimmers in accordance with Annex J, Protective Measures.

(4) If directed, conduct surveillance of small craft and boat movement in and near the transport area in coordination with RVN JUNK Force to prevent infiltration and/or exfiltration of Viet Cong forces in accordance with Annex J, Protective Measures.

f. Sea Echelon Unit (TU 76.3.5)

(1) Ships as assigned operate within the sea echelon area when directed by CTG 76.3.

g. Reserve Unit (TU 76.3.6)

(1) Plan for and, if directed, conduct amphibious surface borne and helicopter operations in support of the landing group ashore.

(2) At H-hour take station and operate in the vicinity of PT PEARL.

x. Coordinating Instructions

(1) Implementation. This operation order is effective on receipt for planning and at 0800H on 4 November 1965 for operations.

(2) Readiness. Unless otherwise directed, Condition III is the minimum readiness condition. Set condition I in the AOA.

(3) Amphibious Objective Area (AOA). The AOA is defined as the land area encompassed by a circle of 10 nautical miles radius centered at 15-36.2N 108-32.3E excluding the CHU LAI TAOR, and the sea area bounded by the following points:

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15-29.5N	15-44.3N	15-59.5N	15-44.7N
108-40.0E	109-01.0E	108-47.5E	108-26.8E

(4) Sea Echelon Area. The sea echelon area is defined as the area bounded by a line connecting the following points:

15-34.0N	15-44.3N	15-48.0N	15-38.0N
108-46.5E	109-01.0E	108-57.5E	108-43.5E

(5) D-Day. B-Day is the day of the assault landing over GREEN Beach in the vicinity of TAM KY. D-Day is tentatively set as 10 November and will be confirmed or changed as required by CTG 76.3.

(6) H-Hour. H-Hour is the time of landing the first wave of LWTP's on GREEN Beach on D-Day. H-Hour is tentatively set as 0700H and will be confirmed or changed by CTG 76.3.

(7) Rehearsal. The date of rehearsal is tentatively set as D-1 and will be confirmed or changed by CTG 76.3. Rehearsal in accordance with Annex W.

(8) PCS. FORT MARION is designated Primary Control Ship (PCS) and boat haven.

(9) SCS. TERRELL COUNTY is designated Secondary Control Ship (SCS).

(10) CECS. PAUL REVERE is designated Casualty Evacuation Control Ship (CECS).

(11) CTG 76.3 will coordinate RVN JUNK Force activities in accordance with Annex J, protective measures.

(12) Commanders preparing directives in support of this operation order submit five copies to CTG 76.3.

4. Administration and Logistics

a. Administration and Public Information in accordance with Annex K, Administration.

b. Logistics in accordance with Annex L, Logistics.

c. Medical support in accordance with Annex M, Medical.

5. Command and Signal.

a. Commander Amphibious Task Force is COMPHIBRON FIVE in USS PAUL REVERE (APA 248).

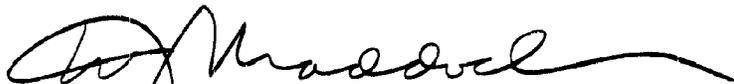
b. Second in command is COMPHIBRON THREE in USS VALLEY FORGE (LPH 8).

c. Commander Landing Force is COL T. H. FISHER, USMC, in PAUL REVERE until established ashore on D-Day.

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- d. Communications in accordance with Annex N, Communications.
- e. Command relationships in accordance with NWP 22(A).



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 CTG 76.3, Commander Amphibious Task Group
 and COMPHIBRON FIVE

ANNEXES:

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 - Appendix I - Beach Amphibious Assault
- C - Intelligence
 - Appendix I - Weather
 - Appendix II - Hydrography/Astronomical Data
 - Appendix III - GREEN Beach Landing
- D - Movement
 - Appendix I - Sortie Plan
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Operation Order
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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730 NOV 1965
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SEQUENCE OF EVENTS

<u>Event</u>	<u>Date</u>	<u>Time</u>	<u>Event</u>
1	4-6 NOV	_____	Embark BLT 2/7
2	6 NOV (D-4)	0900	Combined OPS and Presail conference in PAUL REVERE
3	6 NOV (D-4)	_____	TE 76.3.0.2 on beach recon mission
4	7 NOV (D-3)	1200	TU 76.3.1 and TU 76.3.3 commence Qui Nhon Sortie
5	8 NOV (D-2)	0600	Anchor Chu Lai
6	8 NOV (D-2)	0700(est)	WINDHAM CTY and WESTCHESTER CTY Commence embarking 3rd BN RVNMC
7	8 NOV (D-2)	_____	TU 76.3.6 arrive vicinity Pt PEARL
8	8 NOV (D-2)	1800	TU 76.3.1 and TU 76.3.3 Underway for rehearsal
9	8 NOV (D-2)	1815	TU 76.3.1 and TU 76.3.3 Darken Ship
10	9 NOV (D-1)		When Directed TU 76.3.1 and TU 76.3.3 Set COND I
11	9 NOV (D-1)	H-4	CTG 76.3 conduct time check
12	9 NOV (D-1)	H-3	TU 76.3.1 Proceed to rehearsal transport area anchorages TU 76.3.3 Proceed to rehearsal FS/Screen area
13	9 NOV (D-1)	_____	Receive SUROB
14	9 NOV (D-1)	H-2	LTLF, Commence Pre-H-Hour Transfers
15	9 NOV (D-1)	H-1	Confirm H-Hour
16	9 NOV (D-1)	H-Hour	Touchdown first wave

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<u>Event</u>	<u>Date</u>	<u>Time</u>	<u>Event</u>
17	9 NOV (D-1)	H+3	Terminate rehearsal, reembark all boats and LVT's
18	9 NOV (D-1)	When Directed	Rehearsal critique in PAUL REVERE
19	9 NOV (D-1)	1600	TU 76.3.1 and TU 76.3.3 sortie
20	9 NOV (D-1)	1815	CTG 76.3. Darken ship
21	10 NOV (D-Day)	H-6	CTE 76.3.2.1 detached to proceed to assigned station arriving by H-150
22	10 NOV (D-Day)	When Directed	TU 76.3.1 and TU 76.3.3 set Cond I
23	10 NOV (D-Day)	H-4	CTG 76.3 Conduct time check
24	10 NOV (D-Day)	H-3	TU 76.3.1 proceed to assigned station in transport area. TU 76.3.3 proceed screen area to arrive by H-2
25	10 NOV (D-Day)	H-2	Receive SUROB
26	10 NOV (D-Day)	H-2	TU 76.3.1 and TU 76.3.3 on station
27	10 NOV (D-Day)	H-2	LELF, Commence Pre-H-Hour Transfers
28	10 NOV (D-Day)	H-1	Confirm H-Hour
29	10 NOV (D-Day)	H-Hour	Touchdown first wave
30	10 NOV (D-Day)	When Occuring	Shift command ashore to CLF
31	10 NOV (D-Day)	1200 (about)	CTE 76.3.0.2 conduct BLUE Beach recon
32	11 NOV (D+1)	If Directed	TU 76.3.1 and TU 76.3.3 proceed to BLUE Beach to assigned transport area and FS area
33	11 NOV (D+1)	When Directed	Conduct withdrawal of tracked vehicles
34	11 NOV (D+1)	When Directed	TU 76.3.1 and TU 76.3.3 depart BLUE Beach area for Chu Lai
35	11 NOV (D+1)	On Arrival	TU 76.3.1 offload 2/7 at Chu Lai

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<u>Event</u>	<u>Date</u>	<u>Time</u>	<u>Event</u>
36	11 NOV (D+1)	_____	Commence embarking BLT 3/3.
37	13 NOV (D+3)	0645	CTG 76.3 commence UNREP

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OPERATION ORDER
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

ANNEX B

GENERAL CONCEPT OF OPERATIONS

Ref: (a) COMSEVENTHFLT 190024Z

Zone Time: Vietnam-Hotel (-8)

1. This order contains instructions for U. S. Amphibious Operations including assault and partial withdrawals on the east coast of Vietnam.
2. Command relationship will be in accordance with NWP 22(A) and has been specified with a single CATF (CTG 76.3) and CLF for the complete operation. BLUE MARLIN is an integrated US/RVNAF Amphibious Operation. Accordingly, the RVNAF units embarked are an element of the landing force under the CLF and through him responsible to CTG 76.3 until established ashore in accordance with NWP 22(A).
3. CTG 76.3 will establish both a Supporting Arms Coordination Center (SACC) and a Tactical Air Control Center (TACC) for overall command of supporting arms; direct control will be delegated to a Tactical Air Direction Center (TADC)/Direct Air Support Center (DASC) to the extent possible.
4. Control of the assault landing shall be in the CATF until the CLF is firmly ashore and is ready to assume command.
5. Rules of engagement shall be in accordance with CINCPACFLT 240425Z OCT 1965.

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Appendix I - Assault Plan

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Appendix II - EVENTS

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USS PAUL REVERE (APA 248), Flagship
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APPENDIX I TO ANNEX BRAVO

TAM KY BEACH AMPHIBIOUS ASSAULT

1. On or about 4 November 1965 TG 76.3 will embark the Second Battalion Seventh Marines at Qui Nhon. This organization will consist of about 60 officers and 1500 enlisted United States Marines. Upon completion embarkation at Qui Nhon proceed to Chu Lai and embark RVN troops, about 25 officers and 600 enlisted on 8 November 1965.
2. Intend to hold rehearsal on 9 November south of Chu Lai. Upon backloading after rehearsal proceed to GREEN beach in the vicinity of Tam Ky. On arrival in the assault area on 10 November land in assault and support the landing force.
3. The United States landing force will land in assault and deploy south clearing the area between hiway #1 and the sea to the Chu Lai TAOR. The RVN troops will cross the hiway and deploy south clearing the area from Tam Ky to the Chu Lai TAOR. A reserve force consisting of one BLT(SLF) will be held in reserve for contingencies.
4. On completion of the landing and fulfillment of any requirement for additional support and when directed by CTG 76.3, a withdrawal of tracked vehicles will be conducted either at the landing beach or at a separate beach to the south.
5. On completion of the withdrawal of the Tam Ky tracked vehicles the task group will proceed to Chu Lai to offload the remainder of BLT 2/7 and embark the Third Battalion, Third Marines.

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 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248) Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 MSG REF: MAC 430

Operation Order
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ANNEX CINTELLIGENCEPart I Intelligence Summary

Map References: HO 6209
 HO 15551-50-30
 HO 15551-50-41
 HO 15551-50-42
 AMS L701 Sheets 6757 III, IV, 6658 I, II.
 AMS L509 Sheet ND 49-1
 HO 5497A

1. Summary of the enemy situation.a. Composition, Disposition, Identification, and Strength.

<u>UNIT</u>	<u>STRENGTH</u>	<u>LOCATION*</u>	<u>WEAPONS</u>
A-16 Co	120	BT 1924	UNK
A-19 Co	140	BT 3411	UNK
A-21 Co	80	Bt 3315	1-60mm MORT, 1-LMG
45th BN	500	BT 0524	UNK NO-81mm MORT, UNK NO-60mm MORT, UNK NO-57mm RR
49th BN	300	BT 1430	7-81mm MORT, UNK NO-60mm MORT, 5-57mm RR, 2-HMG, 3-LMG, 2-12.7 AA.
60th BN	300	BT 1227	3-60mm MORT.
70th BN	500	BT 1857	3-81mm MORT, 4-60mm MORT, 3-57mm RR.
80th BN	UNK	BT 2213	4-57mm RR, 12-B-40 (AT)
90th BN	400	BT 3505	3-60mm MORT, 1-57mm RR
94th BN	300	BT 3911	1-81mm MORT, 6-60 MORT, 1-12, 7mm AA GUN, 2-57mm RR

* All locations unconfirmed.

b. Recent and Present Significant Activities.

The A-16th, the A-19th, and A-21st Companies operate throughout the districts bordering NIS Beach #8. The exact location of these companies is unknown, however, information presently available indicates these units are probably operating in the piedmonts in the western portion of the objective area.

The 90th BN has been reported throughout the piedmont area from BT 3505 to BT 1727. It is believed to be in the mountainous area to the west and northwest of CHU LAI; however there is no confirmed information as to its location.

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The 94th BN has been reported moving from BT 3705 to BT 3911. It is presently accepted as probably being in the general vicinity of the latter location.

c. Enemy Capabilities.

(1) VC can withdraw from the objective area.

(2) VC can attack the landing beaches and the helicopter landing zones with up to three companies reinforced by an undetermined number of guerrillas at any time.

(3) VC can reinforce with the 45th, 49th, 60th, 70th, 80th, 90th, and the 94th Battalions within 12 hours.

(4) VC can avoid contact by hiding in caves and tunnels and by blending in with the local populace.

(5) VC can conduct individual sniping and harassing actions by small units to cover the movements of his larger units.

d. Probable Courses of Action.

(1) Withdraw from the objective area and/or avoid contact by hiding and blending with the local populace, simultaneously conducting sniping and harassing activities.

2. General Characteristics of the Area of Operations.

a. Weather. See Appendix I.

b. Topography.

The beach is on a barrier approximately 500 yards wide at GREEN Beach. The beach is backed by sparsely brush-covered dunes extending 100 to 400 yards inland. The dunes are backed by lowland covered by ricefields and extending to the opposite shore of the barrier. All in turn are backed by lowland covered with ricefields, all traversed by numerous streams and extending 25 miles inland to forested hills and mountains. There are many villages in the dunal area and in the lowlands.

c. Hydrography/Astronomical Data. See Appendix II.

d. Beaches. See Appendix III/IV.

Part II Intelligence Collection1. Essential Elements of Information.

a. Survey of landing beaches.

b. Will the VC reinforce the objective area? If so, with what forces? Where?

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c. Will the VC attack? If so, when? Where? In what strength? (Special attention to the landing beaches and helicopter landing zones.)

d. Are there suitable targets for pre-planned naval gunfire? Where? What type?

2. Specific Reconnaissance and Observation Missions.

a. Requests to higher headquarters.

(1) Commanding General, 3rd Marine Division - Provide information concerning EEI's as obtained.

(2) Commander TG 76.3 Amphibious Task Group - Provide information on landing beaches and landing sites as obtained.

b. Orders to subordinate units.

(1) All units provide information pertaining to the EEI's as obtained.

Part III Supplemental Instructions

1. Captured Personnel, Materials and Documents.

a. Captured Personnel.

(1) Viet Cong captives will be treated in accordance with the provisions of the Geneva Convention.

(2) Viet Cong captives will be evacuated by GLF as prescribed in reference (a) and as modified by reference (b). The Landing Force Collection Point will be established at QUANG TIN Sector Headquarters in TAM KY City and will be manned by Interrogator/Translator personnel from 3rd ITT.

(3) Wounded Viet Cong captives will be processed IAW Instructions to be issued.

b. Captured documents.

(1) Captured documents will be processed in accordance with Instructions to be issued.

c. Captured material.

(1) Captured material will be processed in accordance with Instructions to be issued.

(2) An inventory of the stocks contained in storage sites will be made and forwarded to CTG 76.3/GLF as part of the post action report. Foodstuffs, clothing, and housekeeping supplies will be turned over to the attached Civil Affairs personnel for disposition; otherwise such material will be destroyed. Ammunition and explosives will be destroyed. Other than sample small arms rounds, no ammunition will be evacuated unless made inert prior to evacuation.

2. Maps and Photographs.

a. Submit requests for maps and photographs to CTG 76.3/GLF.

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Operation Order
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3. Counterintelligence.

a. The Landing Force will be supported by an element of the 3rd CI Team.

b. It is mandatory that all ships and units establish and rigidly enforce procedures to prevent loss or damage to US ships, personnel, or property. Maximum effort will be extended to safeguarding Classified material. US Naval Personnel will be instructed as to the classification of present operations and documents relating thereto. Personnel having access to classified NOFORN (not releasable to foreign nationals) information will be specifically cautioned as to the applicability of this classification during present operations.

4. Reports.

a. CO, BLT 2/7 and CO, BLT 3/3 will submit reports to CLF in accordance with the provisions of Section 12 of reference (a).

b. CO BLT's 2/7 and CO, BLT 3/3 will submit reports to CTG 76.3 and CLF in following items commencing at H+2 and every 4 hours thereafter:

- (1) Number of VC KIA.
- (2) Number of VC confirmed.
- (3) Number of VC WIA.
- (4) Number and type of captured weapons and material.

c. CO BLT 2/7 and CO, BLT 3/3 will submit a comprehensive report of items of intelligence interest to CTG 76.3 and CLF within 24 hours of termination of respective phases of the operation.

d. Sighting relative to the protection of naval units and landing operations are to be reported to CTG 76.3 by the fastest means.

(1) Objects, threats, and activity sighted in offshore waters will be reported in bearing and distance from the reporting ship.

(2) Attacks, threats, and activity in the landing area should be reported, when practicable, in bearing and distance from center of the beach.

e. Appraisal of surf conditions will be made by CTG 76.3 prior to commencement of landing operations with surf observations every six hours thereafter, or more often as conditions warrant.

f. CTG 76.3 will originate the following reports.

- (1) SIGHTREPS
- (2) Synoptic weather

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(3) YANKEE Team Transit

(4) MARKET TIME Transit

OTC's of units operating independently make own reports.

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Appendixes:

Appendix I - Weather

Appendix II - Hydrographic/Astronomical Data

Appendix III - Green Beach

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Operation Order
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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
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Appendix I to Annex C

Weather

1. General. The month of November marks the end of the Autumn transitional period from the Southwest to the Northeast Monsoon. The first half of the month is still transitional while during the latter half of the month conditions become more stable as the Northeast Monsoon becomes dominant. Weather conditions show a trend towards increasing cloudiness and precipitation.

2. Special Phenomena.

a. Crachin. The objective area is generally the first to feel the effects of the Crachin, a prolonged condition of widespread fog and drizzle or light rain. The clouds bring ceilings under 1000 feet and frequently below 500 feet with visibility greatly reduced at the onset--generally below 2 miles and frequently below ½ mile. This condition becomes common the latter half of November but on occasion occurs as early as October, and generally occurs in recurring periods of 2 to 5 days each. Reports indicate an average of 53 days a year at Hue, 41 days at Da Nang, and only 10 days at Nha Trang.

b. Tropical disturbances. November is the month of maximum activity for this type phenomena, showing a slight decrease in activity during the latter half of the month. About 40% of the storms originating in the vicinity of Guam continue into Vietnam. An occasional disturbance will originate in the South China Sea and continue westward into Vietnam disrupting the normal pattern, bringing increased winds, precipitation, and reduced visibility.

3. Statistical Climatology. The transitional period is the period of greatest precipitation, maximum cloudiness, and highest humidities.

Precipitation (in inches) for November

Maximum	60
Mean	22
Minimum	5
Number of days	20

Temperature for November

Maximum	81
Mean	76
Minimum	69

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Humidities for November

Maximum	100
Mean	92
Minimum	45

Visibilities

Generally fair all season
 Less than 5 miles (% of the time) 6
 Less than 1 Mile (% of the time) less than 0.5

Clouds

Mean (% of the time)	78
Days 0.3 or less coverage	2
Days 0.7 or more coverage	25

Winds

Direction	NW
Speed	5

Calm 13% of time; 1-16 kts 14% of time; 7-16 kts 10% of time; winds above 16 kts are infrequent.

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
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Appendix II to Annex C

Hydrographic/Astronomical Data

CHU LAI (-8 HOTEL)

Table 1. Tidal Data.

	<u>LOW</u>		<u>HIGH</u>		<u>LOW</u>		<u>HIGH</u>	
	Time	Ht	Time	Ht	Time	Ht	Time	Ht
7	0315	3.8	0900	5.0	1516	3.5	2134	5.3
8	0412	3.4	1003	4.8	1530	3.7	2151	5.7
9	0505	2.9	1109	4.7	1542	3.9	2215	6.1
10	0558	2.5	1223	4.4	1543	4.0	2243	6.5
11	0615	2.2	2352	6.9	- - - -	- - - -	- - - -	- - - -
12	0749	2.0	2315	6.8	- - - -	- - - -	- - - -	- - - -
13	0849	1.8	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
14	- - - -	- - - -	0034	7.1	0954	1.8	- - - -	- - - -
15	- - - -	- - - -	0122	7.0	1100	1.9	- - - -	- - - -
16	- - - -	- - - -	0218	6.8	1201	2.0	- - - -	- - - -
17	- - - -	- - - -	0325	6.3	1251	2.3	- - - -	- - - -

Table 2. Moonrise/Moonset

<u>SUNDAY 7th</u>	<u>MONDAY 8th</u>	<u>TUESDAY 9th</u>	<u>WEDNESDAY 9th</u>	<u>THURSDAY 11th</u>
Rise 1702	1745	1832	1923	2022
Set 0447	0536	0630	0728	0830
<u>FRIDAY 12th</u>	<u>SATURDAY 13th</u>	<u>SUNDAY 14th</u>	<u>MONDAY 15th</u>	<u>TUESDAY 16th</u>
Rise 2122	2225	2328	- - -	0028
Set 0933	1035	1135	1233	1328
<u>WEDNESDAY 17th</u>	<u>THURSDAY 18th</u>			
Rise 0124	0219			
Set 1418	1505			

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Operation Order
COMPHIBRON FIVE 302-66Table 3. Sunrise/Sunset.

<u>SATURDAY 6th</u>	<u>SUNDAY 7th</u>	<u>MONDAY 8th</u>	<u>TUESDAY 9th</u>	<u>WEDNESDAY 10th</u>
Rise 0645 Set 1814	0645 1814	0645 1813	0646 1813	0647 1813
<u>THURSDAY 11th</u>	<u>FRIDAY 12th</u>	<u>SATURDAY 13th</u>	<u>SUNDAY 14th</u>	<u>MONDAY 15th</u>
Rise 0647 Set 1813	0648 1812	0649 1812	0649 1812	0650 1811
<u>TUESDAY 16th</u>	<u>WEDNESDAY 17th</u>			
Rise 0650 Set 1811	0650 1811			

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 USS PAUL REVERE (APA 248), Flagship
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APPENDIX III TO ANNEX C

GREEN BEACH LANDING (PHASE I)

1. Location.

The landing beach is a portion of NIS Beach #8 located near TAM KY, RVN.

	<u>HO 6209*</u>	<u>AMS 1701/6658 I and II</u>
a. Green Beach		
Center	15-38-26N	BT 343305
250 yards either side	108-30-50E	
b. Blue Beach		
Center	15-31-58N	BT 433183
250 yards either side	108-35-52E	

* Not corrected to Indian Ocean Datum 1960

2. Depths and Gradient.

- Average gradient from LLW to one fathom curve 1:75.
- Average distance from LLW to one fathom curve 300 yards.
- Average distance to ½ fathom curve 140 yards.

3. Offshore.

There are no apparent hazards to navigation. The area is good for anchorage 3000 yards off the beach.

4. Nearshore.

There are no apparent natural or artificial obstacles. The bottom is of medium sand.

5. Tides and Surf.

Surf 4 feet or greater can be expected 34% of the time in the Fall. The average tidal range is 4.5 feet.

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6. Beach Trafficability.

The beach consists of medium sand providing good trafficability for tracked and wheeled vehicles when wet, fair to poor when dry. Twenty to thirty foot dunes could offer some obstacle to beach exits.

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CTG 76.3, Commander Amphibious Task Group
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Authenticated:

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CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

Operation Order
COMPHIBRON FIVE 302-66

ANNEX D

MOVEMENT

1. Situation.
As in the basic order.
2. Mission. This force will conduct movements as directed herein in order to execute this operation order.
3. Execution.
 - a. Phase I Movement. See Appendix IV
 - b. Phase II Movement. See Appendix V
4. Coordinating Instructions.
 - a. Cruising Instructions in accordance with Appendix II.
 - b. CTG 76.3 will make YANKEE TEAM and MARKET TIME reports.
 - c. Movement reports as in Annex N.
 - d. Communications in accordance with Annex N.

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Appendices:

- I Sortie Plans
- II Cruising Instructions
- III Route and Reference Points
- IV Phase I Movement
- ~~V Phase II Movement~~

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APPENDIX I TO ANNEX D

SORTIE PLANS

1. Sortie Plan ALFA.

a. General. TU 76.3.3 and TU 76.3.1 will sortie from Qui Nhon on 7 NOV. The sortie will be through friendly waters and is expected to be unopposed.

b. Execution.

(1) On signal about 1200 on 7 NOV TU 76.3.3 will sortie from Qui Nhon to pass through point PIANO, and will screen heavy units during sortie.

(2) On signal about 1230 on 7 NOV TU 76.3.1 will sortie from Qui Nhon through point PIANO to proceed to Chu Lai via route COMBO to arrive 0600 on 8 NOV. CTG 76.3 will be OTC. Course on passing point PIANO 038 speed 9.5.

(3) Order of ships underway will be promulgated.

(4) Naval Gunfire and Screen Unit Commander (CTU 76.3.3) will plan and execute ASW screening protection during sortie and movement.

2. Sortie Plan BRAVO.

a. General. TU 76.3.3 and TU 76.3.1 will sortie from Chu Lai on D-1 to proceed to the rehearsal area. The sortie will be through friendly waters and is expected to be unopposed.

b. Execution.

(1) On signal TU 76.3.3 will sortie from Chu Lai at 1800 to proceed to rehearsal area, and will screen heavy units during sortie.

(2) On signal TU 76.3.1 will sortie from Chu Lai about 1800 to proceed to rehearsal area to arrive at ~~0600~~. CTG 76.3 will be OTC.
0500

(3) Order of ships underway will be promulgated.

(4) Naval Gunfire and Screen Unit Commander (CTU 76.3.3) will plan and execute ASW screening protection during sortie and movement.

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3. Sortie Plan CHARLIE

a. General. TU 76.3.3 (less DIACHENKO) and TU 76.3.1 will sortie from the rehearsal area on D-1 to sea echelon area #1. The sortie will be through friendly waters and is expected to be unopposed.

b. Execution.

(1) On signal about 1600 on D-1, TU 76.3.3 (less DIACHENKO) will sortie from the rehearsal area through point SAX sea echelon area #1 and will screen heavy units during sortie.

D-1

(2) On signal about 1630 on ~~D-Day~~ TU 76.3.1 will sortie from the rehearsal area to proceed through point SAX. CTG 76.3 will be OTC.

(3) Order of ships underway will be promulgated.

(4) Naval Gunfire and Screen Unit Commander (CTU 76.3.3) will plan and execute ASW screening protection during sortie and movement.

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Operation Order
 COMPHIBRON FIVE 302-66

APPENDIX II TO ANNEX D

CRUISING INSTRUCTIONS

1. General.

Cruising Instructions in accordance with ATP 1 (A) Vol 1, and with all other applicable ATP's and NWP's subject to amplification contained in this appendix.

2. Tactical Data.

a. Formations.

- (1) APA/AKA/LSD/LST Formation 51 will be used. AXIS 000°T

<u>Station</u>	<u>Ship</u>
O	PAUL REVERE
A 1	WESTCHESTER COUNTY
A 2	WINDHAM COUNTY
A 3	VACANT
A 4	FORT MARION
A 5	SEMINOLE
A 6	TERRELL COUNTY

- (2) DD Formation as signalled by CTU 76.3.3

b. Standard distance 1000 yards.

3. Safety Precautions.

a. Ships shall take independent action for safe navigation and to avoid fishing craft and other small craft. Be mindful that light wooden craft may not be detected by radar. Keep CTG 76.3 and adjacent ships informed of movements.

4. Security Measures.

a. Refuse Disposal. Proper disposal of metal containers from ships is necessary to preclude needless investigation of suspicious radar contacts. Ensure that a trail of floating trash is not left behind. Trash and garbage will not be dumped overboard in the rehearsal or landing area or within 10 miles of land.

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b. Be prepared to darken ship and steam under EMCON conditions as directed by CTG 76.3.

c. Unless otherwise directed by CTG 76.3, boiler tubes will be blown only during the hours of darkness.

d. Degaussing will be energized at all times when in less than 100 fathoms of water.

e. Lighting measures in the transport area are:

(1) Lighting measure ALFA--All ships and boats completely darkened

(2) Lighting measure BRAVO--All ships and boats completely darkened except RED truck lights on ships.

(3) Lighting measure CHARLIE--All ships and boats completely darkened except RED truck lights on ships at anchor and navigation side lights on ships and boats underway.

(4) Lighting measure DELTA--All ships and boats completely darkened except RED truck lights and special amphibious assault lights on ships at anchor, special amphibious assault lights on boats underway and screened cargo lights and flashlights (RED LENS) on ships and boats engaged in unloading operations.

f. No WHITE lights shall be shown while in the transport area.

g. No WHITE lights shall be displayed on the boats during the period between away all boats and the H-Hour.

h. Maximum emphasis shall be placed on silence in the AOA. Topside loud speakers will be turned off.

i. When proceeding to anchorage, the anchor will be walked out to about 2 fathoms from the bottom prior letting go in order to lessen chance of detection by audible means.

5. Guardships.

Radar and ECM guardships as assigned by CTG 76.3

6. Reports.

a. 0800, 1200, and 2000 posits will be reported to CTG 76.3 by 0730, 30 minutes after LAN, and by 2000 or as soon thereafter as practicable. Position reported will be the formation center. Reports will be made by flaghoist when circumstances permit, otherwise by flashing light in daylight, or by NANCY at night.

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b. Comply with the following as required:

- (1) Unidentified Submarine Contact. COMASWFORPACINST 03360.2 series.
- (2) Activities of Soviet SIGINT Vessels. CINCPACFLTINST 03820.5 series.
- (3) Sino/Soviet Bloc Merchant/Fishing Vessel Sighting Report DIAINST 58-14.
- (4) Guidance for Harassing Tactics of Soviet/Sattelite Ships. CINCPAC-FLTINST 03100.3 series.
- (5) Non Bloc Merchant Vessel Sighting Report. CINCPACFLTINST 03450.13 series.
- (6) Sino/Soviet Bloc Naval Vessel Sighting Report. Ships operating independently or OTC when not in company with CTG 76.3 make message report of sightings as follows.

To: CTF 35

Info: GNO/DIA/CINCPAC/CINCPACFLT/COMSEVENTHFLT/CTF 76/CTG 76.3/FOCCPAC/NAVSECAGT
KAMI SEYA.

Format: A. Vessel's name
 B. Nationality
 C. Time of Sighting
 D. Position
 E. Port of Departure
 F. Destination
 G. Course/Speed
 H. Photos obtained
 I. Remarks

(7) Non-Bloc Naval Vessel Sighting Report. Ships operating independently or OTC when not in company with CTG 76.3 make message report of sighting as follows:

To: CTF 35

Info: CINCPAC/CINCPACFLT/COMSEVENTHFLT/FOCCPAC/CTF 76/CTG 76.3

Format: Contained in paragraph (6) above.

While in company, OTC will be responsible for those message reports as required. These reports will be based on "feeder" reports from ships in company.

- (8) Restrictions on ship's operations in intelligence collection.
CINCPACFLT 003821.1 series.

8. Heavy Weather.

a. Extra precautions as may be required shall be taken at the first warning of impending heavy weather.

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b. Ships will ballast in consonance with sea conditions before stability is endangered.

c. Be prepared to take early positive action to evade typhoons and to minimize storm damage. COMSEVENTHFLT msg 271004Z SEP refers.

9. Weather Forecasting Reports.

a. Twenty-four hour weather forecasts will be disseminated by CTG 76.3 at 1000H and 2000H to ships in company.

b. Weather forecasts are available at any time from CTG 76.3 upon request.

10. LPH Operating Area.

When required by CTG 76.3, LPH will operate in an area bounded by the following points:

15-41.5N	to	15-48.0N	to	15-59.5N	to	15-53.0N
108-48.3E		108-57.5E		108-47.5E		108-38.7E

11. Sea Echelon Area I (Phase I)

An area bounded by the following points:

15-34.0N	to	15-44.3N	to	15-48.0N	to	15-38.0N
108-46.5E		109-01.0E		108-57.5E		108-43.5E

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OPERATION ORDER
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APPENDIX III TO ANNEX D

HO 5497A

1. Route COMBO ~~SEA 9.5~~
 SEA 9.5

TIME

Point PIANO	13-44N	109-27E	D-3 1346H
Point GUITAR	14-00N	109-41E	D-3 1559H
Point BANJO	15-24.5N	109-27.9E	D-2 0114H
Point BASS	15-35N	109-00E	D-2 0411H
Point SAX	15-31.5N	108-51E	D-2 0508H
CHU LAI			D-2 0611H

HO 6209

2. Breakup Points.

Point ACTION GREEN 15-43.5N 108-39.6E

HO 6209

3. Objective area reference points.

Point RUBY	15-26.5N	108-45E
Point SAPPHIRE	15-35.5N	108-41.5E
Point OPAL	15-53.5N	108-37.0E
Point JADE	16-00.0N	108-37.0E
Point EMERALD	16-12.5N	108-17.5E
Point PEARL	16-01.5N	109-02.5E
Point AGATE	16-00.0N	109-40.0E
Point TOPAZ	15-35.0N	108-52.0E

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OPERATION ORDER
 COMPHIBRON FIVE 320-66

APPENDIX IV TO ANNEX DPHASE I MOVEMENT (GREEN BEACH)

D-7

TU 76.3.1	At Qui Nhon, complete off-load.
TE 76.3.0.2	Special Ops
TU 76.3.3	Enr Qui Nhon

D-6

TU 76.3.1	Embark BLT 2/7. SEMINOLE Arr Qui Nhon.
TE 76.3.0.2	Special Ops
TU 76.3.3	Enr Qui Nhon

D-5

TU 76.3.1	Embark BLT 2/7. Operations conference. FT MARION arr Da Nang.
TE 76.3.0.2	Special Ops, Arrive Qui Nhon.
TU 76.3.3	Arrive Qui Nhon. Operations Conference.

D-4

TU 76.3.1	Embark BLT 2/7. FT MARION arr Qui Nhon
TE 76.3.0.2	Depart Qui Nhon for GREEN Beach reconnaissance.
TU 76.3.3	At Qui Nhon
TU 76.3.6 (TG 76.5)	Enr Point Pearl

D-3

TU 76.3.3	On signal about 1200 SORTIE from Qui Nhon in accordance with SORTIE Plan ALFA.
TU 76.3.1	On signal about 1230 SORTIE from Qui Nhon in accordance with SORTIE Plan ALFA. CTG 76.3 OTC. Proceed via route COMBO to arrive Chu Lai 0600 D-2.
TU 76.3.6 (TG 76.5)	Enr Point PEARL.

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D-2

- TU 76.3.1 Arr Chu Lai at about 0600. Embark 3rd Bn RVN Marines. On signal about 1800 SORTIE from Chu Lai in accordance with SORTIE Plan BRAVO.
- TU 76.3.3 On signal about 1800 SORTIE from Chu Lai in accordance with SORTIE Plan BRAVO. CTG 76.3 OTC. Proceed to rehearsal area to arrive at ~~0600~~ 0500.
- TE 76.3.0.2 Arrive rehearsal area prior 0500 D-1.
- TU 76.3.6 Operate vicinity point PEARL.

D-1

- TU 76.3.3 On signal about 1600 SORTIE from rehearsal area in accordance with SORTIE Plan CHARLIE. To sea echelon area No. ONE. Night steam.
- TU 76.3.1 On signal about 1630 SORTIE from rehearsal area in accordance with SORTIE Plan CHARLIE. CTG 76.3 OTC. Proceed to sea echelon area No. ONE. Night steam.
- TE 76.3.0.2 On signal detached. Proceed to GREEN Beach. At H-2 report to CTU 76.3.3 for NGFS and screening duties.

D-Day

- CTE 76.3.2.1 On signal about H-6 proceed to assigned station in transport area to arrive at H-150.
- TU 76.3.3 On signal about H-6, proceed from sea echelon area ONE to arrive Point Action GREEN at H-210. On signal, proceed to assigned stations in transport area and fire support/screen area to arrive by H-2.
- TU 76.3.1
- TU 76.3.6 Operate vicinity Point PEARL.

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D-Day (CONT'D)

TE 76.3.0.2 When detached about H+5, proceed to BLUE Beach and conduct reconnaissance. On completion, report to CTU 76.3.3 for NGF and screening duties.

D+1

TU 76.3.1 If signalled, proceed to BLUE Beach to assigned stations
TU 76.3.3 in transport area and FS/screen areas.

TU 76.3.3 On signal, depart transport area and FS/screen to Chu Lai
TU 76.3.1 via Point SAPPHIRE. Anchor in assigned berths. Offload
BLT 2/7

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Qui Nhon, Vietnam
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ANNEX F

BEACH RECONNAISSANCE

Map and Chart References: AMS Series L701 sheet 6757 III and IV.
AMS Series L701 sheet 6658 I and II.

1. General Situation. In accordance with the basic operation order.
2. Mission.
 - a. CTE 76.3.0.2 conduct pre D-Day and D-Day beach reconnaissance of Green Beach.
 - b. Obtain information regarding beach gradients, obstacles, trafficability, surf conditions, junk traffic and enemy positions.
3. Execution.
 - a. Conduct clandestine reconnaissance of Green Beach on D-2 as directed by CTG 76.3.
 - b. Be prepared to conduct an assault beach reconnaissance on D-1 at about H-6 if directed by CTG 76.3.
 - c. Conduct reconnaissance of Blue Beach on D-Day at about 1200H.
 - d. Pre H-Hour SUROBS will be obtained by UDT and reported by H-2 on D-Day.
 - e. Be prepared to conduct other beach reconnaissance on D+1 thru D+4 if directed by CTG 76.3.
4. Administration and Logistics.
 - a. Submit SUROBS in accordance with COMPHIBPACINST 03840.3 (Surf Manual).
5. Command and Signal.
 - a. Communications in accordance with Annex N.

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CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
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ANNEX G

Naval Gunfire Support

Map and Chart References: H.O. 6209
H.O. 15551-50-30
H.O. 15551-50-41
H.O. 15551-50-42
AMS Map Series L701, Sheet 6757 III and IV.
AMS Map Series L701, Sheet 6658 I and II.
AMS Map Series L590, Sheet ND 49-1

Zone Time: (-8) HOTEL

Task Organization

TG 76.3	Amphibious Task Group	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
	Landing Group	<u>COL T. H. FISHER, USMC</u> (Commanding Officer)
TU 76.3.3	<u>Naval Gunfire and Screen Unit</u> GEORGE K. MACKENZIE (DD 836) RUPERTUS (DD 851) DIACHENKO (APD 123)	<u>CDR J. E. BARTON, USN</u> (CO, GEORGE K. MACKENZIE)

1. General Situation. As in the basic operation order. This annex provides for the coordination and employment of Naval Gunfire in support of:

- a. An amphibious assault over the designated beach at H-hour on D-day.
- b. Subsequent operations ashore.
- c. Withdrawal of designated tracked vehicles upon completion of the assault portion of the operation and commencement of withdrawal.

2. Mission. When directed, this force, as requested, will destroy or neutralize Viet Cong forces and installations in the Amphibious Objective Area and will support the surface-borne and helicopter-borne assaults and subsequent operations ashore.

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3. Execution.

a. NGF support ships provide fire support as requested by the Landing Force.

b. NGF support ships be in assigned Fire Support Areas by H-2, ready to provide fires as requested.

c. Mutual Support Roles

(1) On D-Day, USS GEORGE K. MACKENZIE in direct support of 2nd BN 7th Marines on Green Beach. 2/7 Naval Gunfire Liaison Officer call sign DIXIE DINER 26 OSCAR. NGF Control Net N22 (Secondary N23). Spotter call sign DIXIE DINER 26 CHARLIE. Spot No.1 Primary N24, Secondary N25. GEORGE K. MACKENZIE initial station in Fire Support Area GREEN THREE.

(2) On D-Day, USS RUPERTUS in direct support of 3rd BN RVN Marines on Green Beach. 3/RVN NGFLO call sign _____. NGF Control Net N22 (Secondary _____). Spotter call sign _____. Spot No. 1 Primary N26, Secondary N27. RUPERTUS initial station in Fire Support Area GREEN TWO. Be prepared to shift to FSA GREEN ONE when directed.

(3) On D-Day, USS DIACHENKO in general support of the Landing Group on Green Beach. Communications on circuit N22. Initial station in Fire Support Area GREEN FOUR. Be prepared to carry out reconnaissance assignments, when directed.

(4) On D+1, USS GEORGE K. MACKENZIE continue direct support of 2nd BN 7th Marines on GREEN and BLUE Beaches.

(5) On D+1, when directed, USS RUPERTUS shift to Fire Support Area GREEN ONE and continue direct support of 2nd BN RVN Marines on GREEN and BLUE Beaches.

(6) On D+1, when directed, USS DIACHENKO shift to Fire Support Area GREEN FIVE and continue general support of the Landing Group on GREEN and BLUE Beaches.

d. Coordinating Instructions.

(1) All NGF support will be observed call missions only to insure positive identification of targets as hostile before they are taken under fire. Indiscriminate destruction of villages or hamlets is strictly forbidden.

(2) All NGF will be called using the Universal Transverse Mercator (UTM) grid reference system for target location.

(3) Unless otherwise requested by the spotter, standard salvos are 5"/38: 8 rounds; 2 guns, 4 salvos.

(4) Ships be prepared to fire illumination at night.

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(5) Fire support ships will not fire on sampans and junks unless confirmed VC are embarked or as directed by CTG 76.3, who is charged with the responsibility for overall protection of amphibious shipping and prevention of VC exfiltration to seaward. Junks of Junk Division 14 and 15 will be operating in the area to assist in preventing VC exfiltration. These friendly junks are armed and may be identified by horizontal large yellow square with red diagonals painted on the cabin roof.

(6) NGF support ships will maintain continuous guard on the NGF Control Net (N22) with UNIQUE (CTG 76.3 SACC) and, after NGF control is passed ashore, with (CLF call sign) Fire Support Coordination Center Naval Gunfire Officer.

(7) Restrictive fire plans in accordance with NWIP 22-7(A).

(8) NGF support ships will obtain front line positions from their spotter and will maneuver as requested/required to present a gun-target line favorable to the safety of friendly forces from the range dispersion of the guns. Departure from fire support areas are authorized as necessary for mission and safety. Keep CTG 76.3 advised.

(9) Insure that the spotter concurs with any offset spot introduced to first round salvos when a DANGER ELEMENT exists. The possibility exists of offsetting the first round spot onto other friendly troops.

4. Reports.

a. Ships submit CANDY and SUGAR (See Appendix I) reports ^{to} SACC (FSCC) NGFO on the NGF Control Net on a not-to-interfere basis with the primary NGF mission. UNIQUE and _____ will monitor these reports.

b. Ships submit PEPPER reports as requested by the spotter.

c. CTU 76.3.3 submit a message report at 2000 on D-Day and D+1, to CTG 76.3 INFO CLF listing the fire missions and results for each ship in TU 76.3.3 up to the time of the report.

5. Logistics. CTU 76.3.3 advise CTG 76.3 of requirements for fueling and rearming of ships in TU 76.3.3.

6. Command and Signal.

a. Naval Gunfire Support Communications in accordance with Annex N, as amplified in this annex.

b. Commander Amphibious Task Force is CTG 76.3 in PAUL REVERE.

c. Commander Landing Force is CTG in PAUL REVERE and at a location to be announced later.

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d. CTG 76.3 will establish a SACC afloat in PAUL REVERE to provide control of naval gunfire operations in the Amphibious Objective Area. Control of naval gunfire will be passed ashore when the Landing Force Commander ashore reports to CTG 76.3 that he is ready to assume this responsibility. CTG 76.3, taking into consideration the tactical situation, will transfer ashore the responsibility for the coordination of fires of supporting arms and will notify commands concerned.

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Appendix I - Naval Gunfire Reports

Appendix II - Fire Support and Outer Screen Areas

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Operation Order
COMPHIBRON FIVE 302-66

U.S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg: MAC 430

Appendix I

1. General Naval Gunfire Reports

The reports listed in paragraph 2 are to be made by gunfire support ships, as required, during this operation. These reports are to be submitted initially to Supporting Arms Coordination Center (SACC) and, after control of gunfire is passed ashore, to Fire Support Coordination Center (FSCC).

2. Reports

a. Fire missions (code word "CANDY"). Transmitted to SACC over the naval gunfire control net. Made at first opportunity before, during or after each nonscheduled fire mission and numbered consecutively beginning at 0001 local time daily, by firing ship. The report is not a request for permission to fire and a fire mission will not be delayed for transmission of this report.

b. Current target damage assessment (code word "SUGAR"). Transmitted to SACC over the naval gunfire control net. Made upon the completion of each nonscheduled fire mission. Numbered consecutively by each fire support ship to correspond to the CANDY report which it complements.

c. Ammunition summary (code word "PEPPER"). Made to shore fire control party (SFCP) over the assigned spotting net upon establishing communications and when requested. Ammunition is to be reported by type, caliber, and amount.

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USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
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APPENDIX II TO ANNEX G

FIRE SUPPORT AND OUTER SCREEN AREAS

FSA/OSA COORDINATES

FSA GREEN ONE

15-37.8N 108-32.2E
15-38.2N 108-33E
15-32.7N 108-37.2E
15-33.5N 108-35.6E
15-37.8N 108-32.2E

FSA GREEN TWO

15-39.6N 108-30.8E
15-43.8N 108-32E
15-41.3N 108-33.7E
15-39.7N 108-30.75E

FSA GREEN THREE

15-38.2N 108-33E
15-39.6N 108-35E
15-32.9N 108-40.3E
15-31.25N 108-37.8E
15-32.7N 108-37.2E

FSA GREEN FOUR/OSA II

15-43.8N 108-32E
15-46.8N 108-36.8E
15-38.25N 108-43.5E
15-34.9N 108-38.7E

FSA GREEN FIVE/OSA II

15-38.25N 108-43.5E
15-32.5N 108-47.7E
15-29.25N 108-43.2E
15-34.9N 108-38.7E

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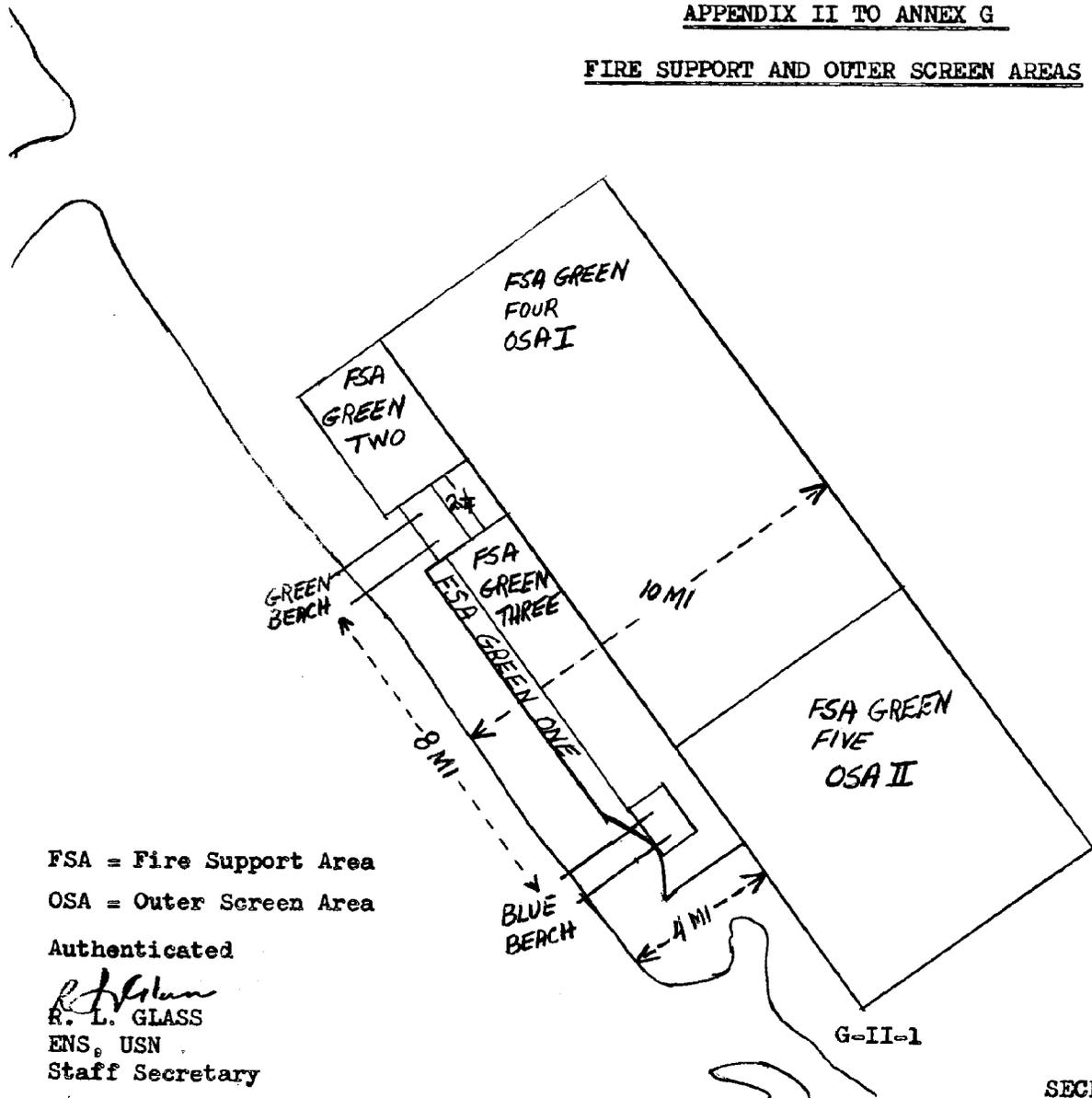
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FSA = Fire Support Area

OSA = Outer Screen Area

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Msg Ref: MAG 430

ANNEX H

AIR OPERATIONS

References: Maps and Charts: AMS Series L701, 1:50,000 Sheets 6657 I, 6757 I, II, IV, 6658 I, II.

Task Organization: In accordance with the basic operation order.

1. General Situation: In accordance with the basic operation order.

2. Mission: In accordance with the basic operation order.

3. Execution:

a. TE 76.3.0.3 Tactical Air Control Element.

(1) Establish a TACC afloat in USS PAUL REVERE to provide supervisory control of air operation in the Amphibious Objective Area.

(2) Establish an HDC in USS VALLEY FORGE.

(3) Monitor Air circuits in a command capacity ready to assume control in case of an emergency ashore.

(4) Coordinate and control air search and rescue operations in accordance with Appendix IV.

(5) The AOA is defined in Appendix V(A).

x. Coordinating Instructions.

(1) Restrictive fire plans in accordance with NWIP 22-7(A).

(2) Air Operations reports in accordance with Appendix VI.

(3) General instruction, safety precautions in accordance with current 1st MAW Doctrine.

(4) Overall control of air will be in the TACC. This overall control will be exercised as a command monitoring function. The TADC ashore will coordinate and direct all air operations unless otherwise directed by TACC.

(5) The Universal Transverse Mercator (UTM) Military GRID Reference six (6) digit system of coordinates will be used for target designation.

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(6) Upon mutual agreement of CATF and CLF, control of air operations will be passed ashore. At this time the TACC afloat will become a TADC and the TADC ashore will assume the responsibilities of TACC.

4. Administration and Logistics. In accordance with the basic operation order.
5. Command and Signal.
 - a. Communications in accordance with Appendix III and Annex N.
 - b. Local time will be used in all tactical messages.

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Appendices:

- I Aircraft Schedules
 - Tab A D-Day, D+1, D+5 and D+6
 - Tab B Air schedule notes
- II Aircraft Armament
- III Air Communications
 - Tab A Air Frequency Plan
- IV Search and Rescue
- V Approach and Retirement (Appendix V(A))
- VI Air Operations Reports

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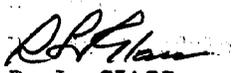
APPENDIX I TO ANNEX H

AIRCRAFT SCHEDULES

1. Events will be numbered consecutively throughout each day for air operations.
2. Condition of aircraft readiness in accordance with NWP 41(A).
3. Condition aircraft that are launched will be replaced by other aircraft in the same condition of readiness.
4. "Time on Station" is the time that aircraft report to the controlling agency over the assigned orbit or entry point.
5. H times in minutes unless otherwise indicated.

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Tabs:

A D-Day

B Air Schedule Notes

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TAB A TO APPENDIX I TO ANNEX H

D-Day, D+1, D+5, D+6

Event No.	Mission	Provided	Number & Type A/C	Time on Station	Report to on Net	Entry point Altitude	Remarks
1	SAR	FMAW	2UH34D	COND II COMPLETION	LANDSHARK A PINK	AS DIRECTED	SEE NOTE 2 & 4
2	CAS	FMAW	2 VA	H-15 COMPLETION	LANDSHARK A VIOLET	PT SUE 20M	SEE NOTE 2 & 3
3	CAS	FMAW	2 VA	COND II TO COMPLETION	LANDSHARK A VIOLET	PT SUE 20M	SEE NOTE 2 & 3
4	TAC (A) TAO	FMAW	2 UH1E	H-30 TO COMPLETION	LANDSHARK A VIOLET	PT SUE 2M	SEE NOTE 2 & 4
5	MED EVAC	FMAW	2UH34D	COND II TO COMPLETION	LANDSHARK A PINK	AS DIRECTED	SEE NOTE 2 & 4
6	TROOP LIFT TU 76.3.6	3UH34D		AS DIRECTED	LANDSHARK A PINK	EL PASO 1.5M	SEE NOTE 1 & 4
7	TROOP LIFT TU 76.3.6	3UH34D		AS DIRECTED	LANDSHARK A PINK	EL PASO 1.5M	SEE NOTE 1 & 4
8	TROOP LIFT TU 76.3.6	3UH34D		AS DIRECTED	LANDSHARK A PINK	EL PASO 1.5M	SEE NOTE 1 & 4
9	TROOP LIFT TU 76.3.6	3UH34D		AS DIRECTED	LANDSHARK A PINK	EL PASO 1.5M	SEE NOTE 1 & 4
10	TROOP LIFT TU 76.3.6	3UH34D		AS DIRECTED	LANDSHARK A PINK	EL PASO 1.5M	SEE NOTE 1 & 4
11	TROOP LIFT TU 76.3.6	3UH34D		AS DIRECTED	LANDSHARK A PINK	EL PASO 1.5M	SEE NOTE 1 & 4

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TAB B TO APPENDIX I TO ANNEX H

AIR SCHEDULE NOTES

1. Helicopters will be available for medical evacuation as situation permits.
2. Aircraft reporting in over entry points will remain VFR. 1st MAW provide assigned IFR altitudes for aircraft separation to and from entry points in the AOA.
3. For Phase II operations Helicopters report to JOYRIDE on Button SILVER at point MARY 20M.
4. For Phase II operations Helicopters report to JOYRIDE on Button MAROON at entry point and altitude as directed except event four (4) report at point MARY 2M.

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APPENDIX II TO ANNEX H

AIRCRAFT ARMAMENT

1. General Instructions.

a. First MAW will control and coordinate aircraft loading using available ordnance. Ordnance carried will be for missions against targets generally soft in nature.

b. Armament codes will be designated by First MAW based on probable ordnance loading and passed to CTG 76.3 by message prior to execution.

c. After the completion of each Close Air Support Mission the flight leader will report to the controlling agency ordnance expended, damage assessment and enemy intelligence of immediate tactical importance.

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APPENDIX III TO ANNEX H

AIR COMMUNICATIONS

1. General.

a. Air Communications in accordance with this Appendix and Annex N.

2. Frequency Plan.

a. Air frequencies in accordance with Tab A and Annex N.

b. Net activation times will be promulgated by separate messages.

3. SAR Communications. SAR frequencies in accordance with Tab A.

4. Call Signs.

a. Call signs in accordance with Annex N and JANAP 119.

b. Aircraft tactical voice call signs will be derived from squadron call sign, event number, (as found in Appendix I to this Annex), and flight position. Flights relieving on station will add the letter "A" for the first relief, "B" for the second relief, etc.

Example: Event 2 call signs

	First Flight	Second Flight
(Flight Leader)	Old Nick 2-1	Old Nick 2A-1
	Old Nick 2-2	Old Nick 2A-2
	Old Nick 2-3	Old Nick 2A-3

5. Authentication and Numeral Codes.

a. Authentication and Numeral Codes in accordance with Annex N.

b. Zulu time will be used for authentication and numeral codes.

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6. Recognition.

a. IFF/SIF in accordance with appropriate CINGPACFLT Instructions as indicated below:

<u>AIRCRAFT</u>	<u>MODE 3/CODE</u>
Strike and Air Support	Code 13 15 16
Helo	Code 10 17
Recon	Code 34
Troop Carrier and Itinerant	Code 20
Emergency	Code 77

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Tabs:

A Air Frequency Plan

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TAB A TO APPENDIX III

AIR FREQUENCY PLAN

FLAGSHIP	FSCC	TADC/DAST	TACD/TAC	A/C	LPH	HDC (AFLCART)	TACC	CODE	COLOR	EMISSION	FREQ PHASE		NET PHASE	
											I	II	I	II
	X	X	W			X	C			3A3J	6723	6723	TAC	TAC H-1
	X	C	X			X	C M			3A3J	7995	7995	TAR/HR	TAR/HR H-2
		C		W		W	C M M	VIOLET		6A3	318.5		TAD-4 (R10)	H-3
		C		W		W	C M M	PINK		6A3	396.5		HD-4 (R10)	H-4
		C		W		W	C M M	SILVER		6A3		300.2	TATC	H-5
		C	W	W		W	C M M	RED		6A3	312.0	312.0	TAD-1	TAD-1 H-6
		C	W	W		W	C M M	GREEN		6A3	325.0	325.0	TAD-2	TAD-2 H-7
		C		W		W	C M M	ORANGE		6A3	283.4	283.4	TAO	TAO H-8
		C		W		C M	W	MAROON		6A3	273.8	273.8	HD-1	HD-1 H-9
X		W		W	X	W	W	WHITE		6A3	280.2	280.2	HELO COMMON	HELO COMMON H-10
		W		W	W	W	W			6A3	364.2	364.2	SAR	SAR H-11
L		L		W	L	L				6A3	243.0	243.0	UHF EMER	UHF EMER H-12
L					L						121.5	121.5	VHF EMER	VHF EMER H-13

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LEGEND:

- C - CONTROL
- MC - MONITOR CONTROL
- X - GUARD
- W - WHEN REQUIRED OR DIRECTED
- L - LISTEN

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APPENDIX IV TO ANNEX H

SEARCH AND RESCUE

1. Responsibility.

a. Overall responsibility for SAR involving forces participating under this operation order lies with CATF. Until control is passed ashore, all SAR efforts will be coordinated through TACC. After passage of control ashore, CLF will assume this responsibility, the TADC afloat will be available to assist CLF if needed.

b. All ships, boats and aircraft within the force will be available for SAR missions as the tactical situation permits. Nothing in these instructions limits the responsibility of commanders to engage in local rescue operations on their own initiative. Independent action, however, must be reported to CATF as soon as possible.

2. Search and Rescue Reference Points.

a. SAR reference points will be designated and specified in Appendix V(A).

b. Location of SAR incidents will be reported by magnetic bearing and distance from the SAR reference points.

3. Communications. In accordance with Appendix III.

4. Search and Rescue Reporting Procedures. In accordance with Chapter 7 of NWIP 10-1(A).

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APPENDIX V(A) TO ANNEX H

APPROACH AND RETIREMENT

1. General Instructions.

a. All inbound aircraft will report to their controlling agency on the net assigned when over the specified control point.

b. Aircraft assigned an "as directed" entry point and altitude will contact their controlling agency as soon as possible after take-off and proceed in accordance with instructions.

c. Communications in accordance with Appendix III.

d. Aircraft reporting inbound will give the following information:

(1) Voice call of flight leader.

(2) Number and type aircraft

(3) Position and altitude

(4) Estimated time of departure.

(5) Ordnance load.

2. Control Points and Helicopter Approach Lanes.

a. PHASE I.

(1) Orbit Point SUE - 330 Degrees/15NM Chu Lai TACAN - CHAN 50 - I.D. CHU.

(2) Helicopter Wave Breakup and Rendezvous Point - DALLAS - center of GREEN BEACH coords BT 343305.

(4) Helicopter Approach Route - TEXAS - DALLAS to EL PASO.

(5) SAR reference point - center of GREEN BEACH.

(6) Helicopter Landing Zones will be designated as required.

(7) Amphibious Objective Area defines as a ten nautical mile radius over

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land centered at 15-36.2N, 108-32.3E. Over water 15-29.5N, 108-40.0E to 15-44.3N, 109.01.0E to 15-59.5N, 108-47.5E to 15-44.7N, 108-26.7E, from the surface to 25,000 feet.

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APPENDIX VI TO ANNEX H

AIR OPERATIONS REPORTS

1. The following daily air reports are required (all times local).

a. Operations Report. (TACRON DAILY SUMMARY)

(1) This report will be compiled by the TACC not later than 2100 as of 1800 each day, commencing on D-Day, using the format appearing in this Appendix.

(2) This report will be identified by the phrase "A/C OPSUM".

b. Daily Summary of Helicopter Operations Reports.

(1) Beginning the first day that transportation type helicopters are controlled in the objective area, the O-IN-C of the HDC will submit to the TACC, a summary of helicopters for the period ending 1800 daily, this report will consist of the applicable portions of the format appearing in this Appendix and will be submitted by 1900 daily.

(2) This report will be identified by the phrase "HELO OPSUM".

c. Daily Summary of Air Operations Report.

(1) This report will be submitted to the TACC by all units other than helicopter for the period ending 1800 daily using the format in this Appendix and will be submitted by 1900 daily.

(2) These reports will be used to compile the operations report (TACRON DAILY SUMMARY).

d. Aircraft Operations Reports Format.

- A. Date of report.
- B. Number of missions by land-based air strike groups.
- C. Number of land-based aircraft used in air strikes.
- D. Total tons of bombs dropped by all air support aircraft.
- E. Total number of rockets fired by air support aircraft.
- F. Total number of NAPALM expended.
- G. Total number of mission requests received by type fixed wing

or helo.

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- H. Total number of requested missions flown by type.
- I. Number of helicopter supply sorties.
- J. Number of helicopter trooplift sorties.
- K. Number of helicopter SAR/EVAC sorties.
- L. Number of helicopter administrative sorties.
- M. Total tons of equipment put ashore by helicopter.
- N. Total number of troops put ashore by helicopter.
- O. Total number of troops moved point to point ashore by helicopter.

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OPERATION ORDER
COMPHIBRON FIVE 302-66

ANNEX I

Ship-to-Shore Movement

1. Situation. This Annex provides for a waterborne amphibious assault over GREEN Beach on D-Day.

2. Mission. As in the basic plan.

3. Execution.

a. Landing Group

(1) On the order "Land the Landing Force" provide serials of troops and equipment in accordance with Appendix X, Serial Assignment Table.

(2) Land over designated beaches in accordance with Appendix V, Landing and Approach Plan.

(3) Assume operational control of the Beach Party and provide beachmaster services, if required, for control of traffic in the vicinity of the beaches and salvage operations inshore of the surfline in accordance with Appendix IX, Service and Salvage Plan.

b. Transport Unit (TU 76.3.1)

(1) Conduct movements to initial assault stations in the transport area as assigned in Appendix I, Transport Area Diagram.

(2) On the Order "Land the Landing Force":

(a) Provide landing craft and conduct personnel transfers on D-Day in accordance with Appendix IV, Landing Craft Employment Plan.

(b) Load and dispatch landing craft and amphibian vehicles as necessary to meet schedules set forth in Appendix V, Landing and Approach Plan.

(3) After assault waves are dispatched, conduct remainder of landing in accordance with Appendix VII, Unloading Plan.

(4) When directed by CTG 76.3, conduct a partial withdrawal over GREEN or BLUE Beach as designated.

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c. Control Unit (TU 76.3.2)

(1) Control the ship-to-shore movement in accordance with NWTP 22-6(A) and Appendix II, Waterborne Control Plan.

(2) Control the partial withdrawal in accordance with Appendix VIII, Withdrawal Plan.

x. Coordinating Instructions

(1) CTG 76.3 will conduct time check at H-3 hours.

(2) H-Hour will be confirmed.

(3) Land the Landing Force will be signalled about H-2 hours.

(4) Report inability to meet H-Hour to CTG 76.3 including reason and recommendation.

(5) Report immediately all inoperative landing craft to CTG 76.3, including ETC.

(6) All LCM will be rigged for emergency ramp raising and LCM assist beaching.

(7) Insure that all landing craft proceeding to and from beach report to PCS.

4. Administration and Logistics

a. Reports in accordance with this Annex and Annex K, Administration.

b. Lifejacket recovery in accordance with Annex L, Logistics.

c. Medical services and casualty evacuation in accordance with Annex M, Medical.

d. Parent ships provide rations and relief boat crews for landing craft remaining on station for long periods of time.

e. Landing Force provide serial paddles for each landing craft carrying a serial. Serial source ship insure proper display of paddles.

5. Command and Signal

a. Communications in accordance with Annex N, Communications.

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Appendixes

- I - Transport Area Diagram
 - A. Anchorage Assignments
 - B. Beach coordinates
- II - Waterborne Control Plan
- III - Landing Craft Availability Table
- IV - Landing Craft Employment Plan
- V - Landing and Approach Plan
- VI - Assault Wave Diagram
- VII - Unloading Plan
 - A. Landing Sequence Table
- VIII - Withdrawal Plan
- IX - Service and Salvage Plan
- X - Serial Assignment Table

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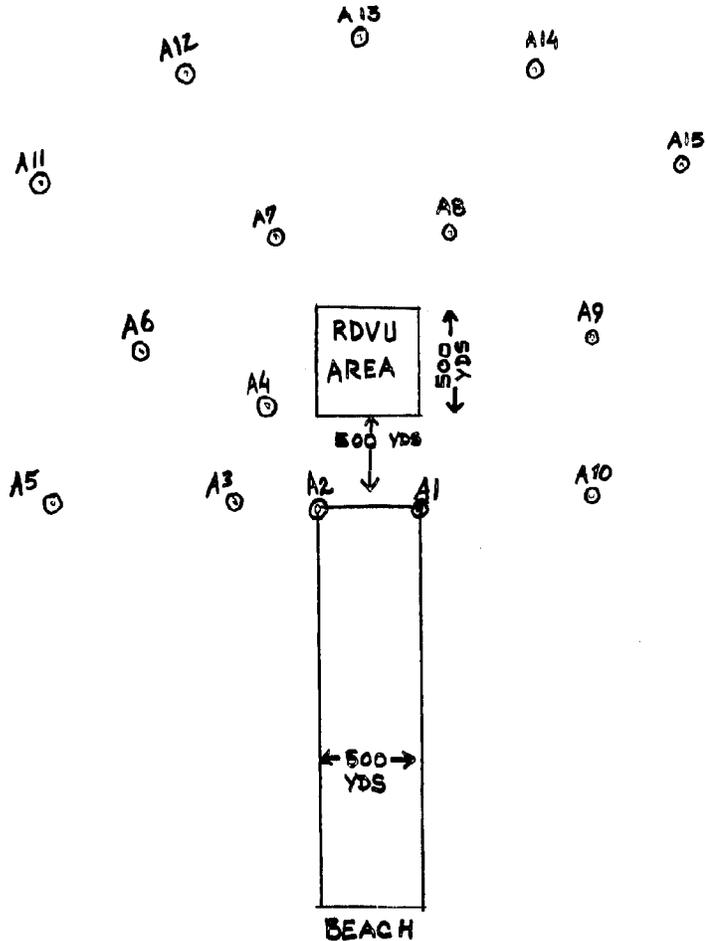
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APPENDIX I TO ANNEX I

TRANSPORT AREA DIAGRAM

Ref: H.O. 6209



Tabs:

- A - Anchorage Assignments
- B - Beach Coordinates

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OPERATION ORDER
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TAB A TO APPENDIX I TO ANNEX I

ANCHORAGE ASSIGNMENTS

<u>ANCHORAGES</u>	<u>SHIP</u>	<u>GREEN BEACH</u>		<u>BLUE BEACH</u>	
		<u>BEARING*</u>	<u>RANGE*</u>	<u>BEARING*</u>	<u>RANGE*</u>
A1	TERRELL CTY	327	500	321	500
A2	FORT MARION	(See TAB B)			
A3	WINDHAM CTY	147	500	141	500
A4	WESTCHESTER CTY	205	600	199	600
A5	UNASSIGNED	147	1500	141	1500
A6	UNASSIGNED	186	1300	180	1300
A7	PAUL REVERE	228	1450	222	1450
A8	SEMINOLE	263	1600	257	1600
A9	UNASSIGNED	298	1700	292	1700
A10	UNASSIGNED	327	1500	321	1500
A11	UNASSIGNED	195	2350	189	2350
A12	UNASSIGNED	219	2400	213	2400
A13	UNASSIGNED	242	2500	236	2500
A14	UNASSIGNED	265	2600	259	2600
A15	UNASSIGNED	286	2700	280	2700

* Range and Bearing to PCS

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TAB B TO APPENDIX I TO ANNEX I

BEACH COORDINATES

GREEN BEACH (ASSAULT)

1. GREEN Beach Center: 15-38-30N 108-30-50E
2. PCS Anchorages: 15-39-00N 108-31-30E
3. Boat Lane 2000 yards long.
4. Boat Lane axis to beach: 237°T

BLUE BEACH (WITHDRAWAL)

1. BLUE Beach Center: 15-32-00N 108-35-55E
2. PCS Anchorages: 15-33-20N 108-37-25E
3. Boat Lane 4000 yards long.
4. Boat Lane axis to beach: 231°

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APPENDIX II TO ANNEX I

WATERBORNE CONTROL PLAN

1. Situation. This Appendix provides for control of the waterborne ship-to-shore movement over GREEN Beach.
2. Execution.
 - a. Landing Group.
 - (1) Prior to H-60 provide TACLOG party to assist the primary control officer.
 - (2) Address requests for on-call waves, nonscheduled serials and supplies to TACLOG party. TACLOG party relay to PCS.
 - (3) Submit requests for non-scheduled serials in blocks as large as practicable to ensure efficient boat employment.
 - (4) Equip each serial with boat paddle for each boat in serial.
 - (5) Insure that LVT crews are familiar with and adhere to Naval control procedures and signals.
 - b. Control Unit. (TU 76.3.2)
 - (1) Control and coordinate the waterborne-ship-to-shore movement.
 - (2) Relay SUROBS and LOD set and drift as required.
 - (3) Exercise operational control of shipping in the transport area.
 - c. Landing Craft Control Element. (TE 76.3.2.1)
 - (1) Report set and drift at LOD to CTG 76.3 as soon as determined after anchoring.
 - (2) Control landing craft and amphibious vehicles from rendezvous area to designated beach using Grid Reference system contained in NWIP 22-6(A).

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- (3) Control all landing craft and amphibious vehicle movements between LOD and beach.
- (4) Dispatch scheduled waves in accordance with Appendix V, Landing and Approach Plan.
- (5) Dispatch on-call waves and non-scheduled serials when required by TACLOG.
- (6) Submit wave progress reports to CTG 76.3 as follows:
 - (a) Wave 1: when dispatched from LOD; 1000 yards from beach, 500 yards from beach and touchdown time.
 - (b) Subsequent waves: when dispatched from LOD and touchdown time.
- (7) Control salvage operations seaward of the surf line.
- (8) Establish boat pool from landing craft returning from beach. Return landing craft not required to parent ships. Request additional landing craft as needed.
- (9) Dispatch landing craft to load serials when requested by TACLOG.

3. Procedures.

a. Debarkation.

- (1) LVT scheduled waves will be loaded and launched at scheduled time, met by naval wave guides and remain under their control while waterborne.
- (2) LVT on-call waves will not be launched until called for by PCS. Wave guides will meet LVTs upon being launched.
- (3) Landing craft of scheduled waves, after being loaded, will proceed to wave assembly circles and report to Wave Commanders.
- (4) On-call waves and free boats will remain in the vicinity of their serial source ships until dispatched at scheduled times or as requested.

b. Control Procedures to LOD.

- (1) Scheduled LVT waves will be led by wave guides under control of PCS directly to flank of LOD in column, distance 40 yards. Proceed on a line parallel to and 50 yards seaward of LOD. Wave guides signal a flanking movement timed to cross the LOD on schedule.
- (2) On-call LVT waves will use same procedures as scheduled waves.

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(3) Landing craft of scheduled waves will proceed from wave assembly circles to rendezvous area in column, distance 50 yards. Wave commanders will signal departure from the rendezvous area in accordance with the schedule set forth in the Landing and Approach Plan. Landing craft will form a wedge, distance 50 yards, and proceed toward the LOD. The PCS will assume control on Boat Control circuit when waves are 500 yards seaward of the LOD.

c. Control Procedures from LOD to Beach.

(1) PCS will utilize the GRID Reference System outlined in Appendix E to NWIP 22-6(A).

(2) All waves will cross the LOD and proceed to the beach in a line abreast formation.

(3) Amphibious vehicles of schedule waves will be in line abreast on arriving at the LOD. The wave guide will be positioned on the right flank of the wave and the assistant wave guide will take station on the left flank. Wave guide will report to PCS on Boat Control circuit prior to crossing LOD. When 1000 yards from beach battle speed will be signaled. Prior to reaching the surf zone, the wave guide and assistant wave guide will turn off to right flank and take station in the assembly area.

(4) LVT will proceed shoreward of the highwater mark prior to stopping, debarking troops or making flanking movements.

(5) Landing craft of scheduled waves will, upon signal from the Wave Commander, form a line abreast prior to arriving at the LOD. When 1000 yards from beach the Wave Commander will signal battle speed.

(6) The Boat Group Commander will lead wave 2 to the beach. On approaching the surf zone, the BGC will turn off to the right flank, establish the assembly area and become the Traffic Control Officer.

(7) The Assistant Boat Group Commander will follow wave 3. On approaching the surf line, the ABGC will turn off to the left flank and become the salvage officer.

(8) Heavy Salvage boats will follow wave 2. On approaching the surf line, the salvage boats turn off to the left flank and stand-by for salvage operations.

(9) Wave guides and wave commanders report touchdown of waves on Boat Control Circuit then shift to Boat Common Circuit.

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(1) LVT required to return seaward will assemble in groups on the right flank of the beach. When wave guides are provided, enter water and proceed to destination.

(2) Landing craft, after retraction, will report to the traffic control officer in the assembly area for dispatch to destination.

e. Selective Unloading.

(1) The Rendezvous area is not utilized.

(2) The serial source ship dispatches the craft toward the LOD. Upon approaching the LOD the craft reports to the PCS for dispatch to beach.

x. Coordinating Instructions.

(1) Scheduled waves lower serial paddles, close battle ports and insure no troops are exposed after crossing LOD.

(2) Each ship maintain boat situation log of all boats alongside. The log will contain boat numbers, time of arrival, time of departure, destination, cargo carried, special orders, etc.

(3) PCS, SCS and PAUL REVERE display latest SUROB to landing craft. Insure coxswains are thoroughly familiar with SUROB format.

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APPENDIX III TO ANNEK I

LANDING CRAFT AVAILABILITY TABLE

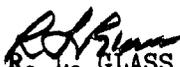
TOTAL LANDING CRAFT ON BOARD

<u>SHIP</u>	<u>LCVP</u>	<u>LCM3</u>	<u>LCM6</u>	<u>LCPL</u>	<u>LCU</u>	<u>LCM8</u>
PAUL REVERE	12		7	3		
SEMINOLE	6	2	6	2		
FORT MARION	1			1		
TERRELL COUNTY	2			2		
WESTCHESTER COUNTY	3			1		
WINDHAM COUNTY	3			1		
ACDIV DET					1	2
TOTAL	27	2	13	10	1	2
SPARES	3	0	1	1	0	0
TOTAL AVAILABLE	24	2	12	9	1	2

LANDING CRAFT FOR NAVAL USE

HEAVY SALVAGE		1	1			
BGC				1		
ABGC				1		
PCS CONTROL				1		
WAVE GUIDES	5			5		
TOTAL FOR NAVAL USE	5	1	1	8		
TOTAL AVAILABLE FOR LANDING FORCE USE	19	1	11	1	1	2

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APPENDIX IV TO ANNEX I

LANDING CRAFT EMPLOYMENT PLAN - GREEN BEACH

Section A: Landing Craft for Naval use

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	1	LCPL	APA 248	PCS	H-90	ENTIRE	BGC GREEN BEACH LEAD WAVE 2
2	1	LCPL	AKA 104	PCS	H-90	ENTIRE	ABGC GREEN BEACH FOLLOW WAVE 3
3	1	LCM3	AKA 104	PCS	H-60	ENTIRE	HEAVY SALVAGE PICK UP UDT LIFE GUARD AT LSD 22 PRIOR REPORTING PCS. FOLLOW WAVE 2.
4	1	LCM6	APA 248	PCS	H-60	ENTIRE	HEAVY SALVAGE FOLLOW WAVE 2
5	1	LCPL	APA 248	PCS	H-60	ENTIRE	PCS CONTROL BOAT
6	1 1	LCPL LCVP	LST 1157	LST 1157	LTLF	UNTIL RELEASED	WAVE GUIDE AND ASS'T WAVE GUIDE FOR WAVE 1
7	1 1	LCPL LCVP	LSD 22	LSD 22	LTLF	UNTIL RELEASED	WAVE GUIDE AND ASS'T WAVE GUIDE FOR ON CALL SER 205.
8	1 1	LCPL LCVP	LST 1170	LST 1170	LTLF	UNTIL RELEASED	WAVE GUIDE AND ASS'T WAVE GUIDE FOR ON CALL SER 300.
9	1 1	LCPL LCVP	LST 1167	LST 1167	LTLF	UNTIL RELEASED	WAVE GUIDE AND ASS'T WAVE GUIDE FOR ON CALL SER 301
10	1 1	LCPL LCVP	AKA 104	PCS	H-30	UNTIL RELEASED	SPARE WAVE GUIDES FOR FREE BOATS OR AS REQUIRED.

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Operation Order
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Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
11	1	LCM6	AKA 104	APA 248	H-60	1 TRIP	PICK UP LIFE JACKET RECOVERY PARTY AT APA 248 AND PROCEED TO BEACH FOLLOWING WAVE 3.

LANDING CRAFT EMPLOYMENT PLAN - GREEN BEACH

Section B: Scheduled and On Call Waves and Free Boats

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	5	LCM6	APA 248	APA 248	LTLF	1 TRIP	WAVE 2
2	3	LCM6	AKA 104	APA 248	LTLF	1 TRIP	WAVE 3
3	1	LCU	LSD 22	LSD 22	LTLF	1 TRIP	ON CALL SER 206. (PRELOADED)
4	2	LCM8	LSD 22	LSD 22	LTLF	1 TRIP	ON CALL SER 207. (PRELOADED)
5	1	LCM3	AKA 104	APA 248	H-30	1 TRIP	FREE BOAT OOL.

Section C: Personnel Transfers

1	1	LCVP	APA248	APA 248	LTLF	1 TRIP	PRE H-HOUR TRANSFER SER 204 and TACLOG TO LSD 22
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APPENDIX V TO ANNEX I

LANDING AND APPROACH PLAN - GREEN BEACH

Section A: Scheduled Waves

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	1	200 CS E (REIN)	222	Normal Combat	10 LVTP-5	LST 1157	H-20	—	—	H-13	H-HR	
2	2	201 Co F (REIN) Co G (REIN)	398	Normal Combat	5 LCM 6	APA 248	H-20	H-16	H-8	H-5	H+3	
3	3	202 Co H (REIN) H&S CO (-)	285	Normal Combat	3 LCM 6	APA 248	H-15	H-11	H-3	H-HR	H+8	

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LANDING AND APPROACH PLAN - GREEN BEACH

Section B: On Call Waves and Free Boats

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	OC	205 H Btry 3/11	120	6-105 How	10 LVTP 5	LSL 22	—	—	—	—	On Call	Remain embarked until called. (Preloaded)
2	OC	206 BMU/SP	44	1 TD-24 4 Radio jeeps 1 M35 6x6 1 3/4 TTK 4 M22 1 M100 1 Wtr. Tlr 2 DUKW. 1 TD-18 1 K2N Crane 1 M37 with M16	1 LCU	LSL 22	—	—	—	—	On Call	Report PCS H-30. (Preloaded)
3	OC	207 H Btry 3/11 Veh	2	2 M35 6x6	2 LCM 8	LSL 22	—	—	—	—	On Call	Report PCS H-Hr (Preloaded)
4	OC	300 1st and 2nd Co, 3rd Bn RVNMC	300	Normal Combat	12 LVTP 5	LST 1170	—	—	—	—	On Call	Remain embarked until called. 5 LVTP Turnaround from Wave 1.

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LANDING AND APPROACH PLAN - GREEN BEACH

Section B: On call Waves and Free Boats (Cont'd)

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Remarks
5	OC	301 3rd and 2nd Co, 3rd Bn RVNMC	300	Normal Combat	13 LVTP 5	LST 1167	---	---	---	---	On Call	Remain embarked until called. 5 LVTP Turnaround from Wave 1
6	FB	203 CLF Command Group	18	Normal Combat	1 LCM 3	APA 248	---	---	---	---	Free Boat 001	Dispatch when requested by CLF.
7	FB	204 Co BLT 2/7 and Command Group	10	Normal Combat	1 LVTP 5 (CMD)	LSD 22	---	---	---	---	Free Boat 002	Remain embarked until called. Pre H-Hour transfer from APA 248.
8	FB	302 Co 3rd Bn RVNMC		Normal Combat	1 LVTP 5	LST 1170	---	---	---	---	Free Boat 003	Remain embarked until called.

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APPENDIX VI TO ANNEX I

ASSAULT WAVE DIAGRAM

NOT TO SCALE

Explanatory Notes

1. Positions of Waves are shown as of H-Hour and are based on the following speeds:

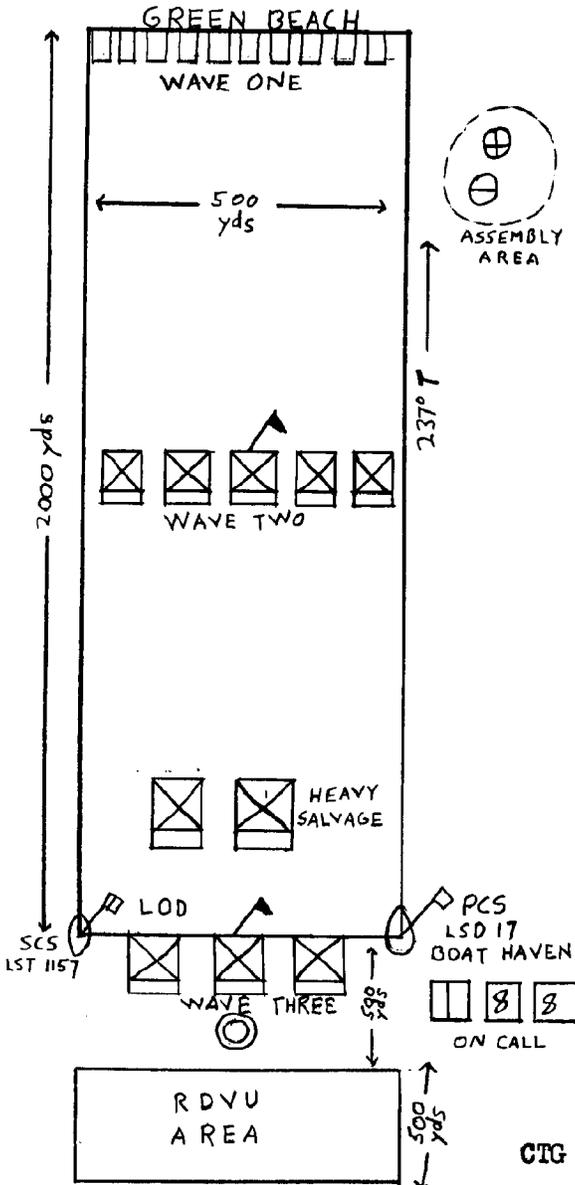
CRAFT 1st 1000 yds Last 1000 yds

LVTP-5	4.5 KTS	4.5 KTS
LCM 6	7 KTS	9 KTS

2. LEGEND:

- ⊙ BGC
- ⊙ ABGC
- ⊗ LCM 6
- LCU
- ⊗ LCM 8
- ▲ WAVE COMMANDER
- LVTP
- ⊕ WAVE GUIDE
- ⊖ ASST WAVE GUIDE

3. Wave ONE will upon crossing the LOD proceed to beach in below formation to allow use of LVTP automatic weapons if required.



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APPENDIX VII TO ANNEX I

UNLOADING PLAN

1. General. This Appendix provides instructions for unloading of troops, equipment and supplies during the ship-to-shore movement.

2. Procedures.

a. Initial unloading by scheduled waves, on-call waves and free boats will be in accordance with the Landing and Approach Plan.

b. Unloading of non-scheduled serials will take place if and when requested by TACLOG. The desired order of unloading, if ordered, is in accordance with Tab A, Landing Sequence Table. Individual non-scheduled serials must be specifically requested before being unloaded.

c. Landing Force supplies will be loaded in PAUL REVERE to provide capability for helo resupply. Requests for helo delivery of landing force supplies will be directed to CATF, specifying delivery point, specific type supplies and time desired.

3. Reports.

a. Periodic unloading reports will be made by PCS to CTG 76.3 hourly commencing at H+1, using the following format:

(1) Selective Unloading Report

UNLOAD REP NR _____ AS OF _____.

ALFA - Serials dispatched from LOD since last report.

BRAVO - Boated serials at LOD.

CHARLIE - Serials for which boats have been dispatched.

DELTA - Serials sunk since last report.

ECHO - Serials damaged to extend precluding effective employment.

(Omit inapplicable items.)

Tab

A - Landing Sequence Table.

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USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
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APPENDIX VIII TO ANNEX I

WITHDRAWAL PLAN

1. Situation. This Appendix provides for a partial withdrawal of landing force elements from the objective area. It is expected that LVT and any wheeled or tracked vehicles landed will be withdrawn.

2. Execution.

a. Landing Group.

(1) Report desired time of withdrawal to CTG 76.3. Indicate if withdrawal desired over GREEN or BLUE Beach.

(2) Direct units to be withdrawn to proceed to assigned beaches.

(3) Direct LVT to remain on beach until wave guides are available to escort to ship. Group LVT according to ship to be embarked in.

b. Transport Unit. (TU 76.3.1)

(1) Provide landing craft for withdrawal as requested by PCS.

(2) Reembark landing force elements withdrawn from beach.

c. Naval Beach Party Element. (TE 76.3.1.4)

(1) Shift to BLUE Beach, if directed, to conduct withdrawal.

(2) Control beach operations during withdrawal.

(3) Notify PCS of serials ready for withdrawal and landing craft requirements.

(4) Report when all required elements withdrawn and ready to secure beach.

d. Control Unit. (TU 76.3.2)

(1) Direct shipping to shift to BLUE Beach anchorages if required.

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(2) Direct commencement and conduct of withdrawal.

e. Landing Craft Control Element. (TE 76.3.2.1)

(1) Control landing craft involved in withdrawal using control procedures contained in Appendix II, Control Plan.

(2) When withdrawal directed, furnish wave guides at designated beach.

(3) Directed landing craft, as required, to beach for withdrawal of vehicles other than LVT.

x. Coordinating Instructions.

(1) Vehicles to be withdrawn will retain same serial designation, as for landing.

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TAB A TO APPENDIX VII TO ANNEX ILANDING SEQUENCE TABLE

Unit	Element	Serial	Carrier		Ship
			No.	Type	
BLT 2/7	H CO 3/11 Veh	208	1	LCM 6	APA 248
BLT 2/7	CO 2/7 Veh	209	1	LCM 6	APA 248
BLT 2/7	S3 2/7 Veh	210	1	LCM 6	APA 248
BLT 2/7	S2 2/7 Veh	211	1	LCM 6	APA 248
BLT 2/7	S4 2/7 Veh	212	1	LCM 6	APA 248
BLT 2/7	Comm Veh	213	1	LCM 6	APA 248
BLT 2/7	CO E Veh	214	1	LCM 6	APA 248
BLT 2/7	CO F Veh	215	1	LCM 6	APA 248
BLT 2/7	CO G Veh	216	1	LCM 6	APA 248
BLT 2/7	CO E Veh	217	1	LCM 6	APA 248
BLT 2/7	CO F Veh	218	1	LCM 6	APA 248
BLT 2/7	CO G and CO E Veh	219	1	LCM 6	APA 248

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 USS PAUL REVERE (APA 248), Flagship
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APPENDIX IV TO ANNEX I

SERVICE AND SALVAGE PLAN

1. Situation. This Appendix provides for services and salvage operations.

2. Execution.

a. Naval Beach Party Element (TE 76.3.1.4)

(1) TE 76.3.1.4 will be embarked with shore party in an on-call LCU and will be landed when required. When landed:

(a) Under Commander Landing Force direct and control all naval elements ashore within the beach zone of responsibility.

(b) Direct and control waterborne and land traffic and salvage operations from the surf line to the berm line.

(c) Return life jackets in accordance with Annex L, Logistics.

(d) Assist in conduct of withdrawal in accordance with Appendix VIII, Withdrawal Plan.

b. Landing Craft Control Element (TE 76.3.2.1)

(1) Control salvage operations seaward of the surf line.

(2) If beach masters not landed control all salvage operations, exercising direct control through the salvage officer.

x. Coordinating Instructions

(1) Boats requiring towing from beach will be towed well clear of surf zone.

(a) Insure that towed boat is seaworthy before towing and is operating properly before casting off.

(b) Disabled boats, if seaworthy will be towed to FORT MARION (boat haven) for repair.

(2) PCS, Beachmaster or BGC may order any boat to tow a disabled boat.

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Operation Order
COMPHIBRON FIVE 302-663. Reports.

a. Naval Beach Party Element (TE 76.3.1.4) submit Beach Situation Reports to CTG 76.3 as soon as possible after landing and every two hours thereafter. Use following format:

FORMAT

Beach Sitrep

ALFA - Beach obstacles and adjustment of landing points

BRAVO - Boats in difficulty and salvage operations

CHARLIE: Beach conditions

DELTA: Boat capacity for offloading

ECHO: Number of loaded boats offshore

FOXTROT: Factors which might delay unloading

EXAMPLE

Green Beach Sitrep 5

ALFA - Rocks on right flank

BRAVO: AKA 104 LCM NR 8
Broached. Salvage boat
in process towing clear.CHARLIE: Poor trafficability
requires towing all
wheeled vehicles across
beach.

DELTA: 6 LCM 6.

ECHO: 5

FOXTROT: Development of beach
exits not completed.

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 USS PAUL REVERE (APA 248), Flagship
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APPENDIX X TO ANNEX ISERIAL ASSIGNMENT TABLE - GREEN BEACH

Serial	Unit	Pers	Material Equipment Vehicles	Craft No. Type	Ship	Remarks
200	Co E (Rein) Co E 1st Sect 81mm Mort 1st Sqd 2nd Plt, Co C ENG Fo Tm, HBtry, 3/11 FoTm, 81mm Mort Plt H & S FAC Tm NGF Spot Tm	222 (170) (18) (18) (4) (4) (4) (4) (9)	Normal Combat	10 LVTP-5	LST 1157	1st Wave
201	Co E (Rein) Co F 2nd Sect, 81mm Mort Plt 2nd Sq, Flame Sect, H and S FoTm, H Btry, 3/11 FoTm, 81mm Mort Plt	185 (155) (18) (5) (4) (3)	Normal Combat	5 LCM 6	APA 248	2nd Wave
	Co G (Rein) Co G 3rd Sect, 81mm Mort Plt 3rd Sq, Flame Sect H and S FoTm H Btry 3/11 2nd Sq, 2nd Plt, Co C ENG FoTm, 81mm Mort H and S	213 (174) (18) (5) (4) (19) (3)				
202	Co H (Rein) CO H 4th Sect, 81mm Mort Sect	195 (170) (18)	Normal Combat	3 LCM 6	APA 248	3rd Wave

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Operation Order
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Serial	Unit	Pers	Material	Craft		Ship	Remarks
			Equipment Vehicles	No.	Type		
	FoTm H Btry 3/11 FoTm 81mm Mort Plt H and S Co Recon Plt Eng Plt Psy War tm Civ Act tm S-1 Sect S-2 Sect S-3 Sect and TACP S-4 Sect BAS Supp Sect Comm Plt 81mm Plt (-) NGF La tm	(4) (3) 85 (20) (13) (8) (7) (3) (7) (6) (2) (6) (4) (6) (3) (4)					
203	CLF Command Grp	18 (18)	Normal Combat	1	LCM-3	APA 248	Free Boat 00-1
204	BLT 2/7 Co 2nd Command Grp	10 (10)	Normal Combat	1	LVTP-5 (cmd)	LSD 22	Pre H-Hour transfer to LSD 22 from APA 248. Free Boat 00-2
205	H Btry 3/11	120	6 Howitzer, 105mm	10	LVTP-5	LSD 22	Pre-loaded on call serial
206	EMU/SP	44	1TD 24 4 Radio Jeeps 1 m35 6X6 1 K2N Crane 1 M37 1/2T Trk and Tlr 2 DUKW 1 1/2T Trk 4 M422 1 M100 1 Wtr Tlr				
207		4	2 M35 6x6	2	LCM-8	LSD 22	On Call (Pre-loaded)
208	H Btry 3/11	1	1 AN/MRC 37	1	LCM-6	APA 248	

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Serial	Unit	Pers	Material Equipment Vehicles	Craft No. Type	Ship	Remarks
209	Co 2/7	1	1 M100 1 M422	1 LCM-6	APA 248	
210	S-3 2/7	1	1 M100 1 M422	1 LCM-6	APA 248	
211	S-2 2/7	1	1 M100 1 M422	1 LCM-6	APA 248	
212	S-4 2/7	1	1 M100 1 M422	1 LCM-6	APA 248	
213	Comm	3	3 An/MRC	1 LCM-6	APA 248	
214	Co E	1	1 M100 1 M422	1 LCM-6	APA 248	
215	Co F	1	1 M100 1 M422	1 LCM-6	APA 248	
216	Co G	1	1 M100 1 M422	1 LCM-6	APA 248	
217	Co E	2	2 M274	1 LCM-6	APA 248	
218	Co F	2	2 M274	1 LCM-6	APA 248	
219	Co G, Co H	2	2 M274	1 LCM-6	APA 248	
300	1st and 2nd Co RVNMC	300	Normal Combat	12 LVTP-5	LST 1170	On Call, Uses Five Turnaround LVTP-5
301	2nd and 3rd Co RVNMC	300	Normal Combat	13 LVTP-5	LST 1167	On Call, Uses Five Turnaround LVTP-5
302	Co 38 B RVNMC Cmd Group		Normal Combat			Free Boat 003

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

Authenticated:


R. L. GLASS
ENS, USN
Staff Secretary

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U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

OPERATION ORDER
COMPHIBRON FIVE 302-66

ANNEX J

PROTECTIVE MEASURES

1. General. This force will carry out the protective measures prescribed herein to minimize disruptive effects of the enemy and forces of nature. Security and protection of shipping will be provided by individual ship security measures, by the Naval Gunfire and Screen Unit (TU 76.3.3) and by cooperation and assistance of RVN Junk Forces.

2. Mission.

a. The Naval Gunfire and Screen Unit and RVN Junk Force will conduct surface surveillance operations in assigned sectors to detect and prevent attack on TG 76.3 units by small boats and/or swimmers and to capture VC personnel attempting to infiltrate or exfiltrate the area.

3. Execution.

a. CTG 76.3 - Direct and coordinate the defense of Amphibious Task Group forces in the transport area against sneak attack by enemy forces employing small craft and/or swimmers.

b. TU 76.3.3 (Naval Gunfire and Screen Unit).

(1) Conduct surveillance and screening operations in sectors assigned:
(Patrol not to interfere with primary responsibility of Naval Gunfire Support)

(a) Sector Assignments (See Appendix II to Annex G)

(1) D-Day Green Beach - GEORGE K MACKENZIE - Fire Support Area
GREEN THREE

RUPERTUS - FSA GREEN TWO
DIACHENKO - Outer Screen Area ONE

(2) D+1 Green Beach - GEORGE K. MACKENZIE - FSA GREEN THREE
(When directed by CTG 76.3) RUPERTUS - FSA GREEN ONE
DIACHENKO - OSA II

(2) On D-Day at about H-2 take station in assigned sectors and establish communications on NL7 (38.9 MCS) with Junk Units. Be prepared, if directed, to coordinate Junk Force Activities. Remain clear of boat lanes and do not interfere with movements of amphibious shipping in the transport area. Departure from screen areas authorize for mission and safety. Keep CTG 76.3 advise.

(3) Challenge and identify all ships and craft, apprehending VC whenever possible and prevent attack on units of TG 76.3.

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(4) Keep CTG 76.3 advised of the location of enemy units, intruders, and incidents.

c. Control and Coordination of Junk Forces.

(1) Junks of RVN Junk Divisions 14 and 15 will be operating in the AOA to assist in preventing VC infiltration and exfiltration. These friendly junks are armed with machine guns and mortars and may be identified by a horizontal large yellow square with red diagonals painted on the cabin roof.

(2) CTG 76.3 will coordinate the activities of the Junk Force.

(3) All ships be prepared to render aid and assistance to junks if required.

d. Individual ships.

(1) Be prepared if directed by CTG 76.3 to establish a picket boat patrol in vicinity of ship. In addition, PAUL REVERE be prepared to provide one LCPL armed and ready for immediate dispatch to any trouble spot upon direction of CTG 76.3.

(a) Picket boats will be equipped with armed boat crews, radio, spot-light, signal light, megaphone, pocket whistle and signal flares and will circle parent ship at irregular ranges between 200-500 yards. They will be partially controlled by parent ship - Parent ships inform CTG 76.3 over PRI CI net of all contacts and actions taken.

(b) Picket boats/parent ship communications will be by Boat Common net.

(c) Native craft will be escorted out of the anchored unit's 1000 yards perimeter.

(d) Small boat challenge and replies IAW COMSEVENTHFLT 310500Z OCT. (Challenge and reply between VN and USN ships and aircraft)

(e) When there is time, picket boats will obtain orders from parent ship before taking action.

(2) Have lights equipped with reflectors available to illuminate water adjacent to ships and anchor chain, if directed by CTG 76.3.

(3) Post armed sentries in sufficient numbers to observe all areas subject to the ship with a minimum of movement about the deck.

e. Control of fire.

Fire (or use concussion grenades in the case of positive (non-friendly) submerging swimmers) at suspected VC craft only if they pose a direct threat to TG 76.3 units, or have committed a hostile act. Endeavor to apprehend and capture suspected VC personnel. CINCPACFLT Instructions O3300.2A "Guidance for protective

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COMPHIBRON FIVE 302- 66

measures to be taken in applying the right of self preservation in peacetime,
outlines rules of engagement.

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CTG 76.3, Commander Amphibious Task Group
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AUTHENTICATED:


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Appendix I - Heavy Weather Plan

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 Msg Ref: MAC 430

OPERATION ORDER
COMPHIBRON FIVE 302-66

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APPENDIX II TO ANNEX J

HEAVY WEATHER PLAN

1. General.

a. This plan applies whenever wind forces and sea state in the objective area are expected to reach such magnitude that normal operations must be curtailed in the interest of safety.

b. Heavy weather conditions will be set by CTG 76.3. It is the responsibility of the Control Officer and landing ship control officer to adjust operations of vehicles and craft during high sea conditions in the interest of safety. CTG 76.3 must be informed immediately when changes in the basic ship to shore plan may be forced by sea conditions (waves, current, etc)

2. Heavy Weather Conditions

a. Heavy Weather Condition ALFA - Heavy Weather is expected in the landing area.

(1) Continue amphibious operations to the extent that sea conditions will permit with reasonable safety.

(2) Ships prepare to get underway on 30 minutes notice.

(3) Ships be prepared to hoist all boats. Subject to approval of CTG 76.3 hoist all boats not in use.

(4) PCS and SCS prepare to vector landing craft to parent ships.

(5) LSD prepare to re-embark LCU, LCM-8 and LVT to extent of capacity.

(6) IST prepare to re-embark LVT.

b. Heavy Weather Condition BRAVO - Heavy Weather is imminent in the landing area.

(1) Cease all amphibious operations.

(2) Hoist all empty boats - Boats already loaded will, if directed by CTG 76.3, unload on the beach.

(3) LSD embark LCU, LCM-8 and LVT to extent of capacity.

(4) IST embark LVT to extent of capacity.

(5) Get underway and conduct retirement as directed by CTG 76.3.

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3. Coordinating Instructions.

a. OTC of each unit retiring keep CTG 76.3 informed of situation within his unit.

b. Commanding Officers take independent action to avoid immediate danger if the situation warrants, reporting circumstances and action taken to CTG 76.3.

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
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Authenticated


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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Mag Ref: MAC 430

ANNEX K

ADMINISTRATION

1. General.

a. Ship's and units comply with administrative procedures contained in COMSEVENTHFLT OPORD 201-64 and appropriate SEVENTHFLT Type Commanders OPORDs except as modified herein.

b. Public Information instructions are contained in Appendix I.

c. A summary of reports required is contained in Appendix II.

2. Troop Information.

a. Troop commander will ensure that troops comply with ships' regulations while embarked.

b. Troops shall be briefed concerning shipboard safety regulations, shipboard hazards, debarkation procedures, etc.

3. Hostile Fire.

a. Determination of eligibility of units engaged in this operation for special pay for duty subject to hostile fire (SPDEF) will be in accordance with the criterion set forth in CINCPACFLTINST 7220.2A and COMSEVENTHFLT Numbered Message 75. Commanding Officers ensure adequate records are maintained of the date of operations on which eligibility is based. Report to CTG 76.3 specific instances of hostile fire when occurring. CTG 76.3 will nominate TF 76 units IAW COMSEVENTHFLT Numbered Message 75.

4. Restrictions on Visits Ashore.

a. No personnel will be permitted ashore except as required in support of the operation or as specifically authorized by CATF.

5. Personnel.

a. PERSTAT. Personnel Status Reports will be made in accordance with COMSEVENTHFLT OPORD 201-64 as required.

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COMPHIBRON FIVE 302-666. Mail.

a. U. S. Mail - Individual ships/units submit mail routing instructions prior commencement of operations.

7. Movies. Exchange of sea prints between units is encouraged when in port. Requests for light-line transfers of movies underway will be submitted to CATF for approval.

8. Guard Mail.

a. CTG 76.3 will establish a Guard Mail Center on board PAUL REVERE and will coordinate all guard mail delivery between units participating in the operations.

b. On signal from CTG 76.3 units will send guard mail petty officers to PAUL REVERE to pick up guard mail.

9. Awards.

a. Commanding Officers and unit commanders are directed to ensure that each officer and man on board who distinguishes himself by outstanding performance of duty; who exhibits extraordinary courage; or who distinguishes himself conspicuously by gallantry and intrepidity at the risk of his life or serious injury is recommended for an appropriate military decoration. Prompt action on the part of Commanding Officers is urged.

b. If doubt exists as to eligibility for a specific award, submit recommendation for highest award for which the individual may be eligible.

c. Enemy opposition to the operation is not prerequisite for nomination for awards; the actual conditions encountered such as adverse surf, weather, and beach conditions are equally important.

d. In addition to the long-standing decorations, the most recently authorized award, the SECNAV Commendation for Achievement is appropriate for a good number of junior officers and enlisted men.

e. Comply with SECNAVINST P1650.1C and CINCPACFLTINST 1650.1A in preparing recommendations. Incomplete or poorly written recommendations will not be acted upon. Provide copy to CTG 76.3.

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Operation Order
COMPHIBRON FIVE 302-6610. Reports.

a. All ships/units are directed to forward, by message, a situation report commencing at H+5 and every six (06) hours thereafter until otherwise directed by CTG 76.3.

b. Upon completion of each landing phase of the operation (by 1200H D+1 and D+2), ships/units will submit a message report to CTG 76.3. Message report shall provide a brief narrative of problems encountered, significant observation, and operational accomplishments.

c. Upon completion of the operation ships are directed to submit to their task unit/element commander, as appropriate, with copy to CTG 76.3, a final letter report covering in detail the areas in subparagraph b., above, and including applicable areas set forth in paragraph d., below, plus other information considered appropriate. Additionally, task unit/element commanders will submit a composite final letter report to CTG 76.3.

d. Areas to be covered in final report:

- (1) Chronology.
- (2) Adequacy of preparation.
- (3) Embarkation.
- (4) Reconnaissance.
- (5) NGFS.
- (6) Screening - infiltration/exfiltration operations.
- (7) Ship-to-Shore movement.
- (8) Helo shore-to-ship movement.
- (9) Communications.
- (10) Outstanding Performance by units or individuals.

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- (11) Enemy action.
- (12) Administration.
- (13) Comments and recommendations.

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Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

Appendix I - PIO
Appendix II - Summary of Reports

Authenticated:


R. L. GLASS
ENS, USN
Staff Secretary

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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

APPENDIX I TO ANNEX K

PUBLIC INFORMATION

References: (a) COMSEVENTHFLT OPORD 201-64, Annex V
(b) U. S. Navy Public Information Manual

1. Purpose. The purpose of this Appendix is to provide guidance on public information matters related to Blue Marlin operations and to prescribe procedures to be followed.

2. Background. As indicated in reference (a), the responsibility for the release of all public information material related to operations in Vietnam rests with COMUSMACV. CTG 76.3 has been directed to coordinate the submission of all public information material concerning the task group during this operation. Navy and Marine public information personnel have been assigned to CTG 76.3 to assist in the collection of information and to obtain official still and motion picture photography. Civilian news media representatives will be embarked in ships of the task group to cover shipboard amphibious operations.

3. Objectives. Public information activities will be conducted to fulfill the following objectives:

a. To keep the public fully informed, within the bounds of security of the operations of U. S. Seventh Fleet.

b. To emphasize the advantages to be derived from the combined efforts of mobile Naval amphibious forces and Marine landing forces in a counterinsurgency environment.

c. To demonstrate the ability of U. S. Navy and Marine forces to operate in consonance with military forces of the Republic of Vietnam.

4. Procedures.

a. Basic Guidance. References (a) and (b) provide basic guidance for public information matters.

b. Preparation of news releases. CTG 76.3 is solely responsible for the submission of public information material relating to units of TG 76.3 during Blue Marlin. News release material will be prepared by CTG 76.3, primarily from operational reports. Information considered suitable for release, but not required in operational reports, should be forwarded to CTG 76.3 by the fastest means compatible with operational requirements.

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Operation Order
COMPHIBRON FIVE 302-66c. Photography.

(1) Navy and Marine motion picture and still photographers will be assigned to units of the task group in accordance with a schedule to be promulgated. Commanding Officers are directed to assist these personnel in fulfilling their assigned missions in a manner compatible with operational requirements.

(2) Commanding Officers are urged to employ Navy photographers and qualified amateur photographers in their commands to obtain public information coverage of significant events. If such photographs are acquired, forward unprocessed film, with complete processing data and caption material to CTG 76.6 as soon as possible.

d. Release of Information.

(1) News releases. Information on Blue Marlin operations submitted by CTG 76.3 and other operational commanders will be coordinated and released in Saigon and Danang by COMUSMACV. The text of cleared releases will be provided to units of the task group, and individual commands are then authorized to make additional releases, such as to Fleet Home Town News Center, provided that such releases remain within the framework of previously cleared material.

(2) Photographic releases. CTG 76.3 will forward official Navy still photographs, through channels, to COMUSMACV for release to Saigon. Negatives will be forwarded to Washington, D. C. for possible additional use and ultimate retention in the files of the Naval Photographic Center. Motion picture film will be forwarded to Washington, D. C. for release by the Department of Defense and retention by NPC.

5. News Media Representatives.

a. Background. A limited number of news media representatives will be embarked in the ships of the task group prior to D-Day. Additional newsmen will be flown by helicopter into the operating area ashore after H-Hour. The movements of newsmen within the ships of the task group will be coordinated by CTG 76.3 and units concerned will be kept advised.

b. Release of Information to Newsmen. The newsmen to be embarked will have been chosen because of demonstrated reliability, and will have been briefed on the necessity to safeguard classified information. It is not intended that newsmen be denied access to information which will enhance their coverage of the operation and which will become unclassified upon completion of the operation. If newsmen gain access to other classified material, they should be advised that release of that information would be detrimental to national security. If problems are encountered in this respect, notify CTG 76.3 of the details immediately.

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Operation Order
COMPHIBRON FIVE 302-66

Information on the activities of UDT and/or force reconnaissance personnel will not be released, and newsmen will be advised of this restriction by CTG 76.3.

c. Use of naval communications. Regulations provide that newsmen may be permitted to file press copy over naval communications circuits after all operational requirements have been met. It is considered that operational requirements will preclude use of naval communications circuits by newsmen during Blue Marlin operations, and any newsman requesting use of the circuits should be so advised.

d. Action. Commanding Officers of units in which media representatives are embarked are directed to take the following action.

- (1) Provide adequate messing and berthing accommodations. (Newsmen are considered to be equivalent to officers for this purpose.)
- (2) Provide USN escorts as necessary while newsmen are embarked.
- (3) Arrange for USMC escorts for newsmen accompanying the landing force in the ship to shore movement.
- (4) Be prepared to brief newsmen on the operation. Briefings should be accomplished by (preferably the XO/OPS) an officer thoroughly familiar with all aspects of amphibious operations

6. Fleet Home Town News Center. Blue Marlin operations provide an excellent opportunity for the use of Fleet Home Town News Center services, and a maximum effort should be made to acquire hometown recognition of personnel participating in the operation. Commanding Officers should ensure that rosters on file with FHTNC are current.

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

Authenticated:


R. L. GLASS
ENS, USN
Staff Secretary

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OPERATION ORDER
 COMPHIBRON FIVE 302-66

U.S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248) Fls
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 Msg Ref: MAC 430

APPENDIX II TO ANNEX KREPORTS

<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
SUROBS	TE 76.3.0.2	CTG 76.3	H-6, D-Day & Wham Dir.	Annex F COMPHIBPACINST 03840.3
EEL Report	All ships/ units	CTG 76.3	As occurring	Annex C
VC - (KIA, WIA, VC confirmed, type/No captured weapon/mst'l	CO, BLT 2/7 CO, BLT 3/3	CTG 76.3 & CLF	H+2 and every 4 hours there- after	Annex C
SIGHTREPS	CTG 76.3 or OTC's if on independent operations	See Ref	As occurring	Annex C
YANKEE Time Transit and MARKET Time Transit	CTG 76.3 or OTC's if on independent operations	CTF 115 and CTG 76.3	As occurring 24 Hrs in adv of transit	C7thFleet No. Msg's 57 & 69
POSITS	All ships	CTG 76.3	0800, 1200 & 2000 daily	Annex D
UNIDENT SUB	All ships	See reference info CTG 76.3	As occurring	COMASWFORPACINST 03360.2 Series
SOVIET SIGINT VESSEL REPORT	All Ships	See reference info CTG 76.3	As occurring	CINCPACFLTINST 03220.5 Series DIAI 58-14
SINO/SOVIET MERCHANT VESSEL SIGHTING NON- BLOC MERCHANT VESSEL SIGHTING	OTC	See reference info CTG 76.3	As occurring	CINCPACFLTINST 03450.13 Series
HARRASSING TACTIC BY SOVIET VESSELS	All ships	See reference info CTG 76.3	As occurring	CINCPACFLTINST 03100.3 Series
SINO/SOVIET BLOC or NON-BLOC NAVAL VESSEL SIGHTING	OTC	See reference info CTG 76.3	As occurring	CINCPACFLT OP-ORD: 201-65

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COMPHIBRON FIVE 302-66

<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
BEACH RECON	CTE 76.3.0.2	CTG 76.3	IAW Ref	Annex F
FIRE MISSIONS/RESULTS (CANDY/SUGAR)	CTU 76.3.3	CTG 76.3	2000, D-Day & D+1	Annex G
A/C OPSUM	TACC	CTG 76.3	2100 daily	App. VI, Annex G
HELO OPSUM	OinC HDC	TACC	1900 daily	App VI, Annex G
A/C Daily Summary	A/C other than Helo	TACC	1900 daily	App VI, Annex G
INOPERATIVE LANDING CRAFT	All ships	CTG 76.3	As occurring	Annex I
WAVE Progress Report	All ships	CTG 76.3	See reference	Annex I
Unloading Report	PCS	CTG 76.3	Hourly commen- cing at H+1	App VII, Annex I
Withdrawal Report	CTE 76.3.1.4	CTG 76.3	Upon complet- ion of with- drawal	App VII, Annex I
Beach Situation Report	CTE 76.3.1.4	CTG 76.3	ASAP after landing and every 2 hrs	App VII, Annex I
Heavy Weather	OTC	CTG 76.3	As occurring	Annex J
PERSTAT	All ships	CTG 76.3	As occurring	Annex K and COM7THFLT 201-64
HOSTILE FIRE	All ships/ units	CTG 76.3	As occurring	Annex K
Landing Summary	Ships/Units	CTG 76.3	Upon compl of landing and prior 1200H D+1	Annex K
PIO	All ships	CTG 76.3	As occurring	Annex K
CASREPT	All ships	CTG 76.3	As occurring	Annex L

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OPERATION ORDER
 COMPHIBRON FIVE 302-4

<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
FUEL	All ships	CTG 76.3	0800 daily	Annex L
Life jacket/slings/ cargo nets	All ships	CTG 76.3	As occurring	Annex I
PERCASREP	All ships	CTG 76.3	As occurring	Annex N
Report of Casualties on Board	Casualty Evac Control Ship (CECS)	CTG 76.3	Every 6 hours commencing at H+6	Annex M
EMBARKATION and DEBARKATION	All ships	CTG 76.3	Commencement and 0600 and 1800 daily until completed	Annex U
REHEARSAL REEMBARKATION	All ships	CTG 76.3	Upon comp- letion	Annex W
FINAL Report	Ships/Units	See reference	Prior 20 November	Annex K

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 Captain, U. S. Navy
 CTG 76.3, Commander Amphibious Task Group
 and COMPHIBRON FIVE

AUTHENTICATED


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U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

Operation Order
COMPHIBRON FIVE 302-66

ANNEX L

- Ref: (a) COMSEVENTHFLT INST 3180.1E (COMSEVENTHFLT REPLENISHMENT GUIDE)
(b) COMSERVPAC INST 4235.1D (PACFLT REQUISITIONING GUIDE)
(c) NWP 38(A)
(d) COMPHIBFORSEVENTHFLT OPORD 201-65, Annex L
(e) NWIP 10-1(A)
(f) CTF 73/COMSERVGRU THREE INST P4700.2C

1. General

a. This Annex concerns logistic support of naval forces participating in Blue Marlin, procedures for life jacket recovery, supply and related information.

2. Logistics

a. Task Group 76.3 insofar as practicable will be self supporting. SACRAMENTO (AOE-1) will be available for UNREP on 13 November at Point Agate. SACRAMENTO can provide PACFLAP items.

b. Each supported ship will submit detailed UNREP requirements to SACRAMENTO by message, copy to CTG 76.3, prior to D-Day minus 2.

c. Ships will provide support to other ships and boats where aid is required, and when directed by CTG 76.3.

d. Minimum support from shore based facilities is expected during this operation.

3. Supply

a. It is expected that ships will have sufficient repair parts, consumable supplies, provisions and ammunition on hand when reporting to conduct operations set forth in the basic order.

b. Emergency requirements for equipment, provisions, repair parts, or medical supplies shall be addressed for action to CTG 76.3 info to ships in company. Availability of the requested requirement shall be reported to CTG 76.3, information to the requesting ship. CTG 76.3 will arrange for transfer of the requested items as necessary.

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Operation Order
COMPHIBRON FIVE 302-664. UNREP/INREP

a. CTG 76.3 will request additional UNREP/INREP as required and as operations permit, for ships in company.

b. Replenishment will be conducted in accordance with references (a), (b), and (c).

c. Ships will be prepared to utilize all authorized replenishment stations.

d. PAUL REVERE and MONTROSE be prepared to fuel APD/DD's on two hours notice. VALLEY FORGE be prepared to fuel units on four hours notice.

5. Maintenance

a. COMPHIBFORSEVENTHFLT is the type commander's WestPac representative for maintenance and repair of PHIBPAC ships.

b. Extension of Boiler Firesides cleaning hours for PHIBPAC ships will be reported in accordance with references (d), copy to CTG 76.3.

c. Adherence to prescribed maintenance/repair procedures is directed. If considered necessary for reasons of personnel/equipment safety, machinery or equipment shall be operated at reduced speed or secured until the derangement has been corrected. Submit message report to CTG 76.3.

d. Should it become necessary for any TG 76.3 ship to disable machinery/equipment for repairs which will affect the operational capabilities of the ship, a report shall be submitted to CTG 76.3 listing the following:

- (1) Description of machinery or equipment
- (2) Reason for disablement
- (3) Estimated time of repair

e. Requests to secure machinery/equipment for routine upkeep and maintenance (e.g. cleaning firesides) shall be addressed to CTG 76.3.

f. The assignment of maintenance support by facilities afloat and/or ashore remains the responsibility of CTF 73/COMSERVGRU THREE as coordinated by the type commander's WestPac representative. Reference (f) outlines in detail repair facilities, services available and procedures to follow in obtaining these services.

6. Boat Logistics

a. FORT MARION is designated boat haven. MONTICELLO is assigned standby boat haven. PAUL REVERE, SEMINOLE and MONTROSE provide boat spare parts and repair teams when requested by the boat havens.

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 COMPHIBRON FIVE 302-66

b. All boats in the objective area shall be provided with sufficient C-rations and potable water to sustain the crews for a minimum of 24 hours.

c. Ships with boats working alongside shall provide hot meals at no cost to those boat crews who have not received hot rations within the preceding six hours.

d. Ships fuel own boats to capacity, refueling as opportunity permits.

e. Ships will make emergency repairs to any boat alongside requiring same.

f. Personnel assigned to the life jacket recovery party shall be provided with potable water.

7. Boat Salvage

a. One each heavy salvage boat, equipped in accordance with COMPHIBPAC INST 4740.1A will be provided by PAUL REVERE and SEMINOLE. MONTROSE heavy salvage boat will be held in standby aboard MONTROSE.

b. Unseaworthy boats will not be towed back to parent ship or boat haven but will be beached for hull repairs.

8. Life Jacket, Cargo Net and Sling Recovery

a. General.

(1) Prior to the embarkation of troops each ship concerned shall inspect all troop life jackets and ensure that the life jackets are clean, free of defects and fit for issue.

(2) Troop Commanders shall ensure that embarked troops are instructed in the proper care and use of life jackets. Troops shall be further instructed that life jackets should be discarded at the high water mark ashore and in separate piles, operations permitting. Life jackets shall not be discarded in landing craft nor carried inland beyond the high water mark, except for those life jackets provided for use in Amphibious Vehicles, which shall be retained in the vehicle until back loaded.

b. Recovery.

(1) PAUL REVERE shall furnish 12 men for the life jacket recovery detail, including one PO1 and Officer-in-Charge.

(2) If the SLF should be landed MONTROSE will be responsible for life jacket recovery of the reserve troops.

(3) The life jacket recovery detail shall proceed ashore embarked in a LCM when directed by CTG 76.3. Upon landing they will immediately collect and sort all life jackets, cargo nets and slings, load in LCM and deliver to the appropriate ships.

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(4) For those ships embarking withdrawn amphibious vehicles, return all life jackets belonging to other ships as soon as possible, maintaining direct liaison with ship concerned, info CTG 76.3.

9. LVT Refueling

1. LVT's will embark in full fueled condition.
2. FORT MARION has 5800 gallon mogas on board for refueling LVT's.
3. TERRELL COUNTY, WESTCHESTER COUNTY and WINDHAM COUNTY, each will deck load 150 drums mogas, for LVT refueling purposes.
4. Ships with LVT's embarked will top off LVT's with fuel, as required, after each rehearsal or landing.
5. In order to conserve afloat mogas supplies, each LVT, while ashore will take advantage of every opportunity to refuel.

10. Troop Services

- a. Individual ships furnish logistics services for embarked troops. Services will include laundry, barber service and ship store privileges commensurate with facilities available.
- b. No special diet is required for RVN troops during this operation.

11. Coordinating Instructions

- a. Normally engineering condition III will be maintained while in Amphibious Objective Area. A higher condition may be set.
- b. All ships be prepared to render immediate assistance to boats as necessary.
- c. FORT MARION and MONTICELLO be prepared to fuel LVT's as necessary. (MONTICELLO will be held in standby)
- d. Exchange of motion pictures - see Annex K
- e. Reports (see Annex K)

(1) Material casualty reports (CASREPS) in accordance with reference (e) para 510 and 511. Include CTG 76.3 as action addee.

(2) Operation of machinery or equipment at reduced output for safety reasons (see 5c of this Annex).

(3) Disabling machinery for repairs (see 5d of this Annex).

(4) Request to secure machinery for routine upkeep (see 5e of this Annex)

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COMPHIBRON FIVE 302-66

(5) Daily fuel reports in accordance with reference (e), para 614, to reach CTG 76.3 not later than 0800 daily. CTU 76.3.5 consolidate reports for that unit. Use of visual means for fuel reports is encouraged in order to avoid congestion of traffic on primary communication circuits.

(6) Each ship upon recovery of life jackets, slings and cargo nets submit status report to CTG 76.3 using following format:

ALFA - Number of life jackets missing

BRAVO - Number of cargo nets missing

CHARLIE - Number of slings missing

DELTA - Number of life jackets requiring survey because of damage incurred during operations.

ECHO - Life jackets, nets, slings belonging to other ships.

(7) Inoperative boat reports when occurring with extent of damage and ETR.

(8) Request to extend boiler fireside cleaning intervals (see 5b of this Annex).

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

Authenticated:


R. L. GLASS
ENS, USN
Staff Secretary

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U. S. SEVENTH Fleet
 CTG 76.3, and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248) Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
 Msg Ref: MAC 430

OPERATION ORDER
 COMPHIBRON FIVE 302-66

ANNEX MMEDICAL1. General.a. Epidemiology and special hazards of the area (South Western Pacific).

(1) Generally the tropical climate, heavy yearly rainfall, and poor health standards of the population will provide special medical problems. Chief among these will be malaria, heat exhaustion, venomous reptiles, enteric diseases, and tropical diseases.

(a) In the malaria endemic area, malaria prophylaxis will be administered to all naval personnel. This will consist of one (1) tablet once a week of combined chloroquin and primaquin phosphates (FSN 6505-753-5043) or (FSN 6505-854-2239) for the duration of exposure and is to be continued in weekly doses of the combined tablet for six (6) weeks after leaving the endemic area. If the combined tablet is not immediately available, one (1) chloroquin plus three (3) primaquin phosphate (FSN 6505-299-849 or FSN 6505-299-8237) tablets may be substituted for the combined tablet in the above dosage regimen.

(b) Plague immunizations will be conducted for all boat crews and other naval personnel going ashore, according to current directives.

(c) Heat exhaustion is to be expected and provided for.

(d) All medical personnel should be familiar with venomous reptiles which may be encountered in the area and instructed in the treatment of venomous bites.

(e) Medical personnel should have a knowledge of endemic tropical diseases and be prepared to cope with those most likely to present a problem.

b. Sanitation.

(1) Water. No local sources will be utilized unless inspected and approved by medical personnel.

(2) Food. No local food sources will be utilized unless inspected and approved by medical personnel.

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2. Mission. The mission of the Task Group Medical Units is to provide for optimum disease prophylaxis, treatment, and casualty evacuation in order to maintain the maximum number of effective personnel. The mission of the Task Group Medical Units Afloat will be supplemented by helicopter evacuation to Chu Lai and Danang of maximum number of casualty cases once troops are ashore.
3. Medical Officer Distribution. Medical Officers will be available as follows:
 - a. PAUL REVERE - One Medical Officer.
 - b. SEMINOLE - One Medical Officer.
 - c. DIACHENKO - One Medical Officer.
 - d. WINDHAM COUNTY - One Medical Officer.
 - e. MONTROSE - One Medical Officer.
 - f. VALLEY FORGE - Two Medical Officers, and Surgical Team.
4. Primary Casualty Evacuation. Primary casualty evacuation will be by helicopter to Chu Lai or Danang.
5. Hospital Ship. USS PAUL REVERE (APA 248) will be the primary hospital ship. USS SEMINOLE (AKA 104) will be the secondary hospital ship. VALLEY FORGE, with Surgical Team embarked and MONTROSE will be held in ready reserve.
6. Casualty Care. Any casualty requiring the attention of a Medical Officer and occurring in boats or ships without Medical Officers embarked will be evacuated to the nearest ship with an embarked Medical Officer.
7. Reports.
 - a. Commands incurring personnel casualties in which personnel services will be lost for periods in excess of 24 hours or who sustain any injury which would require report of injury in accordance with the Manual of the Judge Advocate General (JAGINST P5800.7) shall report the casualty by the most rapid means to CTG 76.3 in the following format:

PERSCASREP

 - A. NAME, RANK/RATE, FILE/SERVICE NUMBER, ORGANIZATION.
 - B. DIAGNOSIS - IF INJURY, GIVE CIRCUMSTANCES.
 - C. CONDITION.
 - D. PROGNOSIS.
 - E. ADVISE IF ASSISTANCE IS REQUIRED OR TRANSFER IS INDICATED.
 - F. DISPOSITION.
 - b. Commands shall submit follow up reports immediately on changes in conditions or information previously reported in items B through F of the initial report.

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8. Casualty Evacuation Control

a. PAUL REVERE is designated the Casualty Evacuation Control Ship (CECS).

b. The Medical Officer, USS PAUL REVERE is designated the Casualty Evacuation Control Officer (CECO). His duties will be to:

(1) Report casualties on board to CTG 76.3 every six hours, commencing at H+6.

(2) Maintain records to ensure complete identification, diagnosis, condition and location of patient.

(3) Determine the proper route for evacuating KIA's and wounded, when necessary, to ashore installation/airfields for further transfer to hospitals.

9. Execution.

a. Embarked Troops.

(1) While embarked, Troop Medical Personnel will augment naval medical facilities as may be necessary to provide medical service for all embarked troops.

b. Transport Group.

(1) Will provide facilities as needed for embarked troops. Naval Medical Personnel will assist embarked personnel in providing medical services.

(2) Ships Medical Department's representatives shall make daily inspections to insure that an adequate level of sanitation is maintained at all times.

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

AUTHENTICATED:


R. L. GLASS
ENS, USN
STAFF SECRETARY

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Operation Order
COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

ANNEX NOVEMBER

1. General (100). Communications will be in accordance with appropriate Joint, Allied and Navy Department publications. NWP 16(A) is effective throughout as applicable to the existing situation, unless modified or amplified by this Annex. The numbering in parens following paragraph titles follows the numbering of related material in NWP 16(A).
2. Concept (110). The purpose of this Annex is to provide for integrated communications with one on-line circuit terminated with CTG 76.3/CLF, and one termination serving ship/ship/CTF 76.5. Other circuits will be used for assault nets, gunfire control nets, administrative and logistic nets.
3. Casualty to the Flagship (221). In the event of a casualty to the flagship, communications responsibility will be assumed by next senior officer guarding the net.
4. Reporting Vital Information (240).
 - a. COMSEVENTHFLT INST P03840.1 (Cold War Incident Reporting Guide) provides guidelines for reporting vital information.
 - b. Reports required by COMSEVENTHFLT NR MSG 57/65 (MARKET TIME) will be passed to CTG 76.3 for relay.
 - c. Any casualty to equipment or inability to comply with this Annex will be reported to CTG 76.3.
5. Movement Reports. Movement reports will be made by CTG 76.3 for PAUL REVERE, SEMINOLE, FORT MARION, WESTCHESTER COUNTY, TERRELL COUNTY AND WINDHAM COUNTY.
6. Authentication. The effective edition of KAA-60 shall be used for authentication in accordance with ALCOMPAC 18P/65.
7. Recognition and Identification.
 - a. Military recognition in Vietnamese waters will be in accordance with COMSEVENTHFLT 310500Z OCT 1965.
 - b. Identification of merchant ships in Vietnamese waters will be in accordance with VNN HQ SAIGON 210210Z OCT which was readdressed by CTF 115 300730Z (GRIT NR22273).
8. Interference and Jamming (350). Reports of interference and jamming shall be made to CTG 76.3 in accordance with COMSEVENTHFLT 201-64, Annex FOXTROT.

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Operation Order
COMPHEBRON FIVE 302-669. Security against Traffic Analysis (396).

a. Attention is directed to para 396, Annex FOXTROT, COMSEVENTHFLT OP-ORD 201-64 and ALCOMPAC 45P-65.

b. Users of CW or voice nets are particularly cautioned against transmission of messages referring in any manner to ship's location or intended movement. EFTO procedures shall be used in accordance with para 426 Annex FOXTROT, COMSEVENTHFLT OP-ORD 201-64.

10. Call Signs (410). Call signs will be in accordance with effective JANAP and ACP publications and Appendix II to this Annex.

11. Message Preparation (420). Messages sent on-line for ship-shore relay will be prepared in accordance with ACP 1270.

12. EFTO Procedures (426). EFTO procedures are required in WESTPAC in the transmission of all unclassified messages pertaining to ship movements and locations. This includes weather messages in synoptic code.

13. Cryptographic Instructions (500).

a. KAK 2647 will be used for KW-7 ship/ship terminations.

b. Marine KW-7 keylist will be 2663.

c. Off-line traffic to be encrypted using normal cryptochannels.

14. Codes and Codewords (530). KAC 132 may be used as appropriate.

15. Numerical Codes (532).

a. The effective edition of KAC 138 shall be used as required.

b. Attention is directed to ALCOMPAC 51P/65 for compliance by all users of KAC-138.

16. Frequency Plan (619). Frequency plan in accordance with Appendix I to this Annex and Annex HOTEL (Air).

17. Fleet Broadcast (620). Every effort shall be made to copy the GRIT/GROT broadcasts. Missing numbers will be ZIK/ZFK from CTG 76.3. All ships in the task group submit a guard list to CTG 76.3 prior to sailing.

18. Guardship Arrangements (623). CTG 76.3 will guard fleet common for all ships in company.

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19. Ship-to-Shore Communications (650). CTG 76.3 will act as ship-shore relay. All ships are responsible for maintaining communications with CTG 76.3 on TG common (ORESTES or CW as appropriate).
20. Distress Watches (812). CTG 76.3 will assign distress watches as appropriate.
21. Transition from Peace to War (1600). All units be prepared to implement applicable sections of article 1600 to NWP 16(A) with little or no prior warning.

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

Appendix I - Frequency Plan
Appendix II - Call Signs

Authenticated:


R. L. GLASS
ENS, USN
Staff Secretary

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COMPHIBRON FIVE 302-65

U.S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

APPENDIX I to ANNEX N

<u>CKT NO.</u>	<u>FREQUENCY</u>	<u>EMISSION</u>	<u>USE</u>	<u>GUARD</u>	<u>ACTIVATE</u>
	8500 KC	3A3J	NORTHERN COORD/REPORTING(P)	1. CATF as needed 2. VALLEY FORGE as needed	When Required
	3635 KC	3A3J	NORTHERN COORD/REPORTING(S)/ JUNK REPORTING (P)	As required	Same
	8389 KC	3A3J	SOUTHERN COORD/REPORTING(P)	Same as above	Same
	3730 KC	3A3J	SOUTHERN COORD/REPORTING(S)	Same as above	Same
N1	389.8 MC tone mod ratt	100 WPM	TG ORESTES (P)	All Ships with ORESTES	D Minus 6 Days
N2	2462 KC	1.24F1	TG ORESTES (S)	As directed	When required
N3	9385 KC	0.1A1	TG CW (P)	All ships	D Minus 6 Days
N4	373.8 MC	2.04A2	TG CW (S)	As directed	When required
N5	4920 KC	1.08F1/ 3A3J	CATF/CLF (P) ORESTES OR VOICE	CATF/CLF	H Minus 48 Hours
N6	2154 KC	1.08F1/ 3A3J	CATF/CLF (S)	Same as N5	Same as N5
N7	285.0 MC	6A3	PRI TAC/AMPHIB COMMON	All ships except Destroyers	D Minus 6 Days

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<u>CKT NO.</u>	<u>FREQUENCY</u>	<u>EMISSION</u>	<u>USE</u>	<u>GUARD</u>	<u>ACTIVATE</u>
N8	302.6 MC	6A3	PRI CI	All ships	Six hours before getting underway
N9	3237 KC	6A3	SEC TAC/SEC CI	All ships	Same as above
N10	326.6 MC	6A3	Screen Common (PRITAC)	Destroyers/ DIACHINCKO as needed	As directed by screen Commander
N11	36.6 MC	36F3	Boat Common	1. PCS Control 2. All ships/boats guard	H Minus 3 Hours
N12	33.6 MC	36F3	Boat Control	1. PCS Control 2. Touchdown reports this Ckt	H Minus 3 Hours
N13	32.7 MC	36F3	Beachmaster Common	Beachmaster/Recon/ PCS	H minus 3 Hours
N14	38.5 MC	36F3	LVT Common/TACLOG	PCS/All ships with LVT's-TACLOG as required	H minus 3 Hours
N15	38.1 MC	36F3	UDT/Recon	DIACHINCKO/UDT- Recon Teams	As required
N16	27.6 MC	36F3	Flycatcher	All ships/All picket boats	As required
N17	38.9 MC	36F3	Junk Force Commands	CATF/Destroyers/Junks	H Minus 4 Hours
N18	45.9 MC	36F3	CATF/CLF Command	CATF/CLF	H Hour
N19	37.7 MC	36F3	Control Ship Common	All Control Ships	H Minus 3 Hours
N20	4314 KC	3A3J/0.1A1	NGF Support (P)	As Directed	H Minus 3 Hours

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<u>CKT NO.</u>	<u>FREQUENCY</u>	<u>EMISSION</u>	<u>USE</u>	<u>GUARD</u>	<u>ACTIVATE</u>
N21	9254 KC	3A3J/O.1A1	NGF Support (S)	As directed	As required
N22	4302 KC	3A3J	NGF Control (P)	As directed	H Minus 3 Hours
N23	8630 KC	3A3J	NGF Control (S)	As directed	As required
N24	3224 KC	3A3J	SFC Spot #1 (P)	As directed	As required
N25	3396 KC	3A3J	SFC Spot #2 (P)	As directed	As required
N26	5120 KC	3A3J	SFC Spot #3 (P)	As directed	As required
N27	262.2 MC	6A3	NGF Air Spot #1	As directed	As required
N28	318.6 MC	6A3	NGF Air Spot #2	As directed	As required
N29	45.6 MC	36F3	Naval Gunfire Local	NGF Liaison/Spot team	As required by NGF Liaison/Spot Team
N30	2744 KC	6A3	SFC Spot #1 (S)	As directed	As required
N31	7690 KC	6A3	SFC Spot #2 (S)	As directed	As required
N32	2604 KC	6A3	SFC Spot #3 (S)	As directed	As required

Authenticated:


R. L. GLASS
ENS USN
Staff Secretary

W. J. MADDOCKS
Captain, U. S. Navy
CTG 76.3, Commander Amphibious Task Group
and COMPHIBRON FIVE

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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OPERATION ORDER
 COMPHIBRON FIVE 302-66

Appendix II to Annex N

1. This Appendix is effective concurrently with Annex N.
2. Any Additional call signs required will be requested from CTG 76.3.
3. Call signs are derived from the effective sections of the following publications: ACP 113, ACP 112, U. S. Supp (A)-1, JANAP 119(F).

ENCODE

<u>COMMAND</u>	<u>VOICE CALL</u>	<u>CW CALL</u>
Commander Landing Force	MURPHY	
CTG 76.3	UNIQUE	U6ZF
TG 76.3	INTRUDE	Y8RW
CTU 76.3.0	SHAMBLE	D8YA
TU 76.3.0	DISORDER	Q2BG
CTE 76.3.0.1	SHAMBLE ONE	D8YA1
TE 76.3.0.1	DISORDER ONE	Q2BG1
CTE 76.3.0.2	SHAMBLE TWO	D8YA2
TE 76.3.0.2	DISORDER TWO	Q2BG2
CTE 76.3.0.3	SHAMBLE THREE	D8YA3
TE 76.3.0.3	DISORDER THREE	Q2BG3
CTU 76.3.1	CONMAN	D4AG
TU 76.3.1	PONY LAKE	O4LW
CTE 76.3.1.1	CONMAN ONE	D4AG1
TE 76.3.1.1	PONY LAKE ONE	O4LW1
CTE 76.3.1.2	CONMAN TWO	D4AG2
TE 76.3.1.2	PONY LAKE TWO	O4LW2
CTE 76.3.1.3	CONMAN THREE	D4AG3
TE 76.3.1.3	PONY LAKE THREE	O4LW3
CTE 76.3.1.4	CONMAN FOUR	D4AG4
TE 76.3.1.4	PONY LAKE FOUR	O4LW4
CTU 76.3.2	HISTORY MAKER	T9NM
TU 76.3.2	INGRAIN	D2NT
CTE 76.3.2.1	HISTORY MAKER ONE	T9NN1
TE 76.3.2.1	INGRAIN ONE	D2NT1
CTU 76.3.3	ASCERTAIN	D8SQ
TU 76.3.3	MANIA	E4FW
CTU 76.3.4	FERTILE FARM	N7WW
TU 76.3.4	FOSSIL	O7KU
CTU 76.3.5	LITIGATION	F7SL
TU 76.3.5	GUNNY SACK	B1HZ
USS DIACHENKO	ELBOW HOTEL	NUAV
USS FORT MARION	JILT NOVEMBER	NZGZ

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OPERATION ORDER
COMPHIBRON FIVE 302-66

ENCODE CONT'D

USS PAUL REVERE
USS SEMINOLE
USS TERRELL CTY
USS WESTCHESTER CTY
USS WINDHAM CTY
USS TOM GREEN CTY
USS VERNON CTY
USS RUPERTES
USS G. K. MCKENZIE

CEDAR FOXTROT
CASINO YANKEE
FELLOW LIMA
RETAIN MIKE
AGELESS WHISKEY
GENUINE TANGO
LANDSLIP QUEBEC
SEARCH PARTY
TEMPEST

NVTM
NEGI
NNAG
NCBI
NPNC
NECH
NBTB
NODJ
NBBI

VOICE CALL

DECODE
COMMAND

CW CALL

AGELESS WHISKEY
ASCERTAIN
CASINO YANKEE
CEDAR FOXTROT
CONMAN
CONMAN ONE
CONMAN TWO
CONMAN THREE
CONMAN FOUR
DISORDER
DISORDER ONE
DISORDER TWO
DISORDER THREE
ELBOW HOTEL
FELLOW LIMA
FERTILE FARM
FOSSIL
GUNNY SACK
HISTORY MAKER
HISTORY MAKER ONE
INGRAIN
INGRAIN ONE
INTRUDE
JILT NOVEMBER
LITIGATION
MANIA
MURPHY
PONY LAKE
PONY LAKE ONE
PONY LAKE TWO
PONY LAKE THREE
PONY LAKE FOUR
RETAIN MIKE
SHAMBLE
SHAMBLE ONE
SHAMBLE TWO
SHAMBLE THREE
UNIQUE
SEARCH PARTY
TEMPEST

USS WINDHAM CTY
CTU 76.3.3
USS SEMINOLE
USS PAUL REVERE
CTU 76.3.1
CTE 76.3.1.1
CTE 76.3.1.2
CTE 76.3.1.3
CTE 76.3.1.4
TU 76.3.0
TE 76.3.0.1
TE 76.3.0.2
TE 76.3.0.3
USS DIACHENKO
USS TERRELL CTY
CTU 76.3.4
TU 76.3.4
TU 76.3.5
CTU 76.3.2
CTE 76.3.2.1
TU 76.3.2
TE 76.3.2.1
TG 76.3
USS FORT MARION
CTU 76.3.5
TU 76.3.3
COMMANDER LANDING FORCE
TU 76.3.1
TE 76.3.1.1
TE 76.3.1.2
TE 76.3.1.3
TE 76.3.1.4
USS WESTCHESTER CTY
CTU 76.3.0
CTE 76.3.0.1
CTE 76.3.0.2
CTE 76.3.0.3
CTG 76.3
USS RUPERTES
USS MCKENZIE

NPNC
DSSQ
NEGI
NVTM
D4AG
D4AG1
D4AG2
D4AG3
D4AG4
Q2BG
Q2BG1
Q2BG2
Q2BG3
NUAV
NNAG
N7WW
O7KU
F7SL
T9NN
T9NN1
D2NT
D2NT1
Y8RW
NZGZ
BLHZ
E4FW
- -
O4LW
O4LW1
O4LW2
O4LW3
O4LW4
NCBI
D8YA
D8YA1
D8YA2
D8YA3
U6ZF
NODJ
NBBI

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<u>CW CALL</u>	<u>DECODE</u>	<u>VOICE CALL</u>
B1HZ	CTU 76.3.5	LITIGATION
D2NT	TU 76.3.2	INGRAIN
D2NT1	TE 76.3.2.1	INGRAIN ONE
D4AG	CTU 76.3.1	CONMAN
D4AG1	GTE 76.3.1.1	CONMAN ONE
D4AG2	GTE 76.3.1.2	CONMAN TWO
D4AG3	GTE 76.3.1.3	CONMAN THREE
D4AG4	GTE 76.3.1.4	CONMAN FOUR
D8SQ	CTU 76.3.3	ASCERTAIN
D8YA	CTU 76.3.0	SHAMBLE
D8YA1	GTE 76.3.0.1	SHAMBLE ONE
D8YA2	GTE 76.3.0.2	SHAMBLE TWO
D8YA3	GTE 76.3.0.3	SHAMBLE THREE
E4FW	TU 76.3.3	MANIA
F7SL	TU 76.3.5	GUNNY SACK
NBTB	USS VERNON CTY	LANDSLIP QUEBEC
NCBI	USS WESTCHESTER CTY	RETAIN MIKE
NCEH	USS TOM GREEN CTY	GENUINE TANGO
NECI	USS SEMINOLE	CASINO YANKEE
NNAG	USS TERRELL CTY	FELLOW LIMA
NPNC	USS WINDHAM CTY	AGELESS WHISKEY
NUAV	USS DIACHENKO	ELBOW HOTEL
NVTM	USS PAUL REVERE	CEDAR FOXTROT
NZGZ	USS FORT MARION	JILT NOVEMBER
N7W	CTU 76.3.4	FERTILE FARM
O4LW	TU 76.3.1	PONY LAKE
O4LW1	TU 76.3.1.1	PONY LAKE ONE
O4LW2	TE 76.3.1.2	PONY LAKE TWO
O4LW3	TE 76.3.1.3	PONY LAKE THREE
O4LW4	TE 76.3.1.4	PONY LAKE FOUR
O7KU	TU 76.3.4	FOSSIL
Q2BG	TE 76.3.0	DISORDER
Q2BG1	TE 76.3.0.1	DISORDER ONE
Q2BG2	TE 76.3.0.2	DISORDER TWO
Q2BG3	TE 76.3.0.3	DISORDER THREE
T9NN	CTU 76.3.2	HISTORY MAKER
T9NN1	GTE 76.3.2.1	HISTORY MAKER ONE
U6ZG	CTG 76.3	UNIQUE
Y8RW	TG 76.3	INTRUDE
NKEY	VALLEY FORGE	BEARCAT
NGEV	MONTICELLO	CASHBOOK VICTOR
WPPP	MONTROSE	EXPERT INDIA
NBDJ	RUPERTES	SEARCH PARTY
NBBI	MACKENZIE	TEMPEST

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ALL MEDICAL BOATS	BLUE CROSS
MEDICAL BOAT (NO.)	BLUE CROSS (NO.)
ALL SALVAGE BOATS	COWHAND
ALL SALVAGE BOATS (LIGHT) (HEAVY)	COWHAND (PLUS LIGHT OR HEAVY)
ASSAULT BOTTOM LAY BULK FUEL SYSTEM (ADD COLOR)	BARRACUDA (ADD COLOR)
ASSAULT FLOATING HOSE BULK SYSTEM TEAM (ADD COLOR)	BOWSER (ADD COLOR)
BEACH LIAISON OFFICER	TOMTOM
BOAT UNIT (NO.)	BLUEJAY (NO.)
CENTRAL CONTROL OFFICER	CATSKILL
CO BEACHMASTER COMPANIES/PLATOONS	BEEF
CO HEADQUARTERS UNIT NAVAL BEACH GROUP (NO.)	CHOOSE (NO.)
COM BOAT GROUP (NO.)	CLAPPER (NO.)
COMTRANSDIV BOAT FLOTILLA (NO.)	SPINTOP (NO.)
COM UNDERWATER DEMOLITION TEAM (NO.)	ROSEMARY (NO.)
COM UNDERWATER DEMOLITION UNIT (NO.)	STEAK FRY (NO.)
FIRE SUPPORT COORDINATION CENTER	BAILEY
HELICOPTER DIRECTION CENTER	FAIRMONT
PONTOON BARGE(S) (NO.)	COMPOST (NO.)
PONTOON CAUSEWAY(S) (PLUS COLOR & NO.)	BUNTING (PLUS COLOR AND NO.)
SALVAGE BOAT NO.)	COWHAND (NO.)
SEAL TEAM (NO.)	SINGAPORE (NO.)
SHORE PARTY UNIT (PLUS BEACH DESIGNATION)	LUCKYBAG (PLUS BEACH DESIGNATION)
TACTICAL AIR CONTROL CENTER (TACC)	ICEPAC
TACTICAL AIR COORDINATOR	PLAYBOY
TACTICAL AIR DIRECTION CENTER (TADC) (NO.)	JOYRIDE (NO.)
TACTICAL LOGISTICS (TACLOG) GROUPS REPRESENTATIVE ON CONTROL VESSEL	(UNIT VOICE CALL)
WARPIG TUG(S) (HULL NO.)	PRODUCT
FIRE SUPPORT COORDINATION CENTER (FSCC)	BUBBLE GUM (NO.)
(USE VOICE CALL SIGN OF THE DIVISION (CORPS FOLLOWED BY BAILEY.	----- BAILEY
TACTICAL AIR CONTROL PARTIES (TACP)	
USE THE VOICE CALL SIGN OF THE ORGANIZATION TO WHICH A ATTACHED PLUS THE NUMERALS ONE FOUR.	----- ONE FOUR
NAVAL GUNFIRE SPOTTER	
USE VOICE CALL SIGN OF UNIT TO WHICH ATTACHED PLUS NUMERALS TWO SIX, AND LETTER CHARLIE.	----- 26 CHARLIE
NAVAL GUNFIRE LIAISON OFFICERS (NGLO)	
USE THE VOICE CALL SIGN OF THE UNIT TO WHICH ATTACHED PLUS NUMERALS TWO SIX AND LETTER OSCAR.	----- 26 OSCAR

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MARINE CALL SIGNS

CTG 78.5	Y2EO	TOPSY
TG 78.5	C4TJ	RIDGE RUNNER
VMO 2	LYQD	DEAD LOCK
VMA 214	EWZW	APPLE
VMA 311	DTUF	CHAIN
VMA 211	XYRQ	PENGUIN
VMFA 542	DTKC	CASTOR OIL
VMRA 115	OFCT	DETAIN
VMO6	YQRM	KLONDIKE
HMM 261	LYMD	STATION BREAK
HMM 362	HNXX	GLIPCLOP
HMM 363	BNXC	MILL POINT
HMM 364	SQNT	WHITE GOLD
HMM 361	ELSD	TAR BUSH
TADC/DASC CHU LAI	-	LANDSHACK "A"
TADC DANANG	-	JOYRIDE
HDC	-	FAIRMONT
BLT 2/1	JYIJ	CEDAR BIRD
FSCC 4TH MARINES		
FSCC 3RD MARDIV		
CG 3RD MARDIV	OKYS	MONROE
HG BN 3RD MARDIV	BMYL	SOCIALITE
2/7 (2ND BN, 7TH MAR)	HVHX	DIXIE DINER
3/3 (3RD BN, 3 MAR)	IGRR	SWAIN
CTG 76.5	M8NW	COMPANY STORE
TG 76.5	G6ME	GRUDGE
CTG 78.5	Y2EO	TOPSY
TG 78.5	C4TJ	RIDGE RUNNER
USS VALLEY FORGE	NKEU	BEARCAT
USS MONTICELLO	NGDV	CASHBOOK VICTOR
USS MONTROSE	NPPP	EXPERT INDIA

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Authenticated:


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U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

OPERATION ORDER
COMPHIBRON FIVE 302-66

ANNEX O

ELECTRONIC WARFARE

1. General.

a. Electronic Warfare will be in accordance with NWP 33 and this Annex.

b. CTG 76.3 will exercise overall responsibility for coordinating ECM. It is known that enemy forces possess intercept equipment. All units must be prepared to operate under various degrees of electronic silence imposed during specific periods.

2. Force Electronic Warfare Center.

a. A force electronic warfare center will be maintained in the CIC of PAUL REVERE.

3. Combat Information Center.

a. CIC procedure contained in NWP 31(A) and JANAP 144 shall be followed.

b. CIC Communications procedures in accordance with ACP 165, NWP 31(A), NWP 16(A), and ATP 1 (A), Volume I and II. CIC radio frequencies as required in accordance with Annex N.

4. Electronic Countermeasures (ECM).

a. Active ECM. There will be no active ECM employed.

b. Passive ECM. Ships with ECM capability be prepared to conduct intercept as directed by the OTC.

5. Emission Control EMCON. EMCON Orders will be signaled in accordance with the EMCON PLAN APPENDIX I by the OTC. EMCON will be used to establish emission control and to modify or amplify the conditions in effect.

a. Normally, authority and responsibility for breaking electronic silence, when dictated by the situation, is vested in the OTC. However, Commanding Officers are authorized to energize radars and required communications equipment in accordance with ACP 16 (A), keeping the OTC advised.

b. If necessary to break electronic silence, limit transmissions to a minimum in both power and duration.

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c. When a condition of electronic silence has been broken, it must be immediately and automatically reimposed as soon as essential needs have been met.

d. When silence is prescribed, radars and radio circuits shall be manned and maintained in a standby condition ready for instant use when required.

6. Reporting Procedures.

a. It is the responsibility of each ship obtaining a contact by electronic or visual means to report that contact immediately, if not previously reported by another ship, to the OTC.

b. Submit Racket and Rent reports as soon as practicable. Procedures will be in accordance with NWP 33.

c. The CI net will be used for coordination and reporting of information.

7. Radar Guardship Assignments.

a. The OTC will make radar guard assignments as necessary.

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Appendix I - Emcon Plan

EMCON PLAN

LINE	BASIC SITUATION	A	B	C	D	E	F	G
	TACTICAL SITUATION	Unopposed sortie	Opposed sortie	Cruising Undetected Guardship	Cruising Undetected No Guard ship	Cruising Detected	Obj Area	Obj Area Max Silence
1	PRIMARY TACTICAL	O	N	N	G	O	O	S
2	COMBAT INFORMATION	O	N	N	O	O	O	S
3	RADIO BELOW 30 MCS	O	S	S	S	I	O	S
4	RADIO 30-80 MCS	O	S	S	S	I	O	S
5	RADIO 80-200 MCS	O	S	S	S	I	O	S
6	RADIO ABOVE 200 MCS	O	O	O	O	O	O	S
7	SURFACE RADAR	O	O	G	I	C	O	S
8	AIR SEARCH RADAR	O	O	G	S	I	O	S
9	FIRE CONTROL RADAR	O	O	S	S	O	O	S
10	FATHOMETER	O	O	S	S	O	O	O
11	IFF/SIF	O	O	G	S	O	O	S
12	BOAT CONTROL NETS	-	-	-	-	-	O	S

LEGEND: ECHO Operation is authorized in emergency situations.
 GOLF Intermittent operation by guardship only is authorized.
 INDIA Intermittent operation (minimum radiation) is authorized.
 SIERRA Silent, no transmission is authorized.
 OSCAR Operations is authorized as necessary for the accomplishment of assigned mission.

EXECUTION SIGNAL: SET EMCON A, B, C, etc. (To set EMCON condition on specific equipment, specify line or lines after task)

EXAMPLE: Set EMCON D-7

(If a change to the EMCON condition is desired for a specific line or piece of equipment)

EXAMPLE: Set EMCON A-3S

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U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

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ANNEX U

EMBARKATION

- Ref: (a) FMFM 4-2 Embarkation
(b) COMPHIBPACINST 8023.3A
(c) USCG CG PUB 108 1 AUG 1962
(d) NAVWEPS OP 1631 Third Revision 1 May 1965

1. General.

This Annex provides instructions for the embarkation of Battalion Landing Team 2/7 United States Marine Corps and the 3rd Battalion, Republic of Viet Nam Marine Corps aboard ships of the Amphibious Task Group.

2. Mission.

Combat load troops, supplies and equipment of BLT 2/7 during the period 4-6 November 1965 at Qui Nhon and the 3rd Battalion, RVNMC at Chu Lai on 8 November 1965 and conduct an Amphibious Operation in the vicinity of Tam Ky. Simultaneously, administratively load that portion of troops, supplies and equipment of BLT 2/7 not required for the Amphibious Operation for transportation to Chu Lai and Da Nang, South Vietnam.

3. Execution.

a. Commander Amphibious Task Group (CTG 76.3)

(1) Exercise overall control of ship movements, berthing and anchorage assignments of ships during the embarkation period.

(2) Combat load BLT 2/7 at Qui Nhon and the 3rd Battalion, RVNMC at Chu Lai as set forth in Appendix I and in accordance with individual ships approved loading plans.

(3) Simultaneously, administratively load the portion of troops, supplies and equipment of BLT 2/7 not required for Amphibious Operation, as set forth in Appendix I and in accordance with the individual ships approved loading plans.

b. Commander Landing Force.

(1) Arrange for berthing spaces, loading ramps, staging areas, port and beach loading facilities and loading aids at Port of Qui Nhon and provide necessary security.

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(2) Prepare ships loading plans and make distribution prior to commencement of embarkation. Completed and approved plans will be distributed as follows:

(a) Commander Amphibious Task Group (CTG 76.3) one copy for each amphibious ship in Task Group.

(b) Individual Amphibious Ships - three copies.

(3) Establish embarkation Control System at loading port.

(4) Provide advance parties and ship's platoon as necessary.

(5) Provide dunnage and other necessary materials for proper stowage of supplies and equipment.

(6) Embark in assigned shipping as shown in Appendix I.

x. Coordinating Instructions.

(1) Planning and conduct of loading operations and preparing of ships loading plans in accordance with reference (a).

(2) Ammunition stowage in accordance with reference (b) and (c).

(3) Individual ships will make embarkation reports, numbered consecutively, to Commander Amphibious Task Group (CTG 76.3) at commencement of embarkation and 0600I and 1800I daily until completion. The following format will be used:

A. Name of ship and location.

B. Time (local) Commenced embarkation.

C. Percent of personnel embarked.

D. Percent of vehicles embarked.

E. Percent of General Cargo embarked.

F. Estimated/Actual time (local) of completion of embarkation.

G. Remarks (delays, difficulties or assistance required)

(1) Initial reports. Use items A, B, and F.

(2) Subsequent Reports. Use items A, and C through G.

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- (3) Final report. Use items A and F.
- (4) Delays, difficulties or assistance required.
- (5) Reports will be sent by electronic or visual means, as applicable. Classification will be according to content.

Appendix I

Berthing and Loading Schedule

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
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APPENDIX I TO ANNEX UBERTHING AND LOADING SCHEDULE

<u>SHIP</u>	<u>POINT</u>	<u>TIME</u>	<u>DATE</u>	<u>REMARKS</u>
PAUL REVERE (APA 248)	ANCHORAGE (Qui Nhon)	1600	3 NOV	ADV. PARTY
		1100-1400	4 NOV	(Arr. by Helo) Troops (Co, F, G, H, H&S(-))
		1400- 1600	4 NOV 5 NOV	Cargo, Veh, Ammo (Complete loading)
SEMINOLE (AKA 104)	ANCHORAGE (Qui Nhon)	1300-1430	4 NOV	Troops (FLSU; C MED; DET, H&S Co)
		1430-	4 NOV	Cargo & Veh.
		1230	5 NOV	(Complete loading)
FORT MARION (LSD 22)	ANCHORAGE (Qui Nhon)	TO BE ASSIGNED		Troops (BMU-1; SP; ARTY) Veh (includes 13 LVT; 1 LCU 1610 Class; 2 LCM-8
WINDHAM CTY (LST 1170)	RED BEACH (LST RAMP)	0800-0930	4 NOV	Veh (5 Tanks; 5 Misc.)
	ANCHORAGE (Chu Lai)	0800-1000	8 NOV	Troops (RVNMC)
		1000-1500	8 NOV	Veh (13 LVT)
WESTCHESTER CTY (LST 1167)	RED BEACH (LST RAMP)	1000-1100	4 NOV	Veh (5 ONTOG; 4 Misc.)
	ANCHORAGE (Chu Lai)	0800-1000	8 NOV	Troops (RVNMC)
		1000-1500	8 NOV	Veh (13 LNJ)

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BERTHING AND LOADING SCHEDULE (CONT'D)

<u>SHIP</u>	<u>POINT</u>	<u>TIME</u>	<u>DATE</u>	<u>REMARKS</u>
TERRELL CTY (LST 1157)	RED BEACH (LST RAMP)	1130-1230	4 NOV	Troops & Veh. Co E (REIN; ENG.)
TOM GREEN (LST 1159)	RED BEACH (LST RAMP)	1300- 1800	4 NOV 5 NOV	AMMO
VERNON CTY (LST 1161)	RED BEACH (LST RAMP)	1830 2400	5 NOV 6 NOV	AMMO

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CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
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ANNEX V

DEBARKATION

Ref: (a) FMFM 4-2
(b) COMPHIBPACINST 8023.3A
(c) USCG CG PUB 108 1 AUG 1962
(d) NAVWEPS OP 1631 third revision 1 MAY 1965

1. General. This Annex provides instructions for unloading BLT 2/7(-) USMC aboard ships of the Amphibious Task Group.

2. Mission. Administratively unload troops, supplies and equipment of BLT 2/7(-) during the period 11-12 November at Chu Lai, South Vietnam.

3. Execution.

a. Commander Amphibious Task Group (CTG 76.3).

(1) Exercise overall control of ship movement and anchorage assignments of ships during the unloading period.

(2) Administratively unload BLT 2/7 as set forth in Appendix I and in accordance with individual ships approved unloading plans.

b. Commander Landing Force.

(1) Arrange for staging areas, beach unloading facilities and unloading aids at Chu Lai.

(2) Establish debarkation control system.

(3) Provide working parties and ship's platoon as required.

(4) Debark from assigned shipping as shown in Appendix I.

(5) Insure that dunnage and other materials belonging to the landing force are removed from the ship.

x. Coordinating Instructions.

(1) Planning and conduct of unloading operations in accordance with reference (a).

(2) Unloading of ammunition in accordance with references (b) and (c).

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(3) Individual ships will make unloading reports, numbered consecutively, to Commander Task Group (CTG 76.3) at commencement of unloading and 0600H and 1800H daily until completion. The following format will be used:

- A. Name of ship and location.
- B. Time (local) commenced unloading.
- C. Percent of personnel unloaded.
- D. Percent of vehicles unloaded.
- E. Percent of general cargo unloaded.
- F. Estimated/Actual time (local) of completion of unloading.
- G. Remarks (delays, difficulties or assistance required).

(1) Initial Reports. Use items A, B and F.

(2) Subsequent Reports. Use items A and C thru G.

(3) Final Report. Use items A and F.

(4) Delays, Difficulties or Assistance Required. When occurring.

(5) Reports will be sent by electronic or visual means as applicable. They will be classified according to content.

(6) Detailed instructions will be promulgated at a later date.

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Authenticated:


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Appendix:

I - Unloading Schedule

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U. S. SEVENTH Fleet
 CTG 76.3 and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248), Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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Operation Order
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APPENDIX I TO ANNEX VUNLOADING SCHEDULE

<u>SHIP</u>	<u>LOCATION</u>	<u>DATE</u>	<u>PRIORITY</u>
PAUL REVERE (APA 248)	Anchorage (Chu Lai)	11-12 NOV	Troops, Vell. Cargo
SEMINOLE (AKA 104)	Anchorage (Chu Lai)	11-12 NOV	Troops, Veh Cargo
FORT MARION (LSD 22)	Anchorage (Chu Lai)	11-12 NOV	Troops, Veh
TERRELL CTY (LST 1157)	Anchorage (Chu Lai)	11 NOV	Troops, Veh
WINDHAM (LST 1170)	Anchorage (Chu Lai)	11 NOV	Veh
WESTCHESTER (LST 1167)	Anchorage (Chu Lai)	11 NOV	Veh
TOM GREEN CTY (LST 1159)	Anchorage (Chu Lai)	To be desig	Veh, Ammo
	LST Ramp (DANANG)	To be desig	Veh
VERNON CTY (LST 1161)	LST Ramp (DANANG)	To be desig	Troops Veh. Helos (Damaged)
	Anchorage (Chu Lai)	To be desig	Ammo

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COMPHIBRON FIVE 302-66

U. S. SEVENTH Fleet
CTG 76.3 and COMPHIBRON FIVE
USS PAUL REVERE (APA 248), Flagship
Qui Nhon, Vietnam
DTG: 030730Z NOV 1965
Msg Ref: MAC 430

Annex W

Rehearsal

1. General.

a. Rehearsal of the amphibious assault landing will be conducted on an assigned beach in the area of Chu Lai. The rehearsal will be conducted to familiarize personnel with the landing plan, test the time schedule and check task group organization control procedures and amphibious communications for the D-Day landing.

2. Procedure.

- a. Troops of scheduled waves will participate in the rehearsal landing.
- b. LVT's will be backloaded after the rehearsal is completed.
- c. On call waves will not participate.
- d. All scheduled waves will land in accordance with Assault Wave Diagram, Annex I. Touchdown, rampdown landings will be made.
- e. Touchdown procedure for LVT's: LVT's after touchdown will turn to the right flank of the beach and remain clear of all incoming waves.
- f. Retracting procedures for LVT's: When all boats have retracted, the LVT's will reform and when directed by CTG 76.3 through the PCS, will splash and return to their assigned ship. LVT guide boats will remain on the right flank of the beach lane outside the surf zone and guide the LVT's to parent ships.
- g. Procedures for control, Pre-H-Hour transfers and scheduled waves will be in accordance with Annex I.
- h. The boat group commander, assistant boat group commander and salvage boats will remain on station until recalled by the PCS after the rehearsal is completed.
- i. TU 76.3.3 will take station in rehearsal fire support area. Communication checks will be conducted.
- j. TE 76.3.0.2 will provide surobs at H-2 and H-1.
- k. UDT life guards will be embarked in PAUL REVERE heavy salvage boat.
- l. The life jacket recovery party will not be used in the rehearsal.
- m. Movement to rehearsal anchorage will be in accordance with Annex D.

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3. Administration and Medical will be in accordance with Annex K and Annex M.
4. Command and Signal.
 - a. Communications in accordance with Annex N.
5. Coordinating Instructions.
 - a. All ships report immediately completion of reembarkation to CTG 76.3.
 - b. Rehearsal critique, if held, will be signaled. The critique will be on board PAUL REVERE at 1330H on Day of rehearsal.
 - c. All units make maximum use of the opportunities presented by the rehearsal to prepare personnel for the actual assault landings.
 - d. In the event of high surf or unavailability of a beach, a turnaway rehearsal will be directed by CTG 76.3.
 - e. Rehearsal beach coordinates will be promulgated.

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U. S. SEVENTH Fleet
 CTG 76.3, and COMPHIBRON FIVE
 USS PAUL REVERE (APA 248) Flagship
 Qui Nhon, Vietnam
 DTG: 030730Z NOV 1965
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Operation Order
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ANNEX Z

DISTRIBUTION

CTF 72	1	USS PAUL REVERE	5
CTF 73	1	USS SEMINOLE	5
CTF 76	4	USS VALLEY FORGE	5
CTF 78	4	USS MONTROSE	5
CTF 79	4	USS MONTICELLO	5
CTG 70.8	2	USS FORT MARION	5
CTG 73.3	2	USS DIACHENKO	4
CTG 76.5	4	USS G. K. MACKENZIE	4
CTG 78.5	2	USS RUPERTUS	4
CTU 76.0.4	1	COMESDIV 32	1
CTE 76.0.3.1	2	USS TERRELL COUNTY	4
CTF 115	1	USS WESTCHESTER COUNTY	4
CG, THIRD MARINES	2	USS WINDHAM COUNTY	4
CG, SEVENTH MARINES	2	COMLANSHIPRON NINE	3
CO, BLT 2/7	4	USS SACRAMENTO	2
CO, BLT 3/3	4	USS ANNAPOLIS	1
CG, THIRD MARDIV	2	COMUSMACV	6
CG, 1ST MAW	2	COMSEVENTHFLT	2
CG, III MAF	15 #	CINCPACFLT	2
CG, FMFPAC	1	COMPHIBPAC	2
TACRON 13	4	CINCPAC	2
BMU DET _____	3@	COMPHIBRON ONE	1
ACDIV _____	3@	COMPHIBRON THREE	1
UDT-12 DET "B"	1	COMPHIBRON SEVEN	1
COMPHIBGRU THREE	1	NAVCOMMSTA JAPAN	1
NAVCOMMSTA GUAM	1	NAVCOMMSTA PHIL	1
COMNAVSECGRU KAMA SEYA	1	CNO	2
JCS	2	CMC	1
PRES NAVWARCOL	1		

NOTE: # For distribution to appropriate subordinate commands
 @ To be determined

W. J. MADDOCKS
 Captain, U. S. Navy
 CTG 76.3, Commander Amphibious Task Group
 and COMPHIBRON FIVE

Authenticated:

R.L. Glass
 R.L. GLASS
 ENS, USN
 Staff Secretary

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DECLASSIFIED

