

Task Group 76.5 Orders, 1966

- 1) TG 76.5 Operation Order 304-66 (HILLTOP IV), 7 Mar 66
- 2) TG 76.5 Operation Order 330-66 (HILLTOP V), 16 May 66
- 3) TG 76.5 Operation Order 331-66 (HILLTOP VI), 5 Aug 66
- 4) TG 76.5 Operation Order 301-67 (HILLTOP VII), 29 Sep 1966
Change I changed TG to TG 76.6, which see for this OpO

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ERRATA TO CTG 76.5 OPORD 304-66

1. Page 5, para.5.b. - Change " Capt J. T. TRAYLOR, JR. in ALAMO (LSD-33)" to read "Capt T. J. GALLAGHER, JR. in PRINCETON (LPH-5)".
2. Page B-1, para.3. - Change H-Hour to read "0600H" vice "0700H"; L-Hour to read "0610" vice "0710".
3. Page B-I-1, event 11-1 - Change time to read "1300" vice "0900".
4. Page K-3, para.2.c. - After PRINCETON insert "2"; after PICKAWAY, insert "1"; after ALAMO, insert "0".
5. Page W-3, para. 3.a.(2) - After PICKAWAY, insert "and ALAMO".


D. E. PRISKY
By direction

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~~Operation Order~~
 COMPHIBREADGRU 304-66

U. S. SEVENTH FLEET
 CTG 76.5 and COMPHIBREADGRU
 USS PRINCETON (LPH-5), Flagship
 Subic Bay, Philippines
 DTG: 072000H March 1966
 MSG REF: NZB 835

Ref: (a) COMSEVENTHFLT ltr Ser 6-051 of 25 Feb 66
 (b) NWP 22(A)
 (c) FXP 5

Time Zone: HOTEL (-8)

TASK ORGANIZATION

TG 76.5	<u>Amphibious Ready Group</u>	<u>CAPT J. D. WESTERVELT</u> (COMPHIBREADGRU)
TU 76.5.0	<u>Special Operation And Command Unit</u>	<u>CAPT J. D. WESTERVELT</u> (COMPHIBREADGRU)
TE 76.5.0.1	<u>Flagship Element</u> PRINCETON (LPH-5)	<u>CAPT T. J. GALLAGHER</u> (CO, PRINCETON)
TE 76.5.0.2	<u>Tactical Air Control Element</u> TACRON 11 DET	<u>ICDR M. VARHALLA</u> (OINC, TACRON DET)
TE 76.5.0.3	<u>Reconnaissance Element</u>	<u>As Assigned</u>
TE 76.5.0.4	<u>UDT and Deception Element</u>	<u>As Assigned</u>
TU 76.5.1	<u>Gunfire Support and Screen Unit</u> RICHARD B. ANDERSON (DD 786)	<u>CDR J. F. LAMGILLIE</u> (CO, RICHARD B. ANDERSON)
TU 76.5.2	<u>Transport Unit</u> PRINCETON (LPH-5) ALAMO (LSD-33) PICKAWAY (APA-222)	<u>CAPT J. D. WESTERVELT</u> (COMPHIBREADGRU)
TE 76.5.2.1	<u>Beachmaster Element</u> BMU DET	<u>LTJG G. F. MCCARTHY</u> (OINC, BMU DET)
TE 76.5.2.2	<u>Control Element</u> ALAMO (LSD-33)	<u>CAPT J. T. TRAYLOR</u> (CO, ALAMO)
TG 79.5	<u>Special Landing Force</u>	COL J. R. BURNETT, USMC

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1. Situation. This operation order is derived from reference (a). It provides for the conduct of a unilateral amphibious raid type assault landing exercise in the San Jose area, Mindoro, Republic of the Philippines, followed by a tactical withdrawal. It further provides for a rehearsal landing and other training in the Subic Bay area and movement to the AOA. The unclassified nickname for this exercise is HILLTOP IV.

a. Enemy Forces.

(1) Enemy forces will be as delineated in Annex C and as developed by the intelligence play of the problem.

b. Friendly Forces.

(1) U. S. Fleet units operating in the South China Sea, in and around the Philippine Islands.

(2) Merchant shipping in the vicinity of the objective area and in the operating area.

(3) VMA close air support as provided by First Marine Air Wing.

2. Mission. Conduct an amphibious assault landing exercise near San Jose, Mindoro in order to improve the combat readiness of the Amphibious Ready Group/SIF.

3. Execution. This force will, by means of helo and surface assault, conduct an amphibious raid in the San Jose area of Enemy Nation to attack and destroy specific enemy installations and to eliminate enemy forces located therein. Upon completion a rapid tactical withdrawal and reembarkation will be executed.

a. Landing Force (TG 79.5)

(1) Provide troops, vehicles, and equipment and conduct an amphibious landing over RED beach and in designated landing zones in accordance with Annex I.

(2) Provide TACLOG party to the PCS.

(3) Assume operational control of Beachmaster Element when landed. Direct Beachmaster Element to carry out Naval responsibilities.

(4) Withdraw when directed.

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b. Special Operations and Command Unit (TU 76.5.0)

(1) Flagship Element (TE 76.5.0.1)

(a) Operate as directed by CTG 76.5.

(2) Tactical Air Control Element (TE 76.5.0.2)

(a) Establish a Tactical Air Control Center (TACC) in PRINCETON and provide HDC liaison personnel as required.

(b) Control and coordinate all friendly aircraft operations in the amphibious objective area including SAR.

(3) Reconnaissance Element (TE 76.5.0.3)

(a) Conduct clandestine beach reconnaissance on D-2 of landing beaches in accordance with Annex F.

(b) When completed with (a) above, withdraw and conduct simulated attacks against TG 76.5 in accordance with separate instructions.

(4) UDT and Deception Element (TE 76.5.0.4)

(a) Conduct and support hydrographic reconnaissance and surveys in accordance with Annex F.

(b) Provide lifeguards for landing beach.

(c) Provide services for Beach Jumper Unit as required.

(d) As directed screen transport area.

c. Gunfire Support and Screen Unit (TU 76.5.1)

(1) Screen the Transport Unit.

(2) Provide simulated Naval Gunfire Support in accordance with Annex G.

(3) When not engaged in NGFS missions, provide the transport unit in the AOA with protection from attack by small craft and submarines in accordance with Annex J.

d. Transport Unit (TU 76.5.2)

(1) Conduct the ship-to-shore movement of the Landing Force in accordance with Annexes H and I.

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- (2) Conduct protective measures in accordance with Annex J.
- (3) Withdraw the Landing Force when directed in accordance with Annex I.
- (4) Conduct medical evacuation in accordance with Annex K.
- e. Beachmaster Element (TE 76.5.2.1)
 - (1) Provide service and salvage operations in accordance with Annex I.
 - (2) When landed, report to the landing force shore party for operational control; Naval responsibilities in accordance with Annex I.
- f. Control Element (TE 76.5.2.2)
 - (1) Act as Primary Control Ship for the surface movement ashore and the subsequent withdrawal of BLT 1/5 over RED Beach in accordance with Annex I.
- x. Coordinating Instructions
 - (1) This operation order is effective upon receipt for planning and at 110001Z MARCH for operations. It is cancelled on completion of the exercise and may be destroyed without report.
 - (2) Safety of personnel and material is paramount.
 - (3) FIREX/CASEX at the Tabones firing complex on 12 March in accordance with Annex Y.
 - (4) Rehearsal at Green Beach, Subic Bay, on D-2, 13 March in accordance with Annex W.
 - (5) D-Day is set as 15 March 1966. Tentative H-Hour 0600, L-Hour 0610. Both will be confirmed. W-Hour will be announced. Amphibious Objective Area (AOA) defined as the land area encompassed by an arc of 10 nautical miles radius inland centered at 12-22-25N, 121-01-45E and the sea area an arc from the same point extending from the shore 25 nautical miles seaward.
 - (6) Condition of readiness III will be maintained while in the AOA. Modification will be directed by CTG 76.5.
- 4. Administration, Logistics and Medical
 - a. Administration, logistics and medical in accordance with Annex K.
 - b. Public Information in accordance with Annex V.

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5. Command and Signal

a. Commander Amphibious Task Force is Commander Amphibious Ready Group (CTG 76.5)/COMPHIBRON ONE in USS PRINCETON (LPH 5).

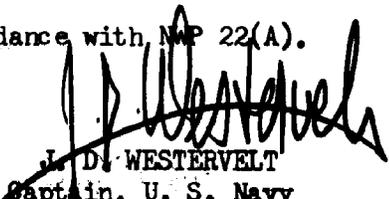
SEE ERRATA

b. Second in command is ~~CAPT. J. T. TRAYLOR, Jr., in MEMO (100-333)~~

c. Commander Landing Force is Commander Special Landing Force (CTG 79.5), in USS PRINCETON (LPH 5) until established ashore on D-Day.

d. Compliance with security measures in accordance with Annex N is essential. Communications by electronic transmissions will be maintained at the lowest effective level.

e. Command relationships in accordance with MFP 22(A).



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CTG 76.5, Commander Amphibious Ready Group

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ANNEXES

- B - Concept of Operations
 - Appendix I - Schedule of Events

- C - Intelligence
 - Appendix I - Weather
 - Appendix II - Tides, Astronomical Data
 - Appendix III - Landing Beaches
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 - Appendix I - Sortie and Movement Plan
 - Tab A - AOA and Operating Areas

- G - Naval Gunfire Support and Supporting Arms Coordination
 - Appendix I - Fire Support Overlay
 - Appendix II - Target List (Issued separately)

- H - Air Operations
 - Appendix I - Aircraft Schedule
 - Appendix II - Aircraft Armament
 - Appendix III - Search and Rescue
 - Appendix IV - Approach and Retirement

- I - Ship-to-Shore Movement
 - Appendix I - Assault Anchorages and Wave Diagram
 - Appendix II - Waterborne Control Plan
 - Tab A - Landing Craft and LVT Availability, Employment, and Approach Plan
 - Appendix III - Serial Assignment and Landing Sequence Tables
 - Appendix IV - Withdrawal Plan (To be issued)
 - Tab A - Withdrawal Schedule
 - Appendix V - ICM Assist beaching Procedures
 - Appendix VI - Helicopterborne Control Plan

- J - Protective Measures

- K - Administration, Logistics, and Medical
 - Appendix I - Summary of Reports

- N - Communications
 - Appendix I - Radio Communications Plan
 - Tab A - Radio Frequency Plan Hilltop IV
 - Tab B - Air Frequency Plan Hilltop IV
 - Tab C - Radio Frequency Plan Green Beach Rehearsal
 - Tab D - Radio/Air/Naval Gunfire Support Frequency Plan CASEX/
FIREX Tabones
 - Appendix II - Call Signs

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- W - Rehearsal Plan
 - Appendix I - Rehearsal Transport Area

- Y - CASEX/FIREX
 - Appendix I - Schedule of Events
 - Appendix II - Fire Support Area Overlay
 - Appendix III - Communications
 - Appendix IV - Safety Precautions for Naval Gunfire
 - Appendix V - Safety Precautions for Air Support
 - Appendix VI - Close Air Support Aircraft, Approach Control and Retirement Procedures
 - Appendix VII - Close Air Support Air Schedules

- Z - Distribution

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ANNEX BCONCEPT OF OPERATIONS

1. Exercise HILLTOP IV is designated as a test of amphibious raid procedures employing both waterborne and helicopterborne ship-to-shore movements of the Special Landing Force. The exercise will be conducted during the period 12 to 17 March 1966.
2. A FIREX/CASEX will be conducted on 12 March in the Tabones Islet Impact Area followed by a rehearsal of the landing on 13 March at GREEN BEACH, Subic Bay.
3. After backloading and a critique, the amphibious task group will SORTIE from Subic Bay and conduct an opposed movement to the objective area which is located in the San Jose area of the Island of Mindoro, Republic of the Philippines. D-Day is set for 15 March, H-Hour is tentatively scheduled ~~0700H~~ with L-Hour at ~~0730 H.~~
 0600H 0610.
4. Operations ashore consist of securing a beach support area, seizing designated landing force objectives and conducting search and clear operations within assigned zones, subsequently followed by a tactical withdrawal from the area.
5. Withdrawal from the area will be completed on 17 March.
6. Exercise Objectives.
 - a. Exercise HILLTOP IV is being conducted to parallel certain contingency plans.
 - b. Various phases are designed to test the ability and coordination of unilateral planning.
 - c. The objectives are in three classes, consisting of Joint, Navy and Marine training objectives.
 - (1) The major joint objective is to test current doctrine in the conduct of amphibious operations with special emphasis on (a) ship-to-shore movement by surface and air means, (b) organization for ground combat and (c) amphibious withdrawal at conclusion of a raid. Other joint objectives relate to the capability of the landing force to reconstitute its organization after a raid; to test the ability of the amphibious task force to disseminate reconnaissance intelligence and to evaluate established fire support procedures.

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(2) Navy training objectives are within the framework of the exercise to focus training on:

- (a) Control of the shore-to-ship movement during an enemy contested withdrawal.
- (b) Coordination and control of fire support during the withdrawal with emphasis on pre-arranged fires to cover the withdrawal.
- (c) Defense against swimmers, small boat, and ground weapon attacks.
- (d) Clandestine pre-D-Day beach reconnaissance.
- (e) Clandestine pre-D-Day deception operations.
- (f) Delivery and coordination of naval gunfire and air prearranged, and on-call fires by means of a FIREX/CASEX.

7. Only limited control procedures and agressor play will be included. Air and submarine opposition, sneak swimmer, and simulated PT attacks will be employed.

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Appendix 1 - Schedule of Events

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Appendix I to Annex BSchedule of Events

11-1	0900 / 1300	CASEX/FIREX brief and rehearsal brief Wardroom PRINCETON
12-1	0630	R. B. ANDERSON and PRINCETON underway for Tabones firing area. ALAMO and PICKAWAY underway at discretion to arrive on waiting station vicinity 14-48N, 120-02E at 1400 and 1500 respectively.
12-2	0800	Conduct CASEX/FIREX in accordance with Annex Y.
12-3	On signal	Conduct Pre-R-Day transfers in accordance with Annex W.
12-4	Completion Event 12-3	Night steam operating area C-3 and C-4.
13-1	0300 (about)	Ships detached to proceed independently to assigned anchorages in Subic Bay or OpAreas for rehearsal. (See Annex W)
13-2	On signal	Land the Landing Force.
13-3	0600	H-Hour (To be confirmed)
13-4	0610	L-Hour (To be confirmed)
13-5	On signal	W-Hour
13-6	1400	Rehearsal and CASEX/FIREX critique/presail conference, wardroom PRINCETON
13-7	On signal	Signal to get underway.
14-1	On signal	Zero hour.
14-2	On signal	Conduct Pre D-Day transfers.
15-1	0400 (about)	Ships detached to proceed independently to assigned anchorages. (See Annex I)
15-2	On signal	Land the Landing Force.
15-3	0600	H-Hour (To be confirmed)
15-4	0610	L-Hour (To be confirmed)
15-5	On signal	Shift fire support coordination ashore.

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| 16-1 | All day | Support landing force ashore. |
| 17-1 | Until completion | Support landing force ashore. |
| 17-2 | On signal | W-Hour |
| 17-3 | On signal | Shift fire support coordination afloat. |
| 17-4 | When directed | Critique wardroom PRINCETON. |
| 17-5 | On signal | Sortie from San Jose. |
| 17-6 | On signal | Detach TE 76.5.0.3, TE 76.5.0.4, TU 76.5.1, units detached proceed IAW COMSEVENTHFLT Quarterly Improvement Schedule. |

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Annex CIntelligence

Map Reference: AMS series S733, 3257 III, 3157 II, 3256 IV
 AMS series S501, ND51-13

1. General Characteristics of the Area of Operation

- a. Weather - See Appendix I
- b. Tides, Astronomical Data - See Appendix II
- c. Landing Beaches - See Appendix III

2. Summary of the Enemy Situation

Intelligence sources have reported increased enemy buildup of supplies, equipment and forces on the border between friendly nation and enemy nation. These same sources have also reported similar activity along certain coastal areas of enemy nation. There is growing evidence to support the contention that the insurgents are training organized combined arms units of battalion, regiment and brigade size. Also that the enemy has stepped up conscription input, thereby substantially increasing his trained ground reserve potential. The targets are TENCHAN, a combined arms training camp and COMMCHAM, a vital radio relay station.

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Appendix I - Weather
 Appendix II - Tides, Astronomical Data
 Appendix III - Landing Beaches
 Tab A - Green (Rehearsal) Beach

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Appendix I to Annex C

Weather

1. General. Mindoro Island is located in the west central portion of the Philippine Island Group. Weather is of a subtropical to tropical nature and is chiefly influenced by the monsoonal flow. Partly cloudy skies with associated light tropical showers will prevail the majority of the time.

2. Adverse Weather. Typhoons or Tropical Storms are always a threat to any operation or exercise during any month of the year in this area. March is not considered the normal typhoon season; climatology studies indicate that a storm will develop or pass through on the average of one (1) storm every three (3) years.

3. Statistical Climatology for March

<u>Temperature</u>	<u>Degrees F</u>	<u>Relative Humidity (%)</u>
Extreme Maximum:	99	Maximum: 100
Mean Maximum:	90	Mean Average: 90
Mean Minimum:	71	
Extreme Minimum:	61	

Visibility (Miles)

Visibility is excellent 99% of the time; being 7 miles or more 85%, 3 miles or more 14% of the time and less than 1 mile only 1% of the time.

Thunderstorms

Thunderstorms occur on the average of 2 a month during March.

Surface Wind

Surface winds follow the Northeast Monsoon and prevail from a northeasterly direction 70% of the time with a velocity of 7 to 16 knots. A note of interest on a one-time observation during HILLTOP III is that local ravines and headlands will increase normal gradient wind to 25 knots on occasion. The wind pattern was 200 to 500 feet offshore with excellent beaching conditions existing at the immediate landing areas.

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Precipitation

March has a mean monthly average rainfall of 0.8 inches with rain occurring on a mean average of 3 days a month.

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Appendix II to Annex CTides/Astronomical Data

10-44N
 121-56E

<u>Date</u>	<u>Sunrise</u>	<u>Sunset</u>	<u>Moonrise</u>	<u>Moonset</u>
MAR 7	0604	1803	1824	0624
8	0604	1803	1931	0657
9	0603	1803	2016	0743
10	0603	1803	2111	0830
11	0602	1803	2206	0915
12	0601	1803	2301	1002
13	0601	1803	2357	1052
14	0600	1803		1134
15	0600	1803	0043	1236
16	0559	1803	0134	1328
17	0558	1803	0233	1419
18	0558	1803	0320	1508
19	0557	1803	0403	1555
20	0556	1803	0444	1642
21	0555	1803	0521	1730

Tides

<u>Date</u>	<u>Time</u>	<u>Height</u>	<u>Time</u>	<u>Height</u>	<u>Time</u>	<u>Height</u>	<u>Time</u>	<u>Height</u>
MAR 7	0534	-0.9	1136	2.6	1741	0.4	2311	5.0
8	0601	-0.7	1156	3.0	1727	0.0	2353	4.8
9	0624	-0.4	1218	3.5	1810	-0.3		
10	0032	4.4	0644	0.0	1241	3.8	1855	-0.4
11	0110	3.7	0700	0.4	1306	4.0	1940	-0.4
12	0147	3.0	0712	0.8	1333	4.3	2029	-0.1
13	0224	2.2	0718	0.8	1405	4.3	2129	0.3
14	0306	1.7	0714	1.1	1522	4.0	2302	0.6
15	1535	3.8						
16	0209	0.5	1726	3.5				
17	0321	0.3	1941	3.5				
18	0356	0.0	1057	2.2	1426	1.8	2054	3.8
19	0422	-0.2	1049	2.5	1524	1.4	2141	4.0
20	0446	-0.3	1059	2.7	1603	1.0	2218	4.2
21	0506	-0.4	1113	3.0	1636	0.6	2250	4.3

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Appendix III to Annex CLanding Beaches

- | <u>1. Location</u> | <u>AMS S733 3257 III</u> | <u>HO 14340</u> |
|---------------------------------|--------------------------|-------------------------|
| a. RED Beach Axis 058
Center | TP 862678 | 12-22-03N
121-01-58E |
| Left Flank | TP 860680 | 12-22-08N
121-01-50E |
| Right Flank | TP 863677 | 12-21-57N
121-02-04E |
2. Offshore (Beyond 18 fathom curve)
- a. Hazards to navigation. There are no uncharted hazards to navigation.
- b. Tides and currents: Littoral current is generally south. Tide is chiefly diurnal, range is 3 3/4 feet.
- c. Bottom composition: Sand.
3. Nearshore (18 fathom curve to low water mark)
- a. Gradient
- Average distance from MLLW to 1 fathom curve: 20 yards.
 Average distance from 1 fathom curve to 2 fathom curve: 65 yards.
 Average distance from 2 fathom curve to 3 fathom curve: 120 yards.
 Average gradient from MLLW to 1 fathom curve: 1:10.
 Average gradient from 1 fathom curve to 2 fathom curve: 1:33.
 Average gradient from 2 fathom curve to 3 fathom curve: 1:60.
 Average nearshore gradient (Datum line to 3 fathom curve): 1:34.
- b. Bottom composition: Sandy with a few small pea sized rocks intermixed.
- c. Obstacles and hazards: There are no coral heads or other obstacles.

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4. Foreshore (Low water mark to dune line)

- a. Gradient: 1:15.
- b. Shape of beach: Slightly concave.
- c. Length of beaches: 500 yards.
- d. Width of beaches: 20 to 25 yards.
- e. Beach composition: Fine sand and a few scattered pea sized rocks.
- f. Beach trafficability: Good; firmly packed base should support all vehicles and personnel.
- g. Beach obstacles. There are no observed beach obstacles other than fishing boats.
- h. Normal use of beach: To beach fishing boats.

5. Backshore

- a. Character: There is no significant berm.
- b. Trafficability: Good.
- c. Exits: Access to a 15 foot wide gravel road that runs along most of the length of the beach can be gained at almost any point.

6. Hinterland

- a. Terrain: Flat.
- b. Vegetation: Sparsely covered with short vegetation.
- c. Roads: A 15 foot wide gravel road runs along most of the beach about 40 yards from the high water line.
- d. Buildings: Scattered native huts and several small villages composed of native huts.
- e. Towns: Several small villages. Town of San Jose just south of beach.

7. Evaluation

- a. Landings: All of this beach is considered excellent for any type landing craft up to and including LST's, which can expect a dry ramp.

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b. Paratroop and helicopter landing zones: Excellent helicopter and paratroop landing sites are available as most of it is flat and open.

c. Miscellaneous: Matting will not be required in most areas.

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Tab A to Appendix III to Annex C

GREEN (Rehearsal) Beach

- | | |
|--------------------|-------------------------|
| 1. <u>Location</u> | <u>HO 2088</u> |
| GREEN Beach | Axis 279 |
| Center | 14-49-24N
120-12-36E |
| Left Flank | 14-49-16N
120-12-38E |
| Right Flank | 14-49-30N
120-12-38E |
2. Nearshore
- a. Nearshore approach flanked by reef to north and to south by sandbars off river mouth.
 - b. Tidal range 3.1 feet.
 - c. Gradient. 1:10 to 1:30 LE to HW. 1:20 NW Zone.
 - d. Width 15-40 yards.
3. Trafficability. Good, firm sand.

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ANNEX D

MOVEMENT

1. Movement in three phases:
 - a. From CASEX/FIREX area to rehearsal. (See Annex W.)
 - b. From rehearsal to objective area in accordance with this annex.
 - c. From objective area to special operations. (To be issued separately.)
2. CRUISING INSTRUCTION in accordance with my NOTE 03550 of 18 January, 1966 and ATP 1 (A), Volume 1.
3. Coordinating Instructions:
 - a. Movement reports in accordance with Annex K.
 - b. Communications in accordance with Annex N.

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Appendix I - Sortie and Movement Plan

Tab A - AOA and Operating Areas

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APPENDIX I TO ANNEX D

SORTIE AND MOVEMENT PLAN
FROM REHEARSAL TO ASSAULT AREA

1. Sortie Points

a. <u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
ALFA	14-47N	120-12-41E
XRAY	14-44N	120-12-00E
OSCAR	14-38N	120-08-00E

b. On signal TG 76.5 sortie to pass through PT. ALFA in the following order at three minute intervals:

DD 1

PRINCETON

PICKAWAY

ALAMO

c. PRINCETON will pass through PT. ALFA at zero hour at 10 kts.

2. TU 76.5.2 form formation 51 on axis 000 without signal upon passing through PT. XRAY. PRINCETON assume guide, speed 10 kts. when passing through PT. XRAY. Station assignments in accordance with ATP I(A), Vol 1 are as follows:

PRINCETON STATION O

ALAMO STATION B3

PICKAWAY STATION B9

3. TU 76.5.1 screen the force.

4. Zero hour will be signalled.

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5. Route to objective area as follows:

a.	<u>POINT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DISTANCE</u>
	PACKERS (OSCAR)	14-38N	120-08E	45 miles
	CHARGERS	14-00N	119-43E	122 miles
	GIANTS (BREAK-UP)	12-19N	120-51.5E	11 miles
	ANCHOR			

6. Operating areas in accordance with Tab A of this Appendix. .

7. Anchorages in accordance with Appendix I to Annex I.

8. At about 0400H ships will be detached to proceed independently to arrive at the following stations by 0455H:

DD1-----FSA I
 ALAMO-----Anchorage A-2
 PICKAWAY-----Anchorage A-3
 PRINCETON-----Southeastern part of LPH operating area

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Tab A - AOA and Operating Areas

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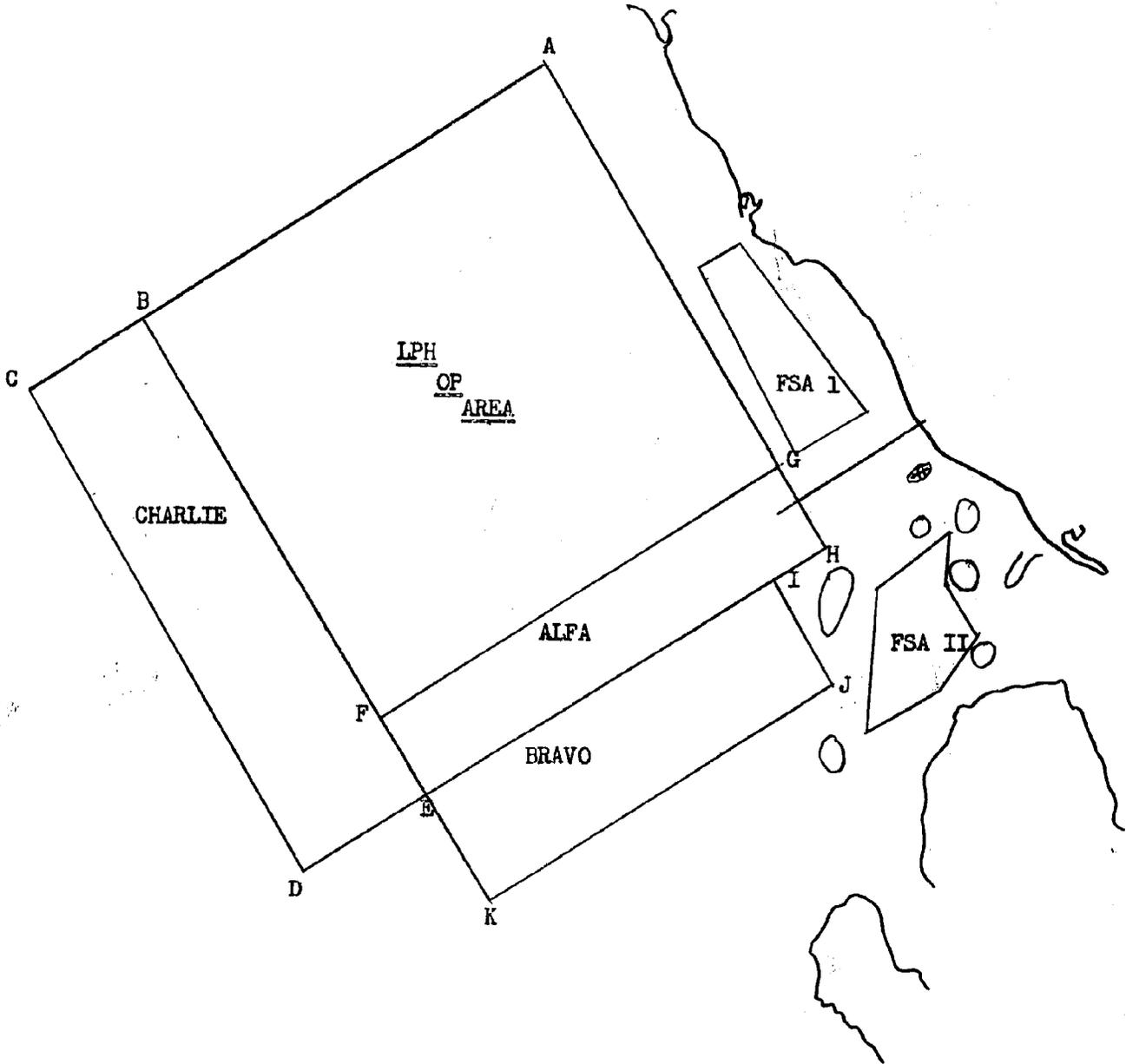
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Tab A To Appendix I To Annex D
AOA And Operating Areas



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Reference points:

H.O. 14,305;14,340

	<u>LATITUDE</u>	<u>LONGITUDE</u>
A.	12-28-25N	120-54-52E
B.	12-23-48N	120-47-42E
C.	12-22-32N	120-45-42E
D.	12-14-15N	120-50-54E
E.	12-15-38N	120-53-06E
F.	12-16-58N	120-52-15E
G.	12-21-32N	120-59-06E
H.	12-20-15N	120-59-53E
I.	12-19-41N	120-59-08E
J.	12-17-43N	120-00-15E
K.	12-13-44N	120-54-15E

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ANNEX GNAVAL GUNFIRE SUPPORT AND SUPPORTING ARMS COORDINATION

Ref: (a) Maps; AMS S733, 3257 III, 3157 II, 3256 IV
 (b) Charts; HO 14305

Time Zone: Hotel (-8)

Task Organization: In accordance with basic operation order.

1. General Situation: In accordance with Annex B.

2. Mission: Conduct Naval Gunfire Support and coordination in support of operations ashore.

3. Execution:

a. CTG 76.5 will activate a supporting arms coordination center in PRINCETON.

b. TU 76.5.1:

(1) Take station as directed by CTG 76.5.

(2) Furnish direct support to BLT 1/5.

x. Coordinating Instructions:

(1) SACC will control all supporting arms in the AOA.

(2) All naval gunfire, artillery, and air missions will be simulated.

(3) The landing force will establish a FSCC ashore. When established ashore, and when requested by the CO of the BLT through CLF, and approved by CATF, coordination of supporting arms (less air) may be passed ashore. Coordination will be passed back afloat prior to commencement of the withdrawal.

(4) All Naval Gunfire support missions will be observed. There will be no free fire zones.

(5) Restrictive fire plans in accordance with Article 155 NWIP 22-2 and Article 125 NWIP 22-7(A). The code name for a restrictive fire plan will be "Plan FUBAR". Each plan FUBAR will be numbered consecutively with

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each new series beginning at 0001 local time.

(6) SFCP will submit requests for Naval Gunfire Support to direct support ships over the Naval Gunfire Spot nets. The following procedures will be effective for clearing Naval Gunfire Support missions.

(a) During daylight hours, NGF ships will submit all requests for NGF support to SACC/FSCC via NGF control net for approval. A CANDY report is considered sufficient information.

(b) During the hours of darkness, submit planned night defensive fires to SACC/FSCC for approval. Approval of individual missions is not required, however, CANDY and SUGAR reports will be submitted as soon as possible.

(c) Artillery will follow the same procedure.

(7) Priority of attack of targets in accordance with Article 175, NWIP 22-2. All ships be alert to conduct counterbattery fire.

(8) NGFS ships will obtain front line information from spotters and maneuver as necessary to obtain a favorable gun target line and to insure the safety of friendly troops. Departure from assigned fire support areas is authorized as necessary to carry out mission. NGFS ships keep CTG 76.5 advised of own position and that of friendly troops.

(9) Target locations will be identified by the Universal Transverse Mercator Grid System.

(10) Ships use reduced charges, open range, or change position as necessary to obtain a line of fire that will clear intervening terrain.

(11) Amphibious ships be prepared to undertake NGFS missions as directed.

(12) Naval Gunfire Ships guard TAO net during daylight hours.

(13) Covering fires will be established for the waterborne phase of the withdrawal. Target list for this plan are contained in Appendix II to this Annex.

4. Administration and Logistics.

a. Reports. Ships submit CANDY and SUGAR reports in accordance with paragraph 3.x.(6) above. Submit PEPPER reports upon reporting to CTG 76.5 for operational control and when requested. Other reports in accordance with Annex K.

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b. Logistics. No logistic resupply is envisioned. Ships will, however, be prepared to conduct underway replenishment as specified in Annex K.

5. Communications. In accordance with Annex N.

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Appendixes

- I - Fire Support Overlay
- II - Target List for Withdrawal Phase (to be issued separately)

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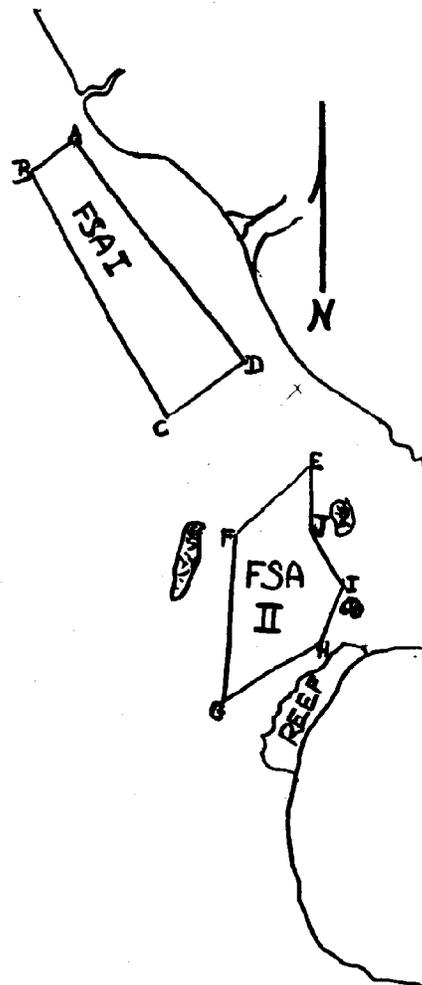
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APPENDIX I TO ANNEX G

FIRE SUPPORT OVERLAY

<u>PT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>COORDINATES</u>
A.	12-25.5N	120-58.3E	TP 808735
B.	12-25.0N	120-57.7E	TP 795728
C.	12-21.25N	120-59.7E	TP 823663
D.	12-22.0N	121-01.0E	TP 848679
E.	12-20.6N	121-02.2E	TP 863651
F.	12-19.5N	121-00.8E	TP 841631
G.	12-17.0N	121-00.8E	TP 841590
H.	12-17.8N	121-02.2E	TP 865605
I.	12-18.7N	121-02.8E	TP 880623
J.	12-19.6N	121-02.2E	TP 863631



Drawing not to be used for navigation

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Annex HAir Operations

References: (a) Maps and Charts

(1) AMS 5733 - 3257 III (1-50,000) SAN JOSE

(b) Publications

- (1) NWIP 22-7(A)
- (2) NWP 41(A)
- (3) JANAP 119
- (4) NWP 16(B)
- (5) NWIP 10-1(A)

Time Zone: HOTEL (-8)

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. Executiona. Tactical Air Control Element (TE 76.5.0.2)

(1) Establish a TACC afloat in USS PRINCETON to provide control of air operations within the amphibious objective area.

(2) Provide liaison with HDC in USS PRINCETON.

(3) Coordinate and control air search and rescue operations in accordance with Appendix III.

x. Coordinating Instructions. (See Annex G regarding Supporting Arms)

(1) The TACC will advise all flights of artillery and Naval gunfire missions.

(2) Air operations reports in accordance with Annex K.

(3) General instructions, safety precautions and helicopter control and protection plans in accordance with 1st MAW Doctrine.

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(4) The Universal Transverse Mercator (UTM) military grid reference six (6) digit system coordinates will be used for target designation.

(5) Air strikes will be conducted under positive control of TACP and TAC(A).

(6) TACC will maintain communications with San Jose airport and civil aircraft on 118.7 mcs.

(7) Control of air will not be passed ashore.

(8) CAS aircraft will not participate in rehearsal.

(9) Helicopter ship-to-shore movement in accordance with Annex I. Rehearsal in accordance with Annex W.

4. Administration and Logistics. In accordance with Annex K.

5. Command and signal

a. Communications in accordance with Annex N.

b. Local time will be used in all tactical messages.

c. Aircraft tactical voice call signs will be derived from squadron call sign, flight number of the day, and flight position.

Example:	First Flight	Second Flight
(Flight Leader)	Old Nick 1-1	Old Nick 2-1
(#2 Position)	Old Nick 1-2	Old Nick 2-2
(#3 Position)	Old Nick 1-3	Old Nick 2-3

d. Authentication and Numeral Codes in accordance with Annex N.

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Appendices:

- I - Aircraft Schedule
- II - Aircraft Armament
- III - Search and Rescue
- IV - Approach and Retirement

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Appendix I to Annex H

Aircraft Schedule

1. Conditions of aircraft readiness in accordance with NWP 41(A).
2. TIME ON STATION is the time that aircraft report to the controlling agency over their assigned orbits.
3. Air schedule as listed below: D-Day and Subsequent

<u>EVENT</u>	<u>MISSION</u>	<u>PROVIDED BY</u>	<u>NO./TYPE A/C</u>	<u>TIME ON STATION</u>	<u>RIO NET</u>	<u>ENTRY PT. ALTITUDE</u>	<u>REMARKS</u>
104	TAO/TAC(A)	HMM 362	1 UH-34	H-30	ICEPACK GOLD	LPH	Relieve on Station Sunrise-Sunset
110	MEDEVAC	HMM 362	2 UH-34	Cond IV Sunset- Sunrise	FAIRMONT BLACK	LPH	Note 1 & 2
171	SAR	HMM 362	1 UH-34	H-30 to H+15	ICEPACK GOLD	LPH	Note 1 & 2
51	LZ PREP/ HELO ESCORT	VMA 214	2 VA	L-15 to H+45	ICEPACK GOLD	SUE/ 20,000	Note 3
52	CAS	VMA 214	2 VA	H-15 to Compl.	ICEPACK GOLD	SUE/ 20,000	Relieve on Station Sunrise-Sunset Note 3
105	Troop Lift	HMM 362	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
106	Troop Lift	HMM 362	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4

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<u>EVENT</u>	<u>MISSION</u>	<u>PROVIDED BY</u>	<u>NO./TYPE A/C</u>	<u>TIME ON STATION</u>	<u>RIO NET</u>	<u>ENTRY ALTITUDE</u>	<u>REMARKS</u>
107	Troop Lift	HMM 362	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
108	Troop Lift	HMM 362	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
109	Troop Lift	HMM 362	8 UH-34	Cond IV	FAIRMONT BLACK	PENSACOLA 1500	Note 5

AIR SCHEDULE NOTES:

1. All helicopters will be available for medical evacuation sunrise to sunset.
2. Airborne helicopters will be assigned SAR as necessary during daylight operations.
3. Aircraft reporting in at entry point will remain VFR.
4. Events 105 thru 108 will be prepared for backloading on order.
5. This event becomes effective upon completion of events 105 through 108.

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Appendix II to Annex HAircraft Armament1. General Instructions

- a. All ordnance will be simulated.
- b. Pilots will report their simulated ordnance load to TACC when reporting in, using the code as prescribed below.
- c. Upon completion of each CAS mission, the flight leader will report to TACC ordnance expended, damage assessment and enemy intelligence of immediate tactical importance.

2. Ordnance Code:

B-1	MK 81	250 GP	Low Drag Bomb
B-2	MK 82	500 GP	Low Drag Bomb
B-3	MK 83	1000 GP	Low Drag Bomb
B-4	MK 84	2000 GP	Low Drag Bomb
B-5	Aero 7D	2.75 FFAR	Rocket
B-6	Aero 7D	5" ZUNI	Rocket
B-7	MK 77	500# NAPALM	Bomb
B-8	MK 79	1000# NAPALM	Bomb
B-9	AN/M 57 A-1	250# GP	High Drag Bomb
B-10	AN/M 81	260# Frag	Bomb
B-11	20 MM H.E.		

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Appendix III to Annex H

Search and Rescue

1. Responsibility

a. CATF has overall responsibility for SAR involving forces in this operation. All SAR efforts will be coordinated with TACC.

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 will be reported to CATF as soon as possible.

c. Primary SAR is PRINCETON (LPH 5).

2. Search and Rescue Reference Points

a. The SAR reference point is RED Beach center (TP 862678). Location of SAR incidents will be reported by magnetic bearing and distance from the SAR reference point or from any TACAN Station.

3. Communications. In accordance with Annex N.

4. Search and Rescue Reporting Procedures. In accordance with Chapter 7 of NWIP 10-1(A).

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Appendix IV to Annex N

Approach and Retirement

1. General Instructions

- a. Communications in accordance with Annex N.
- b. All aircraft will report to their controlling agency on the net assigned by Tab B to Appendix I to Annex N as soon as possible after launching for instructions.

2. Fixed Wing and TAO/TAC(A) Aircraft

- a. Fixed wing entry point will be Point SUE located 310 degrees 10 NM from the PRINCETON TACAN.
- b. Aircraft will check in as follows:
 - (1) Call sign of flight leader
 - (2) Event number
 - (3) Mission
 - (4) Number and type of A/C
 - (5) Position and altitude
 - (6) Ordnance load (when applicable) in accordance with Appendix II.
 - (7) ETD
- c. All aircraft will check out with TACC on Button Gold for clearance to depart area or shut down.

3. Assault Helicopters

- a. Aircraft will check in as follows:
 - (1) Call sign of flight leader
 - (2) Event number
 - (3) Mission

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- (4) Number and type of A/C
- (5) Present position and altitude
- (6) Destination
- (7) Route
- (8) ETR

b. Helicopter control points and approach lanes are assigned as follows:

- (1) Helicopter wave breakup and rendezvous point: PENSACOLA (Overhead LPH)
- (2) Helicopter initial point: TAMPA (TP 858690)
- (3) Helicopter landing zone (LZ):
 - (a) Primary: SPARROW (TP 930746)
 - (b) Alternate: HAWK (TP 884723)
- (4) Helicopter approach and retirement lanes:

(a) FLORIDA - Route extends from point Pensacola to point Tampa to LZ Sparrow.

(b) GEORGIA - Route extends from point Tampa to LZ Hawk.

- 4. SAR Aircraft. As directed by TACC.
- 5. Medevac Aircraft. As directed by HDC.
- 6. Air Navigation Aids

<u>Station</u>	<u>Tacan Channel</u>	<u>Identifier</u>
PRINCETON (LPH 5)	5	XY
NAS Cubi Pt. #1	77	NCI

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<u>Station</u>	<u>Tacan Channel</u>	<u>Identifier</u>
NAS Cubi Pt. #2	48	NCP
NS Sangley Pt.	93	NSP

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ANNEX ISHIP-TO-SHORE MOVEMENT

1. SITUATION. In accordance with basic order.
2. MISSION. In accordance with basic order.
3. EXECUTION.
 - a. Transport Unit (TU 76.5.2)
 - (1) Conduct movements to initial assault anchorages assigned in Appendix I. Make pre D-Day transfers in accordance with this Annex.
 - (2) On the order "Land The Landing Force":
 - (a) Provide landing craft and conduct personnel transfers in accordance with Appendix III.
 - (b) Load and dispatch landing craft and amphibious vehicles as necessary to meet schedules set forth in Appendix III.
 - (3) Conduct helicopterborne assault in accordance with Appendix VI.
 - (4) After assault waves are dispatched, conduct remainder of landing in accordance with Appendix II.
 - (5) When directed by CTG 76.5, conduct a withdrawal over the designated beach in accordance with Appendix IV.
 - b. Control Element (TE 76.5.2.2)
 - (1) Control the ship-to-shore movement over RED BEACH in accordance with NWIP 22-6(A) and Appendix II.
 - (2) Control the withdrawal in accordance with Appendix IV.
 - x. Coordinating Instructions
 - (1) No time check will be given by CTG 76.5. Ships synchronize clocks using best chronometer at 0400H on R-Day and D-Day.
 - (2) H-Hour and L-Hour will be confirmed.
 - (3) "Land The Landing Force" will be signalled.
 - (4) Report inability to meet H-Hour. Include reason and recommendations.
 - (5) Insure that all landing craft proceeding to and from beach report to PCS.

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

(7) Report immediately any inoperative landing craft and ETR to CTG 76.5 and PCS.

(8) Parent ships provide rations and relief boat crews for landing craft.

(9) Landing force provide serial paddles for each landing craft carrying a serial. Serial source ship insure proper display of paddles.

(10) ALAMO is designated PCS/ Boat Haven.

(11) PICKAWAY is designated SCS.

(12) During the hours of darkness, lighted wands will be used as required.

4. Pre-D-Day Transfers

a. Pre-D-Day transfers will be conducted enroute to the objective area on D-1. When directed, PICKAWAY provide 2 LCM-6 and ALAMO provide ICU as follows:

(1) ICU from PICKAWAY to ALAMO, and assist with PICKAWAY to PRINCETON if required.

(2) LCM's from PICKAWAY to PRINCETON.

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APPENDICES

I - Assault Anchorages and Wave Diagram

II - Waterborne Control Plan

Tab A - Landing Craft and LVT Availability, Employment and Approach Plan

III - Serial Assignment and Landing Sequence Table

IV - Withdrawal Plan (To be issued)

Tab A - Withdrawal Schedule (To be issued)

V - LCM Assist Beaching Procedures

VI - Helicopterborne Control Plan

Tab A - Helicopter Assignment Table

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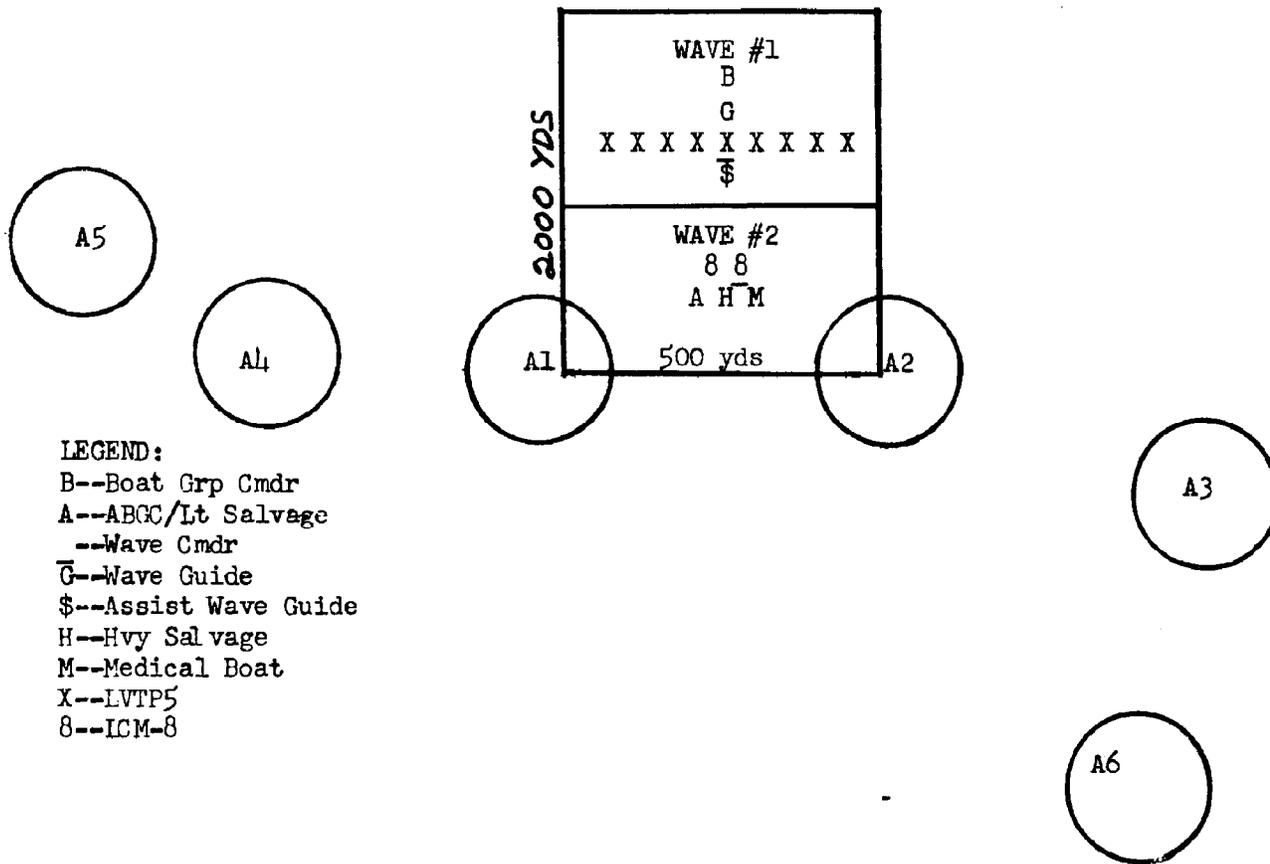
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APPENDIX I TO ANNEX I

ASSAULT ANCHORAGE AND WAVE DIAGRAM



LEGEND:

- B--Boat Grp Cmdr
- A--ABCC/Lt Salvage
- Wave Cmdr
- G--Wave Guide
- \$--Assist Wave Guide
- H--Hvy Salvage
- M--Medical Boat
- X--LVTP5
- 8--LCM-8

ANCHORAGES

ANCHORAGE	SHIP	BRG/RNG to A2	LATITUDE	LONGITUDE
A1	----	140/500 yds	12-21-30N	121-01-04E
A2	ALAMO	-----	12-21-18N	121-01-16E
A3	PICKAWAY	337/850 yds	12-20-53N	121-01-24E
A4	PRINCETON	154/1500 yds	12-21-55N	121-00-49E
A5	DD 1	140/2500 yds	12-22-17N	121-00-24E
A6	----	026/2450 yds	12-20-12N	121-00-43E

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BEACH COORDINATES

<u>POSITION</u>	<u>AMS S733 3257 III</u>	<u>HO 14350</u>
Center	TP 862678	12-22-03N 121-01-58E
Left Flank	TP 860680	12-22-08N 121-01-50E
Right Flank	TP 863677	12-21-57N 121-02-04E
Beach axis	050°	

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Appendix II to Annex I
Waterborne Control Plan

1. General

a. This Appendix provides for the control of the waterborne ship-to-shore movement of elements of BLT 1/5.

2. Executiona. Landing Force

(1) Address requests for on-call waves, non scheduled serials and supplies to TACLOG Party. TACLOG Party relay to PCS.

(2) Equip each boat in each serial with boat paddle.

(3) Ensure that LVT crews are familiar with and adhere to Naval Control Procedures and Signals.

b. Control Element (TE 76.5.2.2)

(1) Report set and drift at LOD to CTG 76.5 as soon as determined after anchoring.

(2) Control the movement of all landing craft and amphibious vehicles between LOD and beach throughout the exercise.

(3) Dispatch scheduled waves in accordance with Tab A.

(4) Dispatch on-call waves and non-scheduled serials when required by TACLOG.

(5) Submit scheduled wave progress reports to CTG 76.5 as follows:

(a) Wave 1: When dispatched from LOD, 1000 yards from beach, and touchdown time.

(b) Subsequent Waves: When dispatched from the LOD and touchdown time.

(6) Control salvage operations seaward of the surf line.

(7) Establish boat pool from landing craft returning from beach. Return landing craft not required to parent ships. Request additional landing craft as needed.

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3. Procedures

a. General

(1) LVT scheduled wave will be loaded and launched at scheduled times. They will be met by Naval wave guides and will remain under their control while waterborne.

(2) On-call waves will remain in the vicinity of their serial source ships until dispatched at scheduled times or requested by the PCS.

b. Control Procedures to LOD

(1) LVT wave will be led by wave guides under the control of PCS directly to left flank of LOD in column, distance apart 40 yards, on a line parallel to and 50 yards seaward of LOD. Wave guides will signal a right flanking movement timed so that LVT wave will cross the LOD on schedule.

(2) Landing craft of scheduled waves will proceed from wave assembly circles to rendezvous area. Wave commanders will signal departures from the rendezvous area to cross the LOD on schedule.

c. Control Procedures from LOD to Beach

(1) Wave guides will report to PCS on Boat Control circuit prior to crossing the LOD. Battle speed will be signaled 1000 yards from the beach. Prior to reaching surf zone, wave guides and assistant wave guides will turn off to right flank and take station in the assembly area.

(2) All waves cross LOD and proceed to beach in line abreast formation.

(3) LVT's continue past high water mark prior to stopping, debarking troops or making flanking movements.

(4) Boat Group Commander (BGC) precede Wave 1 to surf zone, turn off to right flank and assume duties of Traffic Control Officer.

(5) Assistant Boat Group Commander (ABGC), Medical Boat, and Heavy Salvage Boat follow Wave 2, turn off to left flank prior to reaching surf zone and stand by for salvage operations. ABGC assume duties of Salvage Officer. If not needed Medical Boat and ABGC will report to PCS/boat haven and subsequently to their parent ship.

(6) Wave guides and wave commanders report touchdown on Boat Control circuit, then shift to Boat Common.

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(7) To forestall enemy interference with wave guidance, a positive "GO - NO GO" signal for turning a wave away, used in conjunction with directions over the Boat Control net, will be as follows: The ZULU flag will be flown from the main truck of the Primary Control Ship from the time the first wave crosses the LOD until TOUCHDOWN of the last scheduled wave. While the ZULU flag is flying, and if no other "NO GO" signals are executed, all waves after crossing the LOD will continue to the beach and land as previously directed. If a general turnaway is ordered, the "NO GO" signal will be as follows: The ZULU flag will be hauled down; the letter "Quebec" will be sent by flashing light to the Boat Group Commander; two red Very pistol flares will be fired by the Primary Control Ship; and four or more short blasts of the ship's whistle will be sounded by the PCS. If the Boat Group Commander notes any two of these four signals he will order a turnaway. In the event that a turnaway is ordered the Boat Group Commander will turn the waves away to the right flank of the boat lane. The Boat Group Commander will then proceed as directed by the Primary Control Ship on Boat Control and/or by visual means.

d. Returning Seaward

(1) After retraction, landing craft report to Traffic Control Officer for instructions.

(2) LVT's returning to seaward form on right flank of beach and wait for wave guides prior to splashing. Wave guides will lead LVT's to destination.

e. Selective Unloading

(1) Serial source ships dispatch craft to LOD. Craft report to PCS for dispatch to beach.

f. Low Visibility Plan

(1) If weather conditions are such that visibility is reduced, CATF may order into execution Appendix III to Annex I of CTG 76.5 OORDER 201-65. Ships will ensure that all personnel are briefed on the contents of this plan before commencement of the exercise.

x. Coordinating Instructions

(1) Scheduled waves lower serial paddles, close battle ports and ensure no troops are exposed after crossing LOD.

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Tab A to Appendix II to Annex I

Landing Craft and LVT Availability, Employment, and Approach Plan

A. AVAILABILITY

LINE	SHIP	LCPL	LCVP	LCM6	LCM8	LCU	LVTP5	DUKW	LVTC
1	APA 222	3	19	0	0	0	0	0	0
2	LSD 33	2	2	0	2	1	10	1	1
3	NAVAL USE	3	3	1	0	0	0	0	0
4	SPARES	2	2	0	0	0	0	0	0
5	LF USE	0	16	1	2	1	10	1	1

B. EMPLOYMENT AND APPROACH

LINE	No/Type Craft	From	To	Ser	Leave	Gross LOD	TD	Remarks
6	9 LVTP5	LSD-33	LSD-33	130	H-16	H-12	H-Hour	Wave #1, Co "D"
7	2 LCM-8	LSD-33	LSD-33	200	H-6	H-4	H+5	Wave #2, ONTOS
8	1 LCU	LSD-33	LSD-33	003	---	---	---	On Call, Shore Party, Report to PCS at H-Hr
9	1 DUKW	LSD-33	LSD-33	004	---	---	---	On Call, BMU, Report to PCS at H-Hour
10	1 LVTP5	LSD-33	LSD-33	---	---	---	---	On Call, Floating Dump, Report to PCS at H-Hr
11	1 LCPL	LSD-33	LSD-33	---	H-16	H-12	H-Hour	Wave guide Wave #1, LSD-33 provide wave guide Commander
12	1 LCVP	LSD-33	LSD-33	---	H-16	H-12	H-Hour	Assist wave guide Wave #1
13	1 LCPL	APA-222	PCS	---	LTLF	H-12	---	BGC, APA-222 provide Commander
14	1 LCVP	APA-222	PCS	---	LTLF	---	---	Medical boat, follow Wave #2
15	1 LCVP	APA-222	PCS	---	LTLF	---	---	PCS Control Boat

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Line	No/Type Craft	From	To	Ser	Leave	Cross LOD	TD	Remarks
16	1 LCPL	APA-222	PCS	---	LTLF	---	---	ABGC/Light Salvage, follow Wave #2
17	1 LCM6	APA-222	PCS	---	LTLF	---	---	Heavy Salvage, follow Wave #2

C. SPEEDS

LVT/LCU - Serial source to LOD - 4.5 kts
 - LOD to 1000 yds from beach - 5.0 kts
 - 1000 yds out to beach - 5.5 kts

LCVP/LCM-6 - Serial source to LOD - 6.0 kts
 - LOD to 1000 yds from beach - 7.0 kts
 - 1000 yds out to beach - 8.0 kts

LCM-8 - Serial source to LOD - 6.0 kts
 - LOD to beach - 7.0 kts

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Appendix III to Annex ISerial Assignment and Landing Sequence Table

A. SERIAL ASSIGNMENT

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO/TYPE	SHIP	REMARKS
003	Shore Party Beachmasters	9 32	1 TD-15 1 M-51 1 M-35 1 M-37 1 M-101 1 6000# F/L 2 cranes 1 MRC-37 1 M-107 1 M-422 1 M-100 1 PU-239	1 LCU	ISD-33	On Call
004	Beachmasters	2	----	1 DUKW	LSD-33	On Call
130	Co "D"	252	1 M-274 2 M-274 w/ 106RR	9 LVTP5	LSD-33	Wave #1, Pre D-Day transfer from APA-222
131	Co "D"	2	1 M-422 1 M-100 1 M-274	2 LCVP	APA-222	Non-Scheduled
140	Co "B"	250	1 M-274 2 M-274 w/ 106RR 1 M-422 1 M-100	11 LCVP	APA-222	On Call
141	Co "B"	2	1 M-422 1 M-100 1 M-274	2 LCVP	APA-222	Non-Scheduled

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SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO/TYPE	SHIP	REMARKS
180	Btry "D"	60	6 M-35 6 105 How 1 MRC-83 1 MRC-37 1 M-422 1 M-100 1 AM 598	1 LCU 2 LCM-8	LSD-33	Non-Scheduled
181	Btry "D"	32	4 M-35 3 M-105 1 M-107 6 M-422 6 M-100 1 TD-15 1 AM 598	1 LCU 2 LCM-8	LSD-33	Non-Scheduled
190	Det Tk Bn	20	5 M-48A3	1 LCU 2 LCM-8	LSD-33	Non-Scheduled
190A	Det Tk Bn	8	1 M-54 2 M-105 1 M-38A1 1 M-51 1 M-49	1 LCU 2 LCM-8	LSD-33	Non-Scheduled
200	Det AT Bn	18	5 Ontos	2 LCM-8	LSD-33	Wave #2
201	Det AT Bn	2	1 M-37 1 M-101	1 LCM-6	LSD-33	Non-Scheduled

B. LANDING SEQUENCE TABLE

UNIT	ELEMENT	SERIAL	CARRIER	SHIP	REMARKS
Btry "D"	How & Veh	180	1 LCU 2 LCM-8	LSD-33	1st turnaround
Det Tk Bn	Tanks	190	1 LCU 2 LCM-8	LSD-33	2d turnaround
Btry "D"	Vehicles	181	1 LCU 2 LCM-8	LSD-33	3d turnaround

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UNIT	ELEMENT	SERIAL	CARRIER	SHIP	REMARKS
Det Tk Bn	Vehicles	190A	1 LCU 2 LCM-8	LSD-33	4th turnaround
Det AT Bn	Vehicles	201	1 LCM-6	LSD-33	None
Co "D"	Vehicles	131	2 LCVP	APA-222	None
Co "B"	Vehicles	141	2 LCVP	APA-222	None

C. PRE D-DAY TRANSFERS

SERIAL	PERS	FROM	TO	UNIT	REMARKS
130	252	APA-222	LSD-33	Co "D"	To be landed by LVTP5
---	3	LPH-5	PGS	TACLOG	- - - - -
140	250	APA-222	LPH-5	Co "B"	To be landed by Helo

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APPENDIX V TO ANNEX ILCM ASSIST BEACHING PROCEDURES

1. All LCM's will be equipped to conduct LCM assist beaching.
2. PCS, Beachmaster, or Boat Group Commander will initiate LCM assist beaching when conditions so warrant, and report such action to the Primary Control Officer.
3. If assist beaching is ordered by any of the three above, the Primary Control Officer will notify all incoming waves to rig for assist beaching and notify CTG 76.5.
4. Assistant Boat Group Commander and heavy salvage will establish an "assist line" approximately 200 yards to seaward of the surf zone.
5. Procedures.
 - a. On being dispatched from the LOD to the beach by the PCS, LCM's will report to the Assistant Boat Group Commander at the "assist line".
 - b. On order of the Assistant Boat Group Commander the LCM to beach will come alongside to leeward of the assisting LCM. The towing bridle will be passed to the LCM intending to beach. The length of tow line used should always be sufficient to allow the assisting LCM to remain well clear of the surf zone.
 - c. On signal of the assist LCM both boats will proceed slowly towards the beach.
 - d. As the beaching LCM approaches the surf zone the assisting LCM will signal full speed to the LCM intending to beach. The assisting LCM will then turn to seaward and commence paying out the tow line. The assisted LCM will proceed to the beach and unload with engines always kept ahead in order to keep the tow line clear of the screws. The assisting LCM will take a slight strain on the tow line being careful not to pull the assisted boat off the beach.
 - e. On signal from the beachmaster to retract, the beached LCM (engines still ahead) will be towed off the beach by the assisting boat. When well clear of the surf zone the assisted LCM will cast off and clear the area. The assisting LCM will retrieve the tow line and prepare to receive the next LCM to be assisted.

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Appendix VI to Annex I

Helicopter Ship-to-Shore Movement

Task Organization: In accordance with the basic operation order.

1. General Situation. In accordance with the basic operation order.
2. Mission. This force will land the helicopterborne BLT in the MINDORO area in the designated Landing Zones.
3. Execution
 - a. Landing Force
 - (1) Provide helicopters for the ship-to-shore movement in accordance with this Annex.
 - (2) Provide a TACLOG party on PRINCETON to support helicopterborne ship-to-shore movement.
 - (3) Provide SAR helicopters during ship-to-shore movement.
 - b. Tactical Air Control Element
 - (1) Establish a Tactical Air Control Center (TACC) in PRINCETON.
 - (2) Provide a helicopter liaison to HDC in PRINCETON.
 - (3) Coordinate helicopterborne ship-to-shore movement with supporting arms and other air operations.
 - c. Transport Unit
 - (1) Operate PRINCETON in designated operating area in accordance with Annex D.
 - (2) Establish Helicopter Direction Center (HDC) in PRINCETON to operate under overall control of TACC.
 - (3) Control the helicopterborne ship-to-shore movement and subsequent operations in accordance with NWIP 22-6(A), this Appendix and Annex H.
 - x. Coordinating Instructions
 - (1) L-Hour is set at 0610, 15 March and will be confirmed.

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(2) Authority to effect changes in helicopter employment is delegated as indicated below:

(a) CLF or his designated representative may authorize changes to landing sequence of helicopterborne serials.

(b) Should the commander of the helicopterborne troop unit determine prior to touchdown that the LZ is unacceptable the following action will be taken:

1. Flight leaders immediately notify HDC of change in LZ destination.

2. Subsequent flight leaders will be diverted to the alternate LZ and will comply with the flight advisory issued by HDC.

3. HDC will inform CATF immediately to receive any pertinent instructions.

4. CATF retains authority to approve LZ changes when required.

(c) In the event both the primary and alternate LZ's are unacceptable, HDC will divert all affected helicopters to seaward control points and request instructions from CATF and CLF.

(d) The flight leader has authority to divert to the designated alternate LZ when actual flight safety considerations preclude use of the primary LZ.

(e) HDC is authorized to launch or divert helicopters for evacuation of actual casualties.

(3) When weather conditions approach minimums, HDC will implement horizontal separation of helicopter waves.

(4) Helicopter Rehearsal Plan in accordance with Annex W.

(5) Waves will consist of numbers of aircraft specified in accordance with CTG 79.5 OPOD 329-66.

(6) Reports in accordance with Annex K.

(7) Air communications in accordance with Annex N.

(8) Helicopter approach and retirement routes as published in Annex H of the basic order. Rehearsal approach and retirement routes are listed in Annex W.

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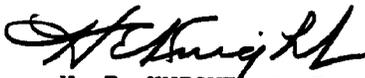
(9) Helicopter Employment and Assault Landing Schedule in accordance with CTG 79.5 OPOD 329-66.

(10) HELITEAM Wave and Assignment Schedule in accordance with CTG 79.5 OPOD 329-66.

4. Administration and Logistics. In accordance with Annex K.
5. Command and Signal. In accordance with Annex H and Annex N.

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TAB A TO APPENDIX VI TO ANNEX I

HELICOPTER AVAILABILITY TABLE

Helo Sqdn & Call Sign	No. & Type of A/C	A/C Available Est. Number	LPH & Deck Launcher Cap.	Remarks
HMM 362	24 UH34D	Ship-Shore 18	Helo 15	
Clip Clop		SAR 2	External 2	

- Remarks:
- a. Cruise speed EST 85 knots with internal loads.
 - b. Cruise speed EST 65 knots with external loads.
 - c. Troop capacity 6 (est).
 - d. Load internal 1500 lbs. (est)
 - e. Load external 1200 lbs. (est)

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ANNEX JPROTECTIVE MEASURES

1. General. Protective measures prescribed in this Annex are for the purpose of minimizing the disruptive forces of nature and enemy action in the Amphibious Objective Area.
2. ASW/PT Attacks. CTU 76.5.1 designate one DD/APD to patrol to seaward of transport area to protect against submarine or high speed surface attacks. Ship assigned inform CTG 76.5 on PRI TAC of alerts and action taken.
3. Swimmer and Sneak Attack Protection.
 - a. Each ship anchored in transport area provide an armed boat patrol in the vicinity of the ship to protect against swimmer and sneak attacks. PICKAWAY assigned sentry boat control ship. Use circuit N10 for control.
 - b. If UDT swimmer attacks are scheduled for ship training, commanding officers' attention is directed to COMPHIBPACINST 03500.17A for strict compliance.
4. Heavy Weather.
 - a. All ships in the objective area will be alert for the approach of sea and wind conditions which will endanger the safety of personnel and equipment. As appropriate CTG 76.5 will take steps to curtail boating, hoist boats, order ships to sea, etc. in order to protect the task group against weather hazards. Daily weather predictions and storm warnings as appropriate will be promulgated by CTG 76.5.
5. AAW. PRINCETON designated air raid reporting ship. Air raid warnings will be promulgated on PRI TAC net and by flag hoist.
6. Lighting Restrictions.
 - a. Unless restrictions are lifted specifically by CTG 76.5, ships anchored in the transport area will be darkened except for anchor lights. Ships handling cargo will use only shielded red lights.
 - b. Boats will show required running lights only.
 - c. DD/APD screening the transport area will show dimmed navigation lights only.

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Annex KAdministration, Logistics and Medical

Ref: (a) CTG 76.5 Standard Cruising Instructions

1. Administrationa. General

(1) Ships and units comply with administrative procedures contained in COMSEVENTHFLT OPORD 201-64 and appropriate SEVENTHFLT Type Commander OPORDS except as modified herein.

b. Troop Information. Troops shall be briefed concerning shipboard safety regulations, shipboard hazards especially during darken ship, debarkation procedures, etc., as soon as practicable after boarding. Abandon ship and man overboard drills will be conducted.

c. Mail

(1) U. S. Mail - Prior to sortie from Subic Bay, CTG 76.5 will submit mail routing instructions for Task Group 76.5. When detached from TG 76.5, individual ship/unit will submit own mail routing instructions.

(2) Guard Mail - When in company with CTG 76.5 all ships/units will make daily guard mail runs at 0900 and 1500 while in port or in AOA. CTG 76.5 will act as Guard Mail Center for ships/units of the task group. Deliver routine guard mail for other ships in the task group to CTG 76.5 for further distribution.

d. Reports. Upon termination of the exercise, submit brief message report as indicated below, to reach CTG 76.5 not later than 18 March 1966.

(1) Commands required to report:

- (a) NGFS Screen Commander
- (b) NBG Detachment Commander
- (c) CO, Reconnaissance Unit
- (d) CO, PCS
- (e) CO, LPH

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(2) Reports Required To be submitted by (see code above)

Brief chronology; Problems encountered;
Lessons Learned All Ships & Units

Ship-to-Shore Movement and
Withdrawal B, D

Detailed Report of Reconnaissance C

NGFS; CAS; and CASEX/FIREX A

2. Medical

a. General

(1) Epidemiology and special hazards of the area (Western Pacific).

(a) Generally the tropical climate, heavy yearly rainfall, and poor health standards of the population create special medical problems. Chief among these will be malaria, heat exhaustion, sunburn, venomous reptiles, enteric diseases, and tropical diseases.

1. This is a malaria endemic area. Malaria prophylaxis will be administered to all Naval personnel according to current directives. Medical personnel will review the diagnosis of the various species of malaria.

2. Plague immunization will be conducted for all Naval personnel according to current directives.

3. All medical personnel shall be familiar with venomous reptiles which may be encountered in the area and instructed in the treatment of venomous bites.

4. PRINCETON will maintain a small quantity of both Philippine Cobra and Polyvalent snake anti-venom.

5. Heat exhaustion is to be expected.

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5. Medical personnel shall have a knowledge of endemic tropical diseases and be prepared to cope with those most likely to present a problem. (Ref: Medical Intelligence Briefs, Volume 3, Nov 1964 AP-1-325-3-3-65-INT.)

(2) Sanitation. Water and food - No local sources will be utilized unless inspected and approved by medical personnel.

b. Mission. The mission of Task Force Medical personnel is to provide for optimum disease prophylaxis, treatment, and casualty evacuation in order to maintain the maximum number of effective personnel.

c. Medical Officer Distribution - Medical officers available as follows:

(1) PRINCETON - 2

(2) PICKAWAY - 1

(3) ALAMO - 0

d. Primary Casualty Evacuation - Primary casualty evacuation will be by helicopter to PRINCETON.

e. Hospital Ship - PRINCETON is designated primary hospital ship. PICKAWAY is designated secondary hospital ship.

f. Casualty Evacuation Control

(1) PRINCETON is designated the Casualty Evacuation Control Ship (CECS). The medical officer, PRINCETON, is designated the Casualty Evacuation Control Officer (CECO). His duties will be to:

(a) Report casualties on board to CTG 76.5 every six (6) hours, commencing at H+6.

(b) Maintain records to ensure complete identification, diagnosis, condition, and location of patient.

(c) Determine the proper route for evacuation of deceased/injured personnel when necessary, to shore installation/airfields for further transfer. A limited commercial air field is located at San Jose through which personnel may be evacuated to the U. S. Naval Hospital, Subic Bay.

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g. Reports

(1) Commands incurring personnel casualties in which personnel will be lost for periods in excess of 24 hours or who sustain any injury which requires report of injury in accordance with Manual of Judge Advocate General (JAGINST P 9800.7) shall report the casualty by message to CTG 76.5 in the following format:

PERSCAS

- 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 indicated.
- F. Disposition.

(2) Commands shall submit follow-up reports immediately on changes in condition or information previously reported in items B through F of the initial report.

3. Logistics

a. General. All ships shall be prepared to refuel/replenish on short notice. ALAMO be prepared to fuel and service helicopters (depending upon avgas availability) at any time on short notice. PRINCETON be prepared to top off DD's.

b. Fuel. Ships will be topped off prior to departing Subic. Ships will fuel to at least 95% at every opportunity. Minimum fuel level will be 75%.

c. Supplies

(1) It is expected that ships will have sufficient repair parts, consumable supplies, medical supplies, provisions, and ammunition on board when reporting to conduct this operation.

(2) Emergency requirements for equipment/provisions, repair parts, consumable supplies, or medical supplies shall be addressed for action to CTG 76.5 information to ships in company.

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d. Maintenance. Adherence to prescribed maintenance/repair procedures is directed. If considered necessary for reasons of personnel or equipment safety, repair or maintenance, equipment shall be operated at reduced capacity or secured until the repairs or maintenance have been effected. Ships submit message report/request to CTG 76.5 in accordance with reference (a).

e. Boat Logistics

(1) ALAMO is designated boat haven. PICKAWAY furnish repair parts and repair teams as requested.

(2) All boats operating in the objective area including life jacket recovery boats shall be provided with sufficient G-Rations and potable water to sustain the crew for 48 hours.

(3) SHIPS WITH BOATS WORKING ALONGSIDE FURNISH HOT MEALS TO BOAT CREWS WHEN FEASIBLE.

(4) Ships be prepared to make emergency repairs to any boat alongside.

f. Boat Salvage. PICKAWAY furnish one heavy salvage boat and one light salvage boat.

g. Life Jacket, Cargo Net and Sling Recovery

(1) General. Troop commanders shall ensure that embarked troops are 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 life jackets provided for use in amphibious vehicles; these shall be retained aboard until retraction.

(2) Recovery

(a) PICKAWAY will furnish 10 men for life jacket recovery plus one officer and one petty officer.

(b) The life jacket recovery detail shall proceed ashore in an LCM when directed by CTG 76.5.

(c) Cargo nets and slings shall be recovered in conjunction with life jacket recovery.

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(d) As soon as landing craft become available, the Beachmaster shall direct the return of life jackets, nets, and slings to parent ships. As recovered, each ship will maintain a running inventory.

(e) Resupply. Each LCU, LCM8, LCM6 assigned to embark troops for the withdrawal will be loaded with the appropriate number of life jackets for use of embarked troops.

h. Logistics Reports

(1) Submit fuel reports in accordance with reference (a).

(2) Submit reports of inoperative equipment to CTG 76.5 as occurring in accordance with reference (a).

(3) Submit life jacket, cargo net and sling recovery to CTG 76.5 and Beachmaster when requested. The following format will be used:

RECOVERY REPORT

- A. Number of life jackets missing
- B. Number of cargo nets missing
- C. Number of slings missing
- D. Number of each requiring survey due to damage incurred due to operations
- E. Number of each belonging to other ships.

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Appendix I - Summary of Reports

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APPENDIX I TO ANNEX KREPORTS

<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Ammunition Summary "PEPPER"	NGFS	CTG 76.5 SFC PARTIES	Open reporting, H-6 and when directed	Annex G
New Mission "CANDY"	NGFS	CTG 76.5 (FSCC when control passes ashore	As occurring	Annex G
Mission Comp- letion "SUGAR"	NGFS	CTG 76.5 (FSCC when control passes ashore	As occurring	Annex G
Weather Threat to Ship-to-shore movement	Any Unit	CTG 76.5	When observed	Annex J
POSIT	All Ships	CTG 76.5	0800, 1200 and 2000 daily	CPR-1 NOTE 03550 1/18/66
SUROBS	BMU DET	CTG 76.5	150400; 150500	CPPINST 03840.3
Provision Requirements	All Ships	CTG 76.5	As occurring	Annex K
Machinery/Equip Safety derangement	All Ships	CTG 76.5	As occurring	Annex K
Life Jacket/ Slings/Cargo Net	All Ships	CTG 76.5 and Beachmaster	When requested	Annex K
Fuel/Water	All Ships	CTG 76.5	0800 daily	Annex K CPR1 NOTE 03550 1/18/66
Inoperative Boats	All Ships	CTG 76.5	As occurring	Annex I
Report of Casualties on board	CEES	CTG 76.5	Every 6 hrs commencing H+6	Annex K
PERCASREP	All Ships	CTG 76.5	As occurring	Annex K

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<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Helo OPSUM	HDC	CTG 76.5	1900 daily	Annex H
Daily Summary of Air Operations	CTE 76.5.0.2	CTG 76.5	1900 daily	Annex H, CTG 76.5 OPORD 201-65
Wave Progress Report	PCS	CTG 76.5	As occurring	Annex I
Withdrawal	CTE 76.5.2.1	CTG 76.5	See Reference	Annex I
Final Report	See Ref.	CTG 76.5	NLT 18 MAR 66	Annex K

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Annex NCommunications

Time Zone: HOTEL (-8)

1. General. (112) Communications in accordance with NWP 16 and appropriate Joint, Allied, and Navy Department publications. NWP 16 is effective throughout as applicable to the existing situations unless modified or amplified by this Annex. The numbering of paragraphs in this Annex follows the numbering of related material in NWP 16. Any reference made to a publication or instruction will be to the basic with the understanding that the effective edition is intended for use. The interpretation as to the applicability of a specific article is the function of the command concerned.
2. Concept. (1000) The communication requirements outlined in this Annex are designed to support a CASEX/FIREX, rehearsal, amphibious landing, withdrawal and the movement between these phases of the exercise. Communication support for the exercise must be elaborate as well as rapid, secure and reliable in order that the maximum objectives of the operation may be obtained.
3. Communication Casualties. (220)
 - a. In the event of a casualty to the flagship, the next senior officer guarding assigned nets will assume watches as appropriate for the flagship. For those nets which only the flagship guards, net guard assignments will be signalled.
 - b. Any casualty to communications equipment causing an inability to comply with this Annex will be reported immediately to CTG 76.5.
4. Reporting Vital Information. (240) Ships in company make reports to CTG 76.5.
5. Movement Reports (250) Movement reports for ships in company will be made by CTG 76.5. Ships detached or operating independently will file own movement reports.
6. Communication Security. (300) Maximum attention will be given to communication security, proper voice radio procedures and CW procedures. Ensure that traffic on voice nets is limited to properly authorized transmissions. Circuit operators must be qualified and thoroughly familiar with proper circuit discipline.
7. Authentication and Recognition (305)
 - a. The effective edition of KAA 60 will be used for authentication.

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- b. KAC 132 may be used as appropriate.
- c. Recognition signals IAW the effective column of AMSP 158 and ACP 150(B).
8. Control of Electro-Magnetic Radiations. (320) Be prepared to execute EMCON in accordance with NWP 33. Signals directing the condition of electronic silence will be transmitted IAW ATP 1(A), Vol II.
9. Interference and Jamming. (360) Report incidents of harmful interference to CTG 76.5 IAW COMSEVENTHFLT OPORD 201-YR.
10. Call Signs. (410) Call signs IAW effective edition of JANAP and ACP publications and Appendix II to this Annex.
11. Cryptographic Instructions (500)
- a. The effective editions of the following will be used as indicated:
- | | |
|--------------|-------------------|
| (1) KAK 2647 | Ship/Ship Orestes |
| (2) KAC 132 | Operations Code |
| (3) KAC 138 | Numeral Code |
| (4) KAA 60 | Authentication |
- b. Extracts ashore. Classified cryptographic extracts (including the removal of pages) from effective editions of KAC 138 and KAA 60 are authorized. Such extracts will be handled IAW instructions contained in respective LOP's. The number of extracts provided for operations ashore is not to exceed a 48 hour requirement.
- c. IAW CTF 76 msg 010358Z maximum use of KAC 138 will be made in reporting ship's position, course and speed, rendezvous points, times, and NGFS related traffic, as well as contact information, on all uncovered circuits.
12. Fleet Broadcasts (620) All ships will make every effort to copy the netted fleet broadcasts. Missing numbers will be ZDK/ZPK from PRINCETON. All ships submit a guard list to the PRINCETON prior to sailing.
13. Ship to Shore Communications (650)
- a. CTG 76.5 will relay Ship/Shore communications for all ships in company.
- b. Ships having a NAVCOMMOPNET terminal will retain their termination as a backup for CTG 76.5.

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14. Visual Communications. (670) ALCOM 60-65 refers.15. Distress Guards (812)

a. When all ships are in company the following distress guards are assigned:

LPH	243.0MC 121.5MC
APA	500KC
LSD	8364KC

b. OTC will designate distress guards when not in company with CTG 76.5. Ships proceeding independently will guard all distress frequencies.

16. Radio Frequency Plan (613)

a. Tab A to Appendix I will be effective without signal at 131200H.

b. Tab C to Appendix I will be effective upon receipt of the basic operation order, and will remain effective until Tab A becomes effective.

c. Tab B to Appendix I will be effective for the duration of the exercise.

d. Tab D to Appendix I will be effective during the CASEX/FIREX.

e. Use minimum power consistent with good communications. All frequencies are NIB with Philippine users.

J. D. WESTERVELT
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Appendices:

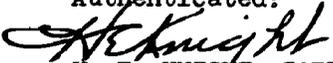
I - Radio Communications Plan

Tabs:

A - Radio Frequency Plan HILLTOP IV
B - Air Frequency Plan HILLTOP IV
C - Radio Frequency Plan GREEN BEACH Rehearsal
D - Radio/Air/NGF Support Frequency Plan CASEX/FIREX Tabones

II - Call Signs

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Appendix I to Annex NRadio Communications Plan

1. This Appendix contains the information necessary to establish radio communications to support the basic plan. Tabs A and B contain the radio frequencies assigned and coordinating instructions for use during HILLTOP IV. Due to limitations on frequency usage by ADMINO CINCPACREP PHIL it is necessary to use different frequencies for the GREEN BEACH rehearsal and CASEX/FIREX. These frequencies are listed in Tab C and D.
2. Landing force frequencies are provided in Tab A for HILLTOP IV and Tab C for GREEN BEACH rehearsal for assignment by the Commander Landing Force.
3. Minimum power required to maintain satisfactory communications will be used on all circuits.
4. Circuit numbers will be used for unclassified reference to frequencies or net titles.

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TAB A TO APPENDIX I TO ANNEX N

RADIO FREQ PLAN HILLTOP IV

CKT	FREQ	EMISSION	USE	REMARKS
N1 A	444.1	1.24F1	TF/TG CMD (ORESTES)	1. All ships guard
B	2304	1.24F1	SAME	2. PRINCETON NCS
N2	299.4	6A3	TM&W (P)/AMPHIB COMMON/ CONTROL SHIP COMMON	1. All ships guard 2. In AOA becomes PHIB CMN/CONTROL SHIP CMN
N3	315.4	6A3	CI (P)/LOGISTICS SUPPORT NET	1. All ships guard 2. In AOA becomes LOGISTICS SUPPORT NET
N4	3285	6A3	SEC CI/AC/CA	1. All ships guard
N5	277.8	6A3	FLT CMN/TM&W (S)/SCREEN COMMON	1. All ships guard
N6	33.5	36F3	UDT/REGON/BEACHMASTER COMMON	1. UDT make initial surob this net.
N7 A	38.3	36F3	BOAT COMMON	1. PCS NCS
B	25.6	36F3		
N8 A	30.3	36F3	BOAT CONTROL/FLYCATCHER	1. PCS NCS
B	27.6	36F3		
N9 A	283.3	Various	SPARE	
B	341.0			
C1	2158	3A3J	NGF CONTROL (P)	1. SACC, DD's guard
C2	2840	3A3J	NGF CONTROL (S)	1. SACC, DD's guard when directed
C3	2488	3A3J	SFC SPOT #1	1. As directed
C4	6475	3A3J	SFC #2	1. As directed
M20	3319	3A3J		M20 through M61 to be designated by CIF
M21	3235	3A3J		

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M22	4792	3A3J
M23	5439	3A3J
M24	7423	3A3J
M25	10240	3A3J
M26	21.9	36F3
M27	22.7	36F3
M28	25.0	36F3
M29	25.6	36F3
M30	25.7	36F3
M31	27.6	36F3
M32	30.3	36F3
M33	30.5	36F3
M34	30.8	36F3
M35	30.9	36F3
M36	31.7	36F3
M37	31.9	36F3
M38	38.0	36F3
M39	38.3	36F3
M40	38.8	36F3
M41	39.0	36F3
M42	39.1	36F3
M43	39.6	36F3
M44	39.7	36F3
M45	39.9	36F3

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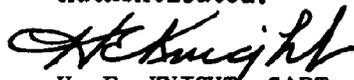
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M46	40.0	36F3
M47	40.1	36F3
M48	40.2	36F3
M49	40.3	36F3
M50	40.5	36F3
M51	42.0	36F3
M52	43.7	36F3
M53	43.9	36F3
M54	47.1	36F3
M55	47.3	36F3
M56	47.5	36F3
M57	47.9	36F3
M58	48.0	36F3
M59	48.2	36F3
M60	48.4	36F3
M61	49.2	36F3

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Tab B to Appendix I to Annex N

Air Frequency Plan

T A C P S	A I R B A S E S	C A S E S	H E L O E S C O R T	H E L O S	A G H C	L P H / L P D	C V H A C	H D C	T A C C		COLOR CODE	FREQ	EMISSION	NET	DESIG
				W		C						361.8	6A3	LPH L/L	H-14
			X	X				C			MAROON	280.2	6A3	HELO COMMON	H-11
	W	W	W						C		GOLD	289.8	6A3	TATC(P)/IATC(P)	H-5
X	X	X							C		RED	326.6	6A3	TAD-1	H-7
W	W	W							C		GREEN	262.6	6A3	TAD-2	H-8
			X					C			BLACK	349.0	6A3	HD-1	H-10
	W	W	W						C		PURPLE	353.0	6A3	TAO/A SPOT	H-9
	W	W	W						C		BLUE	356.2	6A3	IATC/TATC (S)	H-6
	W	W	W	W	W	W	W	W			WHITE	282.8	6A3	SAR	H-12
	L			L	L	L						121.5	6A3	VHF EMER	
L	L	L	L	L	L	L	L	L				243.0	6A3	UHF EMER	
	X						X	C				4529	3A3J	TAC (P)	H-1
X								X	C			3205	3A3J	TAR/HR (P)	H-3
W								W	W			9010	3A3J	TAR/HR (S)	H-4
	X				X	X		X				4719	6A3	RASPBERRY/TAC (S)	H-2
			W	W								38.3	36F3	BOAT COMMON	N-7A
								X				118.3	6A3	CIVIL AIRCRAFT	H-13

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Tab C to Appendix I to Annex N

Radio Frequency Plan for GREEN Beach Rehearsal

<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>USE</u>	<u>REMARKS</u>
N 1	4441 kcs	1.24F1	TF/TG CMD (P)	1. ALL SHIPS GUARD. 2. PRINCETON NCS.
N 2	228.4 mcs	6A3	TM & W (P)	1. ALL SHIPS GUARD.
N 3	315.4 mcs	6A3	CI (P)	1. ALL SHIPS GUARD.
N 4	2284 kcs	6A3	SEC CI/AC/CA	1. ALL SHIPS GUARD.
N 5	277.8 mcs	6A3	FLT CMN/SCREEN CMN TM & W (S)	1. ALL SHIPS GUARD.
N 6	30.5 mcs	36F3	UDT/RECON/BEACH MASTER COMMON	1. UDT make initial SUROB this net.
N 7	30.8 mcs	36F3	BOAT COMMON	1. PCS NCS. 2. May be used for patrol boats around ships at anchor in AOA.
N 8	38.0 mcs	36F3	BOAT CONTROL/ FLYCATCHER	1. PCS NCS
M 20	4915 kcs	3A3J		1. M 20 through M51 to be designated by CLF. 2. All M circuits reserved for Marine use in ANDER- SONVILLE through March 25.
M 21	9899	3A3J		
M 22	7710 kcs	3A3J		
M 23	10331 kcs	3A3J		
M 24	2382.5 kcs	3A3J		
M 25	24.2 mcs	36F3		
M 26	30.5 mcs	36F3		

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<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>USE</u>	<u>REMARKS</u>
M 27	30.8	36F3		
M 28	30.9	36F3		
M 29	31.9	36F3		
M 30	38.0	36F3		
M 31	38.8	36F3		
M 32	39.0	36F3		
M 33	39.1	36F3		
M 34	39.6	36F3		
M 35	39.7	36F3		
M 36	40.0	36F3		
M 37	40.1	36F3		
M 38	40.2	36F3		
M 39	40.3	36F3		
M 40	40.9	36F3		
M 41	47.1	36F3		
M 42	47.3	36F3		
M 43	47.5	36F3		
M 44	47.9	36F3		
M 45	48.0	36F3		
M 46	48.2	36F3		
M 47	48.4	36F3		
M 48	49.2	36F3		

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<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>USE</u>	<u>REMARKS</u>
M 49	27.105	36F3		
M 50	27.205	36F3		

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Tab D to Appendix I to Annex N

Radio Frequency Plan for CASEX/FIREX Tabones

<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>USE</u>	<u>REMARKS</u>
N 1	4441 kcs	1.24F1	TG/TF CMD	1. ALL SHIPS GUARD.
N 2	228.4 mcs	6A3	TM & W (P)	1. ALL SHIPS GUARD.
N 3	315.4 mcs	6A3	CI (P)	1. ALL SHIPS GUARD.
N 4	2284 kcs	6A3	SEC CI/AC/CA	1. ALL SHIPS GUARD.
N 5	277.8	6A3	FLT CMN/SCREEN CMN/TM & W (S)	1. ALL SHIPS GUARD.
C 1	2268 kcs	3A3J	NGF CONTROL	1. DD AND SACC GUARD.
C 2	2810 kcs	3A3J	NGF SPOT #1	1. #1 DD GUARD.
C 3	4253 kcs	3A3J	NGF SPOT #2	1. #2 DD GUARD.

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APPENDIX II TO ANNEX N

TASK CALL SIGNS

	<u>CMD</u>	<u>VOICE</u>	<u>COLL</u>	<u>CMD</u>	<u>VOICE</u>	<u>COLL</u>
CTG 76.5	COMPANY STORE		GRUDGE	M8NW		G6ME
CTU 76.5.0	MOONFISH		LUCKY ME	K6XP		A2QN
CTE 76.5.0.1	MOONFISH ONE			K6XP1		
CTE 76.5.0.2	MOONFISH TWO			K6XP2		
CTE 76.5.0.3	MOONFISH THREE			K6XP3		
CTE 76.5.0.4	MOONFISH FOUR			K6XP4		
CTU 76.5.1	AZALEA BLOSSOM		KNOCK	W7PU		MØUL
CTU 76.5.2	LITERARY		SPROCKET	X4XC		B2QR
CTE 76.5.2.1	LITERARY ONE			X4XC1		
CTE 76.5.2.2	LITERARY TWO			X4XC2		
CTG 79.5	HEARSAY		POSITIVE	Y4YC		Z7AI
CTU 79.5.1	MISS PORTER		MODEL CITY	V9FE		F1QR
CTU 79.5.2	SWEET REWARD		REFORM	P6XM		Z3PL
CTU 79.5.3	TANDEM		TEXAS SCORE	L7FF		W9WU
PRINCETON	BULLHORN			NHRN		
ALAMO	DITTY BOX ALFA			NOUI		
PICKAWAY	KEYBROOK GOLF			NPRE		
ANDERSON	MASKED RIDER			NHKU		

AMPHIBIOUS ASSAULT/GUNFIRE SUPPORT CALL SIGNS

All Medical Boats (Plus No.)

BLUE CROSS (No.)

Salvage Boats (No.)

COWHAND (No.)

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Beach Liaison Officer	TOM TOM
Central Control Officer	(BEACH COLOR) CATSKILL
CO Beachmaster	(BEACH COLOR) BEET
Boat Group Commander (No.)	CLAPPER (No.)
Commander Underwater Demolition Team	ROSEMARY
Commander Underwater Demolition Unit	STEAK FRY
Fire Support Coordination Center	BAILEY
Helicopter Direction Center (HDC)	FAIRMONT
Shore Party Unit (Plus Beach Designation)	LUCKYBAG (Plus Beach Desig)
Tactical Air Control Center (TACC)	ICEPACK
Tactical Air Coordinator	PLAYBOY
Tactical Air Direction Center (TADC No.)	JOYRIDE (No.)
Tactical Logistics Groups Representative on Control Vessels	(Unit voice call) PRODUCT
Fire Support Coordination Center (FSCC) Use voice call sign of the Division Corps followed by BAILEY	_____ BAILEY
Tactical Air Control Parties (TACP) Use call sign of the organization to which attached plus numerals ONE FOUR	_____ ONE FOUR
Naval Gunfire Spotter Use call sign of the unit to which spotter attached plus numerals TWO SIX CHARLIE	_____ TWO SIX CHARLIE

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Naval Gunfire Liaison Officers (NGLO)
Same as above plus TWO SIX OSCAR

_____ TWO SIX OSCAR

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CTG 76.5, Commander Amphibious Ready Group

Authenticated:



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ANNEX VPUBLIC INFORMATION

Ref: (a) COMSEVENTHFLT OPORD 201-64, Annex V
(b) U. S. Navy Public Information Manual

1. Purpose.

- a. To fulfill the requirements of references (a) and (b).
- b. To provide guidance on public information matters relating to Exercise HILLTOP IV.

2. Background.

- a. CTG 76.5 has been directed to provide for public information coverage and ~~submit initial release to~~ CINCPCACFLT REP PHIL.

3. Public Relations Themes.

- a. Navy-Marine Corps team readiness posture.
- b. Continuous training to meet contingencies in any location.
- c. U. S./Philippine cooperation.
- d. Balanced raid force capability.

4. Procedures.

- a. CTG 76.5 is solely responsible for the submission of public information material relating to units of TG 76.5 during this exercise.

b. All news release material will be forwarded to CTG 76.5 who will coordinate proposed releases with CINCPCACREP PHIL prior to forwarding to COMSEVENTHFLT.

c. All participation of Philippine Military personnel as observers of the exercise will be coordinated by CTG 76.5. Ships of the task group may be called upon to provide guided tours and short presentations to these observers.

5. Photography.

- a. Commanding officers are urged to employ Navy photographers, if

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available, or qualified amateur photographers of their command to obtain public information coverage of significant events. Forward unprocessed film to CTG 76.5 with processing data and caption material as soon as possible.

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Captain, U. S. Navy
CTG 76.5, Commander Amphibious Ready Group

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Annex WRehearsal1. General

a. Rehearsal of the amphibious assault landing will be conducted on GREEN Beach, Subic Bay, Republic of the Philippines, on 13 March 1966, 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. Tentative H-Hour 0600, L-Hour 0610. No CAS aircraft will be utilized in the rehearsal.

2. Proceduresa. Waterborne

(1) Movement to the rehearsal area

(a) Form 51 on signal following CASEK/FIREX. Axis 000, PRINCETON Station 0, ALAMO Station B3, PICKAWAY Station B7.

(b) Ships will be detached on signal at about 0400 to proceed independently to be in assigned anchorages at the following times:

ALAMO -	H-60
PICKAWAY -	H-45
DD 1 -	H-30

PRINCETON steam in LPH OPAREA or anchor as assigned to conduct helicopter operations.

(2) Anchorages, OPAREAS, and Beach Coordinates in accordance with Appendix I.

(3) 270 troops in two scheduled waves will participate in the rehearsal landing.

(4) All scheduled waterborne waves will land in accordance with Annex I. Touchdown, rampdown landings will be made.

(5) On call waves will not participate.

(6) Touchdown procedures for LVT's: After touchdown LVT's will turn to the right flank of the beach and remain clear of all incoming waves.

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(7) On completion of rehearsal and when directed by CTG 76.5, LVT's will return to ALAMO by the right flank of the beach lane. Guide boats will remain on right flank of the beach lane outside the surf zone to guide the LVT's to ALAMO.

(8) Control of scheduled waves will be in accordance with Annex I.

(9) The Boat Group Commander (BGC), Assistant Boat Group Commander (ABGC) and salvage boats will remain on station until recalled by the PCS after completion of the rehearsal.

(10) The life jacket recovery party will not be used in the rehearsal.

(11) Assistant wave guide for Wave 1 will act as LVT safety boat.

(12) Beachmasters will be boated but will not participate in the rehearsal.

b. Helicopterborne

(1) Four helicopter waves will land in designated Landing Zone. 700 troops will participate in the rehearsal landing.

(2) The following points are designated reference points:

(a) Wave rendezvous point (WRP/IP ALFA) is designated the NW corner of Grande Island.

(b) Landing Zone SWAN Lat. $14^{\circ} 49.3' N$, $120^{\circ} 12.7' E$, a point on GREEN Beach 2.6 NM 345° from WRP/IP.

(c) SAR reference point will be PRINCETON TACAN, Chan 5, IDENT XY.

(3) Helicopters will be under positive control at all times.

(4) Altitude assignments are as follows:

(a) From LPH to WRP/IP - 500'

(b) From WRP/IP to LZ - 500'

(c) From LZ to WRP/IP to LPH - 1000'

3. Pre D-Day transfers will be conducted as follows:

a. PICKAWAY to ALAMO, PICKAWAY to PRINCETON

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(1) Transfer to be conducted 12 March in vicinity firing area on completion of participation in FIREX. If sea conditions are unsatisfactory, transfers will be conducted in Subic Bay.

(2) PICKAWAY ^{ALAMO} provide boating in accordance with Annex I.

b. PRINCETON to ALAMO

(1) Transfer of 3 TACLOG personnel will be conducted by helicopter on completion of participation in FIREX.

4. Coordinating Instructions

a. Upon reembarkation all ships report completion status to CTG 76.5 hourly until completion.

b. Rehearsal critique will be held when directed by CTG 76.5.

5. Administration, logistics and medical in accordance with Annex K.

6. Command and Signal

a. Communications in accordance with Annex N.

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Appendix I - Rehearsal Transport Area

Authenticated:



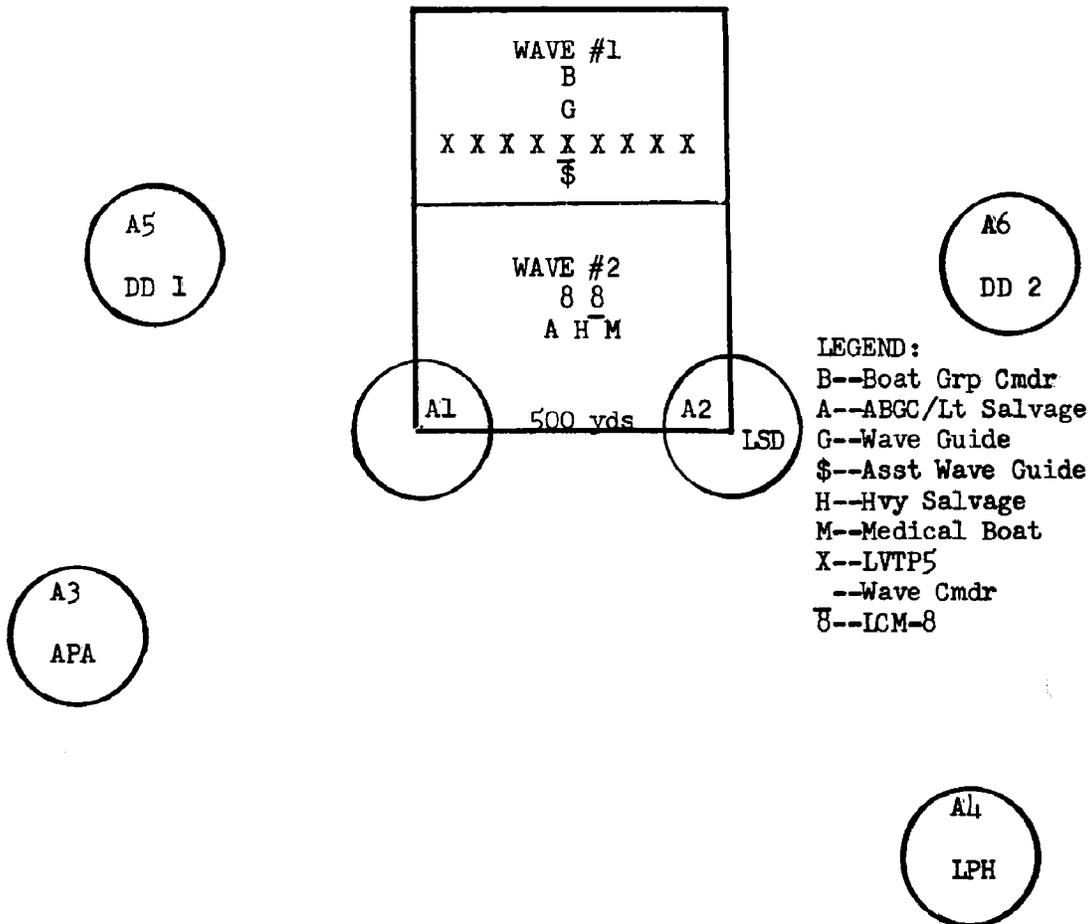
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APPENDIX I TO ANNEX W

REHEARSAL AREA ANCHORAGE AND WAVE DIAGRAM



ANCHORAGES

ANCHORAGE	SHIP	ANCHOR ASSIGNMENT	LATITUDE	LONGITUDE
A1	---	-----	14-49-07N	120-13-36E
A2	ALAMO	-----	14-49-22N	120-13-38.5E
A3	PICKAWAY	C11*	-----	-----
A4	PRINCETON	E30*	-----	-----
A5	DD 1	C8*	-----	-----
A6	---	B5*	-----	-----

* See H.O.Chart 2093

LPH OPAREA - SUBIC OPAREA ALFA

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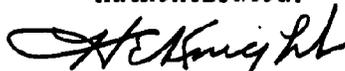
Operation Order
COMPHIBREADGRU 304-66

BEACH COORDINATES

<u>POSITION</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
Center	14-49-24N	120-12-36E
Left Flank	14-49-16N	120-12-38E
Right Flank	14-49-30N	120-12-38E
GREEN BEACH Axis - 279°		

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CTG 76.5, Commander Amphibious Ready Group

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Staff Secretary

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ANNEX YFIREX/CASEX

Ref: (a) COMNAVBASE SUBIC Instruction 3120.1C
 (b) Maps - AMS Series S711 Sheets 3064 III and IV
 (c) Charts - H.O. Chart 16,595-25-2 Tabones Islets Impact Area
 - H.O. Chart 2085-0A Philippines Operating Areas

Time Zone: Hotel (-8)

Task Organization in accordance with Basic OpOrder - HILLTOP IV

1. General Situation.

a. Units of TG 76.5 and assigned forces will conduct a close air support exercise (CASEX) and naval gunfire support exercise (FIREX). Aircraft will be provided by the First Marine Air Wing.

b. CTG 79.5 will provide a Range Safety Officer for each of the two ranges used, a Naval Gunfire Liaison Officer (NGLO), a Shore Fire Control Party (SFCP), and a Tactical Air Control Party (TACP).

c. COMNAVBASE SUBIC has assigned the Tabones Target Complex and Operating Areas C3 and C4 for the exercise.

2. Mission.

a. Conduct a close air support exercise with a simultaneous naval gunfire input (CPX) in accordance with Appendix I.

b. Conduct a fire support exercise in accordance with Appendix I. TACC provide a close air support input (CPX) during the period that assigned DD is firing.

c. During the close air support phase and the DD Naval Gunfire Phase, exercise SACC in functions of overall control of coordination of supporting arms.

d. Refine fire support techniques of participating ships, aircraft, and spotters in order to improve the combat readiness of units assigned to provide supporting fires.

3. Execution.

a. Naval gunfire and close air support using live ordnance will be

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Operation Order

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exercised in destructive, harrassing, and interdictive fires in accordance with Appendix I. Area assignment overlay for naval gunfire and air support operations is contained in Appendix II.

b. The Special Landing Force will designate officers to be Range Safety Officers in both ranges.

c. Appendix III contains communications information for the exercise.

d. Appendix IV contains safety precautions for the FIREX. Appendix V contains Safety Instructions for the CASEX. PICKAWAY will provide a range safety boat to be on station off Cliff Point prior to 0800 to insure and report range clear.

4. Concept. The overall exercise will be conducted as follows:

a. Designated personnel from the Special Landing Force for fire support coordination will be prepositioned in the Wild Horse Creek Close Air Support Area and in the Leon Creek Naval Gunfire Area and will include a Range Safety Officer for each range, a naval gunfire liaison officer, shore fire control party and a tactical air control party.

b. The close air support exercise will commence at 0800 upon establishment of the TACP in position for spotting. The naval gunfire liaison officer will provide simulated naval gunfire requests concurrent with the CASEX to provide overall SACC exercise coordination problems throughout the CASEX phase of the exercise.

c. The transport/movement unit and the destroyer of the gunfire support unit will proceed to the firing areas off the Tabones Islets Impact Area in time to commence scheduled firing periods. (See Appendix I) Ships will establish communications circuits two hours prior to commencing the exercise.

5. Command and Signal.

a. Location of SACC in FRINCETON.

b. Close Air Support Observation Post (OP) located at coordinates SS 892406.

c. Naval Gunfire Support OP located at coordinates SS 854448 during daylight hours and at coordinates SS 856448 during darkness.

d. Communications in accordance with Appendix III.

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6. Coordinating Instructions.

a. CTG 76.5 will coordinate firing of amphibious ships. Amphibious ships will conduct Z-40 and 42-G as applicable. Ships conduct multiple runs as time permits. Conduct of the exercise and ammunition allowances may be modified by mutual agreement between commanding officers and the NGLO.

b. Ships next scheduled to fire will be on station southwest of Tabones Islets ready to fire when firing ship completes its firing runs.

c. Firing courses for amphibious ships will in general be north-south courses consistent with target range and safe navigation.

d. Aircraft armament at the discretion of CTG 79.5 except that NAPALM will not be used.

e. Grid used will be the Universal Transverse Mercator System.

f. Procedures in Annex G will be used for this exercise where they are applicable.

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Appendices: I - Schedule of Events
 II - Fire Support Area Overlay
 III - Communications
 IV - Safety Precautions for Naval Gunfire
 V - Safety Precautions for Close Air Support
 VI - Close Air Support Aircraft Approach, Control, and Retirement
 Procedures
 VII - Close Air Support Air Schedules

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12-10 Sunset-0600 Night steam in OpAreas C3 and C4.

13-1 0700 Return SFCP to PRINCETON by helicopter.

Note 1. DD fire at least one target with reduced charges, ammunition allowance permitting.

Note 2. During DD firing TACC furnish a close air support CPX input in order to provide training for SACC personnel.

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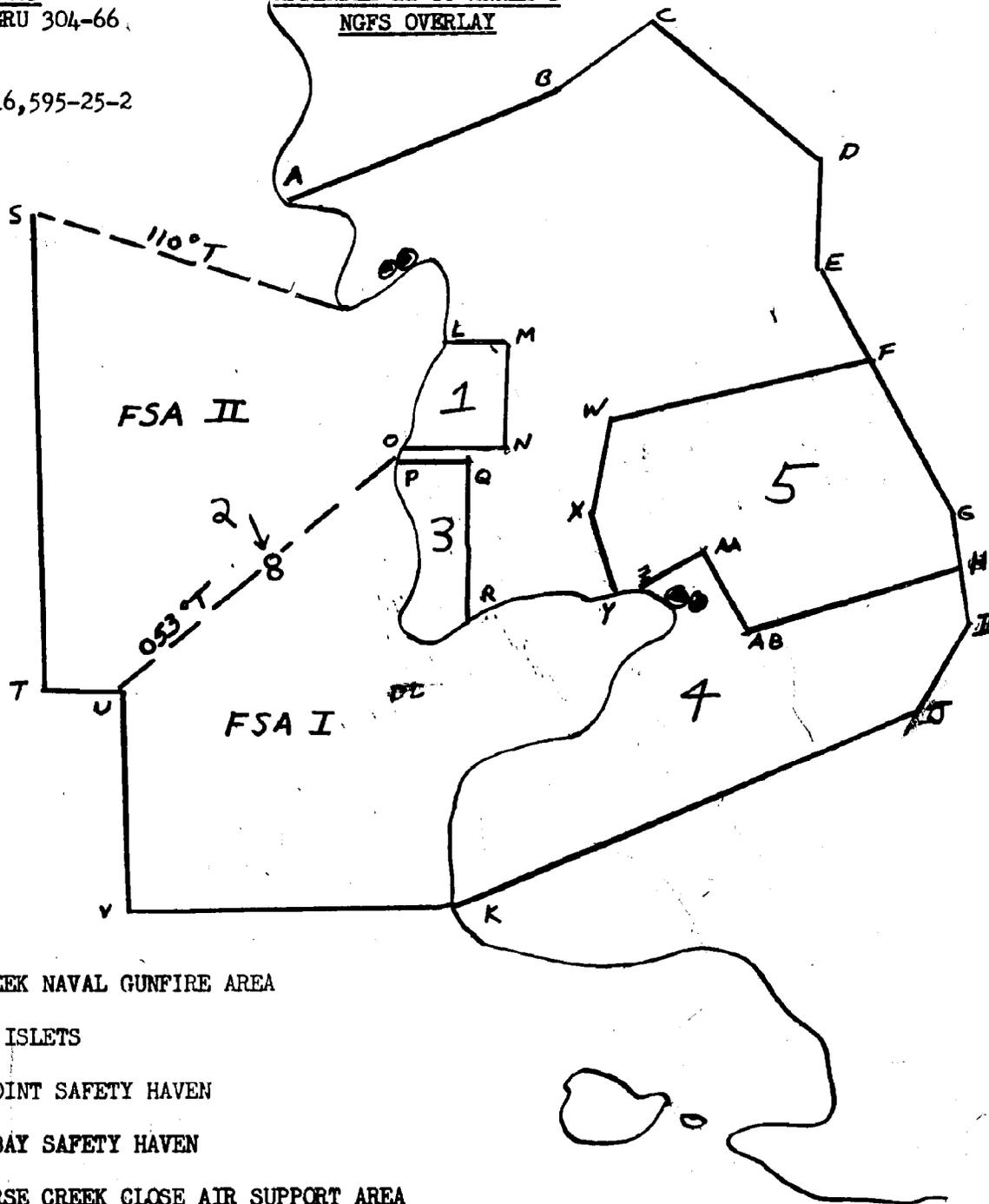
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APPENDIX II TO ANNEX Y
NGFS OVERLAY

Ref: H.O. 16,595-25-2



1. LEON CREEK NAVAL GUNFIRE AREA
2. TABONES ISLETS
3. CLIFF POINT SAFETY HAVEN
4. NAZASA BAY SAFETY HAVEN
5. WILD HORSE CREEK CLOSE AIR SUPPORT AREA

- Naval gunfire observation post 854448
- Naval gunfire observation post 856448
- Close air support observation post 889406

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● Close air support observation post 892406

Reference Points:

A - 840455	K - 860368	U - 820385
B - 877468	L - 860436	V - 820368
C - 889475	M - 870436	W - 883426
D - 909458	N - 870425	X - 880415
E - 909445	O - 856425	Y - 882407
F - 915434	P - 854422	Z - 887407
G - 924414	Q - 865422	AA - 893410
H - 925406	R - 865405	AB - 900399
I - 926399	S - 810455	
J - 918388	T - 810385	

Station DD1 Square 2000 meters per side with center at 850390

Station DD2 Square 2000 meters per side with center at 840430

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APPENDIX III TO ANNEX YCOMMUNICATIONS

1. Control. The following control procedures are applicable during CASEX/FIREX.
 - a. Radio nets utilized for the control and coordination of naval gunfires are as follows:
 - (1) NGF Control Range Safety Net and NGF Spot Net. These circuits will be guarded/monitored by the NGLO/Range Safety Officer ashore, SACC, and the firing ship.
 - b. The SFCP spot team will use the NGF spot net to request fire support from the ships during the exercise. During the CASEX the spot team and NGLO will provide simulated naval gunfire inputs (CPX).
 - c. The NGLO and Range Safety Officer will guard the spot nets and control nets. The spot teams and NGLO Range Safety Officer will be positioned at the same location to facilitate coordination and training.
 - d. Boat Safety Net (FM) will be utilized by range safety boats. The Range Safety Officer will use this net to communicate with the range safety boats in order to position the boats and to insure the area within the range safety zones is free of fishing and other boats that may inadvertently enter the firing area. The range safety boat will remain out of the firing area and will advise the Range Safety Officer on this net of any vessels entering the firing area.
2. Aircraft communications in accordance with Tab D to Appendix I to Annex N.
3. Naval gunfire communications circuits in accordance with Tab D to Appendix I to Annex N.
4. Ships will not commence fire prior to establishing communications with CTG 76.5 on PRI TAC.

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Appendix IV to Annex Y

Safety Precautions for Naval Gunfire

1. Northern safety line is designated as follows: A line of bearing 110 degrees (T) from seaward to the center of a ridge line, south of Deer Creek, coordinates 860436 thence 090 degrees (T) to coordinates 870436. The southern safety line is designated as follows: A line bearing 053 degrees (T) from seaward to coordinates 856425 thence 090 degrees (T) to coordinates 870425. The eastern boundary is from 870436 to 870425 (H.O. 16,595-25-2).
2. The observation post will be established at coordinates 854448 during daylight hours and at coordinates 856448 during hours of darkness.
3. Mount captains and check sight observers will visually identify the left/right limits of the firing range, base camp, day and night observation posts prior to any firing in the NGF range.
4. Firing should be conducted at ranges from 4,000 to 10,000 yards with maximum range utilized for illumination exercises.
5. If the ranges become fouled during a firing exercise, the ship or shore fire control party (whichever first detects the condition) shall direct "CEASE FIRING - RANGE FOULED" followed by amplifying report describing the cause of the fouled range. The "CEASE FIRE" will be transmitted over both the Shore Fire Control Spotting Net and the Naval Gunfire Control Net. Firing shall be resumed only on receipt of clearance from the Range Safety Officer.
6. In the event radio contact is lost during the conduct of a mission the firing unit will immediately cease fire. Firing will not recommence until radio contact is regained.
7. The following communications will be established and maintained at all times during the firing exercise:
 - a. Naval Gunfire Control Net. Stations on the net will include the firing ship and Range Safety Officer, NGLO, and SACC aboard PRINCETON.
 - b. Shore Fire Control Spotting Net. Stations on the net will include the firing ship, the shore fire control party adjusting the fire, the Safety Officer.

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8. In addition to the "CEASE FIRE" requirements imposed by paragraphs 5 and 6 above, gunnery control personnel of all firing ships shall be briefed to be alert for emergency "CEASE FIRE" signal from both daylight and night OP's at 854448 and 856448 and, if sighted, shall promptly cease fire. Firing will not be resumed until clearance is received from the Range Safety Officer.

a. During daylight exercise firing will cease when:

(1) A Red Smoke, Red Star Shell, or Red Very Pistol Shell is fired.

b. During night exercises firing will cease when:

(1) A Red Star or Red Very Pistol Signal is fired.

(2) Light marking the OP is extinguished or flashing continuously.

9. No firing shall be conducted unless the visibility and ceiling are such that lookouts can detect the presence or approach of surface craft or aircraft within the limits of the entire trajectory and its surrounding air and surface spaces.

10. Fire support ships shall not fire over other ships or boats.

11. Ships will maintain a constant air and surface radar search.

12. At no time will ship's guns be trained in the direction of the observation posts (OP's), aircraft, ships, or other surface craft.

13. Firing will not commence until:

a. Communications are established between the firing ship and the Range Safety Officer and between the firing ship and CTG 76.5 on PRI/TAC.

b. Clearance to commence firing has been received from the Range Safety Officer. Before giving clearance to fire, the Range Safety Officer will ensure ground surveillance with binoculars by at least two (2) persons will be accomplished.

c. The appropriate impact and sea areas are cleared of fishing craft, ships, aircraft, and personnel. Lookouts will be posted by participating ships and by the observation post ashore to maintain a 360 degree air and surface search to detect surface or aircraft within or approaching the area in which they will be endangered by firing.

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d. Air panels are displayed on the OP during daylight firing exercises or the OP is lighted during night firing exercises. Observation post IS LIGHTED BY ONE STEADY WHITE LIGHT.

e. Each ship will have a check sight or line of fire observer at each mount. The check sight or line of fire observer will be thoroughly briefed on the details of the firing exercise, the exact location of impact area.

f. Prior to commencing firing during night firing exercises, each ship will make a visual, radar, and searchlight search of the impact area and adjacent sea area.

g. Firing ships shall resolve indirect fire problems after each major course change (30 degrees or more).

h. Guns loaded at "CEASE FIRE" may be unloaded by firing into the impact area only after receiving clearance from the Range Safety Officer.

i. Ships firing observe the provisions of Vol II, ATP 1(A) concerning use of Bravo flag.

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 COMPHIBREADGRU 304-66

Appendix V to Annex Y

Safety Precautions Wild Horse Creek Close Air Support Area

1. General

a. Close air support cannot be conducted when Naval gunfire is being conducted on the Leon Creek Naval Gunfire Range. All personnel must be withdrawn from the Northern OP in the Cliff Point Safety Haven and the entire area of the Nazasa Bay Safety Haven because of possible ricochets from Naval gunfire.

b. POSITIVELY NO air to ground ordnance of any type will be dropped in the close air support area or on any part of the Zambales Peninsula unless under positive control.

c. The Tactical Air Control Party will be equipped to fire red flares to indicate cease fire in the event of radio failures or as a last resort to abort a run on a target selected in error. In the event a red flare is fired additional runs will not commence until positive radio contact has been established.

d. No aircraft flight path shall pass any closer horizontally than 500 yards to boats, the Base Camp and observation post of the TACP of the OP's in the Cliff Point Safety Haven.

e. The TACP shall mark their observation posts and base camp on the beach clearly with red and yellow panels. The observation post is located at coordinates 892406 and base camp at coordinates 889406. Both should be clearly marked on charts carried by each pilot conducting close air support.

f. Duds will be reported to COMNAVBASE Subic by the tactical air control party.

g. No close air support operations will be conducted for the first time without a briefing from TACP or a representative from COMFAIRWESTPAC DET Cubi.

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Appendix VI to Annex Y

CASEX Aircraft Approach/Retirement and Control Procedures

1. References: Maps - H.O. 16,595-25-2 Tabones 1:25,000.
2. Entry/Orbit Point
Sue - 240° 10 nautical miles from USS PRINCETON Tacan.
3. Approach Procedures
 - a. All aircraft will remain in VFR conditions while in the vicinity of the Tabones Impact Area. (W-21)
 - b. CAS aircraft will contact "ICEPACK" on "GOLD" as soon as possible after takeoff.

Reports will consist of the following:

- (1) Squadron Call
 - (2) Event Number
 - (3) Mission
 - (4) Number and Type Aircraft
 - (5) Position and Altitude
 - (6) Ordnance
 - (7) Estimated Time of Departure
- c. Upon completion of assigned target times, aircraft will contact "ICEPACK" on GOLD for departure instructions.

4. Control Procedures

- a. All CAS missions will be under positive control of the Tactical Air Control Party (TACP).
- b. TACP will be located at coordinates 892406.
- c. Naval gunfire during CASEX will be constructive; however, all aircraft will strictly adhere to altitude and airspace restrictions as issued.

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Operation Order
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d. In case of emergency, aircraft will land at NAS Cubi Point. If practicable, "ICEPACK" will be notified of the nature of the emergency and pilot's intentions.

e. SAR reference point will be Tabones Islets.

f. All aircraft will acknowledge sighting of TACP prior to commencing attack. At no time will aircraft fly over TACP or ships.

g. Air communications in accordance with Annex N.

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APPENDIX VII TO ANNEX Y

CASEX AIRCRAFT SCHEDULE

EVENT NO.	MISSION	PROVIDED BY	NUMBER & TYPE A/C	TIME ON STATION	REPORT TO ON NET	ENTRY POINT ALTITUDE	REMARKS
171	SAR	SLF	1 UH-34D	COND IV	ICEPACK GOLD	AS DIRECTED	COND IV From 0745 to completion
51	CAS	VMA	2 VA	0745H to 1000H	ICEPACK GOLD	SUE 10M	Relieve on station
101	HELO LIFT	SLF	1 UH-34D	0645H	ICEPACK GOLD	AS DIRECTED	Deliver TACP & SFCP to OP by 0700H
102	HELO LIFT	SLF	1 UH-34D	0945H	ICEPACK GOLD	AS DIRECTED	Pickup TACP at 1000H

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ANNEX Z

DISTRIBUTION

CTF 73	1	WEISS (APD 135)	4
CTF 76	2	PERCH APSS	2
GTF 79	2	ANNAPOLIS	2
CTG 70.8	1	COMNAVBASE SUBIC	1
CTG 73.5	1	CINCPACFLT REP PHIL	1
CTG 79.5	4	COMSEVENTHFLT	2
CTU 76.0.4	1	COMPHIBPAC	2
CO, 5TH MARINES	2	CINCPACFLT	2
CG, III MAF	2	CINCPAC	2
CG, 1ST MARDIV	2	COMPHIBGRU THREE	1
CG, 1ST MAW	2	CNO	2
CO, BLT 1/5	4	CMC	1
CO, MAG 11	2	NAVCOMMSTA JAPAN	1
CO, HMM 362	4	NAVCOMMSTA PHIL	1
CG, FMFPAC	1	NAVCOMMSTA GUAM	1
NBG DET JULIET	1	NAVSECGRU KAMI SEYA	1
TACRON 11 DET	3	COMPHIBRON ONE	1
UDT 11 DET "C"	1	COMPHIBRON THREE	1
BJU DET	2	COMPHIBRON FIVE	1
PICKAWAY	4	COMPHIBRON SEVEN	1
ALAMO	4	COMPHIBTRAPAC	1
PRINCETON	4	CO, NAVPHIBSCOL	1

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 CTG 76.5, Commander Amphibious Ready Group

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United States SEVENTH Fleet
 TG 76.5 Amphibious Ready Group
 and ComPhibRon SEVEN
 USS PRINCETON (LPH 5), Flagship
 Subic Bay, Philippines
 DTG: 162000H May 1966
 Message Ref: TMH

Operation Order
 COMPHIBREADGRU 330-66

Ref: (a) COMSEVENTHFLT ltr Ser N6-051 of 25 FEB 66
 (b) NWP 22(A)

Time Zone: HOTEL (-8)

TASK ORGANIZATION

TG 76.5	<u>Amphibious Ready Group</u>	<u>CAPT R. L. COCHRANE</u> (COMPHIBREADGRU)
TU 76.5.0	<u>Special Operation and Command Unit</u>	<u>CAPT R. L. COCHRANE</u> (COMPHIBREADGRU)
TE 76.5.0.1	<u>Flagship Element</u> PRINCETON (LPH 5)	<u>CAPT T. J. GALLAGHER</u> (CO, PRINCETON)
TE 76.5.0.2	<u>Tactical Air Control Element</u> TACRON 11 DET	<u>LCDR M. VARHALLA</u> (OINC, TACRON DET)
TE 76.5.0.3	<u>UDT, RECON and Deception Element</u> UDT-11 DET D BJU WESTPAC DET A 1ST FOR RECON CO DET	<u>LCDR J. C. HAYES</u> (CO, COOK)
TU 76.5.1	<u>Gunfire Support and Screen Unit</u> COOK (APD 130)	<u>LCDR J. C. HAYES</u> (CO, COOK)
TU 76.5.2	<u>Transport Unit</u> PRINCETON (LPH 5) ALAMO (LSD 33) PICKAWAY (APA 222)	<u>CAPT R. L. COCHRANE</u> (COMPHIBREADGRU)
TE 76.5.2.1.	<u>Beachmaster Element</u> BMU DET	<u>LT T. R. HIMSTREET</u> (OINC, BMU DET)
TE 76.5.2.2	<u>Control Element</u> ALAMO (LSD 33)	<u>CAPT S. R. JOHNSON</u> (CO, ALAMO)
TG 79.5	<u>Special Landing Force</u> ELT 3/5 HMM-364	<u>COL R. A. BRENNERMAN, USMC</u>

DOWNGRADED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS
 EOD DIR 5200.10

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Operation Order
COMPHIBREADGRU 330-66

1. Situation. This operation order is derived from reference (a). It provides for the conduct of a unilateral amphibious raid type assault landing exercise in the San Jose area, Mindoro, Republic of the Philippines, followed by a tactical withdrawal. It further provides for a rehearsal landing in the Subic Bay area and movement to the AOA. The unclassified nickname for this exercise is HILLTOP V.

a. Enemy Forces

(1) Enemy forces will be as delineated in Annex C and as developed by the intelligence play of the problem.

b. Friendly Forces

(1) U. S. Fleet units operating in the South China Sea, in and around the Philippine Islands.

(2) Merchant shipping in the vicinity of the objective area and in the operating area.

(3) VMA close air support as provided by First Marine Air Wing.

2. Mission. Conduct an amphibious assault landing exercise near San Jose, Mindoro in order to improve the combat readiness of the Amphibious Ready Group/SIF.

3. Execution. This force will, by means of helo and surface assault, conduct an amphibious raid in the San Jose area of Enemy Nation to attack and destroy specific enemy installations and to eliminate enemy forces located therein. Upon completion a rapid tactical withdrawal and reembarkation will be executed.

a. Landing Force (TG 79.5)

(1) Provide Reconnaissance Personnel to be landed over Red Beach from USS COOK (AFD 130) on D-2.

(2) Provide troops, vehicles, and equipment and conduct an amphibious landing over RED beach and in designated landing zones in accordance with Annex I.

(3) Provide TACLOG party to the PCS.

(4) Assume operational control of Beachmaster Element when landed. Direct Beachmaster Element to carry out Naval responsibilities.

(5) Withdraw when directed.

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Operation OrderCOMPHIBREADGRU 330-66b. Special Operations and Command Unit (TU 76.5.0)(1) Flagship Element (TE 76.5.0.1)

(a) Operate as directed by CTG 76.5.

(2) Tactical Air Control Element (TE 76.5.0.2)

(a) Establish a Tactical Air Control Center (TACC) in PRINCETON and provide HDC liaison personnel as required.

(b) Control and coordinate all friendly aircraft operations in the amphibious objective area including SAR.

(3) UDT, Reconnaissance, and Deception Element (TE 76.5.0.3)

(a) Conduct pre-H-Hour UDT hydrographic reconnaissance. Submit initial STROB at H-60 and thereafter as significant changes occur.

(b) Conduct post-H-Hour UDT beach surveys as directed.

(c) Provide lifeguards in the BGC boat.

(d) On D-2, land force reconnaissance team for conduct of clandestine pre-D-Day surveillance of the objective area.

(e) Conduct reconnaissance operations in the vicinity of UTM coordinate TP 875665, enemy combined arms camp, and TP 890680, suspected command post, to observe and report all enemy activity.

(f) Conduct reconnaissance operations in the vicinity of UTM coordinate 934745 to select and report feasible helicopter landing zones.

(g) Provide support for, and operate the tactical deception team ashore as directed by CATF.

(h) Provide a communications link between reconnaissance team ashore and CATF.

c. Gunfire Support and Screen Unit (TU 76.5.1)

(1) Screen the Transport Unit.

(2) Provide simulated Naval Gunfire Support in accordance with Annex G.

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Operation Order
 COMPHIBREADGRU 330-66

(3) When not engaged in simulated NGFS missions, provide the transport unit in the AOA with protection from attack by small craft and submarines in accordance with Annex J.

d. Transport Unit (TU 76.5.2)

(1) Conduct the ship-to-shore movement of the Landing Force in accordance with Annexes H and I.

(2) Conduct protective measures in accordance with Annex J.

(3) Withdraw the Landing Force when directed in accordance with Annex I.

(4) Conduct medical evacuation in accordance with Annex K.

e. Beachmaster Element (TE 76.5.2.1)

Report to the landing force shore party for operational control.

f. Control Element (TE 76.5.2.2)

(1) Act as Primary Control Ship for the surface movement ashore and the subsequent withdrawal of BLF 3/5 over RED Beach in accordance with Annex I.

x. Coordinating Instructions

(1) This operation order is effective upon receipt for planning and at 220001H MAY for operations. It is cancelled on completion of the exercise and may be destroyed without report.

(2) Safety of personnel and material is paramount.

(3) Rehearsal at Green Beach, Subic Bay, on D-2, 23 MAY in accordance with Annex W.

(4) D-Day is set as 25 May 1966. Tentative H-Hour 0800, L-Hour 0810. Both will be confirmed. W-Hour will be announced. Amphibious Objective Area (AOA) defined as the land area encompassed by an arc of 10 nautical miles radius inland centered at 12-22-25N, 121-01-45E and the sea area an arc from the same point extending from the shore 25 nautical miles seaward.

(5) Condition of readiness III will be maintained while in the AOA. Modification will be directed by CTG 76.5.

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Operation Order
COMPHEBREADGRU 330-66

4. Administration, Logistics and Medical

- a. Administration, logistics and medical in accordance with Annex K.
- b. Public Information in accordance with Annex V.

5. Command and Signal

- a. Commander Amphibious Task Force is Commander Amphibious Ready Group (CTG 76.5)/COMPHEBREADGRU SEVEN in USS PRINCETON (LPH 5).
- b. Second in command is CAPT T. J. GALLAGHER in PRINCETON (LPH 5).
- c. Compliance with security measures in accordance with Annex N is essential. Communications by electronic transmissions will be maintained at the lowest effective level.
- d. Command relationships in accordance with NWP 22(4).


 R. L. COCHRANE
 Captain, U.S. Navy
 CTG 76.5 Commander Amphibious Ready Group
 and Commander Amphibious Squadron SEVEN

ANNEXES

- B - Concept of Operations
 - Appendix I - Schedule of Events
- C - Intelligence
 - Appendix I - Weather
 - Appendix II - Tides, Astronomical Data
 - Appendix III - Landing Beaches
 - Tab A - Green (Rehearsal) Beach
- D - Movement
 - Appendix I - Sortie and Movement Plan to Objective Area
 - Tab A - AOA and Operating Areas
 - Appendix II - Sortie and Movement Plan from Objective Area to Subic Bay
- G - Naval Gunfire Support and Supporting Arms Coordination
 - Appendix I - Fire Support Overlay

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Appendix II - Target List (Issued separately)

- H - Air Operations
 - Appendix I - Aircraft Schedule
 - Appendix II - Aircraft Armament
 - Appendix III - Search and Rescue
 - Appendix IV - Approach and Retirement
- I - Ship to Shore Movement
 - Appendix I - Assault Area Diagram
 - Appendix II - Waterborne Control Plan
 - Appendix III - Helicopter Ship-to-Shore Movement
 - Appendix IV - Preferred Assault Wave Diagram
 - Appendix V - Consolidated Landing and Approach Plan
 - Appendix VI - Amphibious Vehicle Employment Plan
 - Appendix VII - Landing Craft Employment Plan
 - Appendix VIII - LCM Assist Beaching Procedures
- J - Protective Measures
- K - Administration, Logistics, and Medical
 - Appendix I - Summary of Reports
- N - Communications
 - Appendix I - Radio Communications Plan
 - Tab A - Radio Frequency Plan Hilltop V
 - Tab B - Air Frequency Plan Hilltop V
 - Appendix II - Call Signs
- Q - BJU - Operations (Issued separately LIMDIS)
- V - Public Information
- W - Rehearsal Plan
 - Appendix I - Rehearsal Area Anchorage Diagram
- Z - Distribution

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Annex BCONCEPT OF OPERATIONS

1. Exercise HILLTOP V is designated as a test of amphibious raid procedures employing both waterborne and helicopterborne ship-to-shore movements of the Special Landing Force. The exercise will be conducted during the period 22 to 27 May 1966.
2. A FIPEX/CASEX will not be conducted. Rehearsal of the landing will be on 23 May at GREEN BEACH, Subic Bay.
3. After the rehearsal backloading and a critique, the amphibious task group will SORTIE from Subic Bay and conduct an unopposed movement to the objective area which is located in the San Jose area of the Island of Mindoro, Republic of the Philippines. D-Day is set for 25 May, H-Hour is tentatively scheduled 0800H with L-Hour at 0810H.
4. Operations ashore consist of securing a beach support area, seizing designated landing force objectives and conducting search and clear operations within assigned zones, subsequently followed by a tactical withdrawal from the area.
5. Withdrawal from the area will be completed on 27 May.
6. Exercise Objectives
 - a. Exercise HILLTOP V is being conducted to parallel certain contingency plans.
 - b. Various phases are designed to test the ability and coordination of unilateral planning.
 - c. The objectives are in three classes, consisting of Joint, Navy and Marine training objectives.
 - (1) The major joint objective is to test current doctrine in the conduct of amphibious operations with special emphasis on (a) ship-to-shore movement by surface and air means, (b) organization for ground combat and (c) amphibious withdrawal at conclusion of a raid. Other joint objectives relate to the capability of the landing force to reconstitute its organization after a raid; to test the ability of the amphibious task force to disseminate reconnaissance intelligence and to evaluate established fire support procedures.

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(2) Navy training objectives are, within the framework of the exercise, to focus training on:

- (a) Control of the shore-to-ship movement during an enemy contested withdrawal.
- (b) Coordination and control of simulated fire support during the withdrawal with emphasis on pre-arranged fires to cover the withdrawal.
- (c) Defense against swimmers, small boat, and ground weapon attacks.
- (d) Clandestine pre-D-Day beach reconnaissance.
- (e) Clandestine pre-D-Day deception operations.

7. Lack of shipping for Navy aggressor play precludes an opposed movement to the objective area. The landing force will be opposed by guerillas from the Force Reconnaissance teams.

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Appendix I - Schedule of Events

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Appendix I to Annex B

Schedule of Events

22-1	0900	Rehearsal brief in PRINCETON Wardroom <i>SACC</i>
22-2	On signal	Ships move to assigned anchorages in accordance with Annex W for rehearsal
22-3	On signal	COOK depart to insert Recon personnel in AOA on D-2. Return when completed.
23-1	On signal	Conduct R-Day Pre-H-Hour transfers in accordance with Annex W for rehearsal.
23-2	On signal	Land the Landing Force
23-3	0800	H-hour (to be confirmed)
23-4	0810	L-hour (to be confirmed)
23-5	On signal	W-hour
23-6	1500	Rehearsal critique/pre-sail conference PRINCETON Wardroom <i>SACC</i>
24-1	0800	Conduct pre D-day transfers
24-2	On signal	Signal to get underway (on completion of transfers)
24-3	On signal	Zero hour
24-4	1100(about)	COOK rendezvous with TU 76.5.2 at L 14° 29'N 119° 57'E to participate in UNREP with USS PLATTE.
24-5	On signal	Conduct UNREP with PLATTE (AO 24)
25-1	0300(about)	Ships detached to proceed independently to anchorage (see Annex I)
25-2	On signal	Land the Landing Force
25-3	0800	H-hour (to be confirmed)
25-4	0810	L-hour (to be confirmed)
25-5	On signal	Shift fire support coordination ashore.

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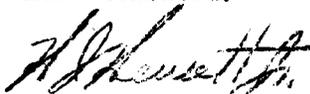
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26-1	All day	Support Landing Force ashore.
27-1	Until completion of Exercise	Support Landing Force ashore.
27-2	On signal	W-Hour - hour tactical units begin final movement to close on beaches and/or landing zones for withdrawal.
27-3	On signal	Shift fire support coordination afloat.
28-1	When directed	Briefing in PRINCETON Warroom . <i>SACC</i>
28-2	On signal	Sortie from San Jose.

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ANNEX CINTELLIGENCE

Map Reference: AMS series 5733, 3257 III, 3157 II, 3256 IV
 AMS series 5501, ND51-13

1. General Characteristics of the Area of Operation

- a. Weather - See Appendix I
- b. Tides, Astronomical Data - See Appendix II
- c. Landing Beaches - See Appendix III

2. Summary of the Enemy Situation

Intelligence sources have reported increased enemy buildup of supplies, equipment and forces on the border between friendly nation and enemy nation. These same sources have also reported similar activity along certain coastal areas of enemy nation. There is growing evidence to support the contention that the insurgents are training organized combined arms units of battalion, regiment and brigade size. Also that the enemy has stepped up conscription input, thereby substantially increasing his trained ground reserve potential. The targets are TRENCHAN, a combined arms training camp and COMCHAM, a vital radio relay station.

R. L. COCHRANE

Captain, U.S. Navy

CTG 76.5, Commander Amphibious Ready Group
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Appendix I - Weather

Appendix II - Tides, Astronomical Data

Appendix III - Landing Beaches

Tab A - Green (Rehearsal) Beach

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 Staff Secretary

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Appendix I to Annex C

Weather

1. General. Mindoro Island is located in the west central portion of the Philippine Island Group. Weather is of a subtropical to tropical nature and is chiefly influenced by the monsoonal flow. Partly cloudy skies with associated light tropical showers will prevail the majority of the time.

2. Climatology. The month of May is a transition period between the Northeast and Southwest Monsoon season. The circulation to south-westerly flow sets in gradually and will dominate the entire Philippine area. Wet weather may be expected throughout the operation; however, ceilings and visibility should remain acceptable except during heavy showers. Surface winds are subject to local conditions and off-shore/on-shore flow. Generally the winds will be south to southeast in the morning and then shifting to southwest in the afternoon. Wind speed will average 6-8 knots. Surf conditions will be slight with maximum height of 3 ft. Relative humidity is high in the morning averaging out to 91% and then decreasing to 76% in the afternoon.

3. Adverse Weather. Typhoons or Tropical Storms are always a threat to any operation or exercise during any month of the year in this area. May is outside the normal typhoon season; climatology studies indicate that a storm will develop or pass through on the average of one storm every three years.

4. Statistical Climatology for May

<u>Temperature</u>	<u>Degrees F</u>	<u>Relative Humidity (%)</u>	<u>May/June</u>
			<u>May/June</u>
Extreme Maximums	97	Maximums	100
Mean Maximums	89	Mean Averages	91 (Morning)
Mean Minimums	75		76 (Afternoon)
Extreme Minimums	69		

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5. Visibility (Miles)

Visibility is excellent 99% of the time; being 7 miles or more 85%, 3 miles or more 14% of the time and less than 1 mile only 1% of the time.

6. Thunderstorms

Thunderstorms occur on the average of 5-10 days a month during May/June.

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Appendix II to Annex C

Tides/Astronomical Data

					14°49'N
					<u>SUBIC BAY, LUZON 120°17'E</u>
<u>DATE</u>	<u>TIME</u>	<u>SR</u>	<u>SS</u>	<u>MS</u>	
MAY 23	0441	0531	1825	2120	
	24	0441	0531	1825	2219
					12°21'N
					<u>SAN JOSE, MINDORO 121°06'E</u>
	25	0447	0538	1824	2309
	26	0447	0538	1824	2359
	27	0447	0538	1824	
	28	0449	0538	1825	0046
	29	0449	0538	1825	0132

(Note: Moonrise occurs during daylight hours)

TIDES

SUBIC BAY, LUZON

<u>DATE</u>	<u>TIME</u>	<u>HT</u>
MAY 23	1059	3.9
	2005	-0.8
	24	
	1139	4.0
	2103	-0.8

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TIDES (CONT'D)SAN JOSE, MINDORO

<u>DATE</u>	<u>TIME</u>	<u>HT</u>
MAY 25	1235	4.7
	2206	-0.8
26	1327	4.5
	2303	-0.6
27	1428	4.1
	2352	-0.4
28	1543	3.7
29	0032	-0.1
	1708	3.2

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Appendix III to Annex C

Landing Beaches

1. <u>Location</u>	<u>AMS S723 3257 III</u>	<u>HO 14340</u>
a. <u>RED Beach Axis 058</u> Center	TP 862678	12-22-03N 121-01-58E
Left Flank	TP 860680	12-22-08N 121-01-50E
Right Flank	TP 863677	12-21-57N 121-02-04E

2. Offshore (Beyond 13 fathom curve)

a. Hazards to navigation. There are no uncharted hazards to navigation.

b. Tides and currents: Littoral current is generally south. Tide is chiefly diurnal, range is 3 3/4 feet.

c. Bottom composition: Sand

3. Nearshore (18 fathom curve to low water mark)

a. <u>Depths and Gradient</u>	<u>Average Distance</u>	<u>Average Gradient</u>
MLW to 1 fathom curve	20 yds	1:10
1 fm to 2 fm curve	65 yds	1:33
2 fm to 3 fm curve	120 yds	1:60
Nearshore (datum line to 3 fm)	205 yds	1:34

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- b. Bottom composition: Sandy with some pebbles intermixed.
 - c. Obstacles and hazards: There are no coral heads or other obstacles.
4. Foreshore (Low water mark to dune line)
- a. Gradient: 1:15.
 - b. Shape of beach: Slightly concave.
 - c. Length of beaches: 500 yards.
 - d. Width of beaches: 20 to 25 yards.
 - e. Beach composition: Fine sand and a few scattered pea sized rocks.
 - f. Beach trafficability: Good; firmly packed base should support all vehicles and personnel.
 - g. Beach obstacles. There are no observed beach obstacles other than fishing boats.
 - h. Normal use of beach: To beach fishing boats.
5. Backshore
- a. Character: There is no significant berm.
 - b. Trafficability: Good.
 - c. Exits: Access to a 15 foot wide gravel road that runs along most of the length of the beach can be gained at almost any point.
6. Hinterland
- a. Terrain: Flat.
 - b. Vegetation: Sparsely covered with short vegetation.
 - c. Roads: A 15 foot wide gravel road runs along most of the beach about 40 yards from the high water line.

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d. Buildings: Scattered native huts and several small villages composed of native huts.

e. Towns: Several small villages. Town of San Jose just south of beach.

7. Evaluation

a. Landings: All of this beach is considered excellent for any type landing craft up to and including LST's, which can expect a dry ramp.

b. Paratroop and helicopter landing zones: Excellent helicopter and paratroop landing sites are available as most of it is flat and open.

c. Miscellaneous: Matting will not be required in most areas.

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Tab A - Green (Rehearsal) Beach

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d. Buildings: Scattered native huts and several small villages composed of native huts.

e. Towns: Several small villages. Town of San Jose just south of beach.

7. Evaluation

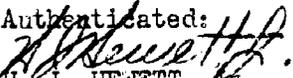
a. Landings: All of this beach is considered excellent for any type landing craft up to and including LST's, which can expect a dry ramp.

b. Paratroop and helicopter landing zones: Excellent helicopter and paratroop landing sites are available as most of it is flat and open.

c. Miscellaneous: Matting will not be required in most areas.

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Tab A - Green (Rehearsal) Beach

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Tab A to Appendix III to Annex C

GREEN (Rehearsal) Beach

- | | |
|--------------------|-------------------------|
| 1. <u>Location</u> | HO 2088 |
| GREEN Beach | Axis 279 |
| Center | 14-49-24N
120-12-36E |
| Left Flank | 14-49-16N
120-12-38E |
| Right Flank | 14-49-30N
120-12-38E |
2. Nearshore
- Nearshore approach flanked by reef to north and to south by sandbars off river mouth.
 - Tidal range 3.1 feet.
 - Gradient. 1:10 to 1:30 LM to HW. 1:20 HW Zone.
 - Width 15-40 yards.
3. Trafficability. Good, firm sand.

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Annex DMOVEMENT

Time Zone: Hotel (-8)

Task Organization: In accordance with the basic operation order.

1. General Situation

As in the basic operation plan.

2. Execution

a. Movement will be in three phases

- (1) From anchorages Subic Bay to rehearsal area. (See Annex W).
- (2) From rehearsal to objective area in accordance with this annex.
- (3) From objective area to Subic Bay, Philippines.

3. CRUISING INSTRUCTION in accordance with my NOTE 03550 of 11 April 1966 and ATP 1(A), Volume 1.

4. Coordinating Instructions

- a. Movement reports in accordance with Annex K.
- b. Communications in accordance with Annex N.

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 Captain, U.S. Navy
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Appendix I - Sortie and Movement Plan to Objective Area
 Tab A - AOA and Operating Areas
 Appendix II - Sortie and Movement Plan to Subic Bay, Philippines

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APPENDIX I TO ANNEX D

SORTIE AND MOVEMENT PLAN
FROM REHEARSAL TO ASSAULT AREA

1. Sortie Points

a. <u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
ALFA	14-47N	120-12-41E
XRAY	14-44N	120-12-00E
OSCAR	14-38N	120-10-16E

b. On signal TG 76.5 sortie to pass through PT. ALFA in the following order at three minute intervals:

PRINCETON

PICKAWAY

ALAMO

c. PRINCETON will pass through PT ALFA at zero hour at 10 kts.

2. TU 76.5.2 form formation 51, course 213, axis 000, without signal upon passing through PT. XRAY. PRINCETON assume guide, speed 10 kts. when passing through PT. XRAY. Station assignments in accordance with ATP I(A), Vol 1 are as follows:

PRINCETON STATION O

ALAMO STATION B1

PICKAWAY STATION B4

3. TU 76.5.1 screen the force.

4. Zero hour will be signalled. Zero hour is defined as the time the first ship passes through the initial sortie point.

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5. Route to objective area as follows:

a.	<u>POINT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>DISTANCE</u>
	PACKERS (OSCAR)	14-38N	126-10.16E	46.3 miles
	CHARGERS	14-00N	119-43E	122 miles
	GIANTS (BREAK-UP)	12-19N	120-51.5E	11 miles

ANCHOR

6. Operating areas in accordance with Tab A of this Appendix.

7. Anchorages in accordance with Appendix I to Annex I.

8. At about 0300H ships will be detached to proceed independently to arrive at the following stations by 0430H:

APD.....FSA I
 ALAMO.....Anchorage A-1
 PICKAWAY.....Anchorage A-2
 PRINCETON.....Southeastern part of Helicopter Transport Area.

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Tab A - AOA and Operating Areas

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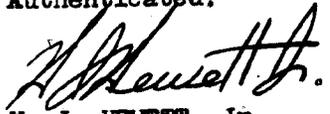
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3. Route to Subic Bay as follows:

a. <u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
GIANTS (OSCAR)	12-19N	120-51.5E
CHARGERS	14-00N	119-43E
PACKERS	14-38N	120-10-16E

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Appendix II To Annex D

Sortie and Movement Plan From
Assault Area to Subic Bay, Philippines

1. Sortie Points

a. <u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
ALFA	12-21-00N	121-00-00E
XRAY	12-20-00N	120-58-15E
OSCAR	12-19-00N	120-51-30E

b. On signal TU 76.5.2 sortie to pass through PT ALFA in the following order at three minute intervals:

PRINCETON
 PICKAWAY
 ALAMO

c. PRINCETON will pass through PT ALFA at 10 kts.

2. TU 76.5.2 form formation 51, course 262, axis 000, without signal upon passing through PT. XRAY. PRINCETON assume guide, speed 10 kts. when passing through PT. XRAY. Station assignments in accordance with ATP I(A), Vol 1 are as follows:

PRINCETON	Station 0
ALAMO	Station B8
PICKAWAY	Station B12

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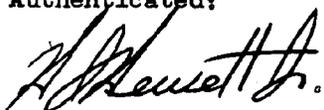
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3. Route to Subic Bay as follows:

a. <u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
GIANTS (OSCAR)	12-19N	120-51.5E
CHARGERS	14-00N	119-43E
PACKERS	14-38N	120-10-16E

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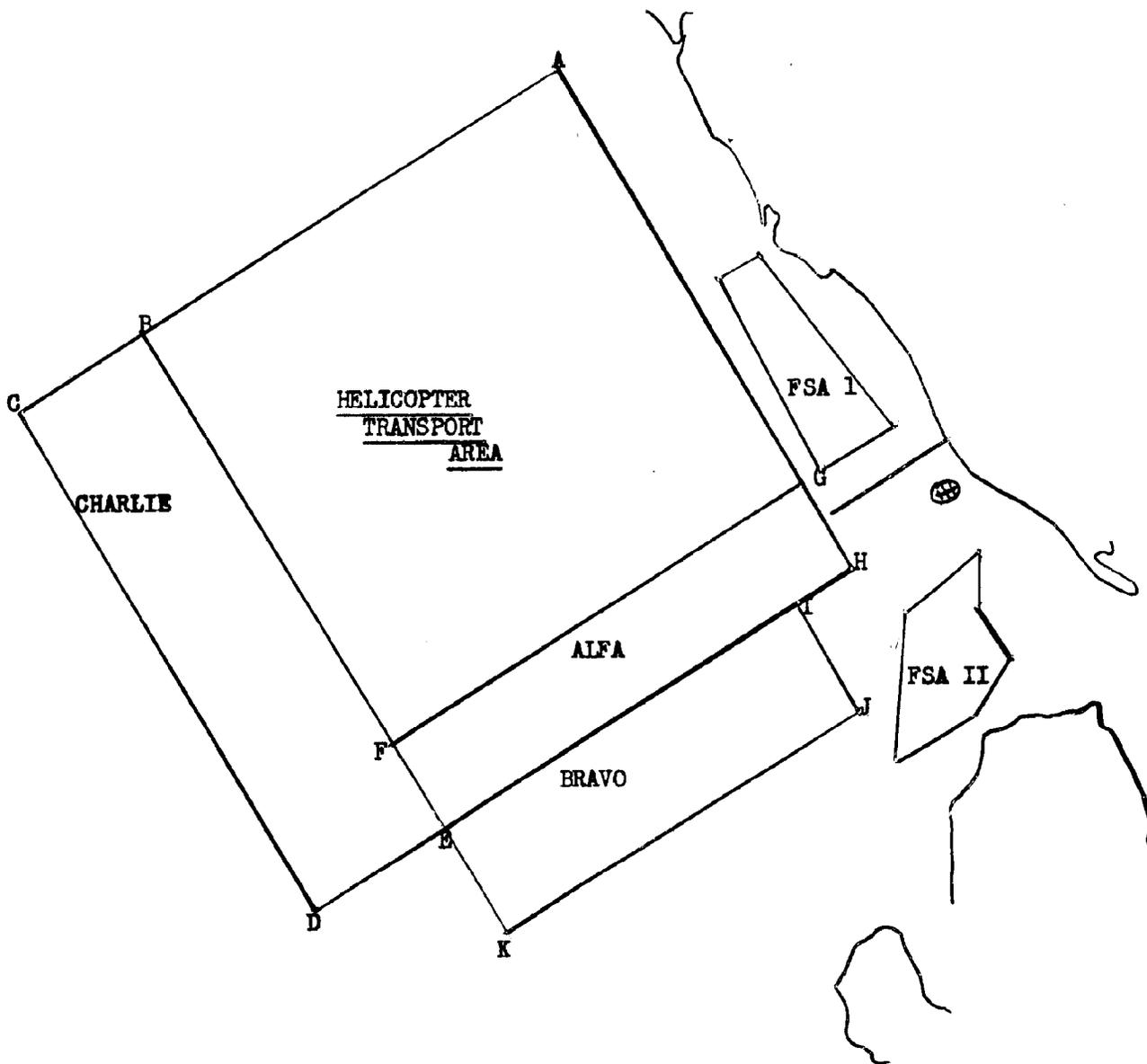
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Operation Order
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Tab A To Appendix I to Annex D
AOA And Operating Areas



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Operation Order
COMPHIBREADGRU 330-66

Reference points:

H.O. 14,305;14,340

	<u>LATITUDE</u>	<u>LONGITUDE</u>
A.	12-28-25N	120-54-52E
B.	12-23-48N	120-47-42E
C.	12-22-32N	120-45-42E
D.	12-14-15N	120-50-54E
E.	12-15-38N	120-53-06E
F.	12-16-58N	120-52-15E
G.	12-21-32N	120-59-06E
H.	12-20-15N	120-59-53E
I.	12-19-41N	120-59-08E
J.	12-17-43N	121-00-15E
K.	12-13-44N	120-54-15E

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ANNEX GNAVAL GUNFIRE SUPPORT AND SUPPORTING ARMS COORDINATION

Ref: (a) Maps; AMS S733, 3257 III, 3157 II, 3256 IV
 (b) Charts; HO 14305

Time Zone: Hotel (-8)

Task Organization: In accordance with basic operation order.

1. General Situation: In accordance with Annex B.
2. Mission: Conduct Naval Gunfire Support and coordination in support of operations ashore.
3. Execution:
 - a. CTG 76.5 will activate a supporting arms coordination center in PRINCETON.
 - b. TU 76.5.1:
 - (1) Take station as directed by CTG 76.5.
 - (2) Furnish direct support to BLT 3/5.
 - x. Coordinating Instructions:
 - (1) SACC will control all supporting arms in the AOA.
 - (2) All naval gunfire, artillery, and air missions will be simulated.
 - (3) The landing force will establish a FSCC ashore. When established ashore, and when requested by the CO of the BLT through CLF, and approved by CATF, coordination of supporting arms (less air) may be passed ashore. Coordination will be passed back afloat prior to commencement of the withdrawal.

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(4) All Naval Gunfire support missions will be observed. There will be no free fire zones.

(5) Restrictive fire plans in accordance with Article 816 NWIP 22-2(A) and Article 125 NWIP 22-7(A). The code name for a restrictive fire plan will be "Plan FUBAR".

(6) SFCP will submit requests for Naval Gunfire Support to direct support ships over the Naval Gunfire Spot nets. The following procedures will be effective for clearing Naval Gunfire Support missions.

(a) During daylight hours, NGF ships will submit all requests for NGF support to SACC/FSCC via NGF control net for approval. A CANDY report is considered sufficient information.

(b) During the hours of darkness, submit planned night defensive fires to SACC/FSCC for approval. Approval of individual missions is not required, however, CANDY and SUGAR reports will be submitted as soon as possible.

(c) Artillery will follow the same procedure.

(7) Priority of attack of targets in accordance with Article 815 NWIP 22-2(A). Be alert to conduct counterbattery fire.

(8) NGFS ship will obtain front line information from spotters and maneuver as necessary to obtain a favorable gun target line and to insure the safety of friendly troops. Departure from assigned fire support areas is authorized as necessary to carry out mission. NGFS ship keep CTG 76.5 advised of any movement outside assigned Fire Support Area.

(9) Target locations will be identified by the Universal Transverse Mercator Grid System.

(10) Ships use reduced charges, open range, or change position as necessary to obtain a line of fire that will clear intervening terrain.

(11) Amphibious ships be prepared to undertake NGFS missions as directed.

(12) Naval Gunfire Ships guard TAO net during daylight hours.

(13) Covering fires will be established for the waterborne phase of the withdrawal. Target lists for this plan are contained in Appendix II to this Annex.

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4. Administration and Logistics

a. Reports. Ships submit CANDY and SUGAR reports in accordance with paragraphs 3.x.(6) above. Submit PEPPER reports upon reporting to CTG 76.5 for operational control and when requested. Other reports in accordance with Annex K.

b. Logistics. No logistic resupply is envisioned.

5. Communications. In accordance with Annex N.

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Appendixes

- I - Fire Support Overlay
- II - Target List for Withdrawal Phase (to be issued separately)

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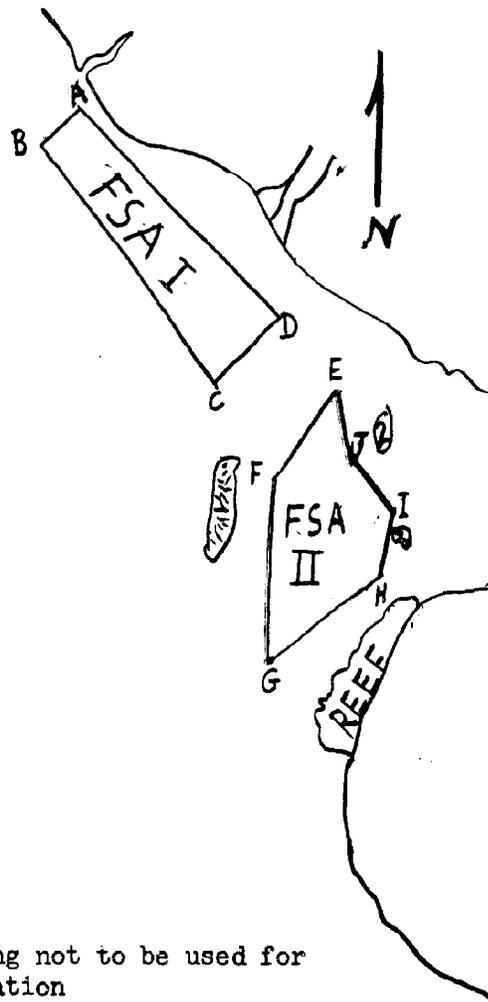
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Appendix I to Annex G

FIRE SUPPORT OVERLAY

<u>PT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>COORDINATES</u>
A.	12-25.5N	120-58.3E	TP 808735
B.	12-25.0N	120-57.7E	TP 795728
C.	12-21.25N	120-59.7E	TP 823663
D.	12-22.0N	121-01.0E	TP 848679
E.	12-20.6N	121-02.2E	TP 863651
F.	12-19.5N	121-00.8E	TP 841631
G.	12-17.0N	121-00.8E	TP 841590
H.	12-17.8N	121-02.2E	TP 865605
I.	12-18.7N	121-02.8E	TP 880623
J.	12-19.6N	121-02.2E	TP 863631



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Annex HAir Operations

References: (a) Maps and Charts

(1) AMS 5733 - 3257 III (1-50,000) SAN JOSE

(b) Publications

- (1) NWIP 22-7(A)
- (2) NWP 41(A)
- (3) JANAP 119
- (4) NWP 16(B)
- (5) NWIP 10-1(A)

Time Zone: HOTEL (-8)

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. Tactical Air Control Element (TE 76.5.0.2)

(1) Establish a TACC afloat in USS PRINCETON to provide control of air operations within the amphibious objective area.

(2) Provide liaison with HDC in USS PRINCETON.

(3) Coordinate and control air search and rescue operations in accordance with Appendix III.

x. Coordinating Instructions. (See Annex G regarding Supporting Arms)

(1) The TACC will advise all flights of simulated artillery and Naval gunfire missions.

(2) Air operations reports in accordance with Annex K.

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(3) General instructions, safety precautions and helicopter control and protection plans in accordance with 1st MAW Doctrine.

(4) The Universal Transverse Mercator (UTM) military grid reference six (6) digit system coordinates will be used for target designation.

(5) Air strikes will be conducted under positive control of TACP and TAC(A).

(6) TACC will maintain communications with San Jose airport and civil aircraft on 118.7 mcs.

- (7) Control of air will not be passed ashore.

(8) CAS aircraft will not participate in rehearsal.

(9) Helicopter ship-to-shore movement in accordance with Annex I. Rehearsal in accordance with Annex W.

4. Administration and Logistics. In accordance with Annex K.

5. Command and Signal

a. Communications in accordance with Annex N.

b. Local time will be used in all tactical messages.

c. Aircraft tactical voice call signs will be derived from squadron call sign, flight number of the day, and flight position.

Example	First Flight	Second Flight
(Flight Leader)	Old Nick 1-1	Old Nick 2-1
(#2 Position)	Old Nick 1-2	Old Nick 2-2
(#3 Position)	Old Nick 1-3	Old Nick 2-3

d. Authentication and Numeral Codes in accordance with Annex N.

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Appendices:

- I - Aircraft Schedule
- II - Aircraft Armament
- III - Search and Rescue
- IV - Approach and Retirement

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Appendix I to Annex HAircraft Schedule

<u>EVENT</u>	<u>MISSION</u>	<u>PROVIDED BY</u>	<u>NO./TYPE A/C</u>	<u>TIME ON STATION</u>	<u>RIO NET</u>	<u>ENTRY PT. ALTITUDE</u>	<u>REMARKS</u>
81	TAO/TAC(A)	EMBARKED HMM	1 UH-34	H-30	ICEPACK GOLD	LPH	Relieve on Station Sunrise-Sunset
110	MEDEVAC	EMBARKED HMM	2 UH-34	Cond IV Sunset- Sunrise	FAIRMONT BLACK	LPH	Note 1 & 2
171	SAR	EMBARKED HMM	1 UH-34	H-30 to H+15	ICEPACK GOLD	LPH	Note 1 & 2
31	LZ PREP/ HELO ESCORT	SUPPORTING VMA/VA	2 VA	L-15 to H+45	ICEPACK GOLD	SUE/ 20,000	Note 3
51	CAS	SUPPORTING VMA/VA	2 VA	H-15 Compl.	ICEPACK GOLD	SUE/ 20,000	Relieve on Station Sunrise-Sunset Note 3, 6
105	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
106	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
107	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
108	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
109	TROOP LIFT	EMBARKED HMM	8 UH-34	Cond IV	FAIRMONT BLACK	PENSACOLA 1500	Note 5

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<u>EVENT</u>	<u>MISSION</u>	<u>PROVIDED BY</u>	<u>NO./TYPE A/C</u>	<u>TIME ON STATION</u>	<u>RIO NET</u>	<u>ENTRY PT. ALTITUDE</u>	<u>REMARKS</u>
81	TAO/TAC(A)	EMBARKED HMM	1 UH-34	H-30	ICEPACK GOLD	LPH	Relieve on Station Sunrise-Sunset
110	MEDEVAC	EMBARKED HMM	2 UH-34	Cond IV Sunset- Sunrise	FAIRMONT BLACK	LPH	Note 1 & 2
171	SAR	EMBARKED HMM	1 UH-34	H-30 to H+15	ICEPACK GOLD	LPH	Note 1 & 2
31	LZ PREP/ HELO ESCORT	SUPPORTING VMA/VA	2 VA	L-15 to H+45	ICEPACK GOLD	SUE/ 20,000	Note 3
51	CAS	SUPPORTING VMA/VA	2 VA	H-15 Compl.	ICEPACK GOLD	SUE/ 20,000	Relieve on Station Sunrise-Sunset Note 3, 6
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107	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
108	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
109	TROOP LIFT	EMBARKED HMM	8 UH-34	Cond IV	FAIRMONT BLACK	PENSACOLA 1500	Note 5

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AIR SCHEDULE NOTES:

1. All helicopters will be available for medical evacuation sunrise to sunset.
2. Airborne helicopters will be assigned SAR as necessary during daylight operations.
3. Aircraft reporting in at entry point will remain VFR.
4. Events 105 thru 108 will be prepared for backloading on order.
5. This event becomes effective upon completion of events 105 through 108.
6. D-Day and subsequent.

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Appendix II to Annex H

Aircraft Armament

1. General Instructions

- a. All ordnance will be simulated.
- b. Pilots will report their simulated ordnance load to TACC when reporting in, using the code as prescribed below.
- c. Upon completion of each CAS mission, the flight leader will report to TACC ordnance expended, damage assessment and enemy intelligence of immediate tactical importance.

2. Ordnance Code:

B-1	MK 81	250 GP	Low Drag Bomb
B-2	MK 82	500 GP	Low Drag Bomb
B-3	MK 83	1000 GP	Low Drag Bomb
B-4	MK 84	2000 GP	Low Drag Bomb
B-5	Aero 7D	2.75 FFAR	Rocket
B-6	Aero 7D	5" ZUNI	Rocket
B-7	MK 77	500# NAPALM	Bomb
B-8	MK 79	1000# NAPALM	Bomb
B-9	AN/M 57 A-1	250# GP	High Drag Bomb
B-10	AN/M 81	260# Frag	Bomb
B-11	20 MM H. E.		

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Appendix III to Annex H

Search and Rescue

1. Responsibility

a. CATF has overall responsibility for SAR involving forces in this operation. All SAR efforts will be coordinated with TACG.

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 will be reported to CATF as soon as possible.

c. Primary SAR is PRINCETON (LPH 5)

2. Search and Rescue Reference Points

a. The SAR reference point is RED Beach (TP 862678). Location of SAR incidents will be reported by magnetic bearing and distance from the SAR reference point or from any TACAN Station.

3. Communications. In accordance with Annex N.

4. Search and Rescue Reporting Procedures. In accordance with Chapter 7 of NWIP IO-I(A).

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Appendix IV to Annex H

Approach and Retirement

1. General Instructions

- a. Communications in accordance with Annex N.
- b. All aircraft will report to their controlling agency on the appropriate net as found in Tab B to Appendix 1 to Annex N as soon as possible after launching.
- c. Fixed wing entry point will be Point SUE located 270 degrees 10NM from PRINCETON TACAN.
- d. Aircraft will check in as follows:
 - (1) Call sign of flight leader
 - (2) Event number
 - (3) Mission
 - (4) Number of aircraft
 - (5) Position and altitude
 - (6) Ordinance
 - (7) ETD
- e. All aircraft will check in with TACC on Button Gold for clearance into or out of the AOA.
- f. Assault helicopters will contact TACC on Button Gold for clearance only when deviating from prescribed helo approach and retirement lanes or unless otherwise directed.
- g. Helicopter control points and approach lanes are assigned as follows:
 - (1) Helo wave breakup and rendezvous points: PENSACOLA (TP 830630)
(DONCON ISLAND)
 - (2) Helo penetration points: TAMPA (TP 890666)
 - (3) Helo Landing Zone (LZ):
 - (a) Primary: SPARROW (TP 930715)
 - (b) Alternate: HAWK (TP 884723)
 - (4) Helo approach and retirement lanes:
 - (a) FLORIDA: PENSACOLA TO TAMPA 050/3.7NM. TAMPA to LZ SPARROW 025/4.7NM. TAMPA TO LZ HAWK 355/3.0NM.
 - (5) SAR aircraft as directed by TACC
 - (6) MEDEVAC aircraft as directed by HDC
 - (7) Air Navigation Aids:

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<u>STATION</u>	<u>TACAN CHANNEL</u>	<u>IDENTIFICATION</u>
PRINCETON (LPH 5)	5	XP
NAS CUBI PT #1	77	NCI
NAS CUBI PT #2	48	NCP
NAS SANGLEY PT	93	MSP

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Annex IShip-to-Shore Movement

1. SITUATION. In accordance with the basic order.
2. MISSION. In accordance with the basic order.
3. EXECUTION
 - a. Commander Amphibious Task Force. Exercises overall control of the ship-to-shore movement.
 - b. Commander Landing Force
 - (1) Provide TACLOG parties for the PCS and PRINCETON to assist in control of the logistics support of the Landing Force.
 - (2) Provide boat tear/wave serial identification paddles.
 - (3) Provide beach support and control the recovery of life jackets.
 - c. Transport Unit
 - (1) When directed, ALAMO and PICKAWAY detach and proceed to assault anchorages to arrive by H-90. ALAMO is assigned anchorage A-1, PICKAWAY anchorage A-2, and PRINCETON is to operate in the Helicopter Transport Area. Anchorages are as shown in Appendix I, Helicopter Transport Area in Annex D.
 - (2) Load and dispatch scheduled waves in sufficient time to meet H and L Hours.
 - (3) Conduct an amphibious landing over Red Beach and in Helicopter Landing Zone SPARROW.
 - (4) Furnish logistical support to the Landing Force as requested by TACLOG.
 - (5) Execute a tactical withdrawal on order.

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d. Control. In accordance with Appendices II and III.

(1) ALAMO is designated PCS/Boat Haven and will provide the Boat Group Commander.

(2) PICKAWAY is designated SCS and will provide the Assistant Boat Group Commander.

(3) PRINCETON provide the Helicopter Direction Center.

4. COORDINATING INSTRUCTIONS

a. Pre-D-Day transfers will be conducted in accordance with a separate message.

b. CATF will confirm H and L Hours. W Hour will be signaled by CATF. H-Hour tentatively 0800H, L-Hour 0810H, D-Day 25 May.

c. Report inability to meet H or L Hour immediately, with report to include reason and recommendation.

d. PICKAWAY provide Heavy Salvage Boat/Medical Boat and Helicopter Safety Boat.

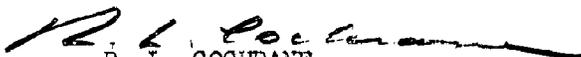
e. Life Jacket recovery will be coordinated by the Commander Landing Force. PCS direct boats to beach when advised that Life Jackets have been stacked and are ready for removal.

f. PRINCETON is designated Hospital/Casualty Evacuation Ship. All casualties will be evacuated initially to PRINCETON for further treatment or evacuation.

g. UDT provide life guards in BGC Boat, and Helo Safety Boat.

h. Report any inoperative landing craft and ETR to CTG 76.5 and PCS.

i. Helo Safety Boat operate under control of HDC in best position to provide service to heloborne landings.



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- Appendix I - Assault Area Diagram
- Appendix II - Waterborne Control Plan
- Appendix III - Helicopter Ship-to-Shore Movement
- Appendix IV - Preferred Assault Wave Diagram
- Appendix V - Consolidated Landing and Approach Plan
- Appendix VI - Amphibious Vehicle Employment Plan
- Appendix VII - Landing Craft Employment Plan
- Appendix VIII - LAM Assist Beaching Procedures

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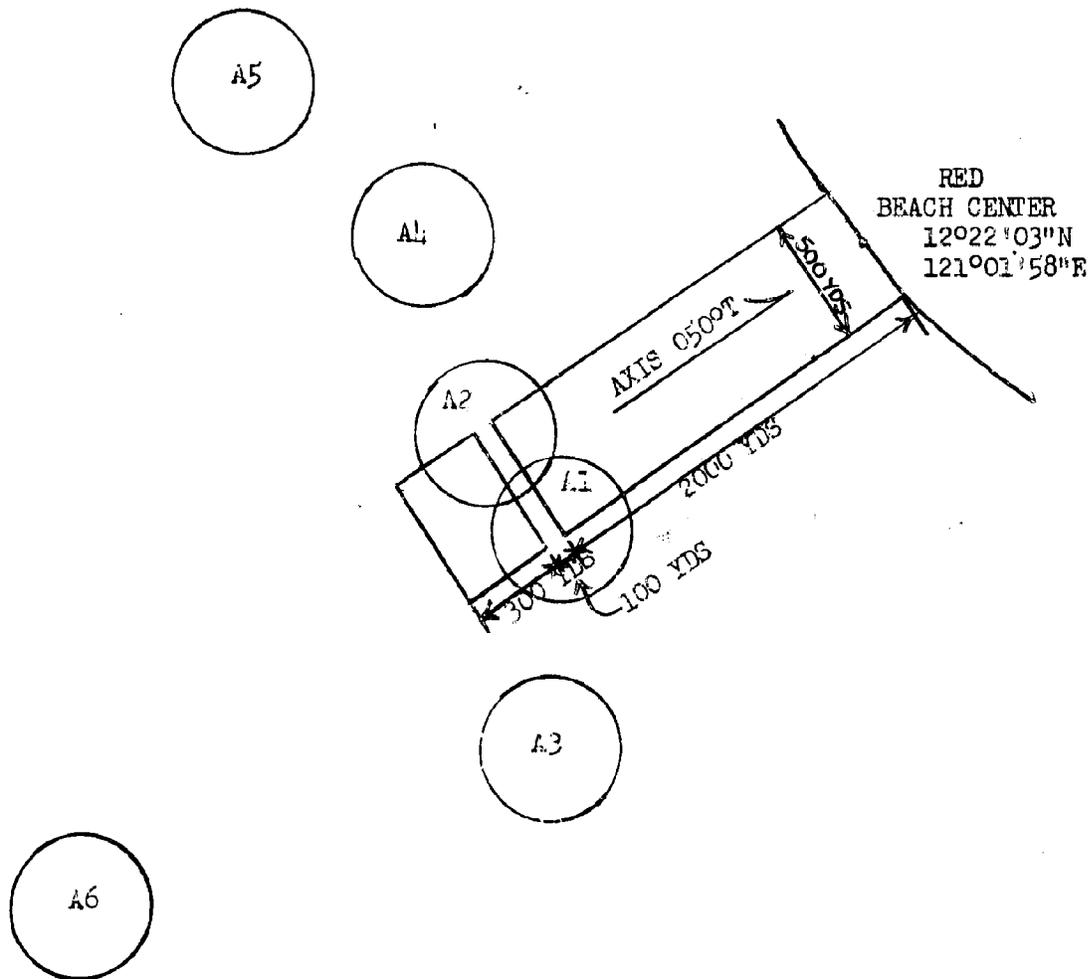
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Appendix I to Annex I

Assault Area Diagram



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ANCHORAGES

<u>ANCHORAGE</u>	<u>SHIP</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
A1	ALAMO	12-21-18N	121-01-16E
A2	PICKAWAY	12-21-30N	121-01-01E
A3		12-20-53N	121-01-24E
A4		12-21-55N	121-00-49E
A5		12-22-17N	121-00-24E
A6		12-20-12N	121-00-43E

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Appendix II to Annex I

Waterborne Control Plan

1. General

a. This Appendix provides for the control of the waterborne ship-to-shore movement.

2. Execution

a. Landing Force

(1) Address requests for on-call waves, non scheduled serials and supplies to TACLOG Party. TACLOG Party relay to PCS.

(2) Ensure that LVT crews are familiar with and adhere to Naval Control Procedures and Signals.

b. Control Element (TE 76.5.2.2)

(1) Report set and drift at LOD to CTG 76.5 as soon as determined after anchoring.

(2) Control the movement of all landing craft and amphibious vehicles between LOD and beach throughout the exercise.

(3) Dispatch scheduled waves in accordance with Appendix V.

(4) Dispatch on-call waves and non-scheduled serials when required by TACLOG.

(5) Submit scheduled wave progress reports to CTG 76.5 as follows:

(a) Wave 1: When dispatched from LOD, 1000 yards from beach, and touchdown time.

(b) Subsequent Waves: When dispatched from the LOD and touchdown time.

(6) Control salvage operations seaward of the surf line.

(7) Establish boat pool from landing craft returning from beach. Return landing craft not required to parent ships. Request additional landing craft as needed.

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3. Procedures

a. General

(1) LVT scheduled wave will be loaded and launched at scheduled times. They will be met by the wave guide and will remain under his control while waterborne.

(2) On-call waves will remain in the vicinity of their serial source ships until dispatched at scheduled times or requested by the PCS.

b. Control Procedures to LOD

(1) LVT wave will be led by the wave guide under the control of PCS directly to left flank of LOD in column, distance apart 40 yards, on a line parallel to and 50 yards seaward of LOD. Wave guide will signal a right flanking movement timed so that LVT wave will cross the LOD on schedule.

(2) Landing craft of scheduled waves will proceed from wave assembly circles to rendezvous area. Wave commanders will signal departures from the rendezvous area to cross the LOD on schedule.

c. Control Procedures from LOD to Beach

(1) Wave guides will report to PCS on Boat Control prior to crossing the LOD. Battle speed will be signaled 1000 yards from the beach.

(2) All waves cross LOD and proceed to beach in line abreast formation.

(3) LVT's continue past high water mark prior to stopping, debarking troops or making flanking movements.

(4) Boat Group Commander (BGC) precede Wave 1 to surf zone, turn off to right flank and assume duties of Traffic Control Officer.

(5) Assistant Boat Group Commander (ABGC) and Heavy Salvage Boat follow final wave, turn off to left flank prior to reaching surf zone and stand by for salvage operations. ABGC assume duties of Salvage Officer.

(6) Wave guides report touchdown on Boat Control, then shift to Boat Common.

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d. Returning Seaward

(1) After retraction, landing craft report to Traffic Control Officer for instructions.

(2) Retirement lane is to the right flank of the Boat Lane.

e. Selective Unloading

(1) Serial source ships dispatch craft to LOD. Craft report to PCS for dispatch to beach.

f. Low Visibility Plan

(1) If weather conditions are such that visibility is reduced, CATF may order into execution Appendix III to Annex I of CTG 76.5 OPORDER 201-65. Ships will ensure that all personnel are briefed on the contents of this plan before commencement of the exercise.

x. Coordinating Instructions

(1) Scheduled waves lower serial paddles, close battle ports and ensure no troops are exposed after crossing LOD.

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Appendix III to Annex I

Helicopter Ship-to-Shore Movement

1. General. This appendix provides for the control of the heloborne ship to shore movement.
2. Execution
 - a. Landing Force
 - (1) Provide helicopters for the ship-to-shore movement in accordance with this Annex.
 - (2) Provide a TACLOG party on PRINCETON to support helicopterborne ship-to-shore movement.
 - (3) Provide SAR helicopters during ship-to-shore movement.
 - b. Tactical Air Control Element
 - (1) Establish a Tactical Air Control Center (TACC) in PRINCETON.
 - (2) Provide a helicopter liaison to HDC in PRINCETON.
 - (3) Coordinate helicopterborne ship-to-shore movement with supporting arms and other air operations.
 - c. Transport Unit
 - (1) Operate PRINCETON in designated helicopter transport area in accordance with Annex D. Insure shortest possible helo routes to Initial Point, consistent with safety.
 - (2) Establish Helicopter Direction Center (HDC) in PRINCETON to operate under overall control of TACC.
 - (3) Control the helicopterborne ship-to-shore movement and subsequent operations in accordance with NWIP 22-6(A), this Appendix and Annex H.
 - x. Coordinating Instructions
 - (1) L-Hour is set at 0810H, 25 May and will be confirmed.

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(2) Authority to effect changes in helicopter employment is delegated as indicated below.

(a) CLF or his designated representative may authorize changes to landing sequence of helicopterborne serials.

(b) Should the commander of the helicopterborne troop unit determine prior to touchdown that the LZ is unacceptable the following action will be taken:

1. Flight leaders immediately notify HDC of change in LZ destination.

2. Subsequent flight leaders will be diverted to the alternate LZ and will comply with the flight advisory issued by HDC.

3. HDC will inform CATF immediately to receive any pertinent instructions.

4. CATF retains authority to approve LZ changes when required.

(c) In the event both the primary and alternate LZ's are unacceptable, HDC will divert all affected helicopters to seaward control points and request instructions from CATF and CLF.

(d) The flight leader has authority to divert to the designated alternate LZ when actual flight safety considerations preclude use of the primary LZ.

(e) HDC is authorized to launch or divert helicopters for evacuation of actual casualties.

(3) When weather conditions approach minimums, HDC will implement horizontal separation of helicopter waves.

(4) Helicopter Rehearsal Plan in accordance with Annex W.

(5) Helicopter Employment and Assault Landing Schedule and Heliteam Wave and Assignment Schedules will be as agreed upon by CATF and CLF.

(6) Reports in accordance with Annex K.

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(7) Air communications in accordance with Annex N.

(8) Helicopter approach and retirement routes as published in Annex H of the basic order. Rehearsal approach and retirement routes are listed in Annex W.

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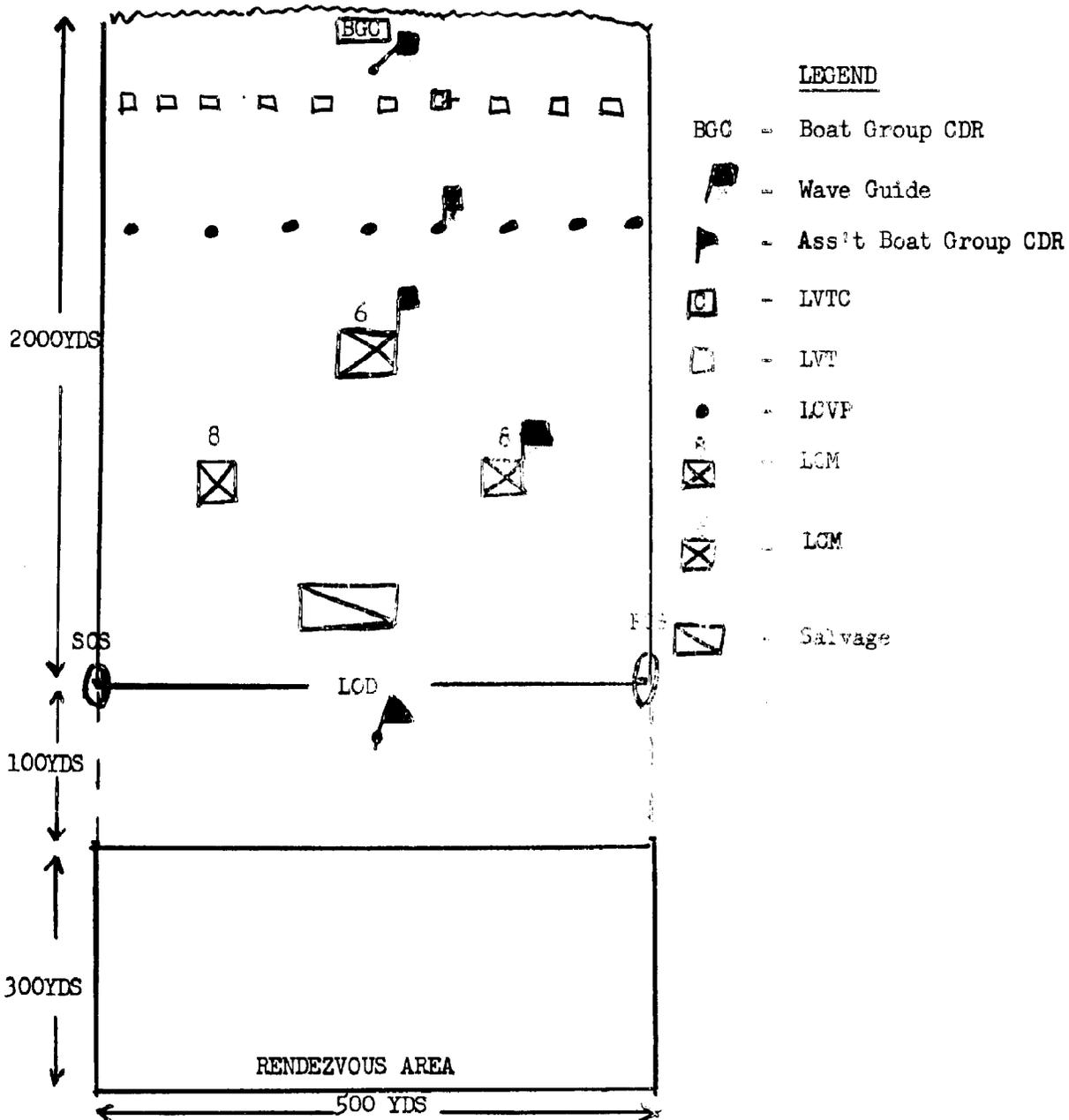
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Appendix IV to Annex I

Assault Wave Diagram

RED Beach



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<u>Wave</u>	<u>Craft</u>	<u>LVRDVU Area</u>	<u>Gross LOD</u>	<u>Arrive Beach</u>
1	9 LVFP-5 1 LVTC	H-14	H-12	H-Hour
2	8 LCVP	H-6	H-4	H+4
3	1 LCM-6	H-Hour	H+2	H+10
4	2 LCM-8	H+5	H+7	H+15

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Appendix V to Annex I

Consolidated Landing and Approach Plan

RED Beach

	A	B	C	D	E	F	G	H	I	J	K	L
Line	Wave	Unit & Serial	Pers.	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive RDVU Area	Leave RDVU Area	Cross LOD	Land	Remarks
01	1	Asslt Elems K Co./103	200	Norm. Combat	9 LVT(L)-6 1 LVTG	ALAMO	H-25	H-20	H-14	H-12	H-Hour	
02	2	Asslt Elems I Co./100	200	Norm. Combat	8 LVT(L)-6	PICKAWAY	H-20	H-15	H-6	H-5	H+4	
03	3	F Btry, BAS, SF 121/125/177	40	Norm. Combat	1 LCM-6	PICKAWAY	H-15	H-10	H-Hour	H+2	H+10	
04	4	AT PLT 145/146	20	5 ONTOS 1 M-422 and Trailer	2 LCM-8	ALAMO	H-10	H-5	H+5	H+7	H+15	
05	On Call	TK PLT and/or Arty Btry, Shore Party	75	As Dir.	1 LCU	ALAMO	O/C	O/C	O/C	O/C	O/C	

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Appendix VI to Annex I

Amphibian Vehicle Employment Plan

Origin	Number and Type Amphibian Vehicles				Wave	Serial	Destination	Remarks
	LVTG-5	LVTG	LVTB	DUKW				
ALAMO	9				1		RED Beach	
ALAMO	1						ALAMO	SPARE
ALAMO		1			1		RED Beach	K Co. CDR
ALAMO			1				ALAMO	BMU

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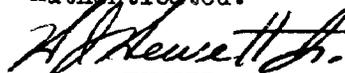
Appendix VII to Annex I

Landing Craft Employment Plan

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
01	1	LCM-6	PICKAWAY	ALAMO	LTLF	As Req	Heavy Salvage/ Med. Boat
02	1	LCPL	ALAMO	ALAMO	LTLF	As Req	BGC
03	1	LCPL	ALAMO	ALAMO	LTLF	As Req	Wave Guide Wave # 1
04	1	LCPL	PICKAWAY	ALAMO	LTLF	As Req	A/BGC
05	1	LCPL	PICKAWAY	HDC	LTLF	As Req	Helo Safety Boat

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Appendix VIII to Annex I

LCM Assist Beaching Procedures

1. All LCM's will be equipped to conduct LCM assist beaching.
2. PCS, Beachmaster, or Boat Group Commander will initiate LCM assist beaching when conditions so warrant, and report such action to the Primary Control Officer.
3. If assist beaching is ordered by any of the three above, the Primary Control Officer will notify all incoming waves to rig for assist beaching and notify CTG 76.5.
4. Assistant Boat Group Commander and heavy salvage will establish an "assist line" approximately 200 yards to seaward of the surf zone.
5. Procedures
 - a. On being dispatched from the LOD to the beach by the PCS, LCM's will report to the Assistant Boat Group Commander at the "assist line".
 - b. On order of the Assistant Boat Group Commander the LCM to beach will come alongside to leeward of the assisting LCM. The towing bridle will be passed to the LCM intending to beach. The length of tow line used should always be sufficient to allow the assisting LCM to remain well clear of the surf zone.
 - c. On signal of the assist LCM both boats will proceed slowly towards the beach.
 - d. As the beaching LCM approaches the surf zone the assisting LCM will signal full speed to the LCM intending to beach. The assisting LCM will then turn to seaward and commence paying out the tow line. The assisted LCM will proceed to the beach and unload with engines always kept ahead in order to keep the tow line clear of the screws. The assisting LCM will take a slight strain on the tow line being careful not to pull the assisted boat off the beach.

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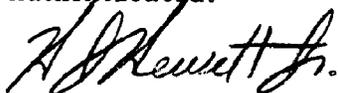
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e. On signal from the beachmaster to retract, the beached LCM (engines still ahead) will be towed off the beach by the assisting boat. When well clear of the surf zone the assisted LCM will cast off and clear the area. The assisting LCM will retrieve the tow line and prepare to receive the next LCM to be assisted.

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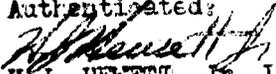
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ANNEX JPROTECTIVE MEASURES

1. General. Protective measures prescribed in this Annex are for the purpose of minimizing the disruptive forces of nature and enemy action in the Amphibious Objective Area.
2. ASW/PT Attacks. CTM 76.5.1 designate APD to patrol to seaward of transport area when not conducting simulated simulated NGFS to protect against submarine or high speed surface attacks. Inform CTG 76.5 on PRI TAG of alerts and action taken.
3. Swimmer and Sneak Attack Protection. Each ship anchored in transport area provide an armed boat patrol in the vicinity of the ship to protect against swimmer and sneak attacks. PICKAWAY assigned sentry boat control ship. Use circuit N10 for control.
4. Heavy Weather.
 - a. All ships in the objective area be alert for the approach of sea and wind conditions which will endanger the safety of personnel and equipment. As appropriate CTG 76.5 will take steps to curtail boating, hoist boats, order ships to sea, etc. in order to protect the task group against weather hazards. Daily weather predictions and storm warnings as appropriate will be promulgated by CTG 76.5.
5. AAW. PRINCETON designated air raid reporting ship. Air raid warnings will be promulgated on AMPHIB COMMON net and by flag hoist.
6. Lighting Restrictions.
 - a. Unless restrictions are lifted specifically by CTG 76.5, ships anchored in the transport area will be darkened except for anchor lights. Ships handling cargo will use only shielded red lights.
 - b. Boats will show required running lights only.
 - c. SPD screening the transport area will show dimmed navigation lights only.

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Annex K

Administration, Logistics and Medical

Ref: (a) CTG 76.5 Standard Cruising Instructions

1. Administration

a. General

(1) Ships and units comply with administrative procedures contained in COMSEVENTHFLT OPCODE 201-65 and appropriate SEVENTHFLT Type Commander OPCODES except as modified herein.

b. Troop Information. Troops shall be briefed concerning shipboard safety regulations, shipboard hazards especially during darken ship, debarkation procedures, etc., as soon as practicable after boarding. Abandon ship and man overboard drills will be conducted.

c. Mail

(1) U. S. Mail - Prior to sortie from Subic Bay, CTG 76.5 will submit mail routing instructions for Task Group 76.5. When detached from TG 76.5, individual ship/unit will submit own mail routing instructions.

(2) Guard Mail - When in company with CTG 76.5 all ships/units will make daily guard mail run at 1500 while in port or in AOA. CTG 76.5 will act as Guard Mail Center for ships/units of the task group. Deliver routine guard mail for other ships in the task group to CTG 76.5 for further distribution.

d. Reports. Upon termination of the exercise, submit brief message report as indicated below, to reach CTG 76.5 not later than 26 May 1966.

(1) Commands required to report

- (a) NGWS Screen Commander
- (b) NBG Detachment Commander
- (c) CO, Reconnaissance Unit
- (d) CO, PBS
- (e) CO, LPH

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(2) Reports Required To be submitted by (see code above)

Brief chronology; Problems encountered;
Lessons Learned All Ships & Units

Ship-to-Shore Movement and
Withdrawal B, D

Detailed Report of Reconnaissance C

NGFS A

2. Medical

a. General

(1) Epidemiology and special hazards of the area (Western Pacific).

(a) Generally the tropical climate, heavy yearly rainfall, and poor health standards of the population create special medical problems. Chief among these will be malaria, heat exhaustion, sunburn, venomous reptiles, enteric diseases, and tropical diseases.

1. This is a malaria endemic area. Malaria prophylaxis will be administered to all Naval personnel according to current directives. Medical personnel will review the diagnosis of the various species of malaria.

2. Plague immunization will be conducted for all Naval personnel according to current directives.

3. All medical personnel shall be familiar with venomous reptiles which may be encountered in the area and instructed in the treatment of venomous bites.

4. PRINCETON will maintain a small quantity of both Philippine Cobra and Polyvalent snake anti-venom.

5. Heat exhaustion is to be expected.

6. Medical personnel shall have a knowledge of endemic tropical diseases and be prepared to cope with those most likely to present a problem. (Ref: Medical Intelligence Briefs, Volume 2, Nov 1964 AP-1-325-3-3-65-INT.)

(2) Sanitation. Water and food - No local sources will be utilized unless inspected and approved by medical personnel.

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b. Mission. The mission of Task Force Medical personnel is to provide for optimum disease prophylaxis, treatment, and casualty evacuation in order to maintain the maximum number of effective personnel.

c. Medical Officer Distribution - Medical officers available as follows:

(1) PRINCETON - 6

(2) PICKAWAY - 3

d. Primary Casualty Evacuation - Primary casualty evacuation will be by helicopter to PRINCETON.

e. Hospital Ship - PRINCETON is designated primary hospital ship. PICKAWAY is designated secondary hospital ship.

f. Casualty Evacuation Control

(1) PRINCETON is designated the Casualty Evacuation Control Ship (CECS). The medical officer, PRINCETON, is designated the Casualty Evacuation Control Officer (CECO). His duties will be to:

(a) Report casualties on board to CTG 76.5 every six (6) hours, commencing at H+3.

(b) Maintain records to ensure complete identification, diagnosis, condition, and location of patient.

(c) Determine the proper route for evacuation of deceased/injured personnel when necessary, to shore installation/airfields for further transfer. A limited commercial air field is located at San Jose through which personnel may be evacuated to the U. S. Naval Hospital, Subic Bay.

g. Reports

(1) Commands incurring personnel casualties in which personnel will be lost for periods in excess of 24 hours or who sustain any injury which requires report of injury in accordance with Manual of Judge Advocate General (JAGINST P5800.7) shall report the casualty by message to CTG 76.5 in the following format:

PHIBCOMAS

A. Name, rank/grade, file/service number, organization.

B. Diagnosis - if injury, give circumstances.

C. Condition.

D. Prognosis.

E. Advise if assistance is required or transfer indicated.

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F. Disposition.

(2) Commands shall submit follow-up reports immediately on changes in condition or information previously reported in items B through F of the initial report.

3. Logistics

a. General. ALAMO be prepared to fuel and service helicopters (depending upon avgas availability) at any time on short notice, PRINCETON be prepared to top off APD.

b. Fuel. Ships will be topped off enroute to the ACA. Ships will fuel to at least 95%. Minimum fuel level will be 75%.

c. Supplies

(1) It is expected that ships will have sufficient repair parts, consumable supplies, medical supplies, provisions, and ammunition on board when reporting to conduct this operation.

(2) Emergency requirements for equipment/provisions, repair parts, consumable supplies, or medical supplies shall be addressed for action to CTG 76.5 information to ships in company.

d. Maintenance. Adherence to prescribed maintenance/repair procedures is directed. If considered necessary for reasons of personnel or equipment safety, repair or maintenance, equipment shall be operated at reduced capacity or secured until the repairs or maintenance have been effected. Ships submit message report/request to CTG 76.5 in accordance with reference (a).

e. Boat Logistics

(1) ALAMO is designated boat haven. PICKAWAY furnish repair parts and repair teams as requested.

(2) All boats operating in the objective area including life jacket recovery boats shall be provided with sufficient C-Rations and potable water to sustain the crew for 48 hours.

(3) SHIPS WITH BOATS WORKING ALONGSIDE FURNISH HOT MEALS TO BOAT CREWS WHEN FEASIBLE.

(4) Ships be prepared to make emergency repairs to any boat alongside.

f. Boat Salvage. PICKAWAY furnish one heavy salvage boat.

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g. Life Jacket, Cargo Net and Sling Recovery

(1) General. Troop commanders shall ensure that embarked troops are instructed that life jacket 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 life jackets provided for use in amphibious vehicles; these shall be retained aboard until retraction.

(2) Recovery

(a) PICKAWAY will furnish 10 men for life jacket recovery plus one officer and one petty officer.

(b) The life jacket recovery detail shall proceed ashore when directed by CTG 76.5.

(c) Cargo nets and slings shall be recovered in conjunction with life jacket recovery.

(d) As soon as landing craft become available, the Beachmaster shall direct the return of life jackets, nets, and slings to parent ships. As recovered, each ship will maintain a running inventory.

(e) Resupply. Each LCU, LCM8, LCM6 assigned to embark troops for the withdrawal will be loaded with the appropriate number of life jackets for use of embarked troops.

h. Logistics Reports

(1) Submit fuel reports in accordance with reference (a).

(2) Submit reports of inoperative equipment to CTG 76.5 as occurring in accordance with reference (a).

(3) Submit life jacket, cargo net and sling recovery to CTG 76.5 and Beachmaster when requested. The following format will be used:

RECOVERY REPORT

- A. Number of life jackets missing
- B. Number of cargo nets missing
- C. Number of slings missing
- D. Number of each requiring survey due to damage incurred due to operations
- E. Number of each belonging to other ships

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Appendix I - Summary of Reports

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APPENDIX I TO ANNEX K

<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Weather Threat to Ship-to-Shore movement	Any Unit	CTG 76.5	When observed	Annex J
POSIT	All Ships	CTG 76.5	0800, 1200 and 2000 daily	My NOTE 03500 4/11/66
Provision Requirements	All Ships	CTG 76.5	As occurring	Annex K
Machinery/Equip Safety derangement	All Ships	CTG 76.5	As occurring	Annex K
Life Jacket/ Slings/Cargo Net	All Ships	CTG 76.5 and Beachmaster	When requested	Annex K
Fuel/Water	All Ships	CTG 76.5	0800 daily	Annex K My NOTE 03500 4/11/66
Inoperative Boats	All Ships	CTG 76.5	As occurring	Annex I
Report of Casualties on board	DECS	CTG 76.5	Every 6 hrs commencing H+5	Annex K
PERCASREP	All Ships	CTG 76.5	As occurring	Annex K
Helo OPSUM	HLC	CTG 76.5	1900 daily	Annex H CTG 76.5 OPORD 201-65
Daily Summary of Air Operations	OTE 76.5.0.2	CTG 76.5	1900 daily	Annex H CTG 76.5 OPORD 201-65
Wave Progress Report	PCS	CTG 76.5	As occurring	Annex I

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<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Ammunition Summary "PEPPER"	NOFS	CTG 76.5 SFG PARTIES	Open reporting, H-6 and when directed	Annex G
New Mission "CANDY"	NOFS	CTG 76.5 (FSCC when control passes ashore	As occurring	Annex G
Mission Completion "SUGAR"	NOFS	CTG 76.5 (FSCC when control passes ashore	As occurring	Annex G
Withdrawal	CTG 76.5.2.1	CTG 76.5	See Reference	Annex I
Final Report	See Ref.	CTG 76.5	NLT 28 May 1966	Annex K

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Annex N

Communications

Time Zone: HOTEL (-8)

1. General. (112) Communications in accordance with NWP 16 and appropriate Joint, Allied, and Navy Department publications. NWP 16 is effective throughout as applicable to the existing situations unless modified or amplified by this Annex. The numbering of paragraphs in this Annex follows the numbering of related material in NWP 16. Any reference made to a publication or instruction will be to the basic with the understanding that the effective edition is intended for use. The interpretation as to the applicability of a specific article is the function of the command concerned.

2. Communication Casualties. (220)

a. In the event of a casualty to the flagship, Commanding Officer, USS ALAMO (LSD 33) will assume communication responsibilities.

b. Inability to comply with this Annex will be reported immediately to CTG 76.5.

3. Reporting Vital Information. (240) Ships in company make reports to CTG 76.5.

4. Movement Reports. (250) Movement reports for ships in company will be made by CTG 76.5. Ships detached or operating independently will file own movement reports.

5. Communication Security. (300) Maximum attention will be given to communication security, proper voice radio procedures and CW procedures. Ensure that traffic on voice nets is limited to properly authorized transmissions. Circuit operators must be qualified and thoroughly familiar with proper circuit discipline.

6. Authentication and Recognition. (305)

a. The effective edition of KAA 60 will be used for authentication.

b. KAC 132 may be used as appropriate.

c. Recognition signals IAW the effective volume of AMSP 158 and ACP 150(B).

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Operation Order
 COMPHIBREACTGRU 330-66

7. Control of Electro-Magnetic Radiations. (320) Be prepared to execute EMCON in accordance with NWP 33. Signals directing the conditions of electronic silence will be transmitted IAW ATP 1(A), Vol II.

8. Interference and Jamming. (360) Report incidents of harmful interference to CTG 76.5 IAW COMSEVENTHFLT OPORD 201-YR.

9. Call Signs. (410) Call signs IAW effective edition of JANAP and ACP publications and Appendix II to this Annex.

10. Cryptographic Instructions. (500)

a. The effective editions of the following will be used as indicated:

- | | |
|--------------|-------------------|
| (1) KAK 2647 | Ship/Ship Oracles |
| (2) KAC 132 | Operations Code |
| (3) KAC 138 | Numerical Code |
| (4) KAA 60 | Authentication |

b. Extracts ashore. Classified cryptographic extracts (including the removal of pages) from effective editions of KAC 138 and KAA 60 are authorized. Such extracts will be handled IAW instructions contained in respective LOP's. The number of extracts provided for operations ashore is not to exceed a 48 hour requirement.

11. Fleet Broadcasts. (620) All ships will make every effort to copy the netted fleet broadcasts. Missing numbers will be requested from PRINCETON. All ships submit a guard list to the PRINCETON prior to sailing.

12. Ship to Shore Communications. (650) CTG 76.5 will relay Ship/Shore communications for all ships in company.

13. Visual Communications. (670) ALCOM 60-65 refers.

14. Distress Guards. (812)

a. When all ships are in company the following distress guards are assigned:

LPH	243.0MC
	121.5MC
APA	500KC
LSD	8364KC

b. OTC will designate distress guards when not in company with CTG 76.5. Ships proceeding independently will guard all distress frequencies.

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Operation Order
 COMPHIBREADGRU 330-86

15. Radio Frequency Plan. (613) Frequency plan as set forth in Appendix I to this Annex.
16. Mobilization. (1600) All units be prepared to implement the provisions of Chapter 16, NWP 16(B) on order.

R. I. COCHRANE
 Captain, U. S. Navy
 CTG 76.5 Commander Amphibious Ready Group
 and Commander Amphibious Squadron SEVEN

Appendices:

- I - Radio Communications Plan
 Tabs:
 A - Radio Frequency Plan HILLTOP V
 B - Air Frequency Plan HILLTOP V
 II - Call Signs

Authenticated:



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 Lieutenant, U. S. Navy
 Staff Secretary

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United States SEVENTH Fleet
 CG 76.5 Amphibious Ready Group
 and ComPhibRon SEVEN
 USS PRINCETON (LPH 5), Flagship
 Subic Bay, Philippines
 Date: 160000H May 1966
 Message Ref: TMH

Operation Order
 COMPHIBREADGRU 330-66

Appendix I to Annex N

Radio Frequency Plan

1. All frequencies assigned herein are authorized on a not to interfere basis with Philippine users. Maximum power output indicated for each frequency is not to be exceeded.
2. Citizens band transceivers, Crown type and equivalent, are not to be used at any time.
3. Landing Force frequencies are listed for information purposes only. Use will be as specified by CTG 79.5.
4. Tab A contains frequency plan for Green Beach Rehearsal/HILLTOP V during transit and in San Jose area.
5. Tab B contains air frequency plan for Green Beach Rehearsal/HILLTOP V in San Jose area.

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 and ComPhibRon SEVEN
 USS PRINCETON (LPH 5), Flagship
 Subic Bay, Philippines
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Operation Order
 COMPHIBREADGRU 330-66

Tab A to Appendix I to Annex N

Frequency Plan for HILLTOP V

<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>MAX POWER</u>	<u>PURPOSE</u>	<u>GUARD/REMARKS</u>
T-1	3237KC	1.2LF1	200W	TG ORESTES	1. All ships guard 2. CTG 76.5 NCS
T-2	299.4MC	6A3	100W	PRITAG/ PHIB COM	1. All ships guard 2. Becomes AMPHIB/Control Ship Common at L-Hour
T-3	326.6MC	6A3	25W	PRI CI/ LOG SPT	1. All ships guard 2. Becomes Logistics Support Net at L-Hour
T-4	277.8MC	6A3	25W	Fleet Common	1. All ships guard
T-5	2096KC	6A3	---	SEVENTH Fleet Warning	1. LPH maintain listening watch
T-6A	27.9MC	36F3	16W	UDT/Beach Master (P)	2. APA, LSD, APD, EM Guard
B	33.5MC	36F3	16W	UDT/Beach Master (S)	
T-7	35.7MC	36F3	16W	Boat Common	1. PCS NCS
T-8	36.3MC	36F3	16W	Boat Control Flycatcher/ Helo Safety	1. PCS NCS 2. Helo Safety Boat Guard
T-9A	289.8MC	6A3	25W	SPARE	
B	341.0MC	6A3	25W	SPARE	
C-1	5439KC	3A3J	50W	GLO Control/ SFC SPOT #1	1. SACC, APD, and FSCC Guard
C-3	2304KC	3A3J	50W	SFC SPOT #2	1. As directed

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Operation Order
 COMPHIBREADGRU 330-66

Landing Force Frequencies

M-30	24.88	M-31	33.19	M-32	47.92
M-33	74.23	M-34	10,240	M-35	21.9
M-36	75.0	M-37	25.6	M-38	27.6
M-39	30.3	M-40	30.8	M-41	31.7
M-42	38.0	M-43	38.8	M-44	39.1
M-45	39.6	M-46	39.9	M-47	40.2
M-48	40.5	M-49	42.0	M-50	43.7
M-51	47.1	M-52	47.5	M-53	47.9
M-54	48.0	M-55	48.2	M-56	48.4
M-57	49.2	M-58	56.4	M-59	58.8
M-60	65.0	M-61	70.2		

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United States SEVENTH Fleet
 CG 76.5 Amphibious Ready Group
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 USS PRINCETON (LPH 5), Flagship
 Subic Bay, Philippines
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Operation Order
 COMPHIBREADGRU 350-66

Tab B to Appendix I to Annex N

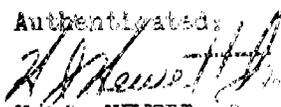
Air Frequency Plan

T	L	A	A	C	H	L	H	T
A	S	P	I	A	E	F	D	A
C	D	D	R	S	L	H	G	C
P	/	A	B	A	S			
S	A	K	A	S				
		A	S	E				

- C - NET CONTROL
- X - GUARD
- W - GUARD WHEN DIRECTED/REQUIRED
- L - LISTEN

						COLOR CODE	FREQ	EMISSION	NET	DESIG
	X	W		W	X	MAROON	280.2	CA3	HELCO COMMON	H-11
				W	C		302.6	CA3	LPH LAND LAUNCH	H-14
			C		X		374.5	CA3	YAO RASPBERRY	H-1
X							382.5	CA3	YAO/HR (F)	H-2
W							771.0	CA3	YAO/HR (S)	H-3
			W	W		GOLD	253.0	CA3	YAO LARG	H-5
X			W			RED	353.0	CA3	YAO	H-7
			W	W	C	BLACK	375.0	CA3	HECO	H-10
			W	W	C	VIOLET	263.5	CA3	HECO	H-8
	W	W	W	W	C	PURPLE	287.0	CA3	YAO SPOT	H-9
	W	W	W	W	W	WHITE	287.8	CA3	SAR	H-12
L		L	W	W	L		241.5	CA3	VHF EMERG	
							243.0	CA3	UHF EMERG	
							255.3	CA3	CIVIL AIR	H-13

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Operation Order
 COMPHIBREADGRU 330-56

Appendix II to Annex K

Task Call Signs

A. ENCODE

	<u>CMD</u>	<u>VOICE</u>	<u>CALL</u>	<u>CMD</u>	<u>VOICE</u>	<u>CALL</u>
CTG 76.5	COMPANY	STORE	GRUDGE	M8NW		G6ME
CTU 76.5.0	MOONFISH		LUCKY ME	K6XP		ARQN
CTE 76.5.0.1	MOONFISH	ONE		K6XP1		
CTE 76.5.0.2	MOONFISH	TWO		K6XP2		
CTE 76.5.0.3	MOONFISH	THREE		K6XP3		
CTU 76.5.1	AZALEA	BLOSSOM	KNOCK	W7PU		M0UL
CTU 76.5.2	LITERARY		SPROCKET	X4XG		B2QR
CTE 76.5.2.1	LITERARY	ONE		X4XG1		
CTE 76.5.2.2	LITERARY	TWO		X4XG2		
CTG 79.5	HEARSAY		POSITIVE	Y4YD		27AI
PRINCETON	BULLHORN			N8RN		
ALAMO	DITTY	BOX ALFA		K0UI		
PICKAWAY	KEYBROOK	GOLF		NPRE		
COOK	CAPETOWN	B		NUED		

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Operation Order
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AMPHIBIOUS ASSAULT/GUNFIRE SUPPORT
CALL SIGNS

All Medical Boats (Plus No.)	BLUE CROSS (No.)
Salvage Boats (No.)	COWHAND (No.)
Helicopter Safety Boat (No.)	SAPPHIRE (No.)
Beach Liaison Officer	TOM TOM
Central Control Officer	(BEACH COLOR) CATSKILL
CO Beachmaster	(BEACH COLOR) BEET
Boat Group Commander (No.)	CLAPPER (No.)
Commander Underwater Demolition Team (No.)	ROSEMARY (No.)
Commander Underwater Demolition Unit (No.)	STEAK FRY (No.)
Fire Support Coordination Center	BATLEY
Helicopter Direction Center (HDC)	FAIRMONT
Tactical Air Control Center (TACC)	ICEPACK
Tactical Air Coordinator	PLAYBOY
Tactical Air Direction Center (TADC No.)	JOYRIDE (No.)

LANDING FORCE CALLS

CTF 79.5	HEARSAY
HMM 364	WHITE GOLD
BLT 3/5	GLOVE
BLT 3/5 REAR	GLOVE REAR

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Operation Order
 COMPHIBREADGRU 330-66

CO. I	GLOVE INDIA
CO. K	GLOVE KILO
CO. L	GLOVE LIMA
CO. M	GLOVE MIKE
PROVISIONAL CO.	GLOVE NOVEMBER
HQ COMDT	GLOVE YANKEE
81 BATTERY	GLOVE WHISKEY
106 BATTERY	GLOVE TANGO
FLAMES	GLOVE FOXTROT
FSCG	GLOVE BAILEY
AIR LN OFFICER	GLOVE ONE FOUR
NGF LN C	GLOVE TWO SIX OSCAR
NGF SPOT TM	GLOVE TWO SIX CHARLIE
BLT TACLOG	GLOVE PRODUCT
105 BATTERY	PROWL
107 BATTERY	PROWL WHISKEY
2/B/3rd AMTRAC BN/FMF	SLEEK
3/B/1st AT BN	DANCE CARD
3/B/1st ENGR BN	BIG BUDDY
6/1st FOR RECON CO/FMF	CHUCKLE
3/B/1st RECON BN	CHESTERWHITE
2/C/1st TANK BN	HAPPY AGE
2nd SP TM/B/1st SP BN	CONSEQUENCE
SHORE PARTY	CONSEQUENCE (BEACH COLOR)
HELO SUPPORT TEAM	CONSEQUENCE (LZ NAME)

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Operation Order
 COMPHIBREADGRU 330-66

B. VOICE CALL - DECODE

<u>CALL</u>	<u>COMMAND</u>
AZALEA BLOSSOM	GTU 76.5.1
BAILEY	FIRE SUPPORT COORDINATION CENTER
BIG BUDDY	3/B/1ST ENGR BN
BLUE CROSS (No.)	ALL MEDICAL BOATS (PLUS NO.)
BULLHORN	USS PRINCETON LPH-5
CAPE TOWN BRAVO	USS COOK APD-130
CHESTERWHITE	3/B/1ST RECON BN
CHUCKLE	6/1ST FOR RECON CO/FMF
CLAPPER (NO.)	BOAT GROUP COMMANDER (NO.)
COMPANY STORE	CTG 76.5
CONSEQUENCE	2ND SP TM/B/1ST SP BN
CONSEQUENCE (BEACH COLOR)	SHORE PARTY TEAM
CONSEQUENCE (LZ NAME)	HELG SUPPORT TEAM
COWHAND (NO.)	SALVAGE BOATS (NO.)
DANCE CARD	3/B/1ST AT BN
DITTY BOX ALFA	USS ALAMO LSD-33
FAIRMOUNT	HELICOPTER DIRECTION CENTER (HDC)
GLOVE	BLT 3/5
GLOVE BAILEY	FSGC
GLOVE FOXTROT	FLAMES

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Operation Order
COMPHIBREADGRU 330-66

<u>CALL</u>	<u>COMMAND</u>
GLOVE INDIA	CO. I
GLOVE KILO	CO. K
GLOVE LIMA	CO. L
GLOVE MIKE	CO. M
GLOVE NOVEMBER	PROVISIONAL CO.
GLOVE PRODUCT	BLT TAGLOG
GLOVE REAR	BLT 3/5 REAR
GLOVE TANGO	106 BATTERY
GLOVE WHISKEY	81 BATTERY
GLOVE YANKEE	HQ COMDT
GLOVE 14	AIR LN OFFICER
GLOVE 26 CHARLIE	NGF SPOT TM
GLOVE 26 OSCAR	NGF LN O
GRUDGE	TG 76.5
HAPPY AGE	2/6/1ST TANK BN
HEARSAY	CTG 79.5
ICEPACK	TACTICAL AIR CONTROL CENTER (TACC)
JOYRIDE (NO.)	TACTICAL AIR DIRECTION CENTER (TADC NO.)
KEYBROOK GOLF	USS PICKAWAY APA-222
KNOCK	TU 76.5.1
LITERARY	CTU 76.5.2
LITERARY ONE	CIE 76.5.2.1

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Operation Order
COMPHIBREADGRU 330-66

CALL

COMMAND

LITERARY TWO	OTE 76.5.2.2
LUCKY ME	TU 76.5.0
MOON FISH	CTU 76.5.0
MOONFISH ONE	GTE 76.5.0.1
MOONFISH TWO	GTE 76.5.0.2
MOONFISH THREE	GTE 76.5.0.3
PLAYBOY	TACTICAL AIR COORDINATOR
POSITIVE	TE 79.5
PROWL	105 BATTERY
PROWL WHISKEY	107 BATTERY
SAPPHIRE (NO.)	HELICOPTER SAFETY BOAT (NO.)
SLEEK	2/B/3RD AMTRC BN/FMF
SPROCKET	TU 76.5.0
TOM TOM	BEACH LIAISON OFFICER
WHITE GOLD	HMM 304
(BEACH COLOR) BEET	CO BEACHMASTER
(BEACH COLOR) CATSKILL	CENTRAL CONTROL OFFICER

Authenticated:



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TG 76.5 Amphibious Ready Group
and ComPhibRon SEVEN
USS PRINCETON (LPH 5), Flagship
Subic Bay, Philippines
DTG: 162000H May 1966
Message Ref: TMH

Operation Order
COMPHIBREADGRU 330-66

ANNEX V

PUBLIC INFORMATION

Ref: (a) COMSEVENTHFLT OPORD 201-65, Annex V
(b) U. S. Navy Public Information Manual

1. Purpose

- a. To fulfill the requirements of references (a) and (b).
- b. To provide guidance on public information matters relating to Exercise HILLTOP V.

2. Background

- a. CTG 76.5 has been directed to provide for public information coverage and submit initial release to CINCPACFLT REF PHIL.

3. Public Relations Themes

- a. Navy-Marine Corps team readiness posture.
- b. Continuous training to meet contingencies in any location.
- c. U. S./Philippine cooperation.
- d. Balanced raid force capability.

4. Procedures

- a. CTG 76.5 is solely responsible for the submission of public information material relating to units of TG 76.5 during this exercise.
- b. All news release material will be forwarded to CTG 76.5 who will coordinate proposed releases with CINCPACREP PHIL prior to forwarding to COMSEVENTHFLT.
- c. All participation of Philippine Military personnel as observers of the exercise will be coordinated by CTG 76.5. Ships of the task group may be called upon to provide guided tours and short presentations to these observers.

V-1

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Operation Order
COMPHTBREADGRU 330-66

5. Photography

a. Commanding officers are urged to employ Navy photographers, if available, or qualified amateur photographers of their command to obtain public information coverage of significant events. Forward unprocessed film to CTG 76.5 with processing data and caption material as soon as possible.

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Operation Order
COMPHIBREADGRU 330-66

(1) Transfer to be conducted 22 May on signal. Transfers will be conducted in Subic Bay.

(2) PICKAWAY provide boats as required.

b. PRINCETON to ALAMC

(1) Transfer of 3 TACLOG personnel will be conducted by helicopter.

4. Coordinating Instructions

a. Troops and equipment will be reembarked in parent ships at completion of rehearsal. PICKAWAY provide boats as required.

b. Upon reembarkation all ships report status to CTG 76.5 hourly until completion.

c. Rehearsal critique will be held at 231500H in PRINCETON.

5. Administration, logistics and medical in accordance with Annex K.

6. Command and Signal

a. Communications in accordance with Annex N.

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Appendix 1 - Rehearsal Area Anchorage Diagram

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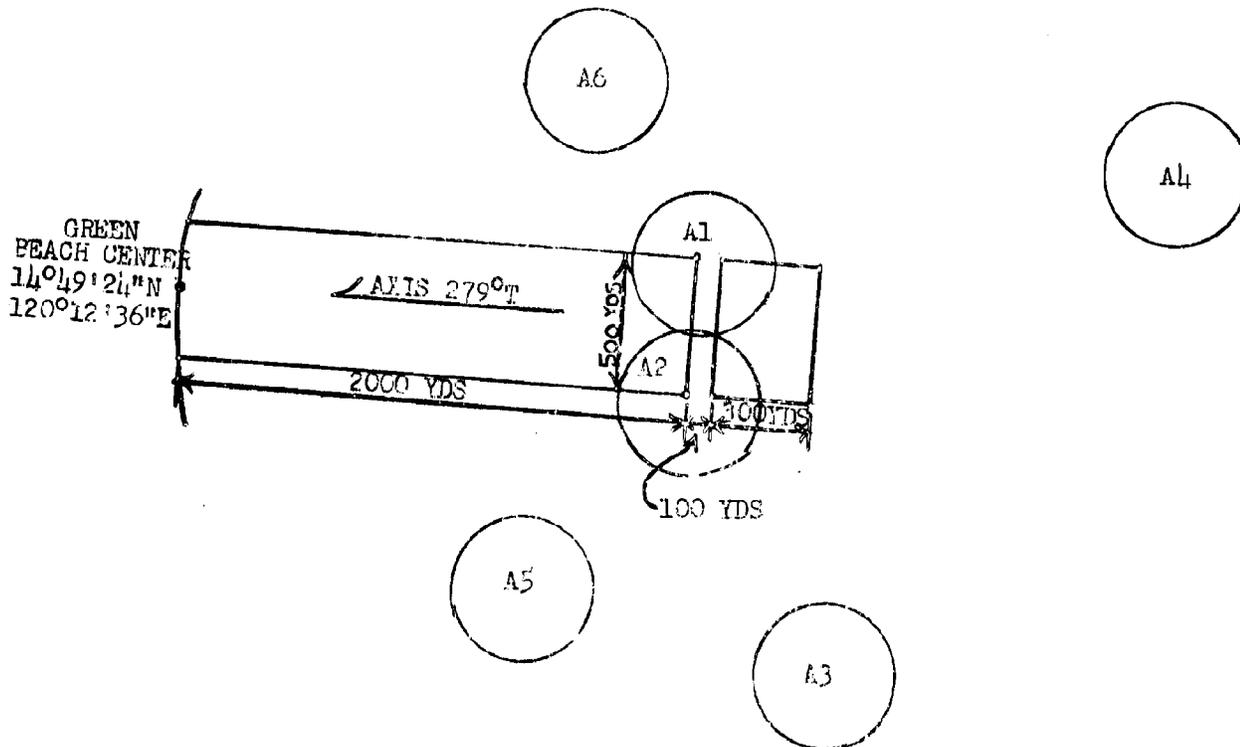
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TG 76.5 Amphibious Ready Group
and ComPhibRon SEVEN
USS PRINCETON (LPH 5), Flagship
Subic Bay, Philippines
DTG: 162000H May 1966
Message Ref: TMH

Operation Order
COMPHEAREALGRU 330-66

Appendix I to Annex W

Rehearsal Area Anchorage Diagram



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Operation Order
 COMPHIBREADGRU 330-66

ANCHORAGES

<u>ANCHORAGE</u>	<u>SHIP</u>	<u>ANCHORAGE ASSIGNMENT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
A1	ALAMO	-----	14-49-22N	120-13-38.5E
A2	PICKAWAY	-----	14-49-07N	120-13-36E
A3	-----	C11*	-----	-----
A4	PRINCETON	E30*	-----	-----
A5	COOK	G8*	-----	-----
A6	-----	B5*	-----	-----

* See H.O. Chart 2093

HELICOPTER TRANSPORT AREA - SUBIC OPAREA ALFA

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United States SEVENTH Fleet
 TG 76.5 Amphibious Ready Group
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 USS PRINCETON (LPH 5), Flagship
 Subic Bay, Philippines
 DTG: 162000H May 1966
 Message Ref: TMH

Operation Order
 COMPHIBREADGRU 330-66

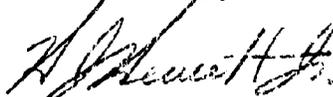
Annex Z

Distribution

CTF 73	1	COOK (APD 130)	4
CTF 76	2	ANVAPCLIS	2
CTF 79	2	COMNAVBASE SUBIC	1
CTG 73.5	1	CINCPACFLT REP PHIL	1
CTG 79.5	2	COMSEVENTHFLT	2
CTU 76.0.4	1	COMPHIBPAC	2
CO, FLT 3/5	4	CINCPACFLT	2
CO, MAG 13	2	CINCPAC	2
CO, HMM 364	4	COMPHIBGRU THREE	1
CG, FMFPAC	1	CNO	2
TACRON 11 DET	3	CNC	1
UDT 11 DET "D"	1	NAVCOMMSTA JAPAN	1
BJU DET "A"	2	NAVCOMMSTA PHIL	1
PICKAWAY	4	NAVCOMMSTA GUAM	1
ALAMO	4	NAVSECGRU KAMI SEYA	1
PRINCETON	4	COMPHIBRON ONE	1
NBC 1 WESTPAC DET	1	COMPHIBRON THREE	1
COMPHIBTRAPAC	1	COMPHIBRON FIVE	1
CO, NAVPHIBSCOL	1	COMPHIBRON SEVEN	1

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United States SEVENTH Fleet
 TG 76.5 Amphibious Ready Group
 and COMPHIBRON FIVE
 USS IWO JIMA (LPH 2), Flagship
 Subic Bay, Philippines
 DTG: 050400Z AUG 66
 Message Ref: HOW-434

Operation Order
 COMPHIBREADGRU 331-66

Ref: (a) COMSEVENTHFLT ltr 3010 Ser N6-051 of 25 FEB 66
 (b) NWP 22(A)
 (c) COMSEVENTHFLT 200012Z JUL 66

Time Zone: HOTEL (-8)

TASK ORGANIZATION

TG 76.5	<u>Amphibious Ready Group</u>	<u>CAPT W. J. MADDOCKS</u> (COMPHIBREADGRU)
TU 76.5.0	<u>Special Operation and Command Unit</u>	<u>CAPT W. J. MADDOCKS</u> (COMPHIBREADGRU)
TE 76.5.0.1	<u>Flagship Element</u> IWO JIMA (LPH 2)	<u>CAPT N. W. BOE</u> (CO, IWO JIMA)
TE 76.5.0.2	<u>Tactical Air Control Element</u> TACRON 12 DET	<u>LCDR R. T. HECKATHORN</u> (OINC, TACRON DET)
TE 76.5.0.3	<u>Reconnaissance Element</u> COOK (APD 130)	<u>LCDR J. C. HAYES</u> (CO, COOK)
TU 76.5.1	<u>Gunfire Support and Screen Unit</u> O'HARE (DD 889)	<u>CDR E. G. CHUILLI</u> (CO, O'HARE)
TU 76.5.2	<u>Transport Unit</u> IWO JIMA (LPH 2) VANCOUVER (LPD 2) THOMASTON (LSD 28)	<u>CAPT W. J. MADDOCKS</u> (COMPHIBREADGRU)
TE 76.5.2.1	<u>Beach Party Element</u> BMU DET ALFA-3	<u>LTJG M. BARBO</u> (OINC, BMU DET ALFA-3)
TE 76.5.2.2	<u>Control Element</u> THOMASTON (LSD 28)	<u>CAPT F. T. STEPHENS</u> (CO, THOMASTON)
TG 79.5	<u>Special Landing Force</u> BLT 1/26 HMM-363	<u>COL R. A. BRENNEMAN, USMC</u> (CDR Special Landing Force)

DOWNGRADED AT 3 YEAR INTERVALS,
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

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Operation Order
 COMPHIBREADGRU 331-66

1. Situation. This operation order is derived from reference (a). It provides for the conduct of a unilateral amphibious raid type assault landing exercise in the San Jose area, Mindoro, Republic of the Philippines, followed by a tactical withdrawal. It further provides for a rehearsal landing in the Subic Bay area and movement to the AOA. The unclassified nickname for this exercise is HILLTOP VI.

a. Enemy Forces

(1) Enemy forces will be as delineated in Annex C and as developed by the intelligence play of the problem.

b. Friendly Forces

(1) U. S. Fleet units operating in the South China Sea, in and around the Philippine Islands.

(2) Merchant shipping in the vicinity of the objective area and in the operating area.

(3) VMA close air support as provided by TG 79.3 (MAG 13).

2. Mission. Conduct an amphibious assault landing exercise near San Jose, Mindoro in order to improve the combat readiness of the Amphibious Ready Group/Special Landing Force (ARG/SLF).

3. Execution. This force will, by means of helo and surface assault, conduct an amphibious raid in the San Jose area of Enemy Nation to attack and destroy specific enemy installations and to eliminate enemy forces located therein. Upon completion a rapid tactical withdrawal and re-embarkation will be executed.

a. Landing Force (TG 79.5)

(1) Provide reconnaissance personnel to be landed over RED Beach from USS COOK (APD 130) on D-2.

(2) Provide troops, vehicles, and equipment and conduct at amphibious landing over RED Beach and in designated landing zones in accordance with Annex I.

(3) Provide TACLOG to IWO JIMA and PCS.

(4) Assume operational control of Naval Beach Party Element when landed. Direct Beach Party Element to carry out Naval responsibilities.

(5) Withdraw when directed.

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- b. Special Operations and Command Unit (TU 76.5.0)
- (1) Flagship Element (TE 76.5.0.1)
 - (a) Operate as directed by CTG 76.5
 - (2) Tactical Air Control Element (TE 76.5.0.2)
 - (a) Establish a Tactical Air Control Center (TACC) in IWO JIMA and provide HDC liaison personnel as required. Act as Tactical Air Commander for CATF.
 - (b) Control and coordinate all friendly aircraft operations in the amphibious objective area including SAR.
 - (3) Reconnaissance Element (TE 76.5.0.3)
 - (a) On D-2, land force reconnaissance team for conduct of clandestine pre D-Day surveillance of the objective area.
 - (b) Conduct pre-H-Hour UDT hydrographic reconnaissance. Submit SUROBs at H-120 and H-60 and thereafter as significant changes occur.
 - (c) Conduct post H-Hour UDT beach surveys as directed.
 - (d) Provide lifeguards in the BCG and helo safety boats.
 - (e) Conduct reconnaissance operations in the vicinity of UTM coordinate TP 871683, enemy combined arms camp, and TP 879734, suspected command post, to observe and report all enemy activity.
 - (f) Conduct reconnaissance operations in the vicinity of UTM coordinate TP 988742 to select and report feasible helicopter landing zones.
 - (g) Provide a communications link between reconnaissance team ashore and CATF.
 - (h) When not engaged in other duties provide coastal defense, transport area defense, and infiltration/exfiltration control. Coordinate and control other forces assigned in accordance with Annex J.
- c. Gunfire and Screen Unit (TU 76.5.1)
- (1) Screen the Transport Unit.
 - (2) Provide simulated Naval Gunfire Support in accordance with Annex G.
 - (3) When not engaged in simulated NGFS missions, provide the transport unit in the AOA with protection from attack by small craft and submarines.

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d. Transport Unit (TU 76.5.2)

- (1) Conduct movement to AOA.
- (2) Conduct the ship-to-shore movement of the Landing Force in accordance with Annexes H and I.
- (3) Carry out protective measures in accordance with Annex J.
- (4) Withdraw the Landing Force when directed in accordance with Annex I.
- (5) Conduct medical evacuation in accordance with Annex K.

e. Beach Party Element (TE 76.5.2.1)

- (1) Report to the landing force shore party for operational control.
- (2) Carry out Naval responsibilities.

f. Control Element (TE 76.5.2.2)

- (1) Act as Primary Control Ship for the surface ship-to-shore movement and the subsequent withdrawal of BLT 1/26 over RED Beach in accordance with Annex I.

x. Coordinating Instructions

- (1) This operation order is effective upon receipt for planning immediately and at 060001H AUG for operations. It is cancelled on completion of the exercise and may be destroyed without report.

- (2) Safety of personnel and materiel is paramount.

- (3) Rehearsal at GREEN Beach, Subic Bay, on D-2, in accordance with Annex W.

- (4) D-Day is set as 9 August 1966. H-Hour is set at 0800H, L-Hour 0830H. W-Hour will be promulgated. Amphibious Objective Area (AOA) defined as the land area encompassed by an ARC of 10 nautical miles radius centered at 12-20-55N, 121-05-03E and the sea area encompassed by an ARC from the same point extending from the shore 25 nautical miles to seaward.

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(5) Condition of readiness III will be maintained while in the AOA. Darken ship enroute to and while in the AOA.

4. Administration, Logistics and Medical

- a. Administration, logistics and medical in accordance with Annex K.
- b. Public information in accordance with Annex V.

5. Command and Signal

- a. Commander Amphibious Task Force is Commander Amphibious Ready Group (CTG 76.5)/COMPHIBRON FIVE in USS IWO JIMA (LPH 2).
- b. Second in command is CAPTAIN N. W. BOE in IWO JIMA (LPH 2).
- c. Compliance with security measures in accordance with Annex N is essential. Communications by electronic transmissions will be maintained at the lowest effective level.
- d. Command relationships in accordance with NWP 22(A).



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ANNEXES

- B - Concept of Operations
 - Appendix I - Schedule of Events
- C - Intelligence
 - Appendix I - Weather
 - Appendix II - Tides, Astronomical Data
 - Appendix III - Landing Beaches
 - Tab A - GREEN (Rehearsal) Beach
- D - Movement
 - Appendix I - Sortie and Movement Plan to Objective Area
 - Tab A - AOA and Operating Areas
 - Appendix II - Sortie and Movement Plan from Objective Area to Subic Bay
- G - Naval Gunfire Support and Supporting Arms Coordination
 - Appendix I - Fire Support Overlay
 - Appendix II - Target List (Issued Separately)

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- H - Air Operations
 - Appendix I - Aircraft Schedule
 - Appendix II - Aircraft Armament
 - Appendix III - Search and Rescue
 - Appendix IV - Approach and Retirement

- I - Ship to Shore Movement
 - Appendix I - Assault Area Diagram
 - Appendix II - Waterborne Control Plan
 - Appendix III - Helicopter Ship-to-Shore Movement
 - Appendix IV - Preferred Assault Wave Diagram
 - Appendix V - Consolidated Landing and Approach Plan
 - Appendix VI - Amphibious Vehicle Employment Plan
 - Appendix VII - Landing Craft Employment Plan
 - Appendix VIII - LCM Assist Beaching Procedures
 - Appendix IX - Withdrawal Plan (Separate Issue)

- J - Protective Measures

- K - Administration, Logistics, and Medical
 - Appendix I - Summary of Reports

- N - Communications
 - Appendix I - Radio Communications Plan
 - Tab A - Radio Frequency Plan HILLTOP VI
 - Tab B - Air Frequency Plan HILLTOP VI
 - Appendix II - Call Signs

- V - Public Information

- W - Rehearsal Plan
 - Appendix I - Rehearsal Area Anchorage Diagram

 - Appendix II - Movement to Rehearsal Area

- Z - Distribution

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Annex BConcept of Operations

1. Exercise HILLTOP VI is designed as a test of amphibious raid procedures employing both waterborne and helicopterborne ship to shore movements of the Special Landing Force. The exercise will be conducted during the period 6 through 12 August 1966 and will consist of a CASEX/FIREX on 6 August; a rehearsal landing on 7 August at GREEN BEACH, Subic Bay; an unopposed movement to the AOA in the San Jose area of Mindoro on 8 August followed by the actual landing. D-Day is set for 9 August; H-Hour is tentatively set for 0800H and L-Hour for 0830H.

2. Landing force operations ashore will consist of securing a beach support area, seizing designated landing force objectives and conducting search and clear operations, subsequently followed by a tactical withdrawal from the area on 12 August.

3. Exercise objectives

a. Exercise HILLTOP VI is designed to parallel certain contingency plans. Various phases are designed to test the capabilities of staff planning, unilateral coordination and the capability of a balanced landing force to conduct rapid movement from ship to shore, execute assigned tasks, accomplish the mission, and execute a planned, covered withdrawal in an environment within the confines of territory controlled and dominated by fictitious hostile forces.

b. Training objectives consist of Joint, Navy and Marine training objectives:

(1) The major joint objective is to test current doctrine in the conduct of amphibious operations with special emphasis on (a) ship to shore movement by surface and air means, (b) organization for ground combat, (c) amphibious withdrawal at conclusion of a raid, (d) establishment and test of optimum landing craft composition and development and test of landing plans for LPD/LPH/LSD combination, (e) training newly embarked BLT in ARG/SLF operations, and (f) enhancing the readiness of the newly reconstituted ARG/SLF for combat operations. Other joint objectives relate to the capability of the landing force to reconstitute its organization after a raid; to test the ability of the amphibious task force to disseminate intelligence and to evaluate established fire support procedures.

(2) Major Navy training objectives are, within the framework of the exercise, to focus training on (a) Control of shore to ship movement during enemy contested withdrawal, (b) defense against swimmers, small boat and ground weapon attack and (c) clandestine pre D-Day beach reconnaissance.

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(3) Major Marine objective is to develop and test established procedures and doctrine for the application of Marine Corps tactics in the conduct of amphibious raids.

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Appendix I to Annex BSchedule of Events

<u>Event</u>	<u>Time</u>	
5-1	1000	Presail conference for CASEX/FIREX in IWO JIMA Wardroom.
5-2	1300	CASEX/FIREX COMM checks
6-1	0530	IWO JIMA U/W for CASEX/FIREX
6-2	0700-1000	CASEX (Wild Horse Creek)
6-3	1045	J.A. BOLE and O'HARE on station for FIREX
6-4	0700-1000	CASEX (WILD HORSE CREEK)
6-5	1100-1300	FIREX (LEON CREEK); J.A. BOLE detached on completion, on completion IWO JIMA anchor anch A-4, O'HARE anchor anch A-6
6-6	1300(about)	COOK U/W for San Jose
6-7	1500	Rehearsal Presail conference in IWO JIMA Wardroom
6-8	1830	Communication checks for rehearsal/exercise
7-1	0001 (about)	COOK insert Force Recon Team at San Jose
7-2	0600	VANCOUVER, THOMASTON U/W for Rehearsal area.
7-3	0600	IWO JIMA U/W for OPAREA ALFA or rehearsal anchorage, at discretion
7-4	0900	H-Hour
7-5	0930	L-Hour
7-6	On Signal	W-Hour
7-7	1500	Rehearsal Critique/Presail conference IWO JIMA Wardroom.

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8-1	0000-2400	COOK conduct Clandestine Recon RED BEACH 2200H
8-2	0800	O'HARE U/W for Objective Area. Screen main body.
8-3	0830 (about)	IWO JIMA, THOMASTON, VANCOUVER U/W for AOA
8-4	1030	UNREP from CALIENTE
8-5	On Signal	TACTICAL MANEUVERS
9-1	0600	O'HARE detached to proceed to FSA I to arrive by 0700
9-2	0600	IWO JIMA proceed to HTA or anchor A-6 at discretion
9-3	0600	VANCOUVER proceed anchorage A-3. (Remain U/W in vicinity A-3 at discretion).
9-4	0600	THOMASTON proceed to anchorage A-1 to arrive by 0700
9-5	0600	COOK submit SUROB; Conduct exfiltration/ fly catcher patrol.
9-7	0800	H-Hour
9-8	0830	L-Hour
9-10	On Signal	O'HARE detached; Revert normal OpCon
10-1	All day	Support Landing Force ashore
11-1	All day	Support Landing Force ashore
12-1	On Signal	W-Hour - The hour tactical units begin final movements to close on beaches and/or landing zones for withdrawal.
12-2	When directed	Critique in IWO JIMA Wardroom.
12-3	On Signal	Sortie from San Jose.

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Annex C

Intelligence

Map Reference: AMS S733, 3257 III, 3157 II, 3256 IV, 5501 ND-51-13

1. General Characteristics of the Area of Operation

- a. Weather - See Appendix I.
- b. Tides, Astronomical Data - See Appendix II.
- c. Landing Beaches - See Appendix III.

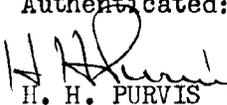
2. Summary of the Enemy Situation

Intelligence sources have reported increased enemy buildup of supplies, equipment and forces on the border between Friendly Nation and Enemy Nation. The same sources have also reported similar activity along certain coastal areas of Enemy Nation. There is growing evidence to support the contention that the insurgents are training organized combined arms units of battalion, regiment and brigade size. The enemy has also stepped up conscription input, thereby substantially increasing his trained ground reserve potential. The targets are TEN CHAN, a combined arms training camp, and COMM CHAM, a vital radio relay station.

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Appendix I - Weather
II - Tides, Astronomical Data
III - Landing Beaches
Tab A - GREEN (Rehearsal) Beach

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Appendix I to Annex C

Weather

1. General. Mindoro Island is located in the West Central portion of the Philippine Islands. Weather is of a subtropical to tropical nature and is chiefly influenced by the monsoonal flow. Partly cloudy skies with associated light tropical showers will prevail the majority of the time.
2. Climatology. During August the southwest monsoon and typhoon season are intensified and will dominate the entire area. Wet weather may be expected throughout the operation, mostly in the form of rain showers and thunder storms with ceilings and visibilities remaining relatively good except in the vicinity of shower activity. Surface winds are subject to local conditions and on-shore/off-shore flow. Generally the winds are expected to be southwesterly at 7-10 knots. Surf conditions are expected to be slight with a maximum of three feet. Relative humidity is high in the morning, averaging about 90% and decreasing in the afternoon to the middle 70's.
3. Adverse Weather. Typhoons or tropical storms are always a threat to any operation or exercise during any month in this area. Climatology studies indicate that less than one storm occurs each year in this area during August.
4. Statistical Climatology for August

<u>Temperatures</u>	<u>Deg F</u>	<u>Relative Humidity</u>	<u>%</u>
Extreme Maximum	99	Maximum	100
Mean Maximum	89	Mean Average	80
Mean Minimum	75		
Extreme Minimum	68		
5. Visibility. During the month of August the surface visibility is excellent 99% of the time, generally reduced only in shower activity.

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6. Thunderstorms. Thunderstorms occur on the average of 5 days a month along coastal areas and 15 days a month inland over rugged terrain.

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Appendix II to Annex C

Tides/Astronomical Data

1. Astronomical Data

Subic Bay

<u>DATE</u>	<u>BMNT</u>	<u>SR</u>	<u>SS</u>	<u>EENT</u>	<u>MR</u>	<u>MS</u>	<u>PHASE</u>
7 Aug	0526	0543	1827	1849	2221	1007	3/4
8 Aug	0526	0543	1826	1848	2252	1054	1/2

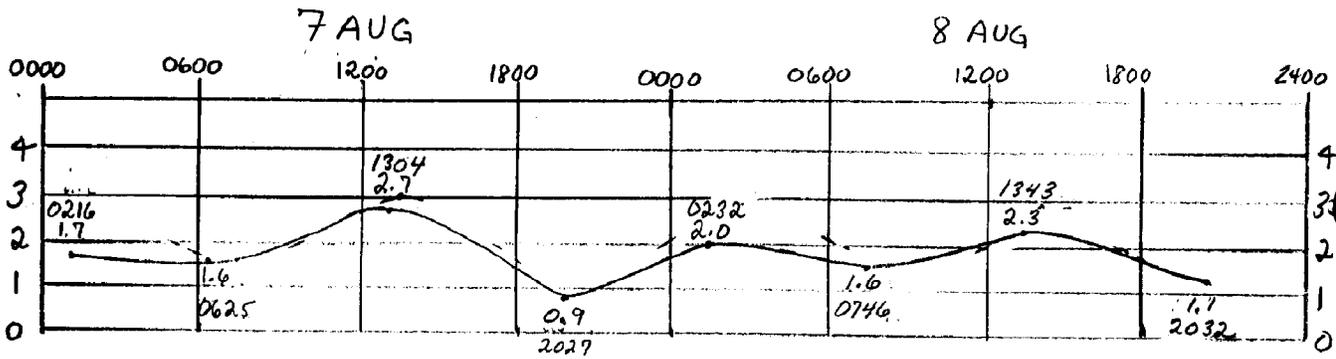
San Jose

<u>DATE</u>	<u>BMNT</u>	<u>SR</u>	<u>SS</u>	<u>EENT</u>	<u>MR</u>	<u>MS</u>	<u>PHASE</u>
8 Aug	0524	0546	1816	1844	2256	1051	1/2
9 Aug	0524	0546	1816	1844	2336	1141	1/2
10 Aug	0524	0546	1816	1843	2351	1233	1/2
11 Aug	0524	0547	1815	1843	0019	1326	1/4
12 Aug	0524	0547	1815	1843	0108	1435	1/4
13 Aug	0524	0547	1815	1843	0205	1527	1/4

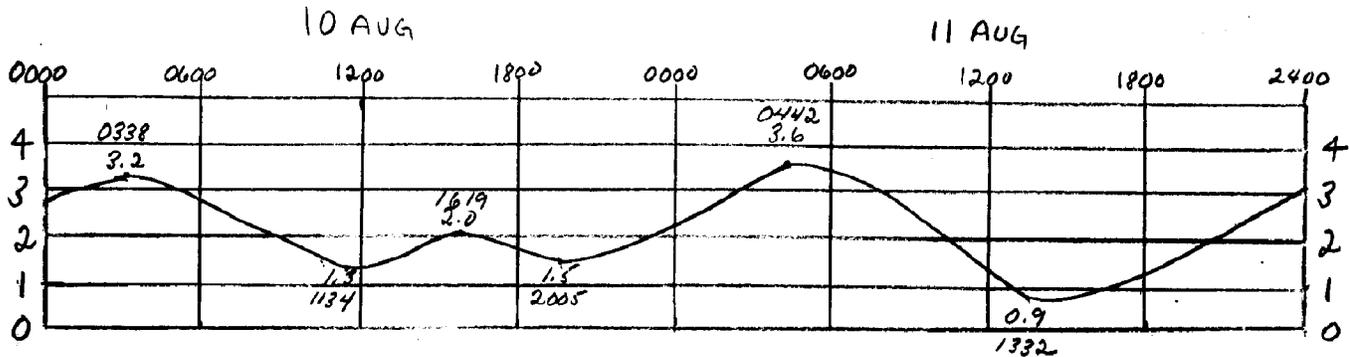
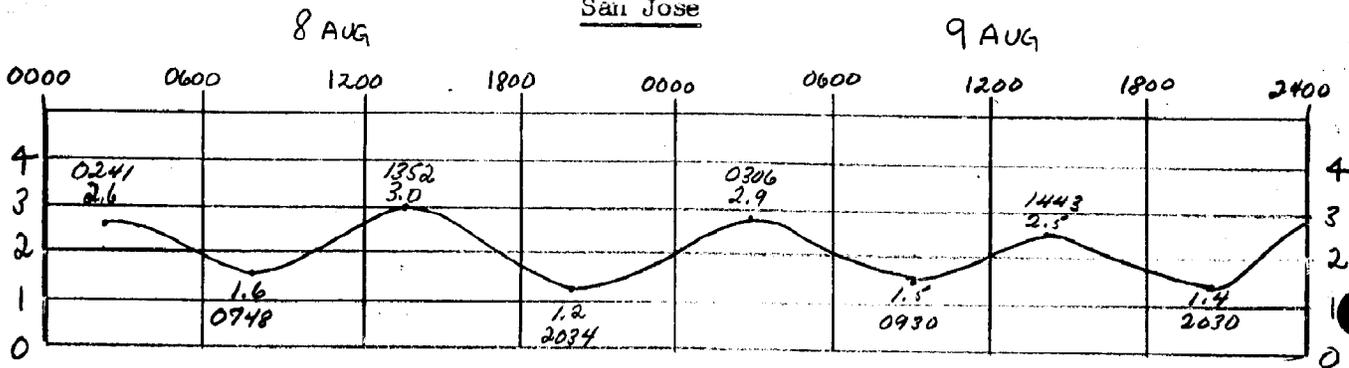
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2. Tides

Subic Bay

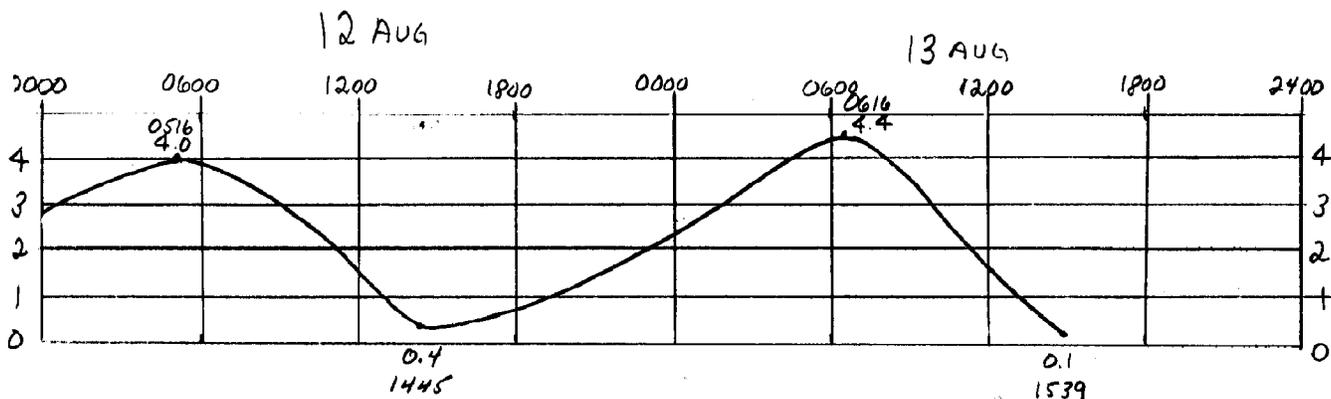


San Jose



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Appendix III to Annex C

Landing Beaches

1. <u>Location</u>	<u>AMS 5733 3257 III</u>	<u>H.O. 14340</u>
a. RED Beach		
Center	TP 862678	12-21-56N 121-02-05E
Left Flank	TP 861679	12-22-01N 121-01-58E
Right Flank	TP 865675	12-21-50N 121-02-10E

Axis: 045° T

2. Offshore (Beyond 18 fathom curve)

a. Hazards to navigation. There are no uncharted hazards to navigation.

b. Tides and currents. Littoral current is generally south. Tide is chiefly diurnal, range 3 3/4 feet.

c. Bottom composition: Sand.

3. Near Shore (18 fathom curve to low water mark)

a. <u>Depths and Gradient</u>	<u>Average Distance</u>	<u>Average Gradient</u>
MLLW to 1 fathom curve	20 yds	1:10
1 fathom to 2 fathom curve	65 yds	1:33
2 fathom to 3 fathom curve	120 yds	1:60
Nearshore (datum line to 3 fathom)	205 yds	1:34

b. Obstacles and hazards. There are no coral heads or other obstacles.

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4. Foreshore (Low water mark to dune line)

- a. Gradient: 1:15
- b. Shape of beach: Slightly concave
- c. Length of beach: 500 yards
- d. Width of beach: 20 to 25 Yards
- e. Beach composition: Fine sand with a few scattered pea sized

pebbles.

f. Beach trafficability: Good, firmly packed base should support all vehicles and personnel.

g. Beach obstacles: There are no observed beach obstacles other than fishing boats.

h. Normal use of beach: To beach fishing boats.

5. Backshore

a. Character: There is no significant berm.

b. Trafficability: Good.

c. Exits: Access to a 15 foot wide gravel road that runs most of the length of the beach can be gained at almost any point.

6. Hinterland

a. Terrain: Flat.

b. Vegetation: **Sparsely** covered with short vegetation. Some cultivated areas.

c. Roads: A 15 foot wide gravel road runs along most of the beach about 40 yards from the high water line.

d. Buildings: Scattered native huts and several small villages composed of native huts.

e. Towns: Several small villages, City of San Jose just south of beach.

f. Cultural features: San Jose airstrip just inland from landing beach.

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7. Evaluation

a. Landings: All of this beach is considered excellent for any type landing craft up through LST's, which can expect a dry ramp.

b. Helicopter landing zones: Excellent helicopter landing sites are available as most of the area is flat and open.

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Tab A - GREEN (Rehearsal) Beach

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Tab A to Appendix III to Annex C

GREEN (Rehearsal) Beach

- 1. Location HO 2088
 - GREEN Beach
 - Center 14-49-24N
120-12-36E
 - Left Flank 14-49-16N
120-12-38E
 - Right Flank 14-49-31N
120-12-37E
 - Axis: 279° T
- 2. Nearshore
 - a. Nearshore approach flanked by reef to north and by sandbars off river mouth to south.
 - b. Tidal range: 3.1 feet.
 - c. Gradient: 1:10 to 1:30 LW to HW. 1:20 HW Zone.
 - d. Width: 15-40 yards.
- 3. Trafficability: Good, firm sand.

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ANNEX DMOVEMENT

1. General Situation. As in the Basic Operation Order.
2. Execution.
 - a. Movement
 - (1) From anchorages in Subic Bay to rehearsal area.
 - (2) From rehearsal area to objective area.
3. Cruising Instructions.
 - a. LPH be prepared to conduct SAR, transfer of mail and personnel by Helo.
 - b. Commanding Officers are responsible for the navigation and safety of their ships at all times, and are expected to take independent action to avoid danger without signal, but are to inform the OTC of action taken as soon as possible.
 - c. If, for any reason, a ship cannot make the signalled speed, the OTC will be notified at once of the reason, and the speed that can be safely maintained.
 - d. When in company, the LPH will maintain two helicopters in condition IV (30 minute standby) on a sunrise to sunset basis for SAR operations. In event that the standby SAR helicopter is launched, a back-up helicopter will be placed in the same condition of readiness.
 - (1) During daylight UNREPS or highline personnel transfers, one helicopter will be maintained in Condition II (15 minute standby)
 - (2) SAR helicopters may be used for administrative or personnel transfers during daylight hours.
 - e. Speeds.
 - (1) Operational - 20 kts.
 - (2) Stationing - 18 kts.

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(3) Normal

- (a) Standard - 15 kts
- (b) Two-thirds - 10 kts
- (c) One-third - 5 kts

f. Be prepared to use infra-red signalling during hours of darkness. During darken ship all ships shall maintain a watch on the POT of the flagship for the first five minutes of each half hour. Be prepared to come up on infra-red apparatus immediately if the code words "NANCY HANKS" are addressed to you.

g. Ships should execute their maneuvers smartly and avoid creating doubt as to intentions whether steaming independently or in formation.

h. In formation steaming during hours of darkness and when EMCON permits, the guide will indicate his execution of ordered course changes of more than 10 degrees with the Maneuvering and Warning Net transmission "This is (ships call) my rudder is left/right. Out."

i. All ships take special care to make waste as sinkable as possible by puncturing cans, breaking down boxes, etc. Waste will be dumped only during the hours of darkness from nightfall until 0230 the following morning.

j. Routine merchant ship sighting reports will be made by the LPH in accordance with the following instructions:

- (1) CINCPACFLTINST 003820.7
- (2) CINCPACFLTINST 03840.3 series
- (3) OPNAVINST 03820.26

Include CTG 76.5 as info on all reports.

k. Degaussing will be energized at all times when in less than 100 fathoms of water.

1. Replenishment at Sea Order

(1) AO take initial station A4. IWO JIMA will replenish to AO port. Order alongside to AO starboard will be THOMASTON, VANCOUVER, O'HARE. When IWO JIMA and THOMASTON are in waiting station VANCOUVER take lifeguard station. O'HARE maintain screening station. When THOMASTON clears AO, return to Station A3. When VANCOUVER is in waiting station, O'HARE take lifeguard station. When VANCOUVER clears AO, return to station A1. THOMASTON take lifeguard station. When IWO JIMA clears AO, return to station Ø. When O'HARE clears AO, proceed to screen formation. Guide shifts to IWO JIMA; THOMASTON regains station. When re-formed, guide shifts to THOMASTON.

4. Heavy Weather Precautions

a. Ships be properly secured for sea prior to leaving port. Ensure all vehicles and deck loaded equipment are completely and adequately gripped.

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b. Ships will ballast in consonance with sea conditions. Chapter 18 NWP 50(A) pertains.

c. Extra precautions as may be required shall be taken at the first warning of impending heavy weather.

d. Be prepared to take early positive action to evade typhoons and to minimize storm damage.

5. Coordinating Instructions.

a. Movement Reports in accordance with Annex N.

b. Communications in accordance with Annex N.

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Administrative Officer

Appendices:

Appendix I - Sortie and Movement to Objective area.

Tab A - Operating Areas.

Tab B - Anchorages

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Appendix I to Annex D

Sortie and Movement Plan from

Rehearsal to Objective Area

1. Sortie Points

a. POINT	Latitude	Longitude
ALFA	14-47-00N	120-12-41E
XRAY	14-44-00N	120-12-00E
OSCAR	14-39-00N	120-08-45E

b. Without signal TG 76.5 will sortie to pass through Point Alfa in order of sequence numbers at five minute intervals.

c. THOMASTON will pass through Point Alfa at Zero Hour at 10 knots. The time of Zero Hour will be signalled.

2. TU 76.5.2 form Formation 51, course 212, axis 180, circle spacing 1500 yards without signal when THOMASTON passes through Point XRAY. THOMASTON assume guide, speed 12 on passing through Point XRAY. Station assignments as follows:

IWO JIMA Station 0

THOMASTON Station A3

VANCOUVER Station A1

a. Sequence numbers - THOMASTON #1, VANCOUVER #2, IWO JIMA #3

3. TU 76.5.1 screen the force.

4. Route to exercise area as follows:

Point	Latitude	Longitude
Bruins	14-43.0N	120-08.7E

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Rangers	14-30.ON	120-00.OE
Canadiens	14-30.ON	118-45.OE
Blackhawks	13-23.ON	118-45.OE
Maple Leafs	13-23.ON	120-11.5E
Redwings	12-22.5N	119-56.OE

5. At H-120 ships detached without signal to proceed independently to arrive assigned areas by H-60.

O'HARE	FSA I
VANCOUVER	Anchorage A-3/Remain U/W or anchor at discretion
THOMASTON	Anchorage A-2
IWO JIMA	SE part of Helicopter Transport Area.

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Tab A to Appendix I to Annex D

Operating Areas

Reference Points:

	Latitude	Longitude
A.	12-28-25N	120-54-52E
B.	12-23-48N	120-47-42E
C.	12-16-58N	120-52-15E
D.	12-15-38N	120-53-06E
E.	12-13-44N	120-54-15E
F.	12-17-43N	121-00-15E
G.	12-19-41N	120-59-08E
H.	12-20-15N	120-59-53E
I.	12-21-32N	120-59-06E

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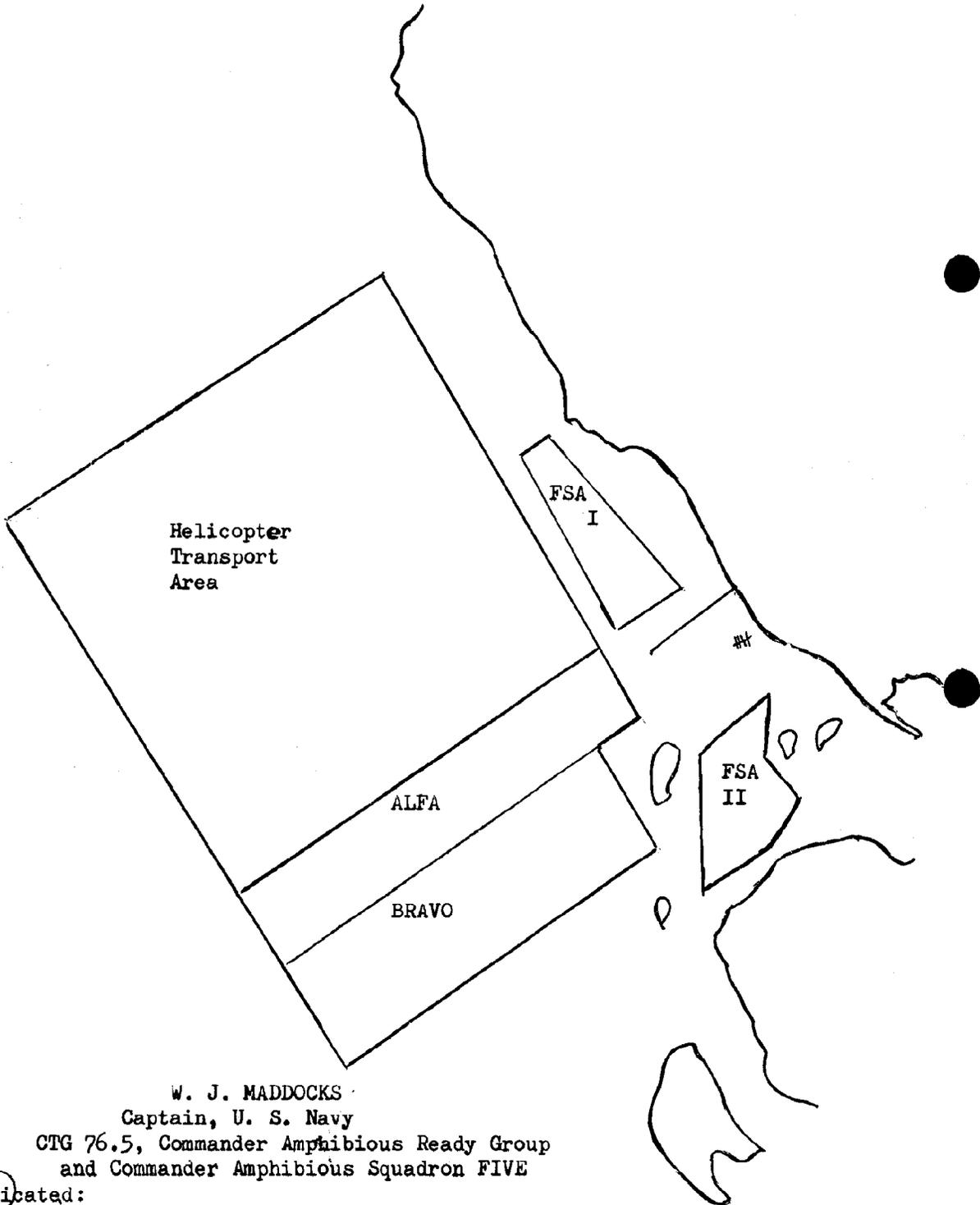
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Tab A to Appendix I to Annex D

Operating Areas



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Tab B to Appendix I to Annex DAnchorage

Anchorage	Ship	Latitude	Longitude
A-1	THOMASTON	12-21-08N	121-01-28E
A-2	VACANT	12-21-18N	121-01-17E
A-3	VANCOUVER	12-21-23N	121-01-00E
A-4	Vacant	12-21-55N	121-00-49E
A-5	Vacant	12-22-17N	121-00-24E
A-6	Vacant	12-20-35N	121-00-55E

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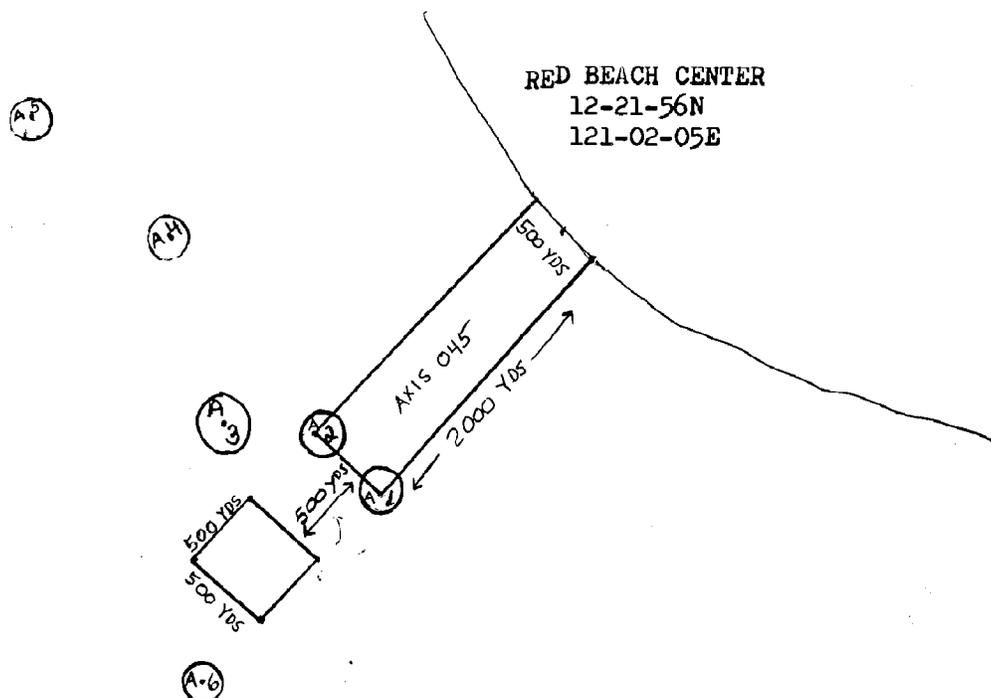
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Tab B to Appendix I to Annex D

Exercise Area Diagram



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Annex FReconnaissance

Map and Chart Reference: AMS S733 3257 III, 3157 II, 3256 IV; S501 ND 51-13.
 H.O. 14340

1. General Situation. As in the basic Operation Order.
2. Mission.
 - a. CTE 76.5.0.3 conduct pre-D-Day and D-Day beach reconnaissance of RED Beach.
 - b. Obtain information regarding beach gradients, obstacles, trafficability, surf conditions, small craft traffic, and enemy positions.
3. Execution.
 - a. Conduct clandestine hydrographic reconnaissance of RED Beach on D-2, insert Force Reconnaissance personnel.
 - b. Conduct a clandestine check survey on D-1 at about 2200H. Report findings and SUROB to CTG 76.5 by 0001H.
 - c. Report pre-H-Hour SUROBS at H-120 and H-60 on D-Day.
 - d. Be prepared to conduct other beach reconnaissance if directed by CTG 76.5.
 - e. TE 76.5.2.1 submit SUROBS at 1200 on D-Day and every six hours thereafter.
4. Administration.
 - a. Submit SUROBS in accordance with COMPHIBPACINST 3840.3 (Surf Manual).
 - b. Submit beach reconnaissance information by BIBCO.
5. Communications.
 - a. Communications in accordance with Annex N.

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Annex G

Naval Gunfire Support and Supporting Arms Coordination

Ref: (a) Maps; AMS S733, 3257 III, 3157 II, 3256 IV
(b) Charts; HO 14305

Time Zone: HOTEL (-8)

Task Organization: In accordance with basic operation order.

1. General Situation. As in basic operation order.
2. Mission. Conduct Naval Gunfire Support and coordination in support of operations ashore.

3. Execution.

a. CTG 76.5 will activate a supporting arms coordination center in IWO JIMA.

b. TU 76.5.1:

- (1) Take station in FSA I.
- (2) Furnish direct support to BLT 1/26.

x. Coordinating Instructions:

(1) SACC will control all supporting arms in the AOA unless control is passed ashore to the FSCC.

(2) All naval gunfire, artillery, and air missions will be simulated.

(3) The landing force will establish a FSCC ashore. When established ashore, and when requested by the CO of the BLT through CLF, and approved by CATF, coordination of supporting arms (less air) may be passed ashore. Coordination will be passed back afloat prior to commencement of the withdrawal.

(4) All Naval Gunfire support missions will be observed.

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(5) Restrictive fire plans in accordance with Article 155 NWIP 22-2 and Article 125 NWIP 22-7(A). The code name for a restrictive fire plan will be "PLAN MILLKO". Each "PLAN MILLKO" will be numbered consecutively with each new series beginning at 0001 local time.

(6) SFCP will submit requests for Naval Gunfire Support to direct support ships over the Naval Gunfire Spot nets. The following procedures will be effective for clearing Naval Gunfire Support missions:

(a) During daylight hours, NGF ships will submit all requests for NGF support to SACC/FSCC via NGF control net for approval. A CANDY report is considered sufficient information. A gunnery report format is included as Appendix II.

(b) During the hours of darkness, submit planned night defensive fires to SACC/FSCC for approval. Approval of individual missions is not required, however, CANDY and SUGAR reports will be submitted as soon as possible.

(7) Priority of attack of targets in accordance with Article 175, NWIP 22-2. All ships be alert to conduct counterbattery fire.

(8) NGFS ships will obtain front line information from spotters and maneuver as necessary to obtain a favorable gun target line and to insure the safety of friendly troops and for ship safety. Departure from assigned fire support areas is authorized as necessary to carry out mission. NGFS ships keep CTG 76.5 advised of own position and that of friendly troops.

(9) VT fuzes will not be fired over heads of friendly forces unless specifically requested by the supported unit commander.

(10) A standard salvo will be 1 gun, 4 salvos.

(11) Target locations will be identified by the Universal Transverse Mercator Grid System.

(12) The following 5"/38 ammunition codes will be used for all NGF PEPPER reports:

<u>AMMUNITION</u>	<u>CODE NAME</u>
AA COMMON	NANCY
ARMOR PIERCING	GLENDA
ILLUMINATION	HELEN
WP	MARY ANN
HIGH CAPACITY	DANA

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(13) Ships use reduced charged, open range, or change position as necessary to obtain a line of fire that will clear intervening terrain.

(14) Amphibious ships be prepared to undertake NGFS missions as directed.

(15) Naval Gunfire Ships guard TAO net during daylight hours.

(16) While afloat, appropriate personnel of the FSCC will be stationed within the SACC to provide rapid exchange of information and expedite the processing and coordination of troop fire support requests.

4. Administration and Logistics

a. Reports. Ships submit CANDY and SUGAR reports in accordance with paragraph 3.x.(6) above. Submit PEPPER reports upon reporting to CTG 76.5 for operational control and when requested. Other reports in accordance with Appendix II.

b. Logistics. No logistic resupply is envisioned after 8 August 1966. Ships will, however, be prepared to conduct underway replenishment on short notice.

5. Communications. In accordance with Annex N.

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Appendix I - Fire Support Overlay

II - Gunnery Report Form

Authenticated:



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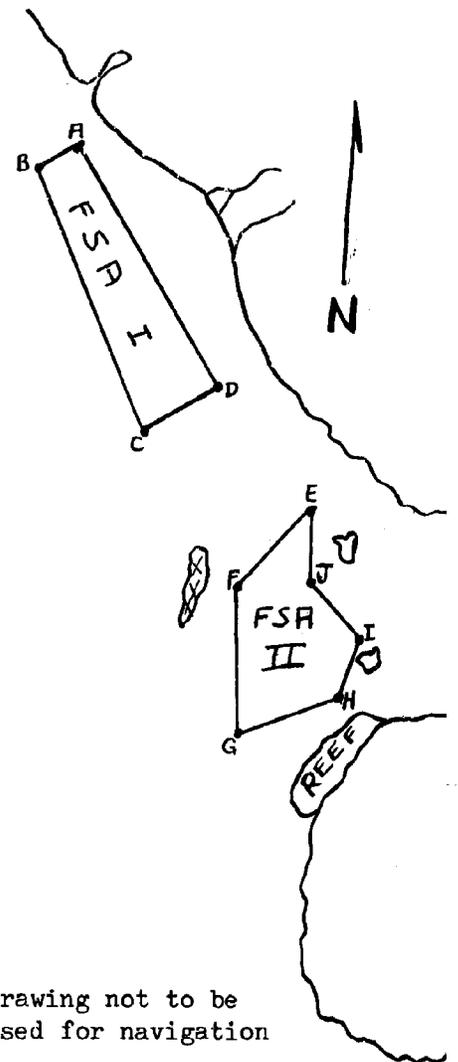
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Operation Order
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Appendix I to Annex G

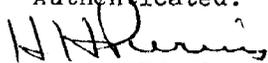
Fire Support Overlay

<u>PT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>COORDINATES</u>
A.	12-25.5N	120-58.3E	TP 808735
B.	12-25.0N	120-57.7E	TP 795728
C.	12-21.25N	120-59.7E	TP 823663
D.	12-22.0N	121-01.0E	TP 848679
E.	12-20.6N	121-02.2E	TP 863651
F.	12-19.5N	121-00.8E	TP 841631
G.	12-17.0N	121-00.8E	TP 841590
H.	12-17.8N	121-02.2E	TP 865605
I.	12-18.7N	121-02.8E	TP 880623
J.	12-19.6N	121-02.2E	TP 863631



Drawing not to be
 used for navigation

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Appendix II to Annex G

Gunnery Report Form

(FIRING SHIP CALL SIGN)

DATE/TIME GROUP

(CHECK ONE)	(INCLUDES ITEMS)	DATE/TIME GROUP IS TIME:
() CANDY	ALFA, BRAVO, DELTA	MISSION BEGINS
() SUGAR	CHARLIE, ECHO, FOXTROT, GOLF	MISSION ENDS
() HONEY	ALFA, BRAVO, CHARLIE	NEW TARGET SIGHTED
() SPICE	HOTEL	AMMO REDUCED BY 20% INCREMENT
() PICKLE	BRAVO, FOXTROT, INDIA	TARGET SHOULD HAVE BEEN FIRED
() SALT	BRAVO, CHARLIE, FOXTROT, GOLF	2000H (MADE AT 2100H)
() PEPPER	JULIETT	CURRENT

ALFA _____
 (TYPE MISSION - Call Fire, Target of Opportunity, etc)

BRAVO _____ / _____
 (TARGET NUMBER AND GRID COORDINATES)

CHARLIE _____
 (TARGET DESCRIPTION - Tanks, Troops in Open, Mortars in Woods, etc)

DELTA _____ (BATTERY FIRING - Main or Secondary)

ECHO _____ (METHOD OF CONTROL - SFCP, Air Spot, Ship Spot, etc)

FOXTROT _____
 (TGT DAMAGE ASSESSMENT - Destroyed, Neutralized, Details of Damage)

GOLF _____
 (AMMO EXPENDED - JANAP 144 CODE - Number, Type, Caliber)

HOTEL _____ (PERCENT OF BOMBARDMENT AMMO REMAINING)

INDIA _____
 (REASON TARGET NOT FIRED - Fouled Range, Smoke, etc)

JULIETT (ENTER ON BACK OF THIS SHEET: AMOUNT OF EACH TYPE OF BOMBARDMENT
 AMMO REMAINING USING AMMUNITION CODES IAW 3.x.(12) OF ANNEX G.

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Annex H

AIR OPERATIONS

References: (a) Maps and Charts

(1) AMS 5733 - 3257 III (1-50,000) San Jose

(b) Publications

(1) NWIP 22-7(A)

(2) NWP 41(A)

(3) JANAP 119

(4) NWP 16(B)

(5) NWIP 10-1(A)

Time Zone: HOTEL (-8)

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. Tactical Air Control Element (TE 76.5.0.2)

(1) Establish a TACC afloat in the USS IWO JIMA to provide control of air operations within the amphibious objective area. Act as Tactical Air Commander for the CATF.

(2) Provide liaison with HDC in the USS IWO JIMA.

(3) Coordinate and control air search and rescue operations in accordance with Appendix III.

x. Coordinating Instructions. (See Annex G regarding Supporting Arms).

(1) The TACC will advise all flights of simulated artillery and Naval gunfire missions.

(2) Air operations reports in accordance with Annex K.

(3) General instructions, safety precautions and helicopter control and protection plans in accordance with 1st MAW Doctrine.

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(4) The Universal Transverse Mercator (UTM) military grid reference six (6) digit system coordinates will be used for target designation.

(5) Air strikes will be conducted under positive control of TACP and TAC(A).

(6) TACC will maintain communications with San Jose airport and civil aircraft on 118.5 mcs.

(7) Control of air will not be passed ashore.

(8) CAS aircraft will not participate in rehearsal.

(9) Helicopter ship-to-shore movement in accordance with Annex I. Rehearsal in accordance with Annex W.

(10) There will be no simulated SAR incidents.

4. Administration and Logistics. In accordance with Annex K.

5. Command and Signal.

a. Communications in accordance with Annex N.

b. Local time will be used in all tactical messages.

c. Aircraft tactical voice call signs will be derived from squadron call sign, flight number of the day, and flight position.

Example	<u>First Flight</u>	<u>Second Flight</u>
(Flight Leader)	Old Nick 1-1	Old Nick 2-1
(#2 Position)	Old Nick 1-2	Old Nick 2-2
(#3 Position)	Old Nick 1-3	Old Nick 2-3

d. Authentication and Numeral Codes in accordance with Annex N.

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Appendices:

- I - Aircraft Schedule
- II - Aircraft Armament
- III - Search and Rescue
- IV - Approach and Retirement

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Appendix I to Annex HAircraft Schedule

<u>EVENT</u>	<u>MISSION</u>	<u>PROVIDED BY</u>	<u>NO./TYPE A/C</u>	<u>TIME ON STATION</u>	<u>RIO NET</u>	<u>ENTRY PT. ALTITUDE</u>	<u>REMARKS</u>
81	TAO/TAC(A)	EMBARKED HMM	1 UH-34	H-30	ICEPAC GOLD	LPH	Relieve on Station Sunrise-Sunset
110	MEDEVAC	EMBARKED HMM	2 UH-34	Cond IV Sunset- Sunrise	FAIRMONT BLACK	LPH	Note 1 & 2
171	SAR	EMBARKED HMM	1 UH-34	H-30 to H+15	ICEPACK GOLD	LPH	Note 1 & 2
31	LZ PREP/ HELO ESCORT	SUPPORTING VMA/VA	2 VA	L-15 to H+45	ICEPACK GOLD	SUE/ 20,000	Note 3
51	CAS	SUPPORTING VMA/VA	2 VA	H-15 Compl.	ICEPACK GOLD	SUE/ 20,000	Relieve on Station Sunrise-Sunset Note 3, 6
105	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
106	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
107	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
108	TROOP LIFT	EMBARKED HMM	4 UH-34	L-15	FAIRMONT BLACK	PENSACOLA 1500	Note 4
109	TROOP LIFT	EMBARKED HMM	8 UH-34	Cond IV	FAIRMONT BLACK	PENSACOLA	Note 5

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AIR SCHEDULE NOTES:

1. All helicopters will be available for medical evacuation sunrise to sunset.
2. Airborne helicopters will be assigned SAR as necessary during daylight operations.
3. Aircraft reporting in at entry point will remain VFR.
4. Events 105 through 108 will be prepared for backloading on order.
5. This event becomes effective upon completion of events 105 through 108.
6. D-Day and subsequent.

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Appendix II to Annex H

Aircraft Armament

1. General Instructions

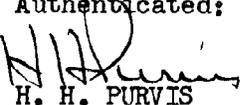
- a. All ordnance will be simulated.
- b. Pilots will report their simulated ordnance load to TACC when reporting in, using the code as prescribed below.
- c. Upon completion of each CAS mission, the flight leader will report to TACC ordnance expended, damage assessment and enemy intelligence of immediate tactical importance.

2. Ordnance Code:

B-1	MK 81	250 GP	Low Drag Bomb
B-2	MK 82	500 GP	Low Drag Bomb
B-3	MK 83	1000 GP	Low Drag Bomb
B-4	MK 84	2000 GP	Low Drag Bomb
B-5	Aero 7D	2.75 FFAR	Rocket
B-6	Aero 7D	5" ZUNI	Rocket
B-7	MK 77	500# NAPALM	Bomb
B-8	MK 79	1000# NAPALM	Bomb
B-9	AN/M 57 A-1	250# GP	High Drag Bomb
B-10	AN/M 81	260# Frag	Bomb
B-11	20 MM H.E.		

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Appendix III to Annex H

Search and Rescue

1. Responsibility

a. CATF has overall responsibility for SAR involving forces in this operation. All SAR efforts will be coordinated with TACC.

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 will be reported to CATF as soon as possible.

c. Primary SAR is USS IWO JIMA (LPH 2).

2. Search and Rescue Reference Points

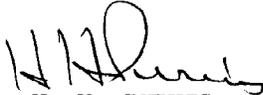
a. The SAR reference point is the USS IWO JIMA TACAN (CH-20). Location of SAR incidents will be reported by magnetic bearing and distance from the SAR reference point or from any TACAN Station.

3. Communications. In accordance with Annex N.

4. Search and Rescue Reporting Procedures. In accordance with Chapter 7 of NWIP 10-1(A).

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Appendix IV to Annex H

Approach and Retirement

1. General Instruction

- a. Communications in accordance with Annex N.
- b. All aircraft will report to their controlling agency on the appropriate net as found in Tab B to Appendix I to Annex N as soon as possible after launching.
- c. Fixed wing entry point will be Point SUE located 270 degrees 10NM from IWO JIMA TACAN.
- d. Aircraft will check in as follows:
 - (1) Call sign of flight leader.
 - (2) Event number.
 - (3) Mission.
 - (4) Number of aircraft.
 - (5) Position and altitude.
 - (6) Ordnance.
 - (7) ETD.
- e. All aircraft will check in with TACC on Button Gold for clearance into or out of the AOA.
- f. Assault helicopters will contact TACC on Button Gold for clearance only when deviating from prescribed helo approach and retirement lanes or unless otherwise directed.
- g. Helicopter control points and approach lanes are assigned as follows:
 - (1) Helo wave breakup and rendezvous point: PENSACOLA (TP 830630)
(DONGON ISLAND)
 - (2) Helo penetration point: TAMPA (TP 890666)
 - (3) Helo Landing Zone (LZ):
 - (a) Primary: SPARROW (TP 930745)
 - (b) Alternate: CROW (TP 942767)
 - (4) Helo approach and retirement lanes:
 - (a) FLORIDA: PENSACOLA TO TAMPA 050/3.7NM. TAMPA to LZ SPARROW 025/4.7NM. TAMPA TO LZ CROW 027/6.2NM
 - (5) SAR aircraft as directed by TACC
 - (6) MEDEVAC aircraft as directed by HDC

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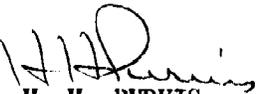
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(7) Air Navigation Aids:

<u>STATION</u>	<u>TACAN CHANNEL</u>	<u>IDENTIFICATION</u>
IWO JIMA (LPH 2)	20	MY
NAS CUBI PT #1	77	NCI
NAS CUBI PT #2	48	NCP
NAS SANGLEY PT	93	NSP

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Annex IShip-to-Shore Movement

1. SITUATION. In accordance with the basic order.
2. MISSION. In accordance with the basic order.
3. EXECUTION
 - a. Commander Amphibious Task Force. Exercises overall control of the ship-to-shore movement.
 - b. Commander Landing Force
 - (1) Provide TACLOG parties for the PCS and IWO JIMA to assist in control of the logistics support of the Landing Force.
 - (2) Provide boat team/wave serial identification paddles.
 - (3) Provide beach support and control the recovery of life jackets.
 - (4) Advise CATF of recommended withdrawal hour.
 - c. Transport Unit
 - (1) When directed, ships detach and proceed to assault anchorages in accordance with the Schedule of Events, Appendix I to Annex B.
 - (2) Load and dispatch scheduled waves in accordance with the Consolidated Landing and Approach Plan, Appendix V to this Annex.
 - (3) Conduct an amphibious landing over Red Beach and in Helicopter Landing Zone SPARROW.
 - (4) Furnish logistical support to the Landing Force as required by TACLOG.
 - (5) Execute a tactical withdrawal on order in accordance with the Withdrawal Plan (to be issued), Appendix VII to this Annex.
 - d. Control. In accordance with Appendices II and III.
 - (1) THOMASTON is designated PCS/Boat Haven and will provide the Boat Group Commander.
 - (2) VANCOUVER is designated SBS and will provide the Assistant Boat Group Commander.

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(3) IWO JIMA provide the Helicopter Direction Center.

x. Coordinating Instructions.

a. There are no scheduled pre D-Day transfers. If any become necessary, they will be in accordance with a separate message.

b. H and L Hour in accordance with Schedule of Events, Appendix I to Annex Bravo.

c. Report inability to meet H or L Hour immediately, with report to include reason and recommendation.

d. THOMASTON provide Wave Commander to embark in one LCM-8 of wave 3.

e. THOMASTON provide Heavy Salvage Boat/Medical Boat. Helicopter Safety Boat provided by IWO JIMA. PCS Messenger Boat provided by THOMASTON.

f. Life Jacket recovery will be coordinated by the Commander Landing Force. PCS direct boats to beach when advised that Life Jackets have been stacked and are ready for removal.

g. IWO JIMA is designated Hospital/Casualty Evacuation Ship. All casualties will be evacuated initially to IWO JIMA for further treatment or evacuation.

h. Report any inoperative landing craft and ETR to CTG 76.5 and PCS.

i. Helo Safety Boat operate under control of HDC in best position to provide service to heloborne landings.

j. BGC Boat go alongside COOK immediately after being waterborne to embark 2 UDT personnel to act as lifeguard. IWO JIMA ensure qualified rescue personnel embarked in helo safety boat.

Appendix I - Landing Craft Availability Table

Appendix II - Waterborne Control Plan

Appendix III - Helicopter Ship-to-Shore movement

Tab A - Helicopter Availability Table

Appendix IV - Assault Wave Diagram

Appendix V - Consolidated Landing and Approach Plan

Appendix VI - Landing Craft Employment Plan

Appendix VII - LCM Assist Beaching Procedures

Appendix VIII - Withdrawal Plan ~~(to be issued)~~

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Appendix 1 to Annex ILanding Craft Availability Table

SHIP	LCVP	LCM(6)	LCM(8)	LCU	LCPL	REMARKS
USS VANCOUVER (LFD 2)	-	3	2	-	2	
USS THOMASTON (LSD 2)	2	1	2	1	2	
USS IWO JIMA (LPH 2)	-	-	-	-	2	
TOTAL	2	4	4	1	5	
SPARES	0	0	0	0	1	
TOTAL AVAILABLE	2	4	4	1	5	

LANDING CRAFT FOR NAVAL USE

HEAVY SALVAGE	-	1	-	-	-	
BGC	-	-	-	-	1	
ABGC	-	-	-	-	1	
PCS						
MESSENGER	1	-	-	-	-	
WAVE CDR/GUIDES	1	-	-	-	2	
HELO SAFETY BOAT					1	
TOTAL FOR NAVAL USE	2	1	-	-	5	
TOTAL AVAIL FOR LANDING FORCE	-	3	4	1	-	

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Appendix II to Annex I

Waterborne Control Plan

1. General

a. This Appendix provides for the control of the waterborne ship-to-shore movement.

2. Execution

a. Landing Force

(1) Address requests for on-call waves, non scheduled serials and supplies to TACLOG Party. TACLOG Party relay to PCS or LPH as appropriate.

(2) Ensure that LVT crews are familiar with and adhere to Naval Control Procedures and Signals.

b. Control Element

(1) Report set and drift at LOD to CTG 76.5 as soon as determined after anchoring.

(2) Control the movement of all landing craft and amphibious vehicles between LOD and beach throughout the exercise.

(3) Dispatch scheduled waves in accordance with Appendix V.

(4) Dispatch on-call waves on non-scheduled serials when required by TACLOG.

(5) Submit scheduled wave progress reports to CTG 76.5 as follows:

(a) Wave 1: When dispatched from LOD, 1000 yards from beach, and touchdown time.

(b) Subsequent Waves: When dispatched from the LOD and touchdown time.

(6) Control salvage operations seaward of the surf line.

(7) Establish boat pool from landing craft returning from beach. Return landing craft not required to parent ships. Request additional landing craft as needed.

3. Procedures

a. General

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(1) LVT scheduled wave will be loaded and launched at scheduled times. They will be met by the wave guides and will remain under his control while waterborne.

(2) On-call waves will remain in the vicinity of their serial source ships until dispatched at scheduled times or requested by the PCS.

b. Control Procedures to LOD

(1) LVT wave will be led by the wave guide under the control of PCS in column directly to the flank of the LOD opposite from the direction of approach, distance apart 40 yards, on a line parallel to and 50 yards seaward of LOD. Wave guide will signal a flanking movement timed so that LVT wave will cross the LOD on schedule.

(2) Landing craft of scheduled waves will proceed from wave assembly circles to rendezvous area. Wave commanders will signal departures from the rendezvous area to cross the LOD on the schedule set forth in consolidated landing and approach plan.

c. Control Procedures from LOD to Beach

(1) Wave guides will report to PCS on Boat Control prior to crossing the LOD. Battle speed will be signaled 1000 yards from the beach.

(2) All waves cross LOD and proceed to beach in line abreast formation.

(3) LVT's continue past high water mark prior to stopping, debarking troops or making flanking movements.

(4) Boat Group Commander (BGC) precede Wave 1 to surf zone, turn off to right flank and assume duties of Traffic Control Officer.

(5) Heavy Salvage Boat follows wave two. Turn off to left flank prior to reaching surf zone and standby for salvage operations.

(6) Assistant Boat Group Commander (ABGC) follow final wave, turn off to left flank prior to reaching surf zone and stand by for salvage operations. ABGC assume duties of Salvage Officer.

(7) Wave guides shift to Boat Common just prior to touchdown. Make touchdown report on Boat Common.

d. Returning Seaward

(1) After retraction, landing craft report to Traffic Control Officer for instructions.

(2) Retirement lane is to the right flank of the Boat Lane.

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e. Selective Unloading

(1) Serial source ships dispatch craft to LOD. Craft report to PCS for dispatch to beach.

f. Low Visibility Plan

(1) If weather conditions are such that visibility is reduced, CATF may order into execution Appendix III to Annex I of CTG 76.5 OORDER 201-65. Ships will ensure that all personnel are briefed on the contents of this plan before commencement of the exercise.

x. Coordinating Instructions

(1) Scheduled waves lower serial paddles, close battle ports and ensure no troops are exposed after crossing LOD.

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Appendix III to Annex I

Helicopter Ship-to-Shore Movement

1. **General.** This appendix provides for the control of the heloborne ship-to-shore movement.

2. Execution

a. Landing Force

(1) Provide helicopters for the ship-to-shore movement in accordance with this Annex.

(2) Provide a TACLOG party on IWO JIMA to support helicopterborne ship-to-shore movement.

(3) Provide SAR helicopter ship-to-shore movement.

b. Tactical Air Control Element

(1) Establish a Tactical Air Control Center (TACC) in IWO JIMA.

(2) Provide a helicopter liaison to HDC in IWO JIMA.

(3) Coordinate helicopterborne ship-to-shore movement with supporting arms and other air operations.

c. Transport Unit

(1) Operate IWO JIMA in designated helicopter transport area in accordance with Annex D. Insure shortest possible helo routes to Initial Point, consistent with safety.

(2) Establish Helicopter Direction Center (HDC) in IWO JIMA to operate under overall control of TACC.

(3) Control the helicopterborne ship-to-shore movement and subsequent operations in accordance with NWIP 22-6(A), this Appendix and Annex H.

x. Coordinating Instructions

(1) L-Hour is set at 0830H, 9 AUG 1966.

(2) Authority to effect changes in helicopter employment is delegated as indicated:

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(a) CLF or his designated representative may authorize changes to landing sequence of helicopterborne serials.

(b) Should the commander of the helicopterborne troop unit determine prior to touchdown that the LZ is unacceptable the following action will be taken:

1. Flight leaders immediately notify HDC of change in LZ destination,
2. Subsequent flight leaders will be diverted to the alternate LZ and will comply with the flight advisory issued by HDC.
3. HDC will inform CATF immediately to receive any pertinent instructions.
4. CATF retains authority to approve LZ changes when required.

(c) In the event both the primary and alternate LZ's are unacceptable, HDC will divert all affected helicopters to seaward control points and request instructions from CATF and CLF.

(d) The flight leader has authority to divert to the designated alternate LZ when actual flight safety considerations preclude use of the primary LZ.

(e) HDC is authorized to launch or divert helicopters for evacuation of actual casualties.

(3) When weather conditions approach minimums, HDC will implement horizontal separation of helicopter waves.

(4) Helicopter Rehearsal Plan in accordance with Annex W.

(5) Helicopter Employment and Assault Landing Schedule and Heliteam Wave and Assignment Schedules will be as agreed upon by CATF and CLF.

(6) Reports in accordance with Annex K.

(7) Air communications in accordance with Annex N.

(8) Helicopter approach and retirement routes as published in Annex H of the basic order. Rehearsal approach and retirement routes are listed in Annex W.

Tab A - Helicopter Availability Table

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Tab A to Appendix III to Annex I

Helicopter Availability Table

HELO SQUADRON AND CALL SIGN	NO & TYPE OF A/C	A/C AVAILABLE EST NUMBER	LPH & DECK LAUNCHER CAP
HMM 363		SHIP/ShORE	10
MILLPOINT	24 UH34D	19	

NOTES:

- a. Cruise speed EST 85 knots with internal loads
- b. Cruise speed EST 65 knots with external loads
- c. Troop capacity 6 (EST)
- d. Load internal 1600 lbs (EST)
- e. Load external 1450 lbs (EST)

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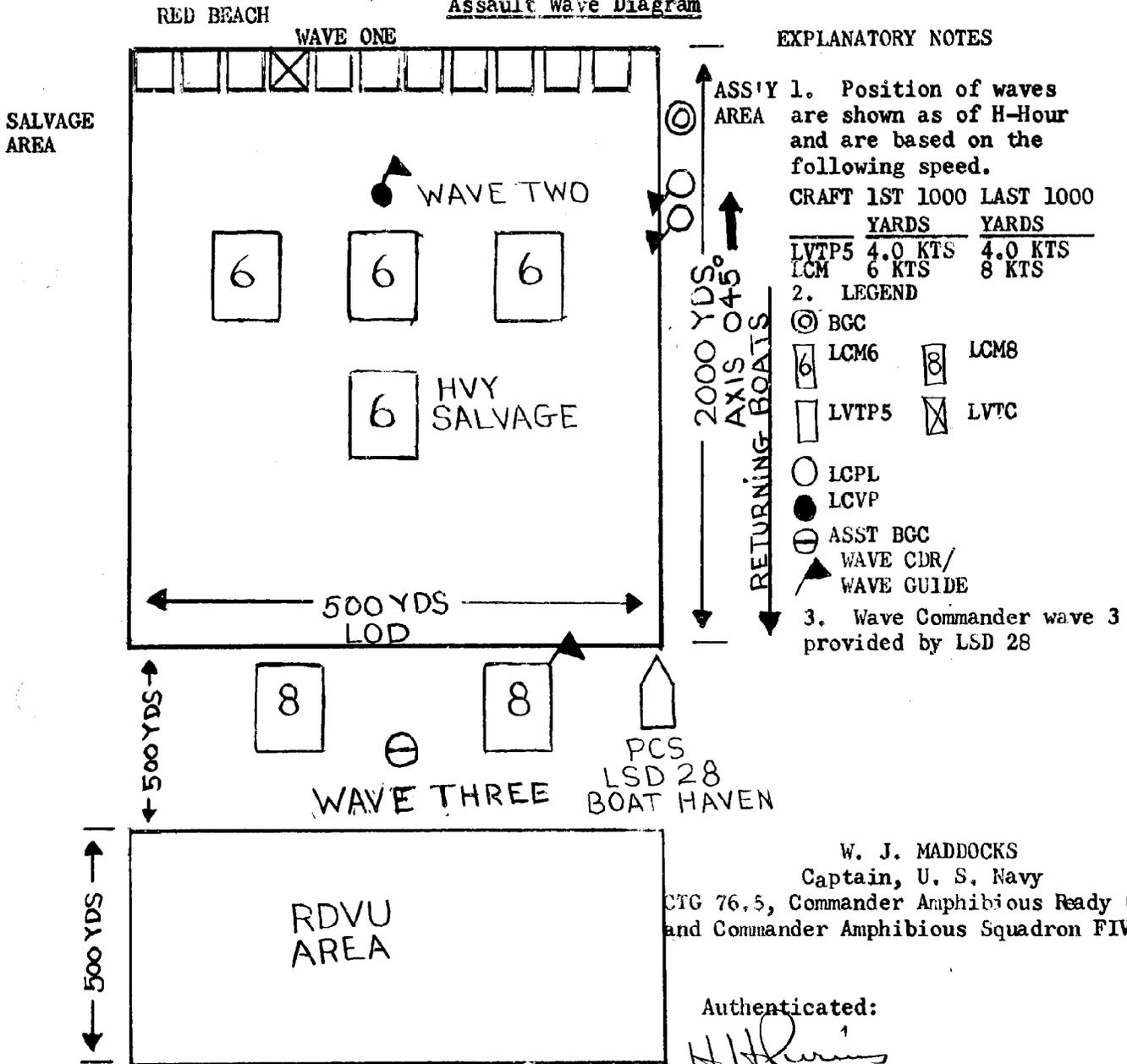
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Appendix IV to Annex I

Assault Wave Diagram



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Appendix V to Annex I

Consolidated Landing and Approach Plan

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	Co C (Rein)100	248	Normal Combat	10LVTP5 1 LVTC	LPD-2	H-25	-	-	H-15	H-Hr	
2	2	Co A (Rein)102	224	Normal Combat	3LCM-6	LPD-2	H-21	H-16	H-8	H-5	H+4	
3	3	SP(-) Recon Prty, Btry A 302	48	Normal Combat 1 TD-15	1LCM-8	LSD-28	H-15	H-10	H-2	H+1	H+10	Land with Ser: 374
4	3	BMU (-) 374	15	1-MRC 62	1LCM-8	LPD-2	H-15	H-10	H-2	H+1	H+10	Land with ser: 302

Section B: On Call Waves

5	OC	AT PLT (-) 200, 201, 202	9	3-M50 ONTOS	1LCM-8	LPD-2	-	-	-	-	OC	Pre-boated
6	OC	TANK PLT (-) 302, 303, 304	12	3-M48A3	1LCU	LSD 28	-	-	-	-	OC	Pre-boated

Section C: Non-Scheduled Waves

7	Non sked	DET FMV Btry A(-) 339 340, 341, 342, 343, 344, 305	106	6-10SHOW TD-24	2LCM6 1LCM8	LSD28	-	-	-	-	Non sked	
8	Non sked	BMU (-) 387	2	1 DUKW	1LCM6	LSD28	-	-	-	-	Non sked	
9	Non sked	H&S Co (-)	2	1M109	1LCM6	LPD2	-	-	-	-	Non sked	

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Appendix VI to Annex I

Landing Craft Employment Plan

Section A: Landing Craft for Naval Use

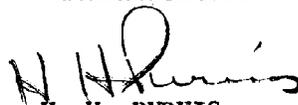
Line	No of Craft	Type	From	To	Time of Period		Remarks
					Arrival	Attached	
	A	B	C	D	E	F	G
1	1	LCPL	LSD 28	PCS	H-45	Entire	BGC, lead wave 1
2	1	LCPL	LSD 28	PCS	H-45	Entire	ABGC, follow wave 3 (Salvage Officer. Provided by LPD 2)
3	1	LCPL	LPH 2	LPH 2	H-30	Entire	Helo Safety Boat (Safety Personnel provided by LPH 2)
4	1	LCM6	LSD 28	PCS	H-30	Entire	Heavy Salvage, follow wave two
5	1	LCVP	LSD 28	PCS	H-45	Entire	PCS Messenger Boat
6	1	LCPL	LPD 2	PCS	H-30	Until Released	Wave Guide, wave 1
7	1	LCPL	LPD 2	PCS	H-30	Until Released	Asst Wave Guide, wave 1
8	1	LCVP	LSD 28	PCS	H-30	Until Released	Wave CMDR, wave 2 (provided by LPD 2)

Section B: Scheduled and On Call Waves

10	3	LCM6	LPD 2	PCS	LTLF	1 Trip	Wave 2
11	1	LCM8	LSD 28	PCS	LTLF	1 Trip	Wave 3
12	1	LCM8	LSD 28	PCS	LTLF	1 Trip	Wave 3
13	1	LCM8	LPD 2	LPD 2	LTLF	1 Trip	OC Pre-boated ser: 200, 201, 202
14	1	LCM8	LSD 28	LSD 28	LTLF	1 Trip	OC Pre-boated Ser: 302, 303, 304

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Appendix VIII to Annex I

LCM Assist Beaching Procedures

1. All LCM's will be equipped to conduct LCM assist beaching.
2. PCS, Beachmaster, or Boat Group Commander will initiate LCM assist beaching when conditions so warrant, and report such action to the Primary Control Officer.
3. If assist beaching is ordered by any of the three above, the Primary Control Officer will notify all incoming waves to rig for assist beaching and notify CTG 76.5.
4. Assistant Boat Group Commander and heavy salvage will establish an "assist line" approximately 200 yards to seaward of the surf zone.
5. Procedures
 - a. On being dispatched from the LOD to the beach by the PCS, LCM's will report to the Assistant Boat Group Commander at the "assist line."
 - b. On order of the Assistant Boat Group Commander the LCM to beach will come alongside to leeward of the assisting LCM. The towing bridle will be passed to the LCM intending to beach. The length of tow line used should always be sufficient to allow the assisting LCM to remain well clear of the surf zone.
 - c. On signal of the assist LCM both boats will proceed slowly towards the beach.
 - d. As the beaching LCM approaches the surf zone the assisting LCM will signal full speed to the LCM intending to beach. The assisting LCM will then turn to seaward and commence paying out the tow line. The assisted LCM will proceed to the beach and unload with engines always kept ahead in order to keep the tow line clear of the screws. The assisting LCM will take a slight strain on the tow line being careful not to pull the assisted boat off the beach.
 - e. On signal from the beachmaster to retract, the beached LCM (engines still ahead) will be towed off the beach by the assisting boat. When well clear of the surf zone the assisted LCM will cast off and clear the area. The assisting LCM will retrieve the tow line and prepare to receive the next LCM to be assisted.

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Appendix VIII to Annex I

Withdrawal Plan

1. Situation. This Appendix provides for a tactical withdrawal of the Landing Force from the objective area. Administrative elements of the Landing Force will have been backloaded prior to the execution of this plan.

2. Execution.

a. Commander Amphibious Task Group

(1) Issue warning order upon receipt of desired tentative date/time of withdrawal from CLF.

(2) Designate W-Hour when determined.

b. Commander Landing Force

(1) Report desired tentative date/time of withdrawal to CTG 76.5 as soon as known.

(2) Confirm W-Hour with CTG 76.5. Advise of any required change as soon as known.

(3) Notify CTG 76.5 of sequence of withdrawal of units and method of withdrawal.

(4) Coordinate withdrawal of heliborne elements with CTE 76.5.0.1.

(5) Direct units to be withdrawn by surface means to stage on beach.

(6) Notify Shore Party of serials to be withdrawn by surface means and estimated time serials to arrive on beach.

c. Flagship Element

(1) Coordinate withdrawal of heliborne units with CLF.

(2) Report withdrawal of serials from LZ to CTG 76.5.

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d. Control Element

- (1) Coordinate dispatching of landing craft to beach and subsequent withdrawal of serials from beach with Naval Beach Party.
- (2) Report dispatching of serials from beach to CTG 76.5.
- (3) Control landing craft using control procedures contained in Appendix II, Control Plan.
- (4) Furnish wave guides at designated beach, as required.

e. Beach Party Element

- (1) When information obtained from Shore Party, notify PCS of serials ready for withdrawal, landing craft requirements and time landing craft to arrive on beach.
- (2) Report when all elements are withdrawn and time of securing beach.

x. Coordinating Instructions.

- (1) Retain same serial designations as for ship-to-shore movement.
- (2) W-Hour; to be designated.
- (3) All ships be prepared to provide all available landing craft to PCS during the withdrawal phase.
- (4) Insure landing craft report promptly to PCS when requested, with full complement of required life jackets.
- (5) Amplifying instructions will be promulgated by message, as required.

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 and Commander Amphibious Squadron FIVE

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 Lieutenant, U. S. Navy
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United States SEVENTH Fleet
 TG 76.5 Amphibious Ready Group
 and COMPHIBRON FIVE
 USS IWO JIMA (LPH 2), Flagship
 Subic Bay, Philippines
 DTG: 050400Z
 Message Ref: HOW-434

Operation Order
 COMPHIBREADGRU 331-66

Annex JProtective 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 the Naval Gunfire Unit and by individual ship security measures.

2. Reconnaissance Element.

a. CTE 76.5.0.3 will coordinate the protection of the Amphibious Objective Area, including all efforts to eliminate threat to the Task Group and to prevent infiltration and exfiltration. Possible threats include swimmers, small boats, high speed patrol craft, and floating explosive devices. Operate as necessary to provide this defense to coordinate assigned craft.

b. Keep CTG 76.5 informed of threats and actions taken. Request additional assistance as necessary.

3. Rules of Engagement. In accordance with CINCPAGFLT Instruction 03300.2B.

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Appendix I - Individual Ship Security Measures
 Appendix II - Heavy Weather Plan

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Appendix I to Annex J

Individual Ship Security Measures

1. Flycatcher Boat Patrol. Be prepared, if directed by CTG 76.5, to establish a flycatcher boat patrol in vicinity of ship.
 - a. Flycatcher boat/parent ship communications will be Flycatcher Common.
 - b. Indigenous craft will be escorted out of the transport area.
 - c. Boats patrol around parent ship at irregular ranges between 200-500 yards under positive control of parent ships. Keep CTG 76.5 informed over PRI CI net of all contacts and actions taken.
2. Shipboard Protection
 - a. Have lights equipped, with reflectors available, to illuminate water adjacent to ships and anchor chain, if so directed by CTG 76.5. Do not illuminate unless CTG 76.5 directs. Ships will be darkened in the AOA, white lights will not be used topside or in boats.
 - b. Post armed sentries in sufficient numbers to observe all areas on or about the ship with a minimum of movement about the deck.
 - c. Be prepared at all times to defend ship against hostile craft or swimmers.

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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 76.5. It is the responsibility of the PCS to adjust operations of vehicles and craft during high sea conditions in the interest of safety. CTG 76.5 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 76.5, hoist all boats not in use.

(4) PCS prepare to vector landing craft to parent ships.

(5) LSD/LPD prepare to re-embark LCU, LCM 8, and LVT to extent of capacity.

b. Heavy Weather Condition BRAVO - Heavy weather is imminent in the landing area.

(1) Cease all amphibious operations.

(2) Be prepared to dispatch boats to establish boat havens if directed by CTG 76.5, or if emergency conditions dictate.

(3) Hoist all empty boats - Boats already loaded will, if directed by CTG 76.5, unload on the beach.

(4) LSD/LPD embark LCU, LCM 8, and LVT to extent of capacity.

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(5) Get underway and conduct retirement as directed by CTG 76.5.

3. Coordinating Instructions

a. OTC of each unit retiring keep CTG 76.5 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 76.5.

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DTG:
Message Ref:

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Annex K

Administration, Logistics and Medical

References: (a) Annex P, COMSEVENTHFLT OPORD 201-YR
(b) Annex K, CTF 76 OPORD 201-65
(c) SECNAVINST P1650.1C
(d) CINCPACFLTINST 1650.1A

1. Administration

a. General:

(1) Ships and units comply with administrative procedures contained in references (a) and (b) and other appropriate SEVENTH Fleet Type Commander OPORDs except as modified herein.

(2) Public information instructions are contained in Annex V.

(3) A summary of reports required is contained in Appendix I to this Annex.

b. Troop Information and Safety Precautions:

(1) Troop Commanders shall ensure that troops comply with ship's regulations.

(2) Troops shall be briefed concerning shipboard safety regulations, shipboard hazards such as ship's lifelines, open hatches, deck cleats and powered gun mounts especially during darken ship and debarkation procedures. Abandon ship and man overboard drill will be conducted.

c. Restrictions on Visits Ashore:

(1) No liberty or recreation parties will be permitted ashore in the objective area.

d. Mail:

(1) U. S. Mail - Prior to sortie from Subic Bay, CTG 76.5 will mail routing instructions for IWO JIMA/VANCOUVER/THOMASTON. All other units temporarily attached to TG 76.5 submit own mail routing instructions.

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(2) Guard Mail - when in company with CTG 76.5 all ships will make daily guard mail run at 0900 and 1500 while in port or in AOA. CTG 76.5 will act as Guard Mail Center for ships/units of the task group. Deliver routine guard mail for other ships in the Task Group to CTG 76.5 for further distribution.

e. Reports. Upon termination of the exercise, submit brief message report as indicated below, to reach CTG 76.5 not later than 13 August 1966.

(1) Commands required to report:

- A- NGFS SHIP
- B- NRG DETACHMENT
- C- OIG, RECONNAISSANCE UNJT
- D- CO, PCS
- E- CO, LPH
- F- CO, LPD
- G- TACRON OINC
- H- SACC

(2) Reports Required - To be submitted by (See Code Above)

Brief Chronology, Problems Encountered:

Lessons Learned - - - - - All Ships and Units

Helio Ship-to-Shore Movement and Withdrawal - E

Ship-to-Shore Movement - B, D

Detailed Report of Reconnaissance - C

NGFS - A

Communications - - - - - All ships and units

Adequacy of boating and loading to support the mission - - - D, F

Supporting Arms - - - - - H

Air Operations - - - - - G

f. Awards. Commanding Officers/Unit Commanders are encouraged to reward outstanding performance of duty promptly and when appropriate, to follow-up with a recommendation for an appropriate award. Attention is invited to SECNAV Commendation for Achievement and the CINCPACFLT Letter of Commendation. Comply with references (c) and (d) in submission of recommendations.

2. Medical

a. General

- (1) Epidemiology and special hazards of the area (Western Pacific)

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(a) Generally the tropical climate, heavy yearly rainfall, and poor health standards of the population create special medical problems. Chief among these will be malaria, heat exhaustion, sunburn, venomous reptiles, enteric diseases, and tropical diseases.

1. This is a malaria endemic area. Malaria prophylaxis will be administered to all Naval personnel according to current directives. Medical personnel will review the diagnosis of the various species of malaria.

2. Plague immunization will be conducted for all Naval personnel according to current directives.

3. All medical personnel shall be familiar with venomous reptiles which may be encountered in the area and instructed in the treatment of venomous bites.

4. IWO JIMA will maintain a small quantity of both Philippine Cobra and Polyvalent snake anti-venom.

5. Heat exhaustion is to be expected.

6. Medical personnel shall have a knowledge of endemic tropical diseases and be prepared to cope with those most likely to present a problem. (Ref: Medical Intelligence Briefs, Volume 3, Nov 1964 AP-1-325-3-3-65-INT.).

(2) Sanitation. Water and food - No local sources will be utilized unless inspected and approved by medical personnel.

b. Mission. The mission of Task Group Medical personnel is to provide for optimum disease prophylaxis, treatment, and casualty evacuation in order to maintain the maximum number of effective personnel.

c. Medical Officer Distribution - Medical officers available as follows:

- (1) IWO JIMA (8)
- (2) VANCOUVER (1)
- (3) THOMASTON (1)

d. Primary Casualty Evacuation - Primary casualty evacuation will be by helicopter to IWO JIMA.

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e. Hospital Ship - IWO JIMA is designated primary hospital ship. VANCOUVER is designated secondary hospital ship.

f. Casualty Evacuation Control

(1) IWO JIMA is designated the Casualty Evacuation Control Ship (CECS). The medical officer, IWO JIMA is designated the Casualty Evacuation Control Officer (CECO). His duties will be to:

(a) Report casualties on board to CTG 76.5 every six (6) hours, commencing at H+6.

(b) Maintain records to ensure complete identification, diagnosis, condition, and location of patient.

(c) Determine the proper route for evacuation of deceased/injured personnel when necessary, to shore installation/airfields for further transfer. A limited commercial air field is located at San Jose through which personnel may be evacuated to the U. S. Naval Hospital, Subic Bay.

g. Reports

(1) Commands incurring personnel casualties in which personnel will be lost for periods in excess of 24 hours or who sustain any injury which requires report of injury in accordance with Manual of Judge Advocate General (JAGINST P5800.7) shall report the casualty by message to CTG 76.5 in the following format:

PERSCAS

- 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 indicated.
- F. Disposition.

(2) Commands shall submit follow-up reports immediately on changes in condition or information previously reported in items B through F of the initial report.

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3. Logistics

a. General. VANCOUVER and IWO JIMA be prepared to fuel and service helicopters (depending upon AVGAS availability) at any time on short notice. Be prepared to fuel other units on 4 hours notice.

b. Fuel. Ships will conduct AO UNREP on 8 August 1966 enroute to the AOA. Ships will fuel to at least 95%.

c. Supplies.

(1) It is expected that ships will have sufficient repair parts, consumable supplies, medical supplies, provisions, and ammunition on board when reporting to conduct this operation.

(2) Emergency requirements for equipment/provisions, repair parts, consumable supplies, or medical supplies shall be addressed for action to CTG 76.5 information to ships in company.

d. Maintenance. Adherence to prescribed maintenance/repair procedures is directed. If considered necessary for reasons of personnel or equipment safety, repair or maintenance, equipment shall be operated at reduced capacity or secured until the repairs or maintenance have been effected. Ships submit message report/request to CTG 76.5.

e. Boat Logistics.

(1) THOMASTON is designated boat haven. VANCOUVER furnish repair parts and repair teams as requested.

(2) All boats operating in the objective area including life jacket recovery boats shall be provided with sufficient C-Rations and potable water to sustain the crew for 48 hours.

(3) SHIPS WITH BOATS WORKING ALONGSIDE FURNISH HOT MEALS TO BOAT CREWS.

(4) Ships be prepared to make emergency repairs to any boats alongside.

(5) Submit inoperative boat reports at 0800 daily commencing D-2 and when occurring with extent of damage and ETR.

f. Boat Salvage. THOMASTON furnish one heavy salvage boat.

g. Life Jacket, Cargo Net and Sling Recovery.

(1) General. Troop Commanders shall ensure that embarked troops are instructed that life jacket should be discarded at the high water

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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 life jackets provided for use in amphibious vehicles; these shall be retained aboard until retraction.

(2) Recovery.

(a) VANCOUVER will furnish 10 men for life jacket recovery plus one officer and one petty officer.

(b) The life jacket recovery detail shall proceed ashore when directed by CTG 76.5.

(c) Cargo nets and slings shall be recovered in conjunction with life jacket recovery.

(d) As soon as landing craft become available, the Beachmaster shall direct the return of life jackets, nets, and slings to parent ships. As recovered, each ship will maintain a running inventory.

(e) Withdrawal. Each LCU, LCM8, LCM6 assigned to embark troops for the withdrawal will be loaded with the appropriate number of life jackets for use of embarked troops.

h. Logistics Reports.

(1) Submit fuel reports in accordance with my 040223Z AUG

(2) Submit reports of inoperative equipment to CTG 76.5 as occurring.

(3) Submit life jacket, cargo net and sling recovery to CTG 76.5 and Beachmaster when requested. The following format will be used:

RECOVERY REPORT

- A. Number of life jackets missing.
- B. Number of cargo nets missing.
- C. Number of slings missing.
- D. Number of each requiring survey due to damage incurred due to operations.
- E. Number of each belonging to other ships.

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Operation Order
COMPHIBREADGRU 331-66

Appendix I - Summary of Reports

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United States SEVENTH Fleet
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 USS IWO JIMA (LPH 2), Flagship
 Subic Bay, Philippines
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 Message Ref: HOW-434

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Appendix I to Annex K

<u>Reports</u>				
<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Weather Threat to Ship-to-Shore Movement	Any Unit	CTG 76.5	When observed	Annex J
POSIT	All Ships	CTG 76.5	0800, 1200 and 2000 daily	
Machinery/Equip Safety derangement	All Ships	CTG 76.5	As occurring	Annex K
Life Jacket/Sling/Cargo Net	All Ships	CTG 76.5 and Beachmaster	When requested	Annex K
Fuel/Water	All Ships	CTG 76.5	0800 daily	Annex K
Inoperative Boats	All Ships	CTG 76.5	0800 daily and As occurring	Annex K
Report of Casualties on board	CECS	CTG 76.5	Every 6 hours commencing H+6	Annex K
PERCASREP	All Ships	CTG 76.5	As occurring	Annex K
Helo OPSUM	HDC	CTG 76.5	1900 daily	Annex H CTG 76.5 OPOD 201-65
Daily Summary of Air Operations	CTE 76.5.0.2	CTG 76.5	1900 daily	Annex H CTG 76.5 OPOD 201-65
Wave Progress Report	PCS	CTG 76.5	As occurring	Annex I

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<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Ammunition Summary "PEPPER"	NGFS	CTG 76.5 SFC Parties	Upon reporting and when directed	Annex G
New Mission "CANDY"	NGFS	CTG 76.5	As occurring	Annex G
Mission Comp- letion "SUGAR"	NGFS	CTG 76.5	As occurring	Annex G
Withdrawal	CTE 76.5.2.1	CTG 76.5	See Reference	Annex I
Final Report	Units designated in Annex K	CTG 76.5	NLT 13 AUG 66	Annex K

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TG 76.5 Amphibious Ready Group
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USS IWO JIMA (LPH 2), Flagship
Subic Bay, Philippines
DTG: 050400Z AUG 66
Message Ref: HOW-434

Operation Order
COMPHIBREADGRU 331-66

Annex N

Communications

Time Zone: HOTEL (-8)

112. General. Communications in accordance with NWP 16 and appropriate Joint, Allied, and Navy Department Publications. NWP 16 is effective throughout as applicable to the existing situations unless modified or amplified by this Annex. The numbering of paragraphs in this Annex follows the numbering of related material in NWP 16. Any reference made to a publication or instruction will be to the basic with the understanding that the effective edition is intended for use. The interpretations as to the applicability of a specific article is the function of the command concerned.

220. Communication Casualties.

a. In the event of a casualty to the Flagship, USS VANCOUVER (LPD 2) will assume communications responsibility.

b. Inability to comply with this Annex will be reported immediately to CTG 76.5.

240. Reporting Vital Information. Ships in company make reports to CTG 76.5.

250. Movement Reports. Movement reports for ships in company will be made by CTG 76.5. Ships detached or operating independently will file own movement reports.

300. Communication Security. Maximum attention will be given to communication security, proper voice radio procedures and CW procedures if required. Ensure that traffic on voice nets is limited to properly authorized transmissions. Circuit operators must be qualified and thoroughly familiar with proper circuit discipline.

303. Transmission Security. Unsecure voice emissions will not be made from any ARG ships prior to getting underway for HILLTOP VI. Unclassified communications will be made by flashing light whenever possible and classified traffic will either be hand carried or passed over TG ORESTES, circuit T-1. The various UHF/VHF tactical voice circuits will be activated when directed by the OTC. During the movement phase to the objective area, night time visual communications will be by NANCY only.

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305. Authentication and Recognition

- a. The effective edition of KAA 60 will be used for authentication.
- b. KAC 132 may be used as appropriate.
- c. Recognition signals in accordance with the effective column of AMSP 158 and ACP 150(B).

320. Control of Electro-Magnetic Radiations. Be prepared to execute EMCON in accordance with NWP 33. Signals directing the condition of electronic silence will be transmitted in accordance with ATP 1(A), VOL II.

332. Control of Visual Communications. While steaming at night during radio silence, tactical signals will be transmitted from the OTC to ships in company by visual means. These signals will be transmitted from the omni-directional NANCY pot on the flagship. Because of this, all ships must maintain a continuous NANCY guard on the OTC. Procedures for transmitting tactical signals by light must be perfected to the highest degree. Normal administrative traffic sent and received by NANCY will be by directional means only. Ships in company be ready to guard for NANCY transmissions from the OTC at all times. Ships in company will transmit to the flagship on the following schedule:

VANCOUVER - Time 00 and Time 30
 OYAHON - Time 10 and Time 40
 THOMASTON - Time 20 and Time 50

360. Interference and Jamming. Report incidents of harmful interference to CTG 76.5 in accordance with COMSEVENTHFLT OPORD 201-YR.

403. Identification of Exercise Traffic. All non-tactical messages originated, pertaining to the exercise will have the words EXERCISE HULLTOP VI as the first words of the text. When a message is off-line encrypted, the term EXERCISE HULLTOP VI will be the first words of the encrypted text.

410. Call Signs. Call signs in accordance with Appendix II to this Annex and effective editions of JANAP and ACP publications.

500. Cryptographic Instructions.

- a. The effective editions of the following will be used as indicated:
 - (1) KAK 2647 Ship/Shore ORESTES
 - (2) KAC 132 Operation Codes
 - (3) KAC 138 Numeral Codes
 - (4) KAA 60 Authentication Table

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Operation Order
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b. Extracts, including the removal of pages, from effective editions of KAC 138 and KAA 60 are authorized. Such extracts will be handled in accordance with current service instructions contained in the respective IOP's.

613. Frequency Plans. Frequencies in accordance with Appendix I to this Annex.

620. Fleet Broadcasts. All ships will make every effort to copy the netted fleet broadcasts. Missing numbers will be requested from IWO JIMA. All ships submit a guard list to the IWO JIMA prior to sailing. If IWO JIMA is unable to provide numbers, a combined listing of missing numbers will be submitted to NAVCOMMSTA PHIL by IWO JIMA.

650. Ship/Shore Communications. CTG 76.5 will relay ship/shore communications for all ships in company. Traffic for relay will be transmitted via ship/ship ORESTES, circuit T-1. IWO JIMA must ensure personnel are proficient in blind start procedures for KW-26 equipment. When it is known that EMCON is to be set on HF, the flagship commcenter will immediately notify the terminated COMMSTA by an orderwire entry on the circuit.

812. Distress Guards.

a. When ships are operating independently they will guard all distress frequencies. When the task group is reorganized due to ships leaving the main body, special guard ship assignments will be promulgated.

b. The standard in-company distress guards for the ARG are as follows:

LPH 243.0 MCS
 121.5 MCS

LPD 500 KCS

LSD 8364 KCS

1600. Mobilization. All ships be prepared to implement provisions of Chapter 16, NWP 16(B) on order.

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Appendix I - Frequency Plan
 II - Call Signs

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United States SEVENTH Fleet
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USS IWO JIMA (LPH 2), Flagship
Subic Bay, Philippines
DTG: 050400Z AUG 66
Message Ref: HOW-434

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Appendix I to Annex N

Frequency Plan

1. All frequencies assigned herein are authorized on a not to interfere basis with Philippine users. Maximum power output indicated for each frequency is not to be exceeded. In all cases users are directed to utilize minimum power output but still maintain proper communications as appropriate.
2. Citizen band transceivers, Crown type and equivalent, are not to be used at any time.
3. Landing force frequencies are listed for information purposes only. Use will be as specified by CTG 79.5.
4. Tab A contains the frequency plan for GREEN Beach Rehearsal/HILLTOP VI, during transit and in San Jose area.
5. Tab B contains air frequency plan for GREEN Beach Rehearsal/HILLTOP VI in the San Jose area.

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Tab A - Radio Frequency Plan
B - Air Frequency Plan

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 Subic Bay, Philippines
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 Message Ref:

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 COMPHIBREADGRU 331-66

Tab A to Appendix I to Annex NRadio Frequency Plan

<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>MAX PWR</u>	<u>PURPOSE</u>	<u>GUARD/REMARKS</u>
T-1 A	3237 KC	1.24F1	200W	TG Common	(1) All ships guard
B	3900 KC	1.24F1	200W	TG Common	(2) CTG 76.5 NCS (3) FDUX ORESTES (4) Commcoord via this ckt (5) NCS xmit on T-1A, other ships xmit on T-1B
T-2	301.0 KC	6A3	100W	TG M&W(P)	(1) All ships guard
T-3	326.6 KC	6A3	25W	CI(P)/ Log Support	(1) Becomes logistics Support Net at H-hour
T-4	277.8 MC	6A3	25W	TG M&W(S)/ Fleet Comm	(1) All ships guard
T-5	289.8 MC	6A3	25W	Amphib Comm	(1) All Amphib ships guard commencing H-90
T-6	2096 MC	6A3	--	SEVENTHFLT Common	(1) Flagship maintain Listening Watch. Guard when required.
T-7	27.9 MC	36F3	16W	UDT/Beach Master (P)	(1) LPD, LSD, BM Guard
T-8	35.7 MC	36F3	16W	Boat Common	(1) PCS NCS (2) All boats guard when not being controlled by PCS on ckt T-9
T-9	36.3 MC	36F3	16W	Boat Control	(1) PCS NCS (2) Helo Safety, Boat Guard
T-10	341.0 MC	6A3	25W	SPARE	
T-11	33.5 MC	36F3	16W	FLYCATCHER COM	(1) POINTS AND SHIPS GUARD IN AOA
C-1	5439 KC	3A3J	50W	GLO Liaison/	(1) SACC, NGFS Ships, FSCC Guard
C-3	2304 KC	3A3J	50W	Spot	(1) As Directed

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Operation Order
 COMPHIBREADGRU 331-66

Landing Force Frequencies

M-15	2488 KCS	M-16	3319 KCS	M-17	4792 KCS
M-18	7423 KCS	M-19	10,240 KCS	M-30	21.9 MCS
M-31	25.0 MCS	M-32	25.6 MCS	M-33	27.6 MCS
M-40	30.3 MCS	M-41	30.8 MCS	M-42	31.7 MCS
M-43	38.0 MCS	M-50	38.8 MCS	M-51	39.1 MCS
M-52	39.6 MCS	M-53	39.9 MCS	M-54	40.2 MCS
M-55	40.5 MCS	M-56	41.3 MCS	M-57	42.0 MCS
M-58	42.7 MCS	M-59	43.7 MCS	M-60	47.1 MCS
M-61	47.5 MCS	M-62	47.9 MCS	M-63	48.0 MCS
M-64	48.2 MCS	M-65	48.4 MCS	M-66	49.2 MCS
M-80	51.4 MCS	M-81	53.6 MCS	M-82	57.4 MCS
M-83	59.6 MCS	M-70	56.4 MCS	M-71	58.8 MCS
M-72	65.0 MCS	M-73	70.2 MCS		

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United States SEVENTH Fleet
 TG 76.5 Amphibious Ready Group
 and COMPHIBRON FIVE
 USS IWO JIMA (LPH 2), Flagship
 Subic Bay, Philippines
 DTG:
 Message Ref:

Operation Order
 COMPHIBREADGRU 331-66

Tab B to Appendix I to Annex N

Air Frequency Plan

T A C P S	L S D	L P D	A I R B A S E	C A S	H E L O S	L P H	H D C	T A C C	COLOR CODE	FREQ	EMISSION	NET	CKT
	X	X			W	X	C		MAROON	280.2	6A3	Helo Comm	H-11*
					W	C				362.6	6A3	LPH 2 Land-Launch	H-14
			C			X		X		4335	3A3J	TAC/Rass- berry	H-1
X								C		2840	3A3J	TAR/HR(P)	H-3
W								W		7710	3A3J	TAR/HR(S)	H-4
				W	W			C	GOLD	353.0	6A3	TATC/IATC	H-5
X				X				C	RED	349.0	6A3	TAD	H-7
				W	W			C	BLACK	315.4	6A3	HD-1	H-10
				W	W			C	VIOLET	262.6	6A3	HD-2	H-8
		W		W	W			C	PURPLE	283.4	6A3	TAO SPOT	H-9
	W	W		W	W	W	W	W		282.8	6A3	SAR	H-12
	L		L			L				121.5	6A3	VHF Emerg	
L			L	W	W	L	L	L		243.0	6A3	UHF Emerg	
								X		118.5	6A3	Civil Air	H-13

*May be used as LPD Land/Launch if required.

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 USS IWO JIMA (LPH 2), Flagship
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Appendix II to Annex NTask Call Signs

A. ENCODE

	<u>OMD</u>	<u>VOICE</u>	<u>COLL</u>	<u>OMD</u>	<u>VOICE</u>	<u>COLL</u>
CTG 76.5	COMPANY	STORE	GRUDGE	M8NW		06ME
CTU 76.5.0	MOONFISH		LUCKY ME	K6XP		A2QN
CTE 76.5.0.1	MOONFISH	ONE		K6XP1		
CTE 76.5.0.2	MOONFISH	TWO		K6XP2		
CTE 76.5.0.3	MOONFISH	THREE		K6XP3		
CTU 76.5.1	AZALEA	BLOSSOM	KNOCK	W7PU		MØUL
CTU 76.5.2	LITERARY		SPROCKET	X4XC		B2QR
CTE 76.5.2.1	LITERARY	ONE		X4XC1		
CTE 76.5.2.2	LITERARY	TWO		X4XC2		
CTG 79.5	HEARSAY		POSITIVE	I4Yc		Z7AI
IWO JIMA	CROSS	WALK		NXXG		
VANCOUVER	SNOW	CHIEF		NUWH		
THOMASTON	COCKTAIL	G		NTPX		
COOK	CAPETOWN	B		NUED		
OPHARE	BARN	DOOP		NEIM		
BJU	VELVET	KILO				
LCU 1483	MESH	1483				

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Amphibious Assault/Gunfire Support

Call Signs

All Medical Boats (Plus No.)	BLUE CROSS (No.)
Salvage Boats (No.)	COWHAND (No.)
Helicopter Safety Boat (No.)	SAPPHIRE (No.)
Beach Liaison Officer	TOM TOM
Central Control Officer	(BEACH COLOR) CATSKILL
CO Beachmaster	(BEACH COLOR) BEET
Boat Group Commander (No.)	CLAPPER (No.)
Commander Underwater Demolition Team (No.)	ROSEMARY (No.)
Commander Underwater Demolition Unit (No.)	STEAK FRY (No)
Fire Support Coordination Center	BAILEY
Helicopter Direction Center (HDC)	FAIRMONT
Tactical Air Control Center (TACC)	ICEPACK
Tactical Air Coordinator	PLAYBOY
Tactical Air Observer	HEARSAY PLAYBOY
Tactical Air Direction Center (TADC No.)	JOYRIDE (No.)

Landing Force Calls

CTF 79.5	HEARSAY
HMM 363	MILL POINT
BLT 1/26	BELGRADE
BLT 1/26 REAR	BELGRADE REAR
CO. A	BELGRADE ALFA
CO. B	BELGRADE BRAVO
CO. C	BELGRADE CHARLIE

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CO. D

PROVISIONAL CO.

H & S COMPANY

81 MM MORT BATTERY

106 RR PLATOON

FLAMES PLATOON

BLT FSCC

AIR LN OFFICER (ALO)

FAC TEAM 1 & 2

NGF LN O

NGF SPOT TM

BLT TACLOG

105 HOWITZER BATTERY

107 HOWTARS

AMTRAC PLATOON

ANTI-TANK PLATOON

RECON PLATOON

TANK PLATOON

ENGINEER PLATOON

TRUCK PLATOON

SHORE PARTY

SHORE PARTY TEAM

HELO SUPPORT TEAM

PLATOON FOR RECON TEAM #1

PLATOON FOR RECON TEAM #2

PLATOON FOR RECON TEAM #3

BELGRADE DELTA

BELGRADE NOVEMBER

BELGRADE YANKEE

BELGRADE WHISKEY

BELGRADE TANGO

BELGRADE FOXTROT

BELGRADE BAILEY

BELGRADE ONE FOUR

BELGRADE ONE FOUR A & B

BELGRADE TWO SIX OSCAR

BELGRADE TWO SIX CHARLIE

BELGRADE PRODUCT

JACKSONVILLE

JACKSONVILLE WHISKEY

ALBANIA

ART POSE

AMBOY

ATTIRE

CALCIMINE

MARSHALL HALL

AMERICAN BEAUTY

AMERICAN BEAUTY (BEACH COLOR)

AMERICAN BEAUTY (LZ NAME)

CHEMICAL

FERVENT

BROADMINDED

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<u>B.</u>	<u>VOICE CALL</u>	<u>DECODE</u>
	<u>CALL</u>	<u>COMMAND</u>
	ALBANIA	AMTRAC PLT
	AMBOY	RECON PLT
	AMERICAN BEAUTY	SHORE PARTY
	AMERICAN BEAUTY (BEACH COLOR)	SHORE PARTY TM
	AMERICAN BEAUTY (LZ NAME)	HELO SUPPORT TM
	ART POSE	ANTI-TANK PLT
	ATTIRE	TANK PLT
	AZALEA BLOSSOM	CTU 76.5.1
	BAILEY	FSCC
	BEACH DOOR	O'HUSE
	(BEACH COLOR) BEET	BEACHMASTER
	(BEACH COLOR) CATSKILL	CENTRAL CONTROL OFFICER
	BELGRADE	BLT 1/26
	BELGRADE ALFA	CO A
	BELGRADE BAILEY	BLT FSCC
	BELGRADE BRAVO	CO B
	BELGRADE CHARLIE	CO C
	BELGRADE DELTA	CO D
	BELGRADE FOXTROT	FLAME PLT
	BELGRADE NOVEMBER	PROVISIONAL CO
	BELGRADE ONE FOUR	ALO
	BELGRADE ONE FOUR A & B	FAC TM 1 & 2
	BELGRADE PRODUCT	BLT TACLOG
	BELGRADE REAR	BLT 1/26 REAR

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BELGRADE TWO SIX CHARLIE

BELGRADE TANGO

BELGRADE TWO SIX OSCAR

BELGRADE WHISKEY

BELGRADE YANKEE

BLUE CROSS (No.)

BROADMINDED

CALCIMINE

CAPETOWN B

CHEMICAL

CLAPPER (No.)

COCKTAIL GOLF

COMPANY STORE

COWHAND (No.)

CROSS WALK

FAIRMONT

FERVENT

GRUDGE

HEARSAY

HEARSAY PLAYBOY

ICEPACK

JACKSONVILLE

JACKSONVILLE WHISKEY

JOYRIDE (No.)

KNOCK

NGF SPOT TM

106 RR PLT

NGF LNO

81 MM MORT BTRY

H & S CO

ALL MED BOATS (PLUS No.)

PLT FOR RECON TM #3

ENG PLT

COOK

PLT FOR RECON TM #1

BOAT GROUP COMMANDER (No.)

THOMASTON

CTG 76.5

SALVAGE BOATS (No.)

IWO JIMA

HDC

PLT FOR RECON #2

TG 76.5

CTG 79.5

TAO

TACC

105 HOW BTRY

107 HOW BTRY

TADC (No.)

CTU 76.5.1

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 COMPHIBREADGRU 331-66

CALLCOMMAND

LITERARY	CTU 76.5.2
LITERARY ONE	CTE 76.5.2.1
LITERARY TWO	CTE 76.5.2.2
LUCKY ME	TU 76.5.0
MARSHALL HALL	TRUCK PLT
MESH 1483	LCU 1483
MILL POST	HMM 363
MOONFISH	CTU 76.5.0
MOONFISH ONE	CTE 76.5.0.1
MOONFISH TWO	CTE 76.5.0.2
MOONFISH THREE	CTE 76.5.0.3
POSITIVE	TG 79.5
PLAYBOY	TAC
ROSEMARY (No.)	CO UDT TM (No.)
SAPPHIRE (No.)	HELO SAFETY BOAT (No.)
SNOW CHIEF	VANCOUVER
SPROCKET	TU 76.5.2
STEAK FRY (No.)	CO UDT UNIT (No.)
TOM TOM	BEACH LIAISON OFFICER
VELVET KILO	BJU

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B.

CW - DECODECALLCOMMAND

K6XP

CTU 76.5.0

K6XP1

CTE 76.5.0.1

K6XP2

CTE 76.5.0.2

K6XP3

CTE 76.5.0.3

M8NW

CTG 76.5

NBIM

O'HARE

NTFX

THOMASTON

NUED

COOK

NUWH

VANCOUVER

NXXG

IWO JIMA

W7PU

CTU 76.5.1

X4XC

CTU 76.5.2

X4XC1

CTE 76.5.2.1

X4XC2

CTE 76.5.2.2

Y4YC

CTG 79.5

CALLCOLL

A2QN

TU 76.5.0

B2QR

TU 76.5.2

G6ME

TG 76.5

MØUL

TU 76.5.1

Z7A1

TG 79.5

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TG 76.5 Amphibious Ready Group
and COMPHIBRON FIVE
USS IWO JIMA (LPH 2), Flagship
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Operation Order
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Annex W

Rehearsal

1. General

a. Rehearsal of the amphibious assault landing will be conducted on GREEN Beach, Subic Bay, Republic of the Philippines, on 7 August 1966, to familiarize personnel with the landing plan, test the time schedule, and check Task Group organization and control procedures and amphibious communications for the D-Day landing of HILLTOP VI. H-Hour 0900, L-Hour 0930. Simulated Naval Gunfire and CAS aircraft will be employed in the rehearsal.

2. Procedure

a. Waterborne

- (1) Anchorages and Beach Coordinates in accordance with Appendix I.
- (2) Troops of scheduled waves will participate in the rehearsal landing.
- (3) All scheduled waves will land in accordance with assault wave diagram, Annex I. Touchdown, rampdown landings will be made.
- (4) On call waves will not participate.
- (5) The life jacket recovery party will not be used in the rehearsal.
- (6) Communications checks will be conducted.
- (7) Touchdown procedure for LVT's; LVT's after touch down will turn to the right flank of the beach and remain clear of all incoming waves.
- (8) Retracting procedures for the LVT's: On completion of rehearsal the LVT's will reform on the right flank at the beach lane and when directed by CTG 76.5 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 of the surf zone and guide LVT's to parent ships.
- (9) Control of scheduled waves will be in accordance with Annex I.

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(10) The Boat Group Commander (BGC), Assistant Boat Group Commander (ABGC) and salvage boat will remain on station until recalled by the PCS after completion of the rehearsal.

(11) Beach Party will be boated but will not participate in the rehearsal.

b. Helicopterborne

(1) On 7 August IWO JIMA in assigned anchorage for rehearsal, IWO JIMA launch helos from anchorage unless atmospheric conditions require steaming in the helicopter transport area (Subic OpArea ALFA).

(2) Four helicopter waves will land in designated Landing Zone. Four hundred (400) troops will participate in the rehearsal landing.

(3) The following points are designated reference points:

(a) Wave rendezvous point/INITIAL Point (WRP/IP ALFA) is designated the NW corner of Grande Island.

(b) Landing Zone QUALL Lat 14° 49.3'N, 120° 12.7'E, a point on GREEN Beach 2.6 NM 345° from WRP/IP.

(c) SAR reference point will be IWO JIMA TACAN, Channel 20, Ident MY .

(4) Helicopters will be under positive control of the LPH or HDC at all times.

(5) Altitude assignments are as follows:

(a) From LPH to WRP/IP - 500'

(b) From WRP/IP to LZ - 500'

(c) From LZ to WRP/IP to LPH - 1000'

(6) Control of scheduled waves will be in accordance with Annex I.

4. W-Hour. W-Hour will be signalled.

5. Coordinating Instructions

a. All ships report immediately completion of re-embarkation to CTG 76.5.

b. Rehearsal critique will be held at 071500H in IWO JIMA Wardroom.

c. CTE 76.5.2.1 pre-position personnel to provide SUROBS at H-6 hours, H-120, H-60 and other times as necessary.

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d. In the event of high surf, a turnaway rehearsal will be directed by CTG 76.5.

e. All units make maximum use of the opportunities presented by the rehearsal to prepare personnel for the actual landing on D-Day.

f. Movement to rehearsal anchorage will be in accordance with Appendix II.

6. Administration, Logistics and Medical in accordance with Annex K.

7. Command and Signal

a. Communications in accordance with Annex N.

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Appendix I - Rehearsal Area Anchorage Diagram
II - Movement to Rehearsal Area

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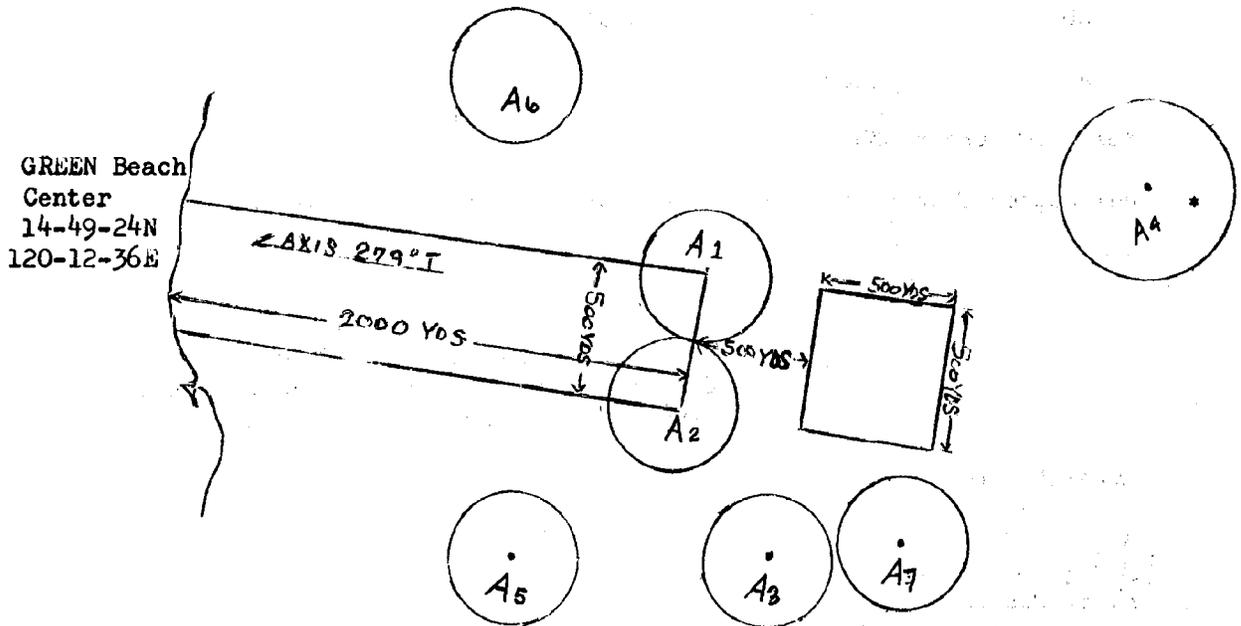
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United States SEVENTH Fleet
TG 76.5 Amphibious Ready Group
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USS IWO JIMA (LPH 2), Flagship
Subic Bay, Philippines
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Appendix I to Annex W

Rehearsal Area Anchorage Diagram



* Anchorage A4 shown out of position.

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ANCHORAGES

<u>ANCHORAGE</u>	<u>SHIP</u>	<u>ASSIGNMENT*</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
A1	THOMASTON		14-49-22N	120-13-38E
A2	VACANT		14-49-07N	120-13-36E
A3	VANCOUVER	C-10*		
A4	IWO JIMA	E-30*/OPAREA ALFA		
A5	VACANT	C-8*		
A6	VACANT	B-5*		
A7	VACANT	C-11*		

*See H.O. Chart 2088

Helicopter Transport Area is Subic OpArea ALFA. See H.O. Chart 2085-0A

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United States SEVENTH Fleet
TG 76.5 Amphibious Ready Group
and COMPHIBRON FIVE
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Appendix II to Annex W

Movement to Rehearsal Area

- 0600 THOMASTON/VANCOUVER underway for rehearsal area. Proceed out of Subic Bay to Point XRAY, 14-44.ON, 120-12.OE, then commence approach on rehearsal anchorages to arrive by 0800.
- 0600 IWO JIMA underway. Proceed rehearsal anchorage or OPAREA at discretion to ensure proper meteorological conditions for helicopter operations.
- O'HARE remain at anchor. Participation will be limited to communications.

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United States SEVENTHFLT
 TG 76.5 Amphibious Ready Group
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 USS IWO JIMA (LPH 2), Flagship
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Annex VPublic Information

Ref: (a) COMSEVENTHFLT OPORD 201-64, Annex V
 (b) U. S. Navy Public Information Manual

1. Purpose.

- a. To fulfill the requirements of references (a) and (b).
- b. To provide guidance on public information matters relating to Exercise HILLTOP VI.

2. Background.

- a. CTG 76.5 has been directed to provide for public information coverage and submit initial release to CINCPACFLT REP PHIL.

3. Public Relation Themes.

- a. Navy-Marine Corps team readiness posture.
- b. Continuous training to meet contingencies in any location.
- c. U.S./Philippine cooperation.
- d. Balanced raid force capability.

4. Procedures.

- a. CTG 76.5 is solely responsible for the submission of public information material relating to units of TG 76.5 during this Exercise.
- b. All news release material will be forwarded to CTG 76.5 who will coordinate proposed releases with CINCPACREP PHIL prior to forwarding to COMSEVENTHFLT.
- c. All participation of Philippine Military personnel as observers of the exercise will be coordinated by CTG 76.5. Ships of the task group may be called upon to provide guided tours and short presentations to these observers.

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5. Photography.

a. Commanding officers are urged to employ Navy photographers, if available, or qualified amateur photographers of their command to obtain public information coverage of significant events. Forward unprocessed film to CTG 76.5 with processing data and caption material as soon as possible.

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United States SEVENTH Fleet
 TG 76.5 Amphibious Ready Group
 and COMPHIBRON FIVE
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Annex Z

Distribution

CTF 73	1	BMU DET ALFA-3	2
CTF 76	2	USS ANNAPOLIS (AGMR 1)	2
CTF 79	2	COMNAVBASE SUBIC	1
CTG 73.5	1	CINCPACFLT REP PHIL	1
CTG 79.5	4	COMSEVENTHFLT	2
CTU 76.0.4	1	COMPHIBPAC	2
CTU 76.0.9	1	CINCPACFLT	2
CO, BLT 1/26	4	CINCPAC	2
CO, MAG 13	2	COMPHIBGRU THREE	1
CO, HMM 363	4	CNO	2
CG, FMFPAC	1	CMC	1
TACRON 12 DET	3	NAVCOMMSTA JAPAN	1
UDT 11 DET	1	NAVCOMMSTA PHIL	1
BJU-1 WPD ALFA	2	NAVCOMMSTA GUAM	1
USS VANCOUVER (LPD 2)	4	NAVSECGRU KAMI SEYA	1
USS THOMASTON (LSD 28)	4	COMPHIBRON ONE	1
USS IWO JIMA (LPH 2)	4	COMPHIBRON THREE	1
NBG 1 WESTPAC DET	1	ADMIN COMPHIBRON FIVE	1
COMPHIBTRAPAC	1	COMPHIBRON SEVEN	1
CO, NAVPHIBSCOL	1	COMPHIBRON NINE	1
USS COOK (APD 130)	4	COMPHIBRON ELEVEN	1
USS O'HARE (DD 889)	4	COMNAVPHIL	1
USS BOLE (DD 755)	4		

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