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Task Group 76.5 ORDERS, 1967

1) Operation Order 308-67, HILLTOP VII. 11 Apr 1967. (L&C 307 632)

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COMPHBREADGRU (CTG 76.5)

OPERATION ORDER
308 - 67

T.G. 76.5

Order 308-67 (HILLTOP VII)

HILLTOP VII

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308 632

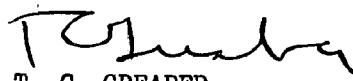
11 Aug 67

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ERRATA

1. Basic, page 1: TE 76.5.2.1: Change designator of detachment to "BMU-1 Det "A-7". Change name of OinC to LTJG K. T. SAIKI.
2. Page following C-II-1 should be marked C-I-A-1 and titled "UDT Survey Chart of Kin Blue Beach".
3. Renumber page G-I-2 as G-I-1.
4. It should be noted that page C-I-A-1 is out of sequence with page C-II-1 just preceding.
5. Annex H page H-IV-2 under NAHA add OGDEN channel 6 identification QB.
6. Annex I page I-2 paragraph 2.c.(3) change LZ FINCH to 976326.
7. Annex J page J-III-1 para 3.c. change "green" signal flare to "red" signal flare.
8. Paragraph 4.b. change to read "Swimmers requiring emergency assistance will fire 1 or more red flares from a distance in excess of 10 feet from a ship."
9. Annex M page N-I-B-1 circuit H-13 should read 299.4 MCS vice 229.4 MCS.
10. Annex B page B-I-1 event 15-3 change to 1100. Event 15-4 change to 1300.


T. C. GREABER
Lieutenant, U. S. Navy
Staff Secretary

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COMPHIBREADGRU 308-67United States SEVENTH Fleet
CTG 76.5 Amphibious Ready Group
and COMPHIBRON SEVEN
USS PRINCETON (LPH 5), Flagship
Buckner Bay, Okinawa
DTG: 112300Z Apr 67
Msg Ref: LBS-67Ref: (a) COMSEVENTHFLT 1tr 3010 Ser N6-051 of 25 Feb 1966
(b) NWP 22(A)

Time Zone: INDIA (-9)

Task Organization

TG 76.5	<u>Amphibious Ready Group</u>	CAPT R. L. COCHRANE (COMPHIBREADGRU)
TU 76.5.0	<u>Special Operations and Command Unit</u>	CAPT R. L. COCHRANE (COMPHIBREADGRU)
TE 76.5.0.1	<u>Flagship Element</u> PRINCETON (LPH 5)	CAPT T. T. SHEPARD, Jr. (CO, PRINCETON)
TE 76.5.0.2	<u>Tactical Air Control Element</u> TACRON 13 Det "B"	LCDR M. W. WAKELAND (CINC, TACRON DET)
TE 76.5.0.3	<u>UDT Element</u> UDT-11 Det "F"	LTJG A. FREEDLEY (CINC, UDT Det)
TU 76.5.1	<u>Gunfire Support Unit</u> OGDEN (LPD 5)	CAPT R. L. DISE (CO, OGDEN)
TU 76.5.2	<u>Transport Unit</u> PRINCETON (LPH 5) OGDEN (LPD 5) MONTICELLO (LSD 35)	CAPT R. L. COCHRANE (COMPHIBREADGRU)
TE 76.5.2.1	<u>Beach Party Element</u> EMU-1 Det "A"	LTJG G. F. McCARTHY (CINC, EMU Det)
TE 76.5.2.2	<u>Control Element</u> MONTICELLO (LSD 35)	CAPT R. F. STANTON (CO, MONTICELLO)
TG 79.5	<u>Special Landing Force</u> BLT 2/3 HMM 164	COL H. D. WORTMAN, USMC (CDR Special Landing Force)

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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 Kin Beach Area, Okinawa, Ryukyu Islands, followed by a tactical withdrawal. It further provides for a rehearsal landing in this same area. The unclassified nickname for this exercise is HILLTOP VII.

a. Enemy Forces

(1) Enemy forces as developed by the intelligence play of the problem.

b. Friendly Forces

(1) U.S. Fleet units operating in and around the Ryukyus.

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

(3) VMFA 115 close air support as provided by MAG 15.

2. Mission. Conduct an amphibious assault landing exercise near Kin Blue Beach, Okinawa, Ryukyu Islands 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 Kin Blue Beach 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) Conduct an amphibious landing over Kin Blue Beach and in designated landing zones in accordance with Annex I.

(2) Provide TACLOG to PRINCETON and PCS.

(3) Assume operational control of Naval Beach Party Element when landed. Direct Beach Party 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) Perform duties as Transport Area Defense Commander as outlined in Annex J.

c. Flagship Element (TE 76.5.0.1)

(1) Operate as directed by CTG 76.5.

(2) Perform duty as Force Anti-Air Warfare Coordinator as outlined in Annex J.

(3) Perform duty as ECMCS.

d. Tactical Air Control Element (TE 76.5.0.2)

(1) Establish a Tactical Air Control Center (TACC) in PRINCETON and provide HDC liaison personnel as required. Act as Tactical Air Commander for CATF.

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

e. UDT Element (TE 76.5.0.3)

(1) Conduct transport area swimmer attack in accordance with Annex J.

(2) Conduct pre-D-Day or pre-H-Hour hydrographic reconnaissance of landing beach as directed. Provide check survey and SUROB as directed.

(3) Provide lifeguards in the BGC and helo safety boats.

(4) Perform other tasks as assigned.

f. Gunfire Unit (TU 76.5.1)

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

(2) Perform duty as SRRCS.

g. 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.

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- (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.

h. Beach Party Element (TE 76.5.2.1)

- (1) Report to the Landing Force Shore Party for operational control.
- (2) Carry out Naval responsibilities.

i. 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 2/3 over Kin Blue Beach in accordance with Annex I.

x. Coordinating Instructions

- (1) This operation order is effective upon receipt for planning immediately and at 15000I APR 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 Kin Blue Beach, Okinawa, Ryukyu Islands, on D-1, in accordance with separate message.

- (4) D-Day is set as 16 April 1967. H-Hour is set at 0900I, L-Hour 0700I. Day and times to be confirmed. W-Hour will be promulgated. The Amphibious Objective Area (AOA) is defined as the land area encompassed by a 10 NM arc from the center of Blue Beach (CE 947242) and the sea area from a 25 NM arc from the same point and the enclosed air space from 0 to 25,000 feet. Due to proximity of operational airfields actual airspace to be used for this landing exercise is the area bounded by coordinates 9327 - 9132 - 1149 - 1745 - 9327 from 0 to 4000 feet and the area bounded by coordinates 942243 - 341246 - 948247 - 950244 - 955241 - 953238 - 942243 from 0 to 2000 feet.

- (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 Affairs in accordance with Annex V.

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REF ID: A649207

5. Command and Signal

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

b. Second in command is CAPTAIN T. T. SHEPARD, Jr. 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(A).



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 - Kin Blue Beach Study

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Appendix II - Tidal and Astronomical Data

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Appendix II - Target List (Issued Separately)

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Appendix III - Search and Rescue

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I - Ship to Shore Movement

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Appendix II - Consolidated Landing and Approach Plan

Appendix III - Amphibious Vehicle Employment Plan

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Appendix VI - Helicopter Ship-to-Shore Movement

J - Protective Measures in the Objective Area

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Appendix II - Heavy Weather Plan

Appendix III - Sneak Attack Exercise

K - Administration, Logistics, and Medical

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Z - Distribution

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CTG 76.5 Amphibious Ready Group
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Buckner Bay, Okinawa
DTG: 112300Z APR 67
Message Ref: LBS-67

Annex BConcept of Operations

1. Exercise HILLTOP VII is designed as a test of amphibious LDEX procedures employing both waterborne and helicopterborne ship to shore movements of the Special Landing Force. The exercise will be conducted during the period 15 through 17 April 1967 and will consist of a rehearsal landing on 15 April 1967 at KIN BLUE BEACH, Okinawa followed by the actual landing. D-Day is set for 16 April; H-Hour is tentatively set for 0900I and L-Hour for 0700I.
2. Landing force operations ashore will consist of securing a beach support area, seizing designated landing force objectives and conducting search and destroy operations, subsequently followed by a tactical withdrawal from the area on 17 April.

3. Exercise Objectives

a. Exercise HILLTOP VII 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 LDEX, (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 LDEX, to test the ability of the amphibious task force to disseminate intelligence and to evaluate established fire support procedures.

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(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.

(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 exercise.

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Captain, U. S. Navy
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United States SEVENTH Fleet
and COMPHIBRON SEVEN
USS PRINCETON (LPH 5), Flagship
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Appendix I to Annex B

Schedule of Events

<u>Event</u>	<u>Time</u>	
14-1	1500	Rehearsal Pre-sail Conference in PRINCETON for CO, XO, OPS each ship, BGC, ABGC, OINC UDT, OINC BMU, CTG 79.5 REPS
14-2	1830	Communication checks for rehearsal/exercise
15-1	0730	Underway when signalled and form column in order of sequence numbers. Voice radio silence.
15-2	0930 about	Proceed as previously directed (Annex INDIA). Radio silence lifted.
15-3	1000	L-Hour
15-4	1200	H-Hour
15-5	1300	OGDEN anchor Anchorage A-2
15-6	1400	PRINCETON anchor Anchorage A-4
15-7	1500	Post rehearsal critique. Attendees as in event 14-1.
15-8	1730 about	Underway when signalled in accordance with Annex D.
16-1	0630 about	Signal proceed as previously directed (Annex INDIA). Radio silence lifted.
16-2	0700	L-Hour
16-3	0900	H-Hour
16-4	1400	OGDEN anchor Anchorage A-5
16-5	Signalled	PRINCETON anchor Anchorage A-4

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<u>Event</u>	<u>Time</u>	
16-6	1800	MONTICELLO anchor Anchorage A-1
16-7	2000	Commence UDT swimmer attack
17-1	0500	Complete UDT swimmer attack
17-2	Announced	Withdrawal in accordance with separate message.
17-3	Announced	ENR Buckner Bay

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Annex C

Intelligence

References: (a) Annex C to COMPHIBRON SEVEN OPORD 201-(YR)
(b) AMS L891 Sheet 3626 II NE ed 4 (1:25,000)
(c) H. O. Chart 6131 (1:25,000)

1. Situation

- a. Enemy forces: Provisional company from BLT 2/3 will act as aggressor force.
- b. Characteristics of the area are outlined in Appendix I.

2. Intelligence Collection. The most recent survey of Kin Blue Beach held is three years old; confirmation or correction of this data is needed.

- a. MONTICELLO and OGDEN submit post-operational intelligence reports by mail in accordance with Appendix III of reference (a).
- b. UDT DET FOXTROT conduct administrative survey of beach from 3 fathom line shoreward after all scheduled waves have touched down on R-Day.

3. Weather Services. CATF will provide 24 hour forecasts by 2400 local time.

4. Surf Observations. Shore Party of BLT 2/3 will provide SUROBS to PCS upon landing and every 12 hours thereafter. PCS will relay them to the Task Group.

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Appendices:

- I - Kin Blue Beach Study
- II - Tidal and Astronomical Data

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Appendix I to Annex CKin Blue Beach Study1. Introduction

- a. Locating coordinates of Beach Center: 26-26-17 N, 127-56-32 E
UTM CE 944244
- b. General Description. The beach is slightly concave and faces 177T. It is clearly defined by large rocks extending seaward approximately 400 yards on the left flank and 150 yards on the right flank. These rocks are visible at high tide. A 2-1/4 foot high sea wall, 400 yards long, is located in the center of the beach in the backshore area. The beach is 750 yards long, but only approximately 400 yards is useable.

2. Offshore

- a. There are no distinguishing landmarks to aid in locating beach center, but two tall telephone poles mark the right flank.
- b. Navigational aids. There are many rocks and prominent points of land which provide good radar navigation presentation. Chin Saki, left tangent of Ike Shima, Nishimo Iwo, and Kuro Se may be used for radar or visual fixes. The charted position of the red and white tank (26-27-42 N, 127-50-17 E) on reference (c) is questionable.
- c. Obstructions. Shoals as noted on reference (c); no other obstacles noted.
- d. Composition. The bottom seaward of the 3 fathom curve is composed of smooth sand with occasional small coral outcroppings, and appears to have good holding characteristics.
- e. Anchorages in the offshore area are exposed to easterly and south-easterly winds.

- 3. Nearshore. The bottom is mostly sand with some coral and rocks. A 270 yard wide boat lane has been cleared from the low water line to the 3 fathom curve. The centerline of this boat lane starts from a point 50 yards west of beach center and extends seaward along a bearing line of 170T.

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There are scattered coral formations on the right flank of the beach. An offshore sandbar, 30 yards wide, has been reported running parallel to and 140 yards from the LLW line. Least depth over this bar is 1-3' at LLW.

Average gradients:

- a. MLLW to 1 fathom curve--1:40
- b. 1 fathom to 2 fathom curve--1:132
- c. 2 fathom to 3 fathom curve--1:70

4. Foreshore. Average distance from HWL to MLLW is 25 yards: average gradient is 1:15. A berm scarp 2 feet high runs along the HWL. Beach composition is sand with some coral and shells.

5. Hinterland. Numerous picnic tables are located behind the beach and a white boat house has been built approximately 150 yards left of beach center. Two unpaved roads lead from breaks in the seawall to the left of beach center.

6. Tides, Surf, and Currents. The maximum tide range during this period will be 4.9 feet. Winds from the south or east may generate currents in the offshore area, but within 500 yards of the beach surf and currents are usually negligible.

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Tab A:

UDT Survey Chart of Kin Blue Beach

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United States SEVENTH Fleet
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 DTG: 112300Z MAR 67
 Message Ref: LBS -67

Appendix II to Annex CTidal and Astronomical Data

1. Astronomical Data Position: 26°15'N - 128°00'E

DATE	AM		PM		MS	M. PH.
	NAUT	TW	SR	SS		
APR 15	0515		0606	1851	1943	0849
16	0514		0605	1852	1944	0940
17	0513		0604	1853	1945	1038
18	0511		0603	1854	1946	1141
19	0510		0602	1854	1946	1246

2. Tidal Data. Reference station Naha, sub-station #961.

DATE	TIME	HT	DATE	TIME	HT
APR 15	0247	2.5	APR 18	0105	4.3
	0849	5.6		0647	3.6
	1536	0.7		1149	4.7
	2226	4.7		1947	1.3
16	0322	2.9	19	0249	4.6
	0928	5.3		0843	3.2
	1631	1.0		1336	4.7
	2333	4.4		2102	1.0
17	0416	3.4			
	1024	5.0			
	1759	1.3			

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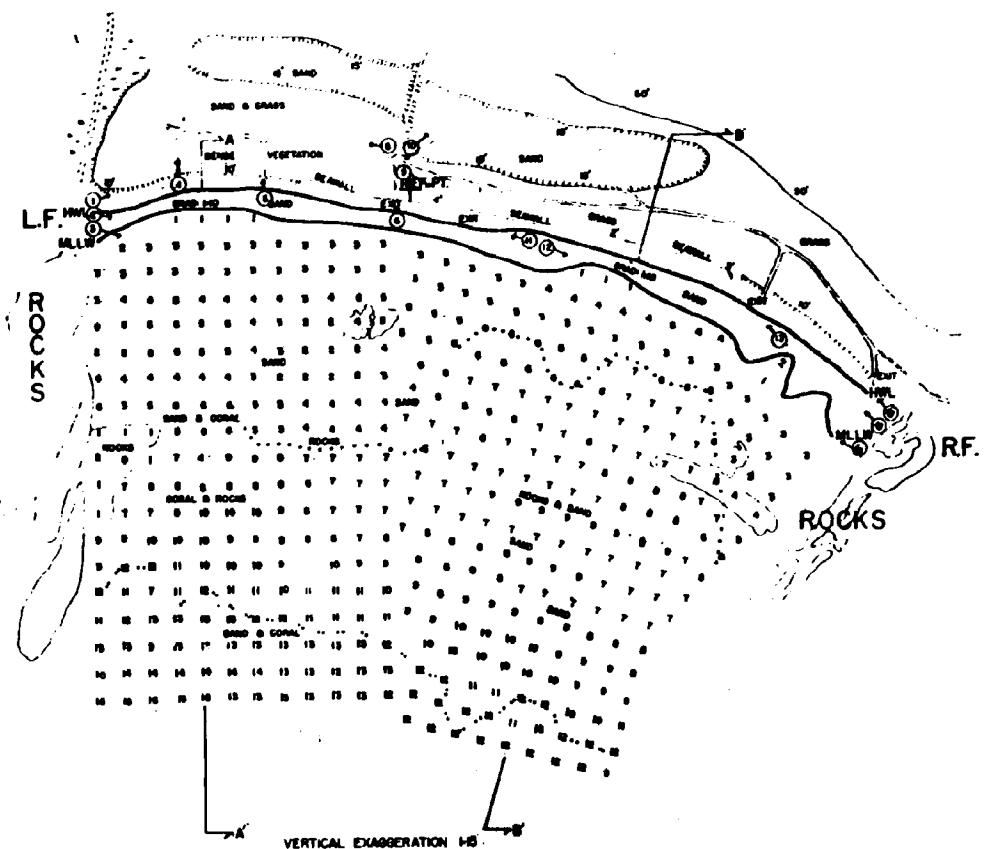
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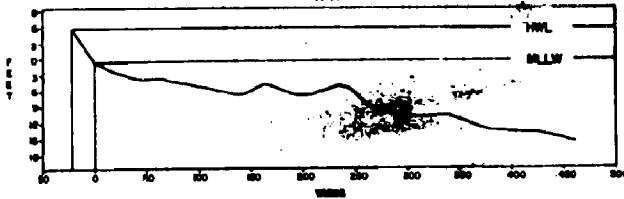
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VERTICAL EXAGGERATION 16

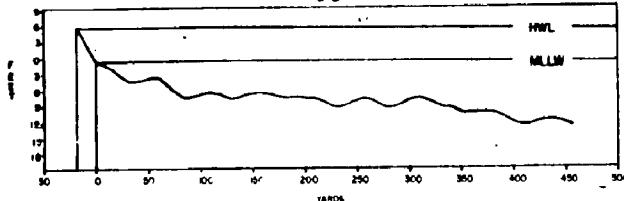
A'

A'



B'

B'



BEACH KIN BLUE
OKINAWA
REV. CHART. H.O. 2330. SCALE: 1:60,000
REV. POINT: BEACH CENTER
LOCATION: 26° 45' N. LAT.
127° 45' E. LONG.
LST: 1945
SURVEY: 1945
DATE OF SURVEY: 10 AUGUST 1945
TIME: STARTED 0800
FINISHED 1000
COORDINATES: 26° 45' N.
127° 45' E.
TYPE OF BEACH: PARALLEL
EVALUATION OF BEACH: GOOD
BY: J. R. BROWN
CHIEF SURVEYOR: C. E. GARRY
CHIEF CHARTER: C. E. GARRY
CHIEF CHARTER: C. E. GARRY

SCALE 1:6000
INCHES 0 50 100 150 200

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United States SEVENTH Fleet
CTG 76.5 Amphibious Ready Group
and COMPHIBRON SEVEN
USS PRINCETON (LPH 5), Flagship
Buckner Bay, Okinawa
DTG: 112300Z APR 67
Message Ref: LBS-67

ANNEX DMOVEMENT

References: (a) HO 6131 (Anchorage)
(b) HO 6132 (Sortie)
(c) HO 2338 (HTA/NSA)
(d) HO 5303 (Track)

1. General Situation. As in the Basic Operation Order.

2. Execution

a. Movement

(1) From loading anchorages to rehearsal area.

(2) From rehearsal area to sea and return to Landing Beach 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).

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(2) SAR helicopters may be used for administrative or personnel transfers during daylight hours.

e. Speeds

- (1) Operational - 20 knots
- (2) Stationing - 18 knots
- (3) Normal
 - (a) Standard - 15 knots
 - (b) Two-thirds - 10 knots
 - (c) One-third - 5 knots

f. Be prepared to use infra-red signalling during hours of darkness. Ship schedule is given in Annex November. Be prepared to come up on infra-red apparatus immediately if the code words "NANCY HANKS" are addressed to you.

g. During periods when EMCON prohibits the use of voice radio circuits and reduced visibility prevents the use of NANCY, flashing light, or yardarm blinkers, Task Force ORESTES will be used to convey tactical signals. Normally, the signals will be passed over the ORESTES circuit in the delayed executive method format. Upon receipt of a ROGER from all ships involved with the signal a STAND BY, EXECUTE will be sent over the circuit. Upon receipt of the EXECUTE, communications personnel should immediately inform their respective Bridges that the tactical signal has been executed so that the CONNING Officer can in fact execute the signal.

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

i. 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."

j. All ships take special care to make waste as sinkable as possible by puncturing cans, breaking down boxes, etc. Waste will be dumped only when underway and during the hours of darkness from nightfall until 0400 the following morning.

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

- (1) CINCPACFLTINST 003820.7
- (2) OPNAVINST 03820.26

Include CTG 76.5 as info on all reports.

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

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.

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 impeding heavy weather.

5. Coordinating Instructions. Communications in accordance with Annex N.

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Authenticated:

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Appendix I - Sortie and Movement Plan
 Tab A - Operating Areas
 Tab B - Anchorages and Reference Points

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CTG 76.5 Amphibious Ready Group
and COMPHIBRON SEVEN
USS PRINCETON (LPH 5), Flagship
Buckner Bay, Okinawa
DTG 112300Z APR 67
Message Ref: LBS-67

Appendix I to Annex DSortie and Movement Plan

1. Movement from the loading areas to the rehearsal area by SAILORD.
2. Sortie and Movement from the Rehearsal Area to the Landing Beach Area:
 - a. Sortie Points

<u>POINT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
ALFA	26-24.7N	127-57.8E
XRAY	26-25.5N	128-03.5E
OSCAR	26-27.2N	128-08.7E

- b. On signal TG 76.5 will sortie from the rehearsal area to pass through Point ALFA in order of sequence numbers at five minute intervals.
 - c. PRINCETON will pass through Point ALFA at Zero Hour at 10 knots. The time of Zero Hour will be promulgated.

3. TU 76.5.2 form Formation 51, course 070, axis 000 without signal when PRINCETON passes through Point XRAY. PRINCETON assume guide, speed 10 on passing through Point XRAY. Station assignments as follows:

PRINCETON	Station O
MONTICELLO	Station B-4
OGDEN	Station B-3

- a. Sequence numbers:

PRINCETON	1
MONTICELLO	2
OGDEN	3

4. Route at sea as follows:

<u>POINT</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
OSCAR	26-27.2N	128-08.7E
HOTAI	26-46.1N	129-06.3E

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5. On signal, at point HOTAII the formation will reverse course by two consecutive TURN movements.

6. At about H-120 ships will be detached to proceed independently to assigned areas:

PRINCETON
MONTICELLO
OGDEN

Helicopter Transport Area
Anchorage A-1
Vicinity Anchorage A-2

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Tab A to Appendix I to Annex D

Operating Areas and Reference Points

1. Operating Areas:

a. Helicopter Transport Area:	26-18.1 N	128-03.2 E
	26-18.1 N	128-14.3 E
	26-28.1 N	128-03.2 E
	26-28.1 N	128-14.3 E
b. Night Steaming Area I:	26-34.2 N	128-16.0 E
	26-34.2 N	128-27.3 E
	26-24.1 N	128-16.0 E
	26-24.1 N	128-27.3 E
c. Night Steaming Area II:	26-22.0 N	128-16.0 E
	26-22.0 N	128-27.3 E
	26-11.8 N	128-16.0 E
	26-11.8 N	128-27.3 E
d. Fire Support Area I:	26-25-04 N	127-56-00 E
	26-25-04 N	127-53-38 E
	26-26-18 N	127-53-38 E
	Along Six Fathom Curve to	
	26-25-51 N	127-56-00 E
f. Fire Support Area II:	26-25-47 N	127-57-36 E
	26-27-12 N	127-58-17 E
	26-26-43 N	127-59-33 E
	26-25-18 N	127-58-52 E

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2. Reference Points:

a. Point SHRIMP	26-24-56 N	127-56-00 E
b. Point STARFISH	26-24-00 N	127-54-00 E
c. Point CRAB	26-24-00 N	127-58-00 E
d. Point CLAM	26-26-00 N	128-02-00 E
e. Point FOSSIL	26-26-02 N	127-57-03 E
f. Center BLUE BEACH	26-26-17 N	127-56-32 E

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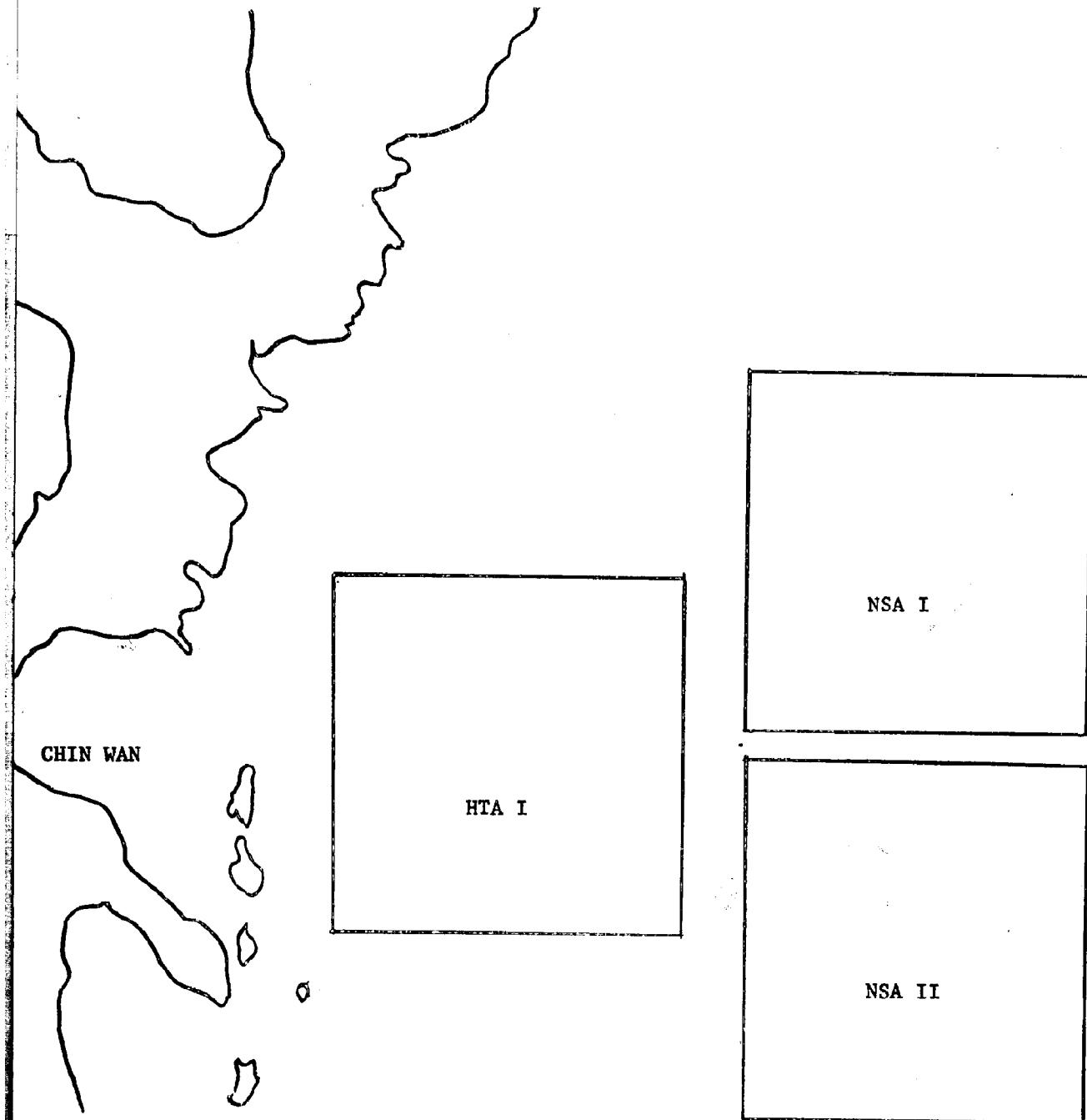
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Operating Areas Diagram



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Tab B to Appendix I to Annex DAnchorages

<u>ANCHORAGE</u>	<u>SHIP</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
A-1	MONTICELLO	26-25-10 N	127-56-54 E
A-2	VACANT	26-25-06 N	127-56-33 E
A-3	VACANT	26-25-30 N	127-55-30 E
A-4	VACANT	26-25-30 N	127-55-01 E
A-5	VACANT	26-25-30 N	127-54-31 E

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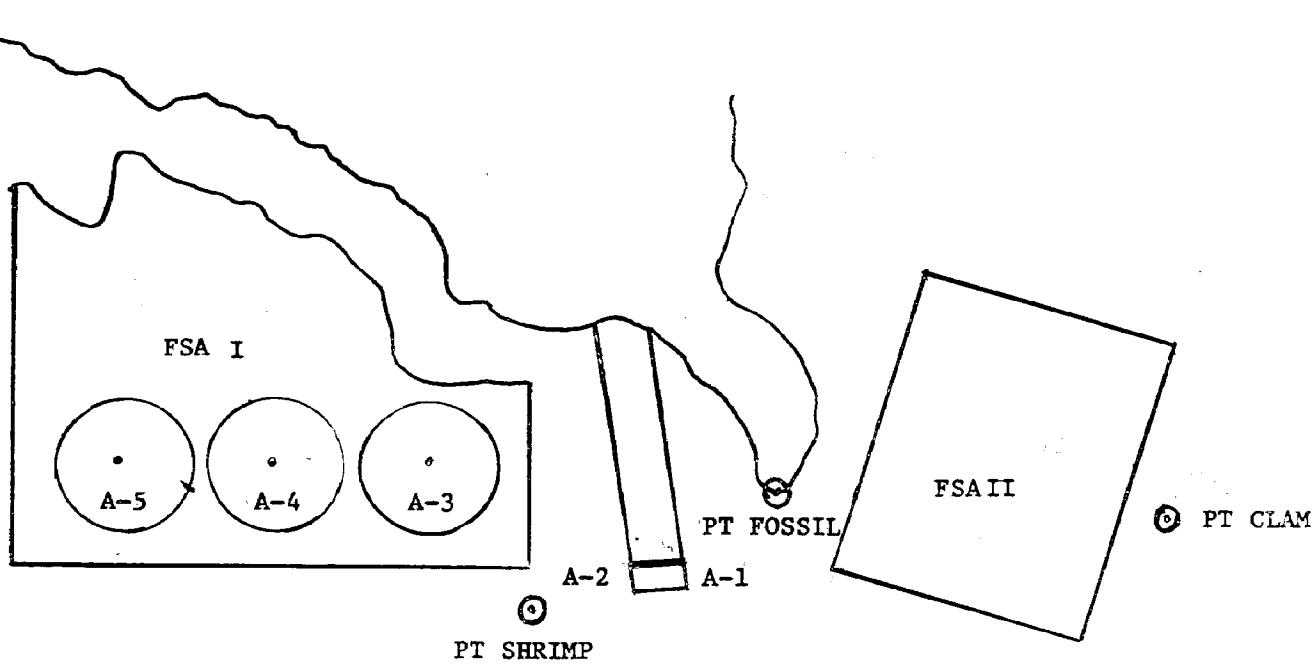
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Anchorage Diagram and Reference Points



○
PT STARFISH

○
PT CRAB

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Annex GNaval Gunfire Support and Supporting Arms Coordination

Ref: (a) Maps; AMS 3626 1 SE, 2626 11 NE and 3626 11 SE

Time Zone: INDIA (-9)

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 PRINCETON.

b. TU 76.5.1:

(1) Be prepared to take station in FSA when directed.

(2) Furnish direct support to BLT 2/3.

x. Coordinating Instructions:

(1) SACC will control and coordinate all supporting arms in the AOA unless coordination is passed ashore to the FSCC.

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

(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.
- (5) Restrictive fire plans in accordance with Section 155 NWIP 22-2(a) and Article 125 NWIP 22-2(A). The code name for a restrictive fire plan will be "PLAN HANG NAIL". Each "PLAN HANG NAIL" 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. Appendix II contains the Naval Gunfire report format and a list of ammunition codes for PEPPER reports.
 - (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 Section 175, NWIP 22-2(A).
- (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 2 guns, 4 salvos.
- (11) Target locations will be identified by the Universal Transverse Mercator Grid System.
- (12) Fire support areas are listed in Annex D.
- (13) Ships use reduced charge, open range, or change position as necessary to obtain a line of fire that will clear intervening terrain.

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(14) Amphibious ships must clear direct counter battery fire missions with SACC prior to firing.

(15) Naval Gunfire ships guard TAO net during daylight hours.

(16) USS OGDEN will assume her 3"/50 guns are 5"/38 guns for exercise purposes.

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 I.

b. Logistics. Ships will be prepared to conduct underway replenishment on short notice.

5. Communications. In accordance with Annex N.

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Appendix I - Naval Gunfire Report Form
II - Target List (issued separately)

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Appendix I to Annex GNaval Gunfire Report Form

UNIT CALL SIGN	INCLUDE ITEMS	DATE/TIME GROUP
CANDY	() ALFA, BRAVO, CHARLIE, DELTA	MISSION BEGINS
SUGAR	() BRAVO, CHARLIE, ECHO, FOXTROT, GOLF	MISSION ENDS
HONEY	() ALFA, BRAVO, CHARLIE, KILO	NEW TARGET SIGHTED
SPICE	() HOTEL	AMMO REDUCED BY 20%
PICKLE	() BRAVO, CHARLIE, INDIA	TARGET SHOULD'VE BEEN FIRED
PEPPER	() JULIETT	CURRENT
SALT	() BRAVO, CHARLIE, FOXTROT, GOLF	2000 MADE AT 2100
MUSTARD	() BRAVO, CHARLIE, FOXTROT	MISSION ENDS
ALFA	(TYPE MISSION-Call Fire, Target of Opportunity,etc.)	
BRAVO	(TARGET NUMBER AND (GRID COORDINATE))	
CHARLIE	(TARGET DESCRIPTION - Tank, Troop in Open, Mortars in Woods)	
DELTA	(BATTERY FIRING - Main or Secondary)	
ECHO	(AGENCY CONTROLLING FIRE - Voice Call)	
FOXTROT	(TGT DAMAGE ASSESSMENT - Destroyed, Neutralized, Details)	
GOLF	(Ammo Expended This Mission - Code - Number, Type, Caliber)	
HOTEL	(Per Cent of Bombardment Ammo Remaining)	
INDIA	(Reason Target Not Fired - Fouled Range, Smoke, etc.)	
JULIETT	(Type, Caliber, Amt of each Type Bombardment Ammo Remaining Using AMMO Code)	
KILO	(Action Taken or Contemplated)	

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AMMUNITION CODE

1. - AAC	7. - ILLUM	TUCKER	3"/50
2. - AP	8. - VT (SD)	RICKENBACKER	5"/38
5. - COM	9. - VT (NSD)	MARMON	5"/54
6. - HC	11. - WP	STANLEY STEAMER	5"SSR
		DURANT	6" and Above

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United States SEVENTH Fleet
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USS PRINCETON (LPH 5), Flagship
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Annex H

Air Operations

References: (a) Maps and Charts

(1) AMS Series L891 (1:25,000) Okinawa

- a. 3626 I S.E.
- b. 3626 II N.W. and N.E.
- c. 3726 IV N.W. and S.W.

(b) Publications

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

Time Zone: INDIA (-9)

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 PRINCETON 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 PRINCETON.

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

x. Coordinating Instructions.

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

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(2) HDC will advise all helicopter flights of simulated artillery and Naval gunfire missions.

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

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

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

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

(7) TACC will maintain communications with Okinawa Departure Control on 363.8.

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

(9) CAS aircraft will not participate in rehearsal.

(10) Helicopter ship-to-shore movement in accordance with Annex I.

(11) 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. 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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USS PRINCETON (LPH 5), Flagship
Buckner Bay, Okinawa
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Msg Ref: LBS-67Operation Order
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EVENT NO.	MISSION	PROVIDED BY	NUMBER & TYPE A/C	TIME ON STATION	RIO NET	ENTRY PT. ALTITUDE	REMARKS
81	TAC(A)/TAO	HMM 164	1/CH46A	L-30 until completion	ICEPACK GOLD	LPH	Note 8
31	LZ PREP	CTG 79.3	2/VMFA	L-15 to L+30	ICEPACK GOLD	ALFA 20,000	Note 4
101	TROOP LIFT	HMM 164	10/CH46A	L-15 until completion	FAIRMONT BLACK	LPH	Note 8
171	SAR	LPH 5	1UH34D	L-15 to H+15	ICEPACK GOLD	LPH	Note 8
110	MEDEVAC	HMM 164	2/CH46A	Cond III & IV	FAIRMONT BLACK	LPH	Notes 5 & 8
51	CAS	CTG 79.3	2/VMFA	L+15 to 1400 then Cond III	ICEPACK GOLD	ALFA 20,000	Notes 4 & 6
102	TROOP LIFT	HMM 164	4/CH-46A	Cond IV	FAIRMONT BLACK	LPH	Notes 7 & 8

AIR SCHEDULE NOTES

1. Weather minimum: Fixed wing 3000 feet and 3 miles; rotary wing 1000 feet and 3 miles.
2. L-Hour is scheduled for 0700I. H-Hour is scheduled for 0900I. To be confirmed.
3. Maximum altitude for helos is 2000 feet.
4. Ordnance desired for events 31 and 51 is rockets, 20MM, and 250# bombs (weather may dictate Snake eye configuration). All ordnance to be simulated.
5. Event 110 will be in Condition III during daylight hours and Condition IV during the hours of darkness.
6. Event 51 will relieve on station until 1400 then Condition III at Naha.
7. Event 102 becomes effective upon the completion of event 101.
8. All helicopters will be available for MEDEVAC and SAR missions during the hours of daylight.
9. Aircraft reporting in at entry points will remain VFR.

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 CTG 76.5 Amphibious Ready Group
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 USS PRINCETON (LPH 5), Flagship
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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 Codes:

D-1	MK 81	250 GP	Low Drag Bomb
D-1A	MK 81	Snakeye	
D-2	MK 82	500 GP	Low Drag Bomb
D-2A	MK 82	Snakeye	
D-3	MK 83	1000 GP	Low Drag Bomb
D-4	MK 84	2000 GP	Low Drag Bomb
D-5	Aero 7D	2.75 FFAR	Rocket
D-7	Aero 7D	5" ZUNI	Rocket
D-9	MK 77	500# NAPALM	Tank
D-10	MK 79	1000# NAPALM	Tank
D-11	AN/M 57 A-1	250 GP	High Drag Bomb
D-12	AN/M 81	260# Frag	Bomb
D-20	20MM		

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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 PRINCETON (LPH 5).

2. Search and Rescue Reference Points

a. The SAR reference point is the USS PRINCETON TACAN (CH-36). 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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USS PRINCETON (LPH 5), Flagship
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Appendix IV to Annex HApproach and Retirement1. 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 Annex N as soon as possible after launching.
- c. Fixed wing entry and orbit point will be Point Alfa (IE - SHIMA Island). Fixed wing aircraft will depart Point Alfa on a heading of 040 degrees with an arcing penetration in order to cross Point Bravo (Coord 1149) below 4,000 feet.
- 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 fixed wing aircraft and TAC(A)/TAO's 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. Helo wave breakup and rendezvous points: (to be issued.)
- h. Helicopters maximum permissible altitude, except in emergencies, is 2,000 feet.
- i. Weather minimum for helicopters is 1000 feet and 3 miles.

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j. Weather minimums for fixed wing aircraft is 3,000 feet and 3 miles.

2. Air Navigation Aids:

<u>STATION</u>	<u>TACAN CHANNEL</u>	<u>IDENTIFICATION</u>
PRINCETON (LPH 5)	36	XP
KADENA	78	OKI
NAHA	96	LYN

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Annex IShip to Shore Movement

References: (a) NWIP 22-3(B)
 (b) Maps: AMS 3626 11 NE
 (c) Charts HO 2338 and HO 6131

1. This Annex provides amplification for the conduct of the ship to shore movement in accordance with reference (a).

2. Execution

a. Commander Amphibious Task Force. Exercise 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 logistic support of the Landing Force.

(2) Provide wave serial identification paddles.

(3) Provide beach support and control of life jackets.

(4) Provide SUROBS every twelve (12) hours after H-Hour.

c. Transport Unit

(1) When directed, ships detached and proceed to assault area in accordance with Annex D. LPH operate in HTA. PCS anchor in Anchorage A-1. SCS operate in area in the vicinity of and west of Anchorage A-2. Do not anchor unless directed by CATF. PCS be prepared to get underway after on-call serials are landed to steam in vicinity of Anchorage A-1 in navigable waters to the south and east.

(2) Load and dispatch scheduled waves in accordance with the Consolidated Landing and Approach Plan, Appendix II to this Annex and paragraph 412d and 413b to reference (a).

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(3) Conduct an amphibious landing over Blue Beach and in Helicopter Landing Zones. These zones are:

LZ JAY 937282
LZ SPARROW 939290
LZ ROBIN 933302
LZ OWL 930305
LZ THRUSH 967311
LZ FINCH 975329
LZ WREN 962298

(4) Furnish Logistical Support to the Landing Force as requested by TACLOG.

(5) Execute a tactical withdrawal in accordance with message directive to be issued designating W-Hour, troop location and method of extraction.

3. Control

a. Surface Landing

(1) PCS

(a) Control the surface ship to shore movement and subsequent boat traffic.

(b) Report when Wave #1 dispatched from LOD, 1000 yards from beach, and touchdown time; subsequent waves when dispatched from LOD and touchdown time.

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

(2) Boat and LVT employment and scheduled waves will be in accordance with Appendices III and IV.

(3) MONTICELLO is designated PCS/Boat Haven and will provide the Boat Group Commander.

(4) OGDEN is designated SCS and will provide the Assistant Boat Group Commander.

(5) Retirement Lane is to the left flank of the Boat Lane.

(6) PCS. Report set and drift at LOD.

b. Helicopter Landing

(1) PRINCETON will establish and operate a Helicopter Direction Center, under control of the TACC/TADC.

(2) PRINCETON will operate in the Helicopter Transport Area in accordance with Annex D.

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4. Coordinating Instructions

- a. If required, Pre-D-Day transfers will be conducted at sea. Details will be by separate message.
- b. CATF will confirm H and L-Hours. W-Hour will be signalled by CATF. H-Hour 0900I; L-Hour 0700I; D-Day 16 APR.
- c. Report inability to meet L or H-Hour immediately, with report to include reason and recommendation.
- d. OGDEN will provide heavy salvage/medical boat and Helicopter Safety Boat.
- e. Life jacket recovery will be coordinated by the Commander Landing Force. Troops in LVTP's will leave life jackets in LVTP's prior to disembarking. Troops in on call boats will leave life jackets in the boats when disembarking. If boats are used for the withdrawal PCS insure that boat source ship provides sufficient life jackets in each boat for the troops to be withdrawn.
- f. PRINCETON is designated Hospital/Casualty Evacuation Ship.
- g. UDT provide life guards in BGC and helo safety boats.
- h. Report any inoperative landing craft and ETR to CATF and PCS.
- i. Helo safety boat operate under control of PCS.
- j. Scheduled waves lower serial paddles, close battle ports, and ensure no troops are exposed after crossing LOD.
- k. Rehearsal plan will be the same as the assault plan.
- l. On a not to interfere with landing basis PCS will have all LCM6 and LCM8 practice Assist Beaching procedures prior to the withdrawal.

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Appendices:

- I - Assault Area Diagram, BLUE Beach
- II - Consolidated Landing and Approach Plan
- III - Amphibious Vehicle Employment Plan
- IV - Landing Craft Employment Plan
- V - Low Visibility Control Plan
- VI - Helicopter Ship to Shore Movement

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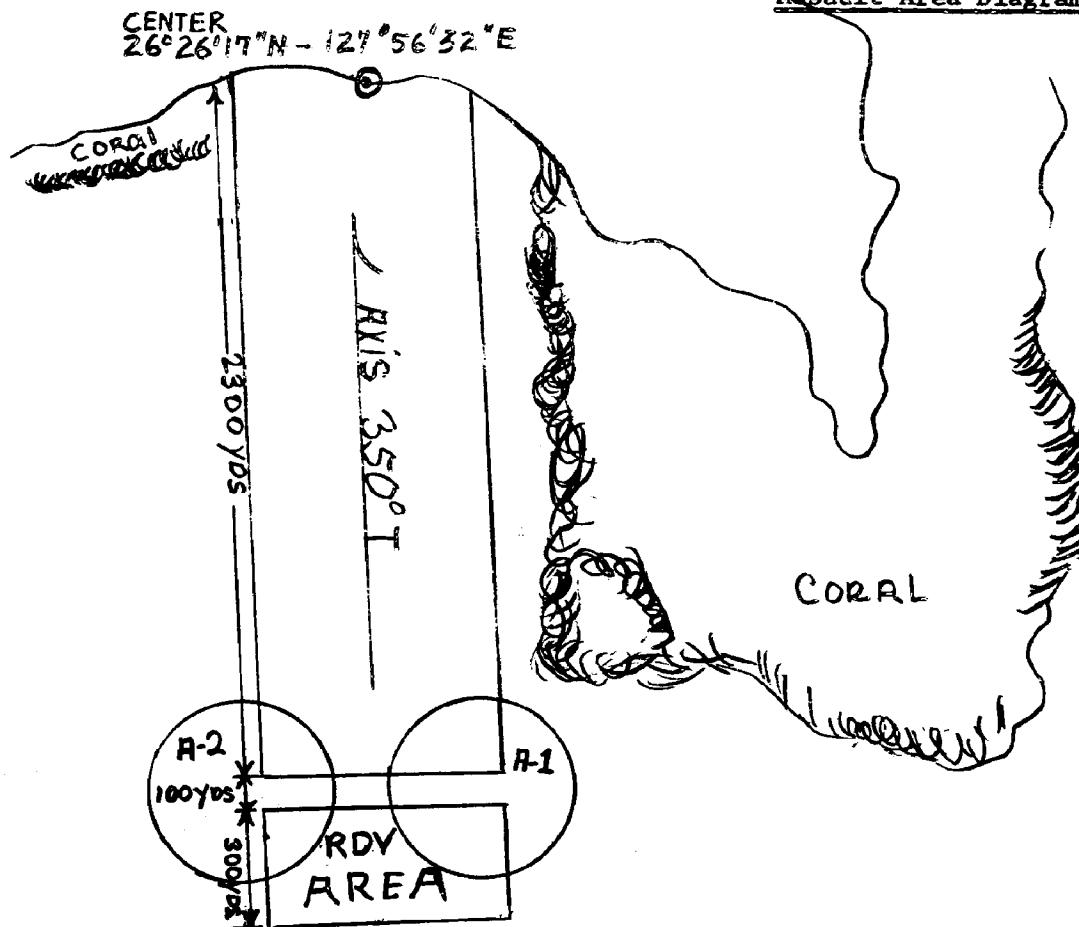
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Appendix I to Annex I

Assault Area Diagram

ANCH	LAT	LONG
A-1	26°25'10"N	127°56'54"E
A-2	26°25'06"N	127°56'33"E

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Line	A Wave	B Unit & Serial	C Pers.	D Material Equipment	E Craft	F Serial Source	G	H	I	J	K	L
							Leave Serial Source	Arrive RDVU Area	Leave RDVU Area	Cross LOD	Land	Remarks
06	OC	1ST PLT, CO. C 3RD S.P. BN/BMU	40	NORMAL COMBAT	1 LCU	LSD						PRE-LOADED
				1 TD-24								
				1 M-51								
				1 M-35								
				1 M107A2								
				1 RKF 060								
				1 M60 CRANE								
				1 FLOODLIGHT UNIT, 5 KW								
				1 M-37								
				1 M-422A1								
				1 M-416A1								
				1 CRANE K-2N								

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Appendix II to Annex IConsolidated Landing and Approach PlanKLN BLUE Beach

Line	Wave	Unit & Serial	Pers.	Material	Craft	Serial Source	Leave Serial Source	Arrive RDVU Area	Leave RDVU Area	Cross LOD	Land	Remarks
				Equipment								
01	1	ASSAULT ELEMENT CO "E"	148	NORMAL COMBAT	5 LVTP-5	LPD	H-27			H-17	H-HR	
02	2	CO "E" (-)	127	NORMAL COMBAT	5 LVTP-5	LPD	H-22			H-12	H+5	
03	OC	2D PLT, AT, CO A	21	NORMAL COMBAT, 5 M-50A1	5 LCM-6	LPD						
04	OC	2D PLT, CO A, 3RD TK BN.	8	NORMAL COMBAT	2 LCM-8	LPD						2 LCM-8 TURNAROUND
05	OC	2D PLT, CO A 3RD TK BN.	8	NORMAL COMBAT 2 M-48A TANKS	2 LCM-8	LPD						

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Appendix III to Annex IAmphibious Vehicle Employment Plan

Origin	Number and Type		Wave	Serial	Destination	Remarks
	Amphibious Vehicle	LVTP-5 LVTC LVTR DUKW				
LPD	5 LVTP-5		1	613	Blue Beach	
LPD	5 LVTP-5		2	614	Blue Beach	
LPD	1 LVTC					Free boat
LSD	1 DUKW					Free boat
LSD	1 LARC					Free boat

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Appendix IV to Annex I

Landing Craft Employment Plan

Line	No. of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
01	1	LCM-6	LPD	LSD	LTLF	AS REQUIRED	HEAVY SALVAGE/MEDICAL BOAT
02	1	LCPL	LSD	LSD	LTLF	AS REQUIRED	BGC
03	1	LCVP	LSD	LSD	LTLF	AS REQUIRED	WAVE GUIDE - WAVE ONE
04	1	LCPL	LPD	LSD	LTLF	AS REQUIRED	ASS'T BGC
05	1	LCPL	LPD	LSD	LTLF	AS REQUIRED	SAFETY BOAT
06	1	LCVP	LSD	LSD	LTLF	AS REQUIRED	WAVE GUIDE - WAVE TWO
07	3	LCM-8	LSD	LSD	LTLF	AS REQUIRED	ON CALL
08	5	LCM-6	LSD	LSD	LTLF	AS REQUIRED	ON CALL
09	1	LCU	LSD	LSD	LTLF	AS REQUIRED	ON CALL

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Appendix V to Annex ILow Visibility Control Plan

1. Purpose. The purpose of this plan is to provide for safe and efficient combat operations during low visibility.
2. General. This plan is applicable for Amphibious Assault Operations conducted during periods of low visibility or when other conditions prohibit standard control procedures. This plan will not be executed unless specifically directed by CATF.
 - a. The PCS will use standard control procedures, except as modified or supplemented herein and will insure the following:
 - (1) Strict accountability for each LVT and landing craft.
 - (2) Two-way communications with each group of craft and with any craft proceeding independently.
 - (3) Positive control of each craft or group of craft at all times.
 - b. The commanding officer of the serial source ship is responsible for radar tracking and vector control of scheduled waves and on call waves as follows:
 - (1) Ship to 50 yards seaward of the Line of Departure for LVT.
 - (2) Ship to Rendezvous Area for landing craft.
 - c. The Primary Control Ship is responsible for radar tracking and vector control of scheduled waves and on call waves as follows:
 - (1) 50 yards seaward of the LOD to the beach for LVT.
 - (2) 200 yards seaward of LOD to the beach for landing craft.
 - d. Wave formations will be the same as normal visibility control plan with the exception that distance between LVT and landing craft is 25 yards.
 - e. When directed by the CATF, employ the following special sound identification signals:

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PCS - Two short blasts of the ships whistle every four minutes on the even minute.

SCS - One short blast of the ships whistle every four minutes on the odd minute.

BGC/Traffic Control Officer - One short blast of a foghorn every two minutes.

Boat Requiring Assistance - Rapid ringing of boat bell every minute.

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Appendix VI to Annex I

Helicopter Ship-to-Shore Movement

1. General. This appendix provides for the control of the helicopter-borne 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 LPH to support helicopterborne ship-to-shore movement.

(3) Provide SAR helicopter for ship-to-shore movement.

b. Tactical Air Control Element

(1) Establish a Tactical Air Control Center (TACC) in LPH.

(2) Provide a helicopter liaison to HDC in LPH.

(3) Coordinate helicopterborne ship-to-shore movement with supporting arms and other air operations.

c. Transport Unit

(1) Operate LPH and LPD in designated OPAREAS. Ensure shortest possible helo routes to initial point, consistent with safety. Ensure close coordination.

(2) Establish Helicopter Direction Center (HDC) in LPH to operate under control of TACC. LPH coordinate LPD helo operations through HDC.

(3) Control the helicopterborne ship-to-shore movement and subsequent operations in accordance with NWIP 22-3(B), this Appendix, and Annex H.

x. Coordinating Instructions

(1) L-Hour, in accordance with basic operation order.

(2) CLF or his designated representative may authorize changes to landing sequence of helicopterborne serials. Should the commander of the

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helicopterborne troop unit determine prior to touchdown that the LZ is unacceptable the following action will be taken:

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

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

c. HDC will inform CATF/CLF immediately to receive any pertinent instructions.

d. CATF, in mutual agreement with CLF, will designate new LZ when required.

(3) In the event 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.

(4) The flight leader has authority to divert to the designated alternate LZ when actual flight safety considerations preclude use of the primary LZ and no deviation from assigned approach and retirement lanes is involved.

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

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

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

(8) Air communications in accordance with Annex N.

(9) Helicopter approach and retirement routes will be established by BLT.

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Msg Ref: LBS-67Annex JProtective Measures in the Objective Area

1. Situation. As in the basic operation order.
2. Mission. All units in the objective area will carry out the protective measures prescribed herein in order to minimize the disruptive effects of enemy activity and adverse weather conditions in or near the objective area.
3. Execution.
 - a. Commander, Special Operations and Command Unit (CTU 76.5.0)
 - (1) Perform duties as Transport Area Defense Commander and coordinate air, surface, and sneak attack defensive measures.
 - b. Flagship Element (TE 76.5.0.2)
 - (1) Perform duties as Force Anti-Air Warfare Coordinator as outlined in NWP 32.
 - (2) Act as ARRCS.
 - (3) Act as ECMCS. Insure all intercepted signals are exploited by correlating with surface and air radar pictures.
 - c. Gunfire Support Unit (TU 76.5.1)
 - (1) Perform duties as SRRCS.
 - x. Coordinating instructions.
 - (1) Individual ship security measures as outlined in Appendix I.
 - (2) Heavy Weather Plan in accordance with Appendix II.
 - (3) Sneak attack by swimmers exercise will be conducted the night following D-Day landings in accordance with Appendix III.
 - (4) Report all contacts as range and bearing from Point FOSSIL (CE 95402385, Lat. 26-26-02N Long. 127-57-03E).
 - (5) Communication Security in accordance with Annex N.

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Appendix I - Individual Ship Security Measures
II - Heavy Weather Plan
III - Sneak Attack Exercise

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Appendix I to Annex JIndividual Ship Security Measures

1. All ships will darken ship each night except for navigational lights. Necessary modifications are authorized for conducting hele operations. NANCY Schedule in accordance with Annex N. When EMCON is not in effect violations of darken ship should be reported to ship concerned via TG Reporting Net (Circuit N-3).

2. Ships at anchor at night will take the following additional security measures:

a. Set complete anti-sneak attack bill and test command and communications with all stations. This bill should include the following as a minimum:

- (1) Man machine guns on both sides of the ship.
- (2) One mount of the main gun battery manned and ready to fire.
- (3) Post additional sentries and look-outs around the ship to permit observation of all areas adjacent to the ship with minimum movement.
- (4) At least one picket boat equipped with radio, spotlight, and signal light patrolling up to 150 yards from the ship. Picket boats will show at least one running light. Parent ship maintain positive control over boats and ensure erratic patrol.
- (5) Throw nothing over the side.
- (6) Secure all topside speakers except when required for hele operations or defense against sneak attack.
- (7) Be prepared to illuminate the water adjacent to the ship's sides and anchor chain with lights equipped with reflectors. Illuminate only when authorized by Transport Area Defense Commander (TADC) or when required for defense of the ship.
- (8) Indoctrinate all personnel on nature of threat and proper performance of duty.

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b. No ammunition will be issued to machine gun crews, gun mounts, or picket beats.

c. Machine gun and main battery personnel may be secured after command and communication systems are checked.

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Appendix II to Annex JHeavy Weather Plan1. 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 Conditions 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, and LVT to extent of capacity.

b. Heavy Weather Conditions BRAVO - Heavy weather is imminent in the landing area.

(1) Cease all amphibious operations.

(2) Be prepared to dispatch boats to established boat havens if directed by CTG 76.5, or if emergency conditions dictate.

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- (3) Retreive all empty boats - boats already loaded will, if directed by CTG 76.5, unload on the beach.
- (4) LSD/LPD embark LCU, LCM, and LVT to extent of capacity.
- (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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Appendix III to Annex JSneak Attack Exercise

Reference: (a) COMPHIBPAC INST 03500.17B

1. General. Multiple swimmer attacks will be conducted by UDT Det "F" against all ships between 2200I on D-Day and 0500I on D+1 Day. Ships will be assigned anchorages in accordance with Annex D. Ships will implement their Anti-Sneak Attack Bills and the measures outlined in Appendix I to this Annex.
2. Purpose. To train watch and security personnel in the detection of swimmers attempting to sabotage a ship; to train UDT personnel in conducting swimmer attacks against ships.

3. Procedures

- a. OGDEN provide 1 LCPL for UDT Swimmer Launch and Safety Boat. This boat will be lighted and will display the zero flag. This boat may be tracked on radar while it circles ships and drops swimmers, but may not be attacked. All swimmers will be recovered by this boat unless they request assistance from a picket boat.
- b. One UDT member will be aboard each ship as a safety observer and to conduct a post-exercise critique as Commanding Officer desires. This member will have communications with the Swimmer Launch and Safety Boat. Ships will not monitor these communications, but may have messages relayed to boat if necessary.
- c. A swimmer will be considered successful when the swimmer approaches within 5 feet of a ship's side and fires a green signal flare without having been detected.
- d. Ships will simulate attacks by blinking a light at the swimmer.
- e. After a swimmer has been detected or completed his attack, the ship will call the UDT boat by flashing "S" on yardarm blinkers or using the UDT safety observer's radio. The UDT boat will acknowledge by flashing "UDT" and close to recover the swimmer.

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4. Safety Precautions

a. All units comply with paragraph 6 of reference (a).

b. Swimmers requiring emergency assistance will fire 1 or more white flares.

5. Communications

a. Ships report swimmer attacks or detection to CATF on circuit N-3 (TG reporting)

b. UDT will use circuit N-6 (UDT Recon/Beachmaster) for communications between UDT boat and shipboard safety observers. OGDEN/UDT Det will provide PRC-25's for all UDT observers.

6. Report

a. UDT submit letter report to CTG 76.5 in accordance with paragraph 7 of reference (a).

b. Ships submit letter report to CTG 76.5 discussing as appropriate concept and conduct of exercises, adequacy of safety precautions, and suggestions for improvement of protective measures in the AOA. Negative reports are not desired.

c. All ships lock shafts and secure main injection sea suction.

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Annex K

References: (a) Annex P, COMSEVENTHFLT OPORD 201-YR
 (b) Annex K, CTF 76 OPORD 201-67

1. Administrationa. General

(1) Ships and units comply with administrative procedures contained in reference (a) through (c) and other appropriate directives except as modified herein.

(2) Public Affairs instructions are contained in Annex V.

(3) A summary of required reports is contained in Appendix I to this Annex.

b. Troop Information and Safety Precautions

(1) Troop Commanders shall ensure that troops comply with ships regulations.

(2) Troops shall be briefed concerning shipboard safety regulations, shipboard hazards such as ships lifelines, open hatches, deck cleats and powered gun mounts especially during darken ship and debarkation procedures. Abandon ship and man overboard drills will be conducted.

c. Restrictions on Visits Ashore. No liberty will be permitted ashore in the objective area.

d. Mail

(1) U.S. Mail. CTG 76.5 will submit consolidated mail routing instructions for PRINCETON/OGDEN/MONTICELLO and embarked naval units. All other units temporarily attached to TG 76.5 submit own mail routing instructions.

(2) Guard Mail. PRINCETON is designated Guard Mail Center. Guard mail schedules will be promulgated as necessary by PRINCETON or CTG 76.5. Deliver routine guard mail for other ships direct if possible, otherwise deliver to PRINCETON for further distribution. Ships having urgent guard mail for pickup and/or delivery beyond ship's capability submit request to PRINCETON info CTG 76.5.

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e. Pest Exercise Report. Within 12 hours of termination of the exercise, submit brief message report as indicated below.

(1) Commands required to report:

A = NEB Detachment
 B = OIC, Reconnaissance Unit
 C = CO, PCS
 D = CO, LPH
 E = CO, LPD
 F = OINC TACRON DET

(2) Reports required - to be submitted by (see code above).

Brief Chronology (if not already known by CTG 76.5) - ALL

Problems encountered - ALL ships and units (negatives not required).

Lessons Learned - ALL ships and units (negatives not required).

Hele Ship-to-Shore Movement and Withdrawal - D.

Ship-to-Shore Movement - A, C.

Detailed Report of Reconnaissance - B.

Communications - ALL ships and units.

Adequacy of Boating and Loading to Support the Mission - C, E.

Air Operations - F.

2. Medical

a. General

(1) Epidemiology and special hazards of the area (Ryukyu Islands).

(a) This area has a climate in April which has temperatures averaging 66 to 76 degrees with a humidity averaging 81%. Rain can be expected 17 of 30 days and should approximate 12 inches for the month.

1. Diseases. Neither malaria nor dysentery are endemic.

The Ryukyus remain a yellow fever receptive area.

2. Immunizations. Yellow fever re-immunization is required every six years for re-entry of Ryukyu visitors to CONUS.

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3. Reptiles. Several venomous snakes are indigenous to the Ryukyus. Anti-toxin is available at military dispensaries and at U. S. Army Hospital, Ryukyus. Sea snakes abound and no specific anti-toxin is available.

4. Heat exhaustion and immersion foot should not be a frequent problem.

(2) Sanitation. Water should not be utilized unless inspected and approved by medical personnel. Feed grown by small farms should be avoided because of the use of human excrement as a fertilizer.

b. Mission. The mission of the Task Group medical personnel is to provide for treatment and care of the embarked crew and marine battalion in order to maintain the maximum number of effective personnel.

c. Medical Officers Distribution

Medical Officers will be available as follows:

(1) PRINCETON (2)

(2) OGDEN (1)

(3) MONTICELLO (1)

d. Primary Casualty Evacuation Ship

PRINCETON will be the Primary Evacuation Ship and will provide ward space for casualties requiring hospitalization.

e. Casualty Evacuation Control

(1) PRINCETON is designated the Primary Casualty Evacuation Ship. The Senior Medical Officer, PRINCETON is designated the Casualty Evacuation Control Officer (CE CO). His duties will be to:

(a) Report casualties on board to CTG76.5 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 installations/airfields for further transfer. The hospital facilities available are: U. S. Army Hospital Ryukyus, Highway #1, Camp KUE (500 beds); Naval Air Facility, NAHA, NAHA Air Facility. TAD Orders will indicate CO, NAF, NAHA as intermediate duty stations.

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f. Reports

(1) Casualty reports to 76.5 will be submitted every six hours commencing at H+6 and will be submitted in the below format.

(2) 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 P5000.7) shall report the casualty by message to CTG 76.5 in the following format:

PERCAS

- A. Name, rate/rank, 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.

(3) 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. OGDEN and PRINCETON be prepared to fuel and service helicopters (depending upon AVGAS/JP-5 availability) at any time on short notice. Be prepared to fuel other units on 4 hours notice.

b. Fuel. UNREPS are not scheduled during this exercise.

c. Supplies.

(1) Ships will have sufficient repair parts, consumable supplies, medical supplies, provisions, and ammunition on board when reporting to conduct this exercise.

(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. Boat Logistics

(1) MONTICELLO is designated boat haven. OGDEN furnish repair parts and repair teams as requested.

(2) All boats operating in the objective area shall be provided with sufficient C-Rations and potable water to sustain the crew for 24 hours.

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

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(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.

e. Boat Salvage. OGDEN furnish one heavy salvage boat.

f. Logistics Reports

(1) Submit fuel reports (plus AVGAS and JP-5 as applicable) as of 0000 LZT to CTG 76.5 prior to 0800 LZT. Burnable fuel shall be computed by using 95% volumetric capacity as 100% burnable fuel. A report will be made to CTG 76.5 when potable or feed water drops below 75% of tank capacity, and every 10% change thereafter.

(2) Submit reports of inoperative equipment to CTG 76.5 as occurring. Report ETR and when repairs effected.

(3) Submit life jacket, cargo net and sling recovery report 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 operations.
- E. Number of each belonging to other ships.

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Authenticated:

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Operation Order

COMPHIBREADGRU 308-67

United States SEVENTH Fleet
 CTG 76.5 Amphibious Ready Group
 and COMPHIBRON SEVEN
 USS PRINCETON (LPH 5), Flagship
 Buckner Bay, Okinawa
 DTG: 112300Z APR 67
 Msg Ref: LBS-67

Appendix I to Annex KReports

<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 when underway	
Machinery/Equip Safety derangement	All Ships	CTG 76.5	As occurring	Annex K
Life Jacket/Sling Cargo Net	All Ships	CTG 76.5 & Beachmaster	When requested	Annex K
Fuel/Water	All Ships	CTG 76.5	Prior to 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	2000 Daily	
Daily Summary of Air Operations	CTE 76.5.0.2	CTG 76.5	2200 Daily	
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	Upon reporting & SFC Parties when directed	Annex G
New Mission "CANDY"	NGFS	CTG 76.5	As occurring	Annex G
Mission Completion "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	12 Hours after Terminating	Annex K

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Annex NCommunications

Time Zone: INDIA (-9)

112. General. Communications in accordance with NWIP 16 and appropriate Joint, Allied, and Navy Department publications. NWIP 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 NWIP 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.

220. Communications Casualties

a. In the event of a casualty to the Flagship, USS OGDEN will assume communications responsibilities of the Flagship.

b. Inability to fully comply with this Annex shall 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 communications security and proper voice procedure. 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

a. Make no unsecure radio transmissions between L-Hour minus twelve hours and L-Hour minus one hour except for safety or emergency reasons.

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- b. Employ visual communications in accordance with paragraph 670 below.
- c. Maximize use of authentication, numeral codes, and operations codes as appropriate.

304. Security Against Traffic Analysis

- a. Uncovered voice radio transmissions monitored by the Naval Security Group during past operations have revealed a wealth of information which could have been prejudicial to friendly forces.
- b. Operators must be continuously aware of the danger of enemy traffic analysis and consciously avoid disclosure of information which may be useful to the enemy.

305. Authentication

- a. Use KAA-60 between Navy units.
- b. Use effective edition of KAC Q-T between Navy and Marine units for NGFS, etc.

320. Control of Electromagnetic Radiations. Be prepared to execute EMCON in accordance with Appendix III. Establishment of EMCON will be made by visual means or over TG OPS/ADMIN (Circuit N-1). EMCON may be broken by individual commands in the case of emergency only and shall be reported to CATF by immediate precedence message.

332. Control of Visual Communications

- a. During the period of darkness prior to H-Hour, while steaming or anchored in close proximity, visual signalling will be by NANCY only, and in accordance with the following schedule:

<u>UNIT</u>	<u>TRANSMIT TIME (MINUTES OF HOUR)</u>
LPH	00, 15, 30, 45
LPD	00, 30
LSD	15, 45

- b. In cases of emergency ships may send "NANCY HANKS" at any time via Circuit N-1.

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340. Recognition and Identification

- a. Ships use AMSP 158 and ACP 150.
- b. Small boat challenge and reply in accordance with Tab IV. Extracts may be made for individual watch periods to be carried in boats. Extracts must be protected and accounted for.

360. Interference and Jamming. Report incidents of harmful interference to CTG 76.5 in accordance with COMSEVENTHFLT OPORD 201-(YR).371. Imitative Deception

- a. Report suspected imitative deception immediately by FLASH precedence via TG OPS/ADMIN (CKT N-1) to CTG 76.5 in following format:

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DECEPTION (U)

1. CKT NR
2. FREQUENCY
3. VOICE CALL BEING USED BY SUSPECTED DECEPTIVE STATION AND CALLS OF STATIONS BEING CALLED.
4. TIME DECEPTION COMMENCED.
5. BRIEF SUMMARY OF INFORMATION PASSED OR REQUESTED BY SUSPECTED DECEPTIVE STATION.
6. ACTION BEING TAKEN TO RESUME COMMUNICATIONS WITH DESIRED AUTHENTIC STATION BY OTHER MEANS.

b. Continue communications with suspected deceptive station. Alternately attempt to contact desired authentic station by other means. Do nothing that would give deceptive station knowledge that you are communicating by other means.

403. Identification of Exercise Traffic

- a. All non-tactical messages originated pertaining to the Exercise will have the words "EXERCISE HILL TOP VII" as the subject line.
- b. When a message is off-line encrypted, the words "EXERCISE HILLTOP VII" will be transmitted in the clear preceding the encrypted system indicator.

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410. Call Signs. Call signs in accordance with Appendix II to this Annex and JANAP 119 and ACP 112 and 113.

500. Cryptographic Information. The effective editions of the following will be used as indicated:

KAK-2647	Ship/Shore ORESTES
KAC-132	Operations Code
KAC-138	Numerical Code
KAA-60	Authentication Table (Navy)
KAC QT	Authentication/Numeral Code (Navy-Marines)
KAK-3245	KY-8

613. Radio Frequency Plan. In accordance with Appendix I.

Fleet Broadcast

a. Each ship will normally copy its own broadcast.

b. Any inability to copy the broadcast will be reported to CTG 76.5 immediately. In the event of a broadcast outage on the Flagship, USS OGDEN will assume the Flagship's guard.

c. The Flagship shall provide broadcast traffic reruns upon request. The USS OGDEN will provide back up service to the Flagship. All rerun requests will be made to the Flagship. If reruns are not available, CTG 76.5 will make a combined request to the appropriate area broadcast station.

d. All ships submit guard lists to CTG 76.5 by 14 April.

Ship/Shore Communications

a. CTG 76.5 will relay ship/shore for all ships in company. Messages for relay will be transmitted via ship/ship ORESTES (CKT N-1).

b. USS OGDEN will maintain a KW-7 in standby for immediate entry into an appropriate WESTPAC ORESTES on-call ship/shore net should there be a casualty to the Flagship termination or an excessive backlog. Activation will be signalled.

Visual Communications

a. See paragraph 332.

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b. Visual communications will be used as the primary means of communications within the Task Group whenever possible.

812. Distress Guards. USS PRINCETON guard 243.0 MCS and 121.5 MCS. USS OGDEN guard 8364 KCS. USS MONTICELLO guard 500 KCS. When operating independently each unit guard all distress frequencies. Special assignments will be made in the Task Group when units are detached.

1041. External Communications

- a. The Task Group Ops/Admin Circuit will be full DUPLEX ORESTES.
- b. CTG 76.5 will transmit on N-1A; other ships will transmit on N-1B.
- c. CTG 76.5 will employ the broadcast method, sequentially numbering each message transmitted on N-1A. Ships of the Task Group will be responsible for maintaining a complete file of all messages received via this circuit.
- d. Ships will acknowledge receipt only on request.
- e. CTG 76.5 will receipt for all traffic and act as ship/ship relay.

1060. Additional Communications

- a. Air Support communications in accordance with Tab B Appendix I.
- b. NGFS communications in accordance with Tab C Appendix I.
- c. Marine communications in accordance with the BLT COI to be issued separately.

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Appendix I - Frequency Plans

- II - Call Signs
- III - EMCON Plan
- IV - Small Boat Challenge and Reply

Authenticated:

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United States SEVENTH Fleet
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and COMPHIBRON SEVEN
USS PRINCETON (LPH 5), Flagship
Buckner Bay, Okinawa
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Appendix I to Annex N

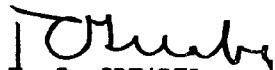
Frequency Plan

1. Tab A contains the frequency plan for Kin Blue Beach rehearsal/HILLTOP VII, during the transit and in the AOA. All ships guard unless otherwise indicated.
2. Tab B contains the air frequency plan for Kin Blue Beach rehearsal/HILLTOP VII in the AOA.
3. Tab C contains the NGFS frequency plan for Kin Blue Beach rehearsal/HILLTOP VII in the AOA.

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Tab A - Radio Frequency Plan, Basic
B - Air Frequency Plan
C - NGFS Frequency Plan

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Tab A to Appendix I to Annex N

Radio Frequency Plan, Basic

<u>CKT NR</u>	<u>FREQ</u>	<u>EMISS</u>	<u>USE</u>	<u>REMARKS</u>
N-1A B	2462 KCS 3190 KCS	1.24F1 1.24F1	TG OPS/ADMIN	1. FULL DUPLEX 2. CTG XMIT N-1A; OTHER SHIPS XMIT N-1B
N-2	225.4 MCS	6A3	TG TACT(P)/AMPHIB COMMON	
N-3	237.9 MCS	6A3	TG REPT(P)/LOGISTICS COMMON	
N-4	2096 KCS	6A3	SEVENTHFLT WARNING/TG REPT(S)	
N-5	277.8 MCS	6A3	FLEET COMMON/TG TACT(S)	
N-6	50.2 MCS	36F3	UDT RECON/BEACHMASTER COMMON	
N-7A B	47.7 MCS 32.6 MCS	36F3 36F3	BLUE BEACH BOAT OPERATIONS(P) (S)	1. ALL BOATS GUARD WHEN NOT UNDER PCS CONTROL ON CKT N-8.
N-8A B	45.5 MCS 46.8 MCS	36F3	BLUE BEACH BOAT CONTROL (P) (S)	1. USED TO DIRECT BOATS FROM LOD TO BEACH AND RETURN. 2. BOATS ENTER WHEN 500 YARDS SEAWARD OF LOD.

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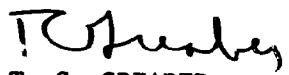
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<u>CKT NR</u>	<u>FREQ</u>	<u>EMISS</u>	<u>USE</u>	<u>REMARKS</u>
M-115	42.9 MCS	36F3	SP CONTROL/TACLOG	1. MAY BE COVERED BY KY-8 WHEN DIRECTED.

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Tab B to Appendix I to Annex NAir Frequency Plan

<u>CKT</u>	<u>FREQ</u>	<u>EMISS</u>	<u>USE</u>	<u>COLOR</u>
H-1	5140 KCS	3A3J	TAC(P)	LEMON
H-2	10205 KCS	3A3J	TAC(S)	
H-3	6490 KCS	3A3J	TAR/HR (P)	
H-4	39.8 MCS	36F3	TAR/HR (S)	
H-5	227.0 MCS	6A3	TATC (P)	FUCHSIA
H-6		6A3	TATC (S)	CHROME
H-7	318.6 MCS	6A3	AC-1	AQUAMARINE
H-8		6A3	AC-2	GARNET
H-9	46.0 MCS	36F3	TACP, LOCAL	
H-10	264.2 MCS	6A3	HD(HC)-1/SAR/HELO SAFETY BOAT	ORANGE
H-11	229.4 MCS	6A3	HD(HC)-2/HELO COMMON	GREEN
H-12	334.6 MCS	6A3	LPH/L/L	
H-13	229.4 MCS	6A3	LPD LAND/LAUNCH//HDC ADVISORY	
	243.0 MCS	6A3	UHF AERO EMERGENCY	GUARD
	121.5 MCS	6A3	VHF AERO EMERGENCY	GUARD
	272.2 MCS		USS OGDEN UHF HOMER	
	481 KCS		USS OGDEN LF HOMER	
	266.6 MCS		USS PRINCETON UHF HOMER	
	408 KCS		USS PRINCETON LF HOMER	

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Tab C to Appendix I to Annex N

Naval Gunfire Support Frequency Plan

<u>CKT</u>	<u>FREQ</u>	<u>EMISS</u>	<u>USE</u>	<u>REMARKS</u>
M-502	2830 KCS	3A3J	NGF CONTROL/SUPPORT(P)	
M-511	9780 KCS	3A3J	(S)	
M-567	51.8 MCS	36F3	SFC SPOT #1	
M-541	39.5 MCS	36F3	SFC SPOT #2	
M-507	6233 KCS	3A3J	SFC SPOT #3	
M-509	7390 KCS	3A3J	SFC SPOT #4	
M-558	47.4 MCS	36F3	SFCP LOCAL	
M-537	37.2 MCS	36F3	SP LOCAL	

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United States SEVENTH Fleet
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 USS PRINCETON (LPH 5), Flagship
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Appendix II to Annex NCall Signs (Encode Section)

<u>VOICE CALLS</u>		<u>CW CALLS</u>		
<u>UNIT</u>	<u>COMMAND</u>	<u>COLLECTIVE</u>	<u>COMM</u>	<u>COLL</u>
TG 76.5	COMPANY STORE	GRUDGE	M8NW	G6ME
TU 76.5.0	MOONFISH	LUCKY ME	X6XP	A2QN
TU 76.5.1	AZALEA BLOSSOM	KNOCK	W7PU	MOUL
TU 76.5.2	LITERARY	SPROCKET	X4XC	B2QR
PRINCETON	BULLHORN		NHRN	
OGDEN	PILGRIM GIRL		NGZV	
MONTICELLO	CASHBOOK "V"		NGDV	
LCU (NR)	MESH (NR)			
LCM-6 (NR)	LEECH (NR)			
LCM-8 (NR)	BLUEJAY (NR)			

<u>UNIT</u>	<u>CALL</u>
BEACHMASTER	(BEACH COLOR) BEET
BOAT GROUP COMMANDER	CLAPPER (NR)
FIRE SUPPORT COORDINATION CENTER	BAILEY
HELICOPTER DIRECTION CENTER	FAIRMONT
HELICOPTER SAFETY BOAT	SAPPHIRE

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<u>UNIT</u>	<u>CALL</u>
TACTICAL AIR DIRECTION CENTER	JOYRIDE
SACC/TACC	ICEPACK
TACTICAL AIR COORDINATOR	PLAYBOY
UNDERWATER DEMOLITION TEAM	ROSEMARY (NR)
UDT (UNIT)	STEAK FRY (NR)

NOTE: THE MARINE UNIT CALL SIGNS ARE INCLUDED IN THE SLF COI.

CALL SIGNS (DECODE SECTION)

<u>CALL SIGN</u>	<u>UNIT</u>
AZELEA BLOSSOM	CTU 76.5.1
BAILEY	FIRE SUPPORT COORD CENTER (FSCC)
(BEACH COLOR) BEET	BEACHMASTER
BLUEJAY (NR)	LCM-8 (NR)
BULLHORN	USS PRINCETON (LPH 5)
CASHBOOK "V"	USS MONTICELLO (LSD 35)
CLAPPER (NR)	BOAT GROUP COMMANDER (NR)
COMPANY STORE	CTG 76.5
FAIRMONT	HELO DIRECTION CENTER (HDC)
GRUDGE	TG 76.5
ICEPACK	SUPPORTING ARMS COORD CENTER
JOYRIDE	TACTICAL AIR DIRECTION CENTER
KNOCK	TU 76.5.1

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<u>CALL SIGN</u>	<u>UNIT</u>
LEECH (NR)	LCM-6 (NR)
LITERARY	CTU 76.5.2
LUCKY ME	TU 76.5.0
MESH (NR)	LCU (NR)
MOONFISH	CTU 76.5.0
PILGRIM GIRL	USS OGDEN (LPD 5)
PLAYBOY	TACTICAL AIR COORDINATOR
ROSEMARY (NR)	UDT (NR)
SAPPHIRE	HELO SAFETY BOAT
STEAK FRY (NR)	UDT UNIT (NR)

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United States SEVENTH Fleet
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 and COMPHIBRON SEVEN
 USS PRINCETON (LPH 5), Flagship
 Buckner Bay, Okinawa
 DTG: 112300Z APR 67
 Msg Ref: LBS-67

Appendix III to Annex NEMCON Plan

1. Due to the characteristics of the ARG composition and its assigned mission, standard EMCON plans are not used. The following shall apply to all units assigned to TG 76.5 for Exercise HILLTOP VII.

EMCON Conditions

<u>LINE</u>	<u>EQUIPMENT</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>
1.	HELO FLT OPS VHF/UHF VOICE CIRCUITS/TACAN/UHF HOMER	S	S1	S1	0
2.	OTHER UHF / VHF	S	S3	S3	0
3.	RADAR	S	S2	0	0
4.	TG ORESTES	S	0	0	0
5.	SHIP/SHORE HF	S	0	0	0
6.	LF/MF/HF VOICE OR CW	S	S	S3	0

LEGEND:

S - SILENCE
 S1 - SILENCE; PERMISSION TO OPERATE ONLY WHEN CONDUCTING HELO OPS.
 S2 - SILENCE; PERMISSION TO OPERATE INTERMITTENTLY FOR SAFE NAVIGATION.
 S3 - SILENCE; PERMISSION TO OPERATE ONLY WHEN CONDUCTING BOATING OPERATIONS.
 0 - OPERATE AS NECESSARY TO ACCOMPLISH ASSIGNED MISSION.

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

Authenticated:


T. C. GREABERLieutenant, U. S. Navy
Staff SecretaryDOWNGRADED AT 3 YEAR INTERVALS;
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COMPHIBREADGRU 308-67

United States SEVENTH Fleet
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Appendix IV to Annex NSmall Boat Challenge and Reply

1. This challenge and reply system provides a ready means of identification between ships, small boats, LVT and landing craft, especially during periods of darkness or reduced visibility.

2. Procedures

a. The standard means of challenge and reply is by sound, however, flashing light may be used.

b. Challenge, reply, counter-challenge, counter-reply signals consist of two-letter groups. When a boat or landing craft is challenged with a two-letter group, the reply will be found in the "Reply" column opposite the local zone time of the challenge. The same is true of the counter-reply in answer to a counter-challenge.

Example: Table #1 - 1245 Local Zone Time

Challenge - KILO KILO

Reply - SIERRA HOTEL

Counter-Challenge - NOVEMBER JULIETT

Counter-Reply - LIMA CHARLIE

3. Effective: Table #1 For Rehearsal

Table #2 First Day of Exercise

Table #3 Final Day of Exercise

<u>TABLE #1</u>	<u>CHALLENGE</u>	<u>REPLY</u>	<u>COUNTER-CHALLENGE</u>	<u>COUNTER-REPLY</u>
0000-0300	FM	PF	TB	OF
0300-0600	MO	PB	AW	UT
0600-1200	GR	EK	KE	DK
1200-1800	KK	SH	NJ	LC
1800-2100	ZS	SQ	RD	VF
2100-2400	NS	QP	UM	RC

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<u>TABLE #2</u>	<u>CHALLENGE</u>	<u>REPLY</u>	<u>COUNTER-CHALLENGE</u>	<u>COUNTER-REPLY</u>
0000-0300	VV	GO	VK	VF
0300-0600	AJ	XO	ES	NF
0600-1200	KE	OT	ZF	IP
1200-1800	UU	PW	QG	GC
1800-2100	VF	YF	YL	PL
2100-2400	MQ	PF	XT	MX

<u>TABLE #3</u>	<u>CHALLENGE</u>	<u>REPLY</u>	<u>COUNTER-CHALLENGE</u>	<u>COUNTER-REPLY</u>
0000-0300	KL	XT	HS	SJ
0300-0600	TG	FO	KV	FF
0600-1200	RF	EF	OS	ZD
1200-1800	SS	CZ	WH	WM
1800-2100	NS	BQ	XS	PX
2100-2400	KX	YM	FL	CQ

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 Captain, U.S. Navy
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Authenticated:



T. C. GREAMER

Lieutenant, U. S. Navy
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Operation Order
COMPHIBREADGRU 308-67

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Annex VPublic Affairs

Ref: (a) U.S. Navy Public Affairs Regulations (NAVSO P-1035)
 (b) COMSEVENTHFLT OPORD 201-(YR), Annex V
 (c) CTF 76 OPORD 201-(YR), Annex V

1. General. References (a), (b) and (c) apply except as modified herein.

2. Public Relation Themes

- a. Navy-Marine Corps Team readiness posture.
- b. Continuous training to meet contingencies in any location.
- c. Balanced raid force capability.

3. Channels of Release

- a. CTG 76.5 is solely responsible for the submission of public affairs material relating to units of TG 76.5 during this exercise.
- b. All news release material concerning this exercise will be forwarded to CTG 76.5 who will coordinate proposed releases with CINCPACREP RYUKUS prior to forwarding to COMSEVENTHFLT.
- c. Once clearance has been received from CTG 76.5 or higher authority, dissemination may be made by units to news media in accordance with existing procedures. Additional stories and material may also be submitted direct to news media as long as within the frame-work of the cleared release and not contrary to other policy restrictions on the specific subject. Provide copies of all these news releases, indicating distribution, except FHTNC releases, to CTG 76.5 and CTF 76.
- 4. Photography. Commanding Officers are urged to employ Navy photographers, if available, or qualified amateur photographers or their command to obtain public affairs coverage of significant events. Forward unprocessed film to CTG 76.5 with processing data and caption material as soon as possible.
- 5. Embarkation of Media Representatives. It is not anticipated that media representatives will be embarked in ships of the task force during the exercise. However, any request for embarkation must be approved by COMSEVENTHFLT.
- 6. Public Affairs Handling of Disasters

- a. TG 76.5 units involved in a serious disaster will:

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(1) As circumstances permit, obtain photographic and audio tape coverage of the event, damage control and rescue efforts and any other newsworthy happenings.

(2) As soon as possible submit by message a proposed press release concerning the incident to COMSEVENTHFLT, info CTF 76, CTG 76.5 and other cognizant commanders.

(3) As soon as initial story has been released by COMSEVENTHFLT or higher authority, follow up with additional press releases, photographs and tape recordings as appropriate.

b. Names of casualties will not be released until confirmation of notification of next of kin by the Chief of Naval Personnel.

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

Authenticated:

T. C. Greaber

T. C. GREABER
Lieutenant, U.S. Navy
Staff Secretary

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Annex ZDistribution

CTF 76	2	CINCPAC REP RYUKYUS	1
CTF 79	2	COMFLEACTS RYUKYUS	1
CTG 79.5	4	COMSEVENTHFLT	2
CTG 76.4	2	COMPHIBPAC	2
CTU 76.0.8	1	CINCPACFLT	2
CO, BLT 2/3	4	CINCPAC	2
CO, VMFA 115	2	COMNAVPHIL	1
MAG 15	2	COMPHIBGRU THREE	1
CO, HMM 164	4	COMPHIBGRU ONE	1
TACRON 13 DET "B"	3	CNO	2
UDT-11 DET "F"	1	CMC	1
BMU-1 DET "A"	1	USS ANNAPOLIS (AGMR 1)	2
USS PRINCETON (LPH 5)	5	NAVCOMMSTA JAPAN	1
USS OGDEN (LPD 5)	4	NAVCOMMSTA PHIL	1
USS MONTICELLO (LSD 35)	4	NAVCOMMSTA GUAM	1
COMPHIBRON ONE	1	NAVSECGRU KAMI SEYA	1
COMPHIBRON THREE	1		
COMPHIBRON FIVE	1		
COMPHIBRON NINE	1		
COMPHIBRON ELEVEN	1		
CO, NAVPHIBSCOL, CORO	1		

R. L. COCHRANE
 Captain, U. S. Navy
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