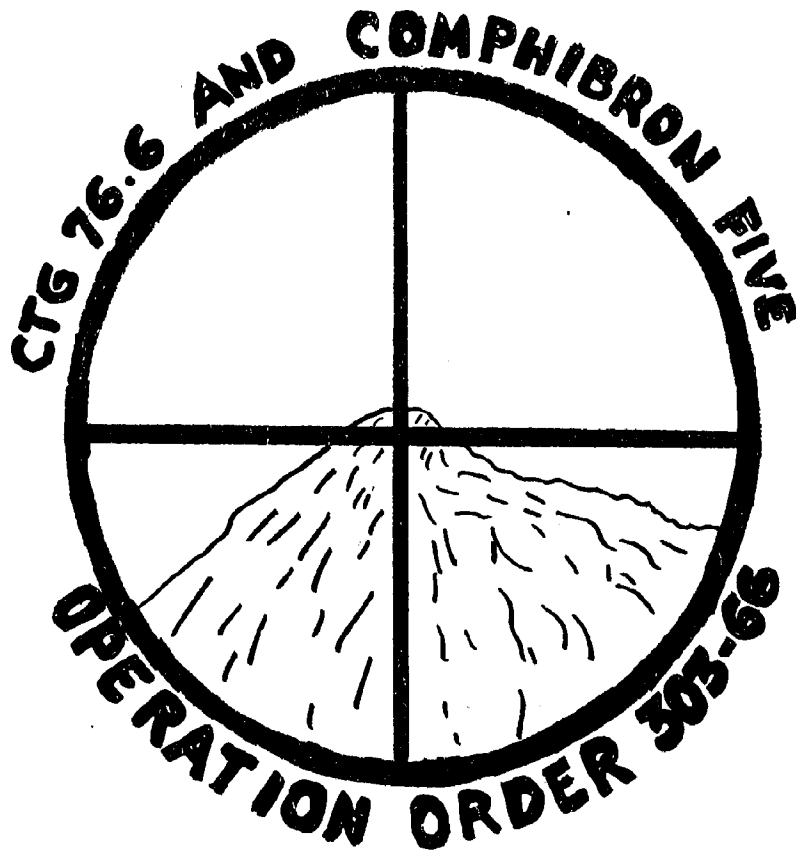


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EXERCISE HILLTOP

*Top Secret Document - 303-66-01  
(EX. HILLTOP)*

287 301

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*11 Jan 1971*

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Task Group 76,6: Orders, 1966

OpOrder 303-66 (Exercise HILLTOP), 18 Jan 1966 [S&C 287 381]

OpOrder 322-66, 1 Apr 1966 [S&C 290 545 & 290 546]

OpOrder 301-67, 29 Sep 1966 [S&C 299 086]

(This was originally issued as TG 76,5 OpO 301-67)

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Commander Task Group 76.6  
and  
Commander Amphibious Squadron FIVE  
c/o Fleet Post Office  
San Francisco, California

CTG 76.6/CPR5:N1/cnc  
3121  
Ser: 09  
21 January 1966

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From: Commander Task Group 76.6/Commander Amphibious Squadron FIVE  
To: Distribution

Subj: Change #1 to CTG 76.6/Commander Amphibious Squadron FIVE OpOrder  
303-66

Encl: (1) Pen and ink corrections  
(2) Replacement Pages I-VIII-A-1 and I-VIII-A-2

1. Make pen and ink corrections as listed in enclosure (1).
2. Remove present page I-VIII-A-1 and I-VIII-A-2 and replace with enclosure (2).
3. Upon completion of entering this change, make appropriate entry on Page Z-2 (Record of Changes) referencing this letter as authority.

  
R. L. GLASS  
By direction

Distribution:  
See CTG 76.6 OpOrd 303-66

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CHANGE 1 TO CTG 76.6 OPORD 303-66

Page 2 - Under TU 76.6.4 add "CDR O. D. TIDERMAN" as CO USS BARRY.

Page 8 - Add "Tab A - Sortie and Movement Plan" under Appendix I to Annex D.

Page B-2 - Add new paragraph 6.C.(2) "(2) The major Navy objective is training in control of ship-to-shore movement during an enemy contested withdrawal and coordination and control of fire support during the withdrawal: Defense of Transport Area: Conducting clandestine beach reconnaissance and the delivery of coordinated fire."

- Add new paragraph 6.C.(3) "(3) The major Marine objective is to develop and test established principles and doctrine for the application of Marine Corps tactics in the conduct of amphibious raids."

Page B-I-2 - Delete Event 22-1.

Page B-I-3 - Under Event 24-2, delete "/Presail".

Page C-III-1 Paragraph 1.A. - Change axis to read "050".

Page D-I-1 Line 11 - Change MONTROSE arrival time to read "0700" vice "1620".  
Line 12 - Change SKAGIT arrival time to read "1620" vice "1700".  
Under "CTC" Col, change "CTU 76.6.2.3" to read "CTU 76.6.3".

Page D-I-2 Line 3 - Change OTC to "CTU 76.6.2" vice CTE 76.6.0.1".  
Line 5 - Before "OPAREA" add "LPH"; after "OPAREA" add "GZ".  
Line 8 - After "H-50" add "Splash landing craft and LVT's enroute if conditions permit".

Page D-I-3 - Under "23 JAN", Line 8 - Change to read "CTE 76.6.3.1" vice "CTU 76.6.3.4".

Page D-III-A-2 - Change reference point "A" to read long "121-00-15E" vice "120-00-15E."

Page G-1 - Under TU 76.6.4 delete "CAPT R. KIRK, USN, COMDESRON 24" and substitute "CDR O. D. TIDERMAN, CO BARRY".

Page G-I-1 - Add voice call sign "SILVER ACE" for BARRY (DD 933).

Page G-II-1 - Delete arrow at Red Beach 2 and insert arrow at Red Beach 1.

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Page H-I-A-1 - Event number 171. Under "Number and Type A/C" change to read "1 UH34" vice "2UH34". Under "Time on Station" change to read "H-15 to secure". Events 105 through 108. Under "Number and Type A/C" change to read "4 UH34" vice "3 UH34". Delete events 109 and 110. Renumber events 111 and 112 to read 109 and 110 respectively.

Page I-2 Paragraph 3.X.(3) - LTLF will be ordered about "H-100Z" vice "H-90".

Page I-4 - Delete Tab B under Appendix XI "Helicopter Rehearsal Plan."

Appendix IV to Annex I - Second page erroneously numbered. Change "I-VI-2" to "I-IV-2".

Page I-IV-2 Line 7, Col "G" - Change to read load at "AKA 105" vice "LSD 17".

Line 8 - Delete in entirety. Add new Section "E" entitled "Pre H-Hour Transfer".

Line 9, Col "G" - Delete Ser 460.

Line 10, Col "G" - Delete Ser 461.

Line 11, Col "A" - Change to read "1" vice "2" LCVP.

Line 11, Col "G" - Delete all remarks except "TACLOG Party".

Line 12 - Add new line to read "12/1/LCVP APA 248/LSD 35/LTLF/1 Trip/Command Grp ALFA."

Page I-IV-3 - Change section "E" to read section "F".

Page I-V-2, Line 6, Col "F" - Change to read "LSD 17" vice "APA 248".

Page I-V-A-1 - Change beach lane axis to read "050" vice "247".

Page I-VIII-1 Paragraph 2.A.(3) - Delete first sentence in its entirety.

Page I-VIII-2 Paragraph 2.D.(4) - Delete entire sentence.

Paragraph 2.X.(4) - Change "Secheule" to read "schedule".

Page I-X-A-2 Line 7, Col "G" - Change to read load at "AKA 105" vice "LSD 17".

Line 8 - Delete in entirety. Add new section "E" titled "Pre H-Hour Transfer".

Line 11 - Col "A" - Change to read "1" vice "2" LCVP.

Line 11 - Col "G" - Delete all remarks except "TACLOG Party".

Line 12 - Add new line to read as follows: "12/1/LCVP/APA 248/LSD 35/LTLF/1 Trip/Command Grp ALFA."

Page I-X-B-1 Line 3, Col "E" - Change to read "10 LCVP" vice "3 LCM-6".

Page I-X-B-2 Line 6, Col "F" - Change to read "LSD 17" vice "APA 248".

Page I-XI-3 Paragraph (5) - Delete "Tab B" and add "IAW CTG 79.5 OPORD 325-66".

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Page K-2 Paragraph 5.A. - Change "COMPHIBRON THREE" to read "COMPHIBRON ONE".

Page N-I-1 - Change circuit N1 to read "4212 KC". Change N2 to read "4441 KC".  
Change N6 to read "285.0 MC". Change N10 to read "283.4MC".

Page W-I-1 - Add new paragraph "4. LPH operating area will be Subic operating area A".

Page Y-3 Paragraph X.(1) - Delete present paragraph and substitute the following: "BARRY conduct firing as scheduled in Appendix I".

Page Y-I-1 - Event 19-2 - Change time to read "1430" vice "1230". Change Event "19-1" to read "20-1A". Event 20-2. Delete all after "fire support area I". Event 20-5. Between "area" and "as" insert "(vicinity 850415)".

Page Y-I-2 - Event 20-8 - Add sentence: "PAUL REVERE, MONTICELLO, CATAMOUNT rendezvous as directed for pre-rehearsal transfers".

Event 21-1 - Change to read "PAUL REVERE" vice "VALLEY FORGE".

Page Z-1 - Add "CTG 79.5" to distribution list.

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ERRATA SHEET to CTG 76.6/COMPHIBRON FIVE OP ORDER 303-66

Page G-I-1 - Voice Call Sign for USS BARRY - "SILVER AGE"

Page W-I-1 - Add new paragraph 4. 4. "LPH operating area will be Subic  
operating area A."

Page Y-I-1 - CASEX/FIRTX Communication checks at 1430 vice 1230

  
W. D. DIETRICHSON  
Chief Staff Officer

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Operation Order  
COMPHIBRON FIVE 303-66

U. S. SEVENTH FLEET  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: IAR 431

Task Organization

Reference: a. COMSEVENTHFLT ltr N6-0325 of 17 NOV 65 as modified by  
 COMSEVENTHFLT msg 130756Z.

b. NWP 22 (A)

c. FXP 5

Zone Time: HOTEL (-8)

TG 76.6	<u>Amphibious Task Group</u>	<u>CAPT W. J. MADDOCKS</u> (COMPHIBRON FIVE)
TU 76.6.0	<u>Special Ops and Command Unit</u>	<u>CAPT W. J. MADDOCKS</u> (COMPHIBRON FIVE)
TE 76.6.0.1	<u>Flagship Element</u> PAUL REVERE (APA 248)	<u>CAPT W. R. McDOWELL</u> (CO, PAUL REVERE)
TE 76.6.0.2	<u>Tactical Air Control Element</u> TACRON 11 DET	<u>(OINC, TACRON DET)</u>
TE 76.6.0.3	<u>Recon Element</u> WEISS (APD 135) UDT 11 DET C	<u>LCDR R. T. CARTERETTE</u> (CO, USS WEISS)
TE 76.6.0.4	<u>Naval Beach Party Element</u> BMU DET	<u>LT FLYNN</u> (OINC, BMU DET)
TU 76.6.2	<u>Transport/Movement Unit ALFA</u>	<u>CAPT W. J. MADDOCKS</u> (COMPHIBRON FIVE)
TE 76.6.2.1	<u>Transport Element</u>  PAUL REVERE SKAGIT CATAMOUNT	<u>CAPT W. J. MADDOCKS</u> (COMPHIBRON FIVE)
TE 76.6.2.2	<u>Landing Craft Control Element</u> <u>ALFA</u> CATAMOUNT (LSD 17)	<u>CDR B. A. SHAW</u> (CO, CATAMOUNT)
TU 76.6.3	<u>Transport/Movement Unit BRAVO</u>	<u>CAPT J. D. WESTERVELT</u> (COMPHIBRON ONE)



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Operation Order  
COMPHIBRON FIVE 303-66

TE 76.6.3.1	<u>Transport Element</u> VALLEY FORGE (LPH 8) MONTROSE (APA 212) MONTICELLO (LSD 35)	<u>CAPT J. D. WESTERVELT</u> (COMPHIBRON ONE)
TE 76.6.3.2	<u>Landing Craft Control Element</u> <u>BRAVO</u> MONTICELLO (LSD 35)	<u>CAPT G. W. FOLTA, Jr.</u> (CO, MONTICELLO)
TU 76.6.4	<u>Naval Gunfire Support and</u> <u>Screen Unit</u> BARRY (DD 933)	<u>COR GD. TIDENMAN</u> (CO, BARRY)

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Operation Order  
COMPHIBRON FIVE 303-66

1. Situation. This operation order is derived from reference (a) and provides for the conduct of a unilateral amphibious raid type assault landing exercise in the San Jose area, Mindoro, Republic of Philippines. It further provides for rehearsals and training in the Subic area, movement to the AOA and a tactical withdrawal upon completion of the exercise. The nickname for this exercise is Hill Top III.

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 Seas, 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. Embark the landing force consisting of BLT's 3/1, 2/3 and supporting units and conduct an exercise amphibious assault landing near San Jose, Mindoro in order to improve the combat readiness of this force and to support U. S. policy in the Republic of the Philippines.

3. Execution. Commencing D-Day this force will land the landing force by waterborne and helicopter borne assault, seize, establish and defend a beachhead, support the landing force ashore, and conduct a withdrawal when directed and upon completion of operations ashore.

a. Landing Force.

(1) On the order "Land the Landing Force" provide serials of troops and equipment in accordance with Annex I, Ship-to-Shore Movement.

(2) When L-Hour is designated, provide helo teams and equipment in accordance with the helicopter ship-to-shore movement plan, Appendix XII to Annex I, Ship-to-Shore Movement.

(3) Land over RED Beach and in designated landing zones in accordance with Annex I, Ship-to-Shore Movement.

(4) Provide TACLOG party to the PCS to assist in the Ship-to-Shore movement.

(5) Assume operational control of the Naval Beach Party Element when landed and provide beachmaster services for control of traffic in the beach vicinity and salvage operations in shore of the surfline in accordance with Annex I, Ship-to-Shore Movement. Return control of the Naval Beach Party Element to the CATF upon reporting to the landing force to Task Force DELTA for control.

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Operation Order  
COMPHIBRON FIVE 303-66

(6) Withdraw over the designated beach when directed in accordance with Annex I, Ship-to-Shore Movement.

b. Special Ops and Command Unit (TU 76.6.0)

(1) Flagship Element (TE 76.6.0.1)

(a) Operate as directed by CTG 76.6

(2) Tactical Air Control Element (TE 76.6.0.2)

(a) Establish a Tactical Air Control Center in PAUL REVERE on D-Day and act as Tactical Air Commander for the CATF.

(b) Exercise overall control of air operations to include air support, SAR air operations, and the coordination and control of helo operations through the helicopter direction center on VALLEY FORGE in accordance with Annex H, Air Operations.

(3) Recon Element (TE 76.6.0.3)

(a) Conduct pre-D-Day and D-Day surveys of the designated assault beaches in accordance with Annex F, Beach Reconnaissance, and as directed separately.

(b) Submit SUROB reports on the designated assault beaches in accordance with Annex F, Beach Reconnaissance, and as directed by CTG 76.6.

(c) Conduct such other operations as may be directed by CTG 76.6.

(4) Naval Beach Party Element (TE 76.6.0.4)

(a) Provide for service and salvage operations in accordance with Annex I, Ship-to-Shore Movement.

(b) When landed, report to the landing force shore party for operational control.

c. Transport/Movement Unit (TU 76.6.2)

(1) Transport/Movement Element "ALFA" (TE 76.6.2.1)

(a) Commencing on D-2, conduct movement to the objective area in accordance with Annex D, Movement.

(b) Land BLT 3/1 in assault on D-Day in accordance with Annex I, Ship-to-Shore Movement.

(c) Support the landing force ashore. Coordinate and control all logistic back up shipping.

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Operation Order  
COMPHIBRON FIVE 303-66

(d) When directed, commence withdrawal of the landing force in accordance with Annex I, Ship-to-Shore Movement.

(e) When withdrawal is completed conduct movement from the objective area to carry out directives of higher authority.

(2) Landing Craft Control Element "ALFA" (TU 76.6.2.2)

(a) Act as primary control ship for the movement ashore of BLT 3/1 over Beach RED ONE in accordance with Annex I, Ship-to-Shore movement.

(3) Transport/Movement Unit "BRAVO" (TE 76.6.3)

(a) Commencing on D-2 conduct movement to the objective area in accordance with Annex D, Movement.

(b) Execute the landing and the withdrawal of the Special Landing Force in accordance with Annex I, Ship-to-Shore Movement.

(c) Establish the helicopter direction center on VALLEY FORGE.

(d) Establish a Tactical Air Direction Center on VALLEY FORGE. Be prepared to take over the function of Tactical Air Control Center and Supporting Arms Coordination Center if directed by CTG 76.6.

(4) Landing Craft Control Element "BRAVO" (TU 76.6.3.2)

(a) Act as Secondary Control Ship for the movement ashore of BLT 3/1 in accordance with Annex I, Ship-to-Shore Movement. Be prepared to take over the function of the Primary Control Ship.

(b) Be prepared to act as Primary Control Ship for the special landing force over Beach RED TWO in accordance with Annex I, Ship-to-Shore Movement.

d. Naval Gunfire Support and Screening Unit (TU 76.6.4)

(1) Commencing on D-2, screen TG 76.6 during movement and provide ASW defense from point of departure to the objective area.

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

(3) When not engaged in simulated NGFS missions, provide the transport/movement units in the AOA with protection from attack by small craft and/or swimmers and conduct surveillance of small craft and suspicious boat movement in and near the transport area in accordance with Annex J, Protective Measures.

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Operation Order  
COMPHIBRON FIVE 303-66x. Coordinating Instructions.

(1) This operation order is effective upon receipt for planning and at 0001, 20 January for operations. It is cancelled on completion of the exercise and no later than 30 January and may be destroyed by burning without report.

(2) Safety of Personnel and Material is paramount.

(3) Condition of readiness III will be maintained while in Amphibious Objective Area in accordance with ATP 1(A)-Vol I. Modification will be directed by CTG 76.6.

(4) A rehearsal will be conducted at GREEN Beach, Subic Bay, on D-2 in accordance with Annex W.

(5) D-Day is set as 23 January 1966. H-Hour is set at 0800H, L-Hour at 0830H and will be confirmed. W-Hour will be announced. Amphibious Objective Area (AOA) is defined as the land area encompassed by an arc of 10 nautical miles radius inland centered at 12-22-25 N, 121-01-45 E and the sea area extending from the shore 12 nautical miles seaward.

(6) CASEK-FIREX in accordance with Annex Y.

(7) Provide CTG 76.6 with copies of all directives that support this operation order.

(8) Movement to and approach to assault area will be in completely darkened and silenced condition.

(9) Insure operation of IFF in accordance with CINCPACFLT 002380.1D.

(10) Reports on harassment by foreign ships in accordance with CINCPACFLT 03100.3 series.

4. Administration and Logistics.

a. Administration and public-information in accordance with Annex K, Administration. CTG 76.6 will coordinate all releases.

b. Logistics in accordance with Annex L, Logistics.

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

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Operation Order  
COMPHIBRON FIVE**5. Command and Signal.**

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

b. Second in command is CTU 76.6.3, CAPT J. D. WESTERVELT, USN (COMPHIBRON ONE) in USS VALLEY FORGE (LPH 8).

c. Commander Landing Force is COL J. R. BURNETT, USMC, in PAUL REVERE (APA 248) until established ashore on D-Day.

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

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



W. J. MADDOCKS  
Captain, U. S. Navy  
CTG 76.6, Commander Amphibious Task Group  
and COMPHIBRON FIVE

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Operation Order  
COMPHIBRON FIVE 303-66ANNEXES:

- 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 - Movement *TAB-A SORTIE AND MOVEMENT PLAN*
  - Appendix II - Cruising Instructions
  - Appendix III - Route and Reference Points
    - Tab A - AOA and Operating Areas
- F - Beach Reconnaissance
- G - Naval Gunfire Support
  - Appendix I - Naval Gunfire Communications
  - Appendix II - Naval Gunfire Support Areas
  - Appendix III - Naval Gunfire Reports
- H - Air Operations
  - Appendix I - Aircraft Schedules
    - Tab A - D-Day and Subsequent
    - Tab B - Air Schedules Notes
  - Appendix II - Aircraft Armament
  - Appendix III - Air Communication
    - Tab A - Air Frequency Plan
    - Tab B - Call Signs
  - Appendix IV - Search and Rescue
  - Appendix V - Approach and Retirement Routes
  - Appendix VI - Air Operations Reports
  - Appendix VII - Rehearsal Notes
- I - Ship-to-Shore Movement
  - Appendix I - Transport Area Diagram
    - Tab A - Anchorage assignments
    - Tab B - Beach Coordinates
  - Appendix II - Waterborne Control Plan
  - Appendix III - Landing Craft Availability Table
  - Appendix IV - Landing Craft Employment Plan
  - Appendix V - Landing and Approach Plan
    - Tab A - Assault Wave Diagram
  - Appendix VII - Service and Salvage Plan
  - Appendix VIII - Withdrawal Plan

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Operation Order  
COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flag Ship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: LAR 431

ANNEX BRAVOConcept of Operations

1. Exercise "HILL TOP" is designed as a test of amphibious raid procedures employing both waterborne and helicopter borne ship-to-shore movements at the two BLT level. The exercise will be conducted during the period 20-24 January 1966. The THIRD Battalion, FIRST Marines will land by waterborne amphibious assault and the special landing force, SECOND Battalion, THIRD Marines, will land by helicopter borne amphibious assault.
2. A FIREX/CASEX will be conducted on 20 January in the Tabones Islet Impact Area. A rehearsal will be conducted on 21 January at GREEN BEACH, Subic Bay.
3. The amphibious task group will SORTIE from Subic Bay on completion of the rehearsal withdrawal on 21 January. The movement will be conducted to the objective area located in the San Jose area of the Island of Mindoro, Republic of the Philippines. D-Day is set for 23 January, H-Hour is tentatively scheduled at 0800H with L-Hour at 0830H on D-Day and will be confirmed.
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, BLT 3/1 will effect link up with BLT 2/3, followed by a tactical withdrawal from the area.
5. Withdrawal from the area will be completed on 24 January.
6. Exercise Objectives.
  - a. Exercise HILL TOP is designed 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



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Operation Order  
COMPHIBRON FIVE 303-66

withdrawal at the 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.

W. J. MADDOCKS  
Captain, U. S. Navy  
CTG 76.6, Commander Amphibious Task Group  
and COMPHIBRON FIVE

## Appendix I - Schedule of Events

## Authenticated:

R. L. GLASS  
*R. L. Glass*  
R. L. GLASS  
ENS, USN  
Staff Secretary

(2) THE MAJOR NAVY OBJECTIVE IS TRAINING IN CONTROL OF SHIP-TO-SHORE MOVEMENT DURING AN ENEMY CONTESTED WITHDRAWAL AND COORDINATION AND CONTROL OF FIRE SUPPORT DURING THE WITHDRAWAL; DEFENSE OF TRANSPORT AREA; CONDUCTING CLANDESTINE BEACH RECONNAISSANCE AND THE DELIVERY OF COORDINATED FIRE.

(3) THE MAJOR MARINE OBJECTIVE IS TO DEVELOP AND TEST ESTABLISHED PRINCIPLES AND DOCTRINE FOR THE APPLICATION OF MARINE CORPS TACTICS IN THE CONDUCT OF AMPHIBIOUS RAIDS.

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Operation Order  
 COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: LAR 431

Appendix I to Annex BSchedule of Events

<u>Event</u>	<u>Time</u>	<u>Event</u>
19-1	0900	Ops/Presail conference for HILLTOP III in PAUL REVERE, followed by CASEX-FIREX conference
19-2	1300	BGC, Wave Commander, LVT Wave Guides, PCS REP, BMU REP conference in PAUL REVERE
19-3	1430	CASEX/FIREX Communication checks
20-1	0630	PAUL REVERE and BARRY U/W for CASEX/FIREX at Leon Creek Naval Gunfire Area.
20-2	0800-1000	CASEX.
20-3	When directed by CTU 76.6.3	Pre D-Day transfers from MONTROSE to VALLEY FORGE
20-4	1100	FIREX for USS BARRY
20-5	1330-1430	VALLEY FORGE gunfire exercise
20-6	1430-Sunset	TG 76.6 fire Z-40-G
20-7	When directed	PAUL REVERE conduct pre D-Day transfers to CATAMOUNT and MONTICELLO
20-8	1800	USS BARRY commences Z-44-G
20-9	On Completion	TG 76.6 night steam op-areas C3 & C4
20-10	2200	Amphibious Communications checks
21-1	H-4	TU 76.6.4 proceed to arrive anchorage by H-2
21-2	H-4	Conduct time check
21-3	H-200	TU 76.6.2 less CATAMOUNT commence approach to transport area. VALLEY FORGE and MONTROSE proceed to arrive LPH Op area by H-1
21-4	H-180	MONTICELLO and CATAMOUNT proceed to anchorages
21-5	H-100	PAUL REVERE anchor in transport area
21-6	H-100	Land the landing force

B-I-1

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Operation Order  
COMPHIBRON FIVE 303-66

21-7	H-90	SKAGIT anchor in transport area
21-8	H-60	Gunfire Support Unit anchor in transport area
21-9	H-50	MONTICELLO anchor at right flank of LOD, GREEN Beach
21-10	H-47	CATAMOUNT anchor at left flank of LOD, GREEN Beach
21-11	H-45	Confirm H-Hour and L-Hour
21-12	H-Hour (0800)	Wave one touchdown
21-13	H+30 (0830)	L-Hour
21-14	H+3	Withdrawal hour (tentative)
21-15	1300	Critique/Presail conference in PAUL REVERE
21-16	When directed (about 1800)	TG 76.6 SORTIE from Subic Bay. TU 76.6.4 screen main body.
21-17	_____	WEISS.U/W.independently.for AOA
22-1	When directed	APD with BJU embarked, conduct deception exercise
22-2	When directed (about 1500)	PAUL REVERE and MONTROSE conduct pre D-Day transfer to CATAMOUNT, MONTICELLO and VALLEY FORGE when directed by CTG 76.6.
22-3	2200	Surf survey
23-1	H-6	NGF communication check
23-2	H-4	Conduct time check
23-3	H-4	APD submit SUROB
23-4	H-200	TU 76.6.2 less CATAMOUNT commence approach to anchorage in transport area. VALLEY FORGE and MONTROSE proceed to arrive in LPH Op-area by H-60
23-5	H-180	MONTICELLO and CATAMOUNT proceed to anchorages
23-6	H-120	APD submit SUROB
23-7	H-120	TU 76.6.4 on station in Fire Support areas
23-8	H-100	PAUL REVERE anchor in transport area
23-9	H-100	Land the landing force

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23-10	H-90	SKAGIT anchor in transport area
23-11	H-50	MONTICELLO anchor at right flank of LOD, BEACH RED ONE
23-12	H-47	CATAMOUNT anchor at left flank of LOD, BEACH RED ONE
23-13	H-45	Confirm H-Hour and L-Hour
23-14	H-Hour (0800)	Waterborne wave one touchdown
23-15	L-Hour (0830)	Helo borne wave one touchdown
24-1	When directed	Withdrawal of forces ashore
24-2	When directed	Critique/Presail conference in PAUL REVERE
24-3	When directed	Underway from San Jose

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U. S. SEVENTH Fleet  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: IAR 431

ANNEX CINTELLIGENCE

Zone Time: (-8) HOTEL

Map Reference: AMS series S733, 3257 III

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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USS PAUL REVETE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
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Appendix I to Annex CWeather1. General.

Mindoro is an island located in the west and central portion of the Philippine Island Group. Weather is of a sub-tropical to tropical nature and is chiefly influenced by the monsonal flow. January and February is under the influence of Northeast Monsoon. Partly cloudy skies with associated light tropical showers will prevail the majority of the time.

2. Adverse Weather.Typhoons.

This tropical storm of violent nature is always a threat to major operations; although January and February are not considered as months in the normal Typhoon season, climatology studies indicates that storms do develop on occasion during these months and show a trend to pass to the south of Mindoro. On an average January one (1) storm every four (4) years and February one (1) storm every ten (10) years.

Statistical Climatology

<u>Temperature (F)</u>	January	February
Extreme Maximum	95	97
Mean Maximum	86	87
Mean Minimum	70	70
Extreme Minimum	60	62
<u>Relative Humidity (%)</u>		
Maximum	100	100
Mean	80	80
<u>Surface Winds (16pt compass and knots)</u>		
Direction	ENE	ENE
Velocity	5	5

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Statistical Climatology

<u>Precipitation (inches)</u>	January	February
Mean Monthly	3	2
24 hour maximum	data not available	data not available
Average days per month	6	5
<u>Cloud Cover (% of time)</u>		
Mean	65	62
Less than 3/10	25	30
More than 7/10	10	8
<u>Visibility (miles)</u>		
7 miles or greater	85	85
3 miles or less	14	14
less than 1 mile	1	1

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USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
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Appendix II to Annex C

Tides/Astronomical Data

12-20 N  
121-00E


	<u>Sunrise</u>	<u>Sunset</u>
JAN 20	0621	1753
21	0621	1753
22	0621	1754
23	0621	1754
24	0621	1754
25	0622	1755
26	0622	1756
27	0622	1756
28	0622	1757

	<u>Moonrise</u>	<u>Moonset</u>
JAN 20	0509	1645
21	0600	1737
22	0647	1827
23	0732	1916
24	0812	2006
25	0850	2051
26	0926	2135
27	1001	2222
28	1038	2306

Tides

	<u>Time</u> <u>Hi</u> <u>Ht.</u>	<u>Time</u> <u>Low</u> <u>Ht.</u>	<u>Time</u> <u>Hi</u> <u>Ht.</u>	<u>Time</u> <u>Low</u> <u>Ht.</u>
JAN 20	_____	0529 0.9	2101 4.0	_____
21	_____	0608 1.0	2143 4.1	_____
22	_____	0642 1.0	2222 4.1	_____
23	_____	0714 0.9	2300 4.0	_____
24	_____	0742 0.8	2336 3.8	_____
25	_____	0808 0.6	_____	_____
26	0010 3.5	0829 0.4	_____	_____
27	0044 3.2	0844 0.2	1504 1.4	1815 0.9
28	0121 2.8	0859 0.1	1521 1.7	1952 0.9

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

## Appendix III to Annex C

### Landing Beaches

1. Location

	<u>AMS S733 3257 III</u>	<u>HO 14340</u>
a. RED ONE      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
b. RED TWO      Axis 023		
Center	TP 872670	12-21-35N
		121-02-33E
Left Flank	TP 870671	12-21-38N
		121-02-25
Right Flank	TP 873669	12-21-32N
		121-02-40E
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.
- b. Paratroop and helicopter landing zones: Excellent helicopter and paratroop landing sites are available as most of it is flat and open.

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

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USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
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Tab A to Appendix III to Annex C

GREEN (Rehearsal) Beach

1. Location  

GREEN Beach	Axis 279	HO 2088
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. Gradient. 1:10 to 1:30 LW to HW. 1:20 NW Zone.
  - c. Tidal range 3.1 feet.
  - d. Width 15-40 yards.
3. Trafficability. Good, firm sand.

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USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
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ANNEX D


MOVEMENT

1. Movement in accordance with Appendix I.
2. Coordinating Instructions.
  - a. Cruising instructions in accordance with Appendix II.
  - b. Movement reports as in Annex N.
  - c. Communications as in Annex N.

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Appendix I - Movement  
TAB A - SORTIE and Movement Plan  
Appendix II - Cruising Instructions  
Appendix III - Route and reference points  
TAB A - AOA and Operating Areas

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

## APPENDIX I TO ANNEX D

### MOVEMENT

<u>20 January</u>		<u>OTC</u>	<u>TIME</u>
PAUL REVERE TU 76.6.4	Underway at 0630. Proceed to Leon Creek Naval Gunfire Area to arrive by 0800. Conduct CASEX.	CTG 76.6	0630
TU 76.6.4	Conduct FIREX 1000-1300	CTG 76.6	
TU 76.6.2 (less PAUL REVERE)	Underway independently to arrive at 14-48N 120-02E at following times (See Annex Y):		
TU 76.6.3	VALLEY FORGE 1300 PAUL REVERE 1415 MONTICELLO 1500 CATAMOUNT 1540 MONTROSE 1620 0700 SKAGIT 1700 1620 To conduct shore bombardment exercise		
PAUL REVERE MONTICELLO CATAMOUNT	Conduct pre D-Day transfers	CTG 76.6	(when directed by CTG 76.6)
TU 76.6.4	Conduct illumination/shore bombardment exercise from 1800 until completion.	CTU 76.6.4	1800
VALLEY FORGE MONTROSE SKAGIT BARRY	Night steam OpAreas C-3 and C-4	CTU 76.6.2,3	1800 to 2200
TG 76.6	Night steam OpAreas C-3 and C-4	CTG 76.6	2200 to 0500

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## Operation Order COMPHIBRON FIVE 303-66

21 January

		OTC	TIME
TU 76.6.4	At H-240 detached to proceed to FSA anchorage to arrive by H-120.	CTU 76.6.4	0400
TE 76.6.2.1 (Less CATAMOUNT)	At H-200 detached to proceed to anchorage to arrive at H-100.	CTE 76.6.2.1	↑ to ↓ 0800
TE 76.6.3.1 (Less MONTICELLO)	At H-200 detached to proceed to <sup>LP//</sup> OpArea 607 to arrive at H-60.	CTU 76.6.3	
TE 76.6.2.2 TE 76.6.3.2	At H-180 proceed to designated anchorage to arrive by H-50 <i>SPLASH LANDING CRAFT AND LVTs TO PROCEED TO COMBAT ZONE PER PLAN</i>	CTE 76.6.3.2	
TU 76.6.2 TU 76.6.3 TU 76.6.4	On signal about 1800, sortie from Subic Bay in accordance with sortie plan. Proceed to objective area in accordance with route BASEBALL.	CTG 76.6	1800 to 2400
TE 76.6.0.3	Sail for AOA independently to conduct reconnaissance.	CTE 76.6.0.3	

22 January

TU 76.6.2 TU 76.6.3 TU 76.6.4	Arrive point CUBS at 1200. Operate as directed by CTG 76.6	CTG 76.6	1200
PAUL REVERE MONTICELLO CATAMOUNT	Anchor/lie to. Conduct pre D-Day transfers	CTU 76.6.2	1500
VALLEY FORGE MONTROSE SKAGIT	Anchor/lie to. Conduct pre D-Day transfers	CTU 76.6.3	1500
TU 76.6.4	Screen ships during pre D-Day transfers	CTU 76.6.4	1500
TU 76.6.2 TU 76.6.3 TU 76.6.4	Form up. Night steam.	CTG 76.6	1800

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		<u>OTC</u>	<u>TIME</u>
TE 76.6.0.3	Conduct D-1 reconnaissance of RED BEACH Report results and SUROBS to CTG 76.6 by 2200.	CTE 76.6.0.3	
<u>23 January</u>			
TE 76.6.0.3	Obtain H-4 and H-2 SUROBS. Report by message to CTG 76.6.	CTE 76.6.0.3	
TU 76.6.4	At H-240 detached. Proceed to assigned F/S areas to arrive at H-120.	CTU 76.6.4	0400
TU 76.6.2 (Less CATAMOUNT)	At H-200 detached. Proceed to anchorage to arrive at H-100.	CTE 76.6.0.1	
CTU 76.6.3.4 (Less MONTICELLO)	At H-200 detached. Proceed to assigned operating areas to arrive at H-60	CTE 76.6.3.1	
TE 76.6.2.2 TE 76.6.3.2	At H-180 proceed to assigned anchorages to arrive by H-50.	CTE 76.6.3.2	
TE 76.6.0.3	At H-Hour report to CTU 76.6.4 for NGFS/ Screen duties.	CTU 76.6.4	0800

24 January

TU 76.6.4 TE 76.6.0.3	Provide NGFS/Screen Services.	CTU 76.6.4
TU 76.6.2 TU 76.6.3	At W-Hour, conduct withdrawal of landing force.	CTG 76.6
TG 76.6	On signal, sortie from objective area in accordance with sortie plan. Operate as directed by CTG 76.6.	CTG 76.6

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U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431

TAB A TO APPENDIX I TO ANNEX D

SORTIE AND MOVEMENT PLAN

FROM REHEARSAL TO ASSAULT AREA

1. a. Sortie Points:

<u>Point</u>	<u>Latitude(N)</u>	<u>Longitude(E)</u>
ALFA	14-47	120-12-41
X RAY	14-44	120-12
OSCAR	14-37	120-09

b. On signal at about 211800H TG 76.6 sortie to pass thru PT. ALFA in the following order:

BARRY  
MONTROSE  
VALLEY FORGE  
CATAMOUNT  
MONTICELLO  
PAUL REVERE  
SKAGIT

BARRY pass through PT. ALFA ZERO hour at speed 10 kts. Other ships follow at 3 minute intervals.


2. TU 76.6.2 and TU 76.6.3 FORM 51 ALFA on AXIS 000 without signal when MONTROSE passes thru PT. XRAY. MONTROSE assume GUIDE, speed 10 kts when passing thru PT. XRAY. Station assignments as follows:

PAUL REVERE	STA	A5
CATAMOUNT	STA	A1
SKAGIT	STA	A3
MONTICELLO	STA	A6
MONTROSE	STA	A2
VALLEY FORGE	STA	A4

3. TU 76.6.4 screen main body on formation course.

4. ZERO hour will be signaled.

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Appendix II to Annex D

CRUISING INSTRUCTIONS

1. General.

a. Cruising instructions in accordance with ATP 1(A) Volume 1, and with all other applicable ATP's and NWP's subject to amplification contained in this Appendix.

2. Tactical Data.

a. Formations.

(1) Formation 51 ALFA will be used - Axis 000°

<u>Station</u>	<u>Ship</u>
A5	PAUL REVERE
A2	MONTROSE
A3	SKAGIT
A4	VALLEY FORGE
A6	MONTICELLO
A1	CATAMOUNT

(2) DD screening formation as signalled by CTU 76.6.4.

3. Safety Precautions. Ships shall take independent action for safe navigation and to avoid fishing craft and other small craft. Be mindful that light wooden craft may not be detected by radar. Keep CTG 76.6 and adjacent ships informed of movements.

4. Security Measures.

a. Refuse disposal. Proper disposal of metal containers from ships is necessary to preclude needless investigation of suspicious radar contacts. Ensure that a trail of floating trash is not left behind. Trash and garbage will not be dumped overboard in the rehearsal area or the landing area or within 10 miles of land.

b. Be prepared to darken ship and steam under EMCON conditions as directed by CTG 76.6.

c. Unless otherwise directed by CTG 76.6, boiler tubes will be blown only during the hours of darkness.

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

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- (1) Lighting Measure ALFA - All ships and boats completely darkened.
  - (2) Lighting Measure BRAVO - All ships and boats completely darkened except red truck lights on ships.
  - (3) Lighting Measure CHARLIE - All ships and boats completely darkened except red truck lights on ships at anchor and navigation side lights on ships and boats underway.
  - (4) Lighting Measure DELTA - All ships and boats completely darkened except red truck lights and special amphibious assault lights on ships at anchor, special amphibious assault lights on boats underway and screened cargo lights and flashlights (red lens) on ships and boats engaged in loading and unloading operations.
- f. No white lights shall be shown while in the transport area.
  - g. No white lights shall be displayed on the boats during the period between away all boats and the H-hour.
  - h. Maximum emphasis shall be placed on silence in the AOA. Topside loudspeakers will be turned off.
  - i. When proceeding to anchorage, the anchor will be walked out to about 2 fathoms from the bottom prior to letting go in order to lessen the chance of detection by audible means.
5. Guardships. Radar and ECM guardships as assigned by CTG 76.6.
  6. Reports.
    - a. 0800, 1200, and 2000 posits will be reported to CTG 76.6 by 0730, 30 minutes after LAN, and by 2000. Position reported will be the formation center. Reports will be made by flaghoist when circumstances permit, otherwise by flashing light in daylight, and by NANCY at night.
    - b. Comply with the following as required:
      - (1) Unidentified submarine contact. COMASWFORPACINST 03360.2 series.
      - (2) Activities of Soviet SIGINT vessels CINCPACFLTINST 03820.5 series.
      - (3) Sino/Soviet Blue merchant/fishing vessel sighting report DIAINST 58.14.

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(4) Guidance for harassing tactics of Soviet/Satellite ships -  
CINCPACFLTINST 03100.3 series.

(5) Non Bloc merchant vessel sighting report. CINCPACFLTINST  
03450.13 series.

(6) Sino/Soviet Bloc naval vessel sighting report. Ships  
operating independently or OTC when not in company with CTG 76.6 make  
message report of sightings as follows:

TO: CTF 35  
INFO: CNO/DIA/CINCPAC/CINCPACFLT/COMSEVENTHFLT/CTF76/CTG 76.6/  
FOCCPAC/NAVSECACT KAMI SEYA

FORMAT:

- A. VESSELS NAME
- B. NATIONALITY
- C. TIME OF SIGHTING
- D. POSITION
- E. PORT OF DEPARTURE
- F. DESTINATION
- G. COURSE/SPEED
- H. PHOTOS OBTAINED
- I. REMARKS

(7) Non Bloc naval vessel sighting report. Ships operating  
independently or OTC when not in company with CTG 76.6 make message  
report as follows:

TO: CTF 35  
INFO: CINCPAC/CINCPACFLT/COMSEVENTHFLT/FOCCPAC/CTF76/CTG76.6

FORMAT:

AS CONTAINED IN PARAGRAPH 6 ABOVE

(8) Restrictions on ship's operations in intelligence collection.  
CINCPACFLTINST 003821.1 series.

7. Heavy Weather.

- a. Ships will be properly secured for sea upon leaving port.
- b. Extra precautions as may be required shall be taken at the first  
warning of impending heavy weather.
- c. Ships will ballast in consonance with sea conditions before  
stability is endangered.
- d. Be prepared to take early positive action to evade typhoons and  
to minimize storm damage. COMSEVENTHFLT msg 271004 SEP 65 refers.

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8. Weather Forecasting Reports.

a. Twenty-four hour weather forecasts will be disseminated by CTG 76.6 at 1000H and 2000H to ships in company.

b. Weather forecasts are available at any time from CTG 76.6 upon request.

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Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431


Appendix III to Annex D

ROUTE BASEBALL

PT SENATORS	14 - 37N	120 - 09E
PT GIANTS	14 - 00N	119 - 41.8E
PT BRAVES	13 - 28N	119 - 58E
PT CUBS	12 - 42N	120 - 39E
HO 14,706		142 MI TOTAL
BREAK-UP POINT		
PT DODGERS	12 - 24N	120-47E

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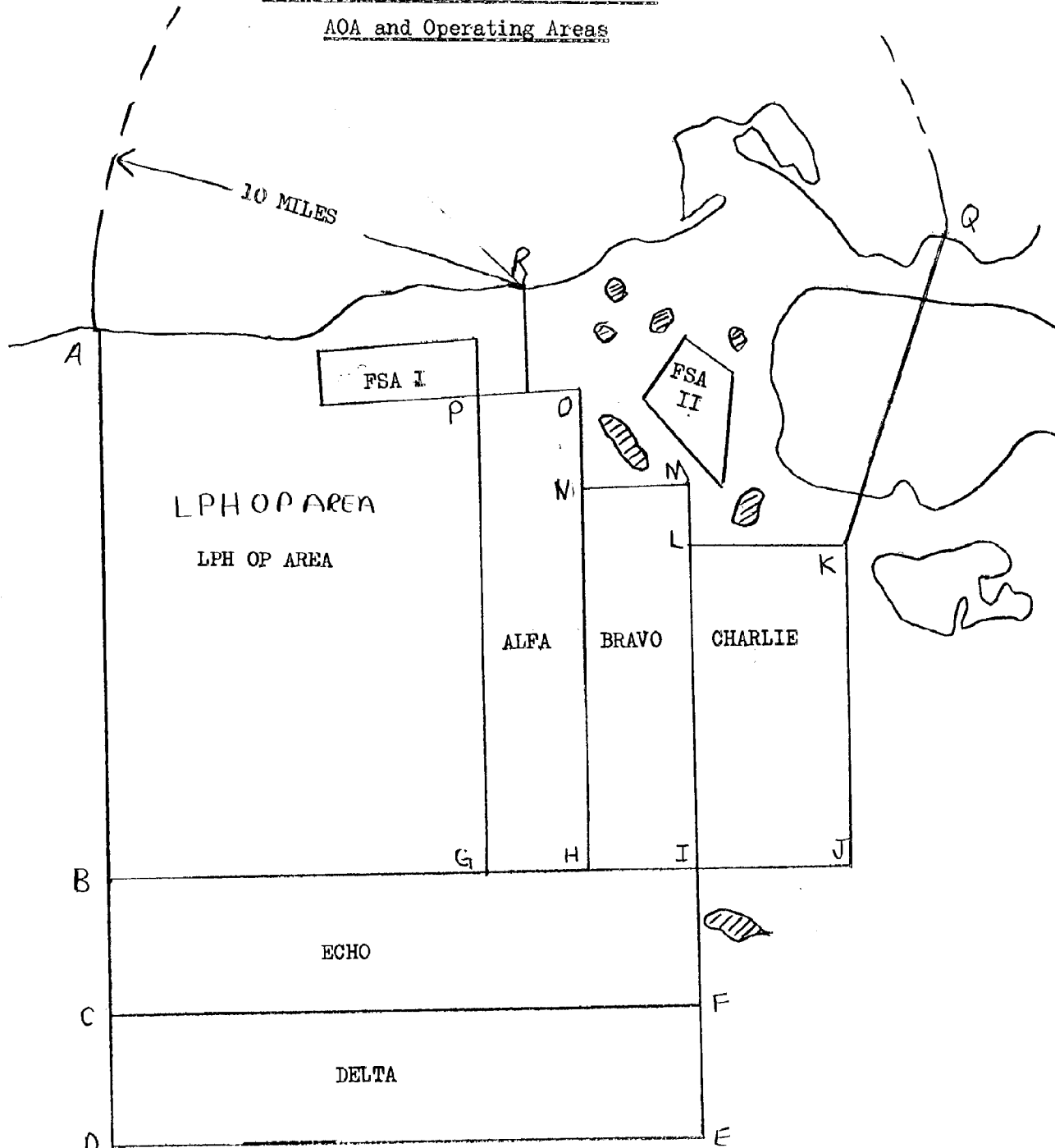
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COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
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Tab A to Appendix III to Annex D

AOA and Operating Areas



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Reference points:

	H.O. 14 340	
	Latitude	Longitude
A.	12-29-50N	120-57-00E <i>121-00-00E</i>
B.	12-23-30N	120-48-15E
C.	12-22-07N	120-46-10E
D.	12-20-50N	120-44-10E
E.	12-11-30N	120-50-00E
F.	12-12-40N	120-52-10E
G.	12-17-30N	120-52-10E
H.	12-15-45N	120-53-15E
I.	12-14-00N	120-54-15E
J.	12-11-32N	120-55-50E
K.	12-14-43N	121-00-50E
L.	12-17-15N	120-59-15E
M.	12-17-50N	120-00-15E
N.	12-19-30N	120-59-05E
O.	12-20-28N	121-00-40E
P.	12-22-03N	120-59-30E
Q.	12-16-07N	121-06-40E
R.	12-22-25N	121-01-45E

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Annex F

Reconnaissance

1. Situation. In accordance with the basic order.

2. Mission.

CTE 76.6.0.3 conduct clandestine pre D-Day and D-Day reconnaissance of landing beaches.

3. Execution.

a. CTE 76.6.0.3 conduct clandestine beach reconnaissance on D-10 of landing beaches to determine gradient, beach obstacles, sand bars, LST/LCU beaching areas, and any unfavorable hydrographic features. Report by message to CTG 76.6.

b. Conduct final clandestine reconnaissance of landing beach and obtain SUROBS at 2200 on D-1.

c. Obtain SUROBS at H-4 and H-2 on D-Day. Report by message to CTG 76.6.

4. Administration.

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

b. Report beach reconnaissance in the following format.

<u>Previously Unsurveyed Beaches</u>	<u>Msg Section</u>	<u>Correction of Survey</u>
Beach Name	Hydro Recon Name	Beach Name
UTM coord of left, right flanks	ALFA	
Landmarks*	BRAVO	* New/Changed Landmarks
Obstacles*	CHARLIE	* New/Changed obstacles
Usable length	DELTA	Usable length different from survey
Trafficability	ECHO	Trafficability if different from survey

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<u>Previously Unsurveyed Beaches</u>	<u>Msg Section</u>	<u>Correction of Survey</u>
Depth contour	FOXTROT	*Depth contour if different from survey
LST/LCU slots, any other info	GOLF	*Any other info not covered in survey
UTM grid coord*		

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USS PAUL REVERE (APA 248), Flagship  
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Annex G

Naval Gunfire Support

Chart References: H.O. 14305

Zone Time: (-8) HOTEL

Task Organization

TU 76.6	Amphibious Task Force	<u>CAPT W. J. MADDOCKS, USN</u> (COMPHIBRON FIVE)
TU 79.5	Landing Force	<u>COL J. R. BURNETT, USMC</u> (Commander Landing Force) <i>CDR G. D. TIDEMAN, USN</i>
TU 76.6.4	Naval Gunfire and Screen Unit BARRY (DD 933)	<u>CAPT R. KIRK, USN</u> (COMDESRON 24)

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

- a. An amphibious assault over RED BEACH ONE at H-HOUR on D-Day
- b. Subsequent operations ashore
- c. Withdrawal of the Landing Force over RED BEACH ONE

2. Mission:

TU 76.6.4 will support with on-call simulated naval gunfire the Landing Force amphibious assault over RED BEACH ONE, its subsequent operations ashore, and its withdrawal over RED BEACH ONE.

3. Execution.

a. Naval Gunfire and Screen Unit

(1) USS BARRY (DD 933)

(a) In direct support of BLT 3/1

(b) Commencing H-2, take station in Fire Support Area 1. Be prepared to shift stations as directed by CTG 76.6.

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(c) Guard Naval Gunfire Control Net C1, and Shore Fire Control Party Spot Net C3. (See Appendix I).

b. Coordinating Instructions

(1) All simulated NGF support will observed call missions, in order to insure positive identification of targets as hostile before they are taken under fire.

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

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

(4) Ship be prepared to fire simulated illumination missions at night.

(5) Retrictive fire plans in accordance with NWIP 22-7(A).

(6) NGF support ship will obtain front line positions from its spotter and will maneuver as requested/required to present a gun-target line favorable to the safety of friendly forces from the range dispersion of the guns. Departure from Fire Support Areas is authorized as necessary for mission and safety. Ship anchor at discretion. Keep CTG 76.6 advised of ship and friendly front line positions.

(7) The gunfire ship is responsible for insuring that the opening simulated salvo is directed to fall at a safe distance from friendly troops, since it is best able to judge the accuracy obtainable for the engagement of any particular target. Prior concurrence by the spotter before introducing an initial offset spot is not required or desired. However, if the tactical situation and friendly positions are such that an offset spot is not desirable the spotter should make this situation known to the firing ship.

(8) Ship assignments and Fire Support Area assignment for D+1 and subsequent days of the operation will be as directed by CTG 76.6.

4. Reports

a. Ship submit Ammunition Summaries (code word "PEPPER") to CTG 76.6 and Shore Fire Control Parties upon establishing communications and when requested. (See Appendix III).

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b. CTG 76.6 will establish a SACC afloat in PAUL REVERE to coordinate control of simulated naval gunfire operations in the Amphibious Objective Area. Control of simulated naval gunfire will be passed ashore when Commander Landing Force reports to CTG 76.6 that he is ready to assume control. CTG 76.6, taking into consideration the tactical situation, will transfer ashore the responsibility for the coordination of fires of supporting arms and will notify commands concerned. Control will be returned afloat for the withdrawal operations.

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CTG 76.6, Commander Amphibious Task Group  
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Appendix I - Naval Gunfire Communications  
Appendix II - Naval Gunfire Support Areas  
Appendix III - Naval Gunfire Reports

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USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
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Appendix I to Annex G

Naval Gunfire Communications

Circuit Number		C1	C2	C3	C4	M29
Circuit Use		Primary NGF Control	Secondary NGF Control	Primary SFC Spot #1	Primary SFC Spot #2	SFCP Local
Emission		3A3J	3A3J	3A3J	3A3J	36F3
Frequency		2158 kcs	2840 kcs	2304 kcs	6475 kcs	31.7 mcs
UNIT	VOICE CALL SIGN					
CTG 76.6	NATALIE	C (1)	O (2)	M	M	
BARRY (DD 933)	SILVER ACE	X	O	X	O	
3/1 NGFLO (FSCC)	COURTHOUSE 26 OSCAR	C (3)	O (3)	O	O	C
3/1 SFCP One	COURTHOUSE 26 CHARLIE One			C		X
3/1 SFCP TWO	COURTHOUSE 26 CHARLIE Two				C	X

Legend

C -- Net Control  
X -- Guard  
O -- Be prepared to guard  
M -- Monitor


Notes: (1) Net Control until control passes ashore. Monitor thereafter.

(2) Control when utilized

(3) Assume Net Control when NGF control passes ashore.

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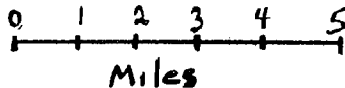
Operation Order  
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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
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Appendix II to Annex G

Naval Gunfire Support Areas

Ref: HO 14,305  
Not to be used  
for navigation



Reference Points

A	12-24.5N	120-57.8 E
B	12-25.0N	120-58.7 E
C	12-22.7N	121-00.4 E
D	12-22.1N	120-59.5 E
E	12-19.4N	121-01.1 E
F	12-19.3N	121-02.4 E
G	12-18.2N	121-02.3 E
H	12-17.25N	121-00.4 E

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Captain, U. S. Navy

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Appendix III to Annex G

Naval Gunfire Reports

1. PEPPER

- a. Amount, type, and caliber of each type of bombardment ammo on board.  
(Use JANAP 144 Code)

2. CANDY


- a. Type mission (Call Fire, Target of Opportunity, etc)
- b. Target Number and/or Grid Coordinates
- c. Battery firing (Main or Secondary)

3. SUGAR

- a. Target Description (Tanks, Troops in Open, Mortars in Woods, Avenues of Approach, etc.)
- b. Method of Control (SFCP, Air Spot, etc.)
- c. Target Damage Assessment (Destroyed, Neutralized, Details of Damage, etc.)
- d. Ammo Expended (JANAP 144 Code - Number, Type, Caliber).

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Annex H

Air Operations

References: Maps & Charts: AMS 5733-3257 III (1-50,000) SAN JOSE  
Time Zone: H (-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. TE 76.6.0.2 Tactical Air Control Element.

(1) Establish a TACC afloat in USS PAUL REVERE to provide control of assigned aircraft operating in the Amphibious Objective Area.

(2) Provide Liaison with HDC in USS VALLEY FORGE.

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

(4) Exercise air traffic control of all friendly air operating within the defined AOA.

(5) The AOA is defined in the basic order.

x. Coordinating Instructions.

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

(2) Air Operations reports in accordance with Appendix VI.

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

(4) The Universal Transverse Mercator (UTM) Military GRID Reference six (6) digit system of coordinates will be used for target designation.

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(5) CAS will be under positive control of TACP or TAG(A).

(6) CATF will maintain communications with San Jose airport and civil aircraft on 118.7 mcs. No air strikes will be conducted during arrival or departure of itinerant aircraft.

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

(8) Condition aircraft readiness in accordance with NWP 41 (A).

4. Administration and Logistics. In accordance with the basic operation order.

5. Command and Signal.

a. Communications in accordance with Appendix III and Annex N.

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

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## Appendices:

- I Aircraft Schedules
  - Tab A D-Day and Subsequent
  - Tab B Air Schedules Notes
- II Aircraft Armament
- III Air Communication
  - Tab A Air Frequency Plan
  - Tab B Call Signs
- IV Search and Rescue
- V Approach and Retirement Routes.
- VI Air Operations Reports
- VII Rehearsal Notes

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Appendix I to Annex H

AIRCRAFT SCHEDULES

1. Condition of aircraft readiness in accordance with NWP 41(A).
2. "Time on Station" is the time that aircraft report to the controlling agency over the assigned orbit or entry point.
3. H and L times in minutes unless otherwise indicated.

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Tab A - D-Day and Subsequent  
Tab B - Air Schedule Notes

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Operation Order  
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Tab A To Appendix I To Annex H - HILLTOP III

D-Day and Subsequent Events

EVENT No.	MISSION	PROVIDED BY	NUMBER & TYPE A/C	TIME ON STATION	REPORT TO ON NET	ENTRY PT ALTITUDE	REMARKS
171	SAR	CTU 76.6.2	2UH34	L-15 TO COMPLETION	FAIRMONT BLACK	ORBIT LPH 1000'	RELIEVE ON STATION
51	CAS/HELO ESCORT	CTG 79.3	2 VA	H-15 TO COMPLETION	ICEPACK GOLD	SUE 20,000'	RELIEVE ON STATION SEE NOTE 5 TAB B
52	HELO ESCORT/CAS	CTG 79.3	2 VA	L-15 TO COMPLETION	ICEPACK GOLD	SUE 20,000'	RELIEVE ON STATION SEE NOTES 1 & 5 TAB B
104	TAO/NGF SPOT TAC (A)	CTU 79.5.3	1UH34	H-30 TO COMPLETION	ICEPACK GOLD	SUE 5000'	RELIEVE ON STATION SEE NOTE 6 TAB B
105	TROOP LIFT	CTU 79.5.3	3UH34	L-15 TO COMPLETION	FAIRMONT BLACK	PENSACOLA 1500'	SHUTTLE TO COMPLETION SEE NOTE 3 TAB B
106	TROOP LIFT	CTU 79.5.3	3UH34	L-15 TO COMPLETION	FAIRMONT BLACK	PENSACOLA 1500'	SHUTTLE TO COMPLETION SEE NOTE 3 TAB B
107	TROOP LIFT	CTU 79.5.3	3UH34	L-15 TO COMPLETION	FAIRMONT BLACK	PENSACOLA 1500'	SHUTTLE TO COMPLETION SEE NOTE 3 TAB B
108	TROOP LIFT	CTU 79.5.3	3UH34	L-15 TO COMPLETION	FAIRMONT BLACK	PENSACOLA 1500'	SHUTTLE TO COMPLETION SEE NOTE 3 TAB B
109	TROOP LIFT	CTU 79.5.3	3UH34	L-15 TO COMPLETION	FAIRMONT BLACK	PENSACOLA 1500'	SHUTTLE TO COMPLETION SEE NOTE 3 TAB B
110	TROOP LIFT	CTU 79.5.3	3UH34	L-15 TO COMPLETION	FAIRMONT BLACK	PENSACOLA 1500'	SHUTTLE TO COMPLETION SEE NOTE 3 TAB B
111	TROOP LIFT	CTU 79.5.3	8UH34	COND IV	FAIRMONT BLACK	PENSACOLA 1500'	SEE NOTE 2 TAB B
112	MED/POW EVAC	CTU 79.5.3	2UH34	COND II	FAIRMONT BLACK	PENSACOLA 1500'	SEE NOTE 4 TAB B

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TAB B TO APPENDIX I TO ANNEX H

AIR SCHEDULE NOTES

1. Be prepared to neutralize landing zone in the event opposition is encountered. Revert to Condition IV upon completion of troop lift and be prepared to cover withdrawal.
2. This event becomes effective upon completion of events 105, 106, 107, 108, 109 and 110.
3. EVENTS 105, 106, 107, 108, 109 and 110 will be prepared for backloading on order.
4. All helicopters will be available for medical evacuation as situation permits.
5. Aircraft reporting in over entry points will remain VFR.
6. TAO, when controlling fixed wing CAS aircraft on strikes within the specified TAOR must be in radio contact with FSCC, when established, in order to permit coordination of all supporting arms.

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APPENDIX II TO ANNEX H

AIRCRAFT ARMAMENT

1. General Instructions.

- a.. All ordnance loading will be simulated.
- b. CTG 79.3 VMA DET assigned will simulate loading aircraft. Ordnance will be for missions against targets generally soft in nature.
- c. Pilots will report their simulated ordnance load to TACC using standard Seventh Fleet ordnance codes.
- d. After the completion of each Close Air Support Mission the flight leader will report to the controlling agency ordnance expended, damage assessment and enemy intelligence of immediate tactical importance.

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Appendix III to Annex HAIR COMMUNICATIONS1. General.

- a. Air frequencies in accordance with this Appendix and Annex N.

2. Frequency Plan.

- a. Air frequencies in accordance with Tab A and Annex N.  
 b. Net activation times will be promulgated by separate messages.

3. SAR Communications. SAR frequencies in accordance with Tab A.4. Call Signs.

- a. Call signs in accordance with Tab B to this Appendix, Annex N and JANAP 119.

- b. 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

5. Authentication and Numeral Codes.

- a. Authentication and Numeral Codes in accordance with Annex N.  
 b. Zulu time will be used for authentication and numeral codes.

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6. Recognition.

a. IFF/SIF in accordance with appropriate CINCPACFLT Instructions as indicated below:

<u>AIRCRAFT</u>	<u>MODE 3/CODE</u>
Strike and Air Support	Code 13 15 16
Helo	Code 10 17
Recon	Code 34
Troop Carrier and Itinerant	Code 20
Emergency	Code 77

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Tabs:

A - Air Frequency Plan  
B - Call Signs

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Tab A to Appendix III to Annex H

## AIR FREQUENCY PLAN

	COLOR CODE	FREQ	EMIS SION	NET	CKT
TACC		361.8	6A3	LPH L/L	H-1
HDC		280.2	6A3	HELO CMD	H-2
LPH/LPD		289.8	6A3	TATC/LATC	H-3
HELO ESCORT		326.6	6A3	TAD-1	H-4
CAS A/C		262.6	6A3	TAD-2	H-5
AIR BASES		349.0	6A3	HD-1	H-6
TACP'S		353.0	6A3	TAO/A SPOT	H-8
HELO'S		356.2	6A3	LATC/TATC(S)	H-9
		282.8	6A3	SAR ON SCENE	H-10
		121.5	6A3	VHF EMER	H-11
		243.0	6A3	UHF EMER	H-12
		4529	3A3	TAC	H-13
		4719	3A3	TAR/HR(P)	H-14
		9010	3A3	TAR/HR(S)	H-15
		6723	6A3	RASPBERRY	H-16
		118.7	6A3	VHF CIV TWR	H-17

C - NET CONTROL STATION

X - GUARD

W - WHEN DIRECTED OR REQUIRED

L - LISTEN

\* - TO BE USED ONLY IN CASE OF ACTUAL SAR EVENT

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Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Tab B to Appendix III to Annex H

CALL SIGNS

	<u>COMMAND</u>	<u>COLLECTIVE</u>
TACC	ICEPACK	
TADC	JOYRIDE	
HDC	FAIRMONT	
CTG 76.6	NATALIE	IDLENESS
CTU 76.6.2 (Trans MovGru A)	BRUISER	TWO FOLD
CTU 76.6.3 (Trans MovGru B)	MANAKIN	ASHWORM
CTG 79.5	HEARSAY	POSITIVE
CTU 79.5.1 (BLT 3/1)	CHUCK	
CTU 79.5.2 (BLT 2/3)	SQUIRE	
VALLEY FORGE (LPH 8)	BEARCAT	
MONTROSE (APA 212)	EXPERT I	
MONTICELLO (LSD-35)	CASHBOOD V	
PAUL REVERE (APA 248)	CEDAR F	
VMA SQUADRONS		
HMM 362	CLIPCLOP	
TACP'S	UNIT + 14	
VMCJ-1		
CATAMOUNT (LSD 17)	WARFIELD W	
SKAGIT (AKA 105)	CASINO Y	
BARRY (DD 933)		

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USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Appendix IV to Annex H

SEARCH AND RESCUE

1. Responsibility.

a. Overall responsibility for SAR involving forces participating under this operation order lies with CATF. All SAR efforts will be coordinated through 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, however, must be reported to CATF as soon as possible.

2. Search and Rescue Reference Points.

a. SAR reference points will be designated and specified in Appendix V.

b. Location of SAR incidents will be reported by magnetic bearing and distance from the SAR reference points.

3. Communications. In accordance with Appendix III.

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

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Appendix V to Annex H

APPROACH AND RETIREMENT

1. General Instructions.

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

2. Control Points and Helicopter Approach Lanes.

- a. Aircraft entry and exit Point "SUE" 270 degrees 10 NM VALLEY FORGE TACAN.
- b. Helicopter Wave Breakup and Rendezvous Point "PENSACOLA" TP 830630 (DONGON ISLAND).
- c. Helo Initial Point "TAMPA" TP 890666.

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d. Helicopter Landing Zones (LZ) "SPARROW" TP 930745 (PRIMARY),  
"HAWK" TP 884723 (SECONDARY).


e. Helicopter Approach and Retirement Lanes: "FLORIDA" - "PENSACOLA"  
to "TAMPA" 050 degrees/3.7 NM, "TAMPA" to LANDING ZONE "SPARROW" 025  
degrees/4.7 NM; "TAMPA" to LZ "HAWK" 355 degrees/3 NM.

3. Search and Rescue Reference Point: Center of RED Beach TP 857684.  
The primary SAR ship is the USS VALLEY FORGE.

4. Available NAV AIDS include USS VALLEY FORGE TACAN, Chan 7, IDENT BC.

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APPENDIX VI TO ANNEX H

AIR OPERATIONS REPORTS

1. The following daily air reports are required (all times local).

a. Operations Report. (TACRON DAILY SUMMARY)

(1) This report will be compiled by the TACC not later than 2100 as of 1800 each day, commencing on D-Day, using the format appearing in this Appendix.

(2) This report will be identified by the phrase "A/C OPSUM".

b. Daily Summary of Helicopter Operations Reports.

(1) Beginning the first day that transportation type helicopters are controlled in the objective area, the HDC will submit to the TACC, a summary of helicopter operations for the period ending 1800 daily, this report will consist of the applicable portions of the format appearing in this Appendix and will be submitted by 1900 daily.

(2) This report will be identified by the phrase "HELO OPSUM".

(3) Offload status will be provided to TACC by HDC hourly during ship-to-shore movement.

c. Daily Summary of Air Operations Report.

(1) This report will be submitted to the TACC by all units other than helicopter for the period ending 1800 daily using the format in this Appendix and will be submitted by 1900 daily.

(2) These reports will be used to compile the operations report (TACRON DAILY SUMMARY).

d. Aircraft Operations Report Format.

- A. Date of reports.
- B. Number of missions by land-based air strike groups.
- C. Number of land-based aircraft used in air strikes.
- D. Total number of mission requests received by type fixed wing or helo.

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- E. Total number of requested missions flown by type.
- F. Number of helicopter supply sorties.
- G. Number of helicopter trooplift sorties.
- H. Number of helicopter SAR/EVAC sorties.
- I. Number of helicopter administrative sorties.
- J. Total tons of equipment put ashore by helicopter.
- K. Total number of troops put ashore by helicopter.
- L. Total number of troops moved point to point ashore by helicopter.

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APPENDIX VII TO ANNEX H

REHEARSAL NOTES

1. No CAS aircraft will be utilized during rehearsal.
2. The number of actual loaded helicopter waves involved in the rehearsal will be determined by CTG 79.5 based upon the progress of the rehearsal and will be promulgated separately.

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Annex IShip-to-Shore Movement1. SITUATION.

a. As in the basic order.

2. MISSION. As in the basic order.3. EXECUTION.a. Transport/Movement Element "ALFA" (TE 76.6.2)

(1) Conduct movements to initial assault anchorages assigned in Appendix I, transport area diagram. Make pre D-Day transfer IAW this annex.

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

a. Provide landing craft and conduct personnel transfers in accordance with Appendix IV, Landing Craft Employment Plan.

b. Load and dispatch landing craft and amphibious vehicles as necessary to meet schedules set forth in Appendix V, landing and approach plan.

(3) After assault waves are dispatched, conduct remainder of landing in accordance with Appendix VI, unloading plan.

(4) When directed by CTG 76.6, conduct a withdrawal over the designated beach in accordance with Appendix VIII, withdrawal plan.

b. Transport/Movement Element "BRAVO" (TE 76.6.3)

(1) Conduct movements to initial assault anchorages and operating areas assigned in Appendix I, transport area diagram or as directed separately.

(2) When L-Hour is executed, conduct the helicopter-borne assault into the designated landing zones from VALLEY FORGE in accordance with Appendix XI, helicopter ship-to-shore movement.

(3) Make pre D-Day transfers to VALLEY FORGE in accordance with this Annex.

c. Landing Craft Control Element "ALFA" (TE 76.6.2.2)

(1) Control the ship-to-shore movement over RED BEACH ONE in accordance with NWIP 22-6(A) and Appendix II, waterborne control plan.

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

d. Landing Craft Control Element "BRAVO" (TE 76.6.3.1)

(1) If directed, control the ship-to-shore movement of BLT 2/3 over RED BEACH TWO in accordance with Appendix XII, landing plan.

(2) Control the withdrawal in accordance with Tab F to Annex XII, SLF withdrawal plan

x. Coordinating Instructions

(1) CTG 76.6 will conduct time check at H-4 Hours.

(2) H-Hour will be confirmed

(3) Land the landing force will be ordered about H-90 minutes. H-1002

(4) Report inability to meet H-Hour. Include reason and recommendation.

(5) Insure that all landing craft preceeding to and from beach report to PCS.

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

(7) Report immediately any inoperative landing craft to CTG 76.6 and PCS, including the ETR.

(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.

4. Pre-D-Day Transfers

a. Discussion A difficult aspect of this exercise will be the conducting of the Pre-D-Day Transfers. The transfers consist of transporting companies "K" and "M" from PAUL REVERE to CATAMOUNT and MONTICELLO respectively, and transporting companies G and H from MONTROSE to VALLEY FORGE.

b. Intentions The Pre-D-Day transfers will be conducted on the afternoon of D-1 in the Mindoro area when directed by CATF

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(1) When directed, PAUL REVERE boat all personnel for transfer in accordance with Section D of Appendix IV. If sea conditions are inclement, it may be necessary to substitute turn-around LCM-6 for scheduled LCVP.

(2) When directed, SKAGIT provide MONTROSE with 5 LCM-6. MONTROSE conduct transfers in accordance with Section E of Appendix IV.

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APPENDIXES

- I Transport area diagram
  - a. Anchorage assignments
  - b. Beach coordinates
- II Waterborne control plan
- III Landing craft availability table
- IV Landing craft employment plan
- V Landing and approach plan
  - a. Assault wave diagram
- VI Unloading plan
  - a. Landing sequence table
- VII Service and salvage plan
- VIII Withdrawal plan
- IX Serial assignment table


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- X All boat landing plan
  - a. All boat landing craft employment plan
  - b. All boat landing and approach plan
- XI Helicopter ship-to-shore movement
  - a. Helicopter availability table
  - b. Helicopter rehearsal plan (to be issued)
- XII SLF Waterborne Landing Plan (not issued)
  - a. Landing craft employment plan
  - b. Landing and approach plan
  - c. Assault wave diagram
  - d. Serial assignment table
  - e. Landing sequence table
  - f. Withdrawal plan

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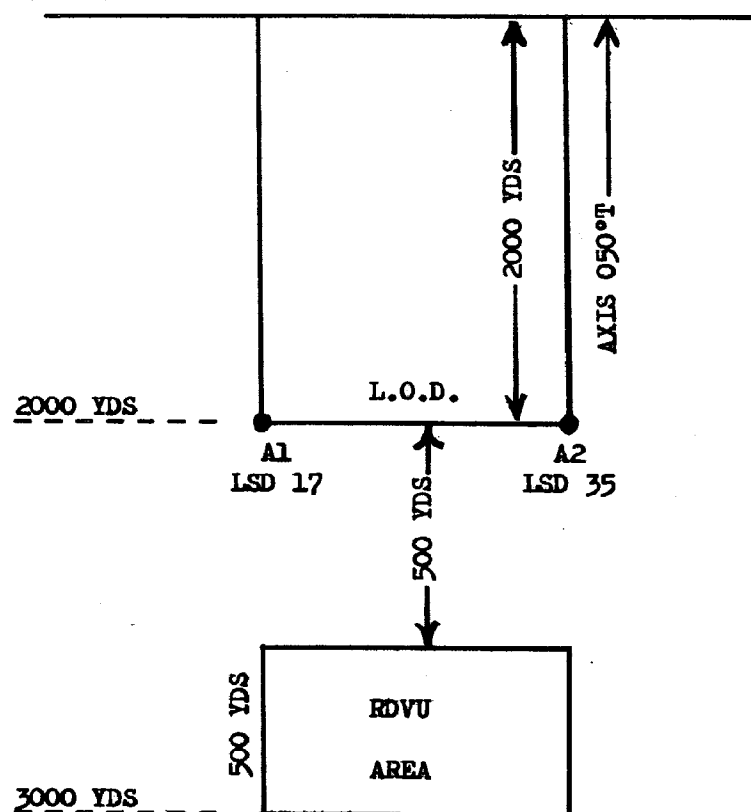
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Appendix I to Annex I

RED BEACH ONE

NOT TO SCALE



TRANSPORT AREA

DIAGRAM

A3  
APA 248

A4  
AKA 105

A5  
APA 212

A6  
VACANT

A7  
LPH 8

Tab A. Anchorage assignments  
B. Beach co-ordinates

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Tab A to Appendix I to Annex I

ANCHORAGE ASSIGNMENTS

ANCHORAGE	SHIP	BRNG & RANGE TO A3	LAT/LONG (HO 14340)
A1	CATAMOUNT	140/1100 YDS	12-21-30N 121-01-07E
A2	MONTICELLO	140/600 YES	12-21-38N 121-01-17E
A3	PAUL REVERE		12-21-07N 121-01-27E
A4	SKAGIT	050/1000 YDS	12-20-47N 121-01-04E
A5	MONTROSE	018/1250 YDS	12-20-30N 121-01-15E
A6	VACANT	359/1700 YDS	12-20-15N 121-01-27E
A7	VALLEY FORGE	347/2350 YDS	12-19-55N 121-01-43E

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Tab B to Appendix I to Annex I

Beach Co-ordinates

Beach RED ONE

<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 RED TWO (Constructive)

Center	TP 872670	12-21-35N 121-02-33E
Left Flank	TP 870671	12-21-38N 121-02-25E
Right Flank	TP 873669	12-21-32N 121-02-40E

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APPENDIX II TO ANNEX I

WATERBORNE CONTROL PLAN

1. Situation. This Appendix provides for control of the waterborne ship-to-shore movement over RED BEACH ONE.

2. Execution.

a. Landing Force.

(1) Prior to H-45 provide TACLOG Party to assist the Primary Control Officer.

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

(3) Equip each serial with boat paddle for each boat in serial.

(4) Insure that LVT crews are familar with and adhere to Naval Control Procedures and Signals.

b. Landing Craft Control Element ALFA (TE 76.6.2.2)

(1) Report set and drift at LOD to CTG 76.6 as soon as determined after anchoring.

(2) Control landing craft and amphibious vehicles from rendezvous area to RED BEACH ONE using grid reference system contained in NWIP 22-6(A).

(3) Control all landing craft and amphibious vehicle movements between LOD and beach.

(4) Dispatch scheduled waves in accordance with Appendix V, Landing and Approach Plan.

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

(6) Submit scheduled wave progress reports to CTG 76.6 as follows:

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

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

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

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

(9) Dispatch landing craft to load serials when requested by TACLOG.

3. Procedures.

a. Debarkation.

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

(2) Landing craft of scheduled waves, after being loaded, will proceed to wave assembly circles and report to wave commanders.

(3) On-call waves and free-boats will remain in the vicinity of their serial source ships until dispatched at scheduled times or as requested.

b. Control Procedures to LOD.

(1) Scheduled LVT wave will be led by wave guides under control of PCS directly to flank of LOD in column, distance 40 yards. First wave proceed on a line parallel to and 50 yards seaward of LOD. Second wave keep seaward of the first wave. Wave guides signal a flanking movement timed to cross the LOD on schedule.

(2) Landing craft of scheduled waves will proceed from wave assembly circles to rendezvous area in column, distance 50 yards. Wave commanders will signal departures from the rendezvous area in accordance with the schedule set forth in the landing and approach plan. Landing craft will form a wedge, distance 50 yards, and proceed toward the LOD. The PCS will assume control on boat control circuit when waves are 500 yards seaward of the LOD.

c. Control Procedures from LOD to Beach.

(1) PCS will utilize the grid reference system outlined in Appendix E to NWIP 22-6(A).

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

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(3) Amphibious vehicles of scheduled waves will be in line abreast on arriving at the LOD. The wave guide will be positioned on the right flank of the wave and the assistant wave guide will take station on the left flank. Wave guide will report to PCS on boat control circuit prior to crossing LOD. When 1000 yards from beach, battle speed will be signaled. Prior to reaching the surf zone, the wave guide and assistant wave guide will turn off to left flank and take station in the assembly area.

(4) LVT will proceed shoreward of the highwater mark prior to stopping, debarking troops or making flanking movements.

(5) Landing craft of scheduled waves will, upon signal from the wave commander, form a line abreast prior to arriving at the LOD. When 1000 yards from beach the wave commander will signal battle speed.

(6) The Boat Group Commander will lead wave 3 to the beach. On approaching the surf zone, the BGC will turn off to the left flank, establish the assembly area and become the Traffic Control Officer.

(7) The Assistant Boat Group Commander will follow the last boated wave. On approaching the surf line, the ABGC will turn off to the left flank and become Salvage Officer.

(8) Heavy salvage boats will follow wave 3. On approaching the surf zone, the salvage boats turn off to the left flank and stand-by for salvage operations.

(9) Wave guides and wave commanders report touchdown of waves on boat control circuit then shift to boat common circuit.

d. Returning Seaward.

(1) LVT required to return seaward will assemble in groups on the right flank of the beach. When wave guides are provided, enter water and proceed to destination.

(2) Landing craft, after retraction, will report to the traffic control officer in the assembly area for dispatch destination.

e. Selective Unloading.

(1) The rendezvous area is not utilized.

(2) The serial source ship dispatches the craft toward the LOD. Upon approaching the LOD the craft reports to the PCS for dispatch to beach.

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I. Coordinating Instructions.

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

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Appendix III to Annex I

LANDING CRAFT AVAILABILITY TABLES

SHIP	LCVP	LCM (3)	LCM (6)	LCPL	LCU
PAUL REVERE	12		7	2	
SKAGIT	6	2	6	2	
CATAMOUNT	1			1	1
MONTICELLO	2			2	
TOTAL	21	2	13	7	1
SPARES	2	0	1	1	0
TOTAL AVAILABLE	19	2	12	6	1

LANDING CRAFT FOR NAVAL USE

HEAVY SALVAGE		1	1		
BGC				1	
ABGC				1	
PCS CONTROL				1	
WAVE GUIDES	2			2	
TOTAL FOR NAVAL USE	2	1	1	5	
TOTAL AVAIL FOR LANDING FORCE	17	1	11	1	

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APPENDIX IV TO ANNEX ILANDING CRAFT EMPLOYMENT PLAN

## SECTION A: LANDING CRAFT FOR NAVAL USE

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	1	LCPL	APA 248	PCS	H-45	Entire	BGC, Lead wave 3
2	1	LCPL	AKA 105	PCS	H-45	Entire	ABGC, follow wave 4 (Salvage Officer)
3	1	LCM-6	APA 248	PCS	H-30	Entire	Heavy salvage, follow wave 3
4	1	LCM-3	AKA 105	PCS	H-30	Entire	Heavy salvage, follow wave 3
5	1	LCPL	APA 248	PCS	H-45	Entire	PCS traffic control boat
6	1	LCPL	LSD 17	LSD 17	LTLF	Until Released	Wave guide, wave 1
7	1	LCVP	LSD 17	LSD 17	LTLF	Until Released	Ass't wave guide, wave 1
8	1	LCVP	LSD 35	LSD 17	LTLF	Until Released	Ass't wave guide, wave 2
9	1	LCPL	LSD 35	LSD 17	LTLF	Until Released	Wave guide, wave 2

## SECTION B: SCHEDULED AND ON CALL WAVES

10	3	LCM-6	APA 248	APA 248	LTLF	1 Trip	Wave 3 wave CDR embarked
11	1	LCU	LSD 17	LSD 17	LTLF	1 Trip	Wave 4
12	2	LCM-6	APA 248	APA 248	LTLF	1 Trip	Wave 4 wave CDR embarked

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Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	3	LCM-6	AKA 105	APA 248	LTLF	1 Trip	On call Pre-Boated Ser 330
2	1	LCM-6	AKA 105	APA 248	LTLF	1 Trip	On call Pre-Boated Ser 303, 480
3	1	LCM-6	AKA 105	APA 248	LTLF	1 Trip	On call Pre-Boated Ser 306, 470

## SECTION C: FREE BOATS AND FLOATING DUMP

4	1	LVTG	LSD 35	LSD 35	- -	- -	Free boat 001 Command Grp ALFA Ser 387, 388, 462, 463
5	1	LVTP-5	LSD 35	LSD 35	- -	- -	Free boat 001A Command Grp ALFA, Ser 387, 388, 462 463
6	1	LCM-3	AKA 105	APA 248	H-45	1 Trip	Free boat 002 Command Grp BRAVO, Ser 505
7	1	LCM-6	AKA 105	LSD 17	LTLF	1 Trip	Floating Dump, Load at LSD 17 AKA 105

## SECTION D: PRE D-DAY TRANSFERS

8	1	LCVP	APA 248	<del>LSD 35</del>	- - PRE H-Hour TRANSFER	- -	Command Grp ALFA, to be landed by Free Boats 001 and 001A
9	3	LCM-6	APA 248	LSD 17	- -	- -	Ser 340 and 460 for 1st wave
10	3	LCM-6	APA 248	LSD 35	- -	- -	Ser 360 and 461 for 2nd wave
11	2 4	LCVP	APA 248	LSD 17	- -	- -	TACLOG Party Ser 500, 501, 502, 503, and Floating Dump Crew
12	1	LCVP	APA 248	LSD 35	LTLF	1 TRIP	COMMAND GRP ALFA

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SECTION E: SLF PRE D-DAY TRANSFERS

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	1	LCM-6	APA 212	APA 212	- -	- -	Transfer Co "G" to LPH-8
2	2	LCM-6	AKA 105	APA 212	- -	- -	Transfer Co "G" to LPH-8
3	3	LCM-6	AKA 105	APA 212	- -	- -	Transfer Co "H" to LPH-8

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## SECTION B: ON CALL WAVES

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdwa Area	Leave Rdva Area	Gross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	OC	303, 480 106MM RR Plt(-) Det, Hq Bn, 1st MARDIV	40	Normal Combat	1 LCM-6	APA 248	- -	- -	- -	- -	On Call	Pre-Boated
2	OC	306, 470 H&S Co (-) Det, Hq Co, 1st MAR Radio Relay	87	Normal Combat	1 LCM-6	APA 248	- -	- -	- -	- -	On Call	Pre-Boated
3	OC	330 Co I (Rein)	209	Normal Combat	3 LCM-6	APA 248	- -	- -	- -	- -	On Call	Pre-Boated

## SECTION C: FREE BOATS AND FLOATING DUMP

4	FB	387, 388, 462, 463 Command Group ALFA	44	Normal Combat	1 LVTC 1 LVTP-5	LSD 35	- -	- -	- -	- -	Free Boat 001 & 001A	Remain embarked until called
5	FB	505 Command Group BRAVO	16	Normal Combat	1 LCM-3	APA 248	- -	- -	- -	- -	Free Boat 002	
6	FD		2		1 LCM-6	APA 248	- -	- -	- -	- -		Floating Dump

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## SECTION B: ON CALL WAVES

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdwn Area	Leave Rdwn Area	Gross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	OC	305, 480 106MM RR Plt(-) Det, Hq Bn, 1st MARDIV	40	Normal Combat	1 LCM-6	APA 248	- -	- -	- -	- -	On Call	Pre-Boated
2	OC	306, 470 H&S Co (-) Det, Hq Co, 1st MAR Radio Relay	87	Normal Combat	1 LCM-6	APA 248	- -	- -	- -	- -	On Call	Pre-Boated
3	OC	330 Co I (Rein)	209	Normal Combat	3 LCM-6	APA 248	- -	- -	- -	- -	On Call	Pre-Boated

## SECTION C: FREE BOATS AND FLOATING DUMP

4	FB	387, 388, 462, 463 Command Group ALFA	44	Normal Combat	1 LVTC 2 LVTP-5	LSD 35	- -	- -	- -	- -	Free Boat OO1 & OO2A	Remain embarked until called
5	FB	505 Command Group BRAVO	16	Normal Combat	1 LCM-3	APA 248	- -	- -	- -	- -	Free Boat OO2	
6	FD		2		1 LCM-6	APA 248	- -	- -	- -	- -		Floating Dump

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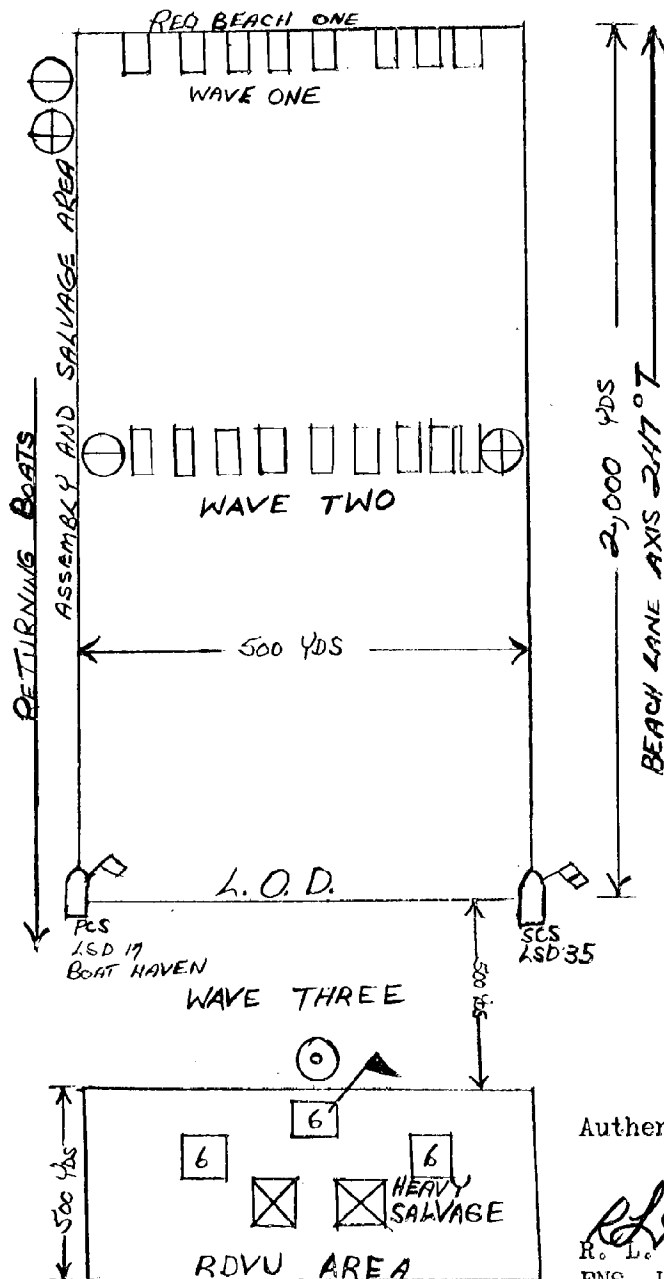
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COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

## TAB A TO APPENDIX V TO ANNEX I

## ASSAULT WAVE DIAGRAM

NOT TO SCALE



## EXPLANATORY NOTES

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

CRAFT	1st 1,000 yds	Last 1,000 yds
LVTP-5	4.5 kts	4.5 kts
LCM	6 kts	8 kts

2. Legend:

- ⊙ BGC
- 6 LCM-6
- LVTP-5
- ⊕ Wave Guide
- ⊖ Asst Wave Guide
- ▲ Wave CDR

3. Wave Guides will position themselves on the right flank of their wave with Asst Wave Guides on the left flank, thus allowing use of LVT automatic weapons.

4. Wave 4 does not arrive in the RDVU area until H+5 and is not shown in this diagram.

5. There will be many boats in the vicinity of LSD 17 and LSD 35 that are not shown.

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Appendix VI to Annex I

UNLOADING PLAN

1. General. This Appendix provides instructions for unloading of troops, equipment and supplies during the ship-to-shore movement.

2. Procedures.

a. Initial unloading by scheduled waves will be in accordance with the landing and approach plan, Appendix V to this Annex.

b. Unloading of on-call serials will take place when requested by TACLOG. The desired order of unloading, if ordered, is in accordance with Tab A, Landing Sequence Table. Individual on-call serials will be specifically requested before being unloaded until such time as general unloading begins.

3. Reports.

a. Periodic unloading reports will be made by PCS to CTG 76.6 hourly commencing at H+1, using the following format:

(1) Selective Unloading Report

Unload Rep Nr \_\_\_\_\_ as of \_\_\_\_\_  
ALFA - Serials dispatched from LOD since last report.  
BRAVO - Beated serials at LOD.  
CHARLIE - Serials for which boats have been dispatched.  
DELTA - Serials sunk since last report.  
ECHO - Serials damaged to extent precluding effective employment.  
(Omit inapplicable items)

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Tab A - Landing Sequence Table

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Subic Bay, Philippines  
DTG:  
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Tab A to Appendix VI to Annex I

LANDING SEQUENCE TABLE

Time Zone: G

UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
Det (-), BMU, NBG	Det (-) DUKW (BMU) MRC-37 (BMU)	491				
			1 LCU	LSD-17	TBA	Non-Sched
SP Tm (-), H&S Co, 1st SP Bn	2 2N Cranes (SP) RKF 6000 Forklift (SP)	500				
SP Tm (-), H&S Co, 1st SP Bn	TD-15 (SP) M51 Matlayer (SP)	501 506	1 LCM-6 1 LCM-6	LSD-17 LSD-17	TBA TBA	Non-Sched Non-Sched
3rd Plt (-), Co A, 1st Engr Bn	TD-15 (Engr)	412	1 LCM-6	LSD-17	TBA	Non-Sched
H&S Co (-)	MRC-38 (Comm) MRC-83 (Comm) MRC-87 (ALO) M-422 (CO) M-100 (CO) M-422 (S-3) M-100 (S-3)	309  310 311	1 LCM-6  1 LCM-6 1 LCM-6	APA-248  APA-248 APA-248	TBA  TBA TBA	Non-Sched  Non-Sched Non-Sched
3rd Plt (-), CO A, 1st Engr Bn	3 M-274s (Engr)	411	1 LCM-6	LSD-17	TBA	Non-Sched

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UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
3rd Plt (-), Co A, 1st Tank Bn	2 M-48A3 Tanks	390				
Det (-), BMU, NBG	M-35 (BMU) M-107 Water Tlr (BMU) 2 M-422s (BMU) 2 M-100s (BMU)	492	1 LCU	LSD-17	TBA	Non-Sched
SP Tm (-), H&S Co, 1st SP Bn	M-422 (SP) M-100 (SP)	502				
Btry C (-), 1st Bn, 11th Mar	M-422 (Arty Recon) M-100 (Arty Recon)	380	1 LCM-6	AKA-105	TBA	Non-Sched
	MRC-37 (Arty Ln Tm) M-422 (Arty Ln Tm) M-100 (Arty Ln Tm)	386	1 LCM-6	APA-248	TBA	Non-Sched
	TD-15	381	1 LCM-6	LSD-17	TBA	Non-Sched
	1st, 2nd, 3rd How Sec 3 M-35 w/105mm How	383	1 LCU	AKA-105	TBA	Non-Sched
	4th, 5th, 6th How Sec 3 M-35 w/105mm How M-35 w/M-105 Tlr	384	4 LCM-6	AKA-105	TBA	Non-Sched
	4 M-422s (Arty) 4 M-100s (Arty)	382	2 LCM-6	AKA-105	TBA	Non-Sched

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UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
Btry C (-), 1st Bn, 11th Mar	3 M-35s (Arty) 2 M-105 Tlrs (Arty) M-107 Water Tlr (Arty) M-422 (Arty) M-100 (Arty)	385	1 LCU	AKA-105	TBA	Non-Sched
H&S Co (-)	Det, Serv Plt (Cooks)	304				
3rd Plt (-), Co A, 1st Tank Bn	3 M-48A3 Tanks (Tk) M-38A1 (Tk) M-100 (Tk)	391	1 LCU	LSD-17	TBA	Non-Sched
SP Tm (-), H&S Co, 1st SP Bn	ART-30 Forklift (SP) 5KW Floodlight (SP) M-60 Crane (SP) M-107 Water Tlr (SP) M-37 (SP) M-101 Tlr (SP)	503	1 LCU	LSD-17	TBA	Non-Sched
Det, Coll Plt, Co A, 1st Med Bn	M-170 Ambulance	450	1 LCM-6	APA-248	TBA	Non-Sched
3rd Plt (-), Co A, 1st Tank Bn	2 M-54s (Tk) 2 M-105 Tlrs (Tk)	392	1 LCU	LSD-17	TBA	Non-Sched
3rd Plt (-), Co A, 1st AT Bn	M-422 (AT) M-100 (AT) M-37 (AT) M-101 Tlr (AT)					

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UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
3rd Plt (-), Co A, 1st Engr Bn	M-37 (Engr) M-101 Tlr (Engr)	413	1 LCM-6	LSD-17	TBA	Non-Sched
3rd Plt (-), Co A, 1st Engr Bn	M-51 (Engr) M-105 Tlr (Engr) Bath Unit (Engr)	414	1 LCU	LSD-17	TBA	Non-Sched
1st Plt (-), Co A, 1st MT Bn	Plt Hq M-35 (MT) M-422 (MT) M-100 (MT)	420				(Prime Mover for Bath Unit)
1st Plt (-), Co A, 1st MT Bn	3 M-35s (MT) 3 M-105 Tlrs (MT)	421	3 LCM-6	LSD-17	TBA	Non-Sched
H&S Co (-)	Det, Comm Plt	305				
1st Plt (-), Co A, 1st MT Bn	2 M-35s (MT) 1 M-105 Tlr (MT)	422	2 LCM-6	LSD-17	TBA	Non-Sched
	4 M-35s (MT) 2 M-105 Tlrs (MT)	423	1 LCU	APA-248	TBA	Non-Sched
	3 M-35s (MT) 3 M-105 Tlrs (MT)	424	3 LCM-6	LSD-17	TBA	Non-Sched
	2 M-35 (MT) M-107 Water Tlr (MT)	425	2 LCM-6	LSD-17	TBA	Non-Sched
H&S Co (-)	Rear Party	307	1 LCM-6	APA-248	TBA	Non-Sched

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UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
3rd Plt (-), Co A, 1st Recon Bn	MRC-38 (Recon)	371	2 LCM-6	APA-248	TBA	Non-Sched
	M-422 (Recon)	372	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (Recon)					
H&S Co (-)	M-422 (Hq Cmdt)	308	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (Hq Cmdt)					
	M-422 (Comm)					
	M-100 (Comm)					
	M-422 (S-2)	312	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (S-2)					
	M-422 (S-1)					
	M-100 (S-1)					
	M-422 (MTO)	314	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (MTO)					
	M-422 (SupO)					
	M-100 (SupO)					
H&S Co (-)	M-274 (Comm/Wire)	313				
Co M (-)	2 M-274s (CoM)	361	1 LCM-6	APA-248	TBA	Non-Sched
H&S Co (-)	M-170 Ambulance	315	1 LCM-6	APA-248	TBA	Non-Sched
	MRC-83 (Comm)	316	1 LCM-6	APA-248	TBA	Non-Sched
	M-422 (81s)	317	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (81s)					

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UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
H&S Co (-)	4 M-274s (81s)	324	3 LCM-6	APA-248	TBA	Non-Sched
	8 M-274s w/106mm RR					
	M-422 (106s)	319	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (106s)					
	M-422 (Comm)					
	M-100 (Comm)					
	M-274 (S-2)	318	1 LCM-6	APA-248	TBA	Non-Sched
	M-274 (H&S Co)					
	M-422 (MT Chief)					
	Luber (MT Chief)					
	4 M-274s (MT)	320	1 LCM-6	APA-248	TBA	Non-Sched
	M-422 (MT)	321	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (MT)					
	M-422 (XO)					
	M-100 (XO)					
	M-422 (S-3)	322	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (S-3)					
	M-422 (S-4)					
	M-100 (S-4)					
	M-274 (Comm/Radio)	323	1 LCM-6	APA-248	TBA	Non-Sched
	2 M-274s (Flames)					
Co K (-)	M-422 (CoK)	341	1 LCM-6	APA-248	TBA	Non-Sched
	M-100 (CoK)					
	2 M-274s (CoK)					

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UNIT	ELEMENT	SER NO	CARRIER NO TYPE	SHIP	BEACH	REMARKS
Co L (-)	M-422 (CoL) M-100 (CoL) 2 M-274s (CoL)	351	1 LCM-6	APA-248	TBA	Non-Sched
Co M (-)	M-422 (CoM) M-100 (CoM)	362	1 LCM-6	APA-248	TBA	Non-Sched
Co I (-)	M-422 (CoI) M-100 (CoI) 2 M-274s (CoI)	331	1 LCM-6	APA-248	TBA	Non-Sched
Det (-), 1st Serv Bn	3 M-35s (Serv Bn) 2 M-105 Tlrs (Serv Bn) 1 M-107 Water Tlr (Serv Bn)	430	3 LCM-6	APA-248	TBA	Non-Sched
	ART-30 Forklift (Serv Bn) M-274 (Serv Bn) M-37 (Serv Bn) M-101 Tlr (Serv Bn)	431	2 LCM-6	APA-248	TBA	Non-Sched
Det (-), 1st Serv Bn	M-422 (Serv Bn) M-100 (Serv Bn)	432				
Det, FSR		440	1 LCM-6	APA-248	TBA	Non-Sched

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COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: LAR 431

APPENDIX VII TO ANNEX I

SERVICE AND SALVAGE PLAN

1. Situation. This Appendix provides for services and salvage operations.

2. Execution.

a. Naval Beach Party Element (TE 76.6.0.4)

(1) BMU Det will be embarked in LCU 1616 and will be landed in accordance with Appendix V, Landing and Approach Plan. When landed:

(a) Report to the landing force shore party for operational control.

(b) Direct and control all naval elements ashore within the beach zone of responsibility.

(c) Direct and control waterborne and land traffic and salvage operations from the surf line to the BERM line.

(d) Assist in conduct of withdrawal in accordance with Appendix VIII, Withdrawal Plan.

(e) Report back to CATF for operational control when the landing force chops to Task Force DELTA.

b. Landing Craft Control Element ALPHA (TE 76.6.2.2)

(1) Control salvage operations seaward of the surf line, keeping CTG 76.6 informed.

x. Coordinating Instructions.

(1) Boats requiring towing from beach will be towed well clear of surf zone.

(a) Insure that towed boat is seaworthy before towing and is operating properly before casting off.

(b) Disabled boats, if seaworthy will be towed to CATAMOUNT (boat haven) for repair.

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(2) PCS, Beachmaster or BGC may order any boat to tow a disabled boat.

(3) LCM assist beaching may be initialed by the BGC or the PCS if required. The BGC will supervise all LCM assist beaching conducted. Heavy salvage or other LCM may be used as assisting craft. LCM assist beaching procedure in accordance with Tab A to this Appendix.

### 3. Reports.

a. Naval Beach Party Element (TE 76.6.0.4) submit beach situation report to CTG 76.6 and PCS as soon as possible after landing and every two hours thereafter. Use following format:

<u>Format</u>	<u>Example</u>
Beach Sitrep	
ALFA - Beach obstacles and adjustment of landing points	ALFA - Rocks or right flank
BRAVO - Boats in difficulty and salvage operations	BRAVO - AKA 104 NR 8 broached. Salvage boat in process towing clear.
CHARLIE - Beach conditions	CHARLIE - Poor trafficability requires towing all wheeled vehicles across beach.
DELTA - Boat capacity for offloading	DELTA - 6 LCM 6.
ECHO - Number of loaded boats offshore	ECHO - 5
FOXTROT - Factors which might delay unloading	FOXTROT - Development of beach exits not completed.
(Omit Inapplicable Items)	

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#### Tab A - LCM Assist Beach Procedure

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248) Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Tab A to Appendix VII to Annex I

LCM Assist Beaching Procedures

1. All LCM's will be equipped with LCM assist beaching gear.
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, the primary control officer will, in coordination with beachmaster, notify all incoming waves to rig for assist beaching and notify the Task Group Commander.
4. Assistant boat group commander and heavy salvage boats will establish an "assist line" approximately 200 yards 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 (heavy salvage or other). The towing bridle will be passed to the LCM intending to beach.
  - c. On signal of the LCM rendering assistance, both LCM's will proceed slowly towards the beach. The length of line should always be sufficient to allow the assisting LCM to remain well clear of the surf zone.
  - d. As the beaching LCM approaches the surf zone the assisting LCM will signal full speed to the LCM intending to beach. The assisted LCM proceeds to the beach and unloads with engines always kept ahead in order to keep the tow line clear of the screws.
  - e. The LCM rendering assistance must turn seaward short of the surf line and take a slight strain on the tow line as soon as the assisted LCM is well beached. Care must be taken to ensure that such strain is below that required to pull the LCM off the beach.
  - f. On signal of the beachmaster to retract, the beached LCM (engines still ahead) is pulled off the beach by the LCM rendering assistance. The assisted LCM is towed well clear of the surf zone and both LCM lie to with the tow line perpendicular to the beach.
  - g. The next LCM to be assisted then comes alongside the previously beached LCM and is passed the towing bridle.

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h. After bridle is passed and secured on the second LCM, the assisting LCM will turn about and proceed toward the beach paralleling the movement of the second LCM.

i. Outside the surf line, the assisting LCM will again turn seaward and assist in beaching and retracting as before.

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U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

APPENDIX VIII TO ANNEX I

WITHDRAWAL PLAN

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

2. Execution.

a. Landing Group

(1) Report time of withdrawal to CTG 76.6.

(2) Direct units to be withdrawn to stage on assigned beach.

(3) LVT's to remain on beach and will be last unit to be withdrawn.

Wave guides will be provided to escort LVT's to ship.

b. Transport Unit ALPHA (TU 76.6.2)

(1) Provide landing craft for withdrawal as requested by PCS.

(2) Embark landing force elements withdrawn from beach.

c. Transport Unit BRAVO (TU 76.6.3)

(1) Be prepared to provide available landing craft to TU 76.6.2 to assist in the withdrawal, if required.

(2) Be prepared to provide landing craft as requested by PCS to withdraw SLF by surface means.

(3) Be prepared to embark landing force elements withdrawn.

d. Naval Beach Party (TE 76.6.0.4)

(1) Control beach operations during withdrawal.

(2) Notify PCS of serials ready for withdrawal and landing craft requirements.

(3) Report when all required elements are withdrawn and ready to secure beach.

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COMPHIBRON FIVE 303-66

(4) Withdraw from beach with all personnel and equipment prior to LVT.

e. Landing Craft Control Element ALPHA (TE 76.6.2.2)

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

(2) Furnish wave guides at designated beach as required.

x. Coordinating Instructions.

(1) Retain same serial designation as for ship-to-shore movement.

(2) W-Hour (withdrawal hour); to be designated.


(3) W-Day; to be designated.

(4) Withdrawal secheule in accordance with Tab A.

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Captain, U. S. Navy  
CTG 76.6, Commander Amphibious Task Group  
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Tab A: - Withdrawal Plan

Authenticated:

  
R. L. GLASS  
ENS, USN  
Staff Secretary



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Operation Order  
COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

TAB A TO APPENDIX VIII TO ANNEX I

Withdrawal Plan

Line	Unit & Serial	Craft	Source	Leave Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Depart Beach	To
1	300, 303, 306, 307 H & S Co (-)	3 LCM6	APA 248	W+55	W+60	W+68	W+71	W+80	W+90	APA 248
2	360 Co. M (Rein)	3 LCM6	APA 248	W+67	W+72	W+80	W+83	W+92	W+100	APA 248
3	340 Co. K (Rein)	3 LCM6	AKA 105	W+205	W+210	W+218	W+221	W+230	W+240	APA 248
4	462 Det, Co. A 3rd Am Tracs	8 LVTP 5	Beach						W+242	LSD 17
5	461 Det, Co. B 1st Am Tracs	10 LVTP 5 1 LVTC	Beach						W+245	LSD 35
6	002, 350, 302 Cmd Grp B, Co L (Rein) Det, 81mm Mortar Plt	4 LCM 6	APA 248	W+225	W+230	W+238	W+241	W+250	W+260	APA 248

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Operation Order  
COMPHIBRON FIVE 303-66

Line	Unit & Serial	Craft	Source	Leave Source	Arrive Rdvu Area	Leave Rdvu Area	Cross LOD	Land	Depart Beach	To
7	400, 490, 504 Det, Co. A 1st AT Bn; Det, (-) BMU SP Tm, 1st SP Bn 8 Veh	1 LCU	LSD 17	W+225				W+240	W+265	LSD 17
8	001, 330, 410, 370 301 Cmd Grp A; Co. I (Rein) Det, Co. A 1st Eng Bn. Det, Co. A 1st Recon Bn. Det, 81mm Mortar Plt.	4 LCM 6	2 APA 248 2 AKA 105	W+238	W+243	W+251	W+254	W+263	W+270	APA 248

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U. S. SEVENTH FLEET  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Operation Order  
COMPHIBRON FIVE 303-66

Appendix IX To Annex I

Serial Assignment Table

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO TYPE	SHIPS	REMARKS
00-1	Command Group ALPHA	26	Normal Combat		LSD-35	Free Boats
	CO's Group	(17)		1 LVTC		Boat w/serial
	FSCC Group	(9)		1 LVTP-5		387, 388
00-2	Command Group BRAVO	13	Normal Combat	1 LCM-3	APA-248	Free Boat
						Boat w/serial 505
300	H&S Co (-)	17	Normal Combat	1 LCM-6	APA-248	Third Wave
	Recon/Advance Pty					Boat w/Serial 350
301	81mm Mortar Plt (-)	50	Normal Combat	1 LCM-6	APA-248	Alt Plan: Boat Ser in 1/LCVP
	Plt Hq (-)	(4)				FOURTH WAVE
	1st Sec (-)	(18)				Boat w/serial 370
	2nd Sec (-)	(16)				
	Flame Sec (-)	12				
302	81mm Mortar Plt (-)	34	Normal Combat	1 LCM-6	APA-248	FOURTH WAVE
	3rd Sec (-)	(17)				Boat w/serial 410
	4th Sec (-)	(17)				
303	106mm RR Plt (-)	32	Normal Combat	1 LCM-6	APA-248	On Call
	Plt Hq (-)	(3)				Boat w/serial 480
	1st Sec (-)	(7)				
	2nd Sec (-)	(7)				
	3rd Sec (-)	(7)				
	4th Sec (-)	(8)				

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO TYPE	SHIPS	REMARKS
304	H&S Co (-) Det, Serv Plt (Cooks)	3	Normal Combat	1 LCU	AKA-105	Non-Sched Boat w/serial 385
305	H&S Co (-) Det, Comm Plt	2	Normal Combat	1 LCM-6	LSD-17	Non-Sched Boat w/serial 421
306	H&S Co (-) Main Body	84	Normal Combat	1 LCM-6	APA-248	On Call Boat w/serial 470
307	H&S Co (-) Rear Pty	70	Normal Combat	1 LCM-6	APA-248	Non-Sched
308	H&S Co (-) Bn Vehicles w/Drivers	2	Normal Combat M-422 (HqCmndt) M-100 (HqCmndt) M-422 (Comm) M-100 (Comm)	1 LCM-6	APA-248	Non-Sched
309	H&S Co (-) Bn Vehicles w/Drivers	2	Normal Combat MRC-38 (Comm) MRC-83 (Comm)	1 LCM-6	APA-248	Non-Sched
310	H&S Co (-) Bn Vehicles w/ Drivers	1	Normal Combat MRC-87 (ALO)	1 LCM-6	APA-248	Non-Sched
311	H&S Co (-) Bn Vehicles w/ Drivers	2	Normal Combat M-422 (CO) M-100 (CO) M-422 (S-3) M-100 (S-3)	1 LCM-6	APA-248	Non-Sched
312	H&S Co (-) Bn Vehicles w/ Drivers	2	Normal Combat M-422 (S-2) M-100 (S-2) M-422 (S-1) M-100 (S-1)	1 LCM-6	APA-248	Non-Sched

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO TYPE	SHIPS	REMARKS
313	H&S Co (-) Bn Vehicles w/ Drivers	1	Normal Combat M-274 (Comm/Wire)	1 LCM-6	APA-248	Non-Sched Boat w/serial 361
314	H&S Co (-) Bn Vehicles w/ Drivers	2	Normal Combat M-422 (MTO) M-100 (MTO) M-422 (SupO) M-100 (SupO)	1 LCM-6	APA-248	Non-Sched
315	H&S Co (-) Bn Vehicle w/ Driver	1	Normal Combat M-170 Ambulance (H&S Co)	1 LCM-6	APA-248	Non-Sched
316	H&S Co (-) Bn Vehicles w/ Drivers	1	Normal Combat MRC-83 (Comm)	1 LCM-6	APA-248	Non-Sched
317	H&S Co (-) Bn Vehicles w/ Drivers	1	Normal Combat M-422 (81s) M-100 (81s)	1 LCM-6	APA-248	Non-Sched
318	H&S Co (-) Bn Vehicles w/ Drivers	3	Normal Combat M-274 (S-2) M-274 (H&S Co) M-422 (MT Chief) Luber (MT Chief)	1 LCM-6	APA-248	Non-Sched
319	H&S Co (-) Bn Vehicles w/ Drivers	2	Normal Combat M-422 (106s) M-100 (106s) M-422 (Comm) M-100 (Comm)	1 LCM-6	APA-248	Non-Sched
320	H&S Co (-) Bn Vehicles w/ Drivers	4	Normal Combat 4 M-274 (MT)	1 LCM-6	APA-248	Non-Sched

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO TYPE	SHIPS	REMARKS
321	H&S Co (-) Bn Vehicles w/ Drivers	2	Normal Combat M-422 (MT) M-100 (MT) M-422 (XO) M-100 (XO)	1 LCM-6	APA-248	Non-Sched
322	H&S Co (-) Bn Vehicles w/ Drivers	2	Normal Combat M-422 (S-3) M-100 (S-3) M-422 (S-4) M-100 (S-4)	1 LCM-6	APA-248	Non-Sched
323	H&S Co (-) Bn Vehicles w/ Drivers	3	Normal Combat M-274 (Comm/Radio) 2 M-274s (Flames)	1 LCM-6	APA-248	Non-Sched
324	H&S Co (-) Bn Vehicles w/ Drivers	12	Normal Combat 4 M-274s (81s) 8 M-274s w/106mm RR (106s)	3 LCM-6	APA-248	Non-Sched
330	Co I (Rein)	209	Normal Combat	3 LCM-6	APA-248	On Call
331	Co I (-) Co Vehicles w/ Drivers	3	Normal Combat M-422 (CoI) M-100 (CoI) 2 M-274s (CoI)	1 LCM-6	APA-248	Non-Sched
340	Co K (Rein)	218	Normal Combat	8 LVTP-5	LSD-17	<u>FIRST WAVE</u> Pre-D-Day Transfer from APA to LSD
341	Co K (-) Co Vehicles w/ Drivers	3	Normal Combat M-422 (CoK) M-100 (CoK) 2 M-274s (CoK)	1 LCM-6	APA-248	Non-Sched
350	Co L (Rein)	217	Normal Combat	3 LCM-6	APA-248	<u>THIRD WAVE</u> Boat w/Serial 300 Alt Plan: Boat Ser in 10/LCVP
351	Co L (-) Co Vehicles w/ Drivers	3	Normal Combat M-422 (CoL) M-100 (CoL) 2 M-274s (CoL)	1 LCM-6	APA-248	Non-Sched

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO TYPE	SHIPS	REMARKS
360	Co M (Rein)	223	Normal Combat	9 LVTP-5	LSD-35	<u>SECOND WAVE</u> Pre-D-Day Transfer from APA to LSD
361	Co M (-) Co Vehicles w/ Drivers	2	Normal Combat 2 M-274s (CoM)	1 LCM-6	APA-248	Non-Sched Boat w/serial 313
362	Co M (-) Co Vehicles w/ Driver	1	Normal Combat M-422 (CoM) M-100 (CoM)	1 LCM-6	APA-248	Non-Sched
370	3rd Plt (-), Co A, 1st Recon Bn	22	Normal Combat	1 LCM-6	APA-248	<u>FOURTH WAVE</u> Boat w/serial 301
371	3rd Plt (-), Co A, 1st Recon Bn Plt Vehicle w/Driver	1	Normal Combat MRC-38 (Recon)	1 LCM-6	APA-248	Non-Sched
372	3rd Plt (-), Co A, 1st Recon Bn Plt Vehicles w/ Driver	1	Normal Combat M-422 (Recon) M-100 (Recon)	1 LCM-6	APA-248	Non-Sched
380	Btry C (-), 1st Bn, 11th Mar Recon Pty	8	Normal Combat M-422 (ArtyRecon) M-100 (ArtyRecon)	1 LCM-6	AKA-105	Non-Sched
381	Btry C (-), 1st Bn, 11th Mar	2	Normal Combat TD-15 (Arty)	1 LCM-6	LSD-17	Non-Sched
382	Btry C (-), 1st Bn, 11th Mar Hq (-) Btry Vehicles w/Drivers	11	Normal Combat 4 M-422 (Arty) 4 M-100 (Arty)	2 LCM-6	AKA-105	Non-Sched

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COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLE	LANDING CRAFT NO TYPE	SHIPS	REMARKS
383	Btry C (-), 1st Bn, 11th Mar Hq (-) 1st How Sec 2nd How Sec 3rd How Sec	40 ( 8) (12) (11) ( 9)	Normal Combat 3 M-35 w/105 How (Arty)	1 LCU	AKA-105	Non-Sched
384	Btry C (-), 1st Bn, 11th Mar Hq (-) 4th How Sec 5th How Sec 6th How Sec	41 (11) (10) (10) (10)	Normal Combat 3 M-35 w/105mm How (Arty) M-35 (Arty) M-105 Tlr (Arty)	4 LCM-6	AKA-105	Non-Sched
385	Btry C (-), 1st Bn, 11th Mar Hq (-)	12	Normal Combat 3 M-35 (Arty) 2 M-105 Tlr (Arty) M-107 Water Tlr (Arty) M-422 (Arty) M-100 (Arty)	1 LCU	AKA-105	Non-Sched Boat w/serial 304
386	Btry C (-), 1st Bn, 11th Mar Arty Ln Vehicles w/Drivers	2	Normal Combat MRC-37 (Arty/Ln) M-422 (Arty/Ln) M-100 (Arty/Ln)	1 LCM-6	APA-248	Non-Sched
387	Btry C (-), 1st Bn, 11th Mar Arty Ln Tm	6	Normal Combat	1 LVTP-5	LSD-35	Free Boat Boat w/serial 00-1, 388
388	Btry C (-), 1st Bn, 11th Mar NGF Ln Tm	4	Normal Combat	1 LVTC	LSD-35	Free Boat Boat w/serial 00-1

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO TYPE	SHIPS	REMARKS
390	3rd Plt (-), Co A, 1st Tank Bn	8	Normal Combat 2 M-48A3 Tanks (Tk)	1 LCU	LSD-17	Non-Sched Boat w/serial 492,502
391	3rd Plt (-), Co A, 1st Tank Bn Plt Hq (-) Tank Crews	14 ( 2) (12)	Normal Combat 3 M-48A3 Tank (Tk) M-38A1 (Tk) M-100 Tlr (Tk)	1 LCU	LSD-17	Non-Sched
392	3rd Plt (-), Co A, 1st Tank Bn Plt Vehicles w/Drivers	2	Normal Combat 2 M-54s (Tk) 2 M-105 Tlrs (Tk)	1 LCU	LSD-17	Non-Sched Boat w/serial 401
400	3rd Plt (-), Co A, 1st AT Bn Plt Hq (-) Ontos Crews	17 ( 2) (15)	Normal Combat 5 M-50A1 Ontos (ATs)	1 LCU	LSD-17	<u>FOURTH WAVE</u> Boat w/serial 490,504
401	3rd Plt (-), Co A, 1st AT Bn Plt Hq (-) Plt Vehicles w/Drivers	3	Normal Combat M-422 (ATs) M-100 (ATs) M-37 (ATs) M-101 (ATs)	1 LCU	LSD-17	Non-Sched Boat w/serial 392
410	3rd Plt (-), Co A, 1st Engr Bn Plt Cdr Plt (-)	16 ( 1) (15)	Normal Combat	1 LCM-6	APA-248	<u>FOURTH WAVE</u> Boat w/serial 302
411	3rd Plt (-), Co A, 1st Engr Bn Plt Vehicles w/Drivers	3	Normal Combat 3 M-274s (Engr)	1 LCM-6	LSD-17	Non-Sched

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COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO TYPE	SHIPS	REMARKS
412	3rd Plt (-), Co A, 1st Engr Bn Plt Vehicle w/Driver	1	Normal Combat TD-15 (Engr)	1 LCM-6	LSD-17	Non-Sched
413	3rd Plt (-), Co A, 1st Engr Bn Plt Vehicles w/Driver	1	Normal Combat M-37 (Engr) M-101 Tlr (Engr)	1 LCM-6	LSD-17	Non-Sched
414	3rd Plt (-), Co A, 1st Engr Bn Plt Vehicles w/Drivers	2	Normal Combat M-51 (Engr) M-105 Tlr (Engr) Bath Unit (Engr)	1 LCU	LSD-17	Non-Sched
420	1st Plt (-), Co A, 1st MT Bn Plt Hq Plt Vehicles w/ Drivers	6 ( 3) ( 3)	Normal Combat M-422 (MT) M-100 (MT) M-35 (MT)			(Prime Mover for Bath Unit)
421	1st Plt (-), Co A, 1st MT Bn Plt Vehicles w/Drivers	6	Normal Combat 3 M-35 (MT) 3 M-105 Tlrs (MT)	3 LCM-6	LSD-17	Non-Sched Boat w/serial 305
422	1st Plt (-), Co A, 1st MT Bn Plt Vehicles w/Drivers	4	Normal Combat 2 M-35 (MT) 1 M-105 Tlr (MT)	2 LCM-6	LSD-17	Non-Sched
423	1st Plt (-), Co A, 1st MT Bn Plt Vehicles w/Drivers	6	Normal Combat 4 M-35 (MT) 2 M-105 Tlrs (MT)	1 LCU	APA-248	Non-Sched

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COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO TYPE	SHIPS	REMARKS
424	1st Plt (-), Co A, 1st MT Bn Plt Vehicles w/Drivers	6	Normal Combat 3 M-35 (MT) 3 M-107 Tlrs (MT)	3 LCM-6	LSD-17	Non-Sched
425	1st Plt (-), Co A, 1st MT Bn Plt Vehicles w/Drivers	4	Normal Combat 2 M-35 (MT) M-107 Water Tlr (MT)	2 LCM-6	LSD-17	Non-Sched
430	Det (-), 1st Serv Bn Det Vehicles w/Drivers	3	Normal Combat 3 M-35s (Serv Bn) 2 M-105 Tlrs (Serv Bn) M-107 Water Tlr (Serv Bn)	3 LCM-6	APA-248	Non-Sched
431	Det (-), 1st Serv Bn Det Vehicles w/Drivers	3	Normal Combat ART-30 Forklift (Serv Bn) M-274 (Serv Bn) M-37 (Serv Bn) M-101 Tlr (Serv Bn)	2 LCM-6	APA-248	Non-Sched
432	Det (-), 1st Serv Bn Det Vehicle w/Driver	27	Normal Combat M-422 (Serv Bn) M-100 (Serv Bn)	1 LCM-6	APA-248	Non-Sched
440	Det, FSR	4	Normal Combat			
450	Det, Coll Plt, Co A, 1st Med Bn	8	Normal Combat M-170 Ambulance (Med)	1 LCM-6	APA-248	Non-Sched
460	1st Plt (-), Co B, 3rd AmTrac Bn	30	Normal Combat	8 LVTP-5	LSD-17	<u>FIRST WAVE</u>

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COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO TYPE	SHIPS	REMARKS
461	3rd Plt, Co B, 1st AmTrac Bn	36	Normal Combat	9 LVTP-5	LSD-35	<u>SECOND WAVE</u>
462	3rd Plt, Co B, 1st AmTrac Bn	4	Normal Combat	1 LVTG	LSD-35	FreeBoat w/ser 00-1 CO's Group
463	3rd Plt, Co B, 1st AmTrac Bn	4	Normal Combat	1 LVTP-5	LSD-35	Free Boat w/ser 001 FSCC Group
470	Det, Hq Co, 1st Mar Radio Relay	3	Normal Combat	1 LCM-6	APA-248	On Call Boat w/serial 306
480	Det, Hq Bn, 1st Mar Div Det, Disbursing Det, Photo Det, Postal	8 ( 4) ( 1) ( 3)	Normal Combat	1 LCM-6	APA-248	On Call Boat w/serial 303
490	Det (-), BMU, NBG Det (-) Det vehicles w/ Drivers	20 (17) ( 3)	Normal Combat TD-24 (BMU) MRC-37 DUKW (BMU)	1 LCU	LSD-17	<u>FOURTH WAVE</u> Boat w/serial 400, 504
491	Det (-), BMU, NBG Det (-) Det Vehicles w/ Drivers	6 ( 4) ( 2)	Normal Combat DUKW (BMU) MRC-37 (BMU)	1 LCU	LSD-17	Non-Sched Boat w/serial 500
492	Det (-), BMU, NBG Det Vehicles w/ Drivers	4	Normal Combat M-35 (BMU) M-107 Water Tlr (BMU) 2 M-422s (BMU) 2 M-100s (BMU)	1 LCU	LSD-17	Non-Sched Boat w/serial 390,502

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO TYPE	SHIPS	REMARKS
500	SP Tm (-), H&S Co, 1st SP Bn SP Tm (-) Tm Vehicles w/ Drivers	29 (26) (3)	Normal Combat 2 2N Cranes (SP) RKF 6000 Forklift (SP)	1 LCU	LSD-17	Non-Sched Boat w/serial 491
501	SP Tm (-), H&S Co, 1st SP Bn	1	Normal Combat TD-15 (SP)	1 LCM-6	LSD-17	Non-Sched
502	SP Tm (-), H&S Co, 1st SP Bn TM Vehicles w/Driver	1	Normal Combat M-422 (SP) M-100 (SP)	1 LCU	LSD-17	Non-Sched Boat w/serial 390,492
503	SP Tm (-), H&S Co, 1st SP Bn Tm Vehicles/w/Driver	4	Normal Combat ART-30 Forklift (SP) 5KW Floodlight (SP) M-60 Crane (SP) M-107 Water Tlr (SP) M-37 (SP) M-101 Tlr (SP)	1 LCU	LSD-17	Non-Sched
504	Recon Pty, SP Tm (-), H&S Co, 1st SP Bn Tm Cdr Recon Pty	11 (1) (10)	Normal Combat	1 LCU	LSD-17	FOURTH WAVE Boat w/serial 400,490
505	Ln Tm, SP Tm (-), H&S Co, 1st SP Bn	3	Normal Combat	1 LCM-3	APA-248	Free Boat Boat w/serial 00-2 Command Group BRAVO

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Operation Order  
COMPHIBRON FIVE 303-66

SERIAL	UNIT	PERS	MATERIAL EQUIPMENT VEHICLES	LANDING CRAFT NO TYPE	SHIPS	REMARKS
506	SP Tm (-), H&S Co, 1st SP Bn	1	Normal Combat M-51 Matlayer (SP)	LCM-6	LSD-17	Non-Sched

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Operation Order  
COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431

Appendix X to Annex I

All Boat Landing Plan

1. Situation. This Appendix provides a waterborne landing plan making use of all boats assigned to the assault shipping, including LCVP.
2. Procedure. In the event that the all boat landing is executed, all applicable Annexes to this Appendix are effective with the following exceptions:
  - a. Substitute Tab A this Appendix for Appendix IV.
  - b. Substitute Tab B this Appendix for Appendix V.

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Captain, U. S. Navy  
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Tab A - All Boat Landing Craft Employment Plan  
Tab B - All Boat Landing and Approach Plan

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R. L. GLASS  
ENS, USN  
Staff Secretary

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Operation Order  
 COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flagship  
 Subic Bay, Philippines  
 DTG: 160800Z January 1966  
 Msg Ref: LAR 431

## Tab A to Appendix X

## All Boat Landing Craft Employment Plan

## Section A: Landing Craft for Naval Use

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	1	LCPL	APA 248	PCS	H-45	Entire	BGC lead Wave 3
2	1	LCPL	AKA 105	PCS	H-45	Entire	ABGC, follow Wave 4 (Salvage Officer)
3	1	LCM-6	APA 248	PCS	H-30	Entire	Heavy Salvage, Follow Wave 3
4	1	LCM-3	AKA 105	PCS	H-30	Entire	Heavy Salvage, follow Wave 3
5	1	LCPL	APA 248	PCS	H-45	Entire	PCS Traffic Control Boat
6	1	LCPL	LSD 17	LSD 17	LTLF	Until Release	Wave Guide, Wave 1
7	1	LCVP	LSD 17	LSD 17	LTLF	Until Release	Ass't Wave Guide, Wave 1
8	1	LCVP	LSD 35	LSD 17	LTLF	Until Release	Ass't Wave Guide, Wave 2
9	1	LCPL	LSD 35	LSD 17	LTLF	Until Release	Wave Guide, Wave 2
Section B: Scheduled and On-Call Waves							
10	10	LCVP	APA 248	APA 248	LTLF	1 Trip	Wave 3
11	2	LCM-6	APA 248	APA 248	LTLF	1 Trip	Wave 4, Wave CDR embarked
12	1	LCU	LSD 17	LSD 17	LTLF	1 Trip	Wave 4

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Operation Order  
COMPHIBRON FIVE 303-66All Boat Landing Craft Employment Plan

Line	No of Craft	Type	From	To	Time of Arrival	Period Attached	Remarks
	A	B	C	D	E	F	G
1	3	LCM-6	AKA 105	APA 248	LTLF	1 Trip	On Call pre-boated ser 330
2	1	LCM-6	AKA 105	APA 248	LTLF	1 Trip	On Call pre-boated ser 303, 480
3	1	LCM-6	AKA 105	APA 248	LTLF	1 Trip	On Call pre-boated ser 306, 470
Section C: Free Boats and Floating Dump							
4	1	LVTG	LSD 35	LSD 35			Free boat 001 Command Grp ALFA, ser 387, 388, 462 463
5	1	LVTG-5	LSD 35	LSD 35			Free boat 001A Command Grp ALFA, ser 387, 388, 462, 463
6	1	LCM-3	AKA 105	APA 248	H-45	1 Trip	Free boat 002, Command Grp BRAVO, ser 505
7	1	LCM-6	AKA 105	LSD 17	LTLF	1 Trip	Floating Dump load at LSD 17
Section D: Pre D-Day Transfers							
8	1	LCVP	APA 248	LSD 35	PRE D-Day TRANSFER		Command Grp ALFA to be landed by free boats 001 and 001A
9	3	LCM-6	APA 248	LSD 17			Ser 340 and 460 for 1st wave
10	3	LCM-6	APA 248	LSD 35			Ser 360 and 461 for 2nd wave
11	1	LCVP	APA 248	LSD 17			TACLOG Party, ser 500, 501, 502, 503, and floating dump crew
12	1	LCVP	APA 248	LSD 35	LTLF	1 Trip	Command Grp ALFA

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Operation Order  
COMPHIBRON FIVE 303-66

U. S. SEVEN Fleet  
CTG 76.6, and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431

Tab B to Appendix X

All Boat Landing and Approach Plan

Line	Wave	Unit & Serial	Pers	Material Equipment	Craft	Serial Source	Leave Serial Source	Arrive Rdvu Area	Leave Rdvu Area	Gross LOD	Land	Remarks
	A	B	C	D	E	F	G	H	I	J	K	L
1	1	340, 460 Co K (Rein) 1st PLT (-) Co B, 3rd ANTRACS	248	Normal Combat	8LVTP-5	LSD 17	H-21	—	—	H-13	H-Hr	
2	2	360, 461 Co M (Rein) 2nd PLT (-), Co B, 1st ANTRACS	259	Normal Combat	9LVTP-5	LSD 35	H-16	—	—	H-8	H+5	
3	3	300, 350 Co L (Rein) Recon. Adv. Pty, H&S Co	234	Normal Combat	9LCM-6 10 LCVF	APA 248	H-12	H-7	H+1	H+4	H+13	
4	4	400, 490, 504 3rd PLT (-) Co A, 1st AT BN DET SP Recon TM, 1st SP BN	48	Normal Combat 5 ONTOS TD-24 MRC-37 DUKW	1LCU	LSD 17	H-Hr	H+5	H+13	H+16	H+25	Total Wave 4 boating is 1 LCU, 2, LCM-6 (lines 4 and 5)
5	4	301, 302, 370, 410 81mm mortar PLT (-) Flame sec (-) 3rd PLT (-) Co A, 1st Recon BN, 3rd PLT (-) Co A, 1st ENGR BN	122	Normal Combat	2LCM-6	APA 248	H-Hr	H+5	H+13	H+16	H+25	

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## Section B: On Call 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	OC	303, 480 106 mm RR PLT(-) DET, HQ VN 1st MARDIV	40	Normal Combat	1LCM-6	APA 248	--	--	--	--	On Call	Pre-boated
2	OC	306, 470 H&S Co (-) DET, HQ, Co, 1st MAR Radio Relay	87	Normal Combat	1LCM-6	APA 248	--	--	--	--	On Call	Pre-boated
3	OC	330 Co I (Rein)	209	Normal Combat	3LCM-6	APA 248	--	--	--	--	On Call	Pre-boated
Section C: Free Boats and Floating Dump												
4	FB	387, 388, 462 463, command grp ALFA	44	Normal Combat	LLVTC LLVTP-5	LSD 35	--	--	--	--	Free boat 001 and 001A	Remain embarked until called
5	FB	505 command grp BRAVO	16	Normal Combat	1LCM-3	APA 248	--	--	--	--	Free boat 002	
6	FD		2		1LCM-6	LSD 17 APA 248	--	--	--	--		Floating Dump

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COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431

APPENDIX XI 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. This force will land the helicopter-borne 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 VALLEY FORGE to support helicopter-borne ship-to-shore movement.

(3) Provide SAR helicopters during ship-to-shore movement.

b. Tactical Air Control Element.

(1) Establish a TACC in PAUL REVERE.

(2) Provide a helicopter liaison officer from TACC to HDC in VALLEY FORGE.

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

c. Transport/Movement Unit BRAVO

(1) Carry out the helicopter-borne ship-to-shore movement in accordance with this Appendix and Annex H.

(2) Operate VALLEY FORGE in designated operating area in accordance with Annex D.

d. Helicopter Direction Center.

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- (1) Establish HDC in VALLEY FORGE.
- (2) Operate under the overall control of the TACC on PAUL REVERE.
- (3) Control the helicopter-borne 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 23 JAN and will be confirmed.
- (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 helicopter-borne serials.
  - (b) Should the commander of the helicopter-borne 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) There will be troops lifted by helo in the rehearsal.

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- (5) Waves will consist of numbers of aircraft specified in Tab-B.  
*AND CTG 79.5 OPOD 325-66*
- (6) Reports in accordance with Appendix VI to Annex H.
- (7) Air communications in accordance with Annex H and N.
- (8) Helicopter approach and retirement routes as published in Annex H of the basic order. Rehearsal approach and retirement routes are listed in Appendix III to Annex W, Rehearsal.
- (9) Helicopter Employment and Assault Landing Schedule in accordance with CTG 79.5 OPOD 325-66.
- (10) HELITEAM Wave and Assignment Schedule in accordance with CTG 79.5 OPOD 325-66.
4. Administration and Logistics. In accordance with the basic operation order.
5. Command and Signal. In accordance with Annex H and N, to the basic operation order.

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Tab: A - Helicopter Availability Table

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COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

TAB A TO APPENDIX XI 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.
HMN 362	21 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)  
Load external 1200 lbs. (est)

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COMPHIBRON FIVE 303-66

U. S. SEVENTH FLEET  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

ANNEX J

PROTECTIVE MEASURES

1. General. This force will carry out the protective measures prescribed herein to minimize disruptive effects of the enemy and forces of nature. Security and protection of shipping will be provided by the Naval Gunfire and Screen Unit and by individual ship security measures.

2. Naval Gunfire and Screen Unit.

a. CTU 76.6.4 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.


b. Keep CTG 76.6 informed of threats and actions taken. Request additional assistance as necessary.

3. Rules of Engagement. In accordance with CINCPACFLT Instruction 03300.2B.

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Appendix I - Individual Ship Security Measures  
Appendix II - Heavy Weather Plan

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COMPHIBRON FIVE 303-66

U. S. SEVENTH FLEET  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
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Appendix I to Annex J

INDIVIDUAL SHIP SECURITY MEASURES

1. Flycatcher Boat Patrol. Be prepared, if directed by CTG 76.6, to establish a flycatcher boat patrol in vicinity of ship. In addition, PAUL REVERE be prepared to provide one LCPL armed and ready for immediate dispatch to any trouble spot upon direction of CTG 76.6.

a. Flycatcher boat/parent ship communications will be by 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 76.6 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 76.6. Do not illuminate unless CTG 76.6 directs.

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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U. S. SEVENTH FLEET  
CTG 76.6 and COMPHIBRON FIVE  
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Flagship  
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DTG: 180800Z January 1966  
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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 76.6. It is the responsibility of the PCS to adjust operations of vehicles and craft during high sea conditions in the interest of safety. CTG 76.6 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 76.6, hoist all boats not in use.

(4) PCS and SCS prepare to vector landing craft to parent ships.

(5) LSD prepare to re-embark LCU, LCM 8, and LVT to extent of capacity.

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 established boat havens if directed by CTG 76.6 or if emergency conditions dictate.

(3) Hoist all empty boats - Boats already loaded will, if directed by CTG 76.6, unload on the beach.

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(4) LSD embark LCU, LCM 8, and LVT to extent of capacity.

(5) Get underway and conduct retirement as directed by CTG 76.6.


3. Coordinating Instructions

a. OTC of each unit retiring keep CTG 76.6 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 76.6.

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

ANNEX K

ADMINISTRATION

1. General.

a. Ship's and units comply with administrative procedures contained in COMSEVENTHFLT OPORD 201-64 and appropriate SEVENTHFLT Type Commander OpOrds except as modified herein.

2. Troop Information.

a. Troop commander ensure that troops comply with ship's regulations while embarked.

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

3. Mail.

a. U. S. Mail - Prior to sortie from Subic Bay, CTG 76.6 will submit mail routing instructions for Task Group 76.6. When detached from TG 76.6, individual ship/unit will submit own mail routing instructions.

b. Guard Mail - When in company with CTG 76.6 all ships/units will make daily guard mail runs at 0900 and 1500 while in port or in AOA. CTG 76.6 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 76.6 for further distribution.

4. Awards.

a. Commanding Officers/Unit Commanders are encouraged to reward outstanding performance of duty promptly and when appropriate, follow-up with a recommendation for applicable award shall be made. Attention invited to the SECNAV Commendation for Achievement and the CINCPACFLT Letter of Commendation. Comply with SECNAVINST P1650.1C and CINCPACFLTINST 1650.1A in preparation and submission of recommendations. Provide copy to CTG 76.6

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5. Reports. Upon termination of the exercise, submit written reports, as indicated below, to reach CTG 76.6 not later than 1 February 1966:

- a. Commands required to report: A. <sup>C/S F</sup> COMPHIBRON ~~THREE~~  
B. NGFS Screen Commander  
C. NBG Detachment Commander  
D. TAGRON Commander  
E. CO, Reconnaissance Unit  
F. CO, PCS  
G. CO, SCS  
H. CO, LPH
- b. Reports Required To be submitted by (see code above)

Brief chronology; Degree of  
attainment of exercise  
objectives; Communications;  
Logistics; PIO; Recommendations;  
and Lessons Learned.....A thru H

Detailed Report of Reconnaissance...E

Ship-to-Shore Movement and  
Withdrawal.....A, F, G, H

NGFS; CAS; CASEX; and FIREX.....B, D

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Appendix I - Summary of Reports

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COMPHIBRON FIVE 303-66

U.S. SEVENTH FLEET  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248) Flag  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: LAR 431

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 76.6 SFC PARTIES	H-6 and when requested	Annex G
New Mission "CANDY"	NGFS	CTG 76.6 (FSCC when control passes ashore	As occurring	Annex G
Mission Comp- letion "SUGAR"	NGFS	CTG 76.6 (FSCC When control passes ashore	As occurring	Annex G
Refueling/Rearming Requirements	CTU 76.6.3	CTG 76.6	As occurring	Annex G
Shift of Coordin- ation of Support- ing Arms	CTG 76.6	Commands concerned	When shifted Ashore	Annex G
Enemy Threats	CTU 76.6.4	CTG 76.6	As occurring	Annex J
Suspicious Contact Reports	Ships	CTG 76.6	As occurring	Annex J
Weather Threat to Ship-to-shore movement	Any unit	CTG 76.6	When observed	Annex J
Heavy Weather Retirement SITREP	OTC Retiring Unit	CTG 76.6	Significant Events	Annex J
Establishment of CAS Observation Post	OIC TACP	CTG 76.6	When on Station	Annex Y
POSIT	All Ships	CTG 76.6	0800, 1200 and 2000 daily	Annex D.
SUROBS	CTE 76.6.0.3	CTG 76.6	Annex F	222200H H-4, H-2 on D-Day

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Provision Endurance	All Ships	CTG 76.6	D-2	Annex L
Machinery/Equip Safety derangement	All Ships	CTG 76.6	As occurring	Annex L
Machinery Down for Repair/Maint	All Ships	CTG 76.6	As occurring	Annex L
Life Jacket/ Slings/Cargo Net	All Ships	CTG 76.6	When requested	Annex L
Fuel/Water	All Ships	CTG 76.6	0800 daily	Annex L.
Inoperative Boats	All Ships	CTG 76.6	As occurring and 0800 daily	Annex L
Report of Casualties on board	CECS	CTG 76.6	Every 6 hrs commencing H+6	Annex M
PERCASREP	All ships	CTG 76.6	As occurring	Annex M
A/C OPSUM	TACRON	CTG 76.6	1800-2100 daily	Annex H
Helo OPSUM	HDC	TACC	1900 daily	Annex H
Summary Air Ops xmt Helo	All units	TACC	1900 daily	Annex H
Wave Progress Report	PCS	CTG 76.6	As occurring	Annex I
Unloading	PCS	CTG 76.6	Hourly commenc- ing H+1	Annex I
Beach SITREP	CTE 76.6.0.4	CTG 76.6	ASAP after landing and every 2 hours	Annex I
Withdrawal	CTE 76.6.0.4	CTG 76.6	See Reference	Annex I
NGFS Safety Briefing Report	OIC SFCP	CTG 76.6	Prior 20 Jan COMNAVBAS Inst 3120.1C	SUBIC
Final Report	See Reference	CTG 76.6	NLT 1 Feb 66	Annex K

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 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248)  
 Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
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Operation Order  
 COMPHIBRON FIVE 303-66

ANNEX - L

- (a) CINCPACFLT OPORD 201-(YR) ANNEX - O
- (b) COMPHIBFORSEVENTHFLT/CTG-76 OPORD 201-65 ANNEX - L
- (c) NWP 10-1 (A)

1. General. This Annex concerns logistic support of participating Naval Forces, procedures for Life Jacket Recovery and related information. All ships shall be prepared to fuel/replenish at sea on short notice. PAUL REVERE be prepared to fuel and service helicopters at any time on short notice.

2. Logistics.

a. Task Group 76.6 will top off prior to departure from Subic. UNREPS are not presently scheduled during HILLTOP however in case of emergency CTG 76.6 will provide from within ships of TG.

b. All ships shall fuel to 95 percent at every opportunity. Upon reporting to TG 76.6 all units will be loaded as near practicable to maximum storage levels of repair parts, provisions, ammunition, medical and consumable supplies as prescribed in references (a) and (b).

c. TG 76.6 units report to CTG 76.6 at 0800 D-2 the number of days endurance of fresh, chill, frozen, and dry provisions on board for crew and embarked troops.

3. Supply.

a. It is expected that ships will have sufficient repair parts, consumable supplies, medical supplies, provisions and ammunition on board when reporting to conduct operations set forth in basic order.

b. Emergency requirements for equipment, provisions, repair parts or medical supplies shall be addressed for action to CTG 76.6 INFO to ships in company. Availability of the requested requirement shall be reported to CTG 76.6 INFO to the requesting ship. No Negs. CTG 76.6 will arrange for transfer of the requested items as necessary.

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4. Maintenance.

a. Adherence to prescribed maintenance/repair procedures is directed. If considered necessary for reasons of personnel/equipment safety, machinery or equipment shall be operated at reduced speed/output or secured until the derangement has been corrected. Submit message report to CTG 76.6.

b. Should it become necessary for any CTG 76.6 ship to disable machinery/equipment for repairs which will effect the operational capabilities of the ship, or to secure major machinery/equipment for routine upkeep and maintenance (e.g. cleaning firesides) a report/request shall be submitted to CTG 76.6 listing the following:

- (1) Description of machinery or equipment.
- (2) Reason for disablement.
- (3) Estimated time of repair/maintenance.

5. Boat Logistics.

a. CATAMOUNT is designated primary boat haven, MONTICELLO secondary boat haven. PAUL REVERE, SKAGIT and MONTROSE provide boat spare parts and repair teams if requested by the boat havens.

b. 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 a minimum of 24 hours.

c. Ships with boats working alongside shall provide hot meals when needed.

d. Ships fuel own boats to capacity, refueling as opportunity permits.

e. Ships will make emergency repairs to any boat alongside requiring same.

6. Boat Salvage.

a. One each heavy salvage boat, equipped in accordance with COMPHIBPAC INST 4740.1A will be provided by PAUL REVERE, MONTROSE and SKAGIT. MONTROSE heavy salvage boat will be held in standby.

7. Life Jacket, Cargo Nets, Sling Recovery and Re-supply.

a. General.

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COMPHIBRON FIVE 303-66

(1) Troop Commander 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 those life jackets provided for use in amphibious vehicles, which shall be retained in the vehicle until withdrawn.

b. Recovery.

(1) PAUL REVERE and MONTROSE will furnish 10 men each for the life jacket recovery detail including one POI and Officer-in-Charge to assist Beachmasters in recovering life jackets. MONTROSE life jacket recovery detail will be held in standby and called away if MONTROSE troops debark by boat or as directed by CTG 76.6

(2) The life jacket recovery detail shall proceed ashore embarked in an LCM when directed by CTG 76.6.

(3) Cargo net and slings shall be recovered in conjunction with life jacket recovery.

(4) As soon as landing craft become available, the Officer-in-Charge of the Naval Beach Group Detachment shall direct the return of life jackets, cargo nets and slings to appropriate ships. As recovered, a running tally shall be maintained by each ship. Each ship shall be prepared to submit a recovery status report to CTG 76.6 when requested using the following format:

ALFA - Number of life jackets missing.

BRAVO - Number of cargo nets missing.

CHARLIE - Number of slings missing.

DELTA - Number of life jackets requiring survey because of damage, incurred during operation.

ECHO - Life jackets, nets, slings belonging to other ships.

(5) Re-Supply. Each LCM/LCVP assigned to embark troops during shore to ship withdrawal operations will be equipped with ninety/thirty life jackets, respectively for use of embarked troops.

8. Reports. (See Annex K).

(1) Submit daily fuel reports in accordance with reference (c), paragraph 614, (all ships include potable water: VALLEY FORGE include Helo Fuel) to reach CTG 76.6 not later than 0800 daily. Use visual means for fuel/water reports whenever possible.

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(2) Submit inoperative boat reports at 0800 daily commencing D-2 and when occurring with extent of damage and ETR.

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431

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ANNEX M

MEDICAL

1. GENERAL

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

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

(a) This is a malaria endemic area. Malaria prophylaxis will be administered to all Naval personnel according to current directives.

(b) Plague immunization will be conducted for all Naval personnel according to current directives.

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

(d) VALLEY FORGE will maintain a small quantity of both Philippine Cobra and Polyvalent snake anti-venom.

(e) Heat exhaustion is to be expected and provided for.

(f) 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).

b. SANITATION

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

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

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

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3. MEDICAL OFFICER DISTRIBUTION - Medical officers will be available as follows:

- a. PAUL REVERE - ONE Medical Officer
- b.. SKAGIT - ONE Medical Officer
- c. CATAMOUNT - NONE
- d. VALLEY FORGE - TWO Medical Officers and Surgical Team
- e. MONTROSE - ONE Medical Officer
- f. MONTICELLO - NONE

4. PRIMARY CASUALTY EVACUATION - Primary casualty evacuation will be by helicopter to VALLEY FORGE.

5. HOSPITAL SHIP - VALLEY FORGE is designated primary hospital ship. PAUL REVERE is designated secondary hospital ship.

6. CASUALTY CARE - Any casualty requiring the attention of a medical officer and occurring in boats or a ship without a medical officer embarked will be evacuated to the nearest ship with an embarked medical officer.

7. CASUALTY EVACUATION CONTROL

a. VALLEY FORGE is designated the Casualty Evacuation Control Ship (CECS).

b. The medical officer, VALLEY FORGE is designated the Casualty Evacuation Control Officer (CECO). His duties will be to:

(1) Report casualties on board to CTG 76.6 every six (6) hours, commencing at H+6.

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

(3) Determine the proper route for evacuating deceased/injured when necessary, to ashore installation/airfields for further transfer to hospitals.

(a) A limited commercial air field is located at San Jose.

(b) U. S. Naval Station Hospital, Subic Bay.

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8. REPORTS

a. Commands incurring personnel casualties in which personnel services will be lost for periods in excess of 24 hours or who sustain any injury which would require report of injury in accordance with Manual of Judge Advocate General (JAGINST P5800.7) shall report the casualty by message to CTG 76.6 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.

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

9. EXECUTIONa. Transport Group

(1) Will provide facilities as needed for embarked troops. Naval medical personnel will assist embarked troop medical personnel in providing medical services.


(2) Ships medical department's representative shall make daily inspections to ensure that adequate level of sanitation is maintained at all times.

b. Embarked Troop Medical Personnel

(1) While embarked, troop medical personnel will augment Naval medical facilities as may be necessary to provide medical service for all embarked troops.

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

ANNEX N

1. This Annex will be in accordance with NWP-16B, Joint, Allied and Navy Department Publications. Command attention is directed to security precautions related to transmissions via electrical means.
2. The purpose of this Annex is to provide the communications required for an exercise amphibious landing, supporting operations and withdrawal. All ships having ORESTES equipment will guard the Task Group Common ORESTES Circuit. VALLEY FORGE will act as ship-shore relay for the Task Group utilizing circuit N1. PAUL REVERE and VALLEY FORGE will guard circuit N2.
3. In the event of a casualty to the flagship, the communications responsibility will be assumed by the next senior officer guarding the net.
4. Any casualty to equipment or any inability to comply with this Annex will be reported immediately to CTG 76.6.
5. Unless otherwise directed, movement reports will be made by CTG 76.6.
6. Maximum attention will be given to communications security, proper voice radio procedures and particularly CW procedures. COMSEVENTHFLT OPORD 201-64 Annex Foxtrot Para. 426 states that any information giving a ships location or intended movement must be transmitted as UNCLAS EFTO, as a minimum requirement. Ensure meticulous compliance at all times.
7.
  - a. The effective edition of KAA-60 will be used for authentication.
  - b. KAC 132 may be used as appropriate.
  - c. KAC 138 will be used in accordance with ALCOMPAC 51P/65.
8. Recognition signals IAW the effective column of AMSP 158.
9. Call signs IAW effective edition of JANAP and ACP Publications and Appendix II to this Annex. Regardless of the Task Organization assigned CTG 76.5 will always use "COMPANY STORE" as a voice call sign. CTG 76.6 will always use "NATALIE" as a voice call.

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10. Cryptographic Instructions:

a. KAK 2647 will be used for ORESTES circuits.

b. Off-line traffic will be encrypted using normal crypto channels.

c. Strict circuit discipline will be maintained on the ORESTES circuit. NAVCOMMSTAPHIL Msg 200820Z DEC 65 will be used as a guide line. Net control station (NCS) must exercise strict control of this circuit consistent with good radio procedures.

11. The frequencies for communications with civilian and/or military aircraft who might transit the area of operations and communications with San Jose Tower are as follows:

a. VHF - 130.0, 121.5, 118.3 all MC.

b. HF - 6597 KC.

12. All ships will make every effort to copy the GRTT/GROT broadcast. Missing numbers will be ZDK/ZFK from VALLEY FORGE. All ships will submit a guard list to CTG 76.6 and the VALLEY FORGE prior to sailing.

13. CTG 76.6 and VALLEY FORGE will guard fleet common and distress watches will be assigned by CTG 76.6 as appropriate.

14. Deck mounting of Marine Corps electronic equipment IAW COMPHIBPACINST 2360.2 of 14 Dec 65. Permission to use this equipment may be granted by the CATF only.

15. Control of Electromagnetic Radiations:

a. 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.

16. Interference and Jamming: Report incidents of harmful interference to CATF IAW COMSEVENTHFLT OPORD 201-64, Annex F.

17. Ship-Shore Relay:

a. VALLEY FORGE (NCS) will act as ship-shore relay utilizing circuit N1. Messages addressed to CATF and for relay will be Rogered for by both VALLEY FORGE and CATF.

b. VALLEY FORGE and PAUL REVERE will guard circuit N2.

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18. Aggressive net control by assigned stations is mandatory. Commanding Officers will ensure that highest order of net control is practiced by communications personnel at all times. CTG 76.6 will monitor circuits to determine NCS effectiveness.

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Appendix I - Frequency Plan  
Appendix II - Call Signs

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COMPHIBRON FIVE 303-66

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA-248), Flagship

Subic Bay, Philippines  
DTG: 180800Z January 1966

Mag Ref: IAR 431

APPENDIX I to ANNEX N

<u>CKT NO.</u>	<u>Frequency</u>	<u>Emission</u>	<u>Use</u>	<u>Remarks</u>
N1	<del>444</del> KCS 4212	I.24FI	TG Orestes	1. All ships Guard 2. Valley Forge NCS
N2	4212 KCS	I.24FI	Valley Forge- Paul Revere	1. Valley Forge-Paul Revere guard
N3	422 KCS	I.24FI	as directed	as directed
N4	9010 KCS	0.1A	TG CW (P)	1. all ships guard 2. CATF NCS
N5	262.6 MCS	2.04A2	as directed	as directed
N6	<del>299.4</del> M.C. 285.6	6A3	PRI TAC	1. all ships guard
N7	3285 KCS	6A3	SEC TAC/CI	1. all ships guard
N8	315.4 MCS	6A3	PRI CI	1. all ships guard
N9	277.8 MCS	6A3	Screen Common	1. all screening ships guard
N10	<del>283.3</del> MCS 283.4	6A3	Amphibious Common	1. All Amphibious Ships 2. CATF NCS
N11	30.3 MCS	36F3	Boat Control	1. PCS net control 2. use for control of boats 500 yds sea-ward of LOD to beach

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NI2	33.5 MCS	36F3	Beachmaster/UDT Common	I. Beachmaster Unit/UDT Control ships guard/CATF
NI3	38.3 MCS	36F3	Boat Common	I. All ships with boats in water, all boats 2. PCS net control 3. touchdown reports this circuit
NI4	27.6 MCS	36F3	Control Ship Common	I. CATF, all control ships guard
C-I	2158 KCS	3A3J	NGF Control (P)	as directed
C-2	2840 KCS	3A3J	NGF Control (S)	as directed
C-3	2304 KCS	3A3J	NGF Spot #I	as directed
C-4	6475 KCS	3A3J	NGF Spot	as directed
NI5	39.9 MCS/ 31.7 MCS	36F3	Flycatcher	I. either freq may be used as desired by individual ships

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 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248)  
 Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Msg Ref: LAR 431

Appendix II to Annex NCALL SIGNS

CTG 76.6 TG 76.6	D6YA V9ZD	NATALIE IDLENESS
CTU 76.6.1 TU 76.6.1	W9CM K8BN	TELEMARK EXPEDITION
CTU 76.6.2 TU 76.6.2	LLFA J7CP	BRUISER TWO FOLD
CTU 76.6.3 TU 76.6.3	R9PP T7TG	MANAKIN ASHWORM
CTU 76.6.4 TU 76.6.4	Q3MS J4WF	STRAWBOARD PORRIDGE
CTU 76.6.5 TU 76.6.5	E8CT F7YG	OMELET LUCKY JOE
CTU 76.6.6 TU 76.6.6	XLSW WØJK	THREADBARE BRAVINGTON
CTU 76.6.7 TU 76.6.7	H8NJ GØCU	BLACK SHEEP SAMBO
CTU 76.6.8 TU 76.6.8	U7XT J2NG	POISON ARROW OAKFORD
CTU 76.6.9 TU 76.6.9	Y5DS M7IQ	BLUEBELL APOSTOLIC
CTU 76.6.0 TU 76.6.0	G1PX E8LP	SIMPLIFY BARNABAS

Task Element call signs are derived from the parent task unit by adding the element numeral on the end. Example CTE 76.6.0.0 would be "SIMPLIFY ZERO, CTE 76.6.0.1 would be "SIMPLIFY ONE".

CTG 76.5

COMPANY STORE

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## SHIP CALL SIGNS

CATAMOUNT	NJNB	WARFIELD "W"
MONTICELLO	NGDV	CASHBOOK "V"
MONTROSE	NPPP	EXPERT "I"
PAUL REVERE	NVTM	CEDAR FOXTROT
SKAGIT	NECK	CASINO "Y"
VALLEY FORGE	NKEU	BEAR CAT

## MARINE CALL SIGNS

III MAF	FRANCHISE
3RD MARDIV	MONROE
TASK FORCE DELTA ADC 3RD MARDIV	MURPHY
3RD BN 1ST MARINES	COURTHOUSE
2ND BN 3RD MARINES	OLDFIELD
CLF (CTG 79.5)	HEARSAY

## AMPHIBIOUS ASSAULT/GUNFIRE SUPPORT CALL SIGNS

All Medical Boats (Plus No.)	BLUE CROSS (No. )
Salvage Boats (Light)(Heavy)	COWHAND (LIGHT)(HEAVY)
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

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Salvage Boat (No. )

COWHAND (No. )

Shore Party Unit (Plus Beach Designation)

LUCKYBAG (Plus beach  
designation)

Tactical Air Control Center (TACC)

ICEPAC

Tactical Air Coordinator

PLAYBOY

Tactical Air Direction Center (TADC)(No. )

JOIRIDE (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


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

TWO SIX OSCAR

EXAMPLE: NGLO attached to 3RD BN 1ST MARDIV would be COURTHOUSE TWO SIX  
OSCAR

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COMPHIBRON FIVE 303-66

U. S. SEVENTHFLT  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: IAR 431

ANNEX V

PUBLIC 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.

2. Background.

- a. CTG 76.6 has been directed to provide for public information coverage and make initial press release.

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 76.6 is solely responsible for the submission of public information material relating to units of TG 76.6 during this exercise.
- b. All news release material will be forwarded to CTG 76.6 who will coordinate proposed releases with CINCPACREP PHIL prior to forwarding to COMSEVENTHFLT.

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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 76.6 with processing data and caption material as soon as possible.

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U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

ANNEX WREHEARSAL1. General.

a. Rehearsal of the amphibious assault landing will be conducted on GREEN BEACH in Subic Bay. The rehearsal will be conducted to familiarize personnel with the landing plan, test the time schedule and check task group organization control procedures and amphibious communications for the D-Day landing.

2. Procedure.

- a. Troops of scheduled waves will participate in the rehearsal landing.
- b. LVT's will be backloaded after the rehearsal is completed.
- c. On call waves will not participate.
- d. All scheduled waves will land in accordance with assault wave diagram, Annex I. Touchdown, rampdown landings will be made.
- e. Touchdown procedure for LVT's: LVT's after touchdown will turn to the left flank of the beach and remain clear of all incoming waves.
- f. Retracting procedures for LVT's: When all boats have retracted, the LVT's will reform and when directed by CTG 76.6 through the PCS, will splash and return to their assigned ship. LVT guide boats will remain on the left flank of the beach lane outside the surf zone and guide the LVT's to parent ships.
- g. Procedures for control and scheduled waves will be in accordance with Annex I.
- h. The boat group commander, assistant boat group commander and salvage boats will remain on station until recalled by the PCS after the rehearsal is completed.
- i. TU 76.6.4 will take station in rehearsal fire support area. Communication checks will be conducted.
- j. Beach coordinates and anchorages in accordance with Appendix I.
- k. The life jacket recovery party will not be used in the rehearsal.

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1. Movement to rehearsal anchorage will be in accordance with Annex D.
3. Administration and Medical will be in accordance with Annex K and Annex M.
4. Command and Signal.
  - a. Communications in accordance with Annex N.
5. Pre-D-Day transfers will be conducted as follows:
  - a. MONTROSE to VALLEY FORGE.
    - (1) Transfer to be conducted in port at anchorage on 20 January prior to participating ships getting underway for FIREX.
    - (2) SKAGIT provide 5 LCM-6 to MONTROSE in accordance with the Landing Craft Employment Table, Annex I.
    - (3) CTU 76.6.3 coordinate and issue necessary instructions.
  - b. PAUL REVERE to CATAMOUNT and MONTICELLO.
    - (1) Transfer to be conducted underway on completion of participation in FIREX. If sea conditions are unsatisfactory transfer will be conducted in Subic Bay.
    - (2) PAUL REVERE provide own boating in accordance with the Landing Craft Employment Table, Annex I.
    - (3) CTU 76.6.2 will coordinate and issue necessary instructions.
6. Coordinating Instructions.
  - a. All ships report immediately completion of reembarkation to CTG 76.6.
  - b. Rehearsal critique will be held in accordance with schedule of events.
  - c. All units make maximum use of the opportunities presented by the rehearsal to prepare personnel for the actual assault landings.

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d. In the event of high surf or unavailability of a beach, a turnaway rehearsal will be directed by CTG 76.6.

e. Rehearsal beach coordinates and anchorages are listed in Appendix I.

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Appendix I - Rehearsal Transport Area  
Appendix II - Rehearsal Transport Area Diagram  
Appendix III - Helicopter Rehearsal Plan

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U. S. SEVENTH Fleet  
 CTG 76.6 and COMPHIBRON FIVE  
 USS PAUL REVERE (APA 248), Flagship  
 Subic Bay, Philippines  
 DTG: 180800Z January 1966  
 Ref: LAR 431

APPENDIX I TO ANNEX WREHEARSAL TRANSPORT AREA

Reference A - H.O. Chart 2088

1. Green Beach coordinates:

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

2. Anchorage:

A1	14-49-07N	120-13-36E
A2	14-49-22N	120-13-37E
A3	B11	In accordance with reference a.
A4	B12	In accordance with reference a.
A5	E30	In accordance with reference a.
A6	E19	In accordance with reference a.
A7	C8	In accordance with reference a.
A8	B5	In accordance with reference a.

3. Anchorage Assignments:

CATAMOUNT	A1
MONTICELLO	A2
PAUL REVERE	A3
SKAGIT	A4
VALLEY FORGE	A5
MONTROSE	A6
BARRY	A7
DD	A8

4. LPH OPERATING AREA WILL BE SUBIC OPERATING AREA A.

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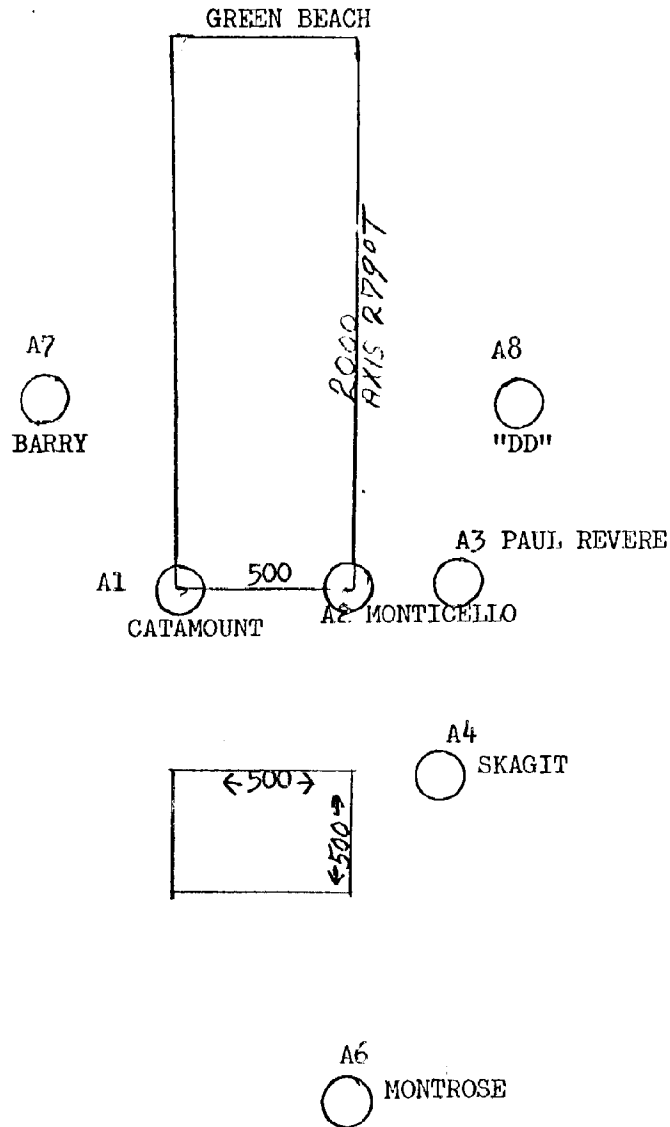
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COMPHIBRON FIVE 303-66

U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: 1AR 431

APPENDIX II TO ANNEX W

REHEARSAL TRANSPORT AREA DIAGRAM



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A5  
VALLEY FORGE

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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431


Appendix III to Annex W

HELICOPTER REHEARSAL PLAN

1. The rehearsal will be conducted in the vicinity of GREEN BEACH, SUBIC BAY, Republic of the Philippines, on 21 January 1966, and will consist of four helicopter waves. Troops will be embarked and helicopters will land in the designated Landing Zone.
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° 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 VALLEY FORGE TACAN, Chan 7, IDENT BC.
3. Helicopters will be under the positive control of LPH or HDC at all times.
4. Altitude assignments are as follows:
  - a. From LPH to WRP/IP - 500'.
  - b. From WRP to LZ - 500'.
  - c. From LZ to WRP to LPH - 1000'.

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U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

ANNEX yFIRE SUPPORT EXERCISE (CASEX/FIREX)

## References, Maps and Charts:

- a. COMNAVBASE SUBIC Instruction 3120.1C
- b. Maps: AMS Series 5711 Sheets 3064 III and IV
- c. Charts: 1. H.O. Chart 16,595-25-2 Tabones Islets Impact Area  
2. H.O. Chart 2085-0A Philippines Operating Areas

Zone Time: Hotel (Minus 8)

Task Organization in accordance with Basic OpOrder - Hilltop III

1. General Situation.

- a. Units of TG 76.6 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.

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3. Execution.

a. Naval gunfire and close air support using live ordnance will be 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. PAUL REVERE 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 units and the destroyers 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. See Appendix III.

5. Command and Signal.

a. Location of SACC in PAUL REVERE.

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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x. Coordinating Instructions.

- NAVY COMMAND FORM AS SUPPLEMENT TO APPENDIX I*
- (1) COMDESRON 24 coordinate firing of DD's and assign ships to fire support stations.
- (2) CTG 76.6 will coordinate firing of amphibious ships. Amphibious ships conduct Z-40-G and Z-42-G (VALLEY FORGE only) in accordance with FXP 3(A). Multiple runs as time permits.
- (3) Ships next scheduled to fire will be on station south of Cliff Point and west of Tabones Island. (In vicinity 14-48N 120-02E).
- (4) Firing courses for amphibious ships will in general be north-south courses consistent with target range and safe navigation.
- (5) Aircraft armament at the discretion of CTG 79.5 except that NAPALM will not be used.
- (6) Grid will be Universal Transverse Mercator.

Appendix: I - Schedule of events  
II - FSA Area Overlay  
III - Communications  
IV - Safety Precautions NGF  
V - Safety Precautions CASEX  
VI - CASEX Aircraft Approach, Control and Retirement Procedures  
VII - CASEX Aircraft Schedules

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U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
Msg Ref: LAR 431

Appendix I to Annex YSequence of Events

EVENT	TIME	
20-1A 19-1	As scheduled by CTG 79.5	Naval Gunfire Range Safety Officer, NGLO, and SFCP depart Subic Bay by helicopter for Leon Creek Naval Gunfire Area and establish Naval Gunfire OP. CTG 79.5 furnish helicopter and coordinates.
19-2 20-1	1438 1230 Sunrise 20 Jan	CASEX/FIRE communications checks Close Air Support Range Safety Officer and Tactical Air Control Party depart Subic Bay by helicopter. Establish Close Air Support OP. Make report to CTG 76.6 when on station. PAUL REVERE furnish range safety boat to be on station off Cliff Point prior to 0800.
20-2	0630	PAUL REVERE and DD underway. DD take station in Fire Support Area I, DD SOPA coordinate and assign ships to Fire Support Station DDL.
20-3	0800-1000	Conduct close air support exercise. SFCP submit requests for simulated naval gunfire to DD.
20-4	As necessary	VALLEY FORGE underway independently in time to arrive in waiting station vicinity 14-48N 120-02E by 1300. Other ships underway independently in time to arrive at 14-48N 120-02E as follows:  PAUL REVERE 1415 (from CASEX station) MONTICELLO 1500 CATAMOUNT 1540 SKAGIT 1620 MONTROSE 1700
20-5	1030 (about)	As soon as possible after completion of CASEX helicopter remove TACP from beach. CTG 79.5 coordinate. Range Safety Boat move to Naval Gunfire Area as Directed. <i>vicinity 180915</i>
20-6	1100 (about)	Conduct DD portion of FIREX. Shore Fire Control Party make calls for fire as required. DD SOPA coordinate with SFCP. See Notes 1 and 2.

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- 20-7 1330-1430 VALLEY FORGE conduct Z-42-G. Time permitting fire Z-40-G also.
- 20-8 1430-Sunset Amphibious Ships conduct Z-40-G (multiple runs each, time permitting). CTG 76.6 coordinate schedule of fires. Firing Schedule:  
 PAUL REVERE, MONTICELLO, CATAMOUNT RENDEZVOUS  
 AS DIRECTED FOR PRE-REHEARSAL TRANSFERS,  
 1430-1515 PAUL REVERE  
 1515-1600 MONTICELLO  
 1600-1640 CATAMOUNT  
 1640-1720 SKAGIT  
 1720-1800 MONTROSE
- Upon completion each ship rejoin TG in vicinity north corner C3.
- 20-9 1800-completion DD conduct Z-44-G. DD SOPA coordinate. Upon completion by DD PAUL REVERE maneuver as necessary to recover Range Safety Boat.
- 20-10 Sunset-0600 Night steam ~~Operate~~ areas C3 and C4.  
 PAUL REVERE
- 21-1 0700 Return SFCP to ~~VALLEY FORGE~~ 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 input in order provide training for SACC personnel.

Note 3. DD insure maximum preservation of ammunition not actually required for FIREX and Z-44-G.

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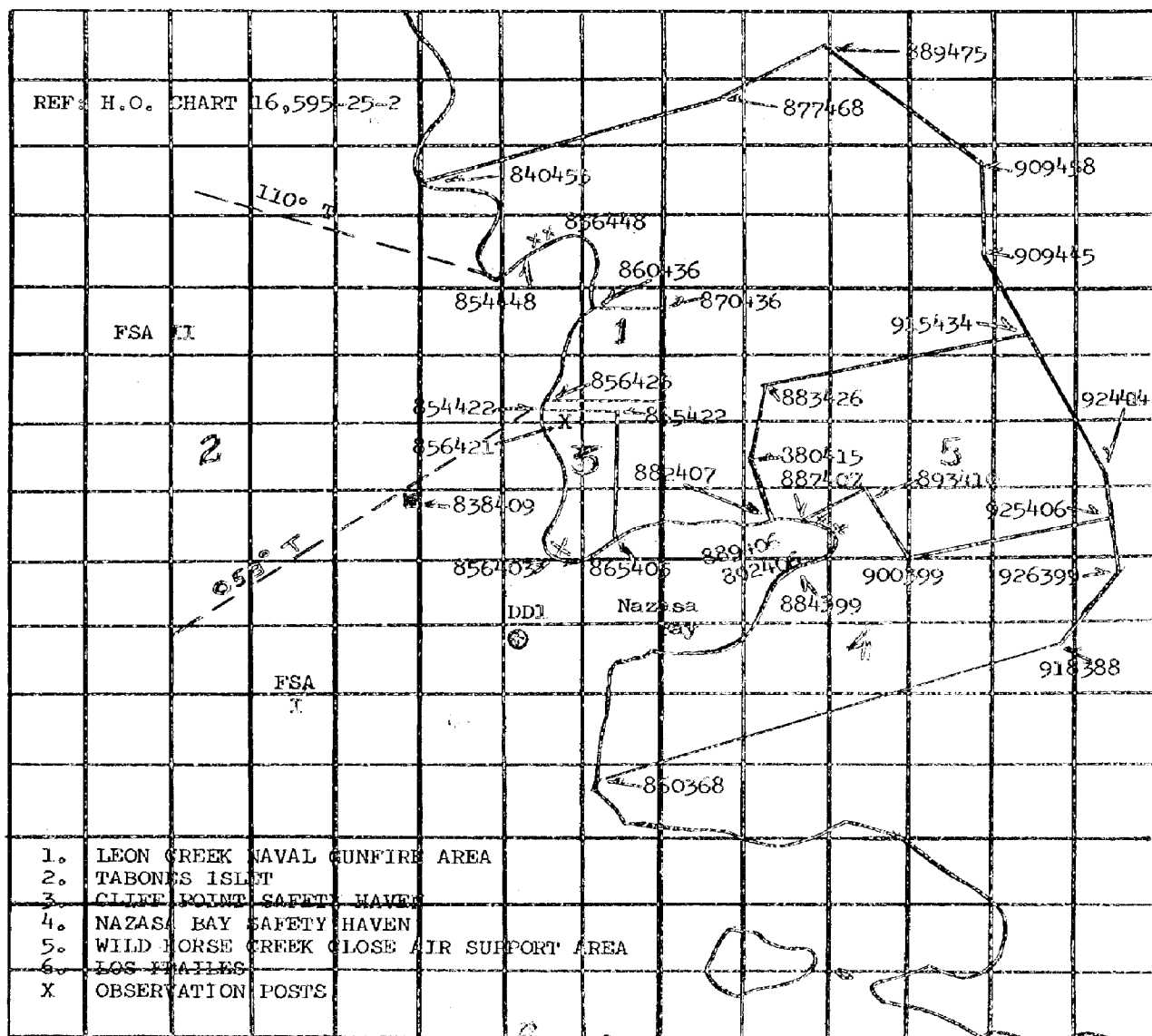
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USS PAUL REVERE (APA 248)  
Flagship  
Subic Bay, Philippines  
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## APPENDIX II TO ANNEX Y

FSA AREA OVERLAY  
(INCLUDING DIAGRAM AND COORDINATES OF THE  
TABONES TARGET COMPLEX)



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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
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APPENDIX III TO ANNEX Y

COMMUNICATIONS

1. Control. The following control procedures are applicable during CASEX/FIREX.

a. Radio nets utilized for the control and coordination of naval gunfire 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 call fire requests to the ships during the exercise. During the CASEX the spot team will work with NGLO to simulate 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 boats will remain out of the firing area and will advise the Range Safety Officer on this net of any vessels entering the firing area.

e. Aircraft communications in accordance with Annex Y.

f. Ships will not commence fire prior to establishing communications with CTG 76.6 on PRITAC.

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## 2. Circuit Plan

	FREQ	NET	CKT
	2153	NGF CONTROL (P)	C-1
	2840	NGF CONTROL (S)	C-2
	2304	NGF SPOT (P)	C-3
	6475	NGF SPOT (S)	C-4
	38.3	BOAT COMMON	N-8B
SACC	C	C	L
RANGE SAFETY	X	X	X
NGLO	G	B	G
DD	G	B	A
APA'S	G	B	A
AKA	G	B	A
BOATS	-	-	-
LPH	G	B	A
LSD'S	G	B	A

C - CONTROL  
 X - CONTROL WHENEVER NECESSARY, OTHERWISE GUARD  
 G - GUARD  
 A - GUARD WHEN FIRING, OTHERWISE LISTEN  
 L - LISTEN  
 B - ACTIVATE WHEN DIRECTED

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USS PAUL REVERE (APA 248), Flagship  
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Appendix IV to Annex Y

Safety Precautions for Naval Gunfire

1. Northern safety line is designated as follows: A line 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. 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 an 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 PAUL REVERE.
  - 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, and SACC aboard the PAUL REVERE.

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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 76.6 on PHM/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.

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.

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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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CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
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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 failure 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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- 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.
- 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 pilots 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 communication in accordance with Annex H - HILLTOP III.

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USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
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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 UH34D	COND IV	ICEPACK GOLD	AS DIRECTED	CONDITION IV FROM 0745H TO COMPL
51	CAS	CTG 79.3	2 VA	0745H TO 1000H	ICEPACK GOLD	SUE LOM	RELIEVE ON STATION
101	HELO LIFT	SLF	1 UH34D	0715H	ICEPACK GOLD	AS DIRECTED	SEE NOTE #1

NOTES:

1. Deliver TACP to OP by 0715 and remain there until directed by ICEPACK to return TACP to VALLEY FORGE (about 1000H)

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USS PAUL REVERE (APA 248), Flagship  
Subic Bay, Philippines  
DTG: 180800Z January 1966  
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Annex Z

Distribution

CTF 73	1	VALLEY FORGE	4
CTF 76	2	WEISS (APD 135)	3
CTF 79	2	BARRY (DD 933)	2
CTG 70.8	1	PERCH APSS	2
CTG 73.3	1	FORT MARION	4
CTG 76.5	4	ANNAPOLIS	2
CTG 79.3	2	COMNAVBASE SUBIC	1
CTU 76.0.4	1	CINCPACFLT REP PHIL	1
CG, 3RD MARINES	2	COMSEVENTHFLT	2
CG, III MAF	2	COMPHIBPAC	2
CG, 3RD MARDIV	2	CINCPACFLT	2
CG, 1ST MAW	2	CINCPAC	2
CO, BLT 2/3	4	COMPHIBGRU THREE	1
CO, VMA 113	2	CNO	2
CO, HMM 362	4	CMC	1
CO, FMFPAC	1	NAVCOMMSTA JAPAN	1
NBG DET JULIET	1	NAVCOMMSTA PHIL	1
TACRON 11 DET	3	NAVCOMMSTA GUAM	1
NBG DET	1	NAVSECGRU KAMI SEYA	1
UDT 11 DET "C"	1	COMPHIBRON ONE	1
BJU DET	2	COMPHIBRON THREE	1
PAUL REVERE	4	COMPHIBRON SEVEN	1
SKAGIT	4	COMPHIBTRAPAC	1
CATAMOUNT	4	CO, NAVPHIBSCOL	1
MONTICELLO	4	CTG 79.5	1
MONTROSE	4		

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U. S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON FIVE  
USS PAUL REVERE (APA 248), Flagship  
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