

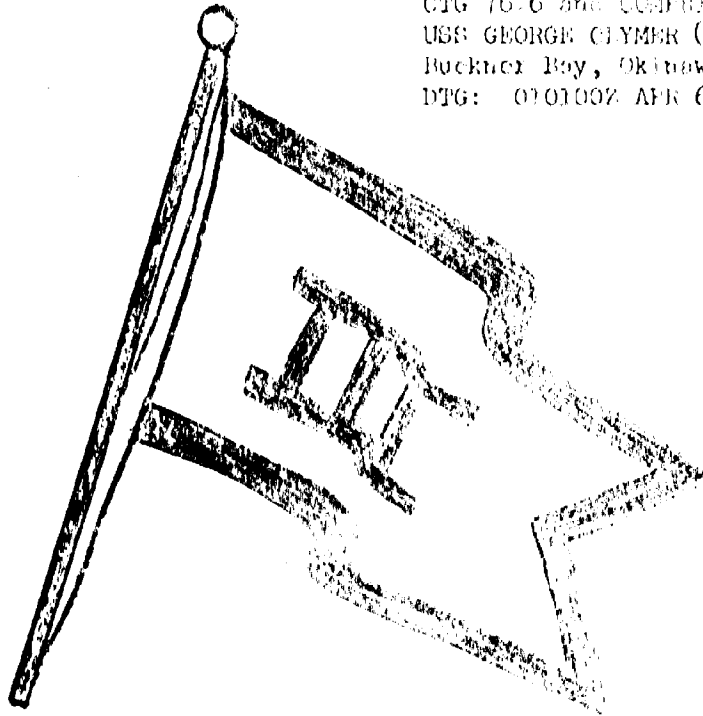
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COMPHIBRON THREE 322-66

U.S. SEVENTH Fleet  
CTG 76.6 and COMPHIBRON THREE  
USS GEORGE CLYMER (APA27) Flagship  
Ruckner Bay, Okinawa  
DTG: 070100Z APR 66



**CTG 76.6  
OPERATION ORDER  
322-66**

890 545

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RO10100Z (HAND/MAIL DELIVERY AS APPROPRIATE)

FM: CTG 76.6  
TO: TG 76.6  
BLT 2/5

U.S. SEVENTH FLEET  
CTG 76.6 and COMPHIBRON THREE  
USS GEORGE CLYMER (APA-27),  
Flagship  
Buckner Bay, Okinawa  
DTG: 010100Z

INFO:

CTF 76  
CTF 79  
CO RLT 5  
CTU 76.0.8  
COMFLTACTS RYUKYUS  
CINCPACREP RYUKYUS  
NBG DET AS ASSIGNED  
PORT SERVICES OFF, WHITE BEACH, BUCKNER BAY  
CG III MAF  
CG THIRD MARDIV  
CTG 76.5  
COMPHIBPAC  
COMPHIBGRU 3  
COMPHIBRON 1  
COMPHIBRON 5  
COMPHIBRON 7  
CMC  
CINCPACFLT  
COMSEVENTHFLT  
COMPHIBLANT  
COMPHIBTRAPAC  
CHAIRMAN, AWEBPAC  
CG LANFOTRAUPAC  
CO NAVPHIBSCOL, CORONADO  
PRES NAVWARCOL, NPT  
OIC NAVTACDONDEVPRODACTY  
COMDT MARCORSOLS, QUANT  
CMCLFDMARCORSOL, QUANT  
COMNAVFOR JAPAN  
NAVCOMMSTA GUAM  
NAVCOMMSTA PHIL  
NAVCOMMSTA JAPAN  
NAVSECGRUACT KAMISEYA

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CTG 76.6 OPERATION ORDER 322-66

- A. COMSEVENTHFLT FOURTH QUARTER EMPLOYMENT SKED
- B. CTF 79 DRAFT LOI 0-1666 DTD 17 MAR 66
- C. CTF 76 OPOORDER 201-66
- D. COMSEVENTHFLT OP ORDER 201-66
- E. HO CHART 2338
- F. HO ANCH CE
- G. HO CHART 6131
- H. AMS CHART 3626-I
- I. AMS CHART 3626-II
- J. NWP 22(A) /LFM 01
- K. BLT 2/5 OPLAN 122-66

TIME ZONE INDIA (-9)

## TASK ORGANIZATION

TG 76.6	AMPHIBIOUS TASK GROUP	CAPT G. W. RAHILL
TG 79.6	LANDING FORCE	LTCOL R. H. USKARAIT
TU 76.6.1	MOVEMENT UNIT	CAPT G. W. RAHILL
	GEORGE CLYMER APA-27	1 APA
	TULARE AKA-112	1 AKA
	COLONIAL LSD-18	1 LSD
TU 76.6.2	TRANSPORT / CONTROL UNIT	CAPT G. W. RAHILL
	GEORGE CLYMER APA-27	1 APA
	TULARE AKA-112	1 AKA
	COLONIAL LSD-18	1 LSD

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TE 76.6.2.1	CONTROL ELEMENT	CDR J. B. BURTON
	COLONIAL LSD-18	
TE 76.6.2.2	BEACHMASTER ELEMENT	OIC NBG DET
	AS ASSIGNED	
TU 76.6.3	RECONNAISSANCE UNIT (CONSTRUCTIVE)	
TU 76.6.4	GUNFIRE SUPPORT UNIT	CAPT J. P. STREEPER
	TULARE AKA-112 (SIMULATED DD-1. CALL SIGN "KNIFE")	1 DD (SIMULATED)
TU 76.6.5	TACTICAL AIR CONTROL UNIT (CONSTRUCTIVE)	

1. SITUATION. THIS OP ORDER IS DERIVED FROM REFERENCES (A) AND (B) AND PROVIDES FOR LANDING BLT 2/5 IN AN ASSAULT EXERCISE DURING THE PERIOD 6-8 APRIL. THE EXERCISE IS DESIGNED TO CONDUCT TRAINING SO THAT THE FORCE WILL BE PREPARED FOR FURTHER MOVEMENTS AND OPERATIONS AS MAY BE ORDERED BY HIGHER AUTHORITY. OPERATIONS ASHORE WILL BE OPPOSED AS DIRECTED BY THE TEC.

A. ENEMY FORCES. SEE ANNEX C AND BLT 2/5 SUPPORT OP PLAN 122-66.

B. FRIENDLY FORCES. BLT 2/5 AND A FORCE OF FRIENDLY NATION (STRENGTH UNKNOWN).

C. ATTACHMENTS AND DETACHMENTS. AS PROVIDED FOR IN REF A.

2. MISSION. ON D-DAY CONDUCT AN AMPHIBIOUS LANDING AT FOKAWATA (KIN-BLUE BEACH) IN ORDER TO SEIZE AND CONTROL LANDING SITE AND MAIN HIGHWAY AND BE PREPARED TO MOVE INLAND TO SUPPORT FRIENDLY NATION ELEMENTS. BE PREPARED TO CONDUCT TACTICAL WITHDRAWAL IF ORDERED.

3. EXECUTION. THIS FORCE WILL, WHEN DIRECTED, LAND BLT 2/5 AT FOKAWATA (KIN-BLUE BEACH) TO ACCOMPLISH THE MISSION.

A. TG 79.6 (LANDING FORCE)

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- (1) COMBAT LOAD TROOPS IN ASSIGNED SHIPPING IAW THE LANDING PLAN.
- (2) CONDUCT SHIP TO SHORE MOVEMENT IAW ANNEX I.
- (3) CONDUCT OPERATIONS ASHORE IAW REFERENCE K.

## B. TU 76.6.1 (MOVEMENT)

- (1) CONDUCT MOVEMENT IAW ANNEX D.

## C. TU 76.6.2 (TRANSPORT/CONTROL)

- (1) CONTROL AND COORDINATE SHIP TO SHORE MOVEMENT IAW ANNEX I.
- (2) CONDUCT ANTI-BOAT AND ANTI-SWIMMER SNEAK ATTACK IAW ANNEX J.
- (3) EXECUTE HEAVY WEATHER AND/OR RETIREMENT PLAN IAW ANNEX J AND/OR

AS DIRECTED BY CTG 76.6

## D. TE 76.6.2.1 (CONTROL ELEMENT)

- (1) CONDUCT OPERATIONS IAW ANNEX I.

## E. TE 76.6.2.2 (BEACHMASTER ELEMENT)

- (1) CONDUCT OPERATIONS IAW ANNEX I.

## F. TU 76.6.3 (RECON)

- (1) CONDUCT OPERATIONS IAW ANNEX F.

## G. TU 76.6.4 (GUNFIRE SUPPORT);

- (1) PROVIDE SIMULATED GUNFIRE SUPPORT TO LANDING FORCE IAW ANNEX G.

## H. TU 76.6.5 (TACTICAL AIR CONTROL)

- (1) ESTABLISH TACC IN GEORGE CLYMER.
- (2) CONTROL AND COORDINATE DIRECT AIR SUPPORT MISSIONS IAW ANNEX H.

## X. COORDINATING INSTRUCTIONS

(1) THIS OP ORDER IS EFFECTIVE FOR PLANNING AND COMMUNICATIONS UPON RECEIPT  
AND FOR OPERATIONS ON 3 APRIL 1966.

(2) D-DAY IS 7 APRIL AND H-HOUR IS 0700I AND WILL BE CONFIRMED.

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(3) THE AOA (CONSTRUCTIVE) CONSISTS OF THAT AREA ENCOMPASSED BY A CIRCLE OF 10 MILES IN RADIUS CENTERED AT 26-26-15N 127-56-26E.

(4) R-DAY IS 6 APRIL AND H-HOUR IS 0700I AND WILL BE CONFIRMED.

(5) ON R-DAY SCHEDULED WAVES WILL BE BOATED. BOATS WILL TOUCH DOWN AND LOWER RAMPS AND TROOPS WILL DISEMBARK.

(6) ON R-DAY RESERVE COMPANY WILL BE BOATED BUT WILL NOT LAND.

(7) ON R-DAY TOKEN ON-CALL SERIAL VEHICLES OR CARGO WILL BE BOATED TO EXERCISE ALL HATCH CREWS AND TACLOG; ON D-DAY AS REQD FOR OPS ASHORE.

(8) CONTROL WILL BE PASSED ASHORE ON D-DAY WHEN APPROPRIATE.

(9) OPERATIONS WILL BE CONDUCTED IN THE MOST REALISTIC MANNER; HOWEVER, SAFETY OF PERSONNEL AND EQUIPMENT WILL BE THE PARAMOUNT CONSIDERATION. STAY WELL CLEAR OF CORAL SHOALS ON FLANKS OF BOAT LANE.

(10) ANTI-AIR WARFARE IAW ANNEX W.

(11) ELECTRONIC WARFARE IAW ANNEX O.

(12) TRAINING IAW APPROPRIATE PORTIONS ANNEX B AND D.

(13) SAR IAW NWP 37(A), CURRENT DIRECTIVES AND ANNEX H.

(14) WITHDRAWAL IAW ANNEX X.

(15) THIS OP ORDER MAY BE SUBSEQUENTLY MODIFIED AND USED AGAIN FOR FUTURE OPS.

#### 4. ADMINISTRATION AND LOGISTICS.

A. ADMINISTRATION IAW REF D. REPORTS IAW ANNEXES CONCERNED.

B. LOGISTICS IAW REF C.

C. PARENT SHIPS ACT AS BOAT HAVEN FOR OWN BOATS AS PRACTICABLE. COLONIAL DESIGNATED BOAT HAVEN.

D. PUBLIC AFFAIRS IAW ANNEX V.

E. MEDICAL IAW ANNEX M.

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## 5. COMMAND AND SIGNAL

A. COMMUNICATIONS IAW ANNEX N. ALL EXERCISE COMMUNICATIONS WILL CARRY THE UNCLAS NAME - "EXERCISE BLT 2/5 LEX" IN THE FIRST LINE OF THE TEXT, THREE SPACES AFTER THE CLASSIFICATION OR SPECIAL HANDLING INSTRUCTIONS. OFF LINE ENCRYPTED EXERCISE MESSAGES WILL CARRY THE UNCLASSIFIED NAME EXERCISE BLT 2/5 LEX IN THE CLEAR PRECEDING THE CRYPTO SYSTEM INDICATOR. THE WORDS EXERCISE BLT 2/5 LEX WILL NOT BE USED IN MESSAGE AUTHENTICATION.

B. COMMANDER AMPHIBIOUS TASK GROUP/CTG 76.6 IS COMPHIBRON THREE IN GEORGE CLYMER.

C. SECOND IN COMMAND IS COMMANDING OFFICER, GEORGE CLYMER.

D. COMMANDER LANDING FORCE IS COMMANDING OFFICER BLT 2/5.

E. COMMAND RELATIONS IAW NWP 22(A)/LFM 01.

  
G. W. RAHILL  
Captain, U.S. Navy  
COMPHIBRON THREE

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ANNEX B (CONCEPT)DOWNGRADED AS 5-YEAR INTERIM  
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1. THIS EXERCISE IS A UNILATERAL BLT-SIZE AMPHIBIOUS OPERATION DESIGNED TO PARALLEL CONTINGENCY PLANS FOR LIMITED SCALE AMPHIBIOUS OPERATIONS. UPON COMPLETION OF EMBARKATION AND PRE R-DAY TRANSFERS 5 APRIL, THE TASK UNIT WILL SORTIE FROM BUCKNER BAY AND CONDUCT MOVEMENT TO KIN BLUE BEACH, CHIN WAN BAY, OKINAWA FOR A 6 APRIL REHEARSAL OF AN ASSAULT LANDING. AFTER BACKLOADING, CRITIQUE AND PRE D-DAY TRANSFERS AT CHIN WAN BAY, OKINAWA, THE TASK UNIT WILL SORTIE TO CONDUCT A SUBSEQUENTLY ASSIGNED MISSION IN LIEU OF THE PREVIOUSLY SCHEDULED ADMINISTRATIVE LANDING AT UMKIN FRIENDLY BEACH.
2. THE D-DAY MISSION AS STATED IN THE BASIC ORDER WILL BE CONSIDERED TO HAVE BEEN RECEIVED AND DIRECTED BY HIGHER AUTHORITY UPON DEPARTURE FROM BUCKNER BAY 5 APRIL. NECESSARY SUPPLEMENTARY ORDERS OR MODIFICATIONS TO OPERATION PLANS/ORDERS MAY THEN BE ISSUED.
3. THE D-DAY ASSAULT ON 7 APRIL WILL BE CONDUCTED OVER KIN BLUE BEACH (CONSTRUCTIVE FOKAWATA), OKINAWA. AFTER BACKLOADING AND CRITIQUE ON 8 APRIL THE TASK UNIT WILL SORTIE AND PROCEED IN ACCORDANCE WITH CURRENT OPERATIONAL SCHEDULE.
4. DETAILED SCHEDULE IN ACCORDANCE WITH APPENDIX I.
5. EXERCISE OBJECTIVES.
  - A. JOINT. TO TEST AND REFINE SHIP TO SHORE MOVEMENT, ORGANIZATION FOR GROUND COMBAT, TO TEST CAPABILITY OF LANDING FORCE TO RESPOND TO A SUBSEQUENTLY ASSIGNED ALTERNATE MISSION, RAPID DISSEMINATION OF INTELLIGENCE, AND TO TEST AND EVALUATE NGFS AND CAS PROCEDURES.

- B. NAVY. AS ABOVE AND FOCUSED ON SHIP-TO-SHORE AND SUPPORTING ARMS COORDINATION.

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COMPHIBRON THREE 322-66

6. NO ACTUAL NAVY AGGRESSOR FORCES WILL BE EMPLOYED. AGGRESSED LAND OPERATIONS AS DETERMINED AND CONTROLLED BY TEC.

APPENDIX I TO ANNEX B (SCHEDULE OF EVENTS)

011000

TASK GROUP 76.6 ACTIVATED.

01----

BLT 2/5 STAGING COMMENCES.

020800

LIMITED EMBARK COMMENCES FOR TULARE AT TENGAN PIER (TO BE CONFIRMED BY CTF 79 EMBARK).

030700

COLONIAL UNDERWAY FOR ORA WAN TO LOAD LVTS, ETA 10000. UPON COMPLETION COLONIAL RETURNS TO BUCKNER BAY ABOUT 1500 TO COMPLETE EMBARKATION OF REMAINING SCHEDULED BLT 2/5 ITEMS. (LCU 509 AND 1385 TO BE PRELOADED AND EMBARK AM 5 APRIL).

030800

BLT 2/5 ROUND THE CLOCK EMBARKATION COMMENCES ON TULARE AT TENGAN PIER, CLYMER AT BUCKNER BAY, AND COLONIAL UPON RETURN BUCKNER BAY.

040900

PRESAIL/PRE EXERCISE CONFERENCE ABOARD FLAGSHIP FOR NAVY UNITS. CLF/TEC INVITED SEND REPRESENTATIVES.

05AM

TULARE COMPLETES LOADING AND SAILS FROM TENGAN PIER TO ANCHORAGE BUCKNER BAY. CONDUCTS DEBARK DRILLS.

05AM

CLYMER AND COLONIAL COMPLETE LOADING AND CONDUCT DEBARK DRILLS.

05----

SHIPS CONDUCT WET NET TRAINING FOR EMBARKED

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TROOPS. DIRLAUTH INDIVIDUAL SHIPS/EMBARKED MARINES.

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051500

PRE R-DAY TRANSFERS FROM CLYMER TO  
COLONIAL. (SAME PERSONNEL AS FOR PRE  
D-DAY SCHEDULE. SEE I APPENDIX II  
TABS A AND B).

051800

BEACHMASTER ELEMENT PRE-POSITIONED KIN  
BLUE BEACH.

051900

TASK UNIT SORTIES FROM BUCKNER BAY ENROUTE  
REHERSAL OBJECTIVE AREA. ALL SHIPS CONDUCT  
DEBARK DRILLS FOR BOTH NORMAL AND HIGH SURF  
CONTINGENCY.

051901

CONSTRUCTIVE WARNING ORDER RECEIVED FROM.  
COMSEVENTHFLT FOR IMMEDIATE EMPLOYMENT OF

051902

BLT 2/5 IN SUPPORT OF FRIENDLY NATION.  
CONSTRUCTIVE CINCPACFLT APPROVAL.  
RECEIVED WHICH DIRECTS LANDING 7 APRIL AT  
FOKAWATA.

060001

CATF CONDUCTS TIME CHECK.

060430

TASK UNIT ARRIVES POINT INDIA AND PROCEEDS  
INDEPENDENTLY TO ASSIGNED ANCHORAGES IN FOL-  
LOWING ORDER OF ENTRY: CLYMER, COLONIAL,  
TULARE.

060430

BEACHMASTER REPORTS SUROB TO CATF AND PCS.

06----

CATF ISSUES HIGH SURF INSTRUCTION IF REQUIRED.

060530

TASK UNIT ANCHORS. PCS REPORTS SET AND DRIFT  
AT LOD TO CATF.

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060530

060600

060615 (ABOUT)

060700

06 (UPON TOUCHDOWN WAVE #4)

06 (UPON TOUCHDOWN WAVE 4)

06----

06----

061330

061500

061900

070001

070430

070430

07----

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UNODIR LAND THE LANDING FORCE USING

NORMAL SURF PLAN WITHOUT FURTHER SIGNAL.

BEACHMASTER REPORTS SUROB TO CATF AND PCS.

CATF CONFIRMS OR DELAYS H-HOUR.

H-HOUR (TO BE CONFIRMED).

CONDUCT REHEARSAL BACKLOADING IN ACCOR-  
DANCE WITH ANNEX I.

CONDUCT REHEARSAL SERIAL OFFLOADING IN  
ACCORDANCE WITH ANNEX I TO INCLUDE RESERVE  
COMPANY FOR TURNAWAY.

COMPLETE REHEARSAL BACKLOADING TO PARENT  
SHIPS IN ACCORDANCE WITH ANNEX I.

CATF AND CLF ISSUE NECESSARY MODIFICATIONS/  
ORDERS TO INITIATE ASSAULT LANDING FOKAWATA.

CRITIQUE ABOARD CLYMER IN WARDROOM. SAME  
SCHEDULE AS SHOWN APPENDIX III ANNEX I.

PRE D-DAY TRANSFERS FROM CLYMER TO COLONIAL  
TASK UNIT SORTIES FROM CHIN WAN BAY ENROUTE  
FOKAWATA OBJECTIVE AREA.

CATF CONDUCTS TIME CHECK.

TASK UNIT ARRIVES POINT INDIA AND PROCEEDS  
INDEPENDENTLY TO ASSIGNED ANCHORAGES IN  
ORDER OF ENTRY: CLYMER, COLONIAL, TULARE.

BEACHMASTER REPORTS SUROB TO CATF AND PCS.

CATF ISSUES HIGH SURF INSTRUCTION IF REQUIRED  
OR DESIRED FOR TRAINING.

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(COMPIERON THREE 322-66)

0705300

0705390

0706000

070615 (ABOUT)

070700

07-----

080500 (ABOUT)

08-----

081330

08-----

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TASK UNIT ANCHORS. PCS REPORTS SET AND

DRIFT AT LOD TO CATF.

UNODIR LAND THE LANDING FORCE USING NORMAL  
SURF PLAN WITHOUT FURTHER SIGNAL.

BEACHMASTER REPORTS SUROB TO CATF AND PCS.

CATF CONFIRMS OR DELAYS H-HOUR.

H-HOUR (TO BE CONFIRMED).

CONTROL PASSES ASHORE TO CLF.

CATF HAS RETURNED TO AOA AT REQUEST OF  
CLF (CONSTRUCTIVE), RESUMES CONTROL AND  
ORDERS TACTICAL WITHDRAWAL.

TACTICAL WITHDRAWAL COMPLETED. CATF  
SIGNALS FINEX. NBG DET DEPARTS.

CRITIQUE ABOARD CLYMER. SAME SCHEDULE AS  
SHOWN APPENDIX III ANNEX I. TULARE BE  
PREPARED TO RECEIVE HELO ABOUT 1300.

TASK UNIT SORTIES FROM CHIN WAN AND  
PROCEEDS IN ACCORDANCE WITH CURRENT  
OPERATIONAL SCHEDULE.

ANNEX C (INTELLIGENCE)

I. ENEMY SITUATION

A. THE US GOVERNMENT HAS BEEN ENGAGED IN IN-COUNTRY OPERATIONS IN SUPPORT  
OF FRIENDLY NATIONS MILITARY EFFORT AGAINST COMMUNIST INSURGENT FORCES. ENEMY  
NATION HAS HAD CONSIDERABLE SUCCESS RECENTLY AND THE INSURGENCY IS APPROACHING  
PHASE III (CONVENTIONAL WAR).

B. ENEMY NATION FORCES OF AN UNKNOWN STRENGTH HAVE ENGAGED FRIENDLY

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COMPHIBRON THREE 322-66

ANNEX C (INTELLIGENCE)

## 1. ENEMY SITUATION

A. THE US GOVERNMENT HAS BEEN ENGAGED IN IN-COUNTRY OPERATIONS IN SUPPORT OF FRIENDLY NATIONS MILITARY EFFORT AGAINST COMMUNIST INSURGENT FORCES. ENEMY NATION HAS HAD CONSIDERABLE SUCCESS RECENTLY AND THE INSURGENCY IS APPROACHING PHASE III (CONVENTIONAL WAR).

B. ENEMY NATION FORCES OF AN UNKNOWN STRENGTH HAVE ENGAGED FRIENDLY NATION FORCES 8 KM NORTHEAST OF FOKAWATA APPROXIMATELY 30 KM FROM THE UMKIN TAOR. NO OTHER INFORMATION IS PRESENTLY AVAILABLE.

C. ALL UNITS BE ALERT FOR UPDATED INTELLIGENCE TRANSMITTED BY ANY AUTHENTIC MEANS.

## 2. WEATHER

MILD WEATHER PREVAILS AT THIS TIME OF YEAR. AN AVERAGE DAY HAS LIGHT N TO NE WINDS, 50% CLOUD COVER, MEAN TEMPERATURE 70°F AND FREQUENT LIGHT SHOWERS. SURF CONDITIONS AT BLUE BEACH ARE GENERALLY UNDER 2 FEET. THERE IS LITTLE CHANCE OF A TYPHOON. WEATHER AND SURF FORECASTS WILL BE MADE BY THE FLAGSHIP.

3. UDT SURVEY OF BLUE BEACH (TO BE ISSUED 040900 APR).

4. TARGET LIST (TO BE ISSUED)

5. ASTRONOMICAL AND TIDAL DATA (COMPUTED FOR BUCKNER BAY)

5 APRIL MNT 0526, SR 0614, SS 1846, ENT 1940, TIDES 0011 0.0 LO, 0629 6.2 HI,  
1226 0.2 LO, 1849 6.7 HI.

6 APRIL MNT 0526, SR 0614, SS 1846, ENT 1940, TIDES 0048 0.1 LO, 0701 6.4 HI,  
1304 0.0 LO, 1928 6.6 HI.

7 APRIL MNT 0525, SR 0613, SS 1847, ENT 1941, TIDES 0123 0.5 LO, 0732 6.4 HI,  
1322 0.1 LO, 2010 6.4 HI.

8 APRIL MNT 0525, SR 0612, SS 1848, ENT 1942, TIDES 0157 0.9 LO, 0803 6.3 HI,

1421 0.0 LO, 2053 5.9 HI.

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ANNEX D (MOVEMENT)

1. GENERAL: ON COMPLETION LOADING AND ON SIGNAL TG 76.6 UNDERWAY FOR NIGHT STEAMING PRIOR TO REHEARSAL. ON COMPLETION OF REHEARSAL AND ON SIGNAL UNDERWAY FROM CHIN WAN FOR NIGHT STEAMING TO ARRIVE AT POINT INDIA 26-24'-49"N 128°-00'E ABOUT 070430I AND PROCEED INDEPENDENTLY TO ANCHORAGES ASSIGNED IN AOA.

## X. COORDINATING INSTRUCTIONS

(1) CTG 76.6 WILL ORIGINATE MOVREPS FOR TF 76.6

(2) APT 1(A) VOL I AND ATP 3 CONTAIN BASIC MANEUVERING AND CRUISING INSTRUCTIONS TO BE OBSERVED EXCEPT AS MODIFIED HEREIN.

## (3) TACTICAL INSTRUCTIONS.

A. CRUISING FORMATION WILL BE SIGNALLED.

B. SPEEDS: STATIONING 14 KTS, NORMAL 12 KTS.

C. TACTICAL DIAMETER: STD 1000 YDS REDUCED 800 YDS.

D. ALL UNITS BE PREPARED TO ZIG ZAG.

E. ALL SHIPS BE PREPARED TO DARKEN SHIP AT SUNSET.

F. WARTIME CRUISING PRECAUTIONS WILL BE PRACTICED.

G. PEACE TIME MAN OVERBOARD RECOVERY PROCEDURES WILL BE OBSERVED.

H. SHIPS WILL BE AT MINIMUM CONDITION OF READINESS III IN THE AOA.

I. BEACH APPROACHES, ANCHORAGES AND FIRE SUPPORT AREAS FOR CHIN

WAN ARE AS FOLLOWS:

(A) PT A 26°26' 15"N

127°56' 26" E BEACHCENTER

PT B 26°25' 15"N

127°56' 21" E LF LOD

PT C 26°25' 15"N

127°56' 32" E RF LOD (LSD ANCH)

PT D 26°25' 05"N

127°56' 12" E APA ANCH

PT E 26°25' 08"N

127°56' 58" E AKA ANCH

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(B) FSA 1 26°26' N

26°25.5' N

26°24' N

26°25' N

FSA 2 26°27' N

26°27.5' N

26°25' N

26°25'

127°53' N

127°56' E

127°56' E

127°54' E

127°58' E

128° E

128° E

127°57.5" E

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COMPLETION THREE 322-66

ANNEX F RECONNAISSANCE

(CONSTRUCTIVE)

1. CONDUCT COVERT BEACH RECONNAISSANCE AND SURVEILLANCE OF KIN-BLUE BEACH WHEN DIRECTED ON D-2. ADVISE CATF OF BEACH CHARACTERISTICS, ENEMY SITUATION AND GIVE ESTIMATE OF FEASIBILITY OF USING LANDING CRAFT PLAN SCHEDULED. REPORT GRADIENT WL TO 1 FATHOM, 1-2 FATHOMS, TRAFFICABILITY, LOCATION OF OBSTACLES AND ENEMY ACTIVITY.
2. REPORT HOURLY SUROBS IN STANDARD FORMAT COMMENCING AT H-2 HOURS ON R-DAY AND D-DAY.
3. PROVIDE LIFEGUARDS FROM H-HOUR TO COMPLETION OF BACK LOAD.

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## 1. EXECUTION

(A) CTU 76.6.4 PROVIDE SIMULATED GUNFIRE INPUTS FOR CTG 76.6 SACC IN SUPPORT OF UNITS ASHORE.

(B) SIMULATE PRE H-HOUR NEUTRALIZATION FIRES FROM FSA 1 AND 2 AND DELIVER FIRES AS PRESCRIBED IN APPENDIX I.

## X. COORDINATING INSTRUCTIONS

1. COORDINATION OF SUPPORTING ARMS IAW NWIP 22-7(A)

2. CALL FIRES IAW ATP 4

3. REPORTS CANDY, SUGAR ETC IAW NWIP 22-1(B)

4. RESTRICTIVE FIRE PLAN (CODE WORD) "FALLEN ANGEL" 400 METERS WIDE,

500 FT MSL MIN ALT, MAX ALT 2500 FT MSL.

## 2. COMMAND AND SIGNAL

(A) COMMUNICATIONS IAW ANNEX N

(1) SPOT NETS WILL BE GUARDED BY SUPPORT SHIPS COMMENCING H-120 MINUTES.

(2) ALL ADMIN TRAFFIC OVER NGF CONTROL NET.

## APPENDIX I (SCHEDULE OF FIRES)

1. SCHEDULED PRE H-HOUR NAVAL GUNFIRE MISSIONS WILL COMMENCE AT H-30 AND END AT H-5 WITH NEUTRALIZATION FIRE ALONG THE BEACH FROM COORDINATES 942243 TO 948243 TO A DEPTH OF 500 METERS NORTH. DESTRUCTIVE FIRE AT COORDINATES 950243 AGAINST A POSSIBLE MORTAR POSITION WILL COMMENCE AT H-20 AND END AT H-3. ALL OTHER NAVAL GUNFIRE MISSIONS WILL BE ON CALL AND SPOTTED BY SHORE FIRE CONTROL PARTIES.

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ANNEX H (AIR OPERATIONS)

1. EXECUTION

A. TACTICAL AIR CONTROL UNIT (CONSTRUCTIVE), TU 76.6.5, WILL ESTABLISH A TACTICAL AIR CONTROL CENTER (TACC) IN GEORGE CLYMER AND PROVIDE TAC FOR THE CATF. ONLY TAR AND TAD CIRCUITS WILL BE USED FOR CPX.

(1) SIMULATE CONTROL AND COORDINATION OF AIR OPERATIONS IN SUPPORT OF TG 76.6 IN THE AOA.

(2) CLF ENSURE A PROCEDURAL AND COMMUNICATIONS CHECK WITH TACC, AS FEASIBLE.

(3) FLAGSHIP CIC WILL PROVIDE SIMULATED AIRCRAFT INPUTS.

ANNEX I (SHIP TO SHORE) - ~~ISSUED SEPARATELY~~ *inserted following page X-2.*  
ANNEX J (PROTECTIVE MEASURES)

1. GENERAL PRECAUTION: COMMANDING OFFICERS BE PREPARED TO TAKE INDEPENDENT ACTION TO AVOID IMMEDIATE DANGER.

2. SNEAK ATTACK FROM SWIMMERS/SAMPANS/JUNKS/AND SMALL BOATS IS CONSIDERED TO BE PRIMARY THREAT TO A NAVAL FORCE AND REQUIRES FULL UNDERSTANDING AND CONSTANT VIGILANCE BY ALL PERSONNEL.

3. INDIVIDUAL SHIPS ARE RESPONSIBLE FOR STATIONING PICKET BOATS AGAINST SNEAK SWIMMER AND SMALL BOAT ATTACK. CONTACT REPORTS TO CATF VIA CI NET.

4. BOAT CREWS BE ALERT FOR SWIMMERS, FLOATING DEBRIS, AND MAINTAIN CONTINUOUS WATCH AROUND BOATS WHEN ON BEACH.

5. SHIPS WILL BE DARKENED. BE PREPARED TO LIGHT WATERLINE ON SIGNAL. IN EMERGENCIES USE LIGHTS AT DISCRETION OF COMMANDING OFFICER.

6. HEAVY WEATHER PLAN IAW INDIVIDUAL SHIPS HEAVY WEATHER BILL AND AS FOLLOWS:

CONDITION ALFA: CONTINUE AMPHIBIOUS OPERATIONS, HOIST ALL BOATS NOT IN USE,

PREPARE RFS 30 MINS NOTICE.

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CONDITION BRAVO: CEASE ALL AMPHIBIOUS OPERATIONS, HOIST ALL BOATS, BOATS ALREADY LOADED WILL UNLOAD OVER BEACH UNODIR CATF, UNDERWAY AS DIRECTED BY CATF.

ANNEX M (MEDICAL)

1. MEDICAL OFFICERS WILL BE EMBARKED ABOARD USS GEORGE CLYMER AND USS TULARE.
2. GEORGE CLYMER WILL PROVIDE ONE FULLY EQUIPPED AMBULANCE BOAT LCVP WITH CORPSMAN EMBARKED.
3. TULARE WILL ACT AS CASUALTY EVACUATION CONTROL SHIP. GEORGE CLYMER WILL ACT AS PRIMARY CASUALTY RECEIVING SHIP.
4. ANY ACTUAL CASUALTIES OF SERIOUS NATURE WILL BE AIR EVACUATED TO U.S. ARMY HOSPITAL RYUKYUS FROM TULARE (SUBJECT TO FIRM ARRANGEMENTS BY CLF).

ANNEX N (COMMUNICATIONS)

## 200. GENERAL

A. COMMUNICATIONS IN ACCORDANCE WITH NWP 16(B), COMSEVENTHFLT 201-66 AND APPROPRIATE JOINT, ALLIED AND NAVY DEPARTMENT PUBLICATIONS. NWP 16(B) IS EFFECTIVE THROUGHOUT AS APPLICABLE TO THE EXISTING SITUATION UNLESS MODIFIED OR AMPLIFIED BY THIS ANNEX. THE NUMBERING OF PARAGRAPHS HEREIN FOLLOWS THE NUMBERING OF RELATED MATTER IN NWP 16(B).

B. THIS ANNEX IS EFFECTIVE UPON RECEIPT FOR PLANNING, TRAINING OF PERSONNEL AND CONCURRENTLY WITH THE BASIC OPERATION ORDER FOR OPERATIONS.

250. MOVEMENT REPORTS. MOVEMENT REPORTS SHALL BE MADE IN ACCORD SUPPLEMENT TO NWIP 10-1(A) AND ANNEX DELTA. SHIPS PROCEEDING INDEPENDENTLY MAKE OWN REPORTS.

305. AUTHENTICATION. THE EFFECTIVE EDITION OF KAA 60 SHALL BE USED FOR AUTHENTICATION. SMALL BOAT CHALLENGE AND REPLY WILL BE ISSUED BY CATF WHEN REQUIRED.

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A. ALL MESSAGE TRAFFIC TRANSMITTED VIA MEDIUM AND HIGH FREQUENCY CW, VOICE, AND UNCOVERED RATT CIRCUITS BOTH SHIP-TO-SHORE AND SHIP-TO-SHIP WILL UTILIZE AUTHENTICATION PROCEDURES.

331. CONTROL OF RADIO COMM. RADIO COMM SHOULD BE EMPLOYED ONLY WHEN ESSENTIAL TO OPERATIONS. NO RADIO TRANSMISSION WILL BE MADE WHICH HAS NOT BEEN APPROVED BY PROPER AUTHORITY.

B. RADIO CHECKS WILL BE CONDUCTED ON ALL MOVEMENT CIRCUITS TWO HOURS PRIOR TO GETTING UNDERWAY. RADIO CHECKS ALL OTHER CIRCUITS WILL BE SIGNALLED.

C. EQUIP WILL BE SET UP, CALIBRATED, AND TESTED ON DUMMY ANTENNA PRIOR TO RADIO CHECKS.

410. CALL SIGNS. IN ACCORDANCE WITH APPROPRIATE ACP AND JANAP PUBLICATIONS.

500. CRYPTOGRAPHIC INFORMATION. THE EFFECTIVE EDITION OF KAC 138 SHALL BE USED FOR NUMERICAL CODING. KAC 138 WILL NOT BE USED FOR INCODING THE TIME ON ROUTINE REPORTS. KAK 2647 SHALL BE USED FOR ORESTES CIRCUITS.

613. FREQUENCY PLANS

A. FREQUENCY PLAN IN ACCORD APPENDIX I.

B. UTILIZE CKT N-2 FOR BEACH RECON REPORTS AND SUROBS WHEN NOT WITHIN VHF RANGE.

800. EMERGENCY AND DISTRESS COMM

A. EMERG AND DISTRESS COMM IN ACCORD CHAP 8, NWP 16(B).

B. THE FOL GUARDS APPLY WHEN IN COMPANY OTC: OTC - 121.5 MCS AND 243.0 MCS, AKA - 500 KCS, LSD - 8364 KCS.

C. THE PHRASE "EMERGENCY STOP EXERCISE" TRANSMITTED BY ANY MEANS WILL INDICATE THE IMMEDIATE DISCONTINUANCE OF EXERCISE CONDITIONS. ONCE STOPPED RESUMPTION OF EXERCISE CONDITIONS SHALL BE DIRECTED ONLY BY THE OCE.

D. HARBOR COMMON (2716) TRANSMITTERS WILL NOT BE USED EXCEPT IN EMERG-  
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CIES. MAINTAIN LISTING WATCH ONLY.

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1050. SUPPORTING ARMS COORDINATION CENTER.

A. TACTICAL AIR COMM IN ACCORD ANNEX H AND APPENDIX I.

B. NAVAL GUNFIRE SUPPORT COMM IN ACCORD ANNEX G AND APPENDIX I.

## APPENDIX:

## I. RADIO FREQUENCY PLAN. READ IN FOUR COLUMNS

CKT	CKT TITLE	EMIS.	FREQ
N-1A	TG CMD (ORESTES-FSK)	1.24F1	4212 KCS
N-1B	ALTERNATE	1.24F1	10205 KCS
N-2	TG CW COMMON	0.1A1	3160 KCS
N-3	MN & W (P) AMPHIB/CONTROL SHIP COMMON	6A3	285.0 MCS
N-4	CI (P)	6A3	302.6 MCS
N-5	MN & W (S)/CI (S)	6A3	277.8 MCS
N-6	UDT/RECON/BEACHMASTER CMN	34F3	30.3 MCS
N-7A	BOAT OPS (COMMON)	36F3	34.8 MCS
N-7B	ALTERNATE	36F3	27.7 MCS
N-8A	BOAT CONTROL	36F3	37.2 MCS
N-8B	ALTERNATE	36F3	31.8 MCS
N-9	COMM COORD	6A3	251.4 MCS
N-10	NGF SPOT	3A3J	3865 KCS
N-11	NGF CONTROL	6A3	15495 KCS
H-1	TAC (P)	3A3J	4625 KCS
H-2	TAC (S)	3A3J	24580 KCS
H-3	TAR (P)	3A3J	5765 KCS
H-4	TAR (S)	3A3J	27650 KCS

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CKT	CKT TITLE	EMIS.	FREQ
H-5	TATC (P)	6A3	262.6 MCS
H-6	TAD-1	6A3	237.8 MCS
H-7	TAD-2	6A3	236.2 MCS
H-8	TAO/A SPOT	6A3	233.8 MCS

ANNEX O (ELECTRONIC WARFARE)

1. RADAR GUARDS ASSIGNED IAW NWP 33 AS FOLLOWS: LSD FOXTROT; APA GOLF, INDIA, HOTEL (SRRCS): AKA ALFA, BRAVO, HOTEL (ARRCS)
2. EMCON IAW COMSEVENTHFLT OPORD 201-66, ANNEX HOTEL AND BASIC SITUATIONS (ALFA THRU ECHO) AS SIGNALLED BY FOLLOWING PLAN:

	A	B	C	D	E
1. TACTICAL/CI NETS: FATHOMETER: S/S AND A/S					
RADAR	S	I	I	I	N
2. MF/HF NETS	S	S	S	I	N
3. F/C RADAR, IFF/SIF	S	S	I	I	N
4. TG CMN AND SHIP/SHORE NETS	S	N	N	N	N

LEGEND: S-SILENCE/ I-AS REQUIRED/ N-SILENCE NOT IMPOSED, USE MINIMUM POWER.

ANNEX V

DUE TO THE POLITICAL SITUATION IN OKINAWA AND TO AVOID CROWDS, NO LOCAL NEWS RELEASES ARE DESIRED. STORIES OF A FEATURE VARIETY OR SENT TO THE FHTNC FOR RELEASE IN CONUS ARE PERMITTED AND ENCOURAGED. A MASTER STORY FOR THE EXERCISE WILL BE PREPARED AND SUBMITTED BY COMPHIBRON THREE. ALL RELEASES WILL BE IN

ACCORDANCE WITH COMSEVENTHFLT OPORD 201-YR ANNEX V, CTF 76 AND COMPHIBPAC OPORDERS.

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ANNEX W (ANTI AIR WARFARE)

IN GENERAL AAW PROCEDURES IAW NWP 32(A) AND AS FOLLOWS:

1. UNODIR CATF AAWC: ~~FLAGSHIP~~ ARRCs, NWP 32(A) AND NWP 33 REFER.
2. SHIPS WILL BE READY AT ALL TIMES TO TAKE EFFECTIVE ACTION AGAINST POSSIBLE ATTACK, INCLUDING SNEAK ATTACK.
3. RADAR GUARDS AND EMCON IAW ANNEX OSCAR.
4. CONTINUOUS VISUAL SCANNING BY LOOKOUTS AND GUN CREWS ON WATCH.
5. AIR RAID WARNING IAW NWP 32(A), ARTICLE 450.
6. UNODIR, GUN FIRE RESTRICTION - GUNS TIGHT.
7. COMMUNICATIONS IAW ANNEX NOVEMBER.

ANNEX X (WITHDRAWAL PLAN)

1. IF ORDERED, A TACTICAL WITHDRAWAL SHALL COMMENCE ON ORDER OF CATF AT WHISKEY HOUR IN ACCORDANCE WITH THE SERIALIZED WITHDRAWAL PLAN PROMULGATED IN THE LANDING PLAN. WHISKEY-HOUR IS DEFINED AS THAT TIME THE WITHDRAWAL IS ORDERED BY CATF.
2. ON ORDER, BLT TWO SLANT FIVE AND SUPPORTING UNITS WITHDRAW TACTICALLY FROM KIN-BLUE BEACH AND RE-EMBARK SERIALS IN ASSIGNED SHIPPING.
  - A. COMMANDER LANDING FORCE:
    - (1) RECOMMEND TO CATF TIME OF WITHDRAWAL.
    - (2) PROVIDE WITHDRAWAL CONTROL TEAM TO CONTROL/COORDINATE MOVEMENT OF SERIALS ACROSS BEACH.
    - (3) INSURE ALL LIFEJACKETS AND CARGO HANDLING EQUIPMENT BACKLOADED FROM BEACH PRIOR WITHDRAWAL OF LAST SERIAL.
    - (4) MAKE TIMELY SITREPS TO CATF ON PROGRESS OF WITHDRAWAL.

B. PRIMARY CONTROL SHIP

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(1) AT WHISKEY-HOUR, PROVIDE AVAILABLE LANDING CRAFT TO RENDEZVOUS AREA IN RESPONSE TO REQUIREMENTS OF CLF (WITHDRAWAL CONTROL TEAM).

(2) DIRECT ALL LANDING CRAFT TO REPORT TO PCS WHEN RETURNING FROM BEACH.

(3) DIRECT ALL LANDING CRAFT TO TRANSPORT SERIALS EMBARKED TO ASSIGNED SHIPPING AND THEN RETURN TO PCS.

(4) DIRECT BOAT GROUP CMDR TO CONTROL BOATS IN RENDEZVOUS AREA.

(5) DIRECT ASSIST BOAT GROUP CMDR TO ASSIST IN CONTROL OF BOATS REPORTING FROM BEACH TO PCS.

X. COORDINATING INSTRUCTIONS


(1) RENDEZVOUS AREA LOCATED LEFT FLANK OF BOAT LAND APPROXIMATELY ONE HUNDRED YARDS SEAWARD OF SURF.

(2) ALL LANDING CRAFT PROVIDED IN RESPONSE TO REQUIREMENTS OF WITHDRAWAL CONTROL TEAM AS DIRECTED BY CLF.

(3) ALCON GUARD BOAT COMMON NET FOR COORDINATION/CONTROL. PCS CONTROL ALL LANDING CRAFT IN THE OBJECTIVE AREA.

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Captain, U.S. Navy  
COMPHIBRON THREE

AUTHENTICATED

  
W. T. DOTSON, LTJG, USN  
Staff Secretary

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U.S. SEVENTH FLEET  
 CTG 76.6 and COMPHIBRON THREE  
 USS GEORGE CLYMER (APA-27), Flagship  
 Buckner Bay, Okinawa  
 DTG: 010100Z

Annex IShip-to-Shore Movement1. SITUATION.

a. In accordance with basic order.

b. This Annex supports the ship-to-shore requirements of reference K, and may be used for either an administrative or assault landing at a designated beach.

2. MISSION. In accordance with basic order.3. EXECUTION.a. Transport Unit (TU 76.6.2)

(1) Conduct movements to assault anchorages assigned in Appendix I.

(2) Make pre D-Day transfers in accordance with Appendix II.

(3) At time scheduled for "land the Landing Force", unless delayed by

CATF:

(a) Provide landing craft and conduct personnel transfers in accordance with Appendix II.

(b) Load and dispatch landing craft and amphibious vehicles as necessary to meet schedules set forth in Appendices I and II.

(4) After assault waves are dispatched, conduct remainder of landing in accordance with the Serial Assignment and Landing Sequence Table reference K.

(5) When directed by CATF, conduct a withdrawal over the designated beach in accordance with Annex X.

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b. Control Element (TE 76.6.2.1)

(1) Control the ship-to-shore movement over designated beach in accordance with NWIP 22-6(A) and Appendices I and II.

(2) Control offloading in accordance with Serial Assignment and Landing Sequence Table reference K.

(3) Control withdrawal if required in accordance with Annex X.

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c. Beachmaster Element (TE 76.6.2.2)

- (1) Provide service and salvage operations as required.
- (2) When landed, report to the landing force shore party for operational control; Naval responsibilities in accordance with NWIP 22-5.
- (3) Report SUROBs to CATF and PCS once established ashore and as significant changes occur.
- (4) Supervise life jacket, sling and cargo net recovery in accordance with Tab D to Appendix II.

x. Coordinating Instructions

- (1) CATF will give last time check over PRITAC at 0001 preceding H-Hour.
- (2) H-Hour will be confirmed.
- (3) "Land the Landing Force" (LTLF) will take place without further signal at scheduled time unless delayed by CATF.
- (4) Report any inability to meet H-Hour. Include reason and recommendations.
- (5) Insure that all landing craft proceeding to and from the beach report to PCS. Insure all boat crews are in battle dress with flak jackets.
- (6) Report immediately any inoperative landing craft and RTR to CATF and PCS.
- (7) Parent ships provide rations and relief boat crews for landing craft.
- (8) Landing force provide serial paddles for each landing craft carrying a serial. Serial source ship insure proper display of paddles.
- (9) COLONIAL is designated Primary Control Ship and Boat Haven.
- (10) CLYMER is designated Secondary Control Ship and Casualty Receiving ship.
- (11) TULARE is designated Casualty Evacuation Control Ship and POW ship.
- (12) During the hours of darkness, lighted wands will be used as required.
- (13) Necessary additions or modifications to this Annex will be issued in message format by the most expeditious means.
- (14) A rehearsal of an amphibious landing in accordance with this Operation Order will be conducted in accordance with Appendix III.

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APPENDICES

- I - Assault Area Diagram (To be issued)
  - Tab A - Wave Diagram (Normal Surf)
  - Tab B - Wave Diagram (High Surf)
- II - Waterborne Control Plan
  - Tab A - Landing Craft Availability, Employment, and Approach Plan (Normal Surf)
  - Tab B - Landing Craft Availability, Employment, and Approach Plan (High Surf)
  - Tab C - Low Visibility Plan
  - Tab D - Life Jacket, Sling and Cargo Net Recovery
- III - Rehearsal Plan

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Captain, U.S. Navy  
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Appendix I to Annex I

Assault Area Diagram

(To be issued in message format by most expeditious means when assault has been ordered over a designated beach. Layout will be similar, insofar as possible, to that shown in Annex D.)

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Captain, U.S. Navy  
COMPHIBRON THREE

Tab A - Wave Diagram (Normal Surf)

Tab B - Wave Diagram (High Surf)

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Staff Secretary

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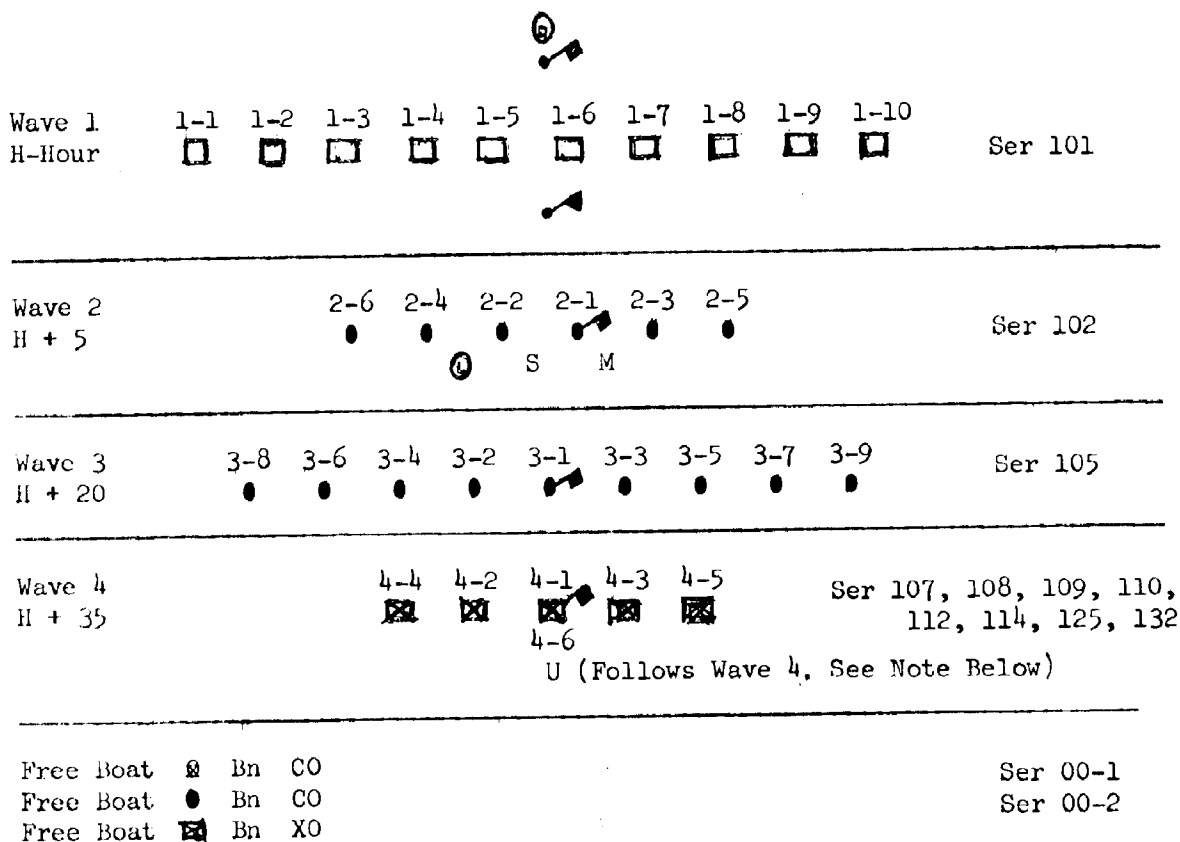
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Tab A to Appendix I to Annex IAssault Wave Diagram for Normal Surf

Legend: □ - LVTP    ◊ - Wave Guide or Boat Wave CMDR  
 ⊗ - LCM    ◊ - Ass't Wave Guide  
 U - LCU    ⑥ - BGC  
 ● - LCVP    M - Medical Boat  
 ⊗ - LVTC    ⑥ - ABGC/LT SALV  
              S - HVY SALV

Note: Wave 4 CMDR to insure adequate space between 4-1 and 4-3 for 4-6 to beach

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 Captain, U.S. Navy  
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Tab B to Appendix I to Annex IAssault Wave Diagram for High Surf

①

Wave 1	1-1	1-2	1-3	1-4	1-5	1-6	1-7	1-8	1-9	1-10	
H-Hour	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ser 101

---

Wave 2		2-2	2-1								
H + 5		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								Ser 102

②      S      M

---

Wave 3		3-2	3-1	3-3							
H + 20		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							Ser 105



---

Wave 4		4-4	4-2	4-1	4-3	4-5					
H + 35		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					Ser 107, 108, 109, 110, 112, 114, 125, 132

4-6  
U (Follows Wave 4. See Note Below)

---

Free Boat	③	Bn	CO								
Free Boat	④	Bn	CO								Ser 00-1
Free Boat	<input checked="" type="checkbox"/>	Bn	XO								Ser 00-2

Legend: ☐ - LVTP       - Wave Guide or Boat Wave CMDR  
☒ - LCM       - Ass't Wave Guide  
U - LCU      ① - BGC  
O - LCVP      M - Medical Boat  
② - LVTC      ③ - ABGC/LT SALV  
S - HWY SALV

NOTE: Wave 4 CMDR to insure adequate space between 4-1 and 4-3 for 4-6 to beach

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Appendix II to Annex IWaterborne Control Plan1. General

This Appendix provides for control of the waterborne ship-to-shore movement of elements of BLT 2/5.

2. Executiona. Landing Force

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

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

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

b. Control Element (TE 76.6.2.1)

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

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

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

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

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

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

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

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

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

### 3. Procedures

#### a. General

(1) LVT scheduled wave to be loaded and launched at the scheduled time. LVTs will be met by Naval wave guides and will remain under their control while waterborne.

#### b. Control Procedures to LOD

(1) LVT wave will be led by wave guides under the control of PCS directly to left flank of LOD in column, distance apart 25 yards, on a line parallel to and 50 yards seaward of LOD. Wave guides will signal a right flanking movement timed so that the LVT wave crosses the LOD on schedule.

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

#### c. Control Procedures from LOD to Beach

(1) Battle speed will be signalled 1000 yards from the beach. Prior to reaching surf zone, wave guides and assistant wave guides will turn off to right flank and take station in the assembly area.

(2) All waves cross LOD and proceed to beach in line abreast formation. Flags and paddles are to be hauled down upon crossing the LOD.

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

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

(5) Assistant Boat Group Commander (ABGC), Medical Boat, and Heavy Salvage Boat follow wave 2, turn off to left flank prior to reaching surf zone and stand by for salvage operations. ABGC assume duties of Salvage Officer.

(6) Wave guides and wave commanders report touchdown on Boat Control circuit, shift to Boat Operations (Common) circuit when directed by PCS.

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

d. Returning Seaward

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

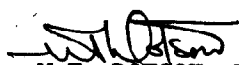
(2) LVTs returning to seaward form on right flank of beach and wait for wave guides prior to splashing. Wave guides will lead LVTs to destination.

e. Selective Unloading

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

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Tab A - Landing Craft Availability, Employment, and Approach Plan (Normal Surf)

Tab B - Landing Craft Availability, Employment, and Approach Plan (High Surf)

Tab C - Low Visability Plan

Tab D - Life Jacket, Sling and Cargo Net Recovery

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Tab A to Appendix II to Annex I

Landing Craft Availability, Employment, and Approach Plan for Normal Surf

A. Availability

LINE	SHIP	LCPL	LCVP	LCM 6	LCU	LVTP	LVTC
1	APA-27	3	15	4	0	0	0
2	AKA-112	3	8	9	0	0	0
3	LSD-18	1	1	0	2	10	1
4	NAVAL USE	5	2	1	0	0	0
5	SPARES	2	6	5	0	0	0
6	LF USE	0	16	7	2	10	1

B. Employment and Approach

LINE	NO/TYPE CRAFT	FROM	TO	SER	LEAVE FOR REVU AREA	LEAVE RDVU AREA	CROSS LOD	TD	REMARKS
7	10 LVTP	LSD-18	LSD-18	101	----	----	H-13	H-Hour	Wave #1
8	6 LCVP	APA-27	APA-27	102	H-32	H-8	H-3	H+5	Wave #2 APA Provide Wave CDR
9	9LCVP	APA-27	APA-27	105	H-17	H+7	H+12	H+20	Wave #3 APA Provide Wave CDR
10	4 LCM	AKA-112	APA-27	107, 109, 110, 114, 125, 132	H+2	H+22	H+27	H+35	Wave #4 AKA Provide Wave CDR one LCM via LSD for serial 114. Thence APA for portions of 107 & 132

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LINE	NO/TYPE CRAFT	FROM	TO	SER	LEAVE FOR RDVU AREA	RDV LEAVE	CROSS LOD	TD	REMARKS	
11	1 LCM	AKA-112	AKA-112	112	H+2	H+22	H+27	H+35	Wave #4	
12	LCU 1385	LSD-18	LSD-18	108	H+2	H+22	H+27	H+35	LCU 509 Clear to Station as Directed by PCS. LCU 1385 follow Wave #4	
13	1 LCPL	APA-27	PCS	----	----	----	----	----	BGC, APA-27 CDR, Precedes Wave #1	
14	1 LCPL	LSD-18	LSD-18	----	----	----	H-13	----	Wave Guide Wave #1 LSD- 18 Provide. Precedes Wave #1	
15	1 LCVP	LSD-18	LSD-18	----	----	----	H-13+	----	Assist Wave Guide Wave #1. Follows Wave #1	
16	1 LCM	APA-27	PCS	----	H-32	H-8	H-3+	----	Heavy Salv, follow Wave #1	
17	1 LCPL	AKA-112	PCS	----	----	----	----	----	ABGC/Light Salvage follow Wave #2. AKA Provide CDR	
18	1 LCVP	APA-27	PCS	----	H-32	H-8	H-3+	----	Medical Boat follow Wave #2	
18A	1 LCPL	APA-27	PCS	Report to PCS at H-30 for duties as directed.						Provide Officer.
18B	1 LCPL	AKA-112	PCS	Report to PCS at H-30 for duties as directed.						Provide Officer.

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LINE	NO/TYPER CRAFT	FROM	TO	SEB	LEAVE FOR RDVU AREA	LEAVE RDV AREA	CROSS LOD	TD	REMARKS
19	1 LCM	AKA-112	AKA-112	----	----	----	----	----	On call, float- ing dump, report to PCS H-Hour (Not loaded for ex- ercise or rehearsal)
20	1 LCVP	APA-27	BCH	----	----	----	----	----	BNCO Free Boat from APA to BCH when directed
21	1 LVTC	LSD-18	BCH	----	----	----	----	----	BNCO CMD Boat. From LSD to BCH when directed
22	1 LCM	APA-27	BCH	----	----	----	----	----	BNCO Free Boat From APA to BCH when directed

C. SPEEDS

- a. LVT - RDVU AREA TO LOD - 4.0 KTS  
- LOD TO 1000 YDS FROM BEACH - 4.5 KTS  
- 1000 YDS OUT TO BEACH - 5.0 KTS
- b. LCVP/LCM-6/LCU - RDVU AREA TO LOD - 6.0 KTS  
- LOD TO 1000 YDS FROM BEACH - 7.0 KTS  
- 1000 YDS OUT TO BEACH - 8.0 KTS


D. Boat Intervals

- a. Waves 1 and 3 - 25 YDS  
b. Waves 2 and 4 - 50 YDS

E. Pre D-Day Transfers

- a. Serial 101, 303 personnel  
from G and H Co, from APA  
to LSD.
- b. Serial 160, 5 TACLOG per-  
sonnel from APA to LSD

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Tab B to Appendix II to Annex ILanding Craft and LVT Availability, Employment, and Approach Plan for High SurfA. Availability

LINE	SHIP	LCPL	LCVP	LCM 6	LCU	LVTP	LVTC
1	APA-27	3	15	4	0	0	0
2	AKA-112	3	8	9	0	0	0
3	LSD-18	1	1	0	2	10	1
4	NAVAL USE	5	2	1	0	0	0
5	SPARES	2	21	0	0	0	0
6	LF USE	0	1	12	2	10	1

B. Employment and Approach

LINE	NO/TYPER CRAFT	FROM	TO	SER	LEAVE FOR RDVJ AREA	LEAVE RDV AREA	CROSS LOD	TD	REMARKS
7	10 LVTP	LSD-18	LSD-18	101	----	----	H-13	H-Hour	Wave #1
8	2 LCM	APA-27	APA-27	102	H-32	H-8	H-3	H+5	Wave #2 APA Provide CDR
9	3 LCM	AKA-112	APA-27	105	H-17	H+7	H+12	H+20	Wave #3 AKA Provide CDR
10	4 LCM	AKA-112	APA-27	107, 109, 110, 114, 125, 132	H+2	H+22	H+27	H+35	Wave #4 AKA Provide Wave CDR one LCM via LSD for serial 114. Thence APA for portions of 107 & 132

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LINE	NO/TYPE CRAFT	FROM	TO	SER	LEAVE FOR RDVU AREA	RDV LEAVE	CROSS LOD	TD	REMARKS	
11	1 LCM	AKA-112	AKA-112	112	H+2	H+22	H+27	H+35	Wave #4	
12	LCU 1385	LSD-18	LSD-18	108	H+2	H+22	H+27	H+35	LCU 509 Clear to Station as Directed by PCS. LCU 1385 follow Wave #4	
13	1 LCPL	APA-27	PCS	----	----	----	----	----	BGC, APA-27 CDR, Precedes Wave #1	
14	1 LCPL	LSD-18	LSD-18	----	----	----	H-13	----	Wave Guide Wave #1 LSD- 18 provide. Precedes Wave #1	
15	1 LCVP	LSD-18	LSD-18	----	----	----	H-13+	----	Assist Wave Guide Wave #1 Follows Wave #1	
16	1 LCM	APA-27	PCS	----	H-32	H-8	H-3+	----	Heavy Salv, follow Wave #1	
17	1 LCPL	AKA-112	PCS	----	----	----	----	----	ABGC/Light Salvage follow Wave #2. AKA Provide CDR	
18	1 LCVP	APA-27	PCS	----	H-32	H-8	H-3+	----	Medical Boat follow Wave #1	
18A	1 LCPL	APA-27	PCS	Report to PCS at H-30 for duties as directed.						Provide Officer.
18B	1 LCPL	AKA-112	PCS	Report to PCS at H-30 for duties as directed.						Provide Officer.

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LINE	NO/TYPE CRAFT	FROM	TO	SER	LEAVE FOR RDVU AREA	LEAVE RDVU AREA	CROSS LOD	TD	REMARKS
19	1 LCM	AKA-112	AKA-112	----	----	----	----	----	On Call, float- ing dump, report to PCS H-Hour, (Not loaded for exercise or rehearsal).
20	1 LCVP	APA-27	BCH	----	----	----	----	----	BNCO Free Boat from APA to BCH when directed
21	1 LVTC	LSD-18	BCH	-----	-----	-----	-----	-----	BNCO CMD Boat. From LSD to BCH when directed
22	1 LCM	APA-27	BCH	----	----	----	----	----	BNXO Free Boat. From APA to BCH when directed

C. SPEEDS

- a. LVT - RDVU AREA TO LOD - 4.0 KTS  
- LOD TO 1000 YDS FROM BEACH - 4.5 KTS  
- 1000 YDS OUT TO BEACH - 5.0 KTS
- b. LCVP/LCM-6/LCU - RDVU AREA TO LOD - 6.0 KTS  
- LOD TO 1000 YDS FROM BEACH - 7.0 KTS  
- 1000 YDS OUT TO BEACH - 8.0 KTS

D. Boat Intervals

- a. LVT - 25 YDS
- b. LCM/LCU - 50 YDS

E. Pre D-Day Transfers

- a. Serial 101, 308 personnel  
from G and H Co, from APA  
to LSD.
- b. Serial 160, 5 TACLOG per-  
sonnel from APA to LSD

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COMPHIBRON THREE 322-66Tab C to Appendix II to Annex ILow Visibility Control Plan1. General

- a. This plan will be implemented when directed by CATF.
- b. The success of this plan depends largely on:
  - (1) Strict accountability for each LVT and landing craft.
  - (2) Reliable two-way communications with each group of craft and with any craft proceeding independently.
  - (3) Positive control of each craft or group at all times when proceeding from one point to another.
  - (4) Strict compliance with rules for traffic control and routing.

2. Procedure.a. Debarkation.

Same as normal visibility control plan.

b. Responsibilities for Radar Tracking and Vector Control.

- (1) Scheduled waves, on-call waves and free boats.

CONTROLLING OFFICERCommanding Officer serial  
source ship/wave source shipRESPONSIBILITYShip to 500 yards seaward of LOD  
for landing craft; ship to 50 yards  
seaward of LOD for LVTDOWNGRADED AT 5-YEAR INTERVALS  
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COMPHIBRON THREE 322-66

Primary Control Officer

500 Yards seaward of LOD to beach  
for landing craft; 50 yards seaward  
for LOD to beach for LVT.

Secondary Control Officer

Boat Assembly Area to boat haven.

(2) Selective and general unloading.

CONTROLLING OFFICERCommanding Officer serial  
source shipRESPONSIBILITYShip to 500 yards seaward of LOD for  
landing craft; ship to 50 yards  
seaward of LOD for LVT.

Primary Control Officer

500 yards seaward of the LOD to  
beach for landing craft; 50 yards  
seaward of the LOD to beach for LVT.Landing Craft Employment  
Officer (SCS)Boat assembly area to serial source  
ship.c. Dispatching and Wave Formation to LOD.(1) LVT same as normal visibility control plan with exception  
that distance is 25 yards.(2) Landing craft of scheduled waves will be dispatched by  
serial source ships using the color beach ship-to-shore common net when  
requested by PCS. Landing craft will proceed from wave assembly circles  
to 500 yards seaward of the LOD in column, distance 25 yards, at 4 knots.  
Upon arrival, the Wave Commander will report to PCS on the same net. At  
the scheduled time, PCS will dispatch landing craft waves toward the LOD  
over the color beach ship-to-shore common net. Should communications be  
lost, Wave Commanders will proceed with their waves to the LOD at the  
predetermined time reporting to PCS for instructions. Each landing  
craft wave will form a wedge, distance 25 yards, and proceed at 4 knots.d. Scheme of Maneuver from LOD.

(1) Same as normal visibility control plan.

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e. Selective and General Unloading.

(1) The Rendezvous Area is not utilized during selective or general unloading.

(2) If execution of this plan is directed during selective or general unloading, craft will proceed initially as follows:

(a) Craft at ships, loading or waiting to be loaded, remain at ships.

(b) Empty craft dispatched by PCS/SCS proceed to destination.

(c) Loaded craft dispatched by PCS/SCS proceed to beach.

(d) Loaded craft dispatched by serial source ship proceed to PCS.

(e) Craft at beach remain at beach.

(f) Courier and ambulance craft proceed to destination.

(g) Craft at boat havens remain at boat havens.

3. Execution.

a. Control shall be the same as normal visibility control plan.

x. Coordinating Instructions.

(1) Same as normal visibility control plan with the following additions.

(a) Maintain accurate position relative to PCS.

(b) Landing craft smaller than LCM 8 will be dispatched and radio controlled in groups of four or more.

(c) During selective and general unloading boat groups will be dispatched from a single ship or Boat Assembly Area with a minimum interval of five minutes.

(d) Show special lights and/or sound signals as prescribed below.

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Special Lights

The special amphibious lights below will be used by ships in the transport area when the Low Visibility Boat Control Plan is in effect.

SHIP	TYPE OF LIGHT	LIGHT COLOR	ARC OF VISIBILITY
Primary Control Ship	Shielded	Fixed Color of Beach	90° arc trained on center of LVT Launch Circle until dispatch of all LVT waves then trained seaward until H-HOUR. After H-HOUR, 360° arc.
Marker boats	Shielded	Flashing Red	180° arc centered on PCS Rotate 90° clockwise as Wave 1 passes abeam. After H+60, 360° arc.

Notes: 1. Attention to direction is important. Boats will use the beam as a beacon for transit to the LOD.

2. Ensure that lights shine 10 degrees below the horizontal at all times.

3. Turn on lights upon taking assigned anchorage.

2. Landing craft of scheduled waves and LVT wave guides will display standard identification wake lights prescribed in NWIP 22-6(A), Appendix B for specific waves. Other boats will carry wake lights, shielded so as to display seaward until last wave touches down, as indicated:

ABGC (Traffic Control Officer) - - - - - Three lights same color as beach mounted vertically one foot apart.

ABGC (Salvage) - - - - - Three red lights mounted horizontally two feet apart.

Wave Commanders - - - - - Two lights same color as wave mounted vertically one foot apart; Wave 6 and all subsequent Waves will show two pairs of lights.

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Special Sound Identification Signals

Special sound identification signals below will be employed in the Transport Area when directed by proper authority:

SHIP	SOUNDING DEVICE	SOUND SIGNAL	FREQUENCY AND TIME OF SIGNAL
Primary Control Ships	Whistle	Two short blasts	Every two minutes on even minute
Transports	Ship's bell	Ten rapid strokes plus appro- priate digit(s) of hull number	Every minute
All others	Ship's bell	Ten rapid strokes plus appro- priate digit(s) of hull number	Every two minutes

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Tab D to Appendix II to Annex I

LIFE JACKET SLING AND CARGO NET RECOVERY

1. All ships required to provide life jackets to troops will, prior to embarkation of troops, inspect life jackets. Inspection will insure that all life jackets are clean, free of defect and complete in all respects.
2. All ships will insure that life jackets are properly marked with ships type and hull number and that slings and cargo nets are securely tagged.
3. Troop commanders will instruct troops in the proper care of life jackets and will insure that life jackets are discarded at the high water mark and out of path of vehicles moving ashore. In addition, troop commanders will insure that life jackets are not discarded in the landing craft or carried inland.
4. Beachmaster assisted by the Shore Party will be responsible for the supervision of recovery parties in collecting life jackets.
5. Recovery parties will be provided by CATF upon request as required. CATF will provide an officer to Beachmaster for coordination and supervision of recovery.
6. Beachmaster assisted by the Shore Party will insure that all life jackets are removed from the landing area, placed at the high water mark and are out of the way of vehicles moving ashore.
7. Beachmaster assisted by the Shore Party and recovery parties will be responsible for retrieving, sorting and stacking of life jackets by ships hull number in preparation for back loading.
8. Backloading will be conducted as boats are available for return to parent ship. (See Note 1)
9. Beachmaster will keep CATF advised of the status of life jacket recovery.
10. Ships having life jackets, slings and cargo nets belonging to other ships will exchange at first opportunity.


Note 1:

For 7-8 April exercise all life jackets are to be sorted and held on beach until withdrawal, then reissued.

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Appendix III to Annex IRehearsal1. General

a. Rehearsal of the amphibious assault landing will be conducted at Kin Blue Beach, Chin Bay, Okinawa, on 6 April 1966, to familiarize personnel with the landing plan, test the time schedule, and check task unit organization, control procedures and amphibious communications for a D-Day landing. Tentative H-Hour 0700I. No CAS aircraft will be used for the rehearsal.

2. Proceduresa. Waterborne

## (1) Movement to the rehearsal area

a. Form 51 on signal upon departure Buckner Bay, Okinawa.

b. Ships will be detached on signal at about H-165 to proceed independently in the order CLYMER, COLONIAL, TULARE to be in assigned anchorages at H-90. UNODIR LTLF at H-90.

(2) Anchorages, and Beach Coordinates in accordance with Annex D. Boat lane 2000 yards, width 300 yards. Rendezvous area 500 yards to seaward of LOD. Boat lane axis 000°T.

(3) Scheduled waves will participate in the rehearsal landing in accordance with Tabs A and B to Appendix I and Appendix II as appropriate.

(4) All scheduled waterborne waves will land. Touchdown, rampdown landings will be made. Troops from waves 2, 3, and 4 will debark from boats. The reserve company will be called, boated, and conduct a turnaway landing.

(5) Touchdown procedures for LVTs. After touchdown LVTs will turn to the right flank of the beach and remain clear of all incoming waves. Troops debark for subsequent backloading in accordance with following paragraph.

(6) Wave 2 debark troops and clear to right flank. Wave 3 debark troops and clear to left flank. Wave 4 debark troops, hold position, embark troops and return troops to parent ship via PCS. Wave 3 return to beach for embark upon completion and clearance of wave 4. Wave 2 return to beach for embark upon completion and clearance of wave 3. Waves 3 and 2 return troops to parent ships via PCS. Wave 4 (less LCU and boat with vehicles) return to backload wave 1 troops and return to parent ship via PCS.

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(7) On completion of scheduled wave backloading and when directed by PCS, LVTs will return to COLONIAL by the right flank of the beach lane. Guide boats will remain on right flank of the beach lane outside the surf zone to guide the LVTs to COLONIAL.

(8) Control of scheduled waves will be in accordance with Appendix II. PCS will control backload in accordance with paragraphs (6) and (7) above.

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

(10) The life jacket recovery party (Beachmaster Element) will not be used in the rehearsal. Troops will retain life jackets in their possession for return to parent ships.

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

(12) Beachmasters will be prepositioned for the rehearsal and subsequent D-Day exercise and are to report SUROB to CATF and PCS at H-150, H-60 and as significant changes occur.

(13) Serials sufficient to work each hatch once will be called for by the PCS at the request of the TACLOG. Serials called will be boated, report to PCS, and conduct a turnaway landing. PCS to ensure boats with serials for turnaway do not interfere with any waves backloading or returning troops. Spare boats (see availability table) will be used for serials called.

### 3. Pre D-Day Transfers

a. Pre R-Day transfers will be conducted as shown in Appendix A, Annex B and Appendix II to this Annex.

### 4. Coordinating Instructions

a. Upon reembarkation of serials and troops from scheduled waves report completion status to PCS and CATF. Hoist boats as desired no longer required by PCS. CLYMER retain sufficient boats in water for late afternoon pre D-Day transfer.

b. Rehearsal critique will be held when directed by CATF about 1330I aboard the flagship, CATF and CLF allotted 10 minute period each, each ship 5 minutes, TEC 5 minutes, followed by question and answer period.

5. Administration, logistics and medical in accordance with basic order.

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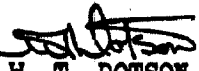
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6. Command and Signal

a. Communications in accordance with basic order.

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