

DECLASSIFIED

~~SECRET~~  
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COMPHIBRON ONE (CTG 76.6)

OPERATION ORDER

301-67

HILLTOP VII

299 086

DOWNGRADED AT 3 YEAR  
INTERVALS; DECLASSIFIED  
AFTER 12 YEARS

DOD DIR 5200.10

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36. ✓ Page W-2, para 2b(2)(c), delete "CHAN 20, IDENT MY."
37. ✓ Page Y-1, para 2c, delete.
38. ✓ Page Y-2, para 3d, change "VANCOUVER" to "NAVBASE, SUBIC."
39. ✓ Page Y-2, para 4b, delete second sentence.
40. ✓ Page Y-2, para 5a, delete.
41. ✓ Page Y-IV-1, para 7a, delete "and SACC aboard IWO JIMA."

In addition to above at each place where the following terms are listed and have not been changed, change as indicated below:

1. Change TG 76.5 or subordinate units thereto to TG 76.6.
2. Change IWO JIMA (LPH 2) to VALLEY FORGE (LPH 8).
3. Change THOMASTON to GUNSTON HALL (LSD 5).
4. Change VANCOUVER to HENRICO (APA 45); LPD to APA.
5. Change "Amphibious Ready Group" to "Amphibious Task Group."
6. Change COMPHIBREADGRU to COMPHIBRON ONE.
7. Change ARG/SLF to ATG/SLF.

*Change NOT  
made  
14 Nov 68*

Page N-II-4, change call/command as indicated below:

CALL

- ✓ TELEMARk vice AZALEA BLOSSOM
- ✓ ELBOW Q vice COCKTAIL GOLF
- ✓ NATALIE vice COMPANY STORE
- ✓ BEAR CAT vice GROSSWALK

COMMAND

CTU 76.6.1  
GUNSTON HALL  
CTG 76.6  
VALLEY FORGE

(PEN AND INK CHANGE OUT OF SEQUENCE)

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- B. ✓ Remove the following pages and destroy without report:  
cover, 1, 2, N-II-I, N-II-5, N-II-6, N-II-7
- C. ✓ Insert the following new pages:  
cover, 1, 2, 1-VII-1, 1-VII-2, I-VII-A-1, I-VII-A-2, I-VII-B-1, N-II-1,  
N-II-5, N-II-6, N-II-7.
- D. Changes to Tab A to Appendix II to Annex I and Appendix III to Annex I to be issued.

*J. D. Westervelt*  
J. D. WESTERVELT  
Captain, U. S. Navy  
CTG 76.6, COMPHIBRON ONE

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CH 1

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*Posted 14 Nov 67/R*

CHANGE #1 TO CTG 76.5 OPERATION ORDER 301-67

A. Make the following pen and ink changes as indicated.

1. ✓ Page 5 under Annex I, add Appendix VII Low Visibility Control Plan
2. ✓ Page B1, Para 1, line 5, change "8 OCT" to "R Day."
3. ✓ Page B1, Para 1, last sentence, change "tentatively scheduled for" to "set as."
4. ✓ Page C-II-1, under Subic Bay Sunrise/Sunset add " 9 OCT 0550, 1744"  
"10 OCT 0550, 1743"
5. ✓ Page C-II-1, under Subic Bay tides add " 9 OCT High 0333 3.5  
Low 1326 -0.2  
10 OCT High 0500 3.5  
Low 1425 -0.2"
6. ✓ Page D-1, para 1a, delete "from CASEX/FIREX area."
7. ✓ Page D-I-1, para 4, line 3, delete. Add HENRICO - Anchorage A3.
8. ✓ Page D-I-1, para 4, line 4, delete all after anchorage A2. Change VANCOUVER to GUNSTON HALL.
8. ✓ Page H-III-1, para 2, line 3, delete "(CH-20)".
9. ✓ Page H-IV-3, para 6, line 3, change "20 MY" to "will be promulgated."
10. ✓ Page H-IV-3, para 6, line 4, delete.
11. ✓ Page I-1, para 3a(2)(b), delete second sentence.
12. ✓ Page I-1, para 3a(3), delete "VANCOUVER."
13. ✓ Page I-2, para 3x(13), delete "if THOMASTON and VANCOUVER are both in anchorage" and substitute "GUNSTON HALL."
14. ✓ Page I-I-1, change bearing and range to "A2" vice "A1." Delete THOMASTON, add HENRICO in anchorage A3.
15. ✓ Page I-I-1, change VANCOUVER to GUNSTON HALL.
16. ✓ Page I-I-1, Change bearing/range to A2 column to read as follows:

140/500 yds

337/850 yds

154/1500 yds

140/2500 yds

026/2450 yds

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17. ✓ Page I-II-1, para 2b(2), delete words "if VANCOUVER does not anchor." Change "right" to "left"

18. ✓ Page I-II-2, para 3c(1), line 4, change "left" to "right."

19. ✓ Page I-II-2, para 3c(4), change "left" to "right."

20. ✓ Page I-II-2, para 3c(5), line 2, change "right" to "left."

21. ✓ Page I-II-3, para 3f(1), line 2, change "Appendix III to Annex I of CTG 76.5 OPODER 201-65" to "Appendix VII of this Annex."

22. ✓ Page I-VI-A-1, in table delete "LPD 2."

23. ✓ Page J-1, para 2, line 1, change "if assigned" to "(simulated)."

24. ✓ Page N-1-A-1, delete circuit N1B and remarks. Change frequency circuit N-8 to read "29.7" vice "38.3." Change frequency circuit N-9 to read "38.3" vice "29.7." Change frequency circuit N-10D to read "363.4" vice "352.2."

25. ✓ Page W-1, para 1a, line 2, change "8 OCT" to "R Day." Line 4 and 5, delete "0830" and "0900." Add "as signalled."

26. ✓ Page W-1, para 2a(1), delete first sentence. Add new sentence "Ships underway as required to proceed independently to assigned positions prior to LTLF."

27. ✓ Page W-1, para 2a(2), line 1, change "left" to "right."

28. ✓ Page W-1, para 2a(2), line 2, delete coordinates, add "14-49-22N, 120-13-38.5E."

29. ✓ Page W-1, para 2a(2), line 2, delete third sentence.

30. ✓ Page W-1, para 2a(2), add HENRICO anchorage E-11, VALLEY FORGE anchorage E-30. (See H.O. Chart 2093)."

31. ✓ Page W-1, para 2a(2), line 2, change "ships" to "PCS."

32. ✓ Page W-1, para 2a(6), change "VANCOUVER" to "GUNSTON HALL."

33. ✓ Page W-2, para 2b(1), change "fifteen" to "5 (Waves 1, 4, 7, 8 and 12)."  
✓ Change "1000" to "450."

34. ✓ Page W-2, para 3, delete "getting underway" to "LTLF, if possible."

See 36 35. Page W-2, para 4c, delete "CHAN 20, IDENT MY."

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United States NAVY Fleet  
CTG 76.6 Amphibious Task Group  
and COMHIBRON ONE  
USS VALLEY FORT (LPH 8) Flagship

*Posted 14 Nov 69*  
CHANGE #2 to COMHIBRON ONE OPERATION ORDER 301-67

- A. ✓ Make the following pen and ink changes: Page W-1, para 2a(1), delete third sentence; Page 4, change "WATERSPOUT I" to "MUD PUPPY."
- B. ✓ Remove the following pages and destroy without report: I-II-A-1, I-II-A-2, I-III-1 and I-III-2.
- C. ✓ Insert the pages attached hereto.

*J. D. West Rvllt*  
J. D. WEST RVLLT  
Captain, U.S. Navy  
CTG 76.6, COMHIBRON ONE

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United States SEVENTH Fleet  
TG 76.6 Amphibious Task Group  
and COMPHIBRON ONE  
USS VALLEY FORGE (LPH 8), Flagship  
Okinawa  
DTG 290700Z SEP 66  
Message Ref: CRI 824

Operation Order  
COMPHIBRON ONE 301-67

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

Time Zone: HOTEL (-8)

TASK ORGANIZATION

TG 76.6	<u>Amphibious Task Group</u>	<u>CAPT J. D. WESTERVELT</u> COMPHIBRON ONE
TU 76.6.0	<u>Special Operation and Command Unit</u>	<u>CAPT J. D. WESTERVELT</u> COMPHIBRON ONE
TE 76.6.0.1	<u>Flagship Element</u> VALLEY FORGE (LPH 8)	<u>CAPT C. H. CARR</u> CO, VALLEY FORGE
TE 76.6.0.2	<u>Tactical Air Control Element</u> TACRON 12 DET	<u>As assigned</u> OINC, TACRON DET
TE 76.6.0.3	<u>Reconnaissance Element</u> TUNNY (SS 282)	<u>LCDR GREEN</u> CO, TUNNY
TU 76.6.1	<u>Gunfire Support and Screen Unit (Simulated)</u> HENRICO (APA 45)	<u>CAPT H. D. WILLIAMS</u> CO, HENRICO
TU 76.6.2	<u>Transport Unit</u> VALLEY FORGE (LPH 8) HENRICO (APA 45) GUNSTON HALL (LSD 5)	<u>CAPT J. D. WESTERVELT</u> COMPHIBRON ONE
TE 76.6.2.1	<u>Beach Party Element</u> BMU DET	<u>As assigned</u> OINC, BMU DET
TE 76.6.2.2	<u>Control Element</u> GUNSTON HALL (LSD 5)	<u>CDR W. A. SUNDT</u> CO, GUNSTON HALL
TG 79.5	<u>Special Landing Force</u> BLT 3/26 HMM 362	<u>COL H. D. WORTMAN, USMC</u> CO, SPECIAL LANDING FORCE

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Operation Order  
COMPHIBRON ONE 301-67

1. Situation.

a. This operation order is derived from reference (a). It provides for a CASEX/FIREX and an amphibious assault rehearsal in the Tabones/Zambales areas near Subic Bay, and for an amphibious raid exercise and tactical withdrawal in the San Jose Area of Southern Mindoro with the unclassified nickname of HILLTOP VII.

b. This operation order will also provide the basic information and guidance upon which will be based message operation orders for a Riverex in the Navotas area of Oriental Province, Mindoro, with the unclassified nickname of MUD PUPPY.

c. Enemy Forces

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

d. Friendly Forces

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

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

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

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

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

a. Landing Force (TG 79.5)

(1) Provide personnel for reconnaissance mission to be landed from APSS on D-2.

(2) Provide troops, vehicles, and equipment and conduct amphibious landings over the beaches and landing zones designated in accordance with Annex I.

(3) Provide TACLOG to VALLEY FORGE and PCS.

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



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 COMPHIBREADGRU 301-67

- (5) Withdraw when directed.
- b. Special Operation and Command Unit (TU 76.5.0)
  - (1) Flagship Element (TE 76.5.0.1)
    - (a) Operate as directed by CTG 76.5.
  - (2) Tactical Air Control Element (TE 76.5.0.2)
    - (a) Establish a Tactical Air Control Center (TACC) in IWO JIMA and provide HDC liaison personnel as required. Act as Tactical Air Commander for CATF.
    - (b) Control and coordinate all friendly aircraft operation in the amphibious objective area including SAR in accordance with Annex H.
  - (3) Reconnaissance Element (TE 76.5.0.3), in accordance with Annex F:
    - (a) On D-2, land force reconnaissance team for conduct of clandestine pre-D-Day surveillance of the objective area.
    - (b) Conduct pre-H-Hour UDT hydrographic reconnaissance. Submit SUROBS at H-120 and H-60 and thereafter as significant changes occur.
    - (c) Provide lifeguards in the Boat Group Commander's and helo safety boats, and on the beach during the landing.
    - (d) Provide a communications link between reconnaissance team ashore and CATF.
- c. Gunfire and Screen Unit (TU 76.5.1)(Simulated)
  - (1) Provide simulated Naval Gunfire Support in accordance with Annex G.
  - (2) Be prepared to screen transport unit if directed. (Simulated)
- d. Transport Unit (TU 76.5.2)
  - (1) Conduct movement to AOA in accordance with Annex D.
  - (2) Conduct the ship-to-shore movement of the Landing Force in accordance with Annexes H and I.
  - (3) Carry out protective measures in accordance with Annex J.
  - (4) Withdraw the Landing Force when directed in accordance with Annex I.
  - (5) Conduct medical evacuation in accordance with Annex K.
- e. Beach Party Element (TE 76.5.2.1)

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- (1) Report to the landing force shore party for operational control.
- (2) Carry out naval responsibilities in accordance with NWIP 22-5 and Annex I.
- (3) Conduct SUROBS in accordance with Annex F.
- f. Control Element (TE 76.5.2.2)

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

x. Coordinating Instructions

(1) This operation order is effective upon receipt for planning and at 040001H OCT for operations. It will also provide basic information on which ~~WATERSPOUT I~~ message operation orders will be based. It is cancelled on completion of exercise ~~WATERSPOUT I~~ and may be destroyed without report.

(2) Safety of personnel and material is paramount.

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

(4) D-Day is set as 10 October 1966. H-Hour is set at 0830H, L-Hour 0900H. W-Hour will be promulgated. Amphibious Objective Area (AOA) defined as the land area encompassed by an arc of 10 nautical miles radius centered at 12-20-55N, 121-05-03E and the sea area encompassed by an arc from the same point extending from the shore 25 miles to seaward.

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

(6) CASLX/TIREX in accordance with Annex Y.

4. Administration, Logistics and Medical

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

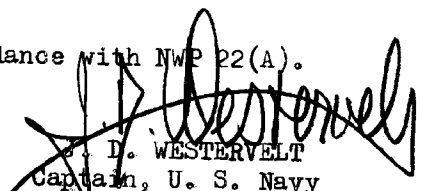
5. Command and Signal

a. Commander Amphibious Task Force is Commander Amphibious Ready Group (CTG 76.5) COMPHIBRON ONE in USS IWO JIMA (LPH 2). Commander Landing Force is in USS IWO JIMA.

b. Second in command in accordance with U. S. Navy Regulations.

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

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

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

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Operation Order  
COMPHTBREADGRU 301-67

ANNEXES

- B - Concept of Operations
  - Appendix I - Schedule of Events
- C - Intelligence
  - Appendix I - Weather
  - Appendix II - Tides, Astronomical Data
  - Appendix III - Landing Beaches
    - Tab A - GREEN (Rehearsal) Beach
- D - Movement
  - Appendix I - Sortie and Movement Plan to Objective Area
    - Tab A - AOA and Operating Areas
- F - Reconnaissance
- G - Naval Gunfire Support and Supporting Arms Coordination
  - Appendix I - Fire Support Overlay
  - Appendix II - Target List (Issued Separately)
- H - Air Operations
  - Appendix I - Aircraft Schedule
  - Appendix II - Aircraft Armament
  - Appendix III - Search and Rescue
  - Appendix IV - Approach and Retirement
- I - Ship-to-Shore Movement
  - Appendix I - Assault Anchorages and Wave Diagram
  - Appendix II - Waterborne Control Plan
    - Tab A - Landing Craft and LVT Availability, Employment, and Approach Plan
  - Appendix III - Serial Assignment Table
  - Appendix IV - Withdrawal Plan (To Be Issued)
    - Tab A - Withdrawal Schedule (To Be Issued)
  - Appendix V - LCM Assist Beaching Procedures
  - Appendix VI - Helicopterborne Control Plan
    - Tab A - Helicopter Assignment Table
  - ~~Appendix VII - Low Visibility Control Plan~~
- J - Protective Measures
- K - Administration, Logistics, and Medical
  - Appendix I - Summary of Reports
- N - Communications
  - Appendix I - Radio Communications Plan
    - Tab A - Radio Frequency Plan Hilltop VII
    - Tab B - Air Frequency Plan Hilltop VII
  - Appendix II - Call Signs
- V - Public Affairs
  - Appendix I - Civil Action (Issued Separately)

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W - Rehearsal Plan

Y - CASEX/FIREX

Appendix I - Schedule of Events

Appendix II - Fire Support Area Overlay

Appendix III - Communications

Appendix IV - Safety Precautions for Naval Gunfire

Appendix V - Safety Precautions for Air Support

Appendix VI - Close Air Support Aircraft, Approach Control and Retirement  
Procedures

Appendix VII - Close Air Support Air Schedules

Z - Distribution

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Annex B

Concept of Operations

1. Exercise HILLTOP VII is designed as a test of Amphibious raid procedures employing both waterborne and helicopter-borne ship-to-shore movements of the Special Landing Force. The exercise will be conducted during the period 5 through 13 October 1966 and will consist of a CASEX on 5 October; a FIREX on 6 October; a rehearsal landing on ~~8 October~~ <sup>8-9 Oct</sup> at GREEN Beach, Subic Bay; an unopposed movement to the AOA in San Jose area of Mindoro on 9 October followed by the actual landing. D-Day is set for 10 October. H-Hour is tentatively set as scheduled for 0830H and L-Hour for 0900H.

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

3. Exercise Objectives

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

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

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

(2) Major Navy training objectives are, within the framework of the exercise, to focus training on (a) control of shore-to-ship movement during enemy-contested withdrawal, (b) defense against swimmers and small boat attack, (c) clandestine pre-D-Day beach reconnaissance, and (d) delivery and coordination of naval gunfire and close air support by means of a CASEX/FIREX.

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

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

Appendix I - Schedule of Events

Authenticated:

  
J. R. DOTHARD, LT, USN  
Staff Secretary

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Operation Order  
COMPHIBREAGRU 301-67

Annex C

Intelligence

Map Reference: AMS series S733, 3257 III, 3157 II, 3256 IV  
AMS series S501, ND 51-13

1. General Characteristics of the Area of Operation

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

2. Summary of the Enemy Situation

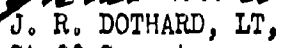
Intelligence sources have reported increased enemy buildup of supplies, equipment and forces on the border between friendly nation and enemy nation. These same sources have also reported similar activity along certain coastal areas of enemy nation. There is growing evidence to support the contention 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.

J. D. WESTERVELT  
Captain, U.S. Navy

CTG 76.5, Commander Amphibious Ready Group

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

Authenticated:

  
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Staff Secretary

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COMPHIBREADGRU 301-67

Appendix I to Annex CWeather

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

2. Adverse Weather. Typhoons or Tropical Storms are always a threat to any operation or exercise during any month of the year in this area. October is one of the primary months of the normal typhoon season, so ships should be prepared for rapid withdrawal and storm evasion.

3. Statistical Climatology for October

<u>Temperature</u>	<u>Degrees F</u>	<u>Relative Humidity (%)</u>	
Extreme Maximum	95	Mean Average 0600	93
Mean Maximum	88		
Mean Minimum	75	Mean Average 1400	76
Extreme Minimum	68		

Visibility (Miles)

Visibility is excellent 99% of the time; being 7 miles or more 96% of the time.

Thunderstorms

Thunderstorms occur on the average of 7 a month during October.

Surface Wind

Wind direction along the coast varies considerably. However since this is the season of the Southwest Monsoon, at least 60% of all winds are from the South quadrant. Calms comprise 40% of the early morning observations. Wind speeds are light with an average of 6 knots, but during the afternoon when the sea breeze is in effect, speeds show a noticeable increase (8-16 knots).

Precipitation

October has a mean monthly average rainfall of 12 inches with rain occurring on a mean average of 17 days a month.

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

Authenticated:

  
J. R. DOTHARD, LT, USN  
Staff Secretary

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Appendix II to Annex CTides and Astronomical Data


<u>Date</u>	<u>Subic Bay</u>		<u>San Jose</u>	
	<u>Sunrise</u>	<u>Sunset</u>	<u>Sunrise</u>	<u>Sunset</u>
OCT 5	0549	1746		
6	0550	1746		
7	0550	1745	0549	1746
8	0550	1744	0549	1746
9	0550	1744	0549	1745
10	0550	1743	0549	1744
11			0549	1743
12			0549	1743
13			0549	1743

Tides

<u>Date</u>	<u>Subic Bay</u>				<u>San Jose</u>			
		<u>High</u>		<u>Low</u>		<u>High</u>		<u>Low</u>
OCT 5	0009	3.2	0826	0.3				
6	0042	3.3	0941	0.2				
7	0124	3.5	1108	0.1	0133	4.3	1110	0.1
8	0219	3.5	1231	-0.1	0228	4.3	1233	-0.1
9	0333	3.5	1326	-0.2	0342	4.3	1338	-0.2
10	0500	3.5	1425	-0.2	0509	4.3	1427	-0.2
11					0637	4.2	1509	-0.1
12					0753	4.1	1541	0.1
					2200	2.3		
13					0901	3.9	0217	1.3
					2204	2.7	1607	0.5

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

Authenticated:

  
 J. R. DOTHARD, LT, USN  
 Staff Secretary

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Appendix III to Annex Clanding Beaches

1. <u>Location</u>	<u>AMS S733 3257III</u>	<u>HO 14340</u>
a. RED Beach Axis 050		
Center	TP 862678	12-22-03N 121-01-58E
Left Flank	TP 860680	12-22-08N 121-01-50E
Right Flank	TP 863677	12-21-57N 121-02-04E

2. Offshore (Beyond 18 fathom curve)

- a. Hazards to navigation. There are no uncharted hazards to navigation.
- b. Tides and currents: littoral current is generally south. Tide is chiefly diurnal, range is 3 3/4 feet.
- c. Bottom composition: Sand.

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

Average distance from MLLW to 1 fathom curve: 20 yards.  
 Average distance from 1 fathom curve to 2 fathom curve: 65 yards.  
 Average distance from 2 fathom curve to 3 fathom curve: 120 yards.  
 Average gradient from MLLW to 1 fathom curve: 1:10.  
 Average gradient from 1 fathom curve to 2 fathom curve: 1:33.  
 Average gradient from 2 fathom curve to 3 fathom curve: 1:60.  
 Average nearshore gradient (Datum line to 3 fathom curve): 1:34.

- b. Bottom composition: Sandy with a few small pea-sized rocks intermixed.
- c. Obstacles and hazards: There are no coral heads or other obstacles.

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.

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

Tab A - Green (rehearsal) Beach

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Tab A to Appendix III to Annex C

## GREEN (Rehearsal) Beach

1. LocationHO 2088

GREEN Beach Axis 279

Center

14-49-24N  
120-12-36E

Left Flank

14-49-16N  
120-12-38E

Right Flank

14-49-30N  
120-12-38E2. Nearshore

- a. Nearshore approach flanked by reef to north and to south by sandbars off river mouth.
- b. Tidal range 3.1 feet.
- c. Gradient. 1:10 to 1:30 LE to HW. 1:20 HW Zone.
- d. Width 15-40 yards.

3. Trafficability

- a. Good, firm sand, should support any vehicle.

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ANNEX D

MOVEMENT


1. Movement in three phases:
  - a. ~~From CASEX/PIREX area~~ To rehearsal. (See Annex W.)
  - b. From rehearsal to objective area in accordance with this annex.
  - c. From objective area to Subic Bay. (To be issued separately)
2. Cruising Instructions in accordance with COMPHIBRON ONE INST 03550.1C and ATP 1 (A), Volume I.
3. Coordinating Instructions:
  - a. Movement reports in accordance with Annex N.
  - b. Communications in accordance with Annex N.

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Appendix I -- Sortie and Movement Plan

Tab A -- AOA and Operating Areas

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Appendix I to Annex DSortie and Movement Plan from Rehearsal to Assault Area1. Sortie Points.

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

b. Without signal TU 76.5.2 sortie to pass through PT. ALFA in the following order at five minute intervals:

IWO JIMA  
 VANCOUVER  
 THOMASTON

c. IWO JIMA will pass through point ALFA at Zero Hour at 10 knots. Time of Zero Hour will be signalled.

d. TUNNY underway independently in order to compete recon IAW Annex F.  
 2. TU 76.5.2 form formation 51, course 212, axis 000, without signal when IWO JIMA passes through PT XRAY. IWO JIMA assume guide, speed 12, on passing through PT XRAY. Station assignments as follows:

IWO JIMA	Station O
VANCOUVER	Station B9
THOMASTON	Station B5

## 3. Route to exercise area as follows:

a. Route Money

Point	Latitude	Longitude
DOLLAR (OSCAR)	14-38-00N	120-08-00E
PESO	14-00-00N	119-43-00E
PIASTRE	12-19-00N	120-51-30E

Anchor in accordance with Appendix I to Annex I.

4. About H-120 ships detached on signal to proceed independently to arrive at assigned areas by H-60:

HENRICO	<i>Anchorage A3</i>
THOMASTON	<i>Anchorage A4</i>
<del>GUNSTON HALL</del> VANCOUVER	<del>Anchorage A2 or launch LVT/helos underway at discretion</del>
IWO JIMA	Southeastern part of LPH operating area or anchorage

A4 at discretion.

Tab A - AOA and Operating Areas

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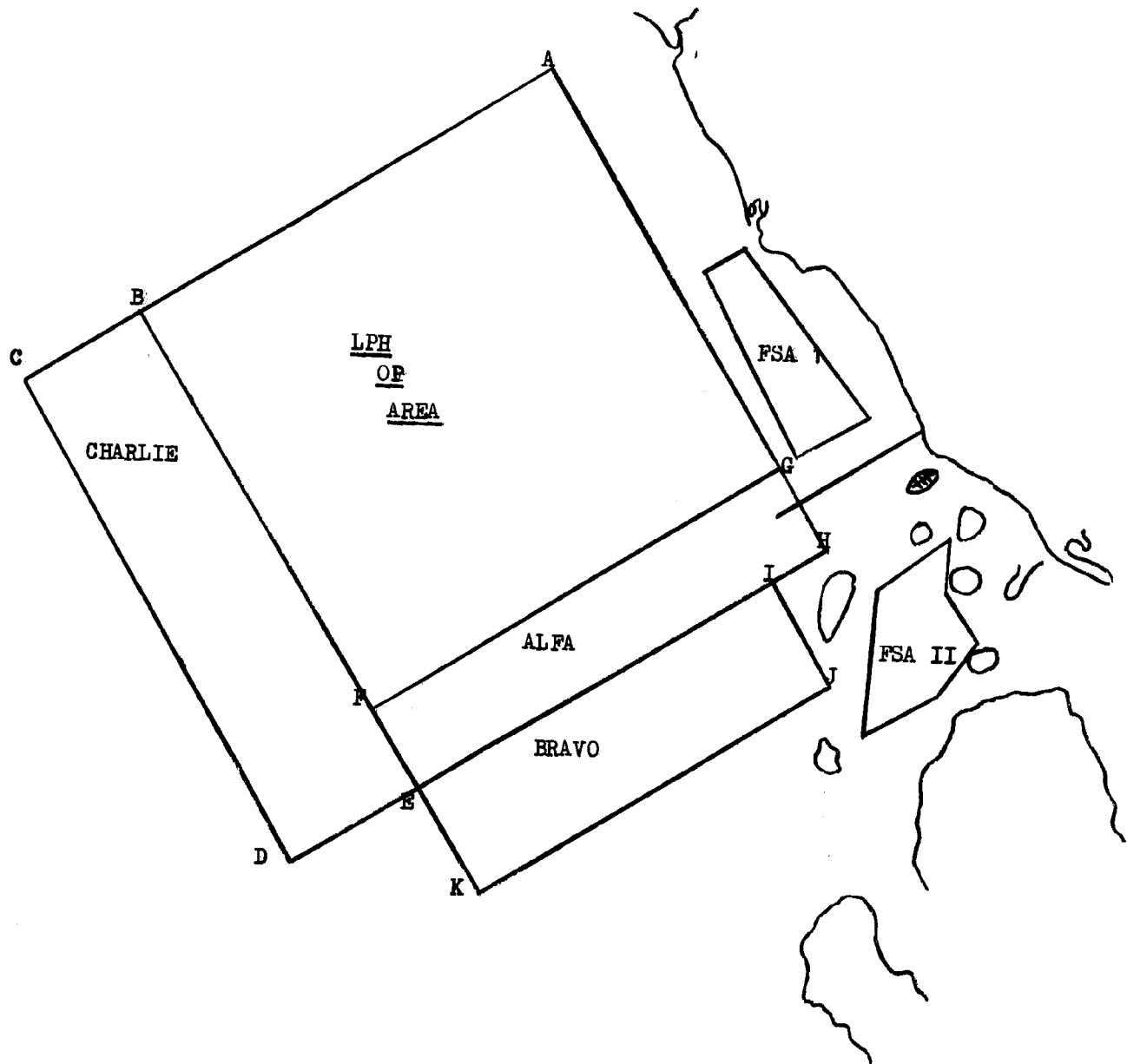
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Tab A to Appendix I to Annex D

AOA and Operating Areas



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Reference points:

H.O. 14,305; 14,340

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

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Annex FReconnaissance

1. General Situation: As in the basic operation order.
2. Mission.
  - a. CTE 76.5.0.3 conduct pre-D-Day beach reconnaissance of RED Beach.
  - b. Obtain information regarding beach gradients, obstacles, trafficability, surf conditions, indigenous small craft traffic, and enemy positions.
3. Execution.
  - a. Insert Force and Division Reconnaissance personnel on RED Beach on D-2 to conduct reconnaissance of objective area.
  - b. Insert UDT personnel on RED Beach on D-2 to conduct clandestine hydrographic survey of boat lane and adjacent areas. Report significant differences from data in Annex C to CTG 76.5.
  - c. Take SUROBS at H-120 and H-60 on D-Day and report to CTG 76.5.
  - d. Provide UDT personnel for Boat Group Commander and helo safety boats on D-Day. Provide UDT to act as lifeguards during assault landing and report to CTE 76.5.2.1 upon his arrival at the beach.
  - e. Take Anchorage A5 by H-180.
  - f. CTE 76.5.2.1 submit SUROBS at 0900 on D-Day and every six hours thereafter.
4. Administration.
  - a. Submit SUROBS in accordance with COMPHIBPAC Surf Manual.
  - b. Submit beach reconnaissance information by BIBCO.
5. Communications.
  - a. Communications in accordance with Annex N.

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ANNEX GNAVAL GUNFIRE SUPPORT AND SUPPORTING ARMS COORDINATION

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

Time Zone: Hotel (-8)

Task Organization: In accordance with basic operation order.

1. General Situation: In accordance with Annex B.

2. Mission: Conduct naval gunfire support and coordination in support of operations ashore.

3. Executions:

a. CTG 76.5 will activate a supporting arms coordination center in IWO JIMA.

b. TU 76.5.1 (Simulated):

(1) Take station as directed by CTG 76.5.

(2) Furnish direct support to BLT 3/26.

x. Coordinating Instructions:

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

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

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

(4) All naval gunfire support missions will be observed. There will be no free fire zones.

(5) Restrictive fire plans in accordance with Article 816 NWIP 22-2(A). The code name for a restrictive fire plan will be "Plan FUBAR". Each plan FUBAR will be numbered consecutively with each new series beginning at 0001 local time.

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

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

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

(c) Artillery will follow the same procedure.

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

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

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

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

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

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

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

#### 4. Administration and Logistics.

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

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

#### 5. Communications. In accordance with Annex N.

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#### Appendixes

I - Fire Support Overlay

II - Target List (to be issued separately)

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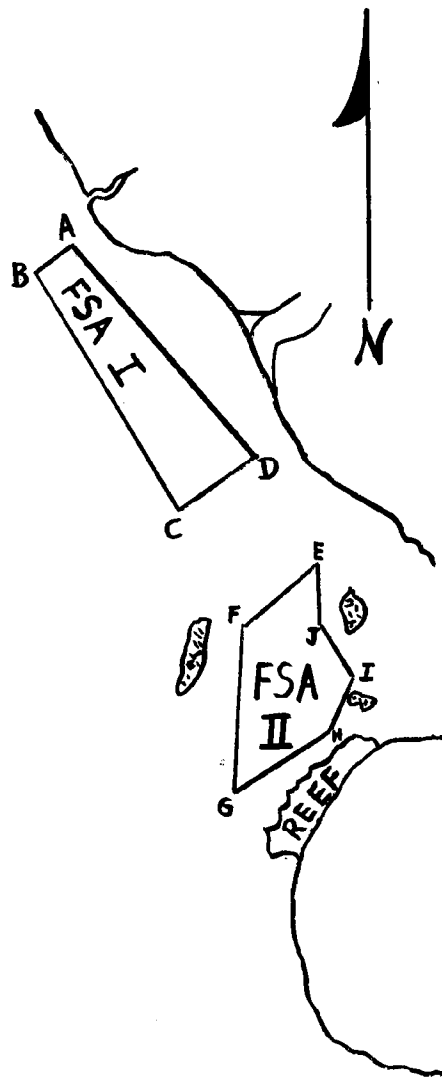
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APPENDIX I TO ANNEX GFIRE SUPPORT OVERLAY

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



Drawing not to be used for  
navigation

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Annex H

AIR OPERATIONS

Ref: (a) Maps and Charts

(1) AMS 5733 - 3257 III (1-50,000) San Jose

(b) Publications

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

Time Zone: HOTEL (-8)

Task Organization: In accordance with the basic operation order.

1. General Situation. In accordance with the basic operation order.

2. Mission. In accordance with the basic operation order.

3. Execution.

a. Tactical Air Control Element (TE 76.5.0.2)

(1) Establish a TACC afloat in the USS IWO JIMA to provide control of air operations within the amphibious objective area. Act as Tactical Air Commander for the CATF.

(2) Provide liaison with HDC in the USS IWO JIMA.

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

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

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

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

(3) Fixed wing aircraft and helicopters will be operated in accordance with current NATOPS procedures and squadron, group, and wing general instructions pertaining to safety precautions. Control and protection plans for helicopters and fixed wing aircraft will be in accordance with NWIP 22-2(A) (Supporting Arms in Amphibious Operations).

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

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

(6) TACC will maintain communications with San Jose airport and civil aircraft on 118.5 mcs.

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

(8) CAS aircraft will not participate in rehearsal.

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

(10) There will be no simulated SAR incidents.

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

5. Command and Signal.

a. Communications in accordance with Annex N.

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

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

Example	<u>First Flight</u>	<u>Second Flight</u>
(Flight Leader)	Old Nick 1-1	Old Nick 2-1
(#2 Position)	Old Nick 1-2	Old Nick 2-2
(#3 Position)	Old Nick 1-3	Old Nick 2-3

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


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Appendices

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

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Appendix I to Annex H

Aircraft Schedule

1. Conditions of aircraft readiness in accordance with NWP 41(B).
2. TIME ON STATION is the time that aircraft report to the controlling agency over their assigned orbits.

3. Air schedule as listed below: D-Day and subsequent

<u>EVENT</u>	<u>MISSION</u>	<u>PROVIDED BY</u>	<u>NO./TYPE A/C</u>	<u>TIME ON STATION</u>	<u>RIO NET</u>	<u>ENTRY PT. ALTITUDE</u>	<u>REMARKS</u>
80	TAO/TAC(A)	HMM 362	1 UH-34	H-30 to H+ 120	ICEPACK GOLD	LPH	COND IV Sunrise to Sunset for remainder of exercise after H+120
101	MEDEVAC	HMM 362	2 UH-34	COND IV SUNSET TO SUNRISE	FAIRMONT BLACK	LPH	Notes 1 & 2
180	VIP	IWO JIMA	1 UH-34	L-HOUR COND II	FAIRMONT BLACK	LPH	To be launched for VIP pick-up LZ about 0915H
170	SAR	HMM 362	1 UH-34	H-30 to H+30	ICEPACK GOLD	LPH	Notes 1 & 2
30	Beach Strafe/ Helo Escort	VMA 121	2 A4D	H-10 to compl	ICEPACK GOLD	SUE/ 20,000	Note 3
50	LZ PREP	VMA 121	2 A4D	H+15 to compl	ICEPACK GOLD	SUE/ 20,000	Note 3
51	CAS	VMA 121	A4D	COND IV	ICEPACK GOLD	SUE/ 20,000	COND IV SUNRISE TO SUNSET at NAS Cubi Point

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102	Troop lift	HMM 362	18 UH-34D	L-15 to completion	FAIRMONT BLACK	LPH	Shuttle to completion Note 4
103	Troop lift	HMM 362	4 UH-34D	COND IV	FAIRMONT BLACK	LPH	Note 5

- Notes:
1. All helicopters will be available for medical evacuation sunrise to sunset.
  2. Airborne helicopters will be assigned SAR as necessary during daylight operations.
  3. Aircraft reporting at entry point will remain VFR.
  4. Be prepared to backload Philippine observers from LZ to IWO JIMA.
  5. This event becomes effective upon completion of event 102.

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Appendix II to Annex H

Aircraft Armament

1. General Instructions

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

2. Ordnance Code:

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

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Appendix III to Annex H

Search and Rescue

1. Responsibility

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

b. All ships, boats, and aircraft within the force will be available for SAR missions as the tactical situation permits. Nothing in these instructions limits the responsibility of commanders to engage in local rescue operations on their own initiative. Independent action will be reported to CATF as soon as possible.

2. Search and Rescue Reference Points

a. The SAR reference point is RED beach center (TP 862678). Location of SAR incidents will be reported by magnetic bearing and distance from the SAR reference point or from any TACAN Station. IWO JIMA TACAN (~~OH-20~~).

3. Communications. In accordance with Annex N.

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

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Appendix IV to Annex HApproach and Retirement1. General Instructions

a. Communications in accordance with Annex N.

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

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

a. Fixed wing entry point will be Point Sue located 310 degrees 10 NM from the IWO JIMA TAGAN.

b. Aircraft will check in as follows:

(1) Call sign of flight leader

(2) Event number

(3) Mission

(4) Number and type A/C

(5) Position and altitude

(6) Ordnance load (when applicable) in accordance with Appendix II.

(7) ETD

c. All aircraft will check out with TACC on Button Gold for clearance to depart area or shut down.

3. Assault Helicopters

a. Aircraft will check in as follows:

(1) Call sign of flight leader

(2) Event number

(3) Mission

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6. Air Navigation Aids

<u>Station</u>	<u>TACAN Channel</u>	<u>Identifier</u>
IWO JIMA	<del>20</del>	<del>MY</del> <i>will be promulgated.</i>
<del>VANCOUVER</del>	<del>25</del>	<del>20</del>
NAS Cubi Point #1	77	NCI
NAS Cubi Point #2	48	NCP
NS Sangley Point	93	NSP

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Annex IShip-to-Shore Movement

1. Situation. In accordance with basic order.
2. Mission. In accordance with basic order.
3. Execution

a. Transport Unit (TU 76.5.2)

(1) Conduct movements to initial assault anchorages assigned in Appendix I. Make pre-D-Day transfers in accordance with this annex.

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

(a) Provide landing craft in accordance with Tab A to Appendix II.

(b) Load and dispatch landing craft and amphibious vehicles as necessary to meet schedules set forth in Tab A to Appendix II. ~~VANGOUVER launch LVT at anchor or underway vicinity anchorage A2 at discretion.~~

(3) Conduct helicopterborne assault in accordance with Appendix VI. IWO JIMA/~~VANGOUVER~~ launch helicopters at anchor or underway at discretion.

(4) After assault waves are dispatched, conduct remainder of landing in accordance with Appendix II.

(5) When directed by CTG 76.5, conduct a withdrawal over the designated beach in accordance with Appendix IV.

b. Control Element (TE 76.5.2.2)

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

(2) Control the withdrawal in accordance with Appendix IV.

x. Coordinating Instructions

(1) No time check will be given by CTG 76.5. Ships synchronize clocks using best chronometer at 0600H on R-Day and D-Day.

(2) H-Hour and L-Hour will be confirmed.

(3) "Land The Landing Force" will be signalled.

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

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

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- (6) All LCM's will be rigged for emergency ramp raising and assist beaching.
- (7) Report immediately any inoperative landing craft and ETR to CTG 76.5 and PCS.
- (8) Parent ships provide rations and relief boat crews for landing craft.
- (9) Landing force provide serial paddles for each landing craft carrying a serial. Serial source ship insure proper display of paddles.
- (10) THOMASTON is designated PCS/Boat Haven.
- (11) VANCOUVER is designated SCS.
- (12) During the hours of darkness, lighted wands will be used as required.
- (13) ~~If THOMASTON and VANCOUVER~~ <sup>GUNSTON HALL</sup> are both in anchorage, use engines as required to remain clear of boat lane during passage of assault waves, maintaining a heading of about 050 if possible.

4. Pre D-Day Transfers


- a. All Pre D-Day transfers will be conducted in Subic Bay prior to sortie.

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APPENDICES

- I - Assault Anchorages and Wave Diagram
- II - Waterborne Control Plan
  - Tab A - Landing Craft and LVT Availability, Employment and Approach Plan
- III - Serial Assignment Table
- IV - Withdrawal Plan (To be issued)
  - Tab A - Withdrawal Schedule (To be issued)
- V - LCM Assist Beaching Procedures
- VI - Helicopterborne Control Plan
  - Tab A - Helicopter Assignment Table

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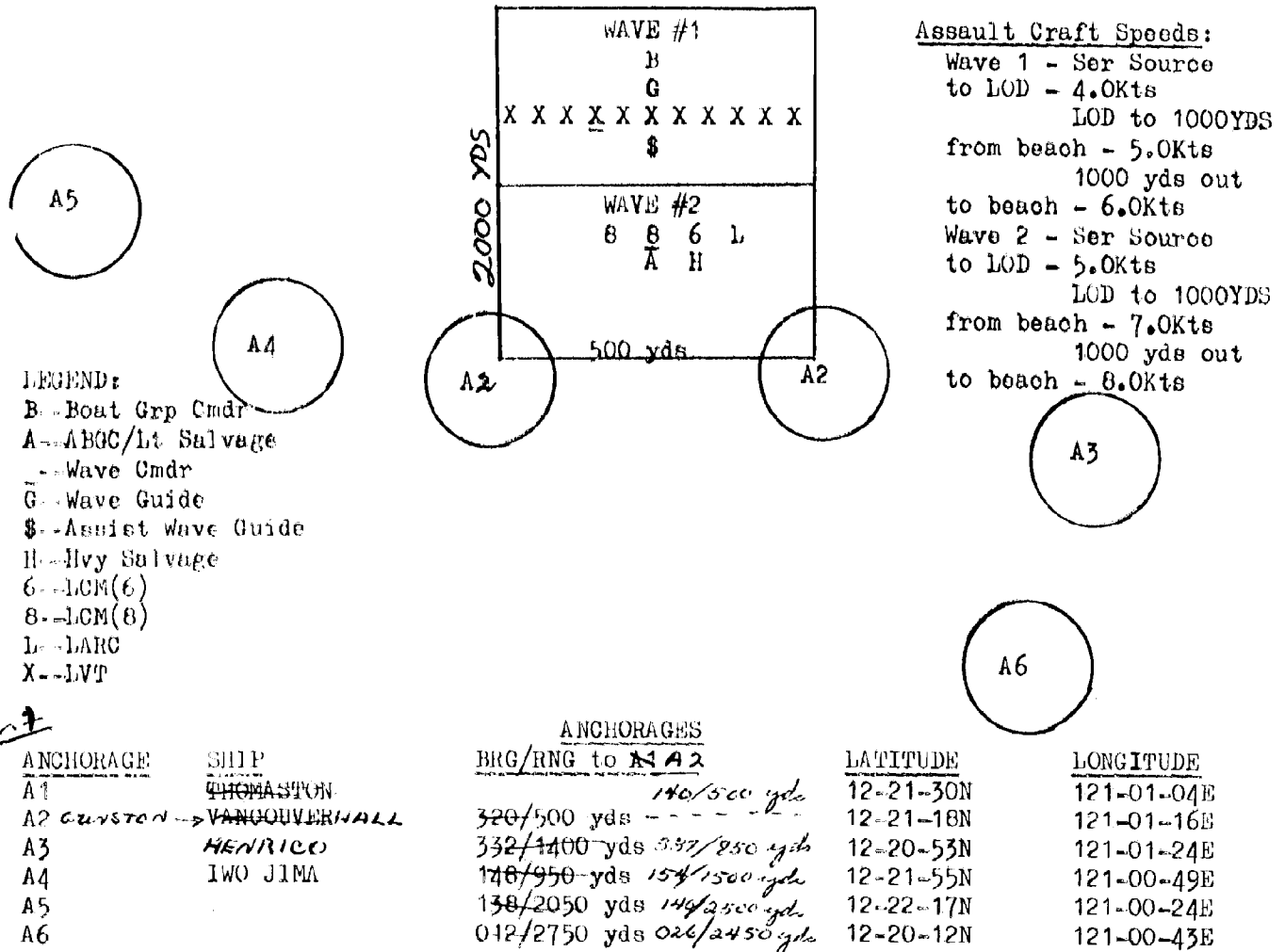
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## APPENDIX I TO ANNEX I

### ASSAULT ANCHORAGE AND WAVE DIAGRAM



Beach Coordinates: See Annex C  
Beach Axis: 050

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Appendix II to Annex I

Waterborne Control Plan

1. General

- a. This Appendix provides for the control of the waterborne ship-to-shore movement of elements of BLT 3/26.

2. Execution

a. Landing Force

- (1) Address requests for on-call waves, non-scheduled serials and supplies to TACLOG Party. TACLOG Party relay to PCS.
- (2) Equip each boat in each serial with boat paddle.
- (3) Ensure that LVT crews are familiar with and adhere to Naval Control Procedures and Signals.

b. Control Element (TE 76.5.2.2)

- (1) Report set and drift at LOD to CTG 76.5 as soon as determined after anchoring.
- (2) Control the movement of all landing craft and amphibious vehicles between LOD and beach throughout the exercise. Establish a marker boat on ~~right flank of LOD, if VANCOUVER does not anchor~~ <sup>left</sup>
- (3) Dispatch scheduled waves in accordance with Tab A.
- (4) Dispatch on-call waves and non-scheduled serials when required by TACLOG. Maintain close liaison with TACLOG.
- (5) Submit scheduled wave progress reports to CTG 76.5 as follows:
  - (a) Wave 1: When dispatched from LOD, 1000 yards from beach, and touchdown time.
  - (b) Subsequent Waves: When dispatched from the LOD and touchdown time.
- (6) Control salvage operations seaward of the surf line.
- (7) Establish boat pool from landing craft returning from beach. Return landing craft not required to parent ships. Request additional landing craft as needed.

3. Procedures

a. General

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



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

b. Control Procedures to LOD

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

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

c. Control Procedures from LOD to Beach

(1) Wave guides will report to PCS on Boat Control circuit prior to crossing the LOD. Battle speed will be signaled 1000 yards from the beach. Prior to reaching surf zone, wave guides and assistant wave guides will turn off to ~~left~~ <sup>right</sup> flank and report to the traffic control officer.

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

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

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

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

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

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

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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 signal means.

d. Returning Seaward

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

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

e. Selective Unloading

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

f. Low Visibility Plan

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

x. Coordinating Instructions

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

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CPG 76.5, Commander Amphibious Ready Group

Tab A .. Landing Craft and LVT Availability  
Employment and Approach Plan

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Tab A to Appendix II to Annex I

Landing Craft and LVT Availability, Employment, and Approach Plan

1. Availability

SHIP	LCPL	LCVP	LCU	LCM(6)	LCM(8)	LVT-5	LVT-6	DUKW	LARC
VALLEY FORGE	0	0	0	0	0	0	0	0	0
HENRICO	3	12	0	4	0	0	0	0	0
GUNSTON HALL	1	1	1	0	2	10	1	1	1
Total	6	13	1	4	2	10	1	1	1

2. Employment and Approach

LINE	NO. & TYPE CRAFT	FROM	TO	REPORT	SERIAL	LEAVE SERIAL SOURCE	CROSS LOD	LANE	REMARKS
1	1 LCPL	APA 45	PCS	H-45	--	--	--	--	BGC, Land Wave 1, APA 45 provide Cmdr
2	1 LCPL	APA 45	PCS	H-45	--	--	--	--	ABGC/Tight Salvage, PA 45 provide officer
3	1 WB*	LPH 8	LPH 8	H-30	--	--	--	--	Helo safety boat
4	1 LCM(6)	APA 45	PCS	H-30	--	--	--	--	Heavy salvage boat
5	1 LCRL	LSD 5	LSD 5	H-30	--	--	--	--	Wave Guide, Wave 1
6	1 LCVP	LSD 5	LSD 5	H-30	--	--	--	--	Assist Wave Guide, Wave 1
7	13 LVT	LSD 5	LSD 5	LTLF	101 102	H-17	H-11	H-Hr	Wave #1
8	2 LCM(8)	LSD 5	LSD 5	LTLF	300 302	H-10	H-5	H+4	Wave #2

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9	1 LCM(6)	APA 45	LSD 5	LTLF	301 325	4-10	H-5	H-4	Wave #2
11	1 LCM	LSD 5	LSD 5	LTLF	340	- -	- -	- -	On Call

\*Whaleboat

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Appendix III to Annex ISerial Assignment Table

<u>SERIAL</u>	<u>UNIT</u>	<u>PERS</u>	<u>EQUIP</u>	<u>NO/TYPE CRAFT</u>	<u>SHIP</u>	<u>REMARKS</u>
101	Co "I"	200	2 M274 w/106 2 M274	10 LVTP 1 LVTC	APA 45	Wave #1
102	Co "I"	2	1 M422 & M416	2 LVTP	APA 45	Wave #1, Boated w/Serial 101
3	BMU	20	1 DUKW & LARC 1 TD-24 & MRC-38	1 LCM(8)	LSD 5	Wave #2
301	BMU	2	1 M 35	1 LCM(6)	LSD 5	Wave #2
302	SP	30	1 TD-15 & RTF 1 M422 & M416	1 LCM(8)	LSD 5	Wave #2
303	SP	5	2N Crane 1 M63 Crane	1 LCU	LSD 5	Non-Sched
307	SP	2	1 M37 & M101	1 LCU	LSD 5	Non-Sched, boated w/Serial 303
309	SP	2	2 Floodlite Trlrs	1 LCU	LSD 5	Non-Sched, boated w/Serial 303
310	"C" Btry	90	6 105 How 2 M105	2 LCM(8)	LSD 5	Non-Sched
315	"C" Btry	4	2 MRC 109	1 LCM(6)	LSD 5	Non-Sched
318	"C" Btry	2	1 M422 & M416	1 LCU	APA 45	Non-Sched
319	"C" Btry	2	1 M422 & M416	1 LCU	APA 45	Non-Sched, boated w/Serial 318
320	"C" Btry	2	1 M422 & M416	1 LCU	APA 45	Non-Sched, boated w/Serial 318
321	"C" Btry	2	1 M422 & M416	1 LCU	APA 45	Non-Sched, boated w/Serial 318

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322	"C" Btry	2	1 M422 & M416	1 LCU	APA 45	Non-Sched, boated w/Serial 318
325	"C" Btry	20	- - -	1 LCM(6)	LSD 5	Wave #2, Boated w/Serial 301
330	Tanks	25	5 M48	1 LCU 2 LCM(8)	LSD 5	Non-Sched
340	Ontos	16	5 M50, 1 M422 & M416; 1 M37	1 LCU	LSD 5	On Call, Pre-boated
375	Comm Plt	2	1 MRC 87	1 LCU	APA 45	Non-Sched, boated w/Serial 318
376	Comm Plt	2	1 MRC 83	1 LCU	APA 45	Non-Sched, boated w/Serial 318
377	Comm Plt	2	1 MRC 109	1 LCU	APA 45	Non-Sched, boated w/Serial 318
384	Mortars	2	1 M37	1 LCM(6)	APA 45	Non-Sched
387	Mortars	2	1 M37	1 LCM(6)	APA 45	Non-Sched
388	Mortars	2	1 M37	1 LCM(6)	APA 45	Non-Sched
389	Mortars	2	1 M37	1 LCM(6)	APA 45	Non-Sched,
390	Mortars	2	1 M37	1 LCM(6)	APA 45	Non-Sched
391	Mortars	2	1 M37	1 LCM(6)	APA 45	Non-Sched
406	LSU	4	1 M37 & M101	1 LCM(6)	APA 45	Non-Sched
410	LSU	4	1 M38 & Luber	1 LCM(6)	APA 45	Non-Sched

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APPENDIX V TO ANNEX ILCM ASSIST BEACHING PROCEDURES

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

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Appendix VI to Annex I

Helicopterborne Control Plan

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

2. Execution

a. Landing Force (TC 79.5)

(1) Provide helicopters for the ship-to-shore movement in accordance with this Annex.

(2) Provide a TACLOG party to IWO JIMA to support helicopterborne ship-to-shore movement.

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

b. Tactical Air Control Element (TE 76.5.0.2)

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

(2) Establish and provide liaison with HDC in IWO JIMA.

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

c. Transport Unit (TU 76.5.2)

(1) Operate IWO JIMA in LPH OPAREA or at anchorage as designated in Annex D. Insure shortest possible helo routes to Initial Points, consistent with safety.

(2) Establish Helicopter Direction Center (HDC) in IWO JIMA to operate under the overall control of TACC.

(3) Control the helicopterborne ship-to-shore movement and subsequent operations in accordance with NWIP 22-6(A), this Appendix and Annex H.

x. Coordinating Instructions

(1) L-Hour is set at 0900H, 10 OCT 1966.

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



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

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

1. Flight leaders immediately notify HDC of change in LZ destination.
2. Subsequent flight leaders will be diverted to the alternate LZ and will comply with the flight advisory issued by HDC.
3. HDC will inform CATF immediately to receive any pertinent instructions.
4. CATF retains authority to approve LZ changes when required.

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

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

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

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

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

(5) Helicopter Employment and Assault Landing Schedule and Heliteam Wave and Assignment Schedules will be in accordance with BLT 3/26 OPORDER 328-67.

(6) Reports in accordance with Annex K.

(7) Air communications in accordance with Annex N.

(8) Helicopter approach and retirement routes as published in Annex H. Rehearsal approach and retirement routes as listed in Annex W.

Tab A - Helicopter Availability Table

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Tab A to Appendix VI to Annex IHelicopter Assignment Table

Helo Sqdn & Call Sign	No. & Type of A/C	A/C Available Est. Number	Type Deck	Deck Launch Capacity
HMM 362 Clip Clop	24 UH34D	Ship-Shore 18	LPH <del>LPD</del>	10 <del>2</del>

Remarks: a. Cruise speed EST 85 Knots with internal loads.  
 b. Cruise speed EST 65 knots with external loads.  
 c. Maximum internal load - 1500 lbs. (est)  
 d. Minimum external load - 1200 lbs. (est)

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Appendix VII to Annex I  
Low Visibility Control Plan

Reference: (a) NWLP 22-6(A), Chapter 10

1. 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.

<u>CONTROLLING OFFICER</u>	<u>RESPONSIBILITY</u>
Commanding Officer serial source ship/Wave Source Ship	Ship to 500 yards seaward of LOD for landing craft
Primary Control Officer	500 yards seaward of LOD to beach for landing craft
Secondary Control Officer	Boat Assembly Area to boat haven

c. Dispatching and Wave Formation to LOD

Landing craft of scheduled waves will be dispatched by serial source ships on boat 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 on boat control net. Should communications be lost, boat common net will be used. Wave commanders will proceed with their waves to the LOD at the predetermined time reporting to the PCS for instructions. Each landing craft wave will form a wedge distance 25 yards and proceed in the boat lane at 4 knots.

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d. Control from LOD

(1) Same as normal visibility control plan.

e. Returning Seaward

(1) LVT same as normal visibility plan except that two guide boats will be assigned by the PCS. Before proceeding to PCS, ensure that communications are established with SCS on Boat Common net as backup.

(2) Landing Craft, after retraction, will proceed to the boat assembly area on the right flank and report to the Traffic Control Officer on the boat common net. The Traffic Control Officer will form groups comprising at least four boats and ensure that each group has radio communications with the SCS on the boat common net. With SCS controlling, the landing craft groups proceed to destination via the returning boat lane on the right flank. Returning craft shall not utilize lanes intended for ship to shore movement.

(3) The Traffic Control Officer will dispatch all craft carrying actual personnel casualties without delay, ensuring craft is radio equipped or in company with a radio equipped boat, if practicable.

f. Lights and Signals


(1) Show lights in accordance with Tab A to this Appendix when Low Visibility plan is in effect. Sound signals in accordance with Tab B to this appendix (if directed) when in transport area.

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Tab A - Special Lights

Tab B - Special Sound Identification Signal

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## Tab A to Appendix VII to Annex I

### Special Lights

1. 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 Central Ship	Shielded	Fixed Red	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.
Secondary Central Ships	Shielded, 2 lights mounted vertically 3 feet apart	Flashing Amber	90° arc trained seaward. After H-HOUR, 360° arc.
Marker	Shielded	Flashing Green	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:

BGC (Traffic Control Officer)-----Three Red lights mounted vertically one foot apart.

ABGC (Salvage)-----Three Green lights mounted

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horizontally two feet apart

Wave Commanders-----Two lights same color as  
wave mounted vertically one  
foot apart.

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Tab B to Appendix VII to Annex I

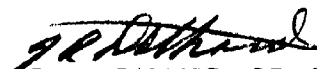
Special Sound Identification Signals

The 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 Ship	Whistle	Two short blasts	Every two minutes on even minute
Secondary Control Ship	Whistle	Two short blasts	Every two minutes on odd minute
All others	Ship's bell	Ten rapid strokes plus appropriate digit(s) of hull number	Every two minutes

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ANNEX JPROTECTIVE MEASURES

1. General. Protective measures prescribed in this Annex are for the purpose of minimizing the disruptive forces of nature and enemy action in the Amphibious Objective Area.
2. Sub/PT Attacks. CTU 76.5.1 designate one DD/APD, <sup>(simulated)</sup> ~~if assigned~~, to patrol to seaward of transport area to protect against submarine or high-speed surface attacks. Ship(s) assigned inform CTG 76.5 on Task Group M&W Net of alerts and action taken.
3. Swimmer and Sneak Attack Protection.
  - a. Each ship anchored in transport area provide an armed boat patrol in the vicinity of the ship to protect against swimmer and sneak attacks. THOMASTON assigned sentry boat control ship. Use circuit N7 for control.
  - b. If UDT swimmer attacks are scheduled for ship training, commanding officers' attention is directed to COMPHIBPACINST 03500.17 (Series) for strict compliance.
4. Heavy Weather.
  - a. All ships in the objective area will be alert for the approach of sea and wind conditions which will endanger the safety of personnel and equipment. As appropriate CTG 76.5 will take steps to curtail boating, hoist boats, order ships to sea, etc. in order to protect the task group against weather hazards. Daily weather predictions and storm warnings as appropriate will be promulgated by CTG 76.5.
5. AAW. IWO JIMA designated air raid reporting ship. Air raid warnings will be promulgated on Task Group M&W Net and by flag hoist.
6. Lighting Restrictions.
  - a. Unless restrictions are lifted specifically by CTG 76.5, ships anchored in the transport area will be darkened except for anchor lights. Ships handling cargo will use only shielded red lights.
  - b. Boats will show required running lights only.
  - c. Ships screening the transport area will show dimmed navigation lights only.

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Operation Order  
 COMPHIBRON ONE INST 03550.1G  
 COMPHIBRON ONE GRU 301-67

Annex KAdministration, Logistics, and Medical

Ref: (a) COMPHIBRON ONE INST 03550.1G  
 (b) CTG 76.5 Operation Order 201-65

1. Administrationa. General

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

b. Troop Information. Troops shall be briefed concerning shipboard safety regulations, shipboard hazards especially during darken ship, debarkation procedures, etc., as soon as practicable after boarding. Abandon ship and man overboard drills will be conducted. Special precautions will be taken to ensure that weapons are not lost or stolen while ashore.

c. Mail

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

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

d. Reports. Upon termination of the exercise, submit brief message report as indicated below, to reach CTG 76.5 not later than arrival at Subic Bay.

## (1) Commands required to report:

- A CO, DD
- B NBG Detachment Commander
- C CO, Reconnaissance Unit
- D CO, PCS
- E CO, LPH

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

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

Ship-to-Shore Movement and  
 Withdrawal . . . . . B, D, E

Detailed Report of Reconnaissance . . . . . C

FIREX..... A

2. Medical

a. General

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

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

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

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

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

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

5. Heat exhaustion is to be expected, take all prescribed precautions.

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

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

b. Mission. The mission of Task Force Medical personnel 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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c. Medical Officer Distribution - Medical officers available as follows:

- (1) IWO JIMA - 6
- (2) VANCOUVER - 1
- (3) THOMASTON - 0

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

e. Hospital Ship - IWO JIMA is designated primary hospital ship. VANCOUVER is designated secondary hospital ship.

f. Casualty Evacuation Control

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

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

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

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

g. Reports

(1) Commands incurring personnel casualties in which personnel will be lost for periods in excess of 24 hours or who sustain any injury which requires report of injury in accordance with Manual of Judge Advocate General (JAGINST P 5800.7) shall report the casualty by message to CTG 76.5 in the following format:

PERSCAS

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

B. Diagnosis - If injury, give circumstances.

C. Condition.

D. Prognosis.

E. Advise if assistance is required or transfer indicated.

F. Disposition.

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

### 3. Logistics

a. General. All ships shall be prepared to refuel/replenish on short notice. VANCOUVER be prepared to fuel and service helicopters at any time on short notice.

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

#### c. Supplies

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

(2) Emergency requirements for equipment/provisions, repair parts, consumable supplies, or medical supplies shall be handled in accordance with reference (a).

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

#### e. Boat Logistics

(1) THOMASTON is designated boat haven. VANCOUVER furnish repair parts and repair teams as requested.

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

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

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

f. Boat Salvage. VANCOUVER furnish one heavy salvage boat and THOMASTON provide one light salvage boat.

#### g. Life Jacket, Cargo Net, And Sling Recovery

(1) General. Troop commanders shall ensure that embarked troops are

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instructed that life jackets should be discarded at the high water mark ashore and in separate piles, operations permitting. Life jackets shall not be discarded in landing craft nor carried inland beyond the high water mark except for life jackets provided for use in amphibious vehicles; these shall be retained aboard until retraction.

(2) Recovery

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

(b) The life jacket recovery detail shall proceed ashore in an LCM when directed by PCO about H+10 minutes.

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

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

(e) Resupply. Each LCU, LCM (8), LCM (6) assigned to embark troops for the withdrawal will be loaded with the appropriate number of life jackets for use of embarked troops.

h. Logistics Reports

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

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

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

RECOVERY REPORT

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

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CTG 76.5, Commander Amphibious Ready Group

Appendix I - Summary of Reports

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Appendix I to Annex K

Reports

<u>REPORT</u>	<u>FROM</u>	<u>TO</u>	<u>TIME</u>	<u>REFERENCE</u>
Weather Threat to Ship-to-Shore Movement	Any Unit	CTG 76.5	When observed	Annex J
POSIT	All Ships	CTG 76.5	0800, 1200 and 2000 daily	
Machinery/Equip Safety derangement	All Ships	CTG 76.5	As occurring	Annex K
Life Jacket/Sling/Cargo Net	All Ships	CTG 76.5 and Beachmaster	When requested	Annex K
Fuel/Water	All Ships	CTG 76.5	0800 daily	Annex K
Inoperative Boats	All Ships	CTG 76.5 and PCS	As occurring	Annex I
Report of Casualties on board	CECO	CTG 76.5	Every 6 hours commencing H+6	Annex K
PERCASREP	All Ships	CTG 76.5	As occurring	Annex K
Helo OPSUM	HDC	CTG 76.5	1900 daily	Annex H, CTG 76.5 OPORD 201-65
Daily Summary of Air Operations	CTE 76.5.0.2	CTG 76.5	1900 daily	Annex H, CTG 76.5 OPORD 201-65
Wave Progress Report	PCS	CTG 76.5	As occurring	Annex I
Ammunition Summary "PEPPER"	NGFS	CTG 76.5 SFC Parties	Upon reporting and when directed	Annex G
New Mission "CANDY"	NGFS	CTG 76.5	As occurring	Annex G
Mission Completion "SUGAR"	NGFS	CTG 76.5	As occurring	Annex G
Withdrawal	CTE 76.5.2.1	CTG 76.5	See Reference	Annex I
Inability to Meet H-Hour	All Ships	CTG 76.5	As occurring	Annex I

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Final Report	Units designated in Annex K	CTG 76.5	NLT 13 OCT 66	Annex K
Set & Drift at LOD	CTE 76.5.2.2	CTG 76.5	as soon as determined	Annex I
SUROBS	CTE 76.5.0.3	CTG 76.5	H-120 & H-60 on D-Day	Annex F
SUROBS	CTE 76.5.2.1	CTG 76.5	H+30 and each 6 hours thereafter	Annex F

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Annex NCommunications

Time Zone: HOTEL (-8)

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

1000. Concept. The communication requirements outlined in this Annex are designed to support a CASEX/FIREX, rehearsal, amphibious landing, withdrawal and the movement between these phases of the exercise. Communication support for the exercise must be elaborate as well as rapid, secure and reliable in order that the maximum objectives of the operation may be obtained.

220. Communication Casualties.

a. In the event of a casualty to the flagship, the next senior officer guarding assigned nets will assume watches as appropriate for the flagship. For those nets which only the flagship guards, net guard assignments will be signalled.

b. Any casualty to communications equipment causing an inability to comply with this Annex will be reported immediately to CTG 76.5.

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

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

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

305. Authentication and Recognition.

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



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b. KAC 132 may be used as appropriate.

c. Recognition signals IAW the effective column of AMSP 158 and ACP

150(B).

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

403. Identification of Exercise Traffic. All non-tactical messages originated pertaining to the exercise will have the words EXERCISE HILLTOP VII as the first words of the text. When a message is off-line encrypted, the term EXERCISE HILLTOP VII will be the first words of the encrypted text.

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

#### 500. Cryptographic Instructions

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

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

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

c. Maximum use of KAC 138 will be made in reporting ship's position, course and speed, rendezvous points, times, and NGFS related traffic, as well as contact information, on all uncovered circuits.

620. Fleet Broadcasts. All ships will make every effort to copy the netted fleet broadcasts. Missing numbers will be ZDK/ZFK from IWO JIMA. All ships submit a guard list to IWO JIMA prior to sailing.

#### 650. Ship to Shore Communications.

a. CTG 76.5 will relay Ship/Shore communications for all ships in company.

b. Ships having a NAVCOMMOPNET terminal will retain their termination as a backup for CTG 76.5.

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670. Visual Communications. ALCOM 60-65 refers.

613. Radio Frequency Plan.

a. Tabs A & B to Appendix I will be effective without signal at 040001H.

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

1600. Mobilization. All ships be prepared to implement provisions of Chapter 16, NWP 16(B) on order.

Appendix I - Radio Communication Plan

Tab A - Radio Frequency Plan HILLTOP VII

Tab B - Air Frequency Plan HILLTOP VII

Appendix II - Call signs

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Appendix I to Annex N

Radio Communications Plan

1. This Appendix contains the information necessary to establish radio communications to support the basic plans. Tabs A and B contain the radio frequencies assigned and coordinating instructions for use during HILLTOP VII, Green Beach rehearsal, and CASEX/FIREX.
2. Landing force frequencies are provided in Tab A for assignment by the Commander Landing Force.
3. Minimum power required to maintain satisfactory communications will be used on all circuits.
4. Circuit numbers will be used for unclassified reference to frequencies or net titles.

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Tab A - Radio Frequency Plan, HILLTOP VII  
Tab B - Air Frequency Plan, HILLTOP VII

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Tab A to Appendix I to Annex NRadio Frequency Plan

<u>CKT</u>	<u>FREQ</u>	<u>EMISSION</u>	<u>MAX PWR</u>	<u>PURPOSE</u>	<u>REMARKS</u>
N-1 A	3235 KC	1.24F1	200W	TG CMD (P)	1. All ships guard. 2. CTG 76.5 NCS.
<del>B</del>	4335 KC	1.24F1	200W	TG CMD (S)	<del>1. All ships guard when directed.</del>
N-2	301.0 MC	6A3	100W	TM & W (P)/ AMPHIB COMMON	1. All ships guard. 2. In AOA becomes AMPHIB COMMON Net without signal.
N-3	277.8 MC	6A3	25W	FLT COMMON/ TM & W (S)	1. All ships guard.
N-4	326.6 MC	6A3	100W	TG Reporting (P)	1. All ships guard.
N-5	35.7 MC	36F3	16W	Boat Common (P)	1. PCS NCS. 2. All boats guard when not being controlled by PCS on Ckt N7 or N8.
N-6	37.7 MC	36F3	16W	Boat Common (S)	1. All ships guard when directed.
N-7	36.3 MC	36F3	16W	Boat Control (P)/ Fly Catcher (P)	1. PCS NCS.
N-8	<del>38.7</del> 38.3 MC	36F3	16W	Boat Control (S)/ Fly Catcher (S)	1. PCS NCS.
N-9	<del>38.3</del> 29.7 MC	36F3	16W	Beach Master/UDT/ Recon Common	1. UDT make initial SUROB this net.
N-10 A	289.8 MC	6A3	25W	SPARE	
B	305.8 MC	6A3	100W	SPARE	
C	341.0 MC	6A3	100W	SPARE	
D	<del>352.2</del> 343.4 MC	6A3	100W	SPARE	
N-11 A	33.5 MC	36F3	16W	SPARE	
B	38.5 MC	36F3	16W	SPARE	

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C-1	5439 KC	3A3J	50W	NGF CONTROL
C-2	2304 KC	3A3J	50W	SFC Spotting
M-20	2488 KC	3A3J	50W	

1. SACC, DD Guard.

1. As required.

1. M-20 through M-56  
to be designated by  
CLF.2. All M circuits reserved  
for Marine use.

M-21	3319 KC	3A3J	50W
M-22	4792 KC	3A3J	50W
M-23	7423 KC	3A3J	50W
M-24	10,240 KC	6A3	50W
M-26	21.9 MC	36F3	16W
M-27	25.0 MC	36F3	16W
M-28	25.6 MC	36F3	16W
M-29	27.6 MC	36F3	16W
M-30	30.3 MC	36F3	16W
M-31	30.8 MC	36F3	16W
M-32	31.7 MC	36F3	16W
M-33	35.2 MC	36F3	16W
M-34	38.0 MC	36F3	16W
M-35	38.8 MC	36F3	16W
M-36	39.1 MC	36F3	16W
M-37	39.6 MC	36F3	16W
M-38	40.2 MC	36F3	16W
M-39	40.5 MC	36F3	16W
M-40	49.4 MC	36F3	16W
M-41	41.3 MC	36F3	16W
M-42	42.0 MC	36F3	16W

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M-43	42.3 MC	36F3	16W	
M-44	42.7 MC	36F3	16W	
M-45	43.7 MC	36F3	16W	
M-46	47.1 MC	36F3	16W	
M-47	47.5 MC	36F3	16W	
M-48	47.9 MC	36F3	16W	
M-49	48.0 MC	36F3	16W	
M-50	48.2 MC	36F3	16W	
M-51	48.4 MC	36F3	16W	
M-52	49.2 MC	36F3	16W	
M-53	51.4 MC	36F3	16W	
M-54	53.6 MC	36F3	16W	
M-55	57.4 MC	36F3	16W	
M-56	59.5 MC	36F3	16W	
M-57	56.4 MC	80F9	16W	Radio Relay
M-58	58.8 MC	80F9	16W	Radio Relay
M-59	65.0 MC	80F9	16W	Radio Relay
M-60	70.2 MC	80F9	16W	Radio Relay
M-61	39.9 MC	80F9	16W	

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## Tab B to Appendix I to Annex N

Air Frequency Plan

LC	SA	DS	LP	TA	AI	HE	HP	HD	TA	CC
				CR	LO	EL	PH			
				P	O	S	/			
				S	S	E				
				B	E	S				
				A	S	C				
				S	C	O				
					R	R				
					T					

Legend: C - NCS  
X - GUARD  
W - WHEN DIRECTED  
L - LISTEN

											COLOR CODE	FREQ	EMISSION	NET	DESIG
												251.4	6A3	LPH LAND/LAUNCH	H-14
											MAROON	280.2	6A3	HELO COMMON	H-11
											GOLD	353.0	6A3	TATC	H-5
											RED	349.0	6A3	TAD-1	H-7
											GREEN	*	*	TAD-2	H-8
											BLACK	315.4	6A3	HD-1	H-10
											PURPLE	283.4	6A3	TAO(ARC)	H-9
											BLUE	*	*	IATC/TATC (S)	H-6
											WHITE	282.8	6A3	SAR	H-12
												121.5	6A3	VHF EMERGENCY	
												243.0	6A3	UHF EMERGENCY	
												4335	3A3J	TAC (P)	H-1
												2840	3A3J	TAR/HR (P)	H-3
												7710	3A3J	TAR/HR (S)	H-4
												4719	6A3	RASPBERRY/TAC (S)	H-2
												35.7	36F3	BOAT COMMON	N-5
												118.3	6A3	CIVIL AIRCRAFT	H-13
												262.6	6A3	HD-2	H-15

\* To be assigned if required

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Appendix II to Annex NTask Call Signs

## A. ENCODE

	<u>CMD</u>	<u>VOICE</u>	<u>COLL</u>	<u>CMD</u>	<u>CW</u>	<u>COLL</u>
CTG 76.6	NATALIE		IDLENESS	D6YA		V92D
CTU 76.6.0	SIMPLIFY		BARNABAS	GLPX		B8LP
CTE 76.6.0.1	SIMPLIFY ONE			GLPX1		
CTE 76.6.0.2	SIMPLIFY TWO			GLPX2		
CTE 76.6.0.3	SIMPLIFY THREE			GLPX3		
CTU 76.6.1	TELEMARK		EXPEDITION	W9CM		K8BN
CTU 76.6.2	BRUISER		TWO FOLD	L1FA		J7CP
CTE 76.6.2.1	BRUISER ONE			L1FA1		
CTE 76.6.2.2	BRUISER TWO			L1FA2		
CTG 79.5	HEARSAY		POSITIVE	Y4YC		Z7AI
VALLEY FORGE	BEAR CAT			NKEU		
HENRICO	LASHING D			NKIG		
GUNSTON HALL	ELBOW Q			NZBL		
TUNNY	BEAUTY SLEEP			NCDI		
TAUSSIC	BROAD SWOOL			NHIG		
LCU (No.)	MESH (No.)					

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Appendix II to Annex NTask Call Signs

## A. ENCODE

	<u>CMD</u>	<u>VOICE</u>	<u>COLL</u>	<u>CMD</u>	<u>CW</u>	<u>COLL</u>
CTG 76.5	COMPANY STORE		GRUDGE	N8NW		O6ME
CTU 76.5.0	MOONFISH		LUCKY ME	K6XP		A2QN
CTE 76.5.0.1	MOONFISH ONE			K6XP1		
CTE 76.5.0.2	MOONFISH TWO			K6XP2		
CTE 76.5.0.3	MOONFISH THREE			K6XP3		
CTU 76.5.1	AZALEA BLOSSOM		KNOCK	W7PU		M0UL
CTU 76.5.2	LITERARY		SPROCKET	X4XC		B2QR
CTE 76.5.2.1	LITERARY ONE			X4XC1		
CTE 76.5.2.2	LITERARY TWO			X4XC2		
CTG 79.5	HEARSAY		POSITIVE	Y4YC		Z7AI
IWO JIMA	CROSS WALK			NXXG		
VANCOUVER	SNOW CHIEF			NUWH		
THOMASTON	COCKTAIL G			NTPX		
TUNNY	BROAD SWORD			NCDI		
TAUSMAN	BROAD SWORD			NHIG		
BJU	VELVET KILO			NBIM		
LCU 1483	MESH 1483					

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Amphibious Assault/Gunfire Support

Call Signs

All Medical Boats (Plus No.)

Salvage Boats (No. )

Helicopter Safety Boat (No.)

Beach Liaison Officer

Primary Control Officer

CO Beachmaster

Boat Group Commander (No.)

Commander Underwater Demolition Team (No.)

Commander Underwater Demolition Unit (No.)

Fire Support Coordination Center

Helicopter Direction Center (HDC)

Tactical Air Control Center (TACC)

Tactical Air Coordinator

Tactical Air Observer

Tactical Air Direction Center (TADC No.)

BLUE CROSS (No.)

COWHAND (No.)

SAPPHIRE (No.)

TOM TOM

RED CATSKILL

RED BEET

CLAPPER (No.)

ROSEMARY (No.)

STEAK FRY (No.)

BAILEY

FAIRMONT

ICEPACK

PLAYBOY

HEARSAY PLAYBOY

JOYRIDE (No.)

Landing Force Calls

CTG 79.5

HMM 362

BLT 3/26

BLT 3/26 REAR

CO. I

CO. K

CO. L

HEARSAY

CLIP CLOP

DRIVING TEST

DRIVING TEST REAR

DRIVING TEST INDIA

DRIVING TEST KILO

DRIVING TEST LIMA

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CO. M

PROVISIONAL CO.

H & S COMPANY

81 MM MORT BATTERY

106 RR PLATOON

FLAMES PLATOON

BLT FSCC

AIR LN OFFICER (ALO)

FAC TEAM 1 & 2

NGF LN O

NGF SPOT TEAM

BLT TACLOG

105 HOWITZER BATTERY ( C BTRY 1/13 )

107 HOWTARS (1/13)

AMTRAC PLATOON (CO A 3RD PLT)

ANTI-TANK PLATOON (CO A 3RD PLT)

RECON PLATOON (CO A 3RD PLT)

TANK PLATOON ( CO A 3RD PLT)

ENGINEER PLATOON ( CO A 3RD PLT)

TRUCK PLATOON

SHORE PARTY (CO A 2ND PLT)

SHORE PARTY TEAM

HELO SUPPORT TEAM

LSU

PLATOON FOR RECON TEAM #1

PLATOON FOR RECON TEAM #2

PLATOON FOR RECON TEAM #3

DRIVING TEST MIKE

DRIVING TEST NOVEMBER

DRIVING TEST YANKEE

DRIVING TEST WHISKEY

DRIVING TEST TANGO

DRIVING TEST FOXTROT

DRIVING TEST BAILEY

DRIVING TEST ONE FOUR

DRIVING TEST ONE FOUR A & B

DRIVING TEST TWO SIX OSCAR

DRIVING TEST TWO SIX CHARLIE

DRIVING TEST PRODUCT

JACKSONVILLE CHARLIE

JACKSONVILLE WHISKEY

ALBANIA ALFA THREE

ART POSE ALFA THREE

AMBOY ALFA THREE

ATTIRE ALFA THREE

CALCIMINE

MARSHALL HALL

AMERICAN BEAUTY ALFA TWO

AMERICAN BEAUTY RED

AMERICAN BEAUTY (LZ NAME)

GARDEN VALLEY CHARLIE

CHEMICAL

FERVENT

BROADMINDED

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B. VOICE CALL

CALL

ALBANIA ALFA THREE

AMBOY ALFA THREE

AMERICAN BEAUTY ALFA TWO

AMERICAN BEAUTY RED

AMERICAN BEAUTY (LZ NAME)

ART POSE ALFA THREE

ATTIRE ALFA THREE

~~AZALEA BLOSSOM~~ *TELEMARK*

BAILEY

BEAUTY SLEEP

BLUE CROSS (NO.)

BROADMINDED

BROADSWORD

CALCIMINE

CHEMICAL

CLAPPER (NO.)

CLIP CLOP

~~COCKTAIL GOLF~~ *ELBOW P*

~~COMPANY STORE~~ *NATALIE*

COWHAND (NO.)

~~GROSS WALK~~ *BEAR CAT*

DRIVING TEST

DRIVING TEST BAILEY

DRIVING TEST FOXTROT

DECODE

COMMAND

AMTRAC PLATOON (CO A 3RD PLT)

RECON PLATOON (CO A 3RD PLT)

SHORE PARTY (CO A 2ND PLT)

SHORE PARTY TEAM

HELO SUPPORT TEAM

ANTI-TANK PLT (CO A 3RD PLT)

TANK PLATOON (CO A 3RD PLT)

CTU ~~76.5.1~~ 76.6.1

FIRE SUPPORT COORDINATION CENTER

TUNNY

ALL MEDICAL BOATS (PLUS NO.)

PLATOON FOR RECON TEAM # 3

TAUSSIG

ENGINEER PLATOON (CO A 3RD PLT)

PLATOON FOR RECON TEAM #1

BOAT GROUP COMMANDER (NO.)

HMM 362

THOMASTON *GUNSTON HALL*

CTG ~~76.5~~ CTG 76.6

SALVAGE BOATS (NO.)

~~IWO JIMA~~ *VALLEY FORCE*

BLT 3/26

FLT FSCC

FLAMES PLATOON

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DRIVING TEST INDIA	CO. I
DRIVING TEST KILO	CO. K
DRIVING TEST LIMA	CO. L
DRIVING TEST MIKE	CO. M
DRIVING TEST NOVEMBER	PROVISIONAL CO.
DRIVING TEST ONE FOUR	AIR LN OFFICER (ALO)
DRIVING TEST ONE FOUR A & B	FAC TEAM 1 & 2
DRIVING TEST PRODUCT	BLT TACLOG
DRIVING TEST TANGO	106 RR PLATOON
DRIVING TEST TWO SIX CHARLIE	NGF SPOT TEAM
DRIVING TEST TWO SIX OSCAR	NGF LN O
DRIVING TEST REAR	BLT 3/26 REAR
DRIVING TEST WHISKEY	81 MM MORT BATTERY
DRIVING TEST YANKEE	H & S COMPANY
FAIRMONT	HELICOPTER DIRECTION CENTER (HDC)
FERVENT	PLATOON FOR RECON TEAM #2
GARDEN VALLEY CHARLIE	LSU
IDLENESS	TC 76.6
HEARSAY	CTC 79.5
HEARSAY PLAYBOY	TACTICAL AIR OBSERVER
ICEPACK	TACTICAL AIR CONTROL CENTER (TACC)
JACKSONVILLE CHARLIE	105 HOWITZER BATTERY (C BTRY 1/13)
JACKSONVILLE WHISKEY	107 HOW TARS (1/13)
JOYRIDE (NO.)	TACTICAL AIR DIRECTION CENTER (TADC NO.)
EXPEDITION	TC 76.6.1

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BRUISER	CTU 76.6.2
BRUISER ONE	CTE 76.6.2.1
BRUISER TWO	CTE 76.6.2.2
BARNABAS	TU 76.6.0
MARSHALL HALL	TRUCK PLATOON
MESH	LCU
SIMPLIFY	CTU 76.6.0
SIMPLIFY ONE	CTE 76.6.0.1
SIMPLIFY THREE	CTE 76.6.0.3
SIMPLIFY TWO	CTE 76.6.0.2
PLAYBOY	TACTICAL AIR COORDINATOR
POSITIVE	TG 79.5
RED BEET	CO BEACHMASTER
RED CATSKILL	PRIMARY CONTROL OFFICER
ROSEMARY (NO.)	COMMANDER UNDERWATER DEMOLITION TEAM (NO.)
SAPPHIRE (NO.)	HELICOPTER SAFETY BOAT (NO.)
SNOW CHIEF	VANCOUVER
TWOFOLD	TU 76.6.2
STEAK FRY (NO.)	COMMANDER UNDERWATER DEMOLITION UNIT (NO.)
TOM TOM	BEACH LIAISON OFFICER
VELVET KILO	BJU

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CW DECODECALLORGANIZATION

E8LP

TU 76.6.0

J7CP

TU 76.6.2

71PX

CTU 76.6.0

G1PX1

CTE 76.6.0.1

G1PX2

CTE 76.6.0.2

G1PX3

CTE 76.6.0.3

K8BN

TU 76.6.1

NCDI

TUNNY

NHIG

TAUSSIG

D6YA

CTG 76.6

V9ZD

TG 76.6

W9CM

CTU 76.6.1

L1FA

CTU 76.6.2

L1FA1

CTE 76.6.2.1

L1FA2

CTE 76.6.2.2

Y4YC

CTG 79.5

Z7AI

TG 79.5

Authenticated:

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 Captain, U. S. Navy  
 CTG 76.6, COMPHIBRON ONE

  
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 Staff Secretary

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ANNEX V.PUBLIC INFORMATION

Ref: (a) COMSEVENTHFLT OPORD 201-YR, 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 VII.

2. Background.

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

3. Public Relations Themes.

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

4. Procedures.

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

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

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

5. Photography.

- a. Commanding Officers are urged to employ photographers, if



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

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Appendix I - Civic Action (To be issued)

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ANNEX WRehearsal1. General

a. Rehearsal of the amphibious assault landing will be conducted on GREEN Beach, Subic Bay, Republic of the Philippines on 8 OCT 1966, to familiarize personnel with the landing plan, test the time schedule, and check task group organization control procedures and amphibious communications for the D-Day landing. Tentative H-Hour 0830, as signalled, L-Hour 0900. No CAS aircraft will be utilized in the rehearsal.

2. Proceduresa. Waterborne

*Ships underway as required to proceed independently to assigned positions prior to ATLF (C.I.)*  
(1) ~~Ships underway without signal after noon 7 October to proceed independently to be in assigned positions by sunset. IWO JIMA steam in LPH Oparea or anchor at discretion to conduct helicopter operations. VANCOUVER anchor or remain underway at discretion when launching LVT's and/or helicopters. CH 2~~

(2) Beach coordinates in accordance with Annex C. PCS anchor on <sup>right</sup> left flank of LOD, ~~(14-49-07N, 120-13-36E)~~. SCS anchorage bears 009, 500 yards from PCS. ~~Ships maintain head of 270 during waterborne assault in order to avoid obstructing the boat lane. (14-49-22N, 120-13-38.5E) HENRIOT anchorage E-11, VALLEY FORCE anchorage E-30. (See N.C. Chart 2093)~~

(3) 200 troops in two scheduled waves will participate in the rehearsal landing.

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

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

(6) On completion of rehearsal and when directed by CTG 76.5, LVT's will return to ~~station~~ <sup>position</sup> by the right flank of the boat lane. Guide boats will remain on right flank of the the boat lane outside the surf zone to guide the LVT's to VANCOUVER.

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

(8) 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.

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

(10) Beachmasters will be boated but except for SUROB team will not participate in the rehearsal.

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(11) No vehicles will be landed.

b. Helicopterborne

*Five (waves 4, 7, 8 and 12)*  
 (1) ~~fifteen~~ helicopter waves will land in designated Landing Zone. About 1000 troops will participate in the rehearsal landing.

(2) The following points are designated reference points:

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

(b) Landing Zone SWAN Lat. 14-49.3N, 120-12.7E, a point on GREEN Beach 2.6 NM 345° from WRP/IP.

(c) SAR reference point will be IWO JIMA TAGAN, ~~CHINA 20, IDENT MY.~~

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

(4) Altitude assignments are as follows:

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

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

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

3. Pre D-Day transfers will be conducted prior to ~~getting underway~~ *LTLE, if possible*

4. Coordinating Instructions

a. W-Hour will be signalled

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

c. Rehearsal critique will be held at about 1400 in IWO JIMA wardroom.

d. CTE 76.5.2.1 pre-position personnel to report SUROB at H minus 60.

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

6. Command and Signal

a. Communications in accordance with Annex N.

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ANNEX YFIREX/CASEX

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

Time Zone: Hotel (-8)

Task Organization in accordance with Basic OpOrder - HILLTOP VII

1. General Situation.

a. A close air support exercise (CASEX) and naval gunfire support exercise (FIREX) will be conducted on 5 and 6 October as detailed herein. 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 Area 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 SAOC in functions of overall control of coordination of supporting arms.~~

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

3. Execution.

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

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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. ~~VANCOUVER~~ <sup>NAVY</sup> will provide a range safety boat to be on station off Cliff Point prior to 060800H to ensure and report FIREX 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 for the CASEX and in the Leon Creek Naval Gunfire Area for the FIREX 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 as applicable.

b. The close air support exercise will commence at 050800H 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. On 6 October the destroyer of the gunfire support unit will proceed to the firing areas off the Tabones Islets Impact Area in time to commence scheduled firing periods. (See Appendix I) Ships will establish communications circuits two hours prior to commencing the exercise. The transport/movement unit will not get underway or fire, but SACC will coordinate fire as feasible for training. TACC will provide a close air support input (CPX) during the FIREX.

5. Command and Signal.

a. ~~Location of SACC in TWO JIMA.~~

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

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

d. Communications in accordance with Appendix III.

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6. Coordinating Instructions.

a. Conduct of the exercise and ammunition allowances may be modified by mutual agreement between commanding officers and the NGLO.

b. Firing positions/courses will be determined by the firing ship commanding officer consistent with target range and safe navigation.

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

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

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

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CTG 76.5, Commander Amphibious Ready Group

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

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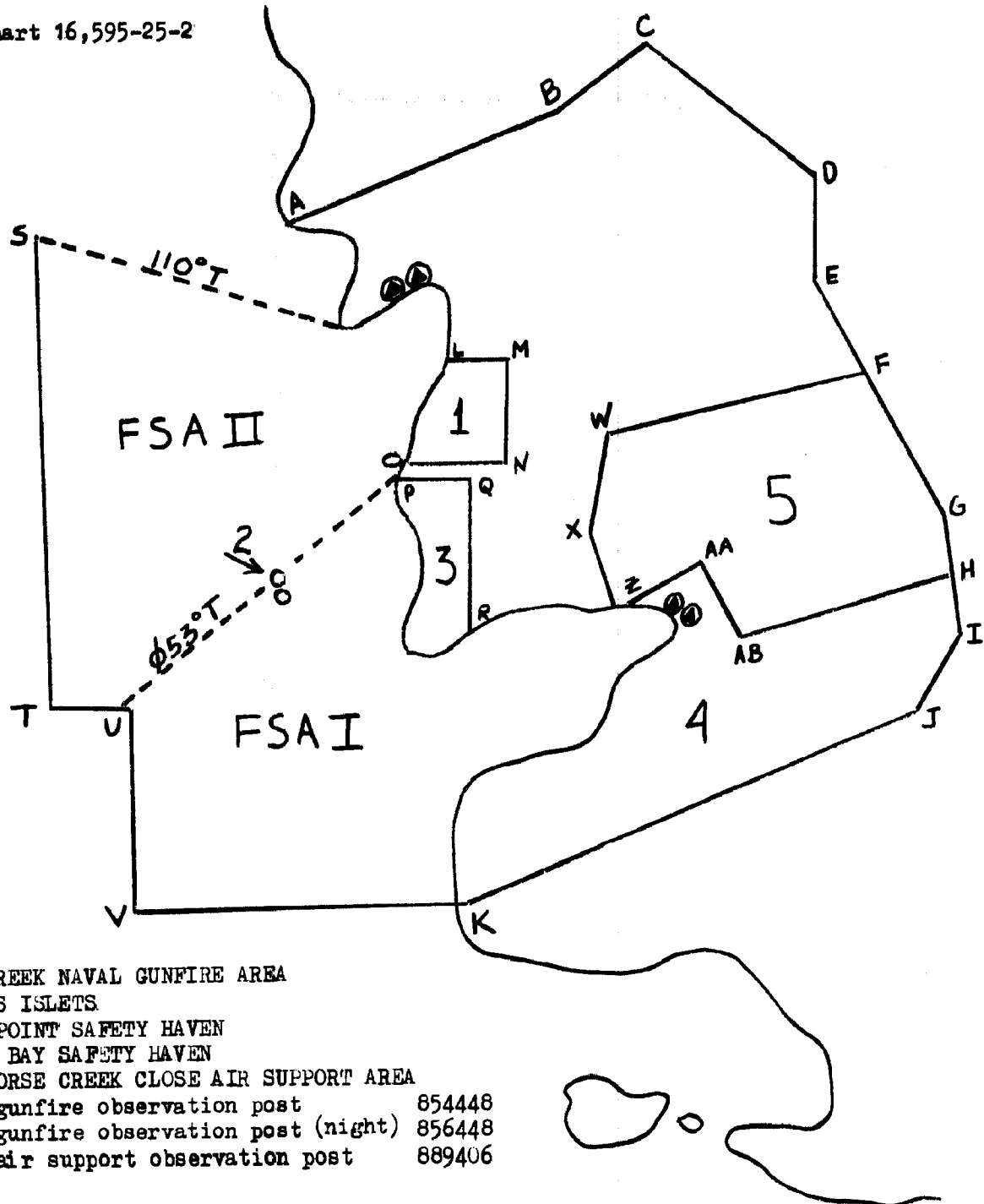
  
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APPENDIX II TO ANNEX YNGFS OVERLAY

Ref: HO Chart 16,595-25-2



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① Close air support observation post

892406

## Reference Points:


A - 840455  
B - 877468  
C - 889475  
D - 909458  
E - 909445  
F - 915434  
G - 924414  
H - 925406  
I - 926399  
J - 918388

K - 860368  
L - 860436  
M - 870436  
N - 870425  
O - 856425  
P - 854422  
Q - 865422  
R - 865405  
S - 810455  
T - 810385

U - 820385  
V - 820368  
W - 883426  
X - 880415  
Y - 882407  
Z - 887407  
AA - 893410  
AB - 900399

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APPENDIX III TO ANNEX YCOMMUNICATIONS

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

a. Radio nets utilized for the control and coordination of naval gunfires are as follows:

(1) NGF Control Range Safety Net and NGF Spot Net. These circuits will be guarded/monitored by the NGLO/Range Safety Officer ashore, SACC, and the firing ship.

b. The SFCP spot team will use the NGF spot net to request fire support from the ships during the exercise. During the CASEX the spot team and NGLO will provide simulated naval gunfire inputs (CPX).

c. The NGLO and Range Safety Officer will guard the spot nets and control nets. The spot teams and NGLO Range Safety Officer will be positioned at the same location to facilitate coordination and training.

d. Boat Safety Net (FM) will be utilized by range safety boats. The Range Safety Officer will use this net to communicate with the range safety boats in order to position the boats and to insure the area within the range safety zones is free of fishing and other boats that may inadvertently enter the firing area. The range safety boat will remain out of the firing area and will advise the Range Safety Officer on this net of any vessels entering the firing area.

2. Aircraft communications in accordance with Tab B to Appendix I to Annex N.

3. Naval gunfire communications circuits in accordance with Tab A to Appendix I to Annex N.

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Appendix IV to Annex Y

Safety Precautions for Naval Gunfire

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

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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.

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 endangering 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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Appendix V to Annex YSafety Precautions Wild Horse Creek Close Air Support Area1. 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 in the close air support area or on any part of the Zambales Peninsula unless under positive control.

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

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

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

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

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

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Appendix VI to Annex Y

CASEX Aircraft Approach/Retirement and Control Procedures

1. References: Maps - H.O. 16,595-25-2 Tabones 1:25,000.
2. Entry/Orbit Point - 280° Radial of GURI Point TACAN #1 at 15 NM at 10,000'.
3. Approach Procedures

a. All aircraft will remain in VFR conditions while in the vicinity of the Tabones Impact Area. (W-21)

b. CAS aircraft will contact DRIVING TEST 14 on RED as soon as possible after takeoff.

Reports will consist of the following:

- (1) Squadron Call
- (2) Event Number
- (3) Mission
- (4) Number and Type Aircraft
- (5) Position and Altitude
- (6) Ordnance
- (7) Estimated Time of Departure

c. Upon completion of assigned target times, aircraft will switch to enroute frequencies.

4. Control Procedures

a. All CAS missions will be under positive control of the Tactical Air Control Party (TACP).

b. TACP will be located at coordinates 892406. and 889406.

c. Naval gunfire during CASEX will be constructive; however, all aircraft will strictly adhere to altitude and airspace restrictions as issued.

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d. In case of emergency, aircraft will land at NAS Cubi Point. Notify DRIVING TEST 14 of the nature of emergency and pilot's intentions.

e. SAR reference point will be Tabones Islet or CUBI Point TACAN #1.

f. All aircraft will acknowledge visual contact with the TACP prior to commencing runs. At no time will aircraft fly over TACP.

g. Air communications in accordance with Annex N.

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Appendix VII to Annex Y

CLOSE AIR SUPPORT Air Schedule

EVENT NO.	MISSION	PROVIDED BY	NUMBER & TYPE A/C	TIME ON STATION	REPORT TO	NET	ENTRY PT	ALTITUDE	REMARKS
51	CAS	VMA 121	2 A4D	0730-0800	DRIVING TEST 14	RED	NOTE #1	10,000'	
52	CAS	VMA 121	2 A4D	0830-0900	DRIVING TEST 14	RED	NOTE #1	10,000'	
53	CAS	VMA 121	2 A4D	0930-1000	DRIVING TEST 14	RED	NOTE #1	10,000'	
54	CAS	VMA 121	2 A4D	1300-1330	DRIVING TEST 14	RED	NOTE #1	10,000'	
55	CAS	VMA 121	2 A4D	1400-1430	DRIVING TEST 14	RED	NOTE #1	10,000'	
56	CAS	VMA 121	2 A4D	1500-1530	DRIVING TEST 14	RED	NOTE #1	10,000'	

Note 1 - 280° radial CUBI Point TACAN #1 at 15 NM.

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ANNEX ZDISTRIBUTION

CTF 76	1	TUNNY	4
CTF 79	1	ANNAPOLIS	2
CTG 70.8	1	COMNAVBASE SUBIC	1
CTG 73.5	1	CINCPAC REP PHIL	1
CTG 79.5	4	COMSEVENTHFLT	2
CTU 76.0.4	1	COMPHIBPAC	2
CO, 26TH MAR	2	CINCPACFLT	2
CG, III MAF	2	CINCPAC	2
CG, 13TMARDIV	2	COMPHIBGRU THREE	1
CG, 3RDMARDIV	2	CNO	2
CG, 1ST MAW	2	CMC	1
CO, BLT 3/26	4	NAVCOMMSTA JAPAN	1
CO, MAG 15	2	NAVCOMMSTA PHIL	1
CO, HMM 362	4	NAVCOMMSTA GUAM	1
CG, FMFPAC	1	NAVSECGRU KAMI SEYA	1
NBG DET	1	COMPHIBRON ONE	1
TACRON 12 DET	3	COMPHIBRON THREE	1
UDT 11 DET	1	COMPHIBRON FIVE	1
BJU DET	2	COMPHIBRON SEVEN	1
IWO JIMA	4	COMPHIBRON NINE	1
VANCOUVER	4	COMPHIBRON ELEVEN	1
THOMASTON	4	COMPHIBTRAPAC	1
TAUSSIG	4	CO, NAVPHIBSCOL	1

J. D. WESTERVELT

Captain, U. S. Navy

CTG 76.5, Commander Amphibious Ready Group

Authenticated:

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 Staff Secretary