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U.S. ATLANTIC FLEET. TASK FORCE 87.

OPERATION PLAN NO. 1-44

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Form Approved
OMB No. 0704-0188

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1. REPORT DATE	2. REPORT TYPE	3. DATES COVERED
1944	**N/A**	**-**

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
U. S. Atlantic Fleet, Task Force 87 Operation Plan No. 1-44	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) **U.S. Armed Forces**	8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
	11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION/AVAILABILITY STATEMENT
Approved for public release, distribution unlimited

13. SUPPLEMENTARY NOTES
JFSC - WW II Declassified Records.

14. ABSTRACT

15. SUBJECT TERMS

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			
unclassified	**unclassified**	**unclassified**	**SAR**	**329**	

Standard Form 298 (Rev. 8-98)
Prescribed by ANSI Std Z39-18

[redacted]

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DOWNGRADED to [redacted]
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OPERATION PLAN

COMMANDER TASK FORCE 87 No. 1-44

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ALLIED EXPEDITIONARY FORCE
NAVAL WESTERN TASK FORCE
CAMEL ATTACK FORCE, AND
TASK FORCE EIGHTY SEVEN
U.S.S. BAYFIELD, Flagship
NAPLES, ITALY
1 AUGUST 1944, 1200

OPERATION PLAN
CTF 87 No. 1-44

TASK ORGANIZATION

(a) 87.1 Force Flagship - Capt. Spencer, USCG.
BAYFIELD (APA 33) — 1 APA

87.1.1 Relief Flagship - Lt. Tedford, RNVR.
LCH 315 — 1 LCH(Br)

(b) 87.2 Landing Force - Maj.Gen. Dahlquist, USA.
(embarked in BAYFIELD)
36th U.S. Infantry Division, reinforced

87.2.1 Beach Group - Col Marvin, USA
540th Engr.Reg. - Col. Marvin, USA
Eighth Naval Beach Battalion - Comdr. Graff
Naval Combat Demolition Units (after landing)
Lt.Cdr. Peterson.
Naval Scout Units (after landing)
C.B. Causeway Platoons (after landing) Lt.Cdr. Wilson

87.2.2 Deputy Commander 36th Division - Brig.Gen. Stack,USA.
(embarked in ACHERNAR)

(c) 87.3 RED Beach Assault Group - Capt. Bailey

87.3.1 Deputy Commander - Capt. Schulten
(in LCI(L)(C) 195) — 1 LCI(L)(C)

87.3.2 Assistant Commander - Comdr. Sargent, RNVR.
(in LCI(L) 303)

87.3.3 RED Transport Unit - Capt. Bailey
CHARLES CARROLL (APA 28)(F)
THOMAS JEFFERSON (APA 30) — 2 APA
DOROTHEA DIX (XAP 67)
FLORENCE NIGHTINGALE (XAP 70) — 2 XAP
CEPHEUS (AKA 18)
ACHERNAR (AKA 53)
BETELGEUSE (AKA 11) — 3 AKA

87.3.4 RED LST Unit - Lt.Cdr. Perrin
LST (2) 1011 (F), 1010, 1012 — 3 LST(2)

87.3.5 RED LCI(L) Unit - Lt. Fallas, RNVR.
LCI(L) 278, 303 — 2 LCI(L)(Br)
LCI(L) 39 — 1 LCI(L)

87.3.6 RED LCT Unit - Lt.Cdr. Stevens, RNVR.
(in SC 532) — 1 SC
LCT(III) 316, 322 — 2 LCT(III)(Br)
LCT(IV) 535, 560, 591, 592 — 4 LCT(IV)(Br)
LCT(6) 557, 559, 560, 610 — 8 LCT(6)
558;1048,1044,1141

87.3.7 RED Demolition Unit - Ens. Itzkowitz
NCDU — 6 NCDU
Male Drones (4) — 4 LCVP
Female Drones (12) — 12 LCVP
Extra Boats — 2 LCVP

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87.3.8 RED Identification Unit - Lt Steptoe

PC 542	1 PC
SC 1030	1 SC
Naval Scout Unit (APA 33)	1 LCS(S)

87.3.9 RED Control Unit - Lt. Stotzer

PC 627	1 PC
SC 506(ex XAP 70)	1 SC
LCC 22669, XAP 70	2 LCC

87.3.10 RED Support Craft Unit -

LCG	1 LCG
LCF 16	1 LCF
LCT(R) 448,450,464,473,336,439	6 LCT(R)
LCS(R)	7 LCS(R)

87.3.11 RED Shallow Salvage Unit - Lt(jg), Walker

LCI(L) 76	1 LCI(L)
LCT 136	1 LCT
LCM (ex APA 28, 30)	2 LCM

87.3.12 RED Beach Party Unit - Lt. Jacobs
Co.B 8th Beach Bn. - Lt. Jacobs
Naval Combat Demolition Units
(when Beach Party is established)

Naval Scout Unit	1 LCS(S)
(Hydrographic Survey, after landing)	
Traffic Control Unit	(1 LCC)
(LCC from 87.3.9.)	2 LCVP

87.3.13 RCT 142d Inf. Regiment - Col. Lyncy, USA
(embarked in CARROLL)

(d) 87.4 GREEN Beach Assault Group - Capt. Morris

LCI(L)(C) 19	1 LCI(L)(C)

87.4.1 Deputy Commander - Comdr. Guillot

(in LCH 240)(B)	1 LCH(Br)

87.4.2 GREEN LST Unit - Comdr. Blair

LST(6) 491(F), 48, 230, 49, 50, 282, 283, 281, 501, 47	10 LST(6)
LST(2) 907, 988, 989, 525	4 LST(2)

87.4.3 GREEN LCI(L) Unit - Lt.Cdr.Selth, RNVR.

LCI(L) 308(F), 258, 259, 290, 297, 294, 314, 133, 283, 316, 251, 247, 274 264, 280, 284, 292, 260, 289, 221	19 LCI(L)(Br) 1 LCI(L)

87.4.4 GREEN LCT Unit - Lt(jg), Wright, USNR.
(in SC 676)

LCT(III) 339, 347, 364	3 LCT(III)(Br)
LCT(IV) 607, 594, 563, 625	4 LCT(IV)(Br)
LCT(6) 1017, 682, 1018, 744, 1041, 745, 785, 1019	8 LCT(6)

87.4.5 GREEN Demolition Unit - Lt(jg) Roloff

NCDU	5 LCVP

87.4.6 GREEN Identification Unit - Lt. O'Shea

PC 546	1 PC
SC 1043	1 SC
Naval Scout Unit (From LST 491)	1 LCS(S)

87.4.7 GREEN Control Unit - Lt. Thorsen

PC 551	1 PC
SC 522	1 SC
LCC 22670, 22671	2 LCC

87.4.8 GREEN Support Craft Unit -

LCG 20	1 LCG
LCF 17	1 LCF
LCT(R) 483, 441, 482, 452, 423, 368	6 LCT(R)
LCS(R)	5 LCS(R)

87.4.9 GREEN Shallow Salvage Unit - Lt(jg). Clark

LCI(L) 40, 190	2 LCI(L)
LCM (ex AKA 18 and 53)	2 LCM

87.4.10 GREEN Beach Party Unit - Lt. Dillon
Co. A 8th Beach Bn. - Lt. Dillon
Naval Combat Demolition Units
(when Beach Party is established)

Naval Scout Unit	1 LCS(S)
(Hydrographic Survey, after landing)	
Traffic Control Unit	(1 LCC)
(LCC from 87.4.7)	2 LCVP

87.4.11 RCT 141st Inf. Regiment - Col. Harmony
(embarked in LCI(L)(C) 76)

87.4.12 RCT 143d Inf. Regiment - Col. Adams, USA
(embarked in LCI(L) 251)

(e) 87.5 BLUE Beach Assault Group - Comdr. Herring

LCI(L)(C) 951	1 LCI(L)(C)

87.5.1 Deputy Commander - Comdr. Sodergren
(in LST 502)

87.5.2 BLUE LST Unit - Comdr. Sodergren

LST(6) 502, 46, 51, 134, 285	5 LST(6)

87.5.3 BLUE Identification Unit - Lt. Ballantine

SC 691, 692	2 SC
Naval Scout Unit (from LST 502)	1 LCS(S)

87.5.4 BLUE Control Unit - Lt. Kahn

PC 625	1 PC

87.5.5 BLUE Support Craft Unit -

LCT(R) 481, 425	2 LCT(R)
LCS(R) (from LST's)	2 LCS(R)

87.5.6 First BLT 141st Inf. Regiment - Lt.Col. Ballurr,USA
(embarked in LST 51)

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(f) 87.6 Escort and Screening Group -
(Organized from Bombardment Group, Minesweeper Group, Reference Vessels, Control Vessels, and Assault Convoy Escorts)

87.6.1 Destroyer Unit - Senior Officer.
(Destroyers from Bombardment Group when assigned)

87.6.2 Inner Screen Unit - Lt. Clay

PC Section 3 - Lt. Clay
PC 1597 — 1 PC
(plus PC 625, 627, 542, 546, 551 will report to ASCCG when released from assault tasks) — (5 PC)

SC Section 2 - Lt. Belknap
SC 533 (plus SC 691, 692, 1030, 1043, when released from assault tasks) — 1 SC (4 SC)

SC Section 6 - Lt. Thorsen
SC 638 (plus SC 506, 522, 676, 532 when released from assault tasks) — 1 SC (4 SC)

87.6.3 Anti-aircraft Unit -
LST 394 (GCI) — 1 LST(2)
LCF 16, 17 (after assault) — (2 LCF)

87.6.4 Smoke Patrol - Lt(jg) Heizman
LCC 22671 (after assault) — (1 LCC)
LCS(S) } (assigned after assault) — (5 LCS(S))
LCVP } — (5 LCVP)

87.6.5 LCM Smokers - Lt. Nichols, RNVR
LCT(1) 17 — 1 LCT(1)
LCM(3) 1012, 1040 — 2 LCM(3)

(g) 87.7 Bombardment Group - Rear Admiral Deyo, USN

87.7.1 Fire Support Unit One - Rear Admiral Deyo, USN
TUSCALOOSA (F) — 1 CA
ARKANSAS — 1 BB
ARGONAUT — 1 CL(Br)
NIELDS (DD 616)
MACKENZIE (DD 614)
ORDRONAUX (DD 617)
KENDRICK (DD 612) — 4 DD

87.7.2 Fire Support Unit Two -
MARBLEHEAD — 1 CL
PARKER (DD 604) (DF) — 1 DD

87.7.3 Fire Support Unit Three - Capt. Dodge
BROOKLYN — 1 CL
DUGUAY TROUIN
EMILE BERTIN — 2 CL (Fr)
WOOLSEY (DD 437)(DF)
McLANAHAN (DD 615)
LUDLOW (DD 438)
EDISON (DD439) — 4 DD

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87.7.4 Reserve Fire Support Unit -
BOYLE (DD600) (DF)
CHAMPLIN (DD601) — 2 DD

(h) 87.8 Minesweeper Group - Lt. Comdr. J. L. Maloney

87.8.1 Sweeper Unit One - Lt. Comdr. J. L. Maloney
Mine Division Seventeen

STRIVE (F)	SPEED	
STEADY	SUSTAIN	4 AM

87.8.2 Sweeper Unit Two - Lt. Hornsby, RNR.
35th Trawler Group

HMS CROWLIN	HMS MEWSTONE	
HMS AILSA CRAIG	HMS SKOKHOLM	4 T(MS)

87.8.3 Sweeper Unit Three - Lt. Sherman
YMS Section Six

YMS 15	YMS 303	4 YMS
YMS 24	BYMS 2171	
YMS 63	BYMS 2172	2 BYMS(Br
HMS FOULA		1 Dan(B
ML 121(SO), 554, 565		3 ML(Br

87.8.4 Sweeper Unit Four - Lt. Hartnale, RNVR.
153rd BYMS Group

BYMS 2009	BYMS 2026	
BYMS 2022	BYMS 2027	4 BYMS(Br
YMS 78	YMS 200	2 YMS
HMS HASCOSAY		1 Dan(B
ML 563(SO), 134, 569		3 ML(Br

87.8.5 Sweeper Unit Five - Lt(jg) G. E. McConnell
Shallow Sweep Section 5

BMS 7	BMS 21	
BMS 9	BMS 22	4 BMS (LCVP)

87.8.6 Sweeper Unit Six - Ens. R.G. Scheifley
Shallow Sweep Section 6

BMS 3	BMS 23	4 BMS
BMS 8	BMS 24	(LCVP)

87.8.7 Sweeper Tender -
PRODUCT (ACM) — 1 ACM(I

(i) 87.9 Salvage and Firefighting Group - Lt. Brown
OinC Salvage - Lt. Brown
OinC Firefighting - Lt. Heinz
(embarked in MORENO)

87.9.1 Offshore Salvage and FF Unit

MORENO (ATF 87)	
ARIKARA (ATF 98)	2 ATF
ATA 172	1 ATA
HMRT MINDFUL	
HMRT VAGRANT	2 ATA(Br)
EDENSHAW (YTB 454)	1 YTB

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87.9.2 Inshore Salvage and FF Unit - Lt(jg) Clark
(Consolidated after assault)

Salvage Unit No. 3 - Lt(jg) Clark

LCI(L) 40, 190, 76	(3 LCI(L))
LCT 136	(1 LCT)
LCM (ex APA)	(4 LCM)

87.9.3 Auxiliary Salvage Unit

HMS BARDOLF	1 Bm.Ves.
Warping Barge	
YTL 210	1 YTL

(j) 87.10 Assault Convoys -
(See Sortie, Convoy, and Routing Plan, Annex DOG)

87.10.1 Assault Convoy (LCT) - Capt. Schulten

87.10.2 Assault Convoy (LST) - Comdr. Guillot

87.10.3 Assault Convoy (LCI(L)) - Comdr. Sargent

87.10.4 Assault Convoy (Transports) - Capt. Bailey

87.10.5 Miscellaneous Holding Unit - Capt. Threshie
(Comprises ships and craft of Assault Convoys not assigned to assault Task Group. Effective on arrival Transport Area)

GEN. G. O. SQUIER (AP 130)	1 AP
KEREN	1 LSI(L)(
LST 492, 286, 994	3 LST(6)
DEWDALE	1 LSG(Br)
EASTWAY	1 LSD(Br)
LCI(L) 253, LCI(L) 257 (Stores craft)	2 LCI(L)(
LCT(III) 377, 412, 421, 325	4 LCT(III)
LCT(IV) 849	1 LCT(IV)(
LCT(5) 140, 137, 216, 155, 198, 204, 34, 288	8 LCT(5)

(k) Joint Loading Control - Lt.Cdr. Abbott

(l) 87.11 Unloading Control - Capt. Schulten
(See Post-Assault Plan, Annex KING)

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(m) 87.12 Service Group -
(when established)

87.12.1 Accommodation and Repair Unit -

LST 47 (Mother ship)	1 LST
LCI(L) 253 (Stores craft)	( )
LCI(L) 257 (Stores craft)	2 LCI(L)(Br)
YF 447	1 YF
EASTWAY (while in area)	(1 LSD(Br))
LCT(2) 169 (Balloon tender)	1 LCT(2)
LST 525 (Flight Deck)	1 LST

87.12.2 P.O.L. Unit -

DEWDALE	(1 LSG(Br))
MFV 129, 132	2 MFV(Br)
Tankers, colliers, water barges (while in assault area)	

(n) 87.13 Return Convoy Control - Comdr. Guillot
(ex CTG 87.4.1 after assault)

(o) 87.14 Follow-Up Convoys -

87.14.1 Unit No. 1
(Lifts Fr. Armored Combat Command)

WINCHESTER CASTLE	1 LSI(L)(Br)
BRUISER	
THRUSTER	2 LST(1)(Br)
LST 33, 35, 36	3 LST(2)(Gr)
LST 12	1 LST(Br)

87.14.2 Unit No. 2

87.14.3 Unit No. 3

87.14.4 Unit No. 4

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OPERATION PLAN
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1. Information

(a) ANVIL is the name assigned to an amphibious operation launched against SOUTHERN FRANCE in the area FREJUS-SAINT TROPEZ with the objective to capture TOULON and MARSEILLES. The operation is designed to give the maximum support to Allied Forces in NORMANDY by occupying the maximum enemy strength in SOUTHERN FRANCE.
The ground forces are both American and French, and are under the command of Major General Patch, USA, Commanding General, 7th Army. Naval forces include American, British, French, Polish and Greek, and are under the command of Vice Admiral Hewitt, U.S.N., Naval Commander Western Task Force. The assaulting ground forces are commanded by Major General Truscott, U.S.A., Commanding General VI Corps, and include the 3rd, 45th and 36th Divisions.

Naval support of this operation will be provided by the following Task Forces: ALPHA Attack Force under command of Rear Admiral Lowry, U.S.N.,(CTF 84) will land and support the 3rd Division on the left, DELTA Attack Force commanded by Rear Admiral Rodgers, U.S.N.,(CTF 85) will land and support the 45th Division in the center, and CAMEL Attack Force, commanded by Rear Admiral Moon, U.S.N.,(CTF 87), will land and support the 36th Division, on the right. Major General Dahlquist, U.S.A., is Commanding General of the 36th Division.

The area of operation of the Western Naval Task Force is bounded:
(1) On the East by the meridian of ten degrees East.
(2) On the South by the parallel of forty-one degrees North.
(3) On the Southwest by a line joining the Spanish border to position Latitude forty-one degrees North and Longitude four degrees East.

The area of responsibility of CAMEL Attack Force Commander is as follows (Use Admiralty Chart of March 4, 1944, F1269 F1270):
Bounded on the Northeast by a line running 310°-130° true through S477741.
Bounded on the Southwest by a line from U552296 South along the coast line to U549263, then to seaward along a line bearing 120° true; from U552298 inland through U510310, meeting the 36th-45th Division boundary at the ARGENS RIVER at U497365, then following the division boundary inland along the ARGENS RIVER.

(b) Information as to characteristics of the theater, beach sectors, and meteorological data is contained in the Intelligence Plan, Annex ABLE.

(c) OWN FORCES:
(1) Paratroops will be dropped in the target area prior to first light on D-day. Troop carrier aircraft will be flying clo[illegible] to Northward and Eastward of CAMEL Force and Beaches during the period 0230B to 0600B and from 0730B to 0900B on D-day. Information as to timing of

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other flights will be disseminated when received. These troop carrier aircraft will be routed through a corridor which is:

> Five miles on either side of a line joining CAP DELLI VETTI(ELBA), Latitude 42° 52' 20" North, Longitude 10° 25' 30" East, to VIEILLES D' AGUAY, Latitude 43° 26' 00" North, Longitude 06° 53' 50" East, and running through position Latitude 43° 02' 50" North, Longitude 09° 24' 50" East, and position Latitude 43° 19' 30" North, Longitude 07° 39' 40" East; and North of a line drawn 3000 yards off the coast from position 43° 23' 10" North, Longitude 06° 51' 30" East, parallelling the route as far as position 43° 19' 30" North, 07° 39' 40" East.

All troop carrier aircraft will turn right from the dropping zones and reach the sea flying in easterly headings at points North of the corridor but South of CANNES.

All troop carrier aircraft will display amber lights downward. 1 FF will be used. Aircraft are equipped with VH/F, Very pistol, and Aldis lamp.

Troop carrier aircraft will fly at an altitude of 2000 feet in a V formation(9 planes) of V's(3 planes) enroute to the Drop Zones. On return flights the serials may be scattered or dispersed.

ALL NAVAL AND MERCHANT SHIPS IN THIS CORRIDOR ARE PROHIBITED FROM FIRING ANTI-AIRCRAFT BATTERIES DURING TROOP CARRIER AIRCRAFT OPERATIONS.

Barrage balloons flying from shipping in the corridor will be close-hauled to 25 feet during airborne operations.

Friendly aircraft participating in the Operation will carry no special markings except troop carrier aircraft which are marked with black and white stripes painted on main-planes and around the fuselage immediately in front of the fin. Absence of such markings on other troop carrier aircraft does not mean that they are hostile.

Beginning on D-day, Piper Cub and Stinson Sentinel aircraft will operate in the vicinity of the beaches at altitudes below 3000 feet. These are slow, high winged, single engine monoplanes having fixed landing gear and large glassed-in canopy. The observation planes are painted dark olive drab with one or two large letters on the sides of the fuselage forward of the National Insignia. They do not carry IFF.

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Fighter coverage of the Western Naval Task Force shipping and convoys will be provided by the MEDITERRANEAN Allied Coastal Air Force to cover all movements to within forty miles of the beaches. Cover within forty miles of the beaches will be provided by the Twelfth Tactical Air Command, augmented by carrier-based aircraft of this force. When airfields or strips are developed in the target area (probably by D plus three) day and night fighter cover will be provided over the beaches and shipping from these airfields.

The MEDITERRANEAN Area Fighter Operation Grid(MAFOG) is the standard grid in use throughout this theater for radar reporting, and is used in conjunction with Combined Air Warning Code.

(2) No friendly submarine forces will be operating in the area of operations of the Western Naval Task Force.

(3) Air bombing by Army forces, and bombardment by Naval ships directed against enemy defenses and assault beaches will precede the landing of troops.

(4) Task Force 85 will land the 45th Infantry Division and Task Force 84 will land the 3rd Infantry Division on beaches to the westward simultaneously with the landing of this Force.

(5) A maximum of 10 LCT(R) from ALPHA Force, and 6 LCT(R) from DELTA Force, reloading enroute, will report to CAMEL area on afternoon of D-day to support the assault at Z-hour.

Assumptions and Considerations.

(1) That strong and persistent enemy submarine, light surface craft, and air attacks are probable both during passage and off the beaches.

(2) That enemy moored mines inside the hundred fathom curve, ground mines in depths of less than ten fathoms, and shallow water mines off the beaches will be encountered.

(3) That additional enemy mine laying by air and possibly by surface craft may be expected once the assault area is evident.

(4) That underwater obstacles of important magnitude must be cleared before landing craft can approach beaches.

(5) That initial landings will be made during daylight, about three hours after first light.

(6) That strong enemy resistance from thoroughly prepared defense positions, and numerous coast defense batteries must be overcome.

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Assumptions and Considerations - cont'd

(7) That the enemy will employ all forms of air weapons against the shipping of the assault forces, including mines, circling torpedoes, radio controlled bombs, and glider bombs.

(8) That maintenance and build-up of military forces must be continued over the beaches for an extended period, estimated at thirty days, until adequate ports are captured and made usable to meet logistic requirements.

2. This Force will land designated elements of the U.S. Army in assault on Green and Blue beaches at H-hour, and on Red Beach at Z-hour, on D-day; alternatively, if requested by the CG 36th Division, will land Red Beach elements on Green Beach or on Yellow Beach, at a time not later than H plus seven hours; and will support the landings and subsequent operations of the Army by Naval gunfire, and by providing and operating ferry service to unload ships, in order to establish the 36th Division firmly on shore.

Landing on Yellow Beach will be after that beach has been secured from landward, and after AGUAY ROADS has been cleared of boom obstruction and swept for mines.

3. (a) Force Flagship proceed as directed by Commander Task Force 87.

(b) Landing Force land in assault on designated beaches and proceed in accordance with Field Orders of the Commanding General 36th Division. The Commanding General 36th Division will advise by H plus two hours whether Red Beach Assault is to be shifted to Green or Yellow Beach.

Z-hour will not be earlier than H plus six hours or later than H plus seven hours.

Beach Group land with assault troops and proceed in accordance with Field Orders of the Commander 540th Engineer Regiment.

Coordinate unloading initially with Assault Group Commanders during the assault, and with Unloading Control when Annex KING, Post-Assault Plan, is placed in effect. Eighth Beach Battalion land with Beach Group in accordance with Landing Plan, Annex HOW; operate under the Commander Beach Group to carry out the following:

Conduct hydrographic survey; mark hazards to navigation in the vicinity of the beach; determine most favorable landing points, and indicate these to ships and craft beaching.

Control boat traffic, including DUKWs afloat, to and from the beaches; prevent congestion; provide for rapid and safe clearing and turn around of landing craft and ships.

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3. (b) Assist in salvage and repair of broached, damaged, and disabled craft.

Control the beach from high water mark seaward, including all naval operations at the beach, and all landing facilities, including pontoon causeways.

In coordination with Commander Beach Group, determine locations and site pontoon causeways at most favorable points for unloading craft.

Conduct survey to determine locations for three tanker mooring buoys to be placed off ST. RAPHAEL as desired by Commander Petroleum Division One prior to D plus 12 day.

Assist Army Beach Group Commander and advise him in Naval matters.

Keep CTF 87, and Assault Group Commanders informed as to beach conditions.

Maintain effective liaison between Beach Group Commander and Assault Force Commander, including installation and operation of necessary visual and radio communications.

Keep Assault Group Commanders initially, and Unloading Control, when Annex KING is placed in effect, informed as to Army unloading and ferry craft requirements.

Carry out demolitions of obstacles and clearance of mines between five fathom curve and high water mark.

Administer and control all Naval personnel, including survivors, on shore.

Make smoke for protection of anchorages in accordance with Smoke Plan, Appendix 1 to Annex LOVE.

Supervise and direct evacuations from beach to designated ships and craft. Evacuate casualties in accordance with Medical Plan, Annex NAN, prisoners in accordance with Prisoner of War Plan, Annex OBOE, and survivors as directed by the Assault Force Commander. Particular care shall be exercised to insure that no uninjured prisoners of war are evacuated on ships designated for handling casualties.

Develop Red Beach as rapidly as secured; exploit and restore port facilities of SAINT RAPHAEL to permit handling of maximum tonnage for primary maintenance of the 36th Division and follow-up forces.

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3. (b) Develop Green Beach and Yellow Beach to handle essential early maintenance. Continue to operate these beaches as long as required to expedite unloading and turn around of follow-up convoys.

C.B. Pontoon Causeway Platoons place and secure eight pontoon causeways in locations designated by Commander Beach Group; maintain and operate causeways for most effective use in unloading; report to Commander Naval Beach Party for duty.

(c) RED Beach Assault Group

(d) GREEN Beach Assault Group

(e) BLUE Beach Assault Group

Land forces of the 36th Division in accordance with the detailed instructions in the Landing Plan, Annex HOW.

GREEN and BLUE Assault Forces land at H-hour. RED Assault Force land at Z- hour; be prepared to land at either GREEN beach, or YELLOW Beach, if so directed. Use reenforcement of LCT(R) from ALPHA and DELTA Forces to support assault if made on RED Beach only.

Remain continuously underway and lie to in the Assault Area unless specifically directed to anchor.

Lend mutual assistance to the assault on adjacent beaches, and be prepared to land forces at a beach other than that originally planned, if so directed.

Carry out Post-Assault Plan, Annex KING, when this is placed in effect, making necessary changes in organization for this purpose.

BETELGEUSE, when directed, proceed to DELTA Area to arrive at about H plus six hours on D day; unload VI Corps troops and equipment over DELTA beaches as directed by Commander DELTA Force. When unloading is completed return to CAMEL Area; report to Commander Transport Division Three.

When released LST's 1011, 907, 988, 989 with LST 994, LST 12(Br), LSTs 33, 35, 36 (Greek) of follow-up convoy group, on completion of discharge and placing pontoon causeways, report to Commander Anti-Submarine and Convoy Control Group, in BAIE DE BRIANDE - BAIE DE BON PORTE area, to be employed exclusively in the CALVI Shuttle.

Clear empty ships and craft not required for unloading operations, as rapidly as possible in accordance with the Return Convoy Plan, Annex JIG.

Expedite unloading and turn around of Air Force LST Shuttle.

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3. (e) Assault Group Commanders initially direct unloading on their respective beaches, coordinating unloading of ships and craft with Commander Beach Group. Assume organization and carry out duties assigned in Post-Assault Plan, Annex KING, when this is placed in effect.

On completion of the assault; Naval Scout Units report to Commander Naval Beach Party to assist Survey Sections of Beach Party with surveys along and off beaches.

When land defenses flanking approaches to YELLOW Beach have been captured, clear A/S net and boom by demolition. Commander BLUE Assault Group take charge of clearance; organize and direct unloading operations at YELLOW Beach.

Naval Combat Demolition Units carry out pre-assault demolition to clear channels for boats through underwater obstacles and obstructions in accordance with Appendix 4 to Annex HOW, Landing Plan; extend and widen channels to clear beach approaches as rapidly as possible; coordinate this work with demolition work of Army units, cooperating fully at all times; report to Commander Naval Beach Party upon his landing, and carry out further demolitions and beach clearance as directed, operating as a unit of the Naval Beach Party under Commander Beach Group.

(f) Escort and Screening Group provide maximum security for units screened from enemy air, surface, or underwater attack; on arrival in Assault Area vessels designated as control and identification craft proceed as directed in Landing Plan, Annex HOW; remaining vessels screen transport area and areas occupied by friendly forces in accordance with Defense Plan, Annex LOVE.

Be prepared to make smoke to cover Transport Area in accordance with Smoke Plan, Appendix 1 to Annex LOVE; make smoke when directed by CTF 87 or Senior Officer present, or to provide emergency cover.

All PCs, when released upon completion of assigned tasks on D-day, after assault, proceed to BAIE DE BRIANDE - BON PORTE area and report to Anti-Submarine and Convoy Control Group.

LST 394 (GCI ship) on arrival at Transport Area, take initial station in position Latitude Forty-three degrees, nineteen minutes thirty seconds North, Longitude six degrees fifty nine minutes thirty seconds East. When joined by EDENSHAW drop pontoon causeway, disembark C.B. Causeway Unit, unload equipment on pontoon causeway, to be towed to CAMEL beaches. Thereafter position will be modified as directed by Commander CAMEL Attack Force as required by Controller to achieve best results, subject to limitations imposed by necessity to remain within Area Screen.

3. (g) Bombardment Group furnish escorts during passage, and protect movement of convoys from enemy air, surface, or underwater attack in accordance with Sortie, Convoy, and Routing Plan, Annex DOG; on arrival in the Transport Area carry out pre-assault bombardment and support the landing force during assaults and subsequent operations by Naval gunfire in accordance with Gunfire Support Plan, Annex GEORGE. Neutralize or destroy enemy batteries which threaten landing force, transports, landing craft, or beaches.

Destroy enemy searchlights which disclose our strength, or threaten allied forces, endeavoring to retain surprise.

Defend minesweeping group while it is engaged in sweeping boat lanes, and inshore areas.

Support area screen against surface attack.

Avoid unplanned gunfire at shore targets prior to scheduled fire, except for counter-battery fire which can be delivered with reasonable chance of effectiveness.

Support movement of 36th Division troops along coast after landing.

Make smoke for protection of friendly shipping in accordance with Smoke Plan, Appendix 1 to Annex LOVE, and when directed by CTF 87 or Senior Officer present, or to provide emergency cover.

Reserve Fire Support Unit break off from convoy to which assigned, in time to close coast and fix positions accurately by radar; take stations as reference vessels at points "Z" and "N" to mark Transport Area, in accordance with Approach Plan, Annex FOX.

(h) Minesweeping Group reenforce escort when not required for minesweeping duties during passage. Sweep and mark approach channels and boat lanes, in accordance with Minesweeping Plan, Annex EASY; when not required for minesweeping tasks take station in inner screen about Transport Area and anchorages; from sunset to sunrise provide inner anti-submarine screen and patrol in accordance with Defense Plan, Annex LOVE.

Carry out additional minesweeping operations as directed by CTF 87.

Detach ships to report to Return Convoy Control for duty as escorts with return convoys when directed by CTF 87, in accordance with Post Assault Plan, Annex KING.

Be prepared to make smoke to cover Transport Area and anchorages off beaches in accordance with Smoke Plan, Appendix 1 to Annex LOVE; make smoke when directed by CTF 87, or Senior Officer present, or to provide emergency cover.

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3. (h) When directed, on D-day, sweep approach channel to YELLOW Beach; after clearance of boom carry out clearance sweep and shallow water sweep off YELLOW Beach.

(i) Salvage and Firefighting Group render salvage and firefighting assistance to convoys during passage; on arrival in assault area, provide assistance to damaged ships and craft off shore, including fighting fires, pumping, and towing as required.

Assist Inshore Salvage Unit within limitation of draft.

Coordinate and direct salvage operations off assault beaches assigning first priority to keeping beach facilities clear of obstruction, second to restoration of damaged craft in condition for early return to operation, third to removal of seriously damaged ships and craft to ports where extensive repairs can be effected.

EDENSHAW at H plus one hour on D-day rendezvous with LST 394 (GCI) in position Latitude 43°-19'-30" North, Longitude 06°-59'-30" East; take in tow pontoon causeway dropped by LST 394, embark CB Pontoon Unit, assist in placing causeway section to unload equipment, and stand by until directed to deliver causeways to designated beach.

(j) Assault Convoys

Convoy Commanders assume duties of SOPA in convoy anchorages at least eight hours before time set for getting underway. Conduct sortie, passage, and approach in accordance with Sortie, Convoy, and Routing Plan, Annex DOG, and Approach Plan, Annex FOX. Upon execution of the signal "HALT" after arrival in the Transport Area, assault convoy organization is automatically disbanded, and all units assume the Task Organization for the assault phase. Ships and craft assigned to Assault Groups proceed with respective Groups in accordance with the Deployment Plan, Appendix 1 to Annex HOW. Remaining ships and craft form Miscellaneous Holding Unit and stand by in respective columns as shown in the Approach Plan, Annex FOX, awaiting further instructions. EASTWAY lauch craft lifted with maximum speed in accordance with the Unloading Plan, Annex ITEM.

LST 994, when directed, proceed to ALPHA beach 259, in approximate position Latitude 43°-10'-30" N, Longitude 06°-34' East, and deliver side carried pontoon causeway, assisting in positioning causeway if required. On completion return to CAMEL area, unless unloading has been completed, in which case proceed to BAIE DE BRIANDE - BON PORTE area and report to Commander Anti-Submarine and Convoy Control Group to be employed exclusively in the CALVI Shuttle service.

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3. (k) Joint Loading Control, under Commander Eighth Amphibious Force, will coordinate loading of this Force with loading of Assault Groups One and Two, in accordance with respective Loading Plans. See Annex CHARLIE.

(l) Unloading Control, when Post-Assault Plan, Annex KING, is placed in effect, assume organization, and proceed in accordance with that Annex.

(m) Service Group, when established, provide accomodations, repairs, and logistic requirements of ships and craft in the CAMEL assault Area.

LST 525, when directed, proceed to designated beach, drop pontoon causeway and assist in positioning where directed by Beachmaster. Disembark CB Pontoon Unit and equipment. Take station and operate as required for servicing and operation of aircraft on board.

(n) Return Convoy Control, when directed, proceed to rendezvous area for return convoys; direct unloaded ships to proceed to BAIE DE BRIANDE - BON PORTE, and to report to Commander Anti-Submarine and Convoy Control Group for return routing and escort. Expedite turn around of Air Force LST shuttle; clear THRUSTER and BRUISER promptly for priority Air Force lift from CALVI. Clear unloaded ships from area promptly, to expedite turn around.

(o) Follow-up Convoys report to Commander Task Force 87 upon arrival in assault area. Proceed to berths as directed by Incoming Convoy Control; discharge troops and cargo with maximum speed as directed by Assault Group Commanders initially, and by Unloading Control after Post-Assault Plan, Annex KING, is placed in effect; when discharge is completed report to Return Convoy Control for return routing and instructions.

LSTs 12(Br), 33(Gr), 35(Gr), 36(Gr), when directed, proceed to position Latitude 43°-10'-30" North, Longitude 06°-34' East; deliver side-carried pontoon causeways to ALPHA Attack Force; assist in positioning causeways as directed; disembark CB Pontoon Units and equipment. On completion return to CAMEL Area for discharge of remaining troops and equipment. When discharge completed report to Return Convoy Control for instructions. When released proceed to BAIE DE BRIANDE - BON PORTE area; report to Commander Anti-Submarine and Convoy Control Group to be employed exclusively in the CALVI shuttle service.

(x) (1) This Operation Plan, with all Annexes except Annex KING, is effective on receipt. Annex KING will be placed in effect by a despatch "EXECUTE ANNEX KING", upon receipt of which all units concerned will shift to the organization prescribed in that Annex.

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3. (x) (2) D-day, H-hour will be transmitted separately; Z-hour will be signalled prior to H plus three hours. First light will be considered ninety minutes before sunrise.

(3) Load in accordance with Loading Plan, Annex CHARLIE, under the coordination of Joint Loading Control.

(4) Sortie and proceed to the Assault Area in accordance with Sortie, Convoy, and Routing Plan, Annex DOG, and Approach Plan, Annex FOX.

(5) Prior to arrival in Transport Area, set all clocks and watches accurately to zone BAKER time by chronometer comparison or radio time tick.

(6) The following signal will be used to move transport area closer to shore: "MIKE TARE ABLE TACK (one or two numerals indicating distance in thousands of yards)." This hoist may be accompanied by a second hoist "XRAY (three numerals)" to indicate the true course of the guide for the movement. If no accompanying hoist is made direction of movement will be 300° true. On execution of these hoists all ships and craft in the Transport Area will move in, guiding on flagship and maintaining true bearing and distance from the guide. Areas MIKE, NAN, and OBOE, shown in Deployment Diagram, Enclosure (A) to Appendix 1 of Annex HOW, will be reestablished in similar positions relative to the new position of Transport Area.

(7) Press home the assault with relentless vigor in spite of loss or difficulty.

(8) Exploit every advantage gained to the end that unexpected opportunities will not be lost.

(9) Be alert to repel enemy air, surface, or submarine attack, maintaining strictly material and readiness conditions suited to the area and probable risk.

(10) Major combatant ships, if directed by Commander CAMEL Assault Force, retire seaward during darkness, operating in area to northward of convoy lanes to CORSICA.

(11) Destroy enemy forces encountered.

(12) Take precautions against mines in accordance with doctrine prescribed in Appendix 8 of Annex LOVE, Mine Doctrine. Maintain alert mine watch and avoid unswept waters.

(13) Enforce extreme precautions to prevent firing upon friendly ships or aircraft. Instructions controlling fire at aircraft are contained in Anti-aircraft Doctrine, Appendix 3 to Annex LOVE. These shall be thoroughly disseminated and adhered to by all concerned.

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3. (x) (14) Control of all smoke used tactically in the assault will be exercised locally by the Assault Group Commander. After the last scheduled wave has landed smoke will be controlled by the Commander Task Force 87, or Senior Officer present. Employ smoke to fullest extent for defense against aircraft attacks, as prescribed in the Smoke Plan, Appendix 1 to Annex LOVE.

(15) Take every practicable measure to ensure earliest warning, of submarine attack, and destruction of enemy submarine.

(16) Maintain radio and visual silence, including TBS, except as modified by the Communication Plan, Annex QUEEN. Radio silence may be broken for essential traffic when scheduled fire of Bombardment Group on shore targets is opened.

(17) Attention is directed to the extreme importance of identification and recognition signals. Employ only proper and effective recognition signals. Whenever a challenge is made, searchlights and batteries must be ready and trained accurately, on the target. In illuminating either by searchlight or star shell, care shall be taken NOT to silhouette larger vessels in company, and not to jeopardize whatever surprise may have been achieved during the approach prior to certainty of enemy discovery. Landing craft and minor craft do not carry recognition signals.

(18) Be prepared with all defensive measures against enemy use of gas. Comply with Anti-gas Instructions, Appendix 7 to Annex LOVE.

(19) Unless specifically ordered, poison gas shall not be employed by this Force.

(20) All ships and craft are forbidden to throw overboard while in the Assault Area, anything which will float. Dispose of all combrutible rubbish by burning during daylight so far as practicable. Throw oberboard all other waste while underway at one hour after sunset and at no other time, and not closer than ten miles to any coast.

(21) Render all possible assistance for rescue and salvage not to interfere with assault missions. LSTs, APAs, and AKAs specifically direct crews of assault boats to remain with their beached craft until released by Beachmaster, and to assist other craft broached or damaged. All ships with suitable davits or booms be prepared to assist damaged small craft by hoisting. Return inoperative LCVP to bases in empty davits of LSTs, APAs and AKAs.

(22) Evacuate prisoners in accordance with Prisoner of War Plan, Annex OBOE.

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3. (x) (23) Hospital fitted LST shall fly international flag MIKE at yardarm.

(24) Expedite unloading of troops, equipment, and stores by every practicable means, avoiding congestion on beaches.

(25) Discharge ships and craft in accordance with the Unloading Plan, Annex ITEM.

(26) Ration fresh water strictly at all times. Ships supply water to smaller vessels and craft as practicable. See Logistics Plan, Annex BAKER.

(27) Senior Naval Officer in vicinity report damaged vessels or craft immediately to Task Force Commander. Indicate clearly position and nature of casualty, and also the course and speed if underway or in tow. Make urgent requests for salvage assistance whenever possible direct to any salvage vessel or rescue tug in the vicinity and to nearby ships.

(28) Keep towing gear in readiness, and rigged so far as practicable.

(29) All LST and larger ships fly barrage balloons in accorance with Anti-aircraft Doctrine, Appendix 3 to Annex LOVE.

(30) Responsible Group and Unit Commanders, and Commanding Officers shall use initiative, based upon best judgment, appropriate to actual conditions, rather than adhere blindly to order and instructions which cannot anticipate or provide for all contingencies.

4. Landing ships and craft base on NAPLES, and AJACCIO; other ships base on NAPLES, AJACCIO, CAGLIARI, PALERMO, MALTA, ALGIERS, ORAN.

Casualty evacuation in accordance with Medical Plan, Annex NAN.

Logistic support in accordance with Logistic Plan, Annex BAKER.

5. (a) Communications in accordance with Communication Plan, Annex QUEEN.
(b) Use Zone BAKER time.
(c) Make reports in accordance with Report Plan, Appendix 16 to Annex ABLE.
(d) Commander CAMEL Attack Force is Commander Task Force 87 in USS BAYFIELD with Transport Group.
Second in command Captain Bailey, U.S.N. in USS CHARLES CARROLL.

(e) (1) Unless otherwise directed by the Supreme Allied Commander, MEDITERRANEAN Theater, Command of the Army and Navy Forces of CAMEL ATTACK FORCE, after embarkation, will rest in Commander CAMEL ATTACK FORCE under the principle of unity of command, until such time as the Commanding General,

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5. (e) (1) 36th Division, U.S. Army, lands and assumes command.

(2) This command is exercised as prescribed in "Joint Action of the Army and Navy (FTP 155, paragraph 10) - Unity of Command."

The short title of this Operation is "CAPAVAN ONE".

D. P. MOON,
Rear Admiral, U. S. Navy,
Commander Task Force Eighty Seven.

ANNEXES:

A. Intelligence Plan
B. Logistic Plan
C. Loading Plan
D. Sortie, Convoy, and Routing Plan.
E. Minesweeping Plan
F. Approach Plan
G. Gunfire Support Plan
H. Landing Plan
I. Unloading Plan
J. Return Convoy Plan
K. Post-Assault Plan
L. Defense Plan
M. Salvage Plan
N. Medical Plan
O. Prisoner of War Plan
P. Merchant Ships and Hospital Ships Order.
Q. Communications Plan
R. Storm Plan

Z. Miscellaneous Plan

DISTRIBUTION
(See Special Distribution List Attached)

AUTHENTICATED:

Thomas M. Hamilton,
Flag Secretary.

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C.O. Petroleum Div. One	2
C.O. USN Detachment Ajaccio	1
Joint Loading Control, Naples	1
Senior Salvage & Firefighting Officer	1
NAB Salerno	2
CinC Pacific	1
CinC Atlantic	1
C.G. Natousa	2
C.G. VI Corps	5
C.G. PBS	5
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ComCruDiv 7	2
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Deputy Red Beach Ass. Comdr.	2
Green Beach Ass. Comdr.	2
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CL	15
ComDesRon 16	2
ComDesDiv 31	1
ComDesDiv 32	1
ComDesDiv 25	1
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ComTransDiv 3	2
AFA	15
XAP	6
AK	3
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LSF	1
LSG	1
LSD	1
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Com. Grp. 29	1
Com. Grp. 58	1
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LCI's	2
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LCH	2
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Com. Flot. 10, LCT	1
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Com. 7th LCT Flot. Gr.	1
LCT's	19
Com. Mine. Div. 17	1
Sweepers	20
AM's	4
YM's Sect. 1	6
British YM's	6
Trawlers	4
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SC Sect. 6	7
PC Sect. 3	6
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Com. 5th Phib.	2
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Army & Navy Staff College	2
ComPhibTraPac.	2
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AUTHENICATED

THOMAS M. HAMILTON,
Flag Secretary

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ANNEX ABLE of
OPERATION PLAN
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INTELLIGENCE PLAN

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ANNEX "ABLE" of
OPERATION PLAN
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INTELLIGENCE PLAN

1. This Annex is informative in character, and none of the material herein is to be considered as a directive.

2. Information regarding location and characteristics of Enemy Air and Surface Forces, Weapons, and Tactics has been prepared in a separate pamphlet which has been previously distributed to all units of this Task Force. This information is not repeated in this Annex. Information on Ports will be found in Information Annex to Naval Commander Western Task Force Operation Plan 4-44.

3. Naval Commander Western Task Force has prepared beach sketches with descriptive texts of the Assault Beaches, maps with overprints of strong points and coastal batteries, and special photographs of appropriate areas; these will be distributed to all units. The information in this Annex should be read in conjunction with the material prepared by NCWTF, Operation Order 4-44.

4. Last minute changes in the disposition of enemy forces and any other additional information of importance will be disseminated by despatch.

5. If any information promulgated by NCWTF or higher authority conflicts with that contained in this Annex, the former should be accepted.

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ANNEX "ABLE" of
OPERATION PLAN
CTF 87 No. 1-44

INTELLIGENCE PLAN

A. Operation ANVIL is a three divisional attack against the South coast of FRANCE in order to secure a bridgehead and capture the ports of TOULON and MARSEILLES.

B. Task Force 87 will land the 36th Division on three beaches, RED, GREEN, and BLUE (numbered 264-A, 264-B, and 265-A) situated along a stretch of the Southeastern Coast of FRANCE between the GULF OF FREJUS and a point 1⅓ miles east of RADE D'AGAY. YELLOW Beach (number 265) will possibly be developed after H-hour if circumstances so require.

I. ASSAULT AREA TERRAIN

A. NARROW COASTAL LOWLANDS.

The assault area is located on narrow coastal lowlands which are backed by the dry and desolate Southern Alps. Terrain altitudes of 300 feet and under are found only for a few miles inland. At FREJUS this low country extends about 5 miles inland. At CAVALAIRE it extends less than a mile, and there are promontaries rising over 1,000 feet within a mile of the coast line.

B. THE SOUTHERN ALPS.

The Southern Alps to the North behind the landing areas are very sparsely populated. There is no industry in that region, and very little agriculture. The terrain consists of rugged limestone heights varying in altitude from 600 to 6000 feet. Fifty miles to the Northeast the MARITIME Alps rise over 10,000 feet above sea level. The largest town to the North inland is GAP which had a pre-war population of only 13,000.

C. VALLEY OF THE ARGENS.

West of FREJUS are the two major French ports of TOULON and MARSEILLES. TOULON is about 50 miles West of FREJUS and MARSEILLES about 30 miles West of TOULON. A valley runs from FREJUS to TOULON and connects these two coastal towns. The valley describes a moderate arc inland, and is about 18 miles from the coast at its farthest point. Through this valley runs the major railroad which connects NICE and CANNES in the East and TOULON and MARSEILLES in the West. Through it also runs the major roadway. There is also a coastal road, which connects FREJUS and TOULON, and a single track narrow gauge railway, which runs along the coast between the two places.

II. ASSAULT BEACH STUDY.

A. GREEN BEACH (No. 264-B)

This beach extends for 840 yards along the Western side of CAP DRAMMONT, 4 miles East of ST. RAPHAEL and the GULF OF FREJUS, and immediately West of RADE D'AGAY on the Southeastern coast of FRANCE. The midpoint of this beach (43° 24' 57" N; 06° 50' 42" E) is 73 air miles from MARSEILLES, 50 air miles from TOULON, and about 500 air miles from NAPLES.

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1. Location.
Coordinates — 207512 to 214510

2. Length. — 840 yards.

3. Width (from back of beach to waterline) — 25 yards West end
22 yards center
16 yards Eastern end.

4. Slope (Gradient).

The gradient of the beach from the 1 fathom line to the waterline is 1:20.

5. Nature of the beach.

a. Consistency - This beach is composed of sand and gravel and is flanked by a rocky shoreline. Traction should be sufficient for tracked vehicles, but wheeled vehicles probably could not negotiate the beach without using matting.

6. Cover.

There is cover to be found on the Western end of the beach at the base of an embankment 8-10 feet high, at the base of the vertical face of quarry working 35-40 feet high at the center of the beach, and at the base of the high cliff forming the Eastern flank of the beach.

7. Exits.

At the extreme Eastern end of the beach there is a track which leads across broken ground and connects with a minor road at 214511. This minor road connects with a main coastal road. Tracked vehicles should not have much difficulty negotiating this exit, but preparation would be necessary for wheeled vehicles.

8. Landmarks.

There are good distinguishing landmarks on GREEN BEACH. From seaward on the right flank of the beach, the red cliff of CAP DRAMMONT, rising 482 feet, is clearly visible. The ILE D'OR, a small, low, rocky island slightly West of CAP DRAMMONT, has a conspicuous square white tower upon it. There are low, red cliffs directly behind the center of the beach, and immediately on each flank there are rocky formations. The heavily forested mountains of ESTEREL rise to heights of 500 feet within 1000 yards North of the beach.

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There is a small boat harbor between the beach and the cliff of CAP DRAMMONT. This harbor is probably too shallow for LCVP's.

The main coastal road and railway lie 100 to 200 yards inland of the beach. An embankment 8-10 feet high supports this coastal road immediately behind the Western end of the beach, but at the center of the beach and to the East this embankment merges into the rough vertical face of quarry workings. There is a loading conveyor or pipeline that rises to the top of the cliff immediately behind the center of the beach.

9. Approach.

The approach is clear from the Southwest, but from the South it is blocked above and below the surface by rocks extending 330 yards from the ILE D'OR. There is a rock on the seabed close inshore at either end of the beach.

The	50	fathom	line	lies	4300	yards	off	the	beach.
"	20	"	"	"	600	"	"	"	"
"	10	"	"	"	300	"	"	"	"
"	5	"	"	"	150	"	"	"	"
"	3	"	"	"	75	"	"	"	"

10. Anchorage.

a. Offshore - There is no anchorage in less than 100 fathoms more than 2 miles off the beach.

b. Inshore - There is poor anchorage over mud and weed in 10 fathoms 300 yards off the beach.

11. Landing.

All types of amphibious craft will beach without difficulty. Men and vehicles will move short distances through 1 to 2 feet of water from the beached craft to dry land.

B. BLUE BEACH (No. 265-A)

This beach (43° 26.2' N; 06° 53.6' E) at GALANQUE D'ANTHEOR on the Southeastern coast of France extends for 80 yards at the head of a small cove. It is 6 miles East of ST. RAPHAEL, and 1½ miles East of AGAY. It is 73 air miles from MARSEILLES, 48 air miles from TOULON and about 500 air miles from NAPLES.

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1. Location.
Coordinate 254531

2. Length. 80 yards.

3. Width (from back of beach to waterline) 15 yards Northeast end
30 yards Center
15 yards Southwest end.

4. Slope (Gradient).

The slope of the beach above the waterline is 1:15, while from the waterline to the 2 fathom line it is 1:40.

5. Nature of Beaches.

a. Consistency - This is a fine sand beach which lies at the head of a cove bordered by steep, rocky sides. The sand is soft and loose, and even tracked vehicles might experience difficulty. It is definitely impracticable for wheeled vehicles unless mats are laid.

b. Seaweed - With Easterly or Southerly winds, banks of seaweed up to 4 feet in depth are deposited on this narrow beach.

6. Cover.

There is cover for infantry at the base of the road embankment and on the wooded slopes which rise inland from the beach. Cover for vehicles is scarce, and it is probably only available for small numbers in the gardens of houses along the coast road.

7. Exits.

Infantry can move straight off the beach on to a coast road (20-25 feet wide), but a ramp will have to be built to enable vehicles to gain the road.

8. Landmarks.

Just inland of the coast road there is a masonry railway bridge, 60 feet high, with 9 large arches. This bridge spans the cliffs on either side of the deep, narrow valley backing the beach. The sides of this valley are deeply scarred by bomb craters resulting from the bombing of this vital railway bridge. There are several houses on the banks of the valley.

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9. Approach.

The beach is located about 250 yards in from the entrance to the cove. The approach to the voce is clear to the Southeast. The entrance to the cove is 300 yards wide between rocky points. Just off either flank of the beach there is submerged rock extending all the way to the cove entrance, so that the clear passage for craft is only about 80 yards wide.

The 50 fathom line lies 2500 yards off the beach.
" 25 " " " 1200 " " " "
" 10 " " " 600 " " " "
" 5 " " " 250 " " " "

10. Anchorage.

Exposed anchorage can be found in 5 fathoms over sand, 350 yards Southeast of the beach.

11. Landing.

This beach and its approaches are too narrow to enable any amphibious craft larger than LCMs to maneuver.

C. RED BEACH (No. 264-A)

This beach extends for 850 yards along the Northern half of the low, flat shore between the town of ST. RAPHAEL and the rocky head land of POINTE ST. AYGULF, in the GULF OF FREJUS on the Southeastern coast of FRANCE. The midpoint of this beach (43° 25' 18" N; 06° 45' 12" E) is 68 air miles from MARSEILLES, 45 air miles from TOULON, and about 500 air miles from NAPLES.

1. Location.
Coordinates 573342 to 568337

2. Length. 850 yards.

3. Width (from back of beach to waterline). 50 yards at North end.
30 yards at South end.

4. Slope (Gradient).

From 2 fathom line to waterline 1:30
From waterline to seawall 1:25

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5. Nature of Beach.

a. Consistency - This beach is composed of fine sand which will probably accomodate tracked vehicles but will require mats for wheeled vehicles.

b. Jetties - There are 4 small jetties (or piers) near the South end of the beach, the largest of these comprising the Southern limit of the beach. This jetty extends for 465 feet from the seawall, is 36 feet wide, and rises 3 to 4 feet above water level. There are depths of about 12 feet at its outer end. It is doubtful if the 3 subsidiary jetties would prove useful for unloading craft.

c. Seawall - A new anti-tank concrete wall (reportedly non-reinforced) extends the entire length of the assault beach and beyond into the Port of ST. RAPHAEL. This wall behind RED Beach is 5 feet high and 3 feet thick and has an almost vertical face; there appear to be buttresses or braces 20 to 30 feet apart on the landward side of the left flank of the beach. Beyond RED Beach and extending almost to the small port of ST. RAPHAEL, the wall is in the shape of a row of concrete pillars about 3 feet apart.

6. Cover.

There is cover immediately in front of the seawall although this is open to enfilading fire.

7. Exits.

There are no prepared exits for vehicles from the assault beach, but there are gaps in the wall behind the first and third of the four jetties. The gaps are being blocked. If the wall is breached elsewhere, there is access on to the FREJUS-RAPHAEL road, which runs parallel to the Northern part of the beach, or on to an air field situated behind the South end of the beach. From this air field there is an outlet to the same road running Northwestward to FREJUS, 1 mile inland.

8. Landmarks.

From seaward the red cliffs of CAP DRAMMONT to the east rise 482 feet high and there is a conspicuous square white tower on the ILE D'OR. To the South, there is the wooded, rocky headland of CAP ST. AYGULF. To the West of CAP DRAMMONT, and visible as you approach, are the white hotels, churches, and the houses of the town of ST. RAPHAEL, about 1500 yards Northeast of the beach. The Northern . 500 yards of the beach is backed by flat open country with scattered buildings and some marshland. The Southern 350 yards of the beach, formerly a seaplane base, is immediately backed by marshy land; this marshy land is to seaward of the airfield. Immediately to the North of the airfield and marking the North end of the assault beach is a large hotel close to the shore. About 1000 yards Southwest of the assault beach is the mouth of the ARGENS River with a large group of trees, the VILLA DES SABLES, on the Northeast bank.

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9. Approach.

The approach is clear from the South, but in approaching from the East, care must be taken to avoid the small, low, rocky island of LE LION SUR MER, 1000 yards offshore and about 1¼ miles South-Southeast of ST. RAPHAEL.

The	100	fathom	line	lies	9300	yards	off	the	beach.
"	50	"	"	"	3600	"	"	"	"
"	20	"	"	"	1600	"	"	"	"
"	10	"	"	"	850	"	"	"	"
"	5	"	"	"	100	"	"	"	"
"	5	"	"	"	300	"	"	"	"

The 15 foot line lies 50 yards off the North end of the beach and 150 yards off the South end of the beach.

10. Sand-bars - Several months ago, a cusp-shaped sand-bar extended North for 350 yards from the South end of the beach. This bar was 200 feet offshore, with 1 to 2 feet of water over it and 2 to 4 feet of water inside it. The sand-bar has recently disappeared, but, subject to conditions of the sea, it may reappear at any time.

11. Obstacles (man-made). Underwater obstacles in position off the entire length of RED Beach on 17 July 1944 consist of a single row of solid concrete pyramids placed 80 to 420 feet offshore in 6 to 8 feet of water, 10 to 18 feet apart. These pyramids are about 5 feet high, and 3 feet wide at the base.

12. Anchorage.

There is a good anchorage over mud and weed in 5 to 7 fathoms, 500 yards off the beach.

13. Landing.

All types of landing craft and LSTs can beach without difficulty. Men and vehicles will move short distances through 1 to 2 feet of water from beached craft to dry land.

D. YELLOW BEACH (No. 265)

This beach is located in the RADE D'AGAY 5 miles East of ST. RAPHAEL on the Southeast coast of FRANCE. The RADE D'AGAY is a semi-circular bay, 1300 yards deep, with 900 yards between the rocky flanks of the entrance.

1. Location.

Coordinates

East end	234526
West end	225525
Center	43° 26' 00" N; 06° 51' 46" E.

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2. Length 1300 yards

3. Width (from back of beach to waterline). East end 40 yards.
Center 20 yards
West end 40 yards.

4. Slope (Gradient).

West sector	1:50
Center	1:30
East sector	1:40

5. Nature of Beach.

a. Consistency - It is a semi-circular beach of coarse sand and is bounded on the East by the CHATEAU D'AGAY and on the West by a small boat harbor. Tracked vehicles will probably be able to negotiate the sand, but without preparation, the beach is too soft for wheeled vehicles.

b. Seawall - Beginning at the West end of the beach there is a vertical masonary seawall about 15 feet high; this seawall later becomes the abutment of a reinforced-concrete bridge across the mouth of the AGAY River. Across the bridge to the Northeast there runs an embankment which supports the coast road and gradually loses height until in the center of the beach there is no difference in level between the beach and the road. The Eastern half of the beach is backed only by a low bank overgrown with vegetation. The bank leads up to the main coast road.

6. Cover.

There is good cover for infantry and vehicles among the houses, gardens, and trees of the village of AGAY. This village stretches along most of the beach Northwest of CHATEAU D'AGAY, and the cover is accessible to vehicles by means of roads leading up to houses on the foothills behind the beach.

7. Exits.

For 200 yards from the Western end of the beach there is a 15 foot seawall. On the rest of the beach there are good exits for infantry at any point; but some preparation will be necessary for the movement of vehicles up over the embankment to the coast road.

8. Landmarks.

From seaward, the red cliffs of CAP DRAMMONT, rising 482 feet above sea level, are conspicuous on the left flank of the 900 yard entrance t to the bay at the head of which lies the beach. POINTE DE LA BEAUMETTE, low in elevation and about 1 mile Northeastward, forms the

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right flank of the entrance to the bay. LE RASTEL D'AGAY, a range of reddish hills from 850 to 1000 feet high, overlooks the beach from the Northward.

9. Approach.

The approach from the South is clear. The entrance to the bay is 900 yards wide and has a channel of at least 5 fathoms deep and 600 yards wide. 1300 yards from the entrance at the head of the bay, the 5 fathom line lies 300 yards offshore. The shores of the bay are bordered by a rocky ledge, which has depths of less than 3 fathoms over it and in places extends 250 yards offshore.

10. Anchorage.

Large vessels can anchor in depths of from 8 to 9 fathoms Southwestward of the CHATEAU D'AGAY. Small vessels can anchor in depths of from 4 to 5 fathoms about 300 yards off the beach at the head of the bay. These anchorages over a bottom of mud covered with weed afford good holding ground.

11. Landing.

All types of landing craft and LSTs can beach without difficulty.

III WEATHER SEA AND SURF

A. Weather

Weather in this area is very uncertain the year around, and is subject to violent change. It is highly localized and great difference in weather conditions may be expected on beaches at short distances apart. During the months of July, August, and September onshore winds are rare and assault forces should normally be protected by the land masses. As a rule, due to this condition, surf is not excessively high and should not be a material hazard.

B. Wind

Prevailing winds are, in general, Westerly. There is a well defined pattern of offshore and onshore breezes. Land breeze usually starts at sunset and increases to a maximum at daybreak. The sea breeze is variable but usually follows the direction of the sun. Starting during the early morning, it increases in intensity during the day, and at times reaches a strength of 12 to 16 knots in the afternoon, being strong enough at this time to present the possibility of interferences with landing operations for a period of 1 or 2 hours.

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C. Visibility

Haze, restricting visibility to 2-5 miles, is very prevalent during August and September, mainly from about the beginning of morning twilight until 0800 local time. Occasionally haze has been observed at 1300, but never at 1800.

Mirages in the area are frequent and usually take the form of a distortion of the shoreline.

D. Tides.

Normal tides are negligible and rarely run over 6 inches in range. In some areas, however, there is a definite change in sea level due to prevailing winds. Under certain wind conditions, this change in level may amount to as much as 2 to 3 feet.

E. Currents.

Currents in this area are mostly wind currents and the greatest velocities are found along the coast. These coastal currents have a mean velocity of about 1 knot, though winds above 25 knots may increase this to 2 knots. Eastward of CAP SICIE (near TOULON) the current usually sets Westward in response to the prevailing wind, but in the GULF OF FREJUS a counter-current setting Eastward is to be expected. Along the shore near the harbor of ST. RAPHAEL, a constant current sets Northeastward, Eastward and Southeastward, setting out of the bay between the islands of LES LIONS.

IV ENEMY DEFENSES AND INSTALLATIONS

A. Minor Beach Defenses.

1. The three assault beaches in the CAMEL area are defended in the main by pillboxes, casemates and machine gun positions. RED Beach (Beach 264A) also has on it an anti-tank wall and ditch and underwater obstacles in the form of concrete pyramids, which may be mined. In addition, RED Beach and GREEN Beach (Beach 264B) have barbed wire on them and are covered by several flat trajectory guns.

2. In general, the casemates and pillboxes differ only in size and in the calibre of the guns found in them. The casemates are reported to contain guns up to 88 mm., or possibly larger, while the pillboxes probably have nothing above heavy machine guns or light field pieces. Both have thick concrete walls and roofs and are designed to offer no plane surface to fire.

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3. These positions are located directly on RED Beach and on the low, level ground immediately in back of it. There are about 2 casemates, 13 machine gun positions and 2 anti-tank guns located on RED Beach and directly behind it. These positions, covering the beach itself and the logical exits, together with the seawall and road blocks, form the perimeter of defense of RED Beach.

4. On GREEN Beach and BLUE Beach (Beach 265A) most of the pillboxes, casemates and machine gun positions are located on the high ground to the rear of the beaches and on the rocky extensions on the flanks. Approximately 7 casemates, 3 of which are still under construction, 6 pillboxes, 2 anti-tank guns and 3 machine guns cover GREEN Beach, its approaches or the area directly behind and flanking the beach. About 5 pillboxes and 8 machine gun positions cover BLUE Beach or the approaches to it.

5. A complete, detailed list of minor Beach defenses, including a description of them and their respective coordinates, will be found in Appendix 7, Annex George (Gunfire Support Plan.).

B. Enemy Coastal Batteries Affecting the CAMEL Area.

It is estimated from photographic reconnaissance and other sources that there are 56 coastal defense battery positions situated in the Assault Area. Furthermore there are 10 additional batteries which are out of the CAMEL Area but fire from which could fall within it. Of the 56 positions 22 were believed to be occupied with a total of 79 individual guns as of the middle of July. Guns are probably hidden in the vicinity of some of the unoccupied positions and it is to be expected that artillery will be moved into certain of the other positions when the enemy becomes alerted.

Most of the guns in the CAMEL Area are estimated to be light mobile artillery (75 mm. - 105 mm.) with only 2 or 3 batteries of larger calibre, and they are thought to be 150 mm. or 155 mm. Only one battery is believed to have casemated gun positions. Others consist of open emplacements revetted with blocks of rock, sand-bags or earth.

For a list and description of batteries see Appendix 7, to Annex George (Gunfire Support Plan.)

C. Underwater Obstacles.

The only underwater obstacles in the area are to be found on RED Beach where they stretch the entire length of the beach. Concrete pyramids have been placed from 80 to 420 feet from the waterline to seaward. The distance of these obstacles from the beach varies with the gradient, All obstacles are in a single irregular row. The greatest distance between any two obstacles is 18 feet, while the least distance is 6 feet; the average is 10 feet apart. The pyramids are 5 feet high and 3 feet wide at the base. On the average their tops are about 1 foot below the surface of the water.

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D. Enemy Order of Battle (Situation as of 20 July 1944)

Five Infantry Divisions, all but one of which are Limited Employment divisions, hold the entire Southern coast of FRANCE. In addition, one weak Panzer Division, the 9th, located north of NIMES, is the only reinforcing unit in depth along the entire coast. This unit has only 80 medium tanks.

The calibre of the four Limited Employment divisions is poor, being composed of large numbers of non-Germans. The total strength of each of these divisions, bolstered by all spare regiments and battalions in training in the area, will not be more than 8500 men, and the equipment, only partially mobile, is of decidedly inferior quality.

More than 22,000 MAQUIS, armed by the Allies and fighting in the LYON-GRENOBLE area, have forced the enemy to detach a regiment of the 9th Panzer and a regiment of the 338 Limited Employment Division from the Southern coast, as well as one full division; these units would otherwise be available for reinforcing the coast.

Divisions are located as follows: Unidentified Field Type, Infantry - NARBONNE; 338th Limited Employment Div. Infantry - ARLE; 244th Limited Employment Infantry - North of AUBAGNE; 242nd Limited Employment Infantry - East of BESSE; 148th Limited Employment Training Infantry - CANNES; 9th Panzer - North of NIMES.

E. Enemy Radar

There are only two known surface warning radar stations in this area and they are situated on either flank of RADE D'AGAY.

#1. 2 Giant Wurtzburgs (installed Nov. 1943)

Location: 43° 25' 43" N, 06° 52' 30" E
grid reference - S-239522.
on POINTE DE LA BAUMETTE, 5½ miles East of ST. RAPHAEL;
200 yards inland from the sea.

Elevation: 96 feet above sea level.

#2. 1 Wasserman chimney (installed Feb. 1944)

Location: 43° 25' 00" N, 06° 51' 20" E.
grid reference - S-222510
on CAP DE DRAMMONT, 4½ miles east of ST. RAPHAEL;
200 yards inland from the sea.

Elevation: 310 feet above sea level.

For a description and illustrations of these types of radar see page 30 of pamphlet on Enemy Forces, Weapons and Tactics.

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F. Marine Mines

Prior to the operation a chartlet will be issued by NCWTF showing location of minefields reported from various sources and indicating those whose existence has been confirmed by reconnaissance. Before radio silence is effective latest mine information for area of operations will be disseminated by dispatch. For a description of types of Marine mines see page 26 of pamphlet on Enemy Forces, Weapons and Tactics.

V. COUNTER INTELLIGENCE CAPTURED DOCUMENTS AND EQUIPMENT SECURITY.

A. Civilian Inflitration of Allied Lines

1. Civilian personnel -, men, women and children will undoubtedly attempt to wander among our troops, along the beach and along the roads and fields in or near our area of operation. Civilian infiltration of our positions must be discouraged. All civilians must be distrusted. In the past, innocent-seeming civilians wandering among our troops and along our beach-heads have given the enemy important information of our activities.

2. In the event of capture by the enemy, give only NAME, RANK OR RATING and SERIAL or FILE NUMBER. Commanding officers should make sure that all personnel understand that in case of capture they are not required under the Geneva Convention to give any information other than NAME, RANK or RATING, SERIAL or FILE NO. and that answers to interrogations should be confined to these items. Prisoner of War Interrogators relish coming upon those prisoners who are evasive, those who attempt to deceive or lie, those who brag or boast, those who try to parry wits, those WHO TALK.

B. Captured Documents and Equipment.

1. Every practicable effort will be made to search for and collect enemy documents from captured or stranded ships, headquarters and Naval Officers on shore, signal and communication installations, living quarters, etc. Under no circumstances should captured documents be destroyed when found. Such documents are the source of information which may be vital and which, aside from helping to prevent needless loss of life, may materially affect the course of an operation.

2. All documents found shall be turned over to the commanding officer of the unit or his intelligence officer without delay. Effective steps should be taken to ensure that documents valuable for the information they may reveal are not thoughtlessly retained by individuals as souvenirs.

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3. Documents include: charts, maps, overlays, plans, sketches, directives, instructions, operations orders, code and signal books, call lists, dispatches, cipher or code work sheets, logs and records, files and correspondence, technical manuals, instruction books, newspapers and periodicals, miscellaneous papers of all kinds including letters and memoranda, uniform insignia. No document should be rejected because it is partly burned, as an attempt by the enemy to burn may be indicative of a documents intelligence value.

4. Captured documents shall be marked with the name of the unit making capture or discovery and with the date and place.

5. Document's taken from a prisoner shall be plainly marked with the name and serial number of the prisoner and all such documents shall be transferred with the prisoner in order that they be available to trained interrogators at subsequent interrogration.

6. Unit commanders shall, when practicable, extract information of immediate intelligence value and disseminate to commanders concerned. Documents appearing to contain information of immediate interest to the Army or Air Forces shall be turned over to the nearest command post of those services without delay. To facilitate this exchange of documents and information, intelligence liaison will be maintained with Army and Air Force commands present.

7. Documents not lending themselves to analysis or evaluation at unit level shall be transmitted to the Naval Task Force Commander for disposition in accordance with theatre directives.

8. Captured equipment of possible intelligence value shall be reported - or if small in bulk and weight transmitted to - the Naval Task Force Commander who will direct its disposition. Care shall be taken to prevent stripping of small parts or other vandalism which will tend to destroy the usefulness of the equipment found or captured.

C. Security

1. Personnel exposed to capture shall not carry any personal papers, letters or any other article which might contain information of value to the enemy. It is contrary to existing directives to keep personal diaries. Commanding Officers may desire to cause search of persons, effects, and quarters of personnel to make sure that this provision is carried out. Insignia of rank shall not be directly visible.

2. No leave or liberty shall be allowed from escort, support or landing craft after personnel have been briefed. In cases of sickness or other casualty among briefed personnel requiring removal of the patient to shore, the hospital is to be warned that the patient has been briefed. Ambulance drivers shall be told not to converse with the patient.

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3. Working parties for loading of supplies and water or for making repairs shall be escorted and under constant supervision to make sure that no unofficial communication takes place. Guards shall be placed over such working parties while they are aboard.

4. Every ship and craft shall make special arrangements for the immediate destruction of documents, orders, etc., if capture appears imminent.

5. No charts, orders, or documents shall be taken on the operation other than those that are absolutely essential to the operation.

6. Any leakage of information shall be reported to the Task Force Commander immediately.

D. P. MOON
Rear Admiral, U.S.N.
Commander Group 3, 8th Amphibious Force

APPENDICES
I. Astronomical Tables
II. Report Plan

DISTRIBUTION
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THOMAS M. HAMILTON
Flag Secretary

File:
3G8Phib/A16-3(4)

Serial: 00070 1 August 1944, 1200.

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APPENDIX 1 of ANNEX "ABLE" of
OPERATION PLAN.
CTF 87. No. 1-44.

ASTRONOMICAL DATA
for
43° 25' N., 06° 45' E.
All Times are BAKER (G.C.T. plus 2 hours).

Date	*Beginning Morning Civil Twilight	Sunrise	Sunset	*Ending Evening Civil Twilight	Moonrise	Moonset	Phase of Moon
Aug. 1	0550	0623	2057	2130	1824	0300	
2	0551	0624	2056	2129	1925	0352	
3	0552	0625	2054	2127	2020	0452	
4	0553	0626	2053	2126	2108	0602	Full
5	0554	0627	2052	2125	2149	0717	
6	0555	0628	2050	2123	2225	0834	
7	0556	0629	2049	2122	2259	0951	
8	0558	0631	2048	2121	2330	1105	
9	0559	0632	2046	2119		1219	
10	0600	0633	2045	2118	0001	1331	
11	0602	0634	2043	2115	0033	1440	Last Qtr.
12	0603	0635	2042	2114	0106	1547	
13	0604	0636	2041	2113	0144	1650	
14	0605	0637	2040	2112	0227	1748	
15	0606	0638	2038	2110	0315	1840	
16	0607	0639	2036	2108	0408	1925	
17	0608	0640	2035	2107	0505	2004	"
18	0610	0642	2033	2105	0603	2038	New
19	0611	0643	2031	2103	0702	2108	
20	0612	0644	2030	2102	0802	2135	
21	0615	0645	2028	2058	0901	2200	
22	0616	0646	2027	2057	0959	2224	
23	0617	0647	2025	2055	1059	2248	
24	0618	0648	2023	2053	1158	2314	
25	0619	0649	2022	2052	1259	2342	
26	0620	0650	2020	2050	1401		First Qtr.
27	0621	0651	2019	2049	1504	0015	
28	0622	0652	2017	2047	1607	0053	
29	0624	0654	2015	2045	1708	0138	
30	0625	0655	2014	2044	1806	0233	
31	0626	0656	2012	2042	1856	0337	
Sept. 1	0628	0657	2010	2039	1940	0449	
2	0629	0658	2008	2037	2019	0605	Full
3	0631	0700	2006	2035	2054	0724	
4	0632	0701	2004	2033	2128	0843	
5	0633	0702	2003	2032	2159	0959	

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APPENDIX 1 of ANNEX "ABLE" of
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ASTRONOMICAL DATA
for
43° 25' E., 06° 45' E.
All Times are BAKER (G.C.T. plus 2 hours).

Date	*Begining Morning Civil Twilight	Sunrise	Sunset	*Ending Evening Civil Twilight	Moonrise	Moonset	Phase of Moon
Sept. 6	0634	0703	2001	2030	2231	1114	
7	0635	0704	2000	2029	2304	1227	
8	0636	0705	1958	2027	2342	1337	
9	0637	0706	1956	2025		1443	Last Qtr.
10	0638	0707	1954	2023	0025	1544	
11	0639	0708	1952	2021	0111	1638	
12	0640	0709	1950	2019	0203	1725	
13	0642	0711	1948	2017	0258	1805	
14	0643	0712	1947	2016	0356	1840	
15	0644	0713	1945	2014	0456	1912	

*Civil Twilight is defined as that duration of light sufficient for outdoor occupation. For clear skies this is arbitrarily taken to begin and end at that time when the sun is about 6° below the horizon.

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APPENDIX 2 to
ANNEX ABLE of
OPERATION PLAN
CTF 87 No. 1-44

REPORT PLAN

A. General

1. The prompt dissemination of information to higher echelons is essential during the operation. However, because of the limitations of communication facilities and the necessity of having available frequencies especially when "Urgent" messages need to be sent, it is imperative that: (1) each message be written in as concise language as possible; (2) no unnecessary message be sent; and (3) no repetition be made (unless called for). To facilitate communications it is suggested that dispatch boats and visual messages be used whenever possible.

2. Intelligence officers from the staff of the Task Force Commander have been assigned to Assault Group Commanders and APA's to assist various Group and Unit commanders in keeping informed of the situation, and in passing on information to higher echelons. These officers shall be used to the fullest advantage in the collection and dissemination of information.

3. ESSENTIAL ELEMENTS OF INFORMATION DESIRED:

a. The following classes of information will be reported to this command as soon as practicable.

(1) Location, disposition, speed and course of enemy units.
(2) Loss or damage inflicted upon or by enemy units.
(3) Beach information affecting landings and indicating conditions markedly different than indicated by previous information. Immediate reconnaissance of the assault and near by beaches, with emphasis on bars, gradients, rocks, etc., must be made as soon as possible so that the most favorable location may be utilized for the unloading of supplies.
(4) Location and composition of previously unreported enemy minefields, underwater obstacles, etc.
(5) Location of control stations for minefields.
(6) Location of enemy swept channels and areas.
(7) Enemy plans and preparations for demolition and blocking of ports and channels.
(8) Location of enemy batteries, defenses, and radar stations not previously identified.
(9) Any new type of enemy ship, weapon or device encountered.
(10) Condition of ports, with emphasis on extent of demolition, condition of channels, wrecks, etc., upon occupation of such ports.
(11) Estimated capacity of ports upon occupation.
(12) Enemy plans or intentions.
(13) Enemy use of, or intention to use, toxic gases, and beach contamination agents.
(14) Enemy order of battle; methods, and effectiveness of enemy defenses.
(15) Reaction of local population to the invasion.
(16) Enemy espionage and sabotage activities and intentions in respect thereto.
(17) Damage inflicted by Allied bombing, naval gunfire, rocket fire, etc.

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APPENDIX 2 to
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REPORT PLAN

B. Current Reports During the Operation.

a. REPORTS BY ALL SHIPS AND STATIONS TO THE TASK FORCE COMMANDER CTF 87 AND THE APPROPRIATE GROUP COMMANDER.

(1). Immediately upon contact with, sighting of, or attack by the enemy, (within limitations of radio silence) giving:
(a). Time of contact, sighting or attack.
(b). Size of the enemy force.
(c). Description of enemy force.
(d). If U-boat, whether or not surfaced.
(e). Location of reporting agency (if necessary).
(f). True bearing of enemy.
(g). If airborne, altitude (in feet) of enemy.
(h). Distance (in yards) of enemy.
(i). Speed (in knots) of enemy.
(j). Course (degrees true) of enemy.
(k). Pertinent additional information.

(2). Immediately upon being damaged (with due regards to limitations of radio silence), giving:
(a). Time damage occurred.
(b). How damage was inflicted.
(c). Estimate of damage.
(d). What craft are standing by.
(e). What assistance is needed.
(f). Pertinent additional information.

(3). Immediately when landing is made on other than the assigned beach, giving:
(a). Exact location of beach where landing is made.
(B). Obstacles encountered (natural and man-made).
(c). Enemy resistance.

(4) Immediately when landing has been repulsed, giving:
(a). Time of repulse.
(b). Reason for repulse.
(c). Type of resistance encountered.
(d). Losses of craft, men vehicles, and supplies (in tons).
(e). Pertinent additional information.

(5) Immediately when beach is closed, giving:
(a). Actual time of closing.
(b). Types of craft beach is closed to.
(c). Reason for closing.
(d). Pertinent additional information.

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REPORT PLAN

(6). Immediately upon taking prisoners or captured documents aboard, unless this fact has been previously reported, giving:
(a) Description of what has been taken aboard.
(b) Number taken aboard.
(c) Pertinent additional information.

(7) Immediately when the enemy is known to be using gas, giving:
(a) Where it is being used.
(b) Methods used.
(c) Type gas used.
(d) Apparent effect on Allied Forces in the area.

(8). Immediately when radio silence is broken or thereafter when enemy mining activity is suspected in the area, giving the following information in the following form:
(a) ABLE - Time of occurrence.
(b) BAKER - Description of occurrence.
ONE - Floating mine observed.
TWO - Parachute mine observed.
THREE - Ship striking moored mine.
FOUR - Ship mined by ground mine.
FIVE - Sweeper cutting moored mine.
SIX - Sweeper detonating ground mine.
SEVEN - Detection of mine by sound gear.
(c) CHARLIE - Latitude and longitude of occurrence.
(d) DOG - Whether position is being buoyed.
(e) EASY - Degree of reliability.
ONE - Certain
TWO - Probable
THREE- Possible
FOUR - Doubtful

(9) Medical reports shall be submitted in accordance with Appendix I to Annex NAN, Medical Reports.

b. REPORTS BY THE ASSAULT GROUP COMMANDERS TO THE ASSAULT FORCE COMMANDER.
(1) On D-day at H plus 3 hours and every 4 hours thereafter, (more regularly if advisable) and after D-day at 1200 and 1800 only, an unloading progress report should be made, giving:
(a) Troops disembarked since last report.
(b) Vehicles unloaded.
(c) Stores (in tons) unloaded.
(d) Brief summary of conditions on the beach.
(2) At 1100 and 1700 Daily reports should be made on number and type craft in outbound Convoy Assembly Area.

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APPENDIX 2 to
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REPORT PLAN

c. REPORTS BY ALL SHIPS UNDER THE COMMAND OF THE ASSAULT GROUP COMMANDERS TO THE APPROPRIATE ASSAULT GROUP COMMANDER.

(1) On D-day at H plus 2½ hours and every 4 hours thereafter, (more regularly if advisable) and after D-day at 1100 and 1700 an unloading progress report should be made, giving:
(a) Troops disembarked.
(b) Vehicles unloaded.
(c) Stores (in tons) unloaded.

(2) Whenever completely unloaded they should report this fact.

(3) Immediately upon the return from the beach of small craft a brief summary of conditions on the beach should be submitted including:
(a) Enemy resistance.
(b) Allied situation.
(c) Underwater obstacles.
(d) Landing conditions.

(4) A daily report by 0900 giving details of enemy air attack during the night.

d. REPORTS BY THE NAVAL BEACH PARTY TO THE ASSAULT FORCE COMMANDER AND THE APPROPRIATE ASSAULT GROUP COMMANDER.

(1) 20 minutes after landing and every 4 hours thereafter progress reports giving any intelligence obtained, including:
(a) Friendly and enemy situation.
(b) Underwater obstacles, mines, etc.
(c) Landing condition.

(2) Whenever it is deemed advisable, report on broached boats, giving:
(a) Type craft.
(b) Hull numbers.
(c) Whether or not salvageable.
(d) Cause of damage.

(3) At 1700 daily, an unloading progress report, giving:
(a) Troops disembarked in last 24 hours.
(b) Vehicles unloaded in last 24 hours.
(c) Stores (in tons) unloaded in last 24 hours.

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REPORT PLAN

e. REPORTS BY THE PRIMARY CONTROL VESSELS TO THE ASSAULT FORCE COMMANDER AND THE APPROPRIATE ASSAULT GROUP COMMANDERS.

(1) Immediately after the first and last waves hit the beach, giving:
(a) Wave number.
(b) Time of hitting the beach.
(c) Place of hitting the beach.
(d) Craft missing from wave and extra craft in wave, if any.

(2) At H plus 45 minutes and every hour thereafter, variances from scheduled wave landings, in, (a) time of landing, (b) place of landing, (c) type and number of craft landing, will be reported. (If the variance is of sufficient importance, it should be reported immediately.) This report should also include miscellaneous craft making unscheduled landings.

(3) At H plus 30 minutes and as often thereafter as needed, general intelligence reports should be submitted, giving:
(a) Surf conditions.
(b) Amount and type of obstacles.
(c) Amount and type of opposition encountered.
(d) Observed effect of Naval gunfire and rocket support.
(e) Pertinent additional information, including: (a) time of landing of waves observed, (b) number of boats lost, and type of damage to Allied men and material.

(4) Immediately after the assault is over a list should be submitted giving:
(a) Time of landing of all waves.
(b) Number and type of craft lost.
(c) An estimate of the loss of men, vehicles, and supplies (in tons).

f. REPORTS BY ALL CONTROL AND REFERENCE VESSELS TO THE TASK FORCE COMMANDER

(1) Immediately after the operation is over or when called for, a record, giving:
(a) Composition of all passing waves.
(b) Time of passing of each wave.
(c) Where possible, time of landing of each wave.

g. REPORTS BY ALL BOAT WAVE COMMANDERS TO THE APPROPRIATE PRIMARY CONTROL VESSEL.

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REPORT PLAN

(1) As soon as the wave is clear of the beach, giving:
(a) Surf conditions.
(b) Amount and type of obstacles.
(c) Amount and type of opposition encountered.
(d) Observed effect of Naval gunfire and rocket support.
(e) Pertinent additional information, including: (a) time of landing of wave, (b) number of boats lost, and (c) amount and type of damage to Allied men and material.

h. REPORTS BY THE COMMANDER BOMBARDMENT GROUP TO THE ASSAULT FORCE COMMANDER.

(1) When individual ammunition expended reaches 70% of individual allowance.

(2) At 1200 daily starting D plus 1, a report of percentage of ammunition remaining on board.

(3) At 1715 daily starting D-day, a report on aircraft spotting requirements for the following day should be made.

(4) At 1800 daily a brief of gunfire support with an assessment of the effect of fire if known.

(5) A daily report of enemy air activity during the night.

i. REPORT BY SENIOR DEMOLITION OFFICER ON EACH BEACH TO ASSAULT FORCE AND TO ASSAULT GROUP COMMANDER
(1) As soon as practicable after H-hour.
(a) The number of gaps cut through the obstacles and the approximate width of each gap.
(b) Total percentage of beach remaining to be cleared of obstacles.

j. REPORT BY ALL MINESWEEPERS TO TASK FORCE COMMANDER

(1) In accordance with NCWTF Operation Order, **Appendix II to Annex JIG** (Minesweeping Plan).

k. REPORT BY OFFICER-IN-CHARGE SALVAGE AND FIRE FIGHTING TO TASK FORCE COMMANDER.
(1) Daily, until D + 10, thereafter weekly, submit a chronological list of salvage work since last report.

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REPORT PLAN

1. REPORT BY THE LANDING CRAFT SALVAGE OFFICER TO THE TASK FORCE COMMANDER
   (1) Maintain a record and be prepared to submit same on call, giving:
      (a) Number and type of craft repaired and returned to service.
      (b) Number and type of craft turned over to towing vessels.
      (c) Number and type of craft damaged beyond repair.

m. REPORTS BY ALL INCOMING CONVOY COMMODORES TO TASK FORCE COMMANDER

   (1) Immediately upon arrival in Transport area, giving:

      (a) Variances from schedule in name, type and/or number of ships.
      (b) Pertinent additional information.

   (2) As soon as practicable, when it is known that convoy arrival is behind schedule, dispatch a fast boat to inform CTF 87 estimated time of arrival.

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ANNEX BAKER to
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LOGISTICS PLAN

TASK ORGANIZATION (Same as parent organization)

1. Information:

Provisions. The Navy will provide rations for Army personnel embarked in all vessels except LCI(L) and LCT. The Army will provide and load aboard rations for Army personnel carried in LCI(L) and LCT. The following personnel figures shall be used to determine Navy personnel aboard ships and craft: LST-150; LCI(L)-30; LCG-40; LCF-60; LCT-20; LCM-6; LCVP-5: LCC-12; all others - actual complement. Provisions will be carried in APA, AKA, XAP, British LSI(L), LSI(M), LSP and smaller supply ships for replenishing ships and craft operating in forward areas. Additional service will be inaugurated between rear ports and assault area when circumstances permit. Reserve rations will be carried as prescribed in paragraph 3(x) of this annex.

Water. The minimum standard quantity of water per man per day is one gallon; casualties - three gallons.

Fuel and Water Load. Ships and craft required to beach will arrive in assault area with only that quantity of fuel and water which will allow them to maintain designed landing draft and trim. All other ships and craft will be fueled and watered to capacity and be prepared to transfer both fuel and water to smaller craft in the assault area. All fuelling facilities have been provided with adaptors for expeditious fuelling of all ships under command of Naval Commander Western Task Force. Additional sources will be available in LST Mother Ship, fuelling tankers and barges. Ship-borne landing craft other than those arriving in Merchant ships, shall be fuelled by ships to which assigned. A tanker and collier shuttle service will be established between rear ports and assault area. This service will operate on strict schedule and priorities of fuelling shall be as directed by Task Force Commanders. The schedule as planned will be changed only in emergency and upon request direct to Naval Commander Western Task Force.

Lubricants. Will be available in all fuelling ships and craft including LST Mother Ship.

Mother Ship. An LST (#47) will be present in assault area from D-day until dissolution of Task Force. This ship will carry special equipment, additional berthing facilities, repair equipment and personnel, augmented refrigeration space for fresh provisions, a portable crane, additional medical personnel and supplies, smoke materials, spare parts, lubricating oils, provisions, fuel and water. The crews of small craft remaining in the assault area will be messed and berthed aboard. British LCI(L)(S) will act as "Mother-craft" for British small craft remaining in assault area, and will provide logistic support including repair services. Replenishing these Mother-craft will be YF 447, scheduled to arrive in assault area about D + 5.

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Joint Loading Control will supervise the loading, fueling, provisioning and watering of all ships and craft in the Task Force.

Beach Group will subsist Navy personnel ashore, including survivors of broached or damaged craft, will provide rations and guards for Prisoner of War, and supervise berthing and messing of Navy personnel ashore during operation.

Repair Facilities ashore and afloat will be available to effect emergency repairs to ships and craft taking part in the operation. These will be operating on a 24 hour a day basis. Repair ships, ARL, LSE, LBE, ICE and designated Mothership will have embarked required repair personnel and equipment. Pontoon drydocks will be disposed in specified advanced bases and harbors for repair of small escort sweeper craft and landing craft. There will also be available mobile repair units which will be moved into landing area when directed by Task Force Commander. These will augment emergency repair facilities of Beach Party.

Clothing and Small Stores and Ship Store Stock in limited amounts will be available in APA, XAP, AKA and LST #47 (Mother Ship).

Survivors Outfits will be available in limited quantity in LST #47 (Mother Ship). Should it become necessary to provide survivors clothing to personnel of the French, Greek, Polish, or other allied navies taking part in this operation, they shall be accorded the same consideration as shown to United States Navy and British Navy personnel.

General Stores will be available at established bases, to be supplemented by stocks in following ships in advanced areas: U.S. APA, XAP, AKA; British LSI(L), LSI(M) and LSP.

Currency. French currency (both Bank of France and Allied supplemental francs) will be used in captured areas at an exchange rate to be announced. Neither regular nor yellow seal United States currency will be legal tender unless specifically authorized by competent authority. Any person under military control accepting such currencies from civilians will be subject to disciplinary action. Currencies of the Bank of Morocco, Bank of Algeria, Bank of Tunisia and Bank of French West Africa will not be legal tender in France. Disbursing Officers may accept the above mentioned currencies for exchange from military personnel when they have assured themselves of the legitimacy of the source.

2. This Force will provide for logistics requirements in order to land the 36th Division and attached troops on selected beaches and to further their lodgment there.

3. (a) Force Flagship. Provide additional "C" and "K" rations as required by Commander Task Force and his staff while temporarily absent from the Flagship. Provide at least two 500/600 gallon portable water tanks that

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ANNEX BAKER to
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can be loaded in LCVPs for transfer to beach as required. Equip each portable tank with gasoline-driven discharge pump and 30 feet of 1½ inch hose. Rail-load boats when possible; in other loadings use rope nets.

(b) Beach Group (Eighth Naval Beach Battalion). Arrange for procurement and lift of all special gear and equipment required in performane of duties. This will include smoke making equipment in accordance with Appendix 2 to "Doctrine for Employment of Smoke During Pre-Assault and Landing", issued by Commander Eighth Amphibious Force dated 17 July 1944. Secure from each M/T ship prior to its sailing from assault area, 20 smoke floats to be used for operational reserve and re-issue to shipping off the beaches.

(c) Red Beach Assault Group.

(d) Green Beach Assault Group.

(e) Blue Beach Assault Group.

(j) Assault Convoys. Subsist Army and Navy personnel embarked as indicated in paragraph 1 of this Annex. Load aboard ships and craft before assembly, rations, water, fuel and lubricants ammunition and equipment as indicated in this Annex and as additionally prescribed by Standard Operating Procedure , or special directives. Rail-load troops when possible; in other loadings use rope nets.

(x) Ships and craft fuel and water initially as follows: Combat Loaders - capacity; LSTs beaching - fuel and water to arrive in assault area with 15000 gallons fuel, 15000 gallons water; LSTs - water carriers - additional 20000 gallons water (for discharge to beach); LCI(L)s beaching - 4000 gallons fuel, water to capacity; all others to capacity for both fuel and water. Carry full allowance of lubricating oils and greases.

Maximum allowable drafts for ships and craft beaching are as follows:

LSTs	- 4 ft 2 in forward 9 ft 10 in aft.
LCI(L) #1-350	- 3 ft 8 in forward 4 ft 10 in aft.
LCI(L) #351 up	- 3 ft forward 5 ft aft.
LCT(3) (Br)	- 3 ft 9 in forward (maximum load - 259 tons).
LCT(4) (Br)	- 3 ft forward (maximum load - 200 tons).
LCT(5) (U.S.)	- 2 ft 10 in forward, 4 ft 2 in aft.
LCT(6) (U.S.)	- 3 ft 4 in forward, 4 ft aft.

Upon arrival in harbors report to Joint Loading Control the amount of fuel water and provisions on board. Summarize logistic requirements as far in advance as possible. Address requests to Commandant or Senior Naval Officer Ashore of a U. S. Naval operated port; or Flag Officer in Command, or Naval Officer in Command of a British operated port. Strictly ration potable water. Ships equipped with distilling plants operate such plants as necessary to maintain fresh water tanks to capacity. Troop carriers fill troops canteens immediately prior to disembarkation. Rail-load troops when possible. In other type loadings use rope landing (scramble) nets. APA and AKA each carry two potable 600 gallon water tanks that can be loaded in LCVP. Equip each

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portable tank with gasoline-driven discharge pump and 30 feet of 1½ inch hose. These will be used to transport water to beach as required. All ships and craft carry lubricating oils and greases for not less than thirty days operation at anticipated speeds and hours underway.

Reserve Rations shall be carried as follows: LST-30 days; LCI(L)-14 days; LCT-5 days; Small Escort Sweepers-5 days; all other ships-30 days. Reserve rations shall be used only when it is impossible to serve prescribed consumption ration, and shall be normally maintained at prescribed levels.

Special gear and equipment will be carried as prescribed in Standard Operating Procedure, or special directives and Commanding Officers of units and craft will be responsible for its provision and maintenance. M/T ships, prior to leaving assault area will each land 20 smoke floats to be taken over by Beachmaster to form operational reserve for re-issue to shipping off the beaches. Remove miscellaneous gear not required for operation and strip for action. "Mother ship and craft" fly International "FOX" Flag.

(Reference is made to Logistics Plan, Annex E, to Naval Commander Western Task Force Operation Plan No. 4-44.)

4. ----------

5. Communications in accordance with Communications Plan, Annex Queen.

Commander Task Force 87 is in the BAYFIELD.

Use Zone Baker time.

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ANNEX BAKER to
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LOGISTICS PLAN

D. P. MOON
Rear Admiral U. S. Navy
Commander Group 3
8th Amphibious Force

Distribution:
(See special distribution list)

AUTHENTICATED

THOMAS M. HAMILTON
Flag Secretary.

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TOP SECRET - BIGOT - ANVIL

ANNEX CHARLIE of
OPERATION PLAN
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LOADING PLAN

TASK ORGANIZATION

(a) Joint Loading Control - Lt.Comdr. Paul Abbott, USNR.

(b) LST Group - Commander Guillot, USN.

(c) LCI(L) Group - Commander Herring, USN.

(d) LCT Group - Lt.Comdr. C. W. C. Stevens, RNVR
Lt.(jg) Wright, USNR.

(e) Transport Division Three - Captain W. O. Bailey, USN.

(f) LSD EASTWAY - _____

1. Loading of ships and craft of Task Force 87 will take place in the Naples Area. Combat Loaders, Merchant ships, and Personnel ships will load in Naples; LSTs will load in Nisida; LCI(L)s will load in Pozzuoli; and LCTs will load in Baia with the exception of five supply craft which will load at Hard One, NAPLES.

2. This force will load personnel, equipment, and supplies of the 36th Infantry Division, U. S. Army, in order to carry out operation ANVIL.

3. (a) Joint Loading Control

Establish liaison and coordinate the loading of Task Force 87 with Flag Officer, Western Italy; NOIC, NAPLES; Port Commandant, NAPLES; and representatives of the Commanding General, Peninsular Base Section. Load supplies, vehicles, and personnel aboard ships and craft expeditiously and in accordance with Army loading plans. Direct the movements of ships and craft to and from the harbors as necessary during the loading operation.

(b) LST Group

(c) LCI(L) Group

(d) LCT Group

(e) Transport Division Three

Insure that all ships and craft are in a state of readiness to receive cargo before moving into loading berths. Comply promptly with instructions issued by Joint Loading Control in so far as loading and berthing are concerned. See attached appendices for detailed instructions on loading berths and times.

(f) LSD EASTWAY

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ANNEX CHARLIE of
OPERATION PLAN
CTF 87 No. 1-44

LOADING PLAN

Load landing craft for passage to the assault area as directed in Appendix 9. Insure that landing craft are loaded in the proper order for debarkation as required.

(x) (1) Promptly report material breakdowns on ships and craft to CTF 87.

(2) Report immediately the shifting of an Army load serial from an assigned ship to one which is not designated to take that load.

4. See Logistics Plan, Annex BAKER.

5. Communications in accordance with Annex QUEEN.

Use zone BAKER time.

Commander Task Force 87 in USS BAYFIELD.

D. P. MOON,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty Seven.

APPENDICES:
1. LST Loading Bill - NISIDA
2. LST Berthing Plan
3. LCI(L) Loading Bill - POZZUOLI
4. LCI(L) Berthing Plan
5. LCT Loading Bill - BAIA
6. LCT Berthing Plan
7. Combat Loaders Loading Bill - NAPLES
8. Combat Loaders Berthing Plan
9. LSD Loading Bill

DISTRIBUTION:
(Same as CTF 87 Op.Plan 1-44)

THOMAS. M. HAMILTON
Flag Secretary.

File: 3G8thPhib/A16-3(4)
Serial: 00070

1 August 1944

[redacted]

APPENDIX 1 to
ANNEX CHARLIE of
OPERATION PLAN
CTF 87 No. 1-44

LST LOADING BILL - NISIDA

1. LST - FIRST FLIGHT

Army Serial Number	Navy Craft Number	Berth Numbers Aug. 5/6	Aug. 9/10
S-601	230	2	2
S-602	51*	3	3
S-603	48*	4	4
S-604	50*	5	5
S-605	284*	6	6
S-606	49*	7.	7
S-607	282*	9	9
S-608	283*	10	10
S-609	281*	11	11
S-619	907*(P)	12	12
S-620	988*(P)	14	14
S-621	989*(P)	15	15

*Load personnel only on 6 August.

(P) Pontoon carriers

Ships listed above berth at NISIDA as indicated by 1900,5 August. Load rations that evening. Load vehicles and personnel 6 August commencing at 0700. When loaded, ships proceed promptly to assigned anchorages to allow flight two to berth.

On 9 August, ships listed above berth by 1900 hours. Load vehicles and personnel at 0700, 10 August and move to assigned anchorages as soon as loaded.

2. LSTs - SECOND FLIGHT

Army Serial Number	Navy Craft Number	Berth Numbers Aug. 6.	Aug. 10
S-610	501	2	2
S-611	502*(P)	3	3
S-612	46*(P)	4	4
S-613	491	5	5
S-617	134	6	6
S-618	285	7	7
GCI	394 (P)	9	9
S-614	1011 (P)	10	10
S-615	1010 (P)	12	12
S-616	1012*(P)	14	14
S-622	525**(P&FD)	15	15

*Load personnel only on 6 Aug.
(P) Pontoon carriers
(FD) Flight deck
** LST 525 load planes at Pier H, Naples, 8 August.

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1 August 1944

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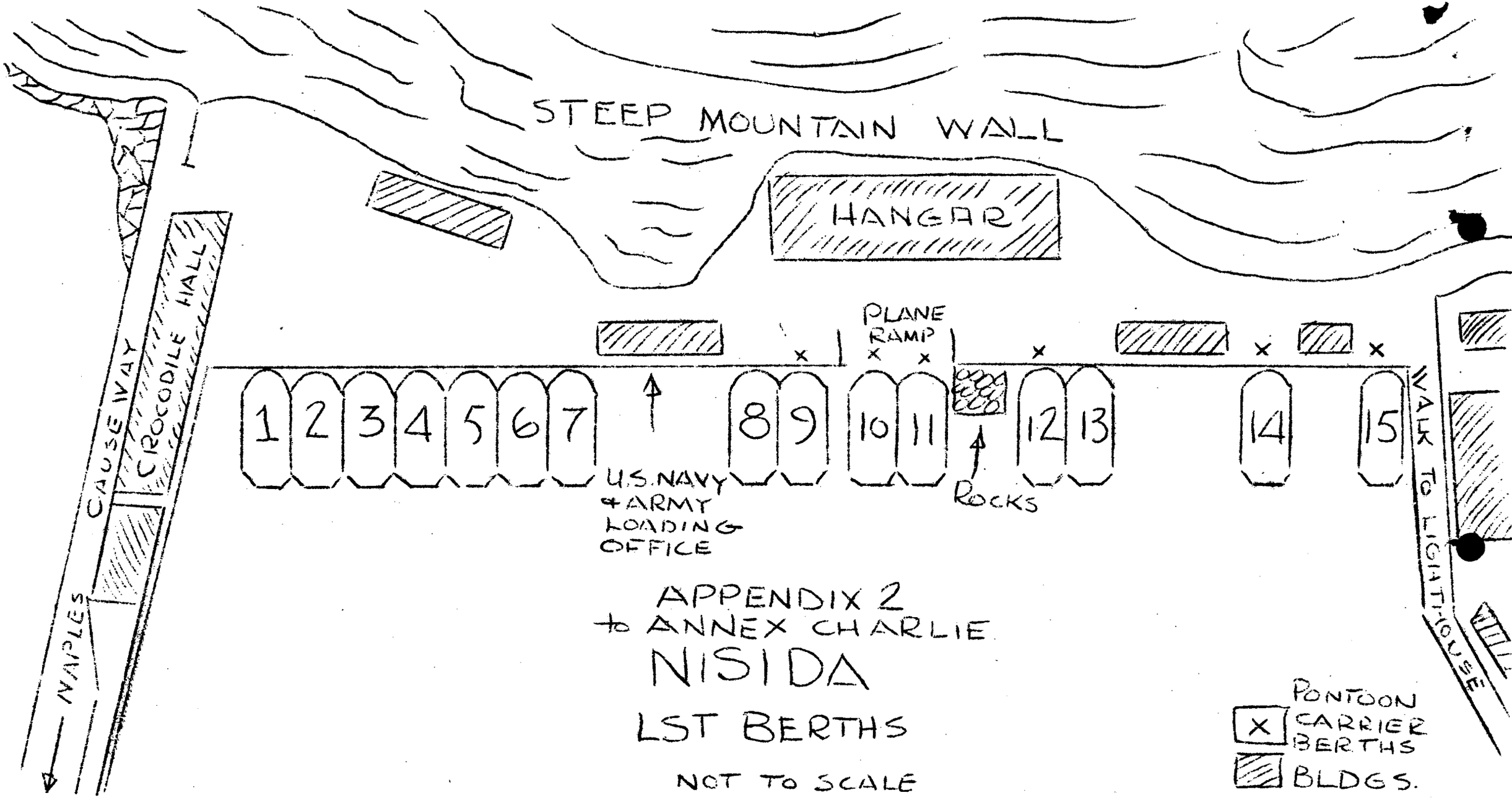
APPENDIX 1 to
ANNEX CHARLIE of
OPERATION PLAN
CTF 87 No. 1-44

LST LOADING BILL - NISIDA

Ships listed above berth on 6 August as soon as berths are vacated by flight one. Load personnel and vehicles except those ships which have an asterick following identification number which will load personnel only.

On 10 August, ships will again berth in the same order as soon as berths are vacated by flight one. Load personnel and vehicles.

All ships move to assigned anchorages upon completion of loading.



APPENDIX 2
to ANNEX CHARLIE

NISIDA

LST BERTHS

NOT TO SCALE

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Serial: 00070

1 August 1944

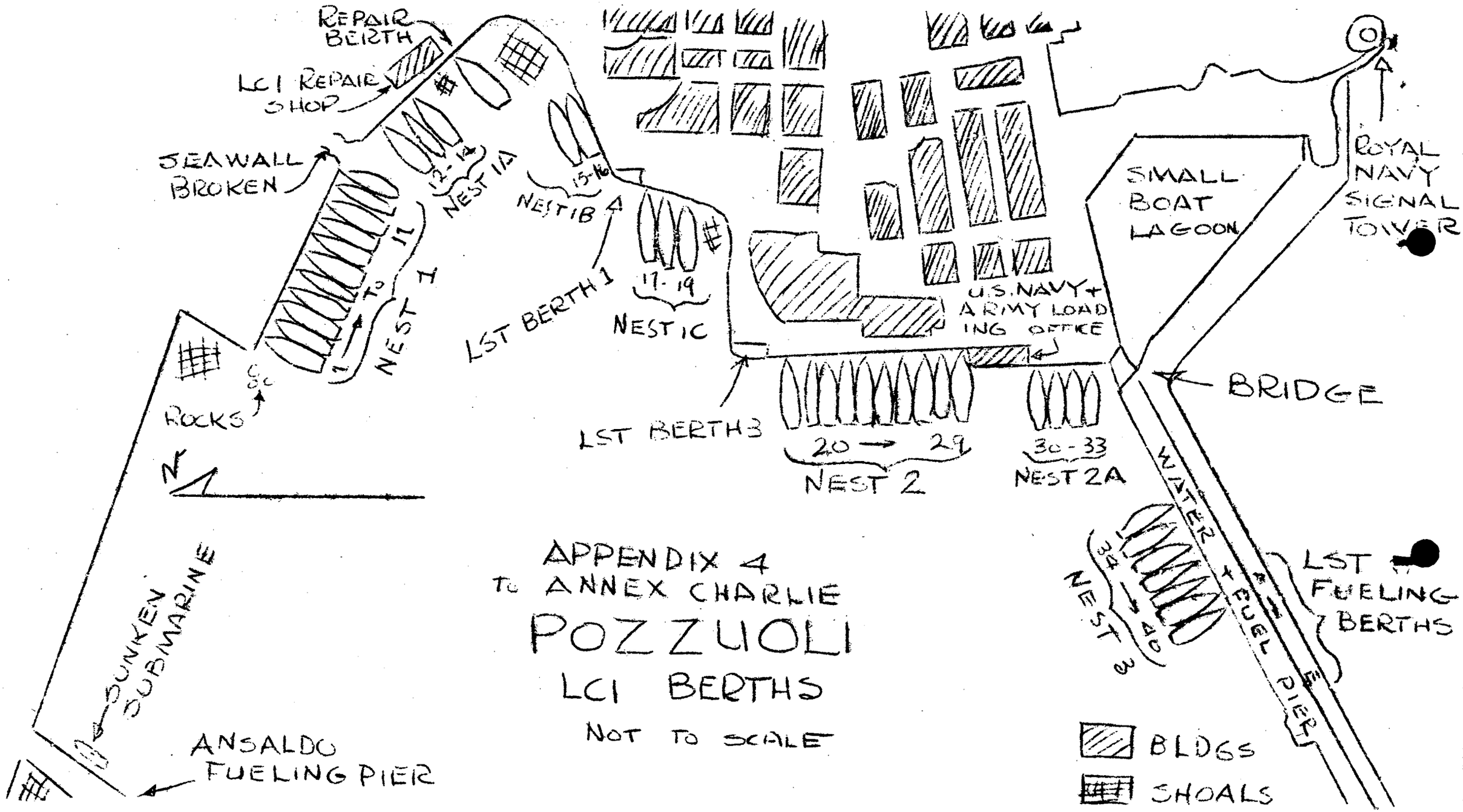
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APPENDIX 3 to
ANNEX CHARLIE of
OPERATION PLAN
CTF 87 No. 1-44

LCI(L) LOADING BILL - POZZUOLI

Army Serial Number	Navy Craft Number	Berth Numbers Aug. 6	Aug 10
L-801	289	1	1
L-802	260	2	2
L-803	39	3	3
L-804	278	4	4
L-805	297	5	5
L-806	259	6	6
L-807	274	7	7
L-808	290	8	8
L-809	294	9	9
L-810	284	10	10
L-811	264	11	11
L-812	308	17	17
L-813	280	18	18
L-814	292	19	19
L-815	247	20	20
L-816	316	21	21
L-817	133	22	22
L-818	314	23	23
L-819	283	24	24
L-820	251	25	25
L-821	221		28
L-822	40	29	29
L-823	303	26	26
L-824	258	27	27
L-825	76	33	33
L-826	736	12	12
LCI(L)(C)	19	30	30
LCI(L)(C)	195	31	31
LCI(L)(C)	951	32	32

LCI(L) listed above berth as indicated by 1200, 6 August and again by 1200, 10 August. Load rations immediately on berthing. Load personnel at 1300 hours on each day indicated. As soon as loaded, craft proceed to assigned anchorages.



APPENDIX 4
TO ANNEX CHARLIE

POZZUOLI
LCI BERTHS

NOT TO SCALE

File: 3Gr8thPhib/A16-3(4)
Serial: 00070

1 August 1944

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APPENDIX 5 to
ANNEX CHARLIE of
OPERATION PLAN
CTF 87 No. 1-44

REVISED LCT LOADING BILL - BAIA

1. The LCT Loading Bill, Annex CHARLIE, of CTF 87 Plans No. R1-44, dated 31 July; and No. 1-44 dated 1 August 1944; are hereby superseded.

Army Serial No.	Navy Craft No.	Berth No.	Date
T - 701	347(Br III)	2	5 August
T - 702	339(Br III)	3	"
T- 704	322 (Br III)	4	"
T - 707	412(Br III)	5	"
T - 708	421(Br III)	6	"
T - 711	594(Br IV)	7	"
T - 712	563(Br IV)	8	"
T - 713	592(Br IV)	9	"
T - 714	560(Br IV)	10	"
T - 716	591(Br IV)	11	"
T - 733(Corps)	325(Br III)	1	"

The above craft berth as indicated by 0700, 5 August. Craft will ration, load, and proceed to assigned anchorages. Loads taken aboard will not be unloaded during exercise on 7 August. Craft listed above do not berth upon return from exercise. Proceed to assigned anchorages.

2. LCTs carrying DD tanks are assigned Army load serials as follows:

Army Serial No.	Navy No.
T-717	682 (6) D.D.
T-718	1017 (6) D.D.
T-731	559 (6) D.D.
T-732	557 (6) D.D.

LCTs listed above load DD tanks at Yellow Beach, Salerno, at 0700, 5 August and when loaded proceed to LCT berths in BAIA for rationing. Berths at BAIA will be indicated by signal from the signal tower at BAIA. As soon as rations are loaded, proceed to assigned anchorages.

3. LCTS listed below do not berth prior to the exercise. No load will be taken on the exercise. Carry out following berthing schedule on return from exercise.

Army Serial No.	Navy Craft No.	Berth No.	Date
T-703	364(Br III)	7	8 August
T-705	316(Br III)	8	"
T-706	377)Br III)	9	"
T-709	625(Br IV)	10	"
T-710	607(Br IV)	11	"
T-715	535(Br IV)	7(2)	"
T-719	1018(6)	1	"
T-720	1019(6)	2	"

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1 August 1944

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APPENDIX 5 to
ANNEX CHARLIE of
OPERATION PLAN
CTF 87 No. 1-44

REVISED LCT LOADING BILL - BAIA

Army Serial No.	Navy Craft No.	Berth No.	Date
T-721	785 (6)	3	8 August
T-722	1041 (6)	4	"
T-723	744 (6)	5	"
T-724	745 (6)	6	"
T-725	558 (6)	1 (2)	"
T-726	1044 (6)	2 (2)	"
T-727	610 (6)	3 (2)	"
T-728	560 (6)	4 (2)	"
T-729	1141 (6)	5 (2)	"
T-730	1048 (6)	6 (2)	"

The above LCTs berth by 0700, 8 August at BAIA in the berths indicated except those craft with a (2) after their berth number. The craft with a (2) berth number will occupy berths when vacated by the first flight. Upon completion of loading and fationing proceed to assigned anchorages.

4. Army personnel to be loaded on those craft not berthing on 8 August will be ferried to the anchorage as indicated below:

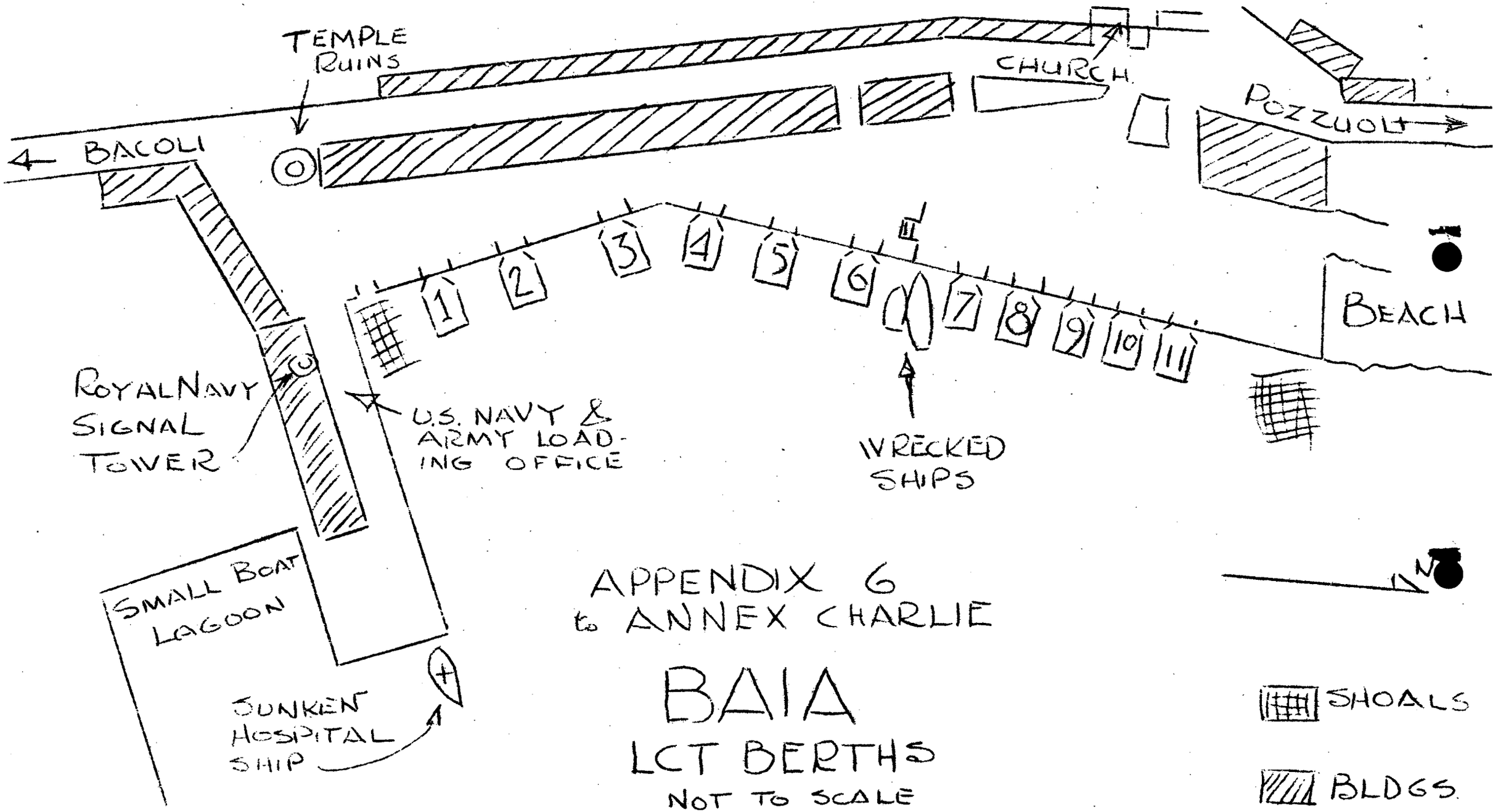
LCT 1018	carry	personnel	to LCT 347
LCT 1019	"	"	" LCT 339
LCT 785	"	"	" LCT 332
LCT 1041	"	"	" LCT 412
LCT 744	"	"	" LCT 421
LCT 745	"	"	" LCT 594
LCT 364	"	"	" LCT 563
LCT 316	"	"	" LCT 592
LCT 377	"	"	" LCT 560
LCT 625	"	"	" LCT 591
LCT 607	"	"	" LCT 325

LCTs receiving personnel by the above method take special care to be in proper anchorage. LCTs ferrying troops return to their proper anchorages after unloading required number of troops.

5. Five LCT (5)s to be loaded with bulk supplies carry out loading as follows:

Army Serial No.	Navy Craft No.	Berth at Naples	Time	Date
T-736	140	Hard 1	0700	1 August
T-737	137	Hard 1	0700	1 August
T-738	216	Hard 1	0700	1 August
T-730	155	Hard 1	0700	1 August
T-740	198	Hard 1	0700	1 August

After completion of loading move to assigned anchorages.



APPENDIX 6
to ANNEX CHARLIE

BAIA
LCT BERTHS

NOT TO SCALE

File No. 3G8thPhib/A16-3 (4)

Serial: 00070

[redacted] 1 August 1944

APPENDIX 7 to ANNEX CHARLIE to
OPERATION PLAN
CTF 87 No. 1-44

COMBAT LOADERS LOADING BILL

1. Ships in Transport Division Three load combat vehicles and equipment in NAPLES HARBOR. Loading commences about 31 July. Berthing orders will be made by signal. When loaded, proceed to assigned anchorages.

2. On 6 August 1944, the CARROLL, JEFFERSON, and NIGHTINGALE anchor in POZZUOLI BAY and embark troops by means of ship's boats. Ship's boats tie up along the mole at the Southern end of BAIA HARBOR, just outboard of the Royal Navy signal station. Each ship furnish sufficient boats to embark 900 Army personnel. Transports load personnel at BAIA in accordance with the following schedule.

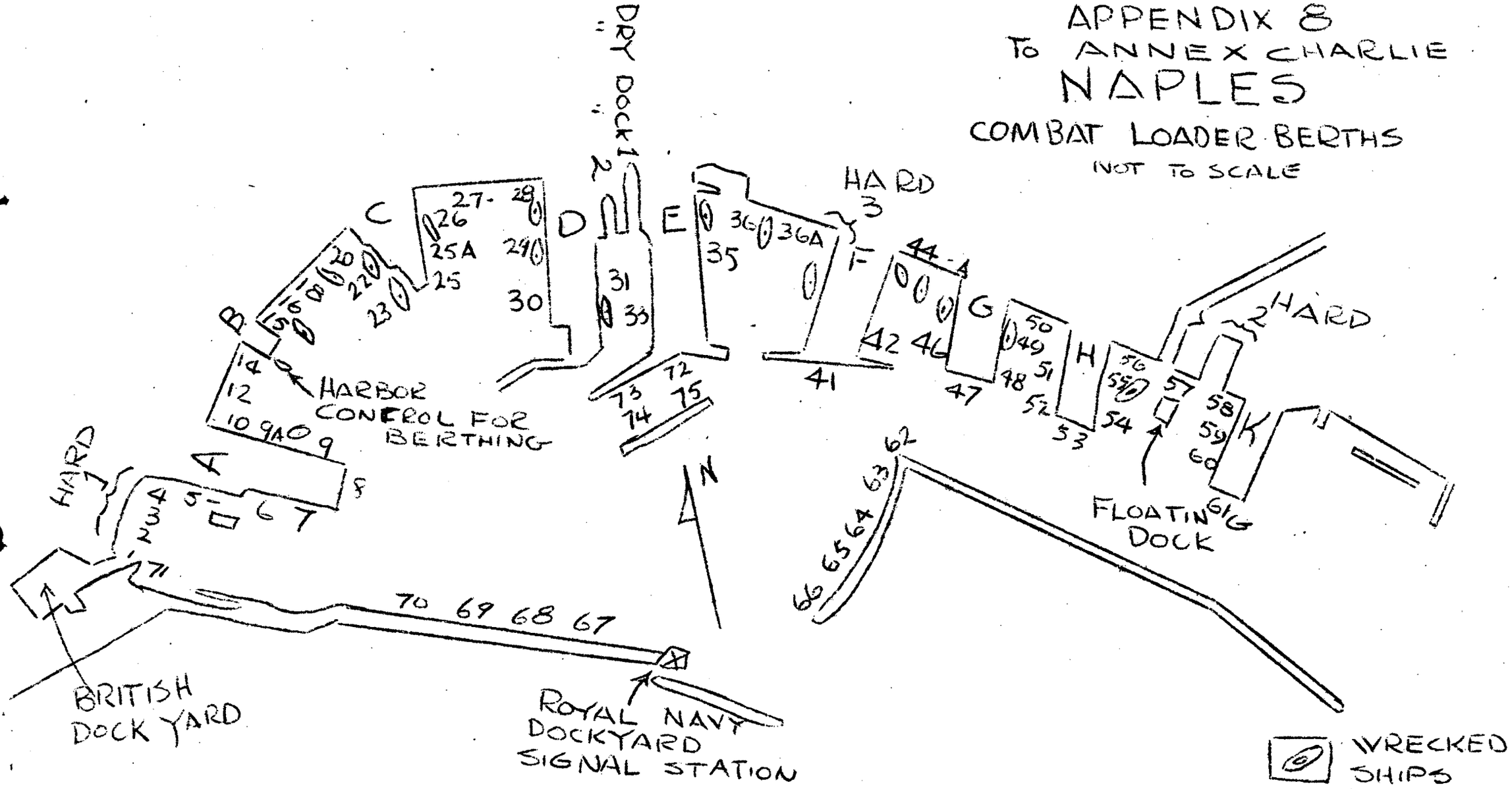
CARROLL, APA 28	0900	6 Aug.
JEFFERSON, APA 30	1100	6 Aug.
NIGHTINGALE, XAP 70	1300	6 Aug.

3. By 1800, 9 August ships berth in NAPLES harbor as indicated below and embark Army personnel commencing at 0800, 10 August.

CARROLL, APA 28	Berth No. 73
JEFFERSON, APA 30	Berth No. 16
NIGHTINGALE, XAP 70	Berth No. 75
DIX, XAP 67	Berth No. 74
KEREN	Berth No. 23
SQUIRE	Berth No. 72

When loaded, proceed to assigned anchorages.

APPENDIX 8
TO ANNEX CHARLIE
NAPLES
COMBAT LOADER BERTHS
NOT TO SCALE



File No. 3gr8thPhib/A16-3(4)

Serial: 00070

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APPENDIX 9 to ANNEX CHARLIE to
OPERATION PLAN
CTF 87 No. 1-44

LSD LOADING BILL

LSD EASTWAY anchor in SALERNO BAY by 2000, 7 August. Make practice loading of landing craft commencing at 0900, 8 August in accordance with the following unloading priority:

Unloading Priority	Craft	No.	Use	Task Force
1	LCM(R)	4	Rockets	85
2	LCVP	5	Green Bea.NCDU	87
3	LCVP	2	Reserve NCDU	87
4	LCM	1	Smokers	85
5	LCM	2	Smokers	87
6	LCVP	18	Red Bea. NCDU	

Craft must be loaded to unload in order indicated above. After loading is completed, pump ballast tanks until ship is in sailing trim and check loading of craft.

Unload the LSD immediately after checking load. Note the time necessary to discharge boats listed under priority 1 and 2 above.

At 0900 9 August, reload landing craft in accordance with above priorities and return to assigned anchorage in Naples by 2000, 9 August.

[redacted]

SECURITY

Attention is directed to the classification of the attached document. This classification requires that the detailed information herein be limited strictly to those officers who require the knowledge in the execution of their duties. Commanding Officers shall not divulge to any other person knowledge as to sailing date where this is indicated until ships have been sealed. Briefing of all other persons in advance of sailing shall not include information as to date or as to specific places.

In event of a delay or postponement, a message will be sent in following form: "POST CARAVAN ONE dash (numerals)". The numerals will indicate the number of hours to be added to all times given in the Sortie, Convoy, and Routing Plan, Annex DOG.

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ANNEX DOG of
OPERATION PLAN
CTF 87 No. 1-44

SORTIE, CONVOY, AND ROUTING PLAN

TASK ORGANIZATION

(a) 87.1 Force Flagship - Captain Spencer, USCG

BAYFIELD (APA 33)(FF)	1 APA

(b) 87.10.1 Assault Convoy (LCT)SS-1

Convoy - Captain Schulten, USN, in LCI(L)(C) 195

LCI(L)(C) 19, 195	2 LCI(L)(C)
LCT(R) 448, 450, 464, 473, 336, 439, 483, 441, 482, 452, 423, 368, 481, 425	14 LCT(R)
LCF 16, 17	2 LCF
LCG 20	1 LCG
LCT(3) 316, 322, 339, 347, 364, 421, 412, 377, 325	9 LCT(3)
LCT(4) 535, 560, 591, 592, 607, 563 625, 594, 849	9 LCT(4)
LCT(5) 136(Salvage), 137, 140, 155, 198, 216, 34, 204, 288	9 LCT(5)
LCT(6) 557, 559, 560, 610, 558, 1048, 1044, 1141, 1017, 682, 1018, 1019, 744, 1041 745, 785	16 LCT(6)
Br. LCT(1) 4	1 LCT(1)
Br. LCT(2) 169	1 LCT(2)
LCC 22669, 22670, 22671, 50, 60 (Towed by LCTs)	5 LCG
ATA 172	1 ATA
ARIKARA (ATF 98)	1 ATF
MORENO (ATF 87)	1 ATF
BARDOLF	1 Boom Vessel
MINDFUL, VAGRANT	2 HMRT
MFV 129, 132 (JOIN AT "NH")	2 MFV
FOULA, HASCOSAY	2 Dan Layers
ML 121, 134, 569, 554, 563, 565(JOIN AT "NE")	6 ML
PO (DETACH AT "NG")	1 YW
SPINDLETOP (JOIN AT "NE", DETACH AT "NG")	1 YO

Escort - Lt. C. R. Bax, RN, in ZETLAND

ZETLAND	1 DD
PC 546, 1597	2 PC
SC 691, 533, 638, 1030, 1043	5 SC
YMS 15, 24, 63, 303, 78, 200	6 YMS
BYMS 2171, 2172, 2026, 2022, 2027, 2009	6 BYMS

(c) 87.10.2 Assault Convoy (LST) SM-1

Convoy - Comdr. Guillot, USN, in LCH 240

LCH 240, 315	2 LCH
LCI(L)(C) 951	1 LCI(L)(C)
LST 491, 48, 230, 49, 50, 282, 283, 281, 501, 907, 988, 989, 525, 502, 46, 51, 134, 285, 1011, 1010, 1012, 492, 286, 994, 47, 394	26 LST

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ANNEX DOG of
OPERATION PLAN
CTF 87 No. 1-44

SORTIE, CONVOY AND ROUTING PLAN

		DEWDALE	1 LSG
		YTL 210	1 YTL
		ELMS, ELORN	2 AO
		2 LSE (Detach at "NG")	2 LSE
		VAR (Detach at "NG")	1 YO
		EMPIRE FAWN (Detach at "NG")	1 YW
		EMPIRE DANIEL (Join at NE)	1 YOG
		Escort - Lt.Comdr. S. W. F. Bennetts, RN in BICESTER	
		BICESTER	1 DD
		PC 627, 625, 551	3 PC
		SC 522, 506, 692	3 SC
		AILSA CRAIG	
		MEWSTONE	
		CROWLIN	
		SKOMHOLM	4 M/S
(d)	87.10.3	Assault Convoy (LCI(L)) SF-2	
		Convoy - Comdr. Sargent, RNR, in LCI(L) 303	
		LCI(L) 303, 278, 39, 274, 258, 259, 290, 297, 294, 334, 133, 283, 316, 251, 247, 308, 264, 280, 284, 292, 260, 289, 221, 253, 257	25 LCI(L)
		LCI(L) 40, 76, 190 (Salvage)	3 LCI(L)(S
		PRODUCT	1 ACM
		ULSTER QUEEN (Detach at Straits	2 Fighter
		ANTWERP of Bonifacio)	ector ship
		Escort - Comdr. Conner, USN, in NIBLACK	
		NIBLACK (DD 424)	1 DD
		AM 116, 117, 118, 119	4 AM
		PC 542	1 PC
		SC 532, 676	2 SC
(e)		Assault Convoy (Transports) SF-1	
		Convoy - Rear Admiral Moon, USN, in USS BAYFIELD	
(1)	87.10.4	CAMEL Section - SF-1	
		Convoy - Capt. Bailey, USN, in USS CHARLES CARROLL	
		BAYFIELD (APA 33) (F)	
		CHARLES CARROLL (APA 28) (F)	
		THOMAS JEFFERSON (APA 30)	3 APA
		DOROTHEA DIX (XAP 67)	
		FLORENCE NIGHTINGALE (XAP 70)	2 XAP
		CEPHEUS (AKA 38)	
		ACHERNAR (AKA 53)	
		BELLATRIX (AKA 31)	3 AKA
		GEN. G. O. SQUIER (AP 130)	1 AP
		KEREN	1 LSI(L)
		EASTWAY	1 LSD

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[redacted] - BIGOT - ANVIL

ANNEX DOG of
OPERATION PLAN
CTF 87 No. 1-44

SORTIE, CONVOY, AND ROUTING PLAN

Escort - Lt.Comdr. Leach in SATTERLEE
SATTERLEE (DD 626)
HILARY P. JONES (DD 427)
MCCOOK (DD 496)
CHARLES F. HUGHES (DD 428)
THOMPSON (DD 627) — 5 DD

(2) 85.20.4 DELTA Section - SF-1A
Convoy Capt. Dierdorff, USN, in USS STANTON
E. C. STANTON (XAP 69) (F)
LYON (XAP 71) — 2 XAP
ARCTURUS (AKA 1)
PROCYON (AKA 2) — 2 AKA
JOSEPH T. DICKMAN (APA 13)
BARNETT (APA 5) — 2 APA
MARINE ROBIN
SANTA ROSA — 2 AP
DILWARA — 1 LSI(L)
ASCANIA — 1 LSP

Escort - Comdr. Marshall, USN, in BALDWIN
BALDWIN (DD 624)
MADISON (DD 425)
CARMICK (DD 493) — 3 DD
MARSH (DE699)
HAINES (DE 792) — 2 DE

(3) 84.14.4 ALPHA Section - SF-1B
Convoy - Commodore Edgar, USN, in USS HENRICO
CATOCTIN (AGC 5) (FF) — 1 AGC
HENRICO (APA 45) (F)
SAMUEL CHASE (APA 26) — 2 APA
THURSTON (XAP 77)
ANNE ARUNDEL (XAP 76) — 2 XAP
OBERON (AKA 14)
ANDROMEDA (AKA 15) — 2 AKA
DUNERA
DERBYSHIRE — 2 LSI(L)
HIGHWAY — 1 LSD

Escort - Capt. Sanders, USN, in FRANKFORD
FRANKFORD (DD 497)
BENSON (DD 421)
PLUNKETT (DD 431) (RF) — 3 DD
HOLLIS (DE 794)
RUNELS (DE 793) — 2 DE
PC 591 — 1 PC

(f) 87.7 Bombardment Group (CAMEL) - RAdm. Deyo, USN, in USS TUSCALOOSA
TUSCALOOSA (CA 37) (F) — 1 CA
ARKANSAS (OBB 33) — 1 BB
BROOKLYN (CL 41)

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ANNEX DOG of
OPERATION PLAN
CTF 87 No. 1-44

SORTIE, CONVOY, AND ROUTING PLAN

MARBLEHEAD	(CL 12)	
ARGONAUT		
DUGUAY TROUIN		
EMILE BERTIN		5 CL
MACKENZIE	(DD 614)	
MCLANAHAN	(DD 615)	
CHAMPLIN	(DD 601)	
ORDRONAUX	(DD 617)	
LUDLOW	(DD 438)	
PARKER	(DD 604)	
KENDRICK	(DD 612)	
BOYLE	(DD 600)	
NIELDS	(DD 616)	
WOOLSEY	(DD 437)	
EDISON	(DD 439)	11 DD

1. INFORMATION

(a) There are three Assault Task Forces engaged in Operation ANVIL, CTF 84 (ALPHA) under Rear Admiral Lowry, USN; CTF 85 (DELTA) under Rear Admiral Rodgers, USN; and CTF 87 (CAMEL) under Rear Admiral Moon, USN. The Assault Convoys of these three forces are combined so that similar ships and craft of the three forces are sailed in combined convoys from point of sortie to point of release to respective Task Force Commanders (Points "AL," "AM", "AN" and "AN", as shown in Appendix 4).

Assault Convoy (LCT) SS-1 in charge of CTF 84 (ALPHA)
Assault Convoy (LST) SM-1 in charge of CTF 85 (DELTA)
Assault Convoy (LCI(L)) SF-2 in charge of Com LCI(L) Flot Eleven - Commander Warburton, USN.
Assault Convoy (Transports) SF-1 in charge of CTF 87 (CAMEL)

(b) Detailed sortie, convoy, and routing directions for transports, Assault Convoy SF-1, are in this Annex. Directions for other convoys are provided in the following:

Assault Convoy (LCT) SS-1 CTF 84 Operation Plan 3-44 (Convoy Movement Plan)
Assault Convoy (LST) SM-1 CTF 85 Sortie, Convoy and Routing Plan No. 1-44.
Assault Convoy (LCI(L)) SF-2 CTG 85.5 (Com LCI(L) Flot Eleven) Sortie, Convoy and Routing Plan No. 1-44.

(c) QBB 235, 238, 237, 219 define pertinent swept channels and are given in Appendix 6 of this Annex. Information as to swept channel through BONIFACIO STRAIT is also furnished in Appendix 6. Additional QBBs will be issued by CINCMED as necessary. Areas outside these channels are known to be heavily mined.

(d) Assembly and Staging Area
Ships and craft of CAMEL Attack Force will be loaded in accordance with Appendix 7 of Annex CHARLIE.

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ANNEX DOG of
OPERATION PLAN
CTF 87 No. 1-44

SORTIE, CONVOY, AND ROUTING PLAN

(e) Cruising dispositions are shown in diagrams as Appendix 3 of this Annex.

(f) Convoy Routes and Time Tables are in Appendix 4 of this Annex.

(g) Convoy Orders are in Appendix 5 of this Annex.

(h) Navigation Aids are in Appendix 6 of this Annex.

(i) Sketch of Convoy Route is Appendix 8 of this Annex.

(j) Sun and Moon Table with beginning and ending of twilight is in Appendix 1 of Annex ABLE.

(k) Convoy routes No. ONE and SIX are defined in Appendix 4 of this Annex.

(l) Mediterranean Secret Convoy Instructions, Mediterranean Secret General Orders, Mediterranean Navigational Memoranda and Mediterranean Joint Air Orders are in force except specifically modified.

(m) "ZIG-ZAG DIAGRAMS for Single Ships and Convoys 1940" will be used for prescribing ZIG-ZAGS.

(n) Approach Plan is Annex FOX.

2. This Force will sortie from NAPLES - SALERNO area and PALERMO and proceed under escort via prescribed routes to Assault Area.

3. (a) Force Flagship

(1) U.S.S. BAYFIELD sortie from NAPLES on 13 August 1944 via QBB 238, adjusting time of getting underway, course, and speed as necessary to pass through Point "NA" at 1530B 13 August 1944 at speed eleven (11) knots on course 281° True. At this point Convoy SF-1 will rendezvous with BAYFIELD and take Cruising Disposition FOUR. BAYFIELD take formation guide.

(b) Assault Convoy (ICT) SS-1

(1) Assignments of LCTs to tow LCCs are shown in diagram Cruising Disposition ONE. Secure tows in time to sortie with section. In case of breakdown of towing craft commander of Convoy Section SS-1 designate another LCT to take over tow.

(2) Sortie in four columns from assigned anchorages in order listed in Cruising Disposition ONE, on 9 August 1944, at such time as will permit joining formation at the time and place designated in CTF 84 Operation Plan 3-44. Proceed via Convoy Route ONE in accordance with that Operation Plan.

(3) SPINDLETOP and MLs 121, 134, 569, 554, 563, 565, join Convoy Section SS-1 at point "NE" from MADDALENA.

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TOP SECRET - BIGOT - ANVIL

ANNEX DOG of
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CTF 87 No. 1-44

SORTIE, CONVOY, AND ROUTING PLAN

(4) SPINDIETOP and PO detach from SS-1 at Point "NG" for AJACCIO; join TM-1 Convoy for ANVIL.

(5) MFV 129, 132 join SS-1 at Point "NH" for ANVIL.

(6) On release to CTF 87 at point "AN" at 1100B 14 August 1944 proceed to Transport Area in accordance with the Approach Plan, Annex FOX.

(7) Prearrange signals to be used for controlling tow and passing information. Towing vessels maintain an alert towing watch. Tugs be prepared to render assistance or take over tow if required.

(c) Assault Convoy (LST) SM-1

(1) Sortie from assigned anchorages in three columns in order listed in Cruising Disposition TWO, on 12 August 1944, at such time as will permit taking formation at the time and place designated in CTF 85 [illegible] Sortie, Convoy and Routing Plan No. 1-44. Proceed via Convoy Route ONE in accordance with detailed instructions in that Plan.

(2) EMPIRE DAMSEL join Convoy SM-1 at Point "NE" from MADDALENA.

(3) EMPIRE PAWN detach from SM-1 at Point "NG" for AJACCIO; join Convoy TM-1 at Point "NH" for ANVIL.

(4) VAR detach from SM-1 at point "NG"; stage at AJACCIO; join Convoy SM-3 at Point "NH" for ANVIL.

(5) Two LSE detach from SM-1 at Point "NG" for AJACCIO.

(6) On release to CTF 87 at Point "AN" at 1700B 14 August 1944, proceed to Transport Area in accordance with the Approach Plan, Annex FOX.

(d) Assault Convoy (LCI(L)) SF-2.

(1) Sortie in two columns from assigned anchorages in order listed in Cruising Disposition THREE on 12 August 1944, at such time as will permit taking formation at the time and place designated in CTG 85.5 (Com LCI(L) Flotilla Eleven) Sortie, Convoy, and Routing Plan 1-44. Proceed via Convoy Route ONE in accordance with detailed instructions in that Plan.

(2) ULSTER QUEEN and ANTWERP detach from Convoy SF-2 one hour prior to entrance to STRAITS OF BONIFACIO (1130B 13 August 1944) and proceed independently to BASTIA.

(3) On release to CTF 87 at Point "AN" at 2300B 14 August 1944, proceed to Transport Area in accordance with the Approach Plan, Annex FOX.

(e) Assault Convoy (Transports) SF-1

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ANNEX DOG of
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SORTIE, CONVOY, AND ROUTING PLAN

(1) SORTIE

CAMEL SECTION SF-1

CONVOY

Sortie from CASTELLAMARE anchorage about 1230B 13 August 1944 via QBB 238 adjusting speed to pass through point "NA" on course 281° T speed eleven (11) knots, at 1530B 13 August 1944. Form Cruising Disposition FOUR when sea room permits. U.S.S. CARROLL is guide for for CAMEL SECTION. At Point "NA" rendezvous with BAYFIELD which ship will be formation guide. Cruising Disposition FOUR-A may be used when signalled.

ESCORT

Escort Commander detail one destroyer to rendezvous with BAYFIELD off NAPLES at 1245B 13 August 1944. Screen flagship until remaining units join at Point "NA" then take station in unit screen. Remaining escorts get underway in time to screen sortie of convoy. When convoy is formed take stations in anti-submarine screen as directed by Escort Commander.

DELTA SECTION SF-1A

CONVOY

Sortie from CASTELLAMARE anchorage at about 1315B 13 August via QBB 235 adjusting speed to pass through point "NA" at 1630B 13 August 1944, on course 281° True at speed eleven (11) knots. Take stations in Curising Disposition FIVE when sea room permits. U.S.S. STANTON guide. Cruising Disposition FIVE-A maybe used at discretion of the Commander Convoy Section SF-1A.

ESCORT

Get underway in time to screen sortie of convoy. When convoy is formed take stations in anti-submarine screen as directed by Escort Commander.

ALPHA SECTION SF-1B

CONVOY

Sortie from CASTELLAMARE anchorage at about 1415B 13 August 1944, via QBB 235, adjusting speed to pass through Point "NA" at 1730B 13 August 1944, on course 281° True, at speed eleven (11) knots. Ships take position in Cruising Disposition SIX, when sea room permits. U.S.S. HENRICO is section guide. Cruising Disposition SIX-A may be used at discretion of Commander, Convoy Section SF-1B.

ESCORT

Get underway in time to screen sortie of convoy. When convoy is formed, take stations in anti-submarine screen as directed by Escort Commander.

(2) PASSAGE

Proceed via Convoy Route ONE in column of sections, interval eleven (11) miles, in order CAMEL, DELTA, ALPHA. Speed of advance eleven (11) knots. Adjust speed as necessary to maintain schedule pre-

scribed on Page 2 of Appendix 4 to this Annex. Commanders of Convoy Sections adjust speed so that CAMEL, DELTA and ALPHA Sections arrive at Points "AN", "AM" and "AL" respectively at 2000B 14 August 1944

(3) RENDEZVOUS WITH BOMBARDMENT AND GUNFIRE SUPPORT GROUP

(a) CAMEL Section SF-1

(1) CAMEL Section of Convoy rendezvous with CAMEL Bombardment Group at Point "AL" at 1800B 14 August 1944. U.S.S. BAYFIELD is guide for this maneuver.

(2) Combined formation take stations in Cruising Disposition SEVEN. If transports are in four columns combined formation is designated Cruising Disposition SEVEN-A.

(3) Escorts with CAMEL Section SF-1 convoy take rear screening stations as directed by Escort Commander Convoy SF-1.

(b) DELTA Section SF-1A

(1) DELTA Section Convoy SF-1A rendezvous with DELTA Fire Support Group in position Latitude 41° 53' North, Longitude 08° 23' East at 1800B 14 August 1944. U.S.S. STANTON is guide for this maneuver.

(2) Guide of Gunfire Support Group take station 2000 yards astern of rear ship of Convoy Section SF-1A.

(4) RELEASE OF TRANSPORT CONVOY SECTIONS TO TASK FORCE COMMANDERS. At 2000B 14 August 1944 when CAMEL, DELTA and ALPHA Sections respectively arrive at Points "AN", "AM" and "AL", control of sections passes automatically, without signal, to respective Task Force Commanders. Convoys proceed thereafter to Transport Areas in accordance with Approach Plans applicable to each (For CAMEL Section, Annex FOX).

(f) Bombardment Group (CAMEL)
Sortie from PALERMO, proceed via Convoy Route No. 6, in accordance with orders of Commander Bombardment Group, in time to rendezvous with Convoy SF-1 in position Latitude 42° 04' North, Longitude 08° 21' East, at 1800B on 14 August 1944. Upon joining take stations as indicated in Cruising Disposition SEVEN. BOYLE and CHAMPLIN report to CTF 87 in BAYFIELD and take stations 1000 yards on Port Beam of BAYFIELD until arrival at Point "AN". Thereafter proceed as directed in Approach Plan, Annex FOX.

(x) (1) All ships, including escorts, remain within swept channels when in water less than 200 fathoms. Convoy Section Commanders reduce front of formations, and escorts close interval as necessary to accomplish this.

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SORTIE, CONVOY, AND ROUTING PLAN

(2) All escorts get underway thrity minutes before Convoy to which assigned. Screen sortie and formation of convoy. Assist Convoy Commanders informing convoys, particularly to close up stragglers.

(3) Keep station accurately. In particular keep closed up, to permit escorts to provide most effective protection.

(4) Escort Commander has full discretion to modify screen stations indicated to suit conditions.

(5) Be prepared to make smoke in accordance with Smoke Plan, Appendix 1 to Annex LOVE. Make smoke when directed by Convoy Commander or Escort Commander.

4. Logistics in accordance with Logistics Plan, Annex BAKER.

5. (a) Communications in accordance with Annex QUEEN. Mersigs Volume I and Mediterranean Combined Landing Craft Signal Book will be used for visual signals.

(b) Use Zone BAKER Time.

D. P. MOON
Rear Admiral, U.S.N.
Commander CAMEL Attack Force and
Task Force 87

APPENDICES:
3. Cruising Dispositions
4. Convoy Route and Time Tables
5. Convoy Orders
6. Navigation Aids
8. Sketch of Convoy Route

DISTRIBUTION:
(See Special Distribution List attached)

AUTHENTICATION:

THOMAS M. HAMILTON
Flag Secretary

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SORTIE, CONVOY, AND ROUTING PLAN

DISTRIBUTION

Same as Operation Plan CTF 87 No. 1-44, with following additions:

CTF 84	30 copies)	additional for distribution
CTF 85	50 copies)	to SF-1A and SF-1B, and DELTA
PO	1 copy	Gunfire Support Group.
ZETLAND	1 "	
BICESTER	1 "	
ULSTER QUEEN	1 "	
ANTWERP	1 "	
NIBLACK	1 "	
SATTERLEE	1 "	
HILARY P. JONES	1 "	
McCOOK	1 "	
CHARLES F. HUGHES	1 "	
THOMPSON	1 "	
BALDWIN	1 "	
MADISON	1 "	
CARMICK	1 "	
MARSH	1 "	
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PC 591		
Spares	200 copies	

THOMAS M. HAMILTON
Flag Secretary

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APPENDIX 3 of ANNEX DOG to
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CRUISING DISPOSITIONS

CRUISING DISPOSITION ONE

CONVOY (LCT) SS-1 CAMEL SECTION

	LCI(L)(C) 195 (F)		(guide) LCT(R) 483	LCI(L)(C) 19
1.	LCT(R) 448	LCT(R) 473		LCT(R) 452
	←300→	←300→	←300→	↕ 1 y
2.	LCT(R) 450 yds	LCT(R) 336 yds	LCT(R) 441 yds	LCT(R) 423 ↕ 1 y
3.	LCT(R) 464	LCT(R) 439	LCT(R) 482	LCT(R) 368
4.	LCT(6) 559(DD)	LCT(6) 557(DD)	LCT(6) 682(DD)	LCT(6) 1017(DD)
5.	LCF 16	LCT(4) 535	LCG 20	LCF 17
6.	LCT(3) 316 LCC 22669	LCT(4) 560 LCC 50	LCT(3) 339 LCC 22670	LCT(4) 594 LCC 22671
7.	LCT(3) 322	LCT(4) 591	LCT(3) 347	LCT(4) 607 LCC 60
8.	LCT(6) 560	LCT(4) 592	LCT(6) 744	LCT(4) 563
9.	LCT(6) 610	LCT(6) 558	LCT(6) 1041	LCT(4) 625
10.	LCT(5) 137	LCT(6) 1048	LCT(6) 745	LCT(6) 1019
11.	LCT(5) 140	LCT(6) 1044	LCT(6) 785	LCT(6) 1018
12.	LCT(5) 155	LCT(6) 1141	LCT(5) 136(Sal)	LCT(3) 364
13.	LCT(5) 198	LCT(3) 421	LCT(4) 849	LCT(R) 481
14.	LCT(5) 216	LCT(3) 412	Br.LCT(2) 169	LCT(R) 425
15.	LCT(5) 34	LCT(3) 377	Br.LCT(1) 4	HASCOSAY
16.	LCT(5) 204	LCT(3) 325	BARDOLF	*ML 563
17.	LCT(5) 288	MINDFUL	VAGRANT	*ML 134
18.	FOULA	**PO	ATA 172	*ML 569
19.	*ML 121	***MFV 132		MORENO
20.	*ML 554	***MFV 129		****SPINDLETOP
21.	*ML 565			
22.	ARIKARA			
	Column One	Column Two	Column Three	Column Four

*Join at "NE"
**Detach at "NG"
***Join at "NH"
****Join at "NE" - Detach at "NG"

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CRUISING DISPOSITIONS

CRUISING DISPOSITION ONE

CONVOY (LCT) SS-1 CAMEL SECTION

ZETLAND

SC 691

SC 1030 SC 1043

LCI(L)(C) 195 LCI(L)(C) 19

PC 1597	YMS 15		YMS 78	PC 546
	YMS 24		BYMS 2026	
	BYMS 2171		BYMS 2022	
SC 533	BYMS 2172		BYMS 2027	SC 636
	YMS 63		BYMS 2009	

YMS 303 YMS 200

Distance 150 yards
Interval 300 yards

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CRUISING DISPOSITIONS

CRUISING DISPOSITION TWO

CONVOY (LST) SM-1 CAMEL SECTION

BICESTER

SC 522

PC 627 — PC 625

	LCH 240 (F)		LCI(L)(C) 951	
	LST 47	LST 491(Guide)	LST 502	↑350 yds
	← 400 yds →	← 400 yds →		
	LST 49	LST 48	LST 46	↓350 yds
CROWLIN	LST 50	LST 230	LST 51	AILSA CRAIG
	LST 282	LST 281	LST 134	
	LST 283	LST 501	LST 285	
	LST 989	LST 907	LST 394	
	LST 1011	LST 988	LST 492	
	LST 1010	DEWDALE	LST 286	
SKOKHOLM	LST 1012	YTL 210	LST 994	MEWSTONE
	ELISE	ELORN	LST 525	
	**EMPIRE DAMSEL	*VAR	*LSE	
			*LSE	
			*EMPIRE FAWN	

LCH 315

SC 506 — SC 692

PC 551

Distance 350 yards
Interval 400 yards

*Detach at "NG"
**Join at "NE"

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CRUISING DISPOSITIONS

CRUISING DISPOSITION THREE

CONVOY (LCI(L)) SF-2 CAMEL SECTION

NIBLACK (DD 424)

LCI(L) 303 (F)

	LCI(L)	LCI(L)	
SPEED (AM 116)			STRIVE (AM
	308 (Guide)	274	
	200 yds ↑		
	264 ← 300 yds →	258	
	280	259	
	284	290	
	292	297	
	260	294	
SUSTAIN (AM 119)	289	314	STEADY (AM
	221	133	
	40 (Sal)	283	
	278	316	
	39	251	
	253 (Stores)	247	
	257 (Stores)	76 (Sal)	
SC 532	PRODUCT	190 (Sal)	SC 676
	*ANTWERP	*ULSTER QUEEN	

PC 542

*Detach one hour prior to
entrance to Straits of Bonifacio

Distance 200 yards
Interval 300 yards

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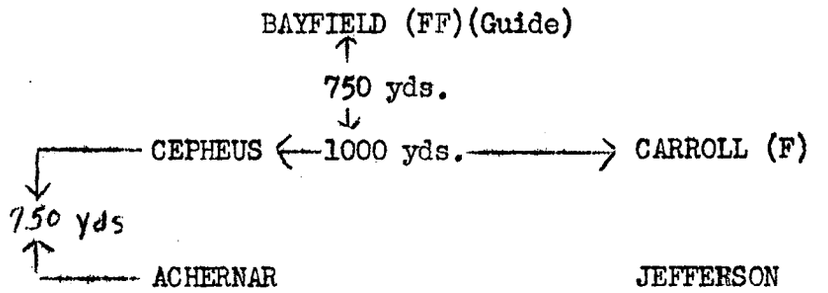
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CRUISING DISPOSITIONS

CRUISING DISPOSITION FOUR

CONVOY (Transports) SF -1 CAMEL SECTION

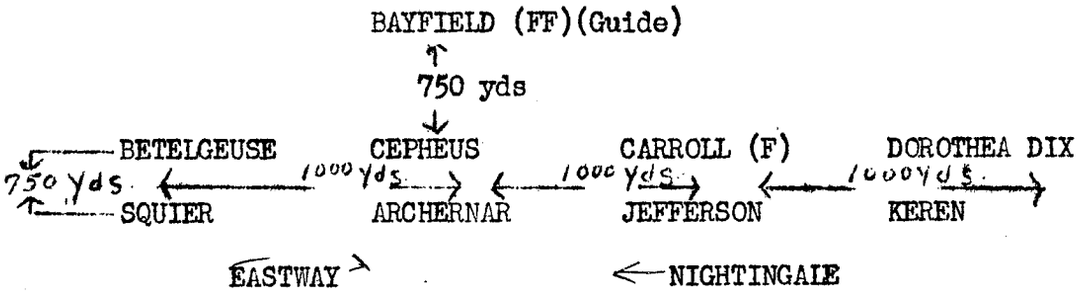


ACHERNAR	JEFFERSON
EASTWAY	NIGHTINGALE
BETELGEUSE	DOROTHEA DIX
SQUIER	KEREN

Distance 750 yds.
Interval 1000 yds.

CRUISING DISPOSITION FOUR-A

CONVOY (Transports) SF-1 CAMEL SECTION



Distance 750 Yds.
Interval 1000 Yds.

APPENDIX 3 to ANNEX DOG
CRUISING DISPOSITION 4/4A

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CRUISING DISPOSITIONS

CRUISING DISPOSITION FIVE

CONVOY (Transports) SF-1A DELTA SECTION

LYON	STANTON (F) (Guide)
PROCYON	ARCTURUS
BARNETT	DICKMAN
MARINE ROBIN	DILWARA
SANTA ROSA	ASCANIA

750 yds ↑ ↓ 1000 yds ← →

Distance 750 Yards
Interval 1000 Yards

CRUISING DISPOSITION FIVE-A

CONVOY (Transports) SF-1A - DELTA SECTION

MARINE ROBIN	LYON	STANTON (F)(Guide)	DILWARA
SANTA ROSA	PROCYON	ARCTURUS	ASCANIA
	BARNETT	DICKMAN	

750 yds ↑ ↓ 1000 yds ← → 1000 yds ← → 1000 yds ← →

Distance 750 Yards
Interval 1000 Yards

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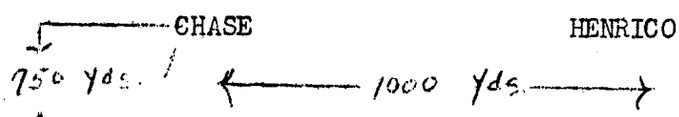
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CRUISING DISPOSITIONS

CRUISING DISPOSITION SIX

CONVOY (Transports) SF-1B ALPHA SECTION



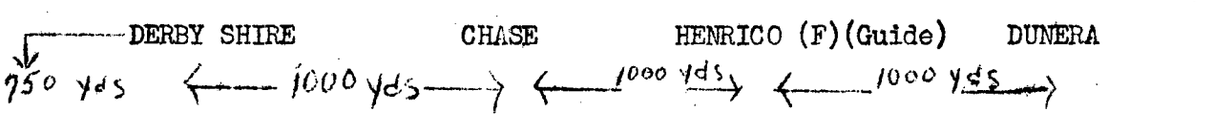
OBERON — ANN ARUNDEL
ANDROMEDA — THURSTON
DERBY SHIRE — DUNERA
HIGHWAY — CATOCTIN (FF)

Distance 750 yards
Interval 1000 yards

NOTE: USS PLUNKETT (DD 431)(RFF) in Screen.

CRUISING DISPOSITION SIX-A

CONVOY (Transports) SF-1B ALPHA SECTION



HIGHWAY — OBERON — ANN ARUNDEL — CATOCTIN (FF)
ANDROMEDA — THURSTON

Distance 750 Yards
Interval 1000 Yards

NOTE: USS PLUNKETT (DD 431)(RFF) in Screen.

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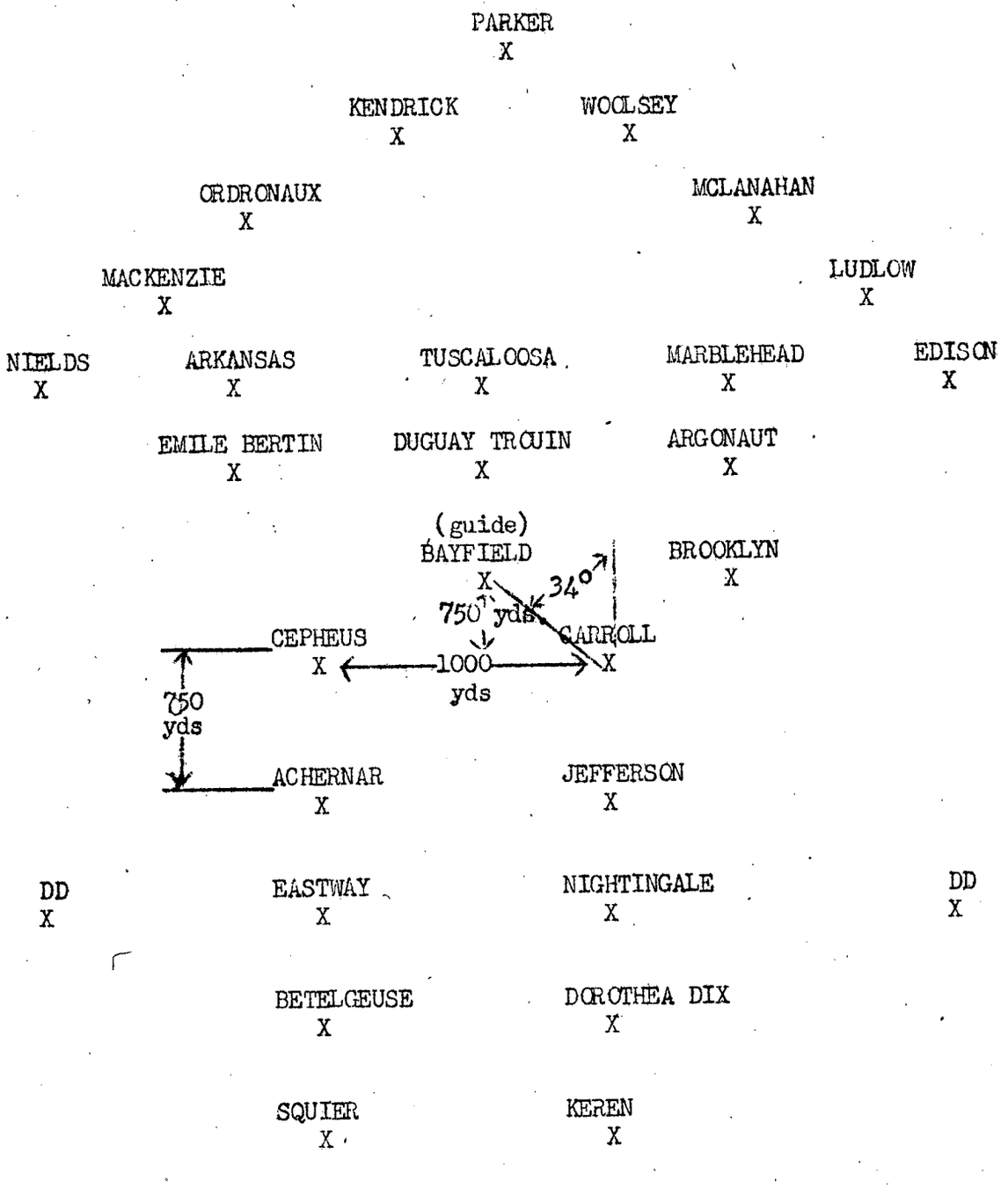
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CRUISING DISPOSITIONS

CRUISING DISPOSITION SEVEN

CONVOY (TRANSPORTS) SF-1 CAMEL SECTION



NOTE: Cruising Disposition SEVEN-A the same except Transports as in Cruising Disposition FOUR-A.

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CONVOY ROUTE AND TIME TABLES

REFERENCE POINTS, COURSES AND DISTANCES

Point	Latitude North	Longitude East	Track to next point	Distance to next point	Remarks
CONVOY ROUTE NUMBER ONE - NAPLES ⊖ ANVIL					
Seaward end of QBB 238			210°T	4.7)	ROUTE
NA	40°- 36	13 - 56	281°T	129.0)	
NB	41 - 00	11 - 09	287°T	69.8)	
NC	41 - 20.5	09 ⊖ 41	270°T	15.7)	NO.
ND	41 - 20.5	09 - 20	225°T	4.4)	
NE	41 - 17.4	09 - 15.9	264°T	2.8)	
NF	41 - 17.1	09 - 12.25	290°T	24.8)))	ONE
NG	41 - 25.5	08 - 41.5	328°T	23.1)	
NH	41 - 45	08 - 25	351°T	19.2)	
AL	42 - 04	08 - 21	004°T	11.0)	
AM	42 - 15	08 - 22	008°T	11.1)	
AN	42 - 26	08 - 24	311°T	74.5)	AN to Z
AO	42 - 37	08 - 25	004°T	11.0	AN to AO
Z	43 - 14.7	07 - 07	300°T	7.0	Z to Transport Area inshore line
SF-1 Turn Off 131° 2.5 miles from Z			300°T	9.6	To Transport Area Line
SF-2 Turn Off at Z			300°T	7.0	To Transport Area Line
SM-1 Turn Off 311°T 3.5 miles from Z			300°T	3.6	To Transport Area line
SS-1 Turn Off 311°T 1.75 miles from Z			300°T	5.2	To Transport Area line
North Transport Area	43 - 19.23	06-59.48			
South Transport Area	43 - 16.07	07-00.14			
West Transport Area	43 - 17.06	06-57.79			
East Transport Area	43 - 18.23	07-01.82			
Transport Area			300°T	4.18	To Green Lowering Area Line
Transport Area			340°T	2.73	To Blue Lowering Area Line
A	43-17.95	06-57.7	1000 yds.,from inshore side of Transport Area (column 2)		
B	43-21.02	06-53.58	1000 yds.,from inshore end of Green Lowering Area		
C	43-22.1	06-57.84	1000 yds., from inshore end of Blue Lowering Area		
N	43-19.3	06-58.78	1000 yds.,from inshore end of Transport Area (column 11)		

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APPENDIX 4 to ANNEX DOG of
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CTF 87 No. 1-44

CONVOY ROUTE AND TIME TABLES

CONVOY ROUTE NUMBER SIX - PALERMO - ANVIL

Point	Latitude North	Longitude East	Course to next point	Distance to next point	Remarks
LA	38 - 22	13 - 23	273°T	250.5	
LB	38 - 34	08 - 03	343°T	43.0	
AH	39 - 15	07 - 47	002°T	84.0	Joins Oran-Anvil Rt.
AJ	40 - 39	07 - 50	015°T	68.5	
AK	41 - 45	08 - 13	017°T	20.0	
AL	42 - 04	08 - 21	004°T	11.0	Joins Route No.1 at AL

TIME TABLE - ASSAULT CONVOY(TRANSPORTS) SF-1

Point	Distance to next point	Time to next point	Convoy SF-1 Passes at	Convoy SF-1A Passes at	Convoy SF-1B Passes at	Speed
NA	129.0	11 hours - 44 mins.	1525/13	1625 - 13	1725 - 13	
NB	69.8	6 hours - 21 mins.	0309/14	0409 - 14	0509 - 14	11 Knots
NC	15.73	1 hour - 32 mins.	0930/14	1030 - 14	1130 - 14	X
ND	4.36	26 mins.	1102/14	1202 - 14	1302 - 14	
NE	2.77	16 mins.	1128/14	1228 - 14	1328 - 14	10.2 Knots
NF	24.75	2 hours 25 minutes	1144/14	1244 - 14	1344 - 14	
NG	23.1	2 hours - 6 mins.	1409/14	1509 - 14	1609 - 14	X
NH	19.25	1 hour 45 mins.	1615/14	1715 - 14	1815 - 14	
AL	11.0	1 hour	1800/14	1900 - 14	2000 - 14	11 Knots
AM	11.0	1 hour	1900/14	2000 - 14		
AN	72.0	7 hours	2000/14			X
Z Turn off	9.6	1 hour - 30 mins.	0300/15			10.3Knots
Transport Area			0430/15			X

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CONVOY ROUTE AND TIME TABLES

TIME TABLE - CONVOYS SS-1, SM-1 AND SF-2

LCT CONVOY SS-1
Speed 5 knots

POINT	Distance to next point in miles	Time to next Point	Passes at
AN	76.25	15 hrs. 15 min.	1100B 14th Aug.
Z Turn Off	5.25	1 hr. 45 min.	0215B 15th Aug.
*G	4.175	1 hr.	
Transport Area **B	2.725	1 hr. 15 min.	0400B 15th Aug.
Green Lowering Area			0500B 15th Aug.
Blue Lowering Area			0515B 15th Aug.

LST CONVOY SM-1
Speed 8 knots

POINT	Distance to next point in miles	Time to next Point	Passes at
AN	78	9 hrs. 45 min.	1700B 14th Aug.
Z Turn Off	3.6	1 hr. 15 min.	0245B 15th Aug.
*G	4.175	1 hr.	
Transport Area**B	2.725	1 hr.	0400B 15th Aug.
Green Lowering Area			0500B 15th Aug.
Blue Lowering Area			0500B 15th Aug.

LCI CONVOY SF-2
Speed 10 knots

POINT	Distance to next point in miles	Time to next Point	Passes at
AN	74.5	7 hrs. 30 min.	2300B 14th Aug.
Z Turn Off	7.0	40 min.	0630B 15th Aug.
Transport Area	4.175	50 min.	0710B 15th Aug.
Green Lowering Area			0800B 15th Aug.

* Green Beach
** Blue Beach

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APPENDIX 5 to
ANNEX DOG of
OPERATION PLAN
CTF 87 No.1-44

CONVOY ORDERS

(a) Convoy Commander is responsible for the safe conduct and timing of convoy.

(b) Senior Officer of Escort is responsible for the protection from enemy action of both the convoy and escorts.

(c) Comply with local harbor regulations in regard to gunfire discipline during enemy air raids. Anti-aircraft fire in accordance with Appendix 3 of ANNEX LOVE.

(d) Attack by enemy forces is to be reported to CTF 87 in accordance with Appendix 2 of Annex ABLE, Reports.

(e) Take every practicable measure to ensure:

(1) Earliest warning of enemy surface, air or underwater attack.

(2) Destruction of enemy forces encountered.

(f) Keep closed up. Maintain accurate position as shown in Cruising Dispositions, Appendix 3 of this Annex. Arrival of convoy on schedule is imperative. Convoy must not be delayed by stragglers.

(g) Ships are to be completely darkened from sunset to sunrise. Searchlights will not be used at night. Navigational lights shall be used at night only in emergency, and then dimmed to show not farther than one mile.

(h) On being attacked by Glider Bombs, make codeword "TIPTREE" and act in accordance with the instructions given in C.A.F.O. 546/44 which states under General Counter Measures: "Engage Parent aircraft with long range AA armament and glider bomb with close range AA armament. C.A.F.O. 1019/44 states that "VERMIN" is signal to ships to carry out radio jamming counter measures and "NEGATIVE VERMIN" is signal to cease all jamming immediately".

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APPENDIX 6 of ANNEX DOG to
OPERATION PLAN
CTF 87 No. 1-44

NAVIGATION AIDS

QBB 219

ITALY. West Coast. Salerno. Admiralty Charts 1842 and 1596.

A searched channel has been established, width 1 mile, whose centre line runs from a position 40° 34 ' N 14° 41' E in a 028° direction for 7 miles on occulting red light on end of breakwater. The centre line is marked by unlit buoys at 1 mile intervals. Buoys can be lit at 12 hours notice.

QBB 235

ITALY. West Coast. Castellamare.
Admiralty Chart 1728

A swept channel is established, width 1 mile, whose centre line passes through the following positions:-

(1) 40° 33' N 14° 17' 45" E
(2) 40° 38' N 14° 17' 45" E
(3) 40° 42' 25" N 14° 28' E

and thence into harbour. The centre line of the channel is marked by Dan Buoys at approximately 1 mile intervals.

QBB 237

ITALY. West Coast, Naples, Approach Channel and Anchorage.
Admiralty Chart 1728.

(1) A swept channel 1 mile wide has been established with centre line passing through following positions:-

(a) 40° 33' N 14° 17' 45" E
(b) 40° 49' 50" N 14° 17' 45"

(2) An anchorage area has been cleared within rectangle with South-West corner in position:-

40° 46' 50" N 14° 13' 15" E

Western side running 000°, 2½ miles, and Southern side 090°, 3 miles from this position.

(3) The rest of the Gulf of Naples is known to be heavily mined.

QBB 238

ITALY. West Coast.

Gulf of Naples, Inshore Channel Admiralty Chart 1728.

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APPENDIX 6 of ANNEX DOG to
OPERATION PLAN
CTF 87 No. 1-44

A swept channel 1 mile wide has been established with center line passing through the following positions:

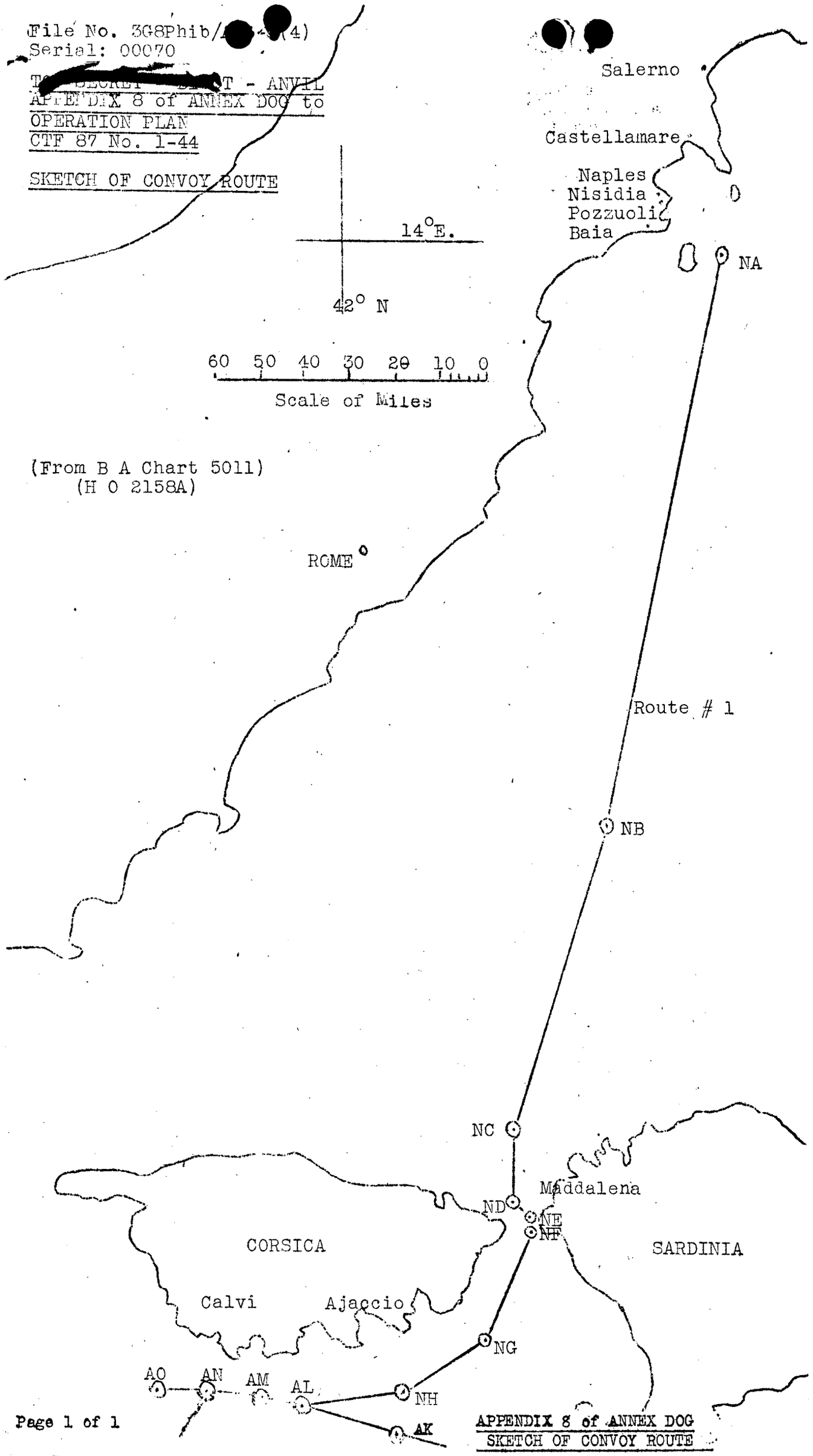
(1) 40° 40' N 13° 59' 45" E
(2) 40° 46' 30" N 14° 06' 45" E
(3) 40° 46' 30" N 14° 17' 45" E
(4) 40° 42' 30" N 14° 28' 00" E

A swept channel 2 miles wide through BONIFACIO STRAIT has been established with center line through points NC, ND, NE, NF, and NG. (See Reference Points, Courses and Distance Table, Appendix 4 to this Annex.) Aids to navigation are contained in Admiralty Light List. Location of buoys are being issued in QBB messages. An overlay of this channel is attached to supplement A to Appendix 1 of Annex H to NCWTF Operation Plan No. 4-44, not distributed to all holders of this Plan.

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APPENDIX 8 of ANNEX DOG to
OPERATION PLAN
CTF 87 No. 1-44

SKETCH OF CONVOY ROUTE



APPENDIX 8 of ANNEX DOG
SKETCH OF CONVOY ROUTE

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ANNEX EASY to
OPERATION PLAN
CTF 87 No. 1-44

MINESWEEPING PLAN

TASK ORGANIZATION (Same as basic plan to which this is an Annex.)

(h) 87.8 Minesweeper Group - Lt. Comdr. J. L. Maloney

(1) Sweeper Unit One - Lt. Comdr. J. L. Maloney

Mine Division Seventeen

(2) Sweeper Unit Two - Lt. R. G. Hornsby, RNR

35th Trawler Group

(3) Sweeper Unit Three - Lt. E. F. Sherman

YMS Section 6

(4) Sweeper Unit Four - Lt. J. I. Hartnale, RNVR

153rd BYMS Group

(5) Sweeper Unit Five - Lt.(jg) G. F. McConnell

LCVP Shallow Sweep Section 5

(6) Sweeper Unit Six - Ensign R. E. Scheifley

LCVP Shallow Sweep Section 6

(7) Sweeper Tender - Lt. Comdr. Wing, RNR

HMS Product

1. Information

See Basic Plan and Annex ABLE for sources of information on enemy movements, weather, hydrographic data, fighter protection, and enemy mine fields. A table of latitude and longitude of points is contained in Appendix 4 to Annex DOG - Sortie, Convoy and Routing Plan. Areas 20, 30 and 40 shown in Appendix 1 to Annex HOW - Deployment Diagram - are enclosed by lines through the following positions:

Area 20

(a)	43° 21' 04" N	06° 42' 58" E
(b)	43° 19' 56" N	06° 45' 45" E
(c)	43° 21' 29" N	06° 46' 58" E
(d)	43° 24' 49" N	06° 46' 56" E

Area 30

(a)	43° 24' 49" N	06° 46' 56" E
(b)	43° 21' 29" N	06° 46' 58" E
(c)	43° 22' 55" N	06° 53' 02" E
(d)	43° 26' 00" N	06° 51' 46" E

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ANNEX EASY to
OPERATION PLAN
CTF 87 No. 1-44

MINESWEEPING PLAN

Area 40

(a)	43° 26' 00" N	06° 51' 46" E
(b)	43° 23' 37" N	06° 52' 44" E
(c)	43° 24' 54" N	06° 56' 28" E
(d)	43° 26' 18" N	06° 57' 22" E
(e)	43° 27' 04" N	06° 55' 32" E

Seaward of the above areas is considered generally safe from mines due to the depth of water. The areas themselves are unsafe and ships are warned not to enter except through established swept channels.

Minesweeping Tasks for D plus one day will depend on the mine situation and orders will be issued at the end of D-Day.

Assumptions

That extensive enemy mine laying by aircraft and coastal forces will be aimed at the shallower waters inside the 100 fathom curve and particularly against any searched channels previously established.

2. Sweeper Units will clear mines from the channels and areas in which this force will operate.

3. (h) Minesweeper Group

(1) Sweeper Unit One - Mine Division 17

Task 1

Carry out Pre-Assault Mission in accordance with Annex DOG - Sortie, Convoy and Routing Plan.

Task 2

(a) Upon arrival in Transport Area report to Commander Escort Screening Group for assignment to inner screen. Orders and doctrines set down in Annex LOVE - Defense Plan - are to be strictly adhered to.

(b) On signal from Task Force Commander be prepared to carry out a clearance sweep of Areas 20, 30, or 40.

Task 3

At sunset of D-Day report to Commander Escort Screening Group

(2) Sweeper Unit Two - 35th Trawler Group

Task 1

Carry out Pre-Assault Mission in accordance with Annex DOG - Sortie, Convoy and Routing Plan.

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ANNEX EASY to
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CTF 87 No. 1-44

MINESWEEPING PLAN

Task 2

(a) Upon arrival in Transport Area report to Commander Escort Screening Group for assignment to inner screen. Orders and doctrins set down in Annex LOVE - Defense Plan - are to be strictly adhered to.

(b) On signal from Task Force Commander be prepared to carry out a clearance sweep of Areas 20, 30, or 40.

Task 3

At sunset of D-Day report to Commander Escort Screening Group.

(3) Sweeper Unit Three - YMS Section 6

Task 1

Carry out Pre-Assault Mission in accordance with Annex DOG - Sortie, Convoy, and Routing Plan.

Task 2

(a) At H minus 300 minutes without signal, leave screening stations and proceed ahead of assault convoys to rendezvous at point 1000 yards East of Reference Vessel ABLE at H minus 270 minutes. Upon arrival assume a starboard GEORGE formation (See Appendix 1.)

(b) Proceed to Reference Vessel BAKER arriving not later than H minus 240 minutes. Leave Reference Vessel to port and commence streaming gear.

(c) Upon arrival at Point EASY at H minus 200 minutes alter course to sweep the starboard (Eastern) half of Green Channel to a point 2000 yards from the beach. Lay Dan Buoys as described in Paragraph 3(x)2.

(d) At shoreward limit of sweep execute an adjacent lap turn to port and sweep the Western half of Green Channel guiding on dans previously laid. Guide keep station 100 yards to Westward of dan buoys.

(e) After last ship in formation has passed one mile to seaward of Point EASY recover and check gear. Rendezvous in vicinity of Point JIG. Form Screen about LST formation.

Task 3

(a) At 0930B without signal, leave screening stations and rendezvous at Point JIG. Upon arrival assume a starboard GEORGE formation (See Appendix 1.)

(b) Proceed to Point KING arriving not later than 1000B, and stream gear.

(c) Arrive at Point LOVE at about 1040B and sweep the starboard (Eastern) half of Red Channel through Point DOG to a point 2000 yards from the beach. Lay dan buoys as described in Paragraph 3(x)2.

(d) At shoreward limit of sweep execute an adjacent lap turn to port and sweep the Western half of Red Channel guiding on dans previously laid. Guide keep station 100 yards to Westward of dan buoys.

(e) After last ship in formation has passed one mile to seaward of Point LOVE recover gear and proceed to Transport Area. Await orders to perform Task 4.

Task 4

On signal from Task Force Commander be prepared to carry out clearance sweep of Areas 20, 30, or 40.

Task 5

At sunset of D-Day report to Commander Escort Screening Group.

(4) Sweeper Unit Four - 153rd BYMS Group

Task 1

Carry out Pre-Assault Mission in accordance with Annex DOG - Sortie, Convoy and Routing Plan.

Task 2

(a) At H minus 300 minutes without signal, leave screening stations and proceed ahead of Assault Convoys to rendezvous at a point 1000 yards East of Reference Vessel NAN at H minus 270 minutes. Upon arrival assume a port GEORGE formation (See Appendix 1)

(b) Proceed to Reference Vessel CHARLIE arriving not later than H minus 240 minutes. Leave Reference Vessel to starboard and commence streaming gear.

(c) Upon arrival at Point FOX at about H minus 200 minutes alter course to commence effective sweep of port (Southern) half of Blue Channel to a point 2000 yards from the beach. Lay dan buoys as described in Paragraph 3(x)2.

(d) At shoreward limit of sweep execute an adjacent lap turn to starboard and sweep the northern half of the Blue Channel guiding on dans previously laid. Guide will keep station 100 yards to Northward of line of dan buoys.

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~~TOP SECRET - BIGOT - ANVIL~~

ANNEX EASY to
OPERATION PLAN
CTF 87 No. 1-44

MINESWEEPING PLAN
Task 3

(a) After last ship formation has passed one mile to seaward of Point FOX recover gear and proceed to vicinity West of Reference Vessel CHARLIE.

(b) On signal from Task Force Commander MLs of Sweeper Unit Four conduct sweep of Yellow Channel from Point ITEM to as close to boom as possible. (See Annex ABLE, Intelligence Plan for description of boom). Lay dan buoys as described in paragraph 3(x) 2.

(c) On completion return to vicinity West of Point CHARLIE. Await orders to perform Task 4.

Task 4

(a) On signal from Task Force Commander MLs of Sweeper Unit Four conduct a clearance sweep of Rade D'Agay inside of boom. On completion report to Commander Sweeper Unit Four and Task Force Commander. Return to vicinity West of Reference Vessel CHARLIE.

(b) Three BYMSs then carry out a magnetic and acoustic sweep of same area.

(c) On completion return to vicinity West of Reference Vessel CHARLIE. Be prepared to carry out clearance sweep of Areas 20, 30, or 40.

Task 5

At sunset of D-Day report to Commander Escort Sweeping Group for assignment to screen. Orders and doctrines set down in Annex LOVE Defense Plan-are to be strictly adhered to.

(5) Sweeper Unit Five - Shallow Sweep Section 5

(6) Sweeper Unit Six - Shallow Sweep Section 6

Task 1

Proceed to Reference Vessel EASY in accordance with Annex HOW - Landing Plan.

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ANNEX EASY to
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CTF 87 No. 1-44

MINESWEEPING PLAN

Task 2

(a) On arrival and not later than H minus 60 deploy into a double line abreast formation with Sweeper Control in the lead as as guide. Alter course to follow the line of dan buoys marking the center of Green Channel.

(b) At a point 3000 yards from the beach stream gear - port for one unit and starboard for the other. Veer 150 fathoms of sweep wire and a 30 foot float pendant.

(c) Sweep Green Channel from last dan laid by Sweeper Unit Three to a point 500 yards from the beach. Sweeper Control will leave the formation at a point 1500 yards from the beach and return to line of departure. (See Annex JIG - LANDING PLAN).

(d) Upon arrival at shoreward limit of sweep, sweeper units shall alter course 180° to port and starboard to sweep the margins of the channel just swept.

(e) Lay dan buoys as described in Paragraph 3(x) 2.

(f) At a point 2000 yards from the beach recover gear and proceed to line of departure where Sweeper Control shall act as guide to Point M. Do not interfer with traffic in channel. At point M await orders to perform Task 3.

Task 3

(a) At about Z minus 148 minutes proceed in company with Sweeper Control SC to Reference Vessel DOG in accordance with Annex HOW - Landing Plan.

(b) On arrival and not later than Z minus 85 minutes deploy into double line abreast formation with Sweeper Control in the lead as guide. Alter course to follow the line of dan buoys marking the center of Red Channel.

(c) At a point 3000 yards from the beach stream gear - port for one unit and starboard for the other. Veer 150 fathoms of sweep wire and a 30 foot float pendant.

(d) Sweep Red Channel from the last dan laid by Sweeper Unit Three to a point 500 yards from the beach. Sweeper Control will leave the formation at a point 1500 yards from the beach and return to the line of departure.

(e) Upon arrival at shoreward limit of sweep Sweeper Units shall alter course 180° to port and starboard to sweep the margins of the channel just swept.

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ANNEX EASY to
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MINESWEEPING PLAN

(f) Lay dan buoys as described in Paragraph 3(x)2.

(g) At a point 2000 yards from the beach recover gear and proceed to line of departure where Sweeper Control shall act as guide to Point M. There await orders to carry out clearance sweeps of Areas 20, 30, and 40 inside the six fathom curve.

(7) Sweeper Tender - HMS Product

Task 1

Proceed in accordance with Annex DOG-Sortie, Convoy, and Routing Plan.

Task 2

On arrival proceed as directed by Task Force Commander.

(x)(1) Sweeping Procedure

(a) In accordance with F.T.P. 204A or CB 4044.

(b) Adjust sweeps to the maximum length consistent with avoiding parted sweeps.

(c) Standard sweeping speed 7½ knots except BMSs 4½ knots.

(d) Acoustic gear will be operated at all times while sweeping.

(e) Use maximum available sweep wire scope.

(f) All ships use white float lights and standard black and red float flags.

(g) Dimmed blue wake lights may be used but on the approach only.

(h) Sweep wires are to be fully armed.

(2) Parted Sweeps and Casualties.

(a) In the event of the leading ship becoming a casualty the second ship is to haul over to the original line of advance. The MLs are to form on the new guide.

(b) In the event of the leading ship parting her sweep the same procedure is to be followed and the leading ship is to replace her sweep and become stern ship in formation.

(c) In the event of any other ship parting her sweep the remaining ships astern are to haul over to port or starboard as necessary in the usual way. The ship concerned is to replace her gear and become stern ship in formation.

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ANNEX EASY to
OPERATION PLAN
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MINESWEEPING PLAN

(3) Instructions Concerning MLs

(a) In order to conserve explosive cutters the third ML in the minsweeping formation will keep sweep wire shortened to 50 fathoms and kite down. The first two MLs use full scope of sweep wire.

(b) The leading YMS is the guide for the formation and the MLs will keep station on the guide. The second and third MLs will maintain station directly ahead of the guide. The first ML will maintain station in order to adequately cover the second ML.

(c) In the event of the leading ML parting her sweep or expending her cutters, she is to form astern of the third ML and get out another sweep or replace cutters. The second ML is then to take the lead but increase distance from the guide at maximum speed.

(d) Station keeping distance between MLs and the guide is to be ordered by the Senior Officer of the unit concerned.

(4) Dan Laying

(a) In Green Channel center line buoys from Point EASY to a point 2000 yards from beach at 1000 yard intervals.

(b) In Blue Channel center line buoys from Point FOX to a point 2000 yards from beach at 1000 yard intervals.

(c) In Red Channel center line buoys from Point DOG to a point 2000 yards from beach at 1000 yard intervals.

(d) In Yellow Channel one center line buoy at the 100 fathom curve and one at shoreward limit of sweep.

(e) BMS's shall lay dan buoys in Green and Red Channels on the flanks of swept area at the closest point of approach to the beach.

(f) Center line dan buoys shall display black and yellow checkered flags and green lights. Buoys laid by the BMSs marking the extreme limit of the swept channel will display the conventional dan buoy (OBOE) flag.

(5) Reports

(a) In accordance with Appendix 2 to Annex JIG of NCWTF Operation Plan No. 4-44.

(b) In addition, on completion of each TASK ordered in Annex EASY, Unit Commanders concerned report by signal to Task Force Commander giving an indication of whether full success was achieved.

(6) Contact with the Enemy

(a) Sweeper Units shall maintain sweeping formations even though heavily engaged.

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ANNEX EASY to
OPERATION PLAN
CTF 87 No. 1-44

MINESWEEPING PLAN

(b) Sweeping shall continue regardless of losses.

(7) Post-Assault Mission

In accordance with Annex KING - Post-Assault Plan.

4. Logistics in accordance with Annex BAKER

5. Communications in accordance with Annex QUEEN. Use zone BAKER time.

D. P. MOON
Rear Admiral, U.S.N.
Commander Task Force 87

Distribution:

(Same as basic plan)

AUTHENTICATED:

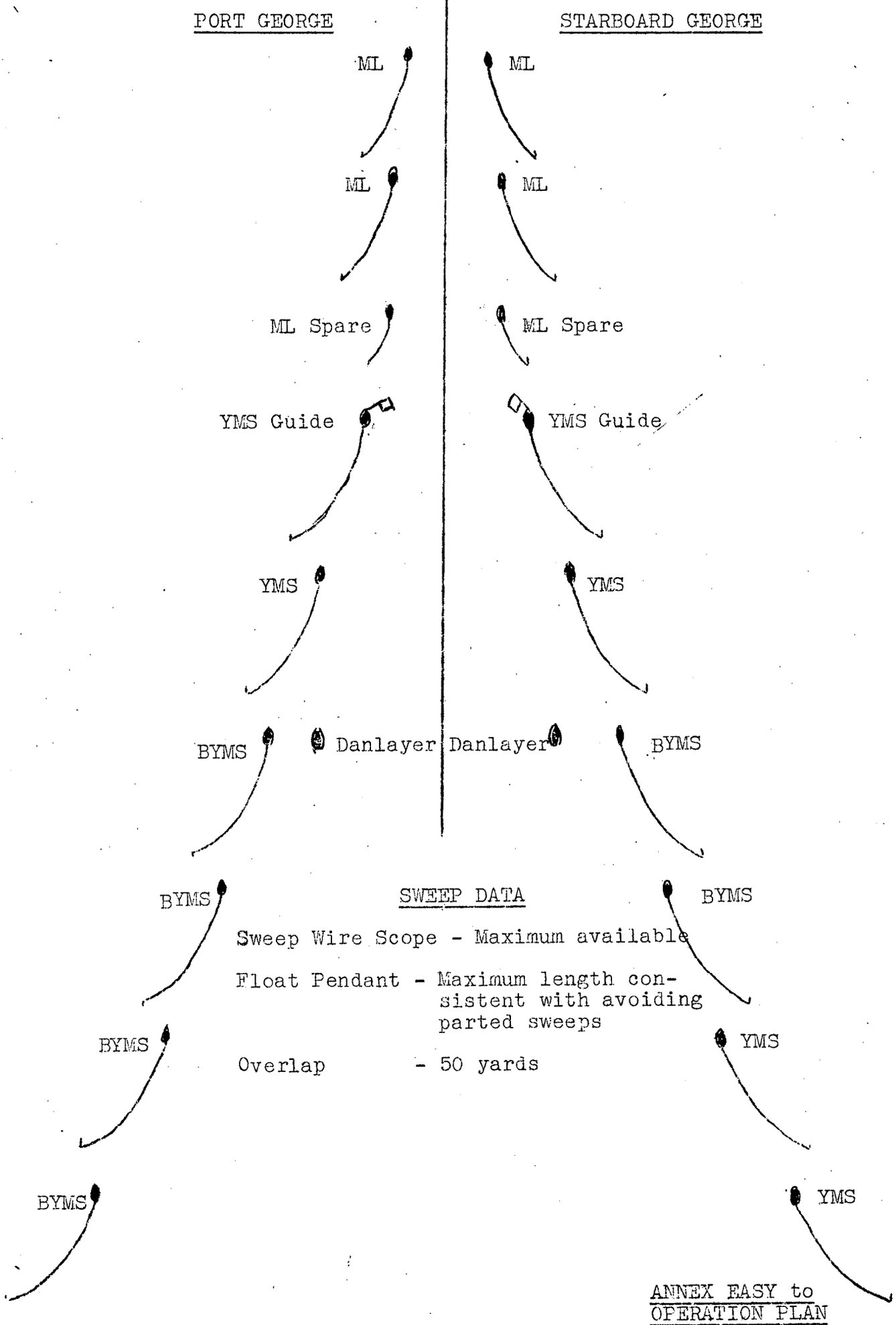
THOMAS M. HAMILTON
Flag Secretary.

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~~TOP SECRET BIGOT ANVIL~~

APPENDIX 1 to
ANNEX EASY to
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SWEEP DATA

Sweep Wire Scope - Maximum available

Float Pendant - Maximum length consistent with avoiding parted sweeps

Overlap - 50 yards

ANNEX EASY to
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~~SECRET DIGEST ANVIL~~ 1 AUGUST 1944, 1200

:NEX FOX to
ERATION PLAN
F 87 NO. 1-44

PROACH PLAN

TASK ORGANIZATION

(a)	87.1	Force Flagship
(b)	87.7	Bombardment Group
(c)	87.10.1	Assault Convoy (LCT) SS-1
(d)	87.10.2	Assault Convoy (LST) SM-1
(e)	87.10.3	Assault Convoy (LCI(L)) SF-2
(f)	87.10.4	Assault Convoy (Transports) SF-1
(g)	87.8	Minesweeping Group

1. INFORMATION

(a) CAMEL Assault Convoys will come under control of Commander Task Force 87 on passing point "AN" Latitude 42° 26' N, Longitude 8° 24' E.

(b) Convoy route from "AN" to Transport Area is as indicated in Appendix 4 of Annex DOG and shown in Appendix 1 of this Annex.

(c) Reference Vessels for approach, Transport Area and Lowering Areas will be in following positions:

	Latitude North	Longitude East
Reference Vessel "A" PC 1597	43° 17.95'	6° 57.7'
Reference Vessel "B" PC 546	40° 21.02'	6° 53.6'
Reference Vessel "C" SC 691	43° 22.1'	6° 57.84'
Reference Vessel "N" BOYLE (DD600)	43° 19.3'	6° 58.78'
Reference Vessel "Z" CHAMPLIN (DD601)	43° 14.5'	7° 07'

(d) Approach dispositions for Convoys SS-1, SM-1 and SF-2 are the same as cruising dispositions Appendix 3 of Annex DOG. Approach disposition for SF-1 is Appendix 2 of this Annex.

(e) Deployment diagrams are in Appendix 1 of Annex HOW.

2. This Force will approach Transport Area and take positions indicated in Deployment Diagrams.

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~~TOP SECRET PIGOT ANNEX~~ 1 AUGUST 1944, 1200

ANNEX FOX to
OPERATION PLAN
CTF 87 NO. 1-44

3. (a) Force Flagship

(b) Bombardment Group

(f) Assault Convoy (Transports) SF-1

(1) Force Flagship, USS BAYFIELD, guide of Convoy SF-1 after passing point "AN" execute signal to change formation to Approach Disposition ONE and take station as indicated therein. Proceed alo convoy route to Transport Area, speed of advance ten point three (10.3) knots. Adjust speed so as to arrive at designated position in Transport Area at 0430B 15 August. On arrival at turn off point, bearing 131° T, 2.5 miles from Reference Vessel "Z" turn left and proceed to Transport Area on course 300° T. USS B make "HALT" signal on arrival at station in Transport Area.

(2) Bombardment Group proceed in Convoy SF-1. At point five miles from Reference Vessel "Z" about 0230B 15 August, without signal, deploy to right and left in advance of convoy and proceed in accordance with Gunfire Support Plan, Annex GEORGE to flanks of Transport Area. Be prepared to deliver counter-battery fire.

(3) Assault Convoy SF-1 after passing point "AN", on signal from conv guide, USS BAYFIELD, change formation to Approach Disposition ONE and proceed along convoy route to Transport Area, speed of advanc ten point three (10.3) knots. When on course 300° T after passin turn-off point clos interval to 800 yards. Stop in Transport Area in accordance with "HALT" signal from USS BAYFIELD.

(4) CHAMPLIN (DD601) and BOYLE (DD600) on arrival at point "AN" detac from convoy without signal and proceed toward Transport Area with sufficient speed for CHAMPLIN to fix position accurately by radar or other means and take station at point "Z", Latitude 43° 14.7' Longitude 7° 07' E, by 0100B 15 August, and for BOYLE, after similarly establishing position accurately, to take station at point "N", Latitude 43° 19.3' N, Longitude 6° 58.78' E, by 0300B, 15 August.

On arrival at station, CHAMPLIN flash word "ZEBRA" in direct 131° T at one minute intervals with a 12" signal light, 4" aperture using colored filter. After Assault Convoy (LCI(L)) SF-2 has passed, at approximately 0630B, 15 August, CHAMPLIN leave point "Z" and proceed to left flank of Transport Area and take station about 1000 yards from Transports. Maintain patrol to protect tran ports against underwater or air attack.

On arrival at station, BOYLE flash word "NAN" in direction 120° T at one minute intervals with a white light, screened and dimmed to show no farther than two miles. At about 0900B 15 Augus leave point "N" and proceed to right flank of Transport Area and take station about 1000 yards from LSTs. Maintain patrol to protect ships in Transport Area from underwater or air attack.

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ANNEX FOX to
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(5) On arrival at Transport Area escort destroyers with SF-1 convoy report to Commander Anti-Submarine Group and take stations in Joint Area Screen.

(c) Assault Convoy (LCT) SS-1

(1) Convoy proceed along convoy route from "AN" to Transport Area, speed of advance five (5.0) knots. Guide LCT(R) 483. Adjust speed of advance to insure all ships and craft in designated positions in Transport Area by 0400B, and in Lowering position by 0515B, 15 August 1944.

(2) PC 1597, 546 and SC 691, Reference Vessels "A", "B", "C" leave convoy without signal on approaching point "ZEBRA" in time for Reference Vessel "A", PC 1597, to arrive at position indicated Annex HOW by 0300B, 15 August. Reference Vessels "B" and "C", PC 546 and SC 691, arrive on station by 0330B, 15 August.

(3) At 0300B, 15 August, YMS, BYMS, MLs, FOULA and HASCOSAY, leave convoy without signal and proceed in accordance with Minesweepi Plan, Annex EASY.

(4) On arrival at turn off point, bearing 311° T, 3500 yards, from Reference Vessel "Z", convoy turn left and proceed to Transport Area on course 300° T.

(5) On arrival Transport Area, convoy proceed toward positions show in columns 5, 6, 7 and 8 of Deployment Diagram. The two left h columns of LCTs under command of Red Deputy Assault Group Commar in LCI(L)(C) 195 stop in positions shown in columns 5 and 6 of Transport Area. LCI(L)(C) 195 make "HALT" signal. Right hand columns under command of Green Assault Group Commander in LCI(L) 19 proceed to Green Lowering Area and take positions in columns and 4 as shown in Deployment Diagram. LCI(L)(C) 19 make "HALT" signal.

(6) LCT(R) 849 in second column from right make "HALT" signal to remaining ships in that column in time to stop ships in Transport Area in positions shown in column 7 of Deployment Diagram.

(7) LCT(R)s 481 and 425 on approaching Reference Vessel "N" sheer t right out of column and proceed on course 340° T to Reference Vessel "C". Take station on port beam of Reference Vessel "C".

(8) On arrival at Transport Area ZETLAND report to Commander Anti-Submarine Group and take station in Joint Area Screen.

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(d) Assault Convoy (LST) SM-1

(1) Convoy proceed along convoy route from "AN" to Transport Area, speed of advance eight (8.0) knots. LST 491 Guide. Adjust speed of advance to insure all ships in position in Transport Area at 0400B and in Lowering position by 0515B on 15 August 1944.

(2) On arrival at turn off point, bearing 311° T, 3.5 miles from Reference Vessel "Z", convoy turn left and proceed to Transport Area on course 300° T.

(3) Convoy on approaching Transport Area keep to right side and pass down columns 9, 10 and 11 shown on Deployment Diagram.

(4) Right hand column on approaching Reference Vessel "N" sheer to right under command of Blue Assault Group Commander in LCI(L)(C) 951 and proceed on course 340° T to positions in Blue Lowering Area as indicated in Deployment Diagram. LCI(L)(C) 951 make "HALT" signal. Remaining two columns proceed under command of Green Deputy Assault Group Commander in LCH 240 to positions in Green Lowering Area as indicated in columns 5 and 6 of Deployment Diagram. LCH 240 make "HALT" signal.

(5) LST 394 remain in right hand column formation until abeam Reference Vessel "N", then sheer right and take station at point Latitude 43° 19.5' N, Longitude 6° 59.5' E. Upon taking station LST 394 is released from control of Commander Task Force 87. Carry out duties as Fighter Director.

(6) LST 1011 in left hand column, DEWDALE in center column, and LST 492 in right hand column on approaching inshore side of Transport Area make "HALT" signals to remaining ships in respective columns. Ships stop and take positions as indicated in columns 9, 10 and 11 in Transport Area as shown in Deployment Diagram.

(7) On arrival at Transport Area BICESTER report to Commander Anti-Submarine Group and take station in Joint Area Screen.

(e) Assault Convoy (LCI(L)) SF-2

(1) Convoy proceed along convoy route from "AN" to Transport Area, speed of advance ten (10.0) knots. LCI(L) 308 guide. Adjust speed to insure all ships in positions in Transport Area by 0730B and in Lowering Area by 0800B on 15 August 1944.

(2) On arrival at turn off point, Reference Vessel "Z", convoy turn left and proceed to Transport Area on course 300° T.

(3) Convoy on arrival Transport Area pass down columns 3 and 4 shown on Deployment Diagram and proceed to Green Lowering Area to positions in column 1 and 2. LCI(L) 303 make "HALT" signal.

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(4) LCI(L) 278 in left hand column on approaching inshore side of Transport Area make "HALT" signal to remaining ships in column. Ships stop in positions in column 3 of Transport Area as shown in Deployment Diagram.

(5) On arrival at Transport Area NIBLACK report to Commander Anti-Submarine Group and take station in Joint Area Screen.

(g) Minesweeping Group

(1) YMS, BYMS, MLs, FOULA and HASCOSAY in Convoy SS-1 leave convoy without signal at 0300B, 15 August in accordance with Mineswee Plan, Annex EASY.

(2) AMs and M/S Trawlers in convoys SF-2 and SM-1 on arrival at Tr port Area proceed in accordance with Minesweeping Plan, Annex

(x) (1) All convoys proceed from point "AN" toward Reference Vessel "Z" course 311° T.

(2) Convoy columns for Red and Green Beaches approach Transport Ar and deployment positions on course 300° T.

(3) Convoy columns for Blue Lowering Area approach Transport Area c course 300° T and deployment position on course 340° T.

(4) On arrival at point 3000 yards from line of Reference Vessels and "N", for ships and craft stopping in Transport Area, desig formation leaders make signal "HALT" executive method by blink tube at night and by flag hoist during daylight to ships and c of formation. At point 1500 yards from line of Reference Vess "A" and "N", execute signal "HALT" by executive method (5 seco dash). On reaching position 1000 yards from Reference Vessel line, column leaders kill any headway and hold position. Ship and craft of column close to proper distance and hold position Follow same procedure on stopping sections of convoy in Green and Blue Lowering Areas.

(5) Do not anchor.

(6) LST and LCT put stern into wind if necessary to hold position.

(7) Reference vessels flash signal to seaward at one minute inter as follows:

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ANNEX FOX to
OPERATION PLAN
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Reference Vessel "A" PC 1597 flash the word "ABLE" with red lig

Reference Vessel "B" PC 546 flash the word "BAKER" with green light.

Reference Vessel "C" SC 691 flash the word "CHARLIE" with blue light.

Reference Vessel "N" BOYLE (DD600) flash the word "NAN" with white light.

Reference Vessel "Z" CHAMPLIN (DD601) flash the word "ZEBRA" wit colored [illegible] signal light.

At daylight, Reference Vessels fly appropriate alphabet flags.

(8) Reference Vessel "N" marks TRANSPORT AREA. All ships and craft establish position by bearings on her.

(9) Escorts assigned to Task Force 87 on arrival Transport Area proceed in accordance with Defense Plan, Annex LOVE, Landing Plan, Annex HOW and Minesweeping Plan, Annex EAST. Escorts assigned to Task Group 80.6, Anti-Submarine Group take stations in Joint Area Screen.

4. Logistics in accordance with Annex BAKER.

5. (a) Communications in accordance with Annex QUEEN.

(b) Use Zone BAKER time.

(c) Assault Convoy Task Organizations are dissolved upon execution of th special "HALT" signal.

D. P. MOON
Rear Admiral, U.S. Navy
Commander CAMEL Attack Force and
Task Force EIGHTY SEVEN.

Distribution
(Same as Operation Plan CTF 87 No. 1-44)

Appendix
(1) Sketch of Approach Route.
(2) Approach Disposition SF-1.

T. M. HAMILTON
Flag Secretary

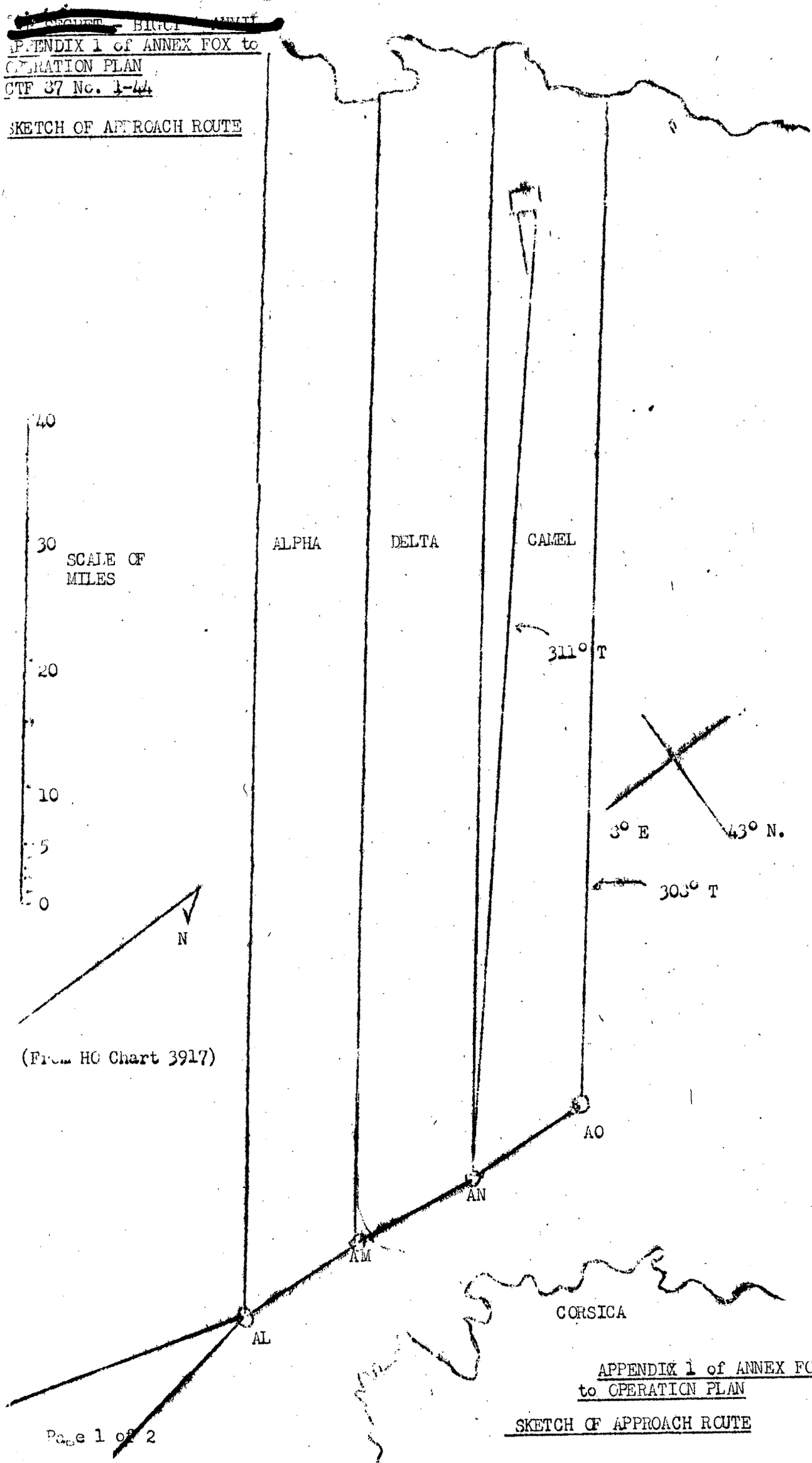
ANNEX FOX
APPROACH PLAN

File: 3G3Phib/A16-3
Serial:00070

[redacted] BIGOT [redacted]

APPENDIX 1 of ANNEX FOX to
OPERATION PLAN
CTF 37 No. 1-44

SKETCH OF APPROACH ROUTE



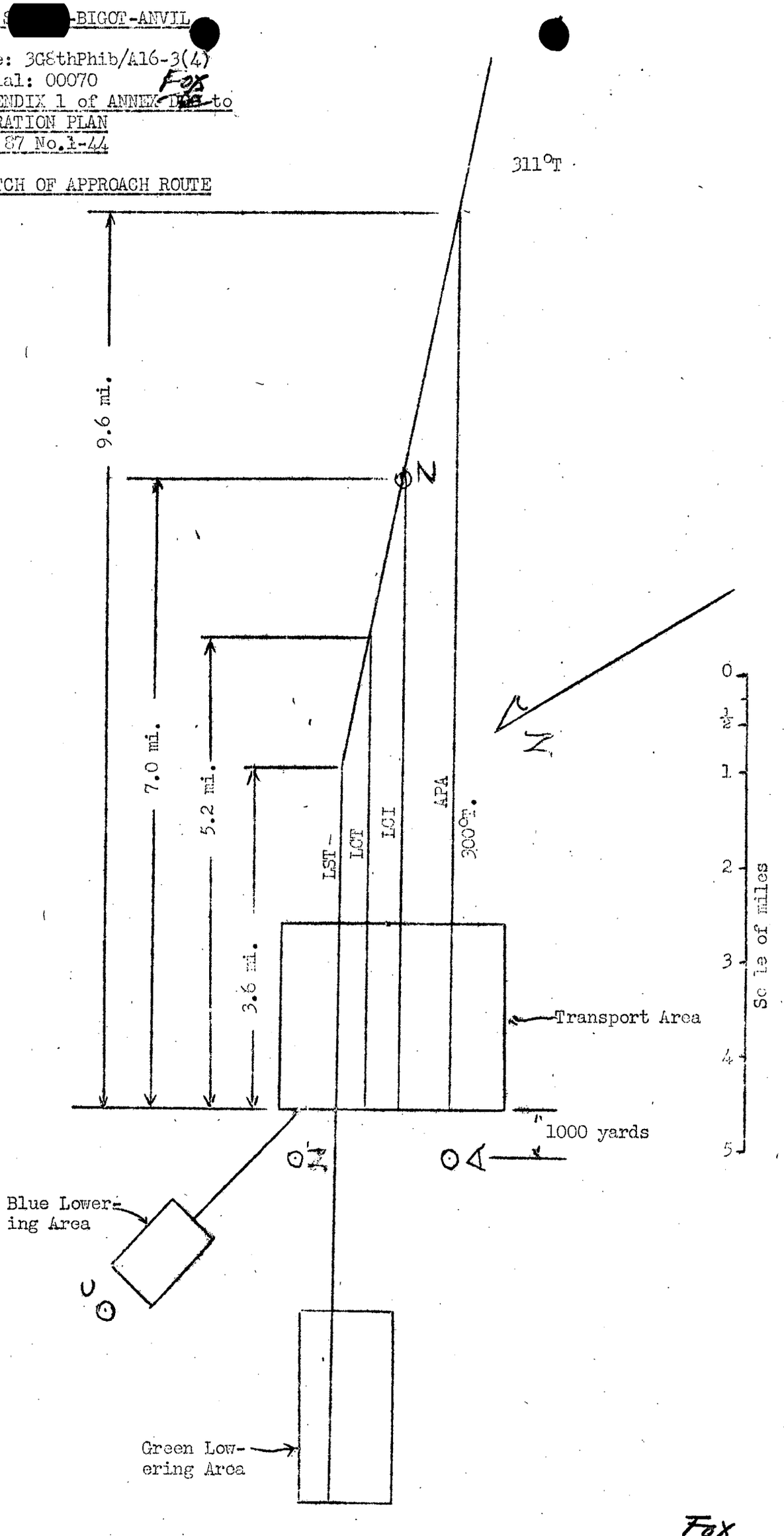
(From HO Chart 3917)

APPENDIX 1 of ANNEX FOX
to OPERATION PLAN

SKETCH OF APPROACH ROUTE

File: 3G8thPhib/A16-3(4)
Serial: 00070 Fox
APPENDIX 1 of ANNEX [redacted] to
OPERATION PLAN
CTF 87 No.1-44

SKETCH OF APPROACH ROUTE



Fox
APPENDIX 1 of ANNEX [redacted]
SKETCH OF APPROACH ROUTE

File No.
3G8Phib/A16-3(4)

Serial: 00070

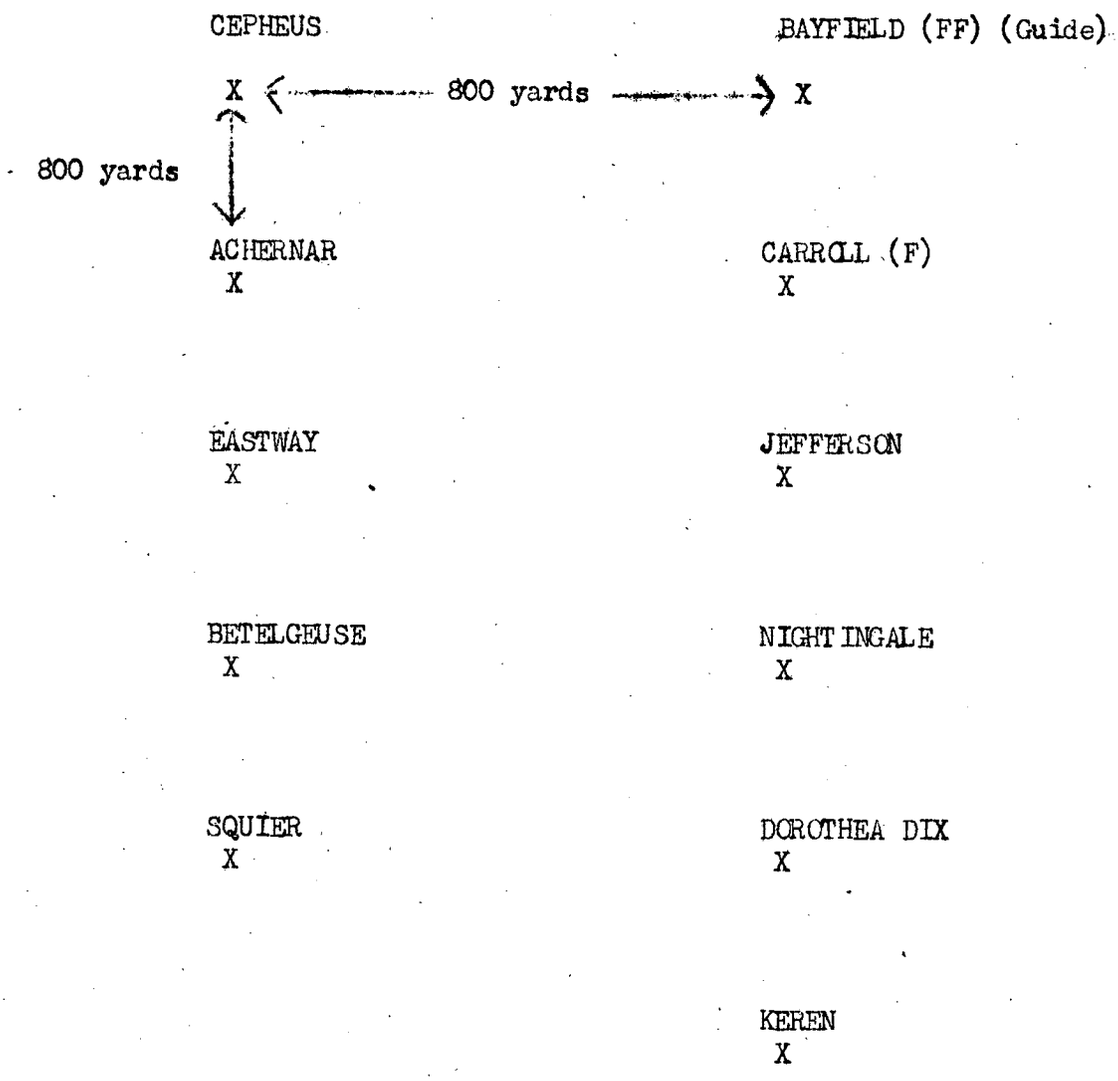
~~TOP SECRET BIGOT ANVIL~~

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APPENDIX 2 of ANNEX FOX to
OPERATION PLAN
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APPROACH DISPOSITION

CONVOY (Transports) SF-1 CAMEL Section



Distance 800 yards

Interval 800 yards

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ANNEX GEORGE to
OPERATION PLAN
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NAVAL GUNFIRE SUPPORT PLAN

TASK ORGANIZATION

87.7 Bombardment Group - Rear Admiral M. L. Deyo, U. S. N.

(a) 87.7.1 Fire Support Unit One

TUSCALOOSA (F)	1 CA
ARKANSAS	1 BB
EMILE BERTIN	1 CL
NIELDS	4 DD
MACKENZIE	
ORDRONAUX	
KENDRICK	

(b) 87.7.2 Fire Support Unit Two - Captain Kraker, U. S. N.

MARBLEHEAD	1 CL
PARKER	1 DD

(c) 87.7.3 Fire Support Unit Three - Captain Dodge, U.S.N.

BROOKLYN	3 CL
DUGUAY TROUIN	
ARGONAUT	
WOOLSEY	
MC LANAHAN	4 DD
LUDLOW	
EDISON	

(d) 87.7.4 Reserve Fire Support Unit - Comdr. Melson, U.S.N.

BOYLE	
CHAMPLIN	2 DD

(e) 87.7.5 Destroyers, Bombardment Group - Capt. Cater, U.S.N.

All destroyers

G
N.GUNFIRE
SUPPORT

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ANNEX GEORGE to
OPERATION PLAN
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1. In addition to directives and information contained in Commander Task Force EIGHT SEVEN Operation Order No. 1-44 attention is directed to the following items of particular interest to Fire Support Ships.

(a) Own Forces
(1) NCWTF Operation Plan No. 4-44, Annex B, Gunfire Support Plan.
(2) NCWTF Operation Plan No. 4-44, Annex F, Air Plan.
(3) MEDITERRANEAN Joint Air Orders (MJAO), Part V, Fighter Defense.

(b) Enemy Forces

(1) NCWTF Operation Plan No. 4-44, Annex "A", Information Annex.
(2) Pamphlet, Enemy Forces, Weapons, and Tactics, prepared by Intelligence Section, Commander Group THREE, EIGHTH Amphibious Force, and distributed separately to Fire Support Ships.

(c) Information as to Front Lines

(1) Scheme of Maneuver, 36th Division, with overlay, will be distributed separately to Fire Support Ships.
(2) Detailed information as to front lines will be disseminated as soon as known, and will be repeated as often as possible.

2. This Group will furnish gunfire support against German Shore Batteries according to pre-arranged plans, against targets of opportunity, and against targets on call from Shore Fire Control Parties in order to assist the assault of the 36th U.S. Division and the subsequent landing and advance of the VI Corps U.S. Army, and the II (French)Corps.

3. (a) (b) (c) Fire Support Units One, Two, and Three destroy or neutralize targets as follows:
(1) As directed in Plan ABLE, Appendix 2, this Annex.
(2) In accordance with Plan BAKER or Plan CHARLIE, Appendicies 3 and 4, this Annex, if directed.
(3) On call from Shore Fire Control Party in accordance with Appendix 5, this Annex.
(4) Targets of opportunity using direct fire if necessary or with air spot in accordance with Appendix 6, this Annex.

(d) Reserve Fire Support Unit
(1) Provide maximum A/S and AA protection to Transports and Amphibious Craft, taking station and patrolling so as best to perform these functions.
(2) Remain on call for immediate replacement of other units or augmentation of forces.

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~~TOP SECRET~~ ~~BIGOT~~ ~~ANVIL~~ 1 August 1944

ANNEX GEORGE to
OPERATION PLAN
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(e) Destroyers, Bombardment Group

Conduct bombardment according to Plan. Commander make recommendations for relief or replacement of, and correlate reports from all destroyers assigned to this Group.

(x) (1) Proceed to Assault Area as directed in Annex H, NCWTF Operation Plan No. 4-44, Annex FOX, this Operation Plan, and Appendix 9, this Annex.
(2) Conserve ammunition, using the minimum required to accomplish the mission. The necessity for continuing support makes this of greatest importance. The following limits of consumption have been established:

Prior to H hour: BB's 20%, Others 25%
D-day : BB, CA, CL 50%, DD 60%

For call fire, unless otherwise requested by Shore Fire Control Parties, battleships fire two or three gun main battery salvos; cruisers, two or three gun salvos; and destroyers, four gun salvos. Fire for effect is not to be continued for more than one minute without correcting range and deflection.

(3) In the event of enemy air, surface, or submarine attack on ships in the Assault Area, shore bombardment during the pre-arranged pre-H-hour scheduled bombardments may be reduced only as necessary to repel attacks. If required to reduce fire at other times, information will be sent in the clear to the Shore Fire Control Parties.

(4) Commanding Officers of Fire Support Ships may use their judgment in shifting from a pre-arranged target to a target of opportunity, bearing in mind the relative importance of the missions.

(5) Mark 32 fused or H.E.V.T.F. projectiles will not be used for Shore Bombardment unless specifically authorized. Flashless powder, when available, will be employed for night firing.

(6) Ships equipped with white phosphorous shells should be be prepared to use them. The purpose will be (1) demoralization of enemy in open batteries, (2) smoke screens, (3) marking an enemy position.

(7) Ships engaging in beach neutralization and close support fire should consider buildings as targets. The enemy will have utilized all suitable locations to cover strongpoints. Responsibilities for targets of opportunity along beach are included in Appendix 2, this Annex.

(8) Assignment of Fire Support Stations and Shore Fire Control Parties following D-day will be signalled if changed. Any ship may be called upon to take over and use spotting aircraft or special Shore Fire Control Parties at any time.

(9) Use Target List (Appendix 7, this Annex) and special target overlay (Appendix 1, this Annex). Targets should be plotted on map/charts, not pricked through from the overlay.

(10) Authenticate carefully all calls for fire from Shore Fire Control Parties. The best authentication may often be a careful check as to positions of own troops and a personal acquaintance with personnel involved.

(11) Disseminate information as to presence of enemy mines by visual or on TBS Warning Net.

(12) Make reports of damage to own ships if military effectiveness is reduced, (see Annex P, NCWTF OpPlan 4-44, para 6(a) (iii)), information to Commander Bombardment Group.

(13) Commander Bombardment Group will make any special assignments not covered herein. Ships will refer any unusual or unforeseen matters to him.

(14) Report main battery ammunition remaining on board to Commander Bombardment Group, individually by heavy ships, Senior Destroyer Officer for all destroyers, as follows:
(a) At 1800 daily, commencing on D-day as of 1800.
(b) Upon reaching 40% remaining.
(c) Upon reaching 20% remaining.

(15) Report opening fire or shifting targets by voice on TBS as follows:
(a) Coordinates of target.
(b) Type target.
(c) Type control.
EXAMPLE
"UNCLE 540370 MOTOR TRANSPORT AIR"

(16) Report by voice on TBS contact with air spot and Shore Fire Control Party using following code:

ASPIRIN	"I have air spot"
HEADACHE	" I have no air spot" *
APPLEJACK	" I have S.F.C.P."
HANGOVER	" I have no S.F.C.P." *

* To be reported only after having reported "ASPIRIN" or "APPLEJACK".

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ANNEX GEORGE to
OPERATION PLAN
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(17) Report for each problem fired to Commander Bombardment Group:

(a) Target (coordinates) and type.
(b) Rounds expended.
(c) Battery firing (where applicable).
(d) Time of opening and ceasing fire.
(e) Type of control and reported or estimated results.

These reports will be made as soon as practicable after shifting targets and will be made by visual as follows:

EXAMPLE: "ABLE X SUGAR 205513 X BATTERY X BAKER THREE FIVE X CHARLIE X MAIN X DOG X 0640 X 0712 X EASY X AIR SPOT THREE HITS BATTERY CEASED FIRE X"

(18) Instructions for night employment will be handled separately.
(19) All ships equipped with FC or FD radar will familiarize themselves with the employment of BEEDEX equipment.
(20) Action reports and recommendations for awards will be forwarded by ships initially assigned to this group via Commander Bombardment Group.
(21) Provide smoke as directed in Appendix 10 this Annex.
(22) Be alert for a Red Star Cluster pyrotechnic signal which will mean: "Ship firing in the area of this signal lift fire immediately." Owing to the difficulty of seeing pyrotechnics when smoke and haze are present, this order will be repeated by radio by a Shore Fire Control Party whenever possible.

4. All ships will top off with fuel prior to departure from assembly ports. Information as to locations of ammunition reserves will be found in NCWTF OpPlan 4-44, Annex BAKER, Appendix 3.

5. (a) Communications in accordance with Annex QUEEN, this Plan, and Appendix 8, this Annex.
(b) Commander Bombardment Group and Commander Fire Support Unit One is Rear Admiral M. L. Deyo, U. S. Navy, in TUSCALOOSA.
(2) Commander Fire Support Unit Two is Captain G. P. Kraker, U.S. Navy in MARBLEHEAD.
(3) Commander Fire Support Unit Three is Captain F.R. Dodge, U.S. Navy in BROOKLYN.
(4) Commander Reserve Fire Support Unit is Commander C. L. Melson, U.S. Navy in BOYLE.
(5) Commander Destroyers, Bombardment Group, is Captain C. J. CATER, U.S. Navy in PARKER.
(6) Deptuy Commander of this Group is Captain J.B.W. WALLER, U.S. Navy, in TUSCALOOSA. Second deputy is Captain F.R. DODGE, U.S. Navy in BROOKLYN.

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~~TOP SECRET - DIGOT - ANVIL~~

1 August 1944

ANNEX GEORGE to
OPERATION PLAN
CTF 87 No. 1-44

D. P. MOON
Rear Admiral U.S. Navy
Commander Task Force 87.

APPENDICES

1. Naval Gunfire Support Overlay
2. Pre-arranged Naval Bombardment, Plan ABLE
3. Plan BAKER for delayed landing on Beach 264A (ST. RAPHAEL)
4. Plan CHARLIE for bombardment of Beach 264A if taken from the rear.
5. Shore Fire Control Party Procedure
6. Air Spotting Plan.
7. List of Targets
8. Naval Gunfire Support Communications
9. Movement and Approach Plan.
10. Smoke assignments.

AUTHENTICATED:

THOMAS M. HAMILTON
Flag Secretary.

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Serial: 00070

~~TOP SECRET BIGOT ANVIL~~

APPENDIX 1 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

ERRATA SHEET

1. Add following positions not shown on overlay:

P-06, P-07, P-09, P-10, P-11, P-12, P-13, P-14,
P-15, P-42, P-43, P-51, P-55, P-57
Q-14, Q-15, Q-32 (See Appendix 7 for locations).

2. In Fire Support Area SEVEN change Station "15" to read "13".

3. Point "M" at 594312 should read "G".

4. On centerline of Boat Lane to beach 264A about S-248418 insert point "M".

APPENDIX I TO F S AREA [illegible] GEORGE TO OP PLAN I-44

OVERLAY TO 1:50[illegible]00 MAP-CHART F-1269

(ALL TARGETS WILL BE PLOTTE[illegible]CCURATELY BY COORDINATES ON MAP-CHART)

LEGEND

- HEAVY BATTERY
- MEDIUM BATTERY
- LIGHT BATTERY
- EAVY AA
- RGET AREAS

ATTERIES

Symbol	Type of Guns	Remarks
P-02	4 x Light	
P-03	4 x Light	
P-04	4 x Light	
P-16	4 x 75 mm.	
P-17	4 x Light	
P-18	3 x Light	
P-19	2 x Light	
P-20	4 x 75 mm.	
P-24	4 x Light	
P-28	4 x 105 mm.	
P-29	4 x CD	
P-30	2 x Light	
P-34	3 x 220 mm.	
P-36	2 x Light	
P-37	4 x 88 mm.	
P-39	4 x 220 mm.	
P-41	4 x 105 mm.	
P-46	4 x Light	
P-53	4 x 75 mm.	
P-56	3 or 4 Medi[illegible]	
P-63	3 x 150 mm.	
P-64	4 x Ligh[illegible]	

Symbol	Type of Guns	Remarks
Q-03	4 x 88 mm.	Unoccupied
Q-04	4 x Light	Unoccupied
Q-06	4 or 5 x 88 mm.	
Q-07	4 x 149(?) mm.	Unoccupied
Q-08	4 x Light	Unoccupied
Q-09	4 x Light	Unoccupied
Q-10	4 x 88 mm.	
Q-11	4 x Light	
Q-16	4 x Light	Unoccupied
Q-18	4 x Light	
Q-23	4 x 75 mm.	
Q-24	3 or 4 75 mm.	
Q-25	6 x 88 mm.	
Q-31	2 x Light	Unoccupied
Q-33	4 x 155 mm.	
Q-34	4 x Light	Unoccupied
Q-37	2 x Light	
Q-38	2 x Light	
Q-39	2 x Light	
Q-40	2 x 88 mm.	

Note: See Appendix VII this Annex

F S AREA ONE
F S AREA TWO
F S AREA THREE
F S AREA FOUR
F S AREA FIVE
F S AREA SIX
F S AREA SEVEN
F S AREA EIGHT
F S AREA NINE
264A
264B
265A
LST LOWERING AREA
AREA NAN
AREA OBOE
TRANSPORT AREA
RES STA
BLUE LOWERING AREA

AF 4650

Reproduced by 19th Field Survey Coy. R.E. July 1944

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Serial: 00070

[redacted]

APPENDIX 2 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

PLAN ABLE
PREARRANGED NAVAL BOMBARDMENT

LANDING ON BEACHES 264B and 265A.

1. Station Assignments (See Appendix 1).

Fire Support Area one

Station 1	NIELDS
Station 2	MACKENZIE
Station 3	BERTIN
Station 4	ORDRONAUX

Fire Support Area Two

Station 5	ARKANSAS
Station 6	KENDRICK
Station 7	TUSCALOOSA

Fire Support Area Three

Fire Support Area Four

Station 8	MARBLEHEAD

Fire Support Area Five

Station 9	PARKER

Fire Support Area Six

Station 10	WOOLSEY
Station 11	MC LANAHAN

Fire Support Area Seven

Station 12	LUDLOW
Station 13	BROOKLYN
Station 14	DUGUAY TROUIN

Fire Support Area Eight

Station 15	EDISON
Station 16	ARGONAUT

2. At H minus 2 hours commence moving from stations near Transport Area towards Fire Support Stations assigned. Ships with air spot assigned be within range ready to fire at time of arrival of first spotting group (probably H minus one (1) hour fifty (50) minutes). Ships assigned direct fire for beach neutralization plan to arrive on stations prior to H minus eighty-five (85). Sectors of responsibility for counter-battery fire. NOT

pre-arranged, against batteries firing at and endangering our forces prior to H minus seventy (70) are as follows:

TUSALOOSA: Area between lines from 550290 to 480380 and from 610330 to 610440.

ARKANSAS: Area between lines from 610330 to 610440 and from S-230510 to S-230620.

ARGONAUT: Area between lines from S-230510 to S-230620 and from S-350650 to S-350710.

Ships listed above utilize first group of spotters to locate active targets prior to H minus seventy (70).

Ships in Fire Support Areas One and Two must maintain stations within close limits to avoid overcrowding and blanking fire of adjoining ships. Restricted space and necessity for numerous ships to engage the various targets makes crowded conditions unavoidable.

3. Commencing at H minus seventy (70) ships will deliver pre-arranged counter-battery and beach neutralization fire in accordance with assignments in Table following. Conform to overall expenditures of ammunition closely to conserve ammunition. Lift fire according to schedule. Ships assigned to Beach 264A continue to engage active targets of opportunity with particular attention to small batteries that may endanger landing beach areas at beaches 264B and 265A. Ships assigned targets on high ground overlooking beach areas observe closely for enemy activity that may endanger the landings. Ships in Stations 11, 14, 15, and 16 watch beach road closely for any enemy activity taking positive action against troop and tank movements. About 60 French Commandos will land in cove at S-2968 at H-7h and conduct demolition operations and then attempt to rejoin the 36th Division. No fire restricions are being imposed in this case. These ships are not assigned pre-arranged tragets and should hold fire except at active targets in order to conserve ammunition. BERTIN will be assigned air spot originally assigned TUSCALOOSA as soon as P-28 and P-64 are neutralized or destroyed, and no later than H minus thirty five (35), and will then make use of this plane to search out any targets of opportunity in "Training Area", the Le Muy-Frejus Road, and the Frejus Beach Area. If P-28 or P-64 are not neutralized by TUSCALOOSA prior to time at which TUSCALOOSA is required to shift to the beach neutralization area, BERTIN will continue fire on this target using air spot.

Attention is directed to Commander Eighth Fleet Serial 001049 of 29 July 1944 which covers the projected Pre-H hour bombing schedule. Excerpts from this letter showing scheduled times for bombers to attack targets in CAMEL Area are attached to this Appendix. Ships may expect to have observation interfered with during time of bombing, and ships engaging in "pin-point" shooting

may have to check fire until observation is again possible.

4. SUMMARIZED SCHEDULE:

H - 2 H 10m to H - 1h 50m	Fighter Bombers over area, attacking any gun flashes sighted. Ships engage active batteries located in their sectors of responsibility with direct or indirect fire.
H - 2h 00m	3 Air Spotters arrive, will be available to control fire on active batteries in area assigned (See pre-arranged targets, Plan ABLE).
H - 1h 50m to H - 1 h 10m	Fighter Bombers attack their pre-arranged targets.
H - 1h 10m	Ships commence fire according to Plan ABLE. Ships assigned landing beach areas check fire when heavy bombers arrive between H-1h and H-30m and continue after heavy bombers pass. About H-40 Air Spotters will be increased to 5.
H - 05m	Rocket Fire on Beach Areas*.
H - 05m	Fire on beach areas lifted to inshore. Inshore and flanking covering fire continues according to Plan ABLE.
H + 10m	Pre-arranged fire will cease. Active targets of opportunity clear of beach areas will be engaged and call fire from SFCPs will be delivered.

* Time will vary depending on position of boats.

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~~TOP SECRET — BIGOT — ANVIL~~

APPENDIX 2 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

PLAN ABLE

TARGET AND AREA ASSIGNMENTS FOR BOMBARDMENT H-70 to H HOUR

SHIP	STATION	TIME	TARGETS	SPOT	RATE OF FIRE	TOTAL ALLOWED
DD	1	H-60 continuing	P-56 and P-46 also active targets in area bounded by 540297, 510310, 510350, @ 520350, 560310	Air	Air Control	280
DD	2	H-50 continuing	Active targets only, in Beach area between 550270 and 560310 concentration on point at 560310	Direct	6rds/min	360
BERTIN#	3	H-50 to H-30 H-30 continuing	(a) Beach area from 560310 to 600330. (b) Active targets of opportunity in area bounded by 610360, 610380, 520380, 520350, 560330, 600330. Engage P-28, if active after H-30	Direct Air	10 rds/min. Air Control	500
DD***	4	H-50 to H-10	Beach area bounded by 600330, 630340 concentration on hill and targets in square with center at 605335 Active targets this area.	Direct	6 rds/min	360
ARKANSAS	5	H-110 H-70 to no later than H-2 H-2 Continuing	P-63 if active. (A) P-63 (5x150 casemated) at 205513 until neutralized, then, (B) Beach area and defense positions between U-630340 and S-210514 Active targets in immediate area discovered by plane clear of beach area.	Air	Air Control	250
DD***	6	H-50 to H-05 H-05	Q-03 (4x88s)(216517) Also Beach and Strongpoint drenching fire on hill behind beach Lift fire to Q-03 and continue until cease fire ordered by Army on shore via radio or by emergency signal	Direct	8 rds/min after H hour 4 rds/min.	400

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~~SECRET - BIGOT - ARMY~~

APPENDIX 2 to
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#TUSCALOOSA will release plane to BERTIN at H-30.
* Establish and maintain communications with Artillery Observer posted close inshore in small craft. See Appendix 5.
** If urgent need for air spot becomes evident, make request to Fire Support Commander who will assign, if available.
***See smoke assignments, Appendix 10.
$ Fire will be lifted inshore and to the flanks at H-05 except in special cases where time of lifting may be delayed by agreement with the Army.

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Serial: 00070

~~TOP SECRET - BIGOT - ANVIL~~

APPENDIX 2 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

PLAN ABLE

TARGET AND AREA ASSIGNMENTS FOR BOMBARDMENT H- 70 to H HOUR

SHIP	STATION	TIME	TARGETS	SPOT	RATE OF FIRE	TOTAL ALLOWED
TUSCALOOSA#	7	Main Battery H-110 to H-70	Active batteries, observed by plane	Air	Air Control	250
		H-70 to H-30	(A) P-28(4x105s) and positions P-64 at U-603367			
	Q	H-30 to H-05	(B) Beach drenching on beach and hill flanking beach to the west of grid line S-22	Direct	6 rds/min	
		H-05 to H/10	Lift fire to 1000 yds behind beach			
		Secondary Battery H-50 to H-6	Island off Beach 264B			
MARBLEHEAD**	8	H-50 to H/10	Beach drenching and neutralization of cove from 220506 around to 240520	Direct	6 rds/min	400
		H/10 continuing	Call fire and visible active targets clear of beach			
DD	9	H-50 to H/10	Top of hill and slopes near 220510	Direct	6 rds/min	300
		H/10 continuing	Call fire			
DD***	10	H-50 to H/10	Q-06(4x88s) and beach line from 280544 to 257532	F dir-ect	6 rds/min	300
		H/10 continuing	Call fire and active visible targets clear of beach			
DD	11	H-50 continuing	Beach line and road from 280544 to 310600. Include 4x75s (un) at Q-23. Only Active targets observed	Direct		
DD***	12	H-50 to H/10	Q-40(4 x88s) and beach line from 240520 to 257532.	Direct	6 rds/min	300

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~~TOP SECRET - BIGOT - ANVIL~~

APPENDIX 2 to
ANNEX GEORGE of
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1 August 1944

PLAN ABLE

TARGET AND AREA ASSIGNMENTS FOR BOMBARDMENT H-70 to H HOUR

SHIP	STATION	TIME	TARGETS	SPOT	RATE OF FIRE	TOTAL ALLOWED
BROOKLYN**	13	H-50 to H-05	Q-37 Landing cove and beach between 254523 and 260535	direct	9 rds/ min	450
		H-05 to H/10	Lift fire to 1000 yds behind beach.			
ARGONAUT	14	H-60 continuing	Q-18, Q-23 Gun positions (active) in area bounded by 280610, 300610, 300640, 280640	Air	Air Control	400
TROUIN	16	H-110 continuing	Q-33, Q-10, Q-11 Gun positions (active) in area bounded by 330650, 350650, 350710, 330710	Air	Air Control	300
DD	15	H-50 Continuing	Beach Area 3565 to 3160 Active targets only			

\# TUSCALOOSA will release plane to BERTIN at H-30.
* Establish and maintain communications with Artillery Observer posted close inshore in small craft. See Appendix 5.
** If urgent need for air spot becomes evident, make request to Fire Support Commander who will assign, if available.
*** See smoke assignments, Appendix 10.
$ Fire will be lifted inshore and to the flanks at H-05 except in special cases where time of lifting may be delayed by agreement with the Army.

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~~TOP SECRET - BIGOT - ANVIL~~

APPENDIX 3 to
ANNEX GEORGE of
OPERATION PLAN
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PLAN BAKER

1. The landing over beach 264A is scheduled as a delayed landing to be conducted separately. Fire Support Ships will deliver beach neutralization and covering fire during the landing. H-hour for this landing will be referred to hereafter as Z hour. (This will probably be at H plus 6 hours).

2. At Z minus 60, DD in station 4 move in to occupy station 1A, DD in station 6 move in to station 4, TUSCALOOSA move to Station 6.

3. At Z minus 50 commence beach neutralization and covering fire as indicated in accompanying Table. If heavy ships are called upon by Shore Fire Control Parties for fire of urgent nature it should be answered if possible, by using one battery for neutralization fire and the other for the fire mission, otherwise Commander Bombardment Group in TUSCALOOSA will assign, using common frequency.

4. The purpose of the target assignment and fire schedule in the Table is to provide an intense drenching fire on the protected and prepared batteries and strong points on the immediate landing beach and the enfilading areas during the approach of the boats until just prior to the touchdown at which time fire is to be lifted from the landing beach and moved inland and outward, continuing until about Z plus 20 in order to provide cover during disembarkation. At Z plus 20 or when directed, pre-arranged fire will cease and ships will be ready to answer call fire from Shore Fire Control Parties or to engage visible targets of opportunity on the flanks.

5. The fact that our troops from GREEN Beach will be advancing toward the high ground northeast, east and southeast of ST. RAPHAEL will make close coordination with Army headquarters necessary in order to deliver the fire on the right flank without endangering our own troops. Fire delivered in Area D (see Table following) will, unless on call from Shore Fire Control Party, be kept between the railroad tracks and the shore line. This assignment in Area D may be cancelled by radio from 143rd. Ships in stations 1A and 4 must be particularly alert for any signals from the shore. Similarly troops from the 45th Division will be closing in along the left flank. 45th Division will notify the 36th Division Artillery and the latter will be responsible for notifying the Gunfire Support Ships when the fire must be witheld from the Area on the left side of Red Beach.

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PLAN BAKER

6. After Z hour plus 20 minutes a line is established as follows: from 583345 to 580374 to 538376 to 490480. Fire to the north and east of this line will be delivered only on call from 143rd, fire to the south and west of this line will only be delivered on call from the 142nd.

BEACH NEUTRALIZATION AND COVERING FIRE FOR LANDINGS AT BEACH 264A.

SHIP	STATION	AREA ASSIGNED	TIME	RATE OF FIRE	TOTAL ALLOWED
DD	4**	Beach Area (D) from 600335 to 580346 to depth 600 yds. Last Salvo to be White Phosphorous	Z-50 to Z+20	6 rds/min	420
DD	1* ***	Beach Area (B) from 574343 to 562330 to depth of 600 yds.	Z-50 to Z-5	8 rds/min	400
DD	1A*	Beach Area (C) from 580346 to 574343 to depth of 600 yds.	Z-50 to Z-5	8 rds/min	400
DD	2	Beach Area (A) from 562330 to 560308 to depth of 600 yds	Z-50 toZ+20	6 rds/min	420
BERTIN	3	Beach Area (B) from 574343 to 562330	Z-50 toZ-10	8 rds/min	320
BERTIN	3	Area (E) bounded by 563343, 554353, 543346, 557330	Z-10 toZ+20	5 rds/min	150
TUSCA-LOOSA	6	Beach Area (C) 580346 to 574343 to depth of 600 yds.	Z-50 toZ-10	5 rds/min	200
TUSCA-LOOSA	6	Area (G) bounded by 576352, 567365, 560360, 570350	Z-10 toZ+20	3 rds/min	90
ARKANSAS	5	Landing Beach Area from 574343 to 568338	Z-50 toZ-10	5 rds/min	200
ARKANSAS	5	Area (F) bounded by 570350, 560360, 554353, 563343	Z-10 toZ+20	3 rds/min	90

* See smoke assignments, Appendix 10.
** This assignment may be cancelled if requested by radio from 143rd Observer. Codeword for this fire area will be NEBRASKA.
***Establish and maintain communication with Artillery Observer posted close inshore in small craft. See Appendix 5.

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APPENDIX 4 to ANNEX GEORGE of
OPERATION PLAN
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PLAN CHARLIE

1. In the event that the Army decides to make a coordinated attack on the towns of FREJUS and/or ST. RAPHAEL the following plan for delivering a bombardment in preparation will be known as Plan CHARLIE. The time of H hour (time to lift all Naval Fire) will be signalled by radio from the Artillery Headquarters ashore to the Bombardment Group Commander who will notify the ships concerned in advance.

2. The Army is expected to station observers with Shore Fire Control Parties to control fire of the Cruisers and Battleship insofar as is practicable.

PLAN CHARLIE

[redacted] TARGET AND STATION ASSIGNMENTS TO SUPPORT ASSAULT ON FREJUS AND ST. RAPHAEL FROM INLAND

SHIP	STATION	TIME	TARGETS	RATE OF FIRE	TOTAL ALLOWED
DD	1	H-40 to H	Beach Area (B) from 574343 to 562330 to depth of 600 yards.	6 rds/min.	240
DD	1A	H-40 to H	Beach Area (C) from 574343 to 562330 to depth of 600 yards.	6 rds/min.	240
DD	2	H-40 to H	Beach Area (A) from 562330 to 560308 to depth of 600 yards.	6 rds/min.	240
BERTIN	3	H-40 to H	Beach Area (D) from 600335 to 580346 to depth 600 yards.	6 rds/min.	240
DD	4	H-40 to H	Area (E) bounded by 563343 554353, 543346, 557330	6 rds/min.	240
ARKANSAS	5	H-40 to H	Area (F) bounded by 570350 560360, 554353, 563343		100
TUSCALOOSA	6	H-40 to H	Area (F) bounded as above		120

APPENDIX 4 to ANNEX GEORGE
PLAN CHARLIE

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~~TOP SECRET BIGOT ANVIL~~

APPENDIX 5 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

SHORE FIRE CONTROL PARTY PROCEDURE AND COMMUNICATIONS

1. A Shore Fire Control Party is attached to each of the three assault battalions which comprise a Regimental Combat Team. A Complete party is composed of one Army Artillery Officer (the Naval Gunfire Spotter), one Naval Gunfire Liaison Officer, and Army enlisted personnel. The Senior Naval Gunfire Liaison Officer with the 36th Division is stationed at the Division Artillery Command Post.

2. The primary duty of the Naval Gunfire Spotter is to call for and spot gunfire from the assigned Fire Support Ship. He will call for gunfire on pre-determined targets or on targets of opportunity as requested by the responsible Army Command. His station is the Observation Post selected by the Battalion Commander, normally near the front lines. When practicable he will inform the ship of the location of own troops. His radio equipment is the SCR 609, with two voice channels: ABLE, his own assigned frequency; and BAKER, the common SFCP frequency.

3. The Naval Gunfire Liaison Officer stands ready to relieve the Naval Gunfire Spotter. He may also call for emergency fire on a target of opportunity not apparent to the Naval Gunfire Spotter. The Naval Gunfire Liaison Officer's station is the Battalion Command Post where he serves as liaison between the Battalion Commander and the Fire Support Ship. He is in direct voice radio communication with the Naval Gunfire Spotter and he relays instructions to the latter from the Battalion Commander regarding targets to be taken under fire. The Naval Gunfire Liaison Officer is also equipped with a radio set (SCR 284) more powerful than that of the Naval Gunfire Spotter and relays the latter's requests for fire and spots if his voice radio fails to reach the Fire Support Ship.

4. The Naval Gunfire Spotter will go ashore in an early wave and will immediately establish voice communications with the assigned Fire Support Ship, using SCR 609. The Naval Gunfire Liaison Officer goes ashore soon after the Naval Gunfire Spotter and immediately establishes communications by key with the assigned Fire Support Ship, using SCR 284. If the voice communications between the Fire Support Ship and Naval Gunfire Spotter are satisfactory, the Naval Gunfire Liaison Officer with key communications will assume a standby condition.

5. An Army spotting officer known as the Offshore Observer will be embarked in a small craft off each beach prior to the landing on that beach. Off Green and Blue Beaches he will have with him a BEEDEX unit (see paragraph 7) to aid in spotting. One of these will, if practicable, be transferred for Red Beach Assault. The Offshore Observers will be relieved of spotting duties by Shore Fire Control Parties when the latter are firmly established ashore.

6. The Commander Bombardment Group will guard the voice and key common bombardment frequencies continuously. If the Army requires gunfire support in addition to that of the assigned ship, or requires gunfire support of larger caliber than that assigned, the SFCP will request such support from Commander Bombardment Group in TUSCALOOSA on the appropriate common bombardment frequency. Commander Bombardment Group will then direct additional support as practicable. The Shore Fire Control Party will be informed on the appropriate common bombardment frequency as to the ship assigned for support.

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APPENDIX 5 to
ANNEX GEORGE of
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7. All ships having FC or FD type fire control radar will be prepared to fire in conjunction with a BEEDEX unit as described in Commander Cruiser Division Eight serial 0021 of 11 July 1944. Two BEEDEX units with SCR 609 will accompany the Shore Fire Control Parties in Force "Camel". Their initial station will be with the offshore Observer off Blue and Green Beaches prior to landing. If possible, the BEEDEX Unit off Green Beach will be shifted to work later with the offshore observer off RED Beach prior to the landing there. Subsequently the units will land and will operate as directed by the Senior Naval Gunfire Liaison Officer with the 36th Division Artillery. Each BEEDEX party will take the number of the Shore Fire Control Party to which it is assigned for operation. Its number (and hence frequency) is therefore subject to change.

8. Fire Support Ships guard the frequencies of their assigned Shore Fire Control Party continuously after H-hour, or if none has been assigned, the common frequencies in accordance with doctrine given in MEDITERRANEAN Bombardment Code. The attention of Fire Support Ships is directed to the fact that Shore Fire Control Parties use portable equipment; therefore, ships' receivers may have to search on both sides of the assigned A. M. frequency to receive the Shore Fire Control Party. Ships' radio operators must be instructed to match the speed of the Shore Fire Control Party operators.

9. To aid in establishing communication on the SCR 284 the following procedure should be used: Commencing with the time that the attached party is due to land, the ship shall begin making V's and own call sign for the first four minutes of each five, tuning for the S.F.C.P. during the fifth minute on the assigned frequency. Upon hearing the V's the SFCP tune their receiver carefully to this frequency. The transmitter is then "zero beat" with the receiver and the ship is called. This should result in immediate establishment of communication. If it does not, the SFCP should give long calls at intervals and the ship must tune its receiver to the SFCP transmitter. If at the end of two hours no contact has been made, the ship ceases transmitting V's and maintains a listening watch, tuning each side of the assigned frequency. If the SFCP is then heard, the above procedure is carried out.

10. The MEDITERRANEAN Bombardment Code will be used for all fire control procedure. Where security requires encryption, the Combat Assault Code will be employed. CCBP 0122 will be used when authentication is required.

11. The 36th Division has established areas on shore with code names. It is contemplated that these will be used to indicate phases of advance and areas of artillery responsibility. These areas are shown in an overlay, 1/50, 000 to Map/Chart No. 1269, Phase Lines and Artillery Employment Areas, attached to this appendix. Indicated thereon is the dividing line between the 45th and 36th Infantry Divisions.

12. An Artillery Forward Observer and an Artillery Liaison Officer will go ashore with each Regimental Combat Team in an early wave. They will be able to spot for any ship which is not engaged in a firing mission with plane or Shore Fire Control Party, especially in the event that a Shore Fire Control Party is unable to function. The Commander Bombardment Group will monitor these frequencies and if called upon for fire will assign a ship if available. Certain ships will therefore have pre-set in their SCR 608/609 the appropriate crystal for these frequencies as indicated in Tables B and C of this Appendix.

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~~TOP SECRET - BIGOT - ANVIL~~

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The following special receiving watch on indicated frequency, in addition to that on the common FM frequency, will be maintained unless otherwise directed:

(a) H hour to H + 100 minutes

DD Station 12	32.3 Mcs.
MARBLEHEAD	32.3
Comdr. Bombardment Group	32.3

(b) H + 100 minutes to H + 6 hours

DD Station 12	32.3 Mcs.
DD Station 11	32.8
MARBLEHEAD	32.8
Comdr Bombardment Group	32.3 and 32.8

(c) H + 6 hours to H + 10 hours

Comdr. Bombardment Group	27.5 Mcs.
BERTIN	27.5

13. The following tables are attached to this appendix:

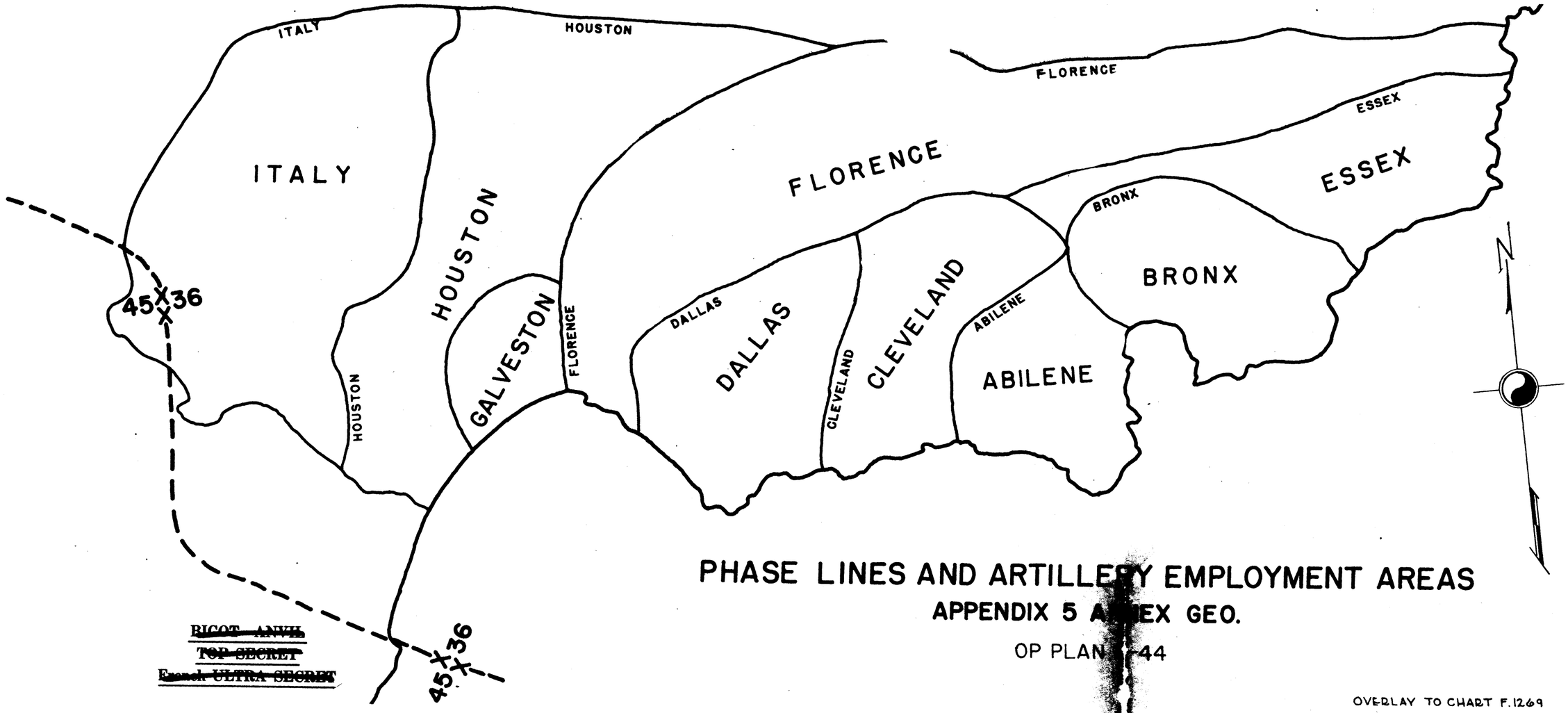
A. Initial assignment of Shore Fire Control Parties to Fire Support Stations.

B. Initial assignment of Crystals to be inserted in SCR 608 or SCR 609.

C. Schedules of Frequencies to be used for Shore Fire Control Parties in Force "CAMEL".

D. Call Signs of Ships and Shore Fire Control Parties of Force "CAMEL".

E. Approximate Times of Landing of Naval Gunfire Spotters.



~~BIGOT ANVIL~~
~~TOP SECRET~~
~~French ULTRA SECRET~~

PHASE LINES AND ARTILLERY EMPLOYMENT AREAS

APPENDIX 5 ANNEX GEO.

OP PLAN [redacted]-44

OVERLAY TO CHART F.1269

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TABLE "A" to APPENDIX 5 to
ANNEX GEORGE of
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INITIAL ASSIGNMENT OF SHORE FIRE CONTROL PARTIES TO FIRE SUPPORT STATIONS.

SFCP	FSS	SHIP	CALL	FREQUENCIES FM(Mcs)	AM(Kcs)
10	6	BB		34.6	4370
11	13	BROOKLYN		30.9	5560
12	1	DD		33.5	5800
13	9	DD		27.6	4130
14	3	BERTIN		38.2	4105
15	7	TUSCALOOSA		33.7	4385
16	5	ARKANSAS		36.2	5430
17	2	DD		33.2	4550
18	4	DD		34.5	4045
BD 11*	10	DD		27.0 (until H hour) 30.9 (after H hour)	
BD 13*	6	DD		27.6	
BD 12#	1	DD		33.5	
SEN. NGLO				27.0	4515

* See Note (a)
\# See Note (b)

ABBREVIATIONS

SFCP: Shore Fire Control Party
FSS : Fire Support Station
FM : Frequency Modulated
AM : Amplitude Modulated
BD : Offshore Observer with BEEDEX Unit
SEN. NGLO: Senior Naval Gunfire Liaison Officer, Force "CAMEL"

NOTES:

(a) Upon reaching station the Offshore Observer with BEEDEX Unit will establish communication with the firing ship on the frequency indicated. The Offshore Observer off BLUE Beach (BD-11) will shift frequency for spotting at H-hour when the common FM frequency must be released; and will spot for destroyer in station 10 until Shore Fire Control Party 11 is ready to spot for BROOKLYN. The Offshore Observer off Green Beach (BD-13) will continue to spot for destroyer in Fire Support Station 6 until Shore Fire Control Party 13 has landed and is ready to spot for destroyer in Fire Support Station 9.

(b) The Offshore Observer off RED Beach (BD-13) will spot until Shore Fire Control Party 12 has landed and is ready to spot.

TABLE "A" to APPENDIX 5 to
ANNEX GEORGE
INITIAL ASSIGNMENT OF SHORE
FIRE CONTROL PARTIES TO FIRE
SUPPORT STATIONS.

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~~TOP SECRET - DIGOT - ANVIL~~

TABLE "B" to APPENDIX 5 to
ANNEX GEORGE of
OPERATION PLAN
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INITIAL ASSIGNMENT OF CRYSTALS TO BE INSERTED IN SCR-608 or SCR-609

FSS	CRYSTALS
1.	27.0; 33.5; 27.5#, 38.2
2.	27.0; 33.2; 33.5, 38.2
3.	27.0; 38.2, 27.5#, 34.3*, 33.5, 33.2, 36.2, 33.7, 34.3; 27.6
4.	27.0; 34.5; 27.6; 33.7
5.	27.0; 33.7, 36.2, 34.6, 34.3*, 27.6, 34.5, 33.2, 33.5; 38.2
6.	27.0; 34.6; 27.6; 33.7
7.	27.0; 33.7, 36.2, 34.6, 34.3*, 27.6, 34.5, 33.2, 33.5; 38.2
8.	27.0; 32.3#, 32.8#, 34.3*, 30.9, 33.7, 36.2, 34.6, 27.6; 34.5
9.	27.0; 27.6; 33.7; 34.6
10.	27.0; 30.9, 27.6, 33.7
11.	27.0; 32.8#, 30.9; 34.5
12.	27.0; 32.3#, 30.9; 34.6
13.	27.0; 30.9, 34.3*, 34.5, 36.2, 27.6, 34.6, 33.7, 38.2; 33.5
14.	27.0; 30.9, 34.3*, 34.5, 36.2, 27.6, 34.6, 33.7, 38.2; 33.5
15.	27.0; 30.9; 34.5, 36.2
16.	27.0; 30.9, 34.3*, 34.5, 36.2, 27.6, 34.6, 33.7, 38.2; 33.5
Reserve DD's	27.0, 33.5, 33.2, 38.2

NOTES: * For spotting by Piper Cubs
For spotting by Artillery Forward Observers. These crystals will be removed during the night of D day and the following substituted:

FSS	CRYSTALS
1.	33.2
3.	30.9
8.	33.5, 38.2
11.	34.5
12.	34.6

TABLE "B" to APPENDIX 5 to
ANNEX GEORGE
INITIAL ASSIGNMENT OF CRYSTALS
TO BE INSERTED IN SCR-608 or
SCR-609

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~~TOP SECRET~~ ~~BIGOT~~ ~~ANVIL~~

TABLE "C" of
APPENDIX 5 of ANNEX GEORGE to
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SCHEDULE OF FRQUENCIES TO BE USED FOR SHORE FIRE CONTROL PARTIES IN FORCE "CAMEL"

SFCP and CHANNEL NUMBER	ATTACHED	FREQUENCIES FM (Mcs)	AM (Kcs)
10	1st Bn. 143 RCT	34.6	4370
11	1st Bn. 141 RCT	30.9	5560
12	1st Bn. 142 RCT	33.5	5800
13	2nd Bn. 141 RCT	27.6	4130
14	3rd Bn. 142 RCT	38.2	4105
15	3rd Bn. 141 RCT	33.7	4385
16	3rd Bn. 143 RCT	36.2	5430
17	2nd Bn. 142 RCT	33.2	4550
18	2nd Bn. 143 RCT	34.5	4045
COMMON FREQUENCIES		27.0	4515
SENIOR NGLO with 36th Div. Arty.		27.0	4515

FREQUENCIES OF ARMY FORWARD OBSERVERS

141 RCT	32.3
142 RCT	27.5
143 RCT	32.8

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~~TOP SECRET - DIGOT - ANVIL~~

1 August 1944

TABLE "D" of
APPENDIX 5 of ANNEX GEORGE to
OPERATION PLAN
CTF 87 No. 1-44

CALL SIGNS FOR SHORE FIRE CONTROL PARTY COMMUNICATIONS

1. Call signs for Shore Fire Control Parties will be generated by adding the number of the party to a standard abbreviation, as follows:

Shore Fire Control Party 16 .....FC 16
Naval Gunfire Liaison Officer 16 .....LO 16
BEEDEX Unit with SFCP 16 .....BD 16

2. Call signs for Artillery Forward Observers and Artillery Liaison Officers are composed of three letters, which change daily and a number-letter group which does not change. For Naval Gunfire Spotting, the latter group only will be used, as follows:

Liaison Officer Number 1 ..... 5 A
Liaison Officer Number 2 ..... 5 B
Liaison Officer Number 3 ..... 5 C
Forward Observer with 1st Battalion ..... 2 D
Forward Observer with 1st Battalion ..... 3 D
Forward Observer with 2d Battalion ..... 2 E
Forward Observer with 2d Battalion ..... 3 E
Forward Observer with 3rd Battalion ..... 2 F
Forward Observer with 3rd Battalion ..... 3 F

3. Call signs for ships and Navy commands, and for Senior NGLO's, will be taken from NCWTF Operational Call Sign Book. Those for ships initially assigned to Force "CAMEL" are listed below. Column 1 is effective 0001 D-day. Columns 2, 3, and 4 become effective when ordered by Commander Western Naval Task Force.

SHIP	1	2	3	4
ARGONAUT	ØM7	6M5	5T6	5I1
ARKANSAS	8T1	3G8	7Y7	6A2
BERTIN	1W5	ØA1	9A9	7D8
BOYLE	5B5	1S5	1E3	5R1
BROOKLYN	6S1	4A9	4G6	4PØ
CHAMPLIN	7B7	2SØ	4EØ	6R3
EDISON	9CØ	7C6	7H1	4D4
KENDRICK	5X1	5V2	608	0I3
LUDLOW	9F9	ØDØ	7J1	4A7
MCAKENZIE	9Z6	1V2	8T8	8N9
MARBLEHEAD	4AØ	2A2	1A5	3AØ
MC LANAHAN	4B8	ØR5	5D9	3P1
NIELDS	9B3	4S6	6E3	5F1
ORDRONAUX	1C3	8SØ	8EØ	6F8
PARKER	2BØ	9R3	4DØ	7P7
TROUIN	5U3	3T5	203	1H5
TUSCALOOSA	6U9	9G2	8Z1	8AØ
WOOLSEY	2D4	1B2	3D9	ØZ3
CTG 87.7	7Y3	7W4	ØB7	2U2
Senior NGLO:				
36th Div.	1E5	2E8	ØE8	1F3
VI Corps	5BØ	5A3	6A2	9A4

TABLE "D"
APPENDIX 5 of ANNEX GEORGE
CALL SIGNS FOR SHORE FIRE CONTROL PARTY COMMUNICATIONS

File No. 3Grp8thPhib/A16-3(4)
Serial: 00070

~~TOP SECRET BIGOT ANVIL~~ 1 August 1944

TABLE "D" of
APPENDIX 5 of ANNEX GEORGE to
OPERATION PLAN
CTF 87 No. 1-44

4. Other Army call signs which may be Heard over SFCP circuits are as follows:

Battalion Fire Direction Center	1 A
Battalion Commanding Officer	6 X
Battalion Operations	7 X
Artillery Liaison Officer with Infantry Regiment	5 X

TABLE "D" of
APPENDIX 5 of ANNEX GEORGE to
CALL SIGNS FOR SHORE FIRE CONTROL PARTY COMMUNICATIONS

File: 3Gr8thPhib/A16-3(4)
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1 August 1944

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TABLE "E" of
APPENDIX 5 of ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

APPROXIMATE TIMES OF LANDING OF NAVAL GUNFIRE SPOTTERS

SFCP	ATTACHED	TIME OF LANDING
# 00 BLUE		H - 20 minutes
00 GREEN		H - 15 minutes
[illegible]	2nd Bn. 141 RCT	H + 10 minutes
15	3rd Bn. 141 RCT	H + 10 minutes
11	1st Bn. 141 RCT	H + 15 minutes
10	1st Bn. 143 RCT	H + 105 minutes
18	2nd Bn. 143 RCT	H + 120 minutes
16	3rd Bn. 143 RCT	H + 155 minutes
00 RED		* Z - 15 minutes
12	1st Bn. 142 RCT	Z + 10 minutes
14	3rd Bn. 142 RCT	Z + 30 minutes
17	2nd Bn. 142 RCT	Z + 60 minutes

NOTES:

00: Offshore Observer
* Z hour is H + 6 hours

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APPENDIX 6 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

AIR SPOTTING PLAN AND TARGET ASSIGNMENTS

1. High performance planes will be available for spotting naval gunfire commencing at H minus 110 minutes on D-Day as follows:

D-Day

H-110^{m} to H-80^{m}	3 spotters	ARKANSAS, TUSCALOOSA, ARGONAUT
H-80^{m} to H/40^{m}	5 spotters	ARKANSAS, (TUSCALOOSA) TROUIN, (BERTIN), ARGONAUT, DD Station 1
H/40^{m} to H/115^{m}	3 spotters	BERTIN, ARGONAUT, DD Station 1
H/115^{m} to H/4^{h} 55^{m}	2 spotters	BERTIN, ARGONAUT
H/4^{h} 55^{m} to 2100	1 spotter	BERTIN

(One additional will be on call at request of Bombardment Group Commander from H/4^{h} 55^{m} to 2100)

D/1 to D/4

0600 to 2100	1 spotter	TUSCALOOSA
0600 to 2100	1 on call at request	

Spotting planes are expected to arrive in the area about H-110^{m} and will be ready to spot for counter-battery fire against batteries interfering with the operation. The first group of planes will be assigned specific targets and areas, but fire will be withheld until H-70 unless targets are active prior this time.

2. BROOKLYN will launch 4 planes at first light. These SOCs will be available to assist in spotting for counter-battery or opportunity fire to the limit of their endurance, about 4 hours, when they will return to pre-arranged base and remain on call. The following ships, not assigned high performance spotters, will establish communication with the SOC planes and utilize their services, insofar as possible, bearing in mind their vulnerability to flak and enemy fighters. One plane will spot and one plane will act as weaver to protect and warn spotter, dividing the four planes into two groups.

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1 August 1944

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APPENDIX 6 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

AIR SPOTTING PLAN AND TARGET ASSIGNMENTS

GROUP	SHIP	FREQUENCY
1	BROOKLYN	7460
2	MARBLEHEAD	7460

3. Artillery Piper Cubs under the control of 36th Division Artillery will be based on an LST with a special flight deck, and may be requested for Naval gunfire spotting by the Commander Bombardment Group.

4. Procedure as laid down in MEDITERRANEAN Bombardment Code will be followed, using Air Control. Fire for effect is not to be continued for more than one minute, without a spot in range and deflection.

5. It should be borne in mind that spotting aircraft will carry no means of authentication.

6. The possibility of duplication of assignment in the case of two frequencies will make it necessary to follow proper procedure very carefully and to cooperate with units sharing the frequency.

7. Ships may engage targets of opportunity discovered by spotting planes assigned, the Commanding Officer concerned giving consideration to ammunition supply and the importance of the target.

8. Spotters should be coached on to active targets whenever possible.

9. Communications will be in accordance with instructions contained in Naval Commander Western Task Force Operation Plan 4-44, Annex "F", Part Eight (Air Spotting), and the following supplementary instructions:

(a) Call signs for destroyers are assigned as follows:

SHIP	CALL SIGN	SHIP	CALL SIGN
BOYLE	CAMEL 10	McLANAHAN	CAMEL 16
CHAMPLIN	CAMEL 11	NIELDS	CAMEL 17
EDISON	CAMEL 12	ORDRONAUX	CAMEL 18
KENDRICK	CAMEL 13	PARKER	CAMEL 19
LUDLOW	CAMEL 14	WOODSEY	CAMEL 20
MACKENZIE	CAMEL 15		

File No. 3Gr8thPhib/A16-3(4)
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1 August 1944

~~TOP SECRET - BIGOT - NVII~~

APPENDIX 6 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

AIR SPOTTING PLAN AND TARGET ASSIGNMENTS

(b) For spotting by VO-VS planes, plane call signs are (Bobcat RED One (spotter) and (Bobcat) RED Two (weaver) on 7080 Kcs.

(c) Piper Cub planes will carry an SCR 609 radio set fitted with the following crystals:

36th Div. Arty. and common SFCP.....	27.0 Mcs
36th Div. Arty. Air-Ground	34.3 Mcs

When a ship has been assigned to a plane for spotting, both will shift to the Air-Ground Channel for communications until the mission is completed. Plane call signs are derived by adding to that of the Division Artillery (three letters which change daily) the Group "3A". For spotting purposes the plane's call sign will be simply "3A" The following ships will have the crystals for 34.3 MCS present in their SCR 608/609 radio sets:

ARGONAUT
TROUIN
MARBLEHEAD
ARKANSAS
TUSCALOOSA
BERTIN
BROOKLYN

APPENDIX 6 to ANNEX GEORGE
AIR SPOTTING PLAN AND TARGET
ASSIGNMENTS

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APPENDIX 6 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

AIR SPOTTING PLAN AND TARGET ASSIGNMENTS

SHIP	SPOT GROUP	H-110^m to H-80^m	H-80^m to H/40^m	H/40^m to H/1^h 55^m	H/1^{h}55^m to H/4 55^m	H/^{h}55^m to 2100
ARKANSAS (F.S.Station 5: Freq.112.32Mc. Plane call CLAYMORE or TROJAN PINK 1,2	1	Active Targets Only.Area between NS grid lines U62 and S25. Primary target: P-63 Secondary targets: Q-38; Q-39,Q-25,Q-40	Target P-63 until H-5^m. Active targets in area between U-62: and S25 clear of beach areas			
DD (F.S.STATION 1) Freq:112.32Mc Plane Call CLAYMORE or TROJAN PINK 1, 2	1			Target P-46, P-56.Then any active targets in area bounded as follows: S-5631, S-5135 S-5035, S-5031 S-5430		
TUSCALOOSA (F.S.Station 7) Freq: 119.7Mc Plane Call CLAYMORE or TROJAN GREEN 1,2	2	Active Targets Only Area Bounded by grid lines U-30 on the south U-51 on the west and U-62 on the east.	Targets P-28; P-64 until H-35 then release plane to BERTIN. Primary target: P-28 Secondary targets: P-64, P-46, P-56			

File No. 3Gr8thPhib/A16-3(4)
Serial: 00070

1 August 1944

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APPENDIX 6 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

AIR SPOTTING PLAN AND TARGET ASSIGNMENTS

SHIP	SPOT GROUP	H-110m to H-80m	H-80m to H-40m	H-40m to H-1h55m	H-1h55m to H-4h55m	H-4h55m to 2100
BERTIN (F.S.Station 3 Freq: 119.7Mc Plane Call CLAYMORE TROJAN GREEN 1, 2 After H-4h55m Freq:101.88Mc Plane Call: CLAYMORE TROJAN RED 1, 2	2	From H-35. Targets P-28, P-64, Then search for active targets in area bounded as follows: U-6133, U-6138, U-5138, U-5135, U-5631.	Same as previous period	Same as previous period	Same as previous period	Same as previous period
ARGONAUT* (F.S.Station 16) Freq: 101.88Mc Plane Call: CLAYMORE TROJAN RED 1, 2	3	Active Targets Only. Area to the east from Grid line S-31. Primary targets: Q-33, Q-24	Targets Q-33 Q-24 Then any active target in area east of S-31	Same as Previous period	Same as previous period	
DD (F.S. Station 1) Freq: 6590Kcs. Plane Call: BINGO BLACK 1, 2	4		Targets P-46, P-56. Then any active targets in area bounded as follows: S-5631, S-5135, S-5035, S-5031, S-5430.			
TROUIN* Freq: 101.88Mc Plane Call: CLAYMORE TROJAN YELLOW 1, 2	5*		Target Q-23, Q-18. Then any active targets between NS grid lines S-25 and S-31			

File: 3G8thPhib/A16-3(4)
Serial: 00070

1 August 1944

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APPENDIX 7 to ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

BATTERIES AFFECTING CAMEL AREA
(See Appendix 1, this Annex)

Target No.	Coordinates	No.& Type Guns	Occupied(?) 15 July 1944	Range	Facing	Field of Fire	Elevation in Yards	Remarks
N-07	U-485226	4 x 88 mm.F.G.	Unoc.	22,000	SE		35	Delta Target
N-08	U-502220	4 x 75mm.D.P.	Occ.	18,000	S	70°-205°	88	Delta Target
N-12	U-441188	4 x 150mm.CD	Unoc(?)	25,000	SE	St. Trupez Gulf	50	Delta Target
N-15	U-448178	2 x Med. CD	Occ.	25,000	E	St. Trupez Gulf	Sea Level	Delta Target
N-32	U-484104	4 x 155mm.CD	Occ.	26,000	S		28	Alpha Target
P-02	U-515328	4 x Light CD	Unoc.		NE		36	
P-03	U-513316	3 x Light F.G.	Unoc.		SE		20	
P-04	U-538316	4 x Light F.G.	Unoc.		NE		76	
			Training Area					
P-06	U-530364	4 x Light CD	Unoc				16	
P-07	U-521374	4 x Light CD	Unoc.				29	
P-09	U-538368	4 Gun Dummy					8	
P-10	U-52[illegible]37[illegible]	4 Light CD	2 Occ.				25	
P-11	U-536373	2 Light	Unoc.				12	
P-12	U-53037[illegible]	4 Gun Dummy					4	
P-13	U-550366	4 Light	Unoc.				25	
P-14	U-545371	4 Gun Dummy					4	
P-15	U-554370	4 Light	Unoc.				22	
			End of Training Area					

F.G.-Field Guns; C.D.-Coast Defense Guns; D.P.-Dual Purpose

File: 3Gr8thPhib/A16-3(4)
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APPENDIX 7 to ANNEX GEORGE of
OPERATION PLAN
CTF 87 No.1-44

Target No.	Coordinates	No. & Type Guns	Occupied(?) 15 July 1944	Range	Facing	Field of Fire	Elevation in Yards	Remarks
P16	U-511346	4 x 75 mm F. G.	Occ(?)	18,000	SSE		8	
P17	U-514340	4 x Light FG	Unoc.(?)		SSE		10	
P-18	U-522332	3 x Light FG	Unoc.		SE		5	
P-19	U-529334	2 x Light FG	Unoc.				6	
P-20	U-545303	4 x 75 mm. CD	Occ.	18,000	E	Gulf of Frejus	61	
P-24	U-577380	4 x Light CD	Unoc.		S		58	
P-25	U-586386	4 x Medium FG	Unoc.				63	
P-26	U-590380	4 x Light FG	Unoc.				66	
P-28	U-599365	4 x 105 mm	Occ.	19,000	S		28	Circular earth emplacement
P-29	U-601337	4 x Light CD	Unoc.		S		30	
P-30	U-604337	2 x Light CD	Unoc.		S		45	
P-32	U-549270	3 Gun Dummy	Appears decoy for position P-34					
P-36	U-533253	2 x Light CD	Unoc.				55	Delta Target
P-37	U-533256	4 x 88 mm. CD	Occ.	22,000	SE	85°-265°	102	Delta Target
P-39	U-522180	5 x 220 mm CD	Occ.	25,000	NE	320°-120°	30	Alpha Target
P-40	U-516092	4 x 150 mm CD	Occ.	25,000	E&S		138	Alpha Target
P-42	U-591392	4 x Light F.G.	Unoc.				116	

F.G. - Field Gun; C.D. Coast Defense Gun; D.P.-Dual Purpose Gun

File: 3G8thPhib/A16-3(4)
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APPENDIX 7 to ANNEX GEORGE to
OPERATION PLAN
CTF No. 1-44

Target No.	Coordinates	No. & Type Guns	15 July 1944	Range	Facing	Field of Fire	Elevation in Yards	Remarks
P-43	U-592394	4 x Light	Unoc.				113	
P-46	U-541319	4 x Light CD	Occ.				33	
P-51	U-551368	2 Light	Unoc.				22	In Training Area
P-34	U-546259	3 x 220 mm CD	Occ.	25,000	E	0°-230°	25	Delta Target
P-55	U-548374	4 Light	Unoc.				20	In Training Area
P-56	U-514336	3-4 x Medium FG	Occ.	25,000(?)	SE	Gulf of Frejus		Open earth emplacements
P-57	U-516333	4 Gun Dummy	Decoy for position P-56					
P-63	S-205513	5 x 150 mm CD	Occ.	25,000	S	120°-240°	38	Casemated
P-64	U-604367	4 x Light CD	Occ.		S	Gulf of Frejus	25	
Q-03	S-214518	4 x 88mm CD	Unoc.	22,000	SSE		102	
Q-04	S-238527	4 x Light CD	Unoc.		S		25	
Q-06	S-274542	4 x 88 mm DP	Occ.	22,000	E	15°-205°	38	Radar controlled
Q-07	S-334692	4 x 149 mm	Unoc.		SSE		158	
Q-08	S-336667	3-4 x Light CD	Unoc.		SE		92	
Q-09	S-336698	4 x Light CD	Unoc.		SE		186	
Q-10	S-339673	4 x 88mm CD	Occ.	22,000	S		76	
Q-11	S-338684	4 x 105 mm CD	Occ.	19,000	S	Restricted	76	
Q-14	S-360680	4 x 105 mm CD	Occ.	19,000	S		101	

F.G.-Field Gun; C.D. - Coast Defense Gun; D.P.-Dual Purpose Gun

File: 3G8thPhib/A16-3(4)
Serial: 00070

1 August 1944

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APPENDIX 7 to ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

BATTERIES AFFECTING CAMEL AREA
(See Appendix 1, this Annex)

Target No.	Coordinates	No. & Type Guns	Occupied(?) 15 July 1944	Range	Facing	Field of Fire	Elevation in Yards	Remarks
Q-15	S-347657	3-4 x Light	Unoc.				142	
Q-16,								
Q-17	S-287628	4 x Light CD	Unoc.		E		48	
Q-18								
Q-19	S-288634	4 x Light FG	Occ.		SSE		53	
Q-23	S-305600	4-5 x 75mm CD	Occ.	18,000	NE	10°-80°	173	Protected by ridge from sea fire
Q-24	S-344657	3 x 75 mm CD	Occ.	18,000	S		53	
Q-25	S-236526	6 x 88 mm DP	Occ.	22,000	SW	Agay Road	9	Radar Controlled
Q-32	S-300606	4 x Light F.C.	Unoc.				4	
Q-33	S-340702	4 x 155 mm CD	Occ.	26,000	SSE	75°-205°	49	
Q-34	S-338663	4 x Light	Unoc.		S		35	
Q-37	S-263538	2 x Light	Occ.		SE			
Q-38	S-223510	2 x Light CD	Occ.		S,	Agay Road		
Q-39	S-225515	2 x Light CD	Occ.		SSE			
Q-40	S-248527	2 x 88 mm.CD	Occ.	22,000	SE	Unlimited	185	
W-56	S-385615	3 x 155 mm.	Occ.(?)					In old Fort.

F.G. - Field Guns; C.D.-Coast Defense Guns; D.P.-Dual Purpose

File: 3G8thPhib/A16-3(4)
Serial: 00070

1 August 1944

~~TOP SECRET RIGOT ANVIL~~

APPENDIX 7 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

LIST OF MINOR BEACH DEFENSES
(See Appendix I, this Annex)

TARGET AREA ONE

Target Number	Description	Coordinates
1.	Machine Gun	U-57193419
2.	Machine Gun	U-57213420
3.	Machine Gun	U-57223421
4.	Pillbox	U-55953495
5.	Machine Gun	U-56083492
6.	Machine Gun	U-56223499
7.	Pillbox	U-56063504
8.	Machine Gun	U-56223508
9.	Anti-Tank Gun fixed position. Casemate and 2 Machine Guns	56993392
10.	Machine Gun	57033404
11.	Machine Gun	57023417
12.	3 Guns, 20mm., in earthworks	568[illegible]34
13.	Mine Field (center at)	56383418
14.	3 Guns, Light Dual Purpose, plus Machine Guns	56103453
15.	Pillbox (cement)	56123450
16.	Pillbox (cement)	56303463
17.	Pillbox (cement)	56103492
18.	Strong Point (wire and Machine Guns in building)	56103510
19.	Machine Gun	57203410
20	Machine Gun	57273415
21.	Machine Gun	57103420
22.	Machine Gun	57203429
23.	Pillbox	56873387
24.	Casemate under construction	56683366
25.	Anti-tank gun	558345
26.	Anti-tank gun	560351
27	Anti-tank gun	561351
28.	Probable Casemate	567338
29.	Casemate under construction	569339
30.	Anti-tank gun.	567337

TARGET AREA TWO

1.	7 Covered Machine Gun Posts, where formerly T-shaped firing positions were reported	574344
2.	Machine Gun	U-57473437
3.	2 Dual Purpose	U-58183503
4.	Pillbox and wire	58693470
5.	Minefield and Machine Guns - From - 57303430 to	57453440
6.	Machine Gun, Anti-Tank Gun	57453435
7.	3 Light AA, now unoccupied	57603440
8.	Machine Gun	57653450
9.	Pillbox (Cement)	57803446
10.	2 Casemates, 6 Pillboxes, 2 Machine Guns	From 58283463 to 58533457
11.	Pillbox(Cement)	58363445
12.	Pillbox (Cement)	58353438

File: 3G11thPhib/A16-3(4)
Serial: 00070

1 August 1944

~~TOP SECRET - BIGOT - ANVIL~~

APPENDIX 7 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

TARGET AREA TWO (Cont'd)

Target Number	Description	Coordinates
13.	Casemate	58483438
14.	Pillbox, Machine Gun	58593430
15.	Casemate	58733425
16.	Anti-tank obstacle	58323457 to 59123512
17.	Pillbox	58223460
18.	4 covered machine gun posts	572342

TARGET AREA THREE

1.	Strong Point - 2 Pillboxes(cement 2 Machine Guns and wire)	55953205
2.	Pillbox (cement)	55803200
3.	Pillbox (cement)	55953220
4.	Pillbox (cement)	56003228
5.	4 Machine Guns	From - 55973056 to55973073
6.	4 Casemates, 1 Pillbox,(1 Trench System,1 Machine Gun)	55873073 to55653085
7.	Pillbox (Cement)	55603076
8.	Pillbox (Cement)	55473070
9.	Trench with 1 Machine gun	55333094
10.	Machine Gun	55463104
11.	Pillbox (cement)	55743120
12.	Pillbox (cement)	55753138
13.	Pillbox (cement)	55833155
14.	Pillbox	56183241
15.	Machine gun post	561323

TARGET AREA FOUR

1.	Casemate and Trench	60003300
2.	Pillbox	603330
3.	Machine Gun post	609331
4.	Machine Gun post	609332

TARGET AREA FIVE

1.	Wire	From S-20675127 to S-20755127
2.	Pillbox	S-20895129
3.	3 Guns, light	S-21425236
4.	Pillbox	S-21095118
5.	Pillbox	S-21135116
6.	Pillbox	S-21195113
7.	Machine Gun	S-21125129
8.	Pillbox (?)	S-21025050
9.	Pillbox	S-21655080
10.	5 Casemates	From 20465145 to 20795136
11.	Machine gun, Anti-tank and Road block	21075128
12.	Trench - Pillbox(Cement, machine gun & wire)	21355112
13.	Anti-tank gun	21485098
14.	Casemate and wire	21525097

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~~TOP SECRET - BIGOT - ANVIL~~

APPENDIX 7 to ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

TARGET AREA FIVE (Cont'd)

Target No.	Description	Coordinates
15.	Construction activity (intense) for defensive positions	In area bounded by 21355100, 21605090 and 21605120
16.	3 Gun AA battery	222509
17.	Probable Pillbox	208514
18.	18 Machine gun posts	212514

TARGET AREA SIX

1.	Machine gun	25505270
2.	Machine gun	25485262
3.	Machine gun	25405265
4.	Pillbox (cement)	25175318
5.	Trench work with 4 machine guns	25605310
6.	Machine gun	25655315
7.	Machine gun	25635327
8.	Machine gun	25805335
9.	2 Machine guns	25905339
10.	Pillbox	S-25505311
11.	Pillbox	S-25595310
12.	Pillbox	S-25665309
13.	Pillbox	S-25715318
14.	2 Pillboxes	S-25813335
15.	Wire	From S-25935332 to S-25985357

TARGET AREA SEVEN

1.	2 Pillboxes (cement) and machine guns.	55103413

TARGET AREA EIGHT

1.	Strongpoint (Pillbox - wire - machine guns)	55703320
2.	Strongpoint (Machine guns, wire, anti-tank gun)	55403345, U-55403338 and 55423345

TARGET AREA NINE

1.	2 Machine Guns, Trench	56293293
2.	Pillbox (cement) machine gun, wire	56403309
3.	2 Guns 20mm in earthworks	56433317
4.	Machine gun and wire	56583338
5.	Anti-tank gun, fixed position	56653344
6.	Pillbox, (cement)	56753354
7.	Machine gun and pillbox (cement)	56753357
8.	Anti-tank gun (fixed position)	56813364
9.	Seawall	From 56403310 to 56993392
10.	Probable pillbox, machine gun and trench	563329

TARGET AREA TEN

1.	Pillbox	59373385
2.	Pillbox (cement)	59693357
3.	Pillbox (cement)	59903333
4.	Seawall that would act as anti-tank wall.	600334 to 600331

APPENDIX to ANNEX GEORGE
MINOR BEACH DEFENSES

File: 3G8thPhib/A16-3(4)
Serial: 00070

1 August 1944

~~TOP SECRET BIGOT ANVIL~~

APPENDIX 8 to
ANNEX GEORGE of
OPERATION PLAN
CTF 87 No. 1-44

FIRE SUPPORT COMMUNICATIONS

Communications for all ships of Force "CAMEL" are prescribed in detail in Annex QUEEN, Communication Plan.

1. Frequency Assignments

Frequencies will be guarded in accordance with Table A of this Appendix.

2. Description of circuits in Table A will be found in Appendix 3 to Annex QUEEN.

3. Shore Fire Control Party Communications

For complete details see Appendix V to this Annex.

4. Aircraft Spotting Communications

For complete details see Appendix VI to this Annex.

5. Pyrotechnic Signal

A RED STAR CLUSTER pyrotechnic signal will be used by the Army in an emergency which will mean: "Ship firing in the area of this signal lift fire immediately." Owing to the difficulty of seeing pyrotechnics when smoke and haze are present, this order will be repeated by radio by a Shore Fire Control Party whenever possible.

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APPENDIX 8 to
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FIRE SUPPORT COMMUNICATIONS
TABLE A- FREQUENCY ASSIGNMENTS

NOTE: All circuits W/T unless otherwise indicated.
All frequencies in Kcs. unless otherwise indicated.

CIRCUIT	FREQUENCY	CIRCUIT NAME	GUARD CTG:	BB CA	DD
	2820	Attack Force Command	C		
	2226 (R/T)	Attack Force Voice	C	C	C
	464	Fire Support Group Command	C	C	C
	65.74 Mc.(R/T)	Fire Support Group Voice	N	N	N
N-8	369	WNTF Fox (Broadcast)	RE	R	
N-5	445, 5340, 10085	Senior Officers' Broadcast	R		
N-4	180, 2815, 7765	Area Broadcast	R	R	R
N-12	72.5 Mc.(R/T)	TBS Voice	C	M	M
	4515 Kc.	Common BCW	C	K	K
		SFCP W/T		Q	Q
	27.0 Mc(R/T)	Common BCW Voice	C	K	K
		SFCP Voice		Q	Q
		Aircraft Spotting	H	H	H
	2215 Kc.(R/T)	Air Track Broadcast	RL	RL	RL
N-6	34.35 Mc.(R/T)	Radar Reporting		G	
	112.86 Mc.(R/T)	Fighter Cover VHF		G	
	2436 Kc.(R/T)	Screen			S
	2670 Kc.(W/T)	Minesweeping	RA	RA	
	2150 Kc.(W/T)	Port Wave	T	T	T

SYMBOLS:
(a) Continuous receiving and transmitting watch:
C: At all times.
G: When acting as Radar Guard Ship
H: When firing with aircraft spotting
K: When not assigned a Shore Fire Control Party.
M: Until H-3 hours
N: After H-3 hours
Q: When assigned a Shore Fire Control Party
S: When assigned to screen
(b). Continuosu receiving watch:
R: At all times
RA: During Approach to Assault Area
RE: At all times. May be used to transmit in emergency.
RL: At all times, loudspeaker
(c) Transmitting and receiving watch:
T: When required

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MOVEMENT AND APPROACH PLAN

1. Bombardment Group (87.7) Rear Admiral Deyo in TUSCALOOSA underway from PALERMO in sufficient time to rendezvous with transports at H-14 in position 42-02 N 08-21 E. Form cruising disposition 2 (See Annex FOX this Operation Plan) proceed in accordance with Annex FOX this Operation Plan.

2. On arrival at rendezvous point BOYLE and CHAMPLIN report to Commander Task Force 87, Commander Destroyer Division 32 in BOYLE, as escort commander of transports.

3. At H-5 hours 30 minutes, MARBLEHEAD, ARGONAUT, BROOKLYN and DUGUAY TROUIN in that order with PARKER, WOOLSEY, MC LANAHAN, LUDLOW, and EDISON as close screen proceed and take approximate stations, listed below.

4. At H-5 hours and 30 minutes ARKANSAS. EMILE BERTIN, and TUSCALOOSA in that order with ORDRONAUX, KENDRICK, MACKENZIE and NIELDS as close screen proceed and take approximate stations as listed below.

OMAHA, PARKER	-Between GREEN and BLUE LST lowering areas.
ARKANSAS, ORDRONAUX, KENDRICK	-3000 yards south of GREEN LST lowering area near coordinate 2638
TUSCALOOSA, EMILE BERTIN, NIELDS, MACKENZIE	-Southwest of transport area.
BROOKLYN, ARGONAUT, DUGUAY TROUIN, WOOLSEY, MC LANAHAN LUDLOW, EDISON	-North and close aboard Transport Area.

5. If directed by Assault or Bombardment Group Commander engage shore batteries observed to be firing in the CAMEL Area, or, if directed by the Assault Commander or the Bombardment Group Commander, take the following targets or areas under fire with slow, unobserved fire (normally 3 rds/min).

ARKANSAS	- Casemated Battery P-63 (S-205513) (5x150s)
MARBLEHEAD	- Area 230520, 230530, 255530, 255520
PARKER	- 88mm battery at 223523
BROOKLYN	- Q-06

This will be known as Plan ZEBRA and will only be used if dangerous fire is encountered prior to scheduled time for opening fire and only if target is not located.

6. This plan will be placed in effect and will be controlled by orders delivered over the TBS.

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7. At about H minus 110 minutes, Fire Support Ships stand in toward Fire Support Stations, ships with air spot assigned commence fire on pre-assigned active targets as soon as planes arrive and locate targets. All ships adjust speed to arrive on stations assigned at H minus 85 minutes. At H minus 70 minutes commence counter-battery neutralization and beach drenching fire as scheduled in Appendix 2.

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SMOKE PLANS

1. In order to cover the landings from observation and gunfire, and to make use of the morale effect of white phosphorous smoke projectiles the following pre-arranged Smoke Plans and assignments are established:

GREEN BEACH (264-B)

H-5^{m} to H/5^{m} DD in Station 4 lay line of white phosphorous smoke along line between S-205516 and S-222520.
DD in station 6 lay smoke to cover reverse slope of hill just southeast of beach.

BLUE BEACH (265 -A)

H-5 to H/10 DD in Station 12 lay area of smoke to cover crest of hill at S-249526.

H-5 to H / 10 DD in Station 10 lay line of smoke from S-246537 to S-262533.

RED BEACH (264-A)

Z-5^{m} to Z/10^{m} DD in Station 1 lay line of smoke from 559308 to 535333.

Z-5^{m} to Z/10^{m} DD in Station 1A lay smoke concentration in town of FREJUS.

2. Destroyers may be called upon by SFCPs of Artillery Hdqtrs. to furnish the following screens, using code name to designate area desired:

(a) CALIFORNIA: 251545 to 268548 to 270544. On receipt of the code word "CALIFORNIA" smoke the above line for 15 minutes. Call will come from observers with 141st RCT.

(b) ILLINOIS: 223542 to 240538. On receipt of the code word "ILLINOIS" smoke the above line for 15 minutes. Call will come from observers with 141st RCT.

(c) NEW YORK: 559308 to 535333. On receipt of the code word "NEW YORK", smoke the above line for 15 minutes. Call will come from CG, 36th Infantry Division.

(d) VIRGINIA: Town of FREJUS. On receipt of the code word "VIRGINIA" smoke FREJUS for 15 minutes. Call will come from CG, 36th Infantry Division.

3. Fire Support Destroyers may be called upon for funnel and generator smoke to cover ships damaged or under heavy fire.

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TASK ORGANIZATION

(b) 87.2 Landing Force Beach Group
(c) 87.3 Red Beach Assault Group
(d) 87.4 Green Beach Assault Group
(e) 87.5 Blue Beach Assault Group

1. INFORMATION

See Annex ABLE, Intelligence Plan.
This plan provides the detailed instructions necessary for beach identification, destruction and removal of beach obstacles, close support by rocket and gunfire, control of craft and the formation and movement of the organized waves required for the assault. Movements of craft prior to final deployment are described in Annex DOG, Sortie, Convoy, and Routing Plan and in Annex FOX, Approach Plan. Procedure after the assault will be in accordance with Annex ITEM, Unloading Plan. Throughout this Annex, reference is made to certain ships by letter designations. The ships to which these letter designation are assigned are listed in Enclosure (A), to Appendix 3. Z-Hour, which is the time Red Beach Assault Group lands on the beach assigned, will be signalled after arrival in the Transport Area.

2. This force will land two regiments of the 36th Infantry Division, U.S. Army, on Beaches Green and Blue at H-Hour on D-Day, and one regiment on Beach Red, Yellow or Green at Z-Hour on D-Day as may be directed by CG 36th Inf Div, in order to establish a beach head in the Frejus Area from which further operations can be launched.

3. (b) Landing Force

Beach Group

Land elements on Beaches Red and Green as provided in detailed orders issued by CG 36th Inf Div. Erect standard beach markers at earliest opportunity. Mark channels through obstacles with buoys and flags, red to Starboard, black to Port. Mark obstructions with red and black vertically striped buoys. Coordinate activities of Army and Navy demolition teams. Conduct inshore hydrographic survey. If marked differences from available charts are found, deliver a corrected chart by dispatch boat to CTF 87 in BAYFIELD. Divert Craft as needed to evacuate casualties, POW, or to act as dispatch boats. Assume control of the Primary Control Vessel and all control and reference vessels inshore of the Line of Departure. Hoist flags ZERO-TARE in Traffic Control Officer's Craft, hoist TARE in other craft performing Traffic Control duty only.

(c) RED BEACH ASSAULT GROUP

BOYLE (DD) prior H minus 5 hours, take station as Reference Vessel NAN (See Deployment Diagram, Appendix 1 of this Annex). When on station, hoist NAN at Yardarm, and flash "NAN" through arc visible to entire Transport Area. Reference Vessel NAN establishes position of Transport Area and all other vessels will take station on her. Remain on station until otherwise directed by CTF 87 or CTG 87.8.

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PC 1597 prior H minus 5 hours, take station as Reference Vessel ABLE with Reference Vessel NAN (BOYLE) bearing 030° distance 3100 yards. Hoist ABLE at Yardarm, and flash "ABLE" through arc visible to entire Transport Area.

PC 627 upon arrival in Transport Area take station as Primary Control Vessel with CARROLL bearing 075°T distance 500 yards.

SC 506 upon arrival in Transport Area take station as Red Sweeper Control Vessel with Reference Vessel ABLE (PC 1597) bearing 030° distance 300 yards.

SC 1030 upon arrival in Transport Area report to BAYFIELD for duty until required to take station as Reference Vessel DOG, ITEM or EASY.

Transports, on arrival take stations assigned in Appendix 1, with leading Transport 1000 yards to seaward of Reference Vessel ABLE.

LST stop in formation in positions assigned in Appendix 1.

LCT, including LCT(R) and LCF stop in formation as shown in Appendix 1.

LCI(L) on arrival stop in formation, take station assigned in Appendix 1.

USS CARROLL and USS JEFFERSON lower BMS on arrival, direct them to report to SC 522, Green Sweeper Control Vessel, stationed 200 yards on port bow of CARROLL.

USS EASTWAY (LSD) discharge lifted craft in accordance with Appendix 1 to Annex ITEM, Unloading Priorities. LCM(R) (Woofus) proceed as directed in plans of CTF 85. 5 LCVP for Green NCDU report to SC 522, Green Sweeper Control Vessel, stationed 200 yards with CARROLL bearing 075°T. 2 LCVP for Reserve NCDU report to BAYFIELD, lie-to on port bow awaiting orders. 12 Apex boats for Red Beach report to Red Sweeper Control Vessel (SC 506) abreast Reference ABLE. 6 LCVP for Red NCDU lie-to in vicinity of EASTWAY within hailing distance.

USS BAYFIELD lower LSC(S) Scout on arrival. LCS(S) Scout stand by at BAYFIELD to deliver orders as to Z-Hour and Beach to be assaulted to Red Primary Control, Reference Vessel ABLE, and to Red Sweeper Control at Point MIKE. On arrival at Point MIKE transfer one Scout Officer to Red Sweeper Control.

USS NIGHTINGALE lower LCC on arrival, which reports to Red Sweeper Control abreast Reference Vessel ABLE.

LST "P" discharge two DUKW for Wave 4 on arrival, have them report to Red Sweeper Control abreast Reference ABLE.

LCC 22669 cast off tow on arrival, report to Reference Vessel ABLE. Remain there until LCT for Wave two arrive about Z-130.

Red Sweeper Control when NIGHTINGALE's LCC, Apex, Scout and DUKW have assembled, proceed at 4 knots to Reference Point MIKE leading units assigned. On arrival stop, maintain station at this point as a rendezvous for Apex, Scout and DUKW and the later arrival of BMS from Green Beach. Reference point MIKE will be marked by SC 692 on its arrival from Blue Beach. In the absence of SC 692, SC 522 will take this station when Red Sweeper Control departs.

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The above disposition will be maintained, ships and craft in a stand-by status, awaiting further orders. It is expected that Z-Hour will be set at H plus six hours. This time is subject to change. CG 36th Inf Div may, in addition, request the Red Landing Force be landed on Yellow Beach or on Green Beach in case each in turn is considered impassable. Three approach schedules are provided in Appendix 5, one for each beach. Use care in selecting the proper approach schedule.

When Z-Hour and the beach selected are signalled, the following action will be taken:

All ships and craft will be notified by radio, visual or messenger communication.

CEPHEUS furnish 7 LCVP to report to USS NIGHTINGALE by Z-180 minutes.

(1) IF RED BEACH IS SELECTED:

Red Sweeper Control get underway from MIKE at Z-148, proceed toward Reference Vessel DOG. BMS fall in astern of Red Sweeper Control followed by LCS(S) Scout and Apex boats. On arrival at DOG, Apex boats proceed as directed in Appendix 8, Demolition Plan.

After arrival at the Line of Departure BMS stream sweeps and proceed as directed in Annex EASY, Minesweeping Plan. Red Sweeper Control Vessel will lead BMS formation to a point 1500 yards from the beach. The Scout Officer in Sweeper Control Vessel is responsible that BMS approach the correct beach. Sweeper Control fall out of formation 1500 yards from the beach, return to Line of Departure. BMS on completion of sweep rendezvous on Sweeper Control at Line of Departure. Sweeper Control lead formation to Transport Area, transfer Scout Officer to BAYFIELD, then report to Commander Inner Screen in PC 546.

LCS(S) Scout follow BMS formation. If Red Sweeper Control becomes a casualty, take station to lead BMS. Continue in formation to a point 1000 yards off the center of the beach. Stop, maintain station, act as marker vessel for Apex boats and other pre-assault units until relieved by LCC 22669 at about Z-Hour. Then assist LCC in performing its Traffic Control functions, until the Beachmaster is established ashore. When the Beachmaster is ashore, report to him for hydrographic survey and channel-marking duty.

(2) IF YELLOW OR GREEN BEACH IS SELECTED

BMS and Apex boats will not be used. Red Sweeper Control get underway, lead these units to Transport Area. BMS proceed as directed in Annex EASY, Minesweeping Plan. Apex boats report to EASTWAY, stand by within hailing distance. Red Sweeper Control transfer Scout Officer to BAYFIELD, then report to Commander Inner Screen in PC 546. Scout accompany NIGHTINGALE's LCC to the Line of Departure, then proceed at full speed to a point 1000 yards from the center of the beach selected, take station to mark the beach for later waves, until relieved by LCC 22669. Then

assist LCC in performing its Traffic Control functions until the Beachmaster is ashore. When Beachmaster is established report to him for hydrographic survey and channel-marking duty.

(3) REGARDLESS OF THE BEACH SELECTED

SC 1030 proceed to the Line of Departure for the beach selected, mark Reference point DOG, ITEM or EASY as appropriate arriving by Z minus 2 hours. Hoist appropriate flag at both yards. Maintain station until relieved by Primary Control Vessel.

LCC from NIGHTINGALE get underway for MIKE at the proper time, lead DUKW to the Line of Departure at 4 knots, continue in to 2000 yards off-shore, dispatch DUKW at Z-5 minutes and return to the Line of Departure. Report to Primary Control Vessel, assist in controlling Traffic. Prior to dusk on D-Day when released by Commander Red Assault Group, return to NIGHTINGALE to be hoisted. LCC 22669 is alongside Reference Vessel ABLE. LCT "A" and "B" leave station in time to arrive at Reference ABLE 15 minutes before scheduled to leave for the beach. At the proper time LCC 22669 get underway, lead these LCT to the Line of Departure at six knots to a Leave Line of Departure at Z minus 19 minutes, continue at six knots to a point 1000 yards off the beach arriving at Z plus one minute. Dispatch LCT and relieve LCS(S) Scout stationed at this point. Maintain station acting as a marker vessel for later waves. A Naval gunfire spotting party is embarked in LCC 22669 for close initial control of naval gunfire support. Remain on station until secured by the Assault Group Commander, control traffic in the vicinity of the beach under direction of the Beachmaster.

Transports and BAYFIELD lower LCS(S) in time to have them form rendezvous circle inshore of Reference Vessel ABLE 15 minutes before scheduled to leave for the beach. Commence lowering LCVP in time to have loaded boats rendezvous by waves as follows: Wave One form rendezvous circle astern of PC 627, Primary Control Vessel, on station as shown in Appendix 1. Wave Commander of Wave One load rocket projector and black smoke rockets in LCVP assigned. Other LCVP waves rendezvous on parent vessel, then proceed and form circles astern of Reference Vessel ABLE, Circles are in a line parallel to the inshore edge of the Transport Area, the lowest numbered wave present forming directly astern of ABLE, higher numbered waves forming to Port. As a wave is dispatched, higher numbered waves move up. Waves should depart parent vessel, rendezvous area in time to arrive at Reference ABLE fifteen minutes before scheduled to leave for the beach. LCI(L) and LCT waves leave deployment formation on order of Wave Commander, rendezvous as above. All waves will be dispatched from the Transport Area by Reference Vessel ABLE, using standard signals.

When Wave One has assembled on Primary Control Vessel, Wave Commander report the wave ready to depart. Primary Control get underway, lead Wave One to Reference ABLE arriving 15 minutes before time scheduled to leave for the beach. Primary Control make careful time check, and obtain any information or orders available from Reference ABLE.

LCT(R) and LCF leave formation to arrive and lie-to on the Starboard beam of Reference ABLE 15 minutes before scheduled to leave.

Primary Control Vessel leave ABLE at scheduled time proceed at six knots.

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leading LCS(S), Wave One and LCT(R)-LCF wave to the Line of Departure in that order. On arrival at the Line of Departure relieve SC 1030, Reference Vessel. Primary Control Vessel, PC 627, remain on station at Reference Point, marking the Line of Departure for all craft. Dispatch all waves to the beach using standard flag hoists. Dis play flag ZERO followeded by a square red flag as identification. For identification paint a broad red horizontal band around stack. Remain on station until relieved by Task Force Commander. Come under control of Beachmaster when he is established ashore. Carry out the proper Approach Schedule in Appendix 5.

SC 1030 get under way when dispatched by Primary Control, lead LCS(S) and Wave One to Reference Point GEORGE, HOW or OBOE, as appropriate, at nine knots. OBOE is 1000 yards inshore of ITEM. On arrival drop out of formation, maintain station to mark this reference point for later waves. Prior to dusk on D-Day, when released by Assault Group Commander, report to Commander Inner Screen in PC 546.

From the Line of Departure to the beach, LCS(S) proceed in line abreast with the three LCS(S) from BAYFIELD on the right and the other three LCS(S) from transports named in order from right to left as follows: CARROLL, JEFFERSON, NIGHTINGALE, Wave Commander from BAYFIELD. SC 1030 stops 4000 yards from beach. Discharge barrage on Red Beach at Z-4 when 1000 yards off shore. Fire on Green or Yellow Beaches only on specific orders to do so. Fire on the section of beach corresponding to own position in the formation. LCS(S) continue toward the beach, hauling out of the boat lane on respective flanks, three to each side. Maneuver about 500 yards offshore keeping clear of the boat lanes. Engage targets of opportunity on the flanks of the beaches. At H plus 30 minutes report to LCC 22669 for Traffic Control duty. Remain on assigned flanks of LCC. Upon receipt of signal "QUEEN QUEEN" from LCC or PC 627, meaning "MAKE SMOKE" the three LCS(S) on the down wind flank proceed immediately, lay smoke screen on the down wind flank outside the boat lane. The signal "QUEEN QUEEN" will be made on signal searchlight aimed toward the craft that are to make smoke, when ordered by the Assault Group Commander. When smoking, lay floats at 100 yard intervals and burn pots, maneuvering to maintain the screen. The signal to cease smoking is "NAN NAN". Refer to sketches in 8th Phib SOP "Smoke Doctrine". Prior to dusk on D-Day LCS(S) from BAYFIELD and APAs report to parent ship, when released by Commander Red Assault Group.

Wave One leave the Line of Departure one minute behind LCS(S), at Z-minus 17 minutes. Make nine knots. Guide on LCS(S). Scout stationed 1000 yards off shore. Stay 200 yards behind LCS(S) Wave. Beach at Z-Hour. LCT(R) fires overhead from 3500 yards offshore at Z-8 minutes. When wave is 300 yards off shore Wave Commander fire black smoke rocket as a signal that naval gunfire must lift from the beach.

LCT(R) and LCF follow Wave One from Reference ABLE to the Line of Departure. At Z-minus 16 minutes, proceed at six knots toward the beach. SC 1030 will be 4000 yards off-shore. Deploy into line abreast in the order from left to right LCF, LCT(R) A-B-C-D-E-F, 200 yards apart. LCF provide anti-aircraft protection for LCT(R) and all assault waves. LCT(R) fire ranging shots as required, discharge barrage at H minus 8 minutes, when

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3500 yards from the beach. Target assignments are as shown in Enclosure (A) to Appendix 1, Rocket Targets. After firing, LCT(R) return to Transport Area, reload. When last scheduled wave has landed, LCF return to Transport Area, provide anti-aircraft protection for Transport Area. Fire on Green or Yellow Beach only on specific orders to do so. Fire on cooresponding sections of these beaches, or as ordered.

Waves Three, Five and Subsequent Waves form on Reference ABLE as described above under transports. LCI(L) and LCT do not circle but lie-to by waves in the proper location. These waves form under the command of the Wave Commander. Where the wave is divided into Boat Divisions, the Boat Division Commander is embarked in Boat No. 1 of his division and controls the movements of the division under the direction of the Wave Commander. The Division Commander of Boat Division One in each wave so divided also acts as Wave Commander. For other waves, the Wave Commander is embarked in the number one boat of the wave. Each LCI(L) or LCT Wave Commander is the Commanding Officer of the Number One craft of the wave. Waves, Three, Five and later waves leave Reference Vessel ABLE when dispatched, proceed to the Line of Departure independently at such speed as to comply with the time schedule of Appendix 5. Waves leave Reference ABLE in a close Vee formation. Waves divided into Divisions will form a line of divisions abreast, each division in close vee, immediately after leaving Reference Vessel ABLE. Due to the existance of a "dogleg" in the boat lane, waves will not fully deploy until after leaving the Line of Departure. When deploying, odd numbered craft proceed to starboard, even numbered craft to port, take very shallow Vee formation. Beach in this formation. Waves divided into divisions deploy divisions simultaneously using the above described method for each division. The signal for deployment is the semaphore symbol "Unit" made by the Wave Commander, repeated by Boat Division Commanders if the wave is so divided. Make full speed in the dash from the Line of Departure to the beach.

LCVP assigned to NCDU lie-to close aboard Reference ABLE until Wave Five is dispatched. Follow Wave Five to the beach through the Line of Departure.
LCVP of Wave 6 after retracting, stand by close inshore on the flanks to off-load LCI(L) of Wave 8A if required. LCVP of Wave 11 after retracting from the beach stand by close inshore on the flanks of the boat lane to off-load LCI(L) of Wave 12. The beachmaster is authorized to retain any LCVP necessary to evacuate casualties, POW, or to act as dispatch boats.

Wave Commanders of LCVP Waves 1, 3, 5, 6, 10 and 11 supervise the retraction of craft of their wave. When the wave is clear of the beach report to Primary Control Vessel. Wave Commander report beach and surf conditions, type and density of obstacles, amount and type of opposition encountered, observed effect of naval gunfire and rocket support, any other pertinent data observed including the time of landing of waves observed, number of boats lost and type and amount of damage. Thereafter these Wave Commanders and their boats remain at Primary Control to assist in controlling traffic and for dispatch duty, while other craft proceed as directed in Annex ITEM, Unloading Plan. Primary Control will release LCVP to the Beachmaster as required.

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Reference Vessel ABLE and Primary Control supplement standard signals for dispatching waves by use of loud hailer.. Announce magnetic course to be followed, corrected for known current.

(d) GREEN BEACH ASSAULT GROUP

PC 546 take station as Reference Vessel BAKER prior to H minus four and one-half hours. Establish position of Green Assault Group Lowering Area. Hoist flag BAKER at Yardarm, flash BAKER through arc visible to entire Transport Area.

SC 1043 take station as Reference Vessel EASY prior to H minus two hours. Hoist flagEASY at Yardarm, flashEASY on arc 30 degrees on either side of bearing of BAKER.

PC 551 on arrival take station as Primary Control Vessel, 500 yards inshore of LST "A". See Appendix 1.

SC 522, Green Sweeper Control Vessel, on arrival in Transport Area, take station with USS CARROLL bearing 075°T distance 200 yards.

LST stop in formation as assigned in Appendix 1, with leading LST 1000 yards to seaward of Reference Vessel BAKER.

LCT, including LCT(R), LCF and LCG stop in formation as shown in Appendix 1. Cast off tows on arrival.

LCI(L) on arrival stop in formation take station assigned in Appendix 1.

BMS discharge from CARROLL and JEFFERSON on arrival, report to SC 522, Green Sweeper Control Vessel, on Port bow of CARROLL.

5 Green NCDU discharge from EASTWAY on arrival, report to SC 522 as above.

Green Sweeper Control when BMS and NCDU boats have rendezvoused, get underway, from CARROLL proceed by most direct route to Reference Vessel BAKER. Take station 300 yards on Port beam of BAKER. BMS form rendezvous circle astern of Green Sweeper Control. NCDU LCVPs form rendezvous circle between Sweeper Control and BAKER on Port beam of Reference BAKER.

LST "A" lower Scout in LCS(S) on arrival. Scout report to Green Sweeper Control Vessel, transfer one Naval Scout Officer to Sweeper Control.

Green Sweeper Control Vessel, SC 522 get underway from BAKER at H minus 90, proceed toward Reference Vessel EASY at six knots. BMS fall in astern of Sweeper Control, followed by LCS(S) Scout.

After arrival at the Line of Departure BMS stream sweeps and proceed as directed in Annex EASY, Minesweeping Plan. Sweeper Control Vessel lead BMS formation to a point 1500 yards from the beach. The Scout Officer in Sweeper Control Vessel is responsible that BMS approach the correct beach. Green Sweeper Control fall out of formation 1500 yards from the beach, return to Line of Departure. BMS on completion of sweep rendezvous on Sweeper Control

at Line of Departure. Green Sweeper Control lead formation to Reference Point MIKE in Red Approach Lane. Mark this point until the arrival of SC 506, Red Sweeper Control. When SC 506 is on station at Point MIKE, BMS rendezvous on her, proceed as directed in Paragraph 3(c), Red Beach Assault Group. SC 522 stand clear of boat lane and further await the arrival of SC 692 from Blue Beach. When and if SC 692 takes station as Reference Vessel MIKE, SC 522 return to Green Lowering Area, transfer Scout Officer to LST "A" then report to Commander Inner Screen in PC 546. If SC 692 does not arrive, SC 522 take station as Reference Vessel MIKE after the departure of SC . Remain on station until released by Red Assault Group Commander, then proceed as directed above.

LCS(S) Scout follow BMS formation from Point DOG toward the beach. If Green Sweeper Control becomes a casualty, take station to lead BMS. Continue in formation to a point 1000 yards off the center of the beach. Stop, maintain station, act as a marker vessel for pre-assault units, until relieved by LCC 22670 at about H-Hour. Then assist LCC in performing Traffic Control functions until the Beachmaster is established ashore. When the Beachmaster is ashore, report to him for hydrographic survey and channel-marking duty.

LCT 1017 and 682, carrying DD Tanks, leave station in time to arrive and rendezvous on Starboard beam of Reference Vessel ABLE by H minus 110 minutes. LCC 22670 cast off tow and rendezvous with these LCT, abeam Reference ABLE, at H minus 110 minutes. LCC get underway at H minus 90 minutes lead LCT 1017 and 682 to the Line of Departure at six knots. Pass Reference Vessel EASY and stop 200 yards inshore of the Line of Departure. LCT stop and discharge DD Tanks simultaneously. If sea conditions are unfavorable launch DD Tanks in smooth water nearer to the shore. DD Tanks are liable to swamping in wind of force 4 or greater. The decisiion to launch tanks shall rest with the DD Tank Company Commander. If DD Tanks are to be launched closer inshore, LCC adjust time schedule to conform, allowing a delay of 8½ minutes for each 1000 yards the discharge point is advanced. WARNING; In order to keep clear of LCS(S) DD Tanks must not be discharged inshore of 1300 yards after H minus 16 until H-5. On no account may DD Tanks advance inshore of 1300 yards until passed through by LCS(S). Slow or stop as required, so as to allow LCS(S) a clear firing run. LCS(S) Scout will be on station 1000 yards from the beach.

LCC fall out of DD Tank formation on arriving at LCS(S) Scout stationed 1000 yards off the beach. Relieve LCS(S), maintain station at this point acting as a marker vessel for later waves. Remain on station until secured by the Assault Group Commander, control traffic in the vicinity of the beach under direction of the Beachmaster. A naval spotting party is embarked in LCC 22670 for close initial control of naval gunfire support.

LST lower LCS(S) in time to have them form rendezvous circle inshore of Reference Vessel BAKER by H minus 70 minuts. Commence lowering LCVP in time to have loaded boats rendezvous by waves as follows: Wave One form rendezvous circle astern of PC 551, Primary Control Vessel on Station as shown in Appendix 1. LST "A", furnishing the Wave Commander of Wave One, embark in his LCVP a rocket projector and black smoke rockets. Other waves rendezvous on parent vessels, then proceed and form circles astern of Reference Vessel BAKER. Circles are in a line parallel to the inshore edge of the Transport Area, the

lowest numbered wave forming directly astern and to seaward of BAKER, higher numbered waves forming to Port. As a wave is dispatched, higher numbered waves move up. Waves should arrive at Reference BAKER fifteen minutes before scheduled to leave for the beach. All waves will be dispatched from Lowering Area by Reference Vessel BAKER using standard signals.

LCI(L) and LCT leave deployment formation on order of Wave Commander, rendezvous as above, except that they shall lie-to, and not circle.

When Wave One has assembled on Primary Control Vessel, Wave Commander report the wave ready to depart. Primary Control get underway, lead Wave One to Reference BAKER arriving by H minus 75. Primary Control make careful time check and obtain any information or orders available from Reference BAKER.

LCT(R), LCF and LCG leave formation to arrive and lie-to on the Starboard beam of Reference BAKER by H minus 75.

Primary Control Vessel PC 551, leave BAKER at H minus 58 proceed at six knots leading LCS(S), Wave One and LCT(R)-LCF-LCG Wave to the Line of Departure in that order. On arrival at the Line of Departure relieve SC 1043, Reference Vessel EASY. Remain on station at Reference Point EASY, marking the Line of Departure for all craft. Dispatch all waves to the beach using standard flag hoists. Display flag ZERO followed by a square Green flag as identification. For Identification paint a broad Green horizontal band around the stack. Remain on station until relieved by Task Force Commander. Come under control of Beachmaster when he is established ashore. Carry out the Approach Schedule in Appendix 6.

SC 1043 get underway, when dispatched by Primary Control, lead LCS(S) and Wave One to Reference Point HOW at nine knots. On arrival at Point HOW drop out of formation, maintain station to mark this reference point for later waves. Hoist flags HOW at both yards. Prior to dusk on D-Day, when released by Assault Group Commander, report to Commander Inner Screen in PC 546.

LCS(S) proceed from the Line of Departure to the beach in line abreast in the following formation from right to left: LCS(S) from IST "B""C""D""E". SC 1043 stops at point HOW. LCS(S) continue toward the beach at nine knots. Pass through DD Tank Wave 1300 yards from the beach. Take care not to swamp DD Tanks. LCC will announce the range to the beach when LCS(S) pass. Thereafter fire ranging rockets as necessary, discharge barrage when 1000 yards from the beach at about H minus 4. LCS(S) fire rockets on the section of beach corresponding to own position in the formation. LCS(S) continue toward the beach, hauling out of the boat lane on respective flanks, two to each side. Maneuver about 500 yards offshore keeping clear of the boat lanes. Engage targets of opportunity on the flanks of the beaches. At H plus 30 minutes report to LCC 22670 for Traffic Control Duty. Remain on assigned flanks of LCC. Upon receipt of signal "QUEEN QUEEN" from LCC or PC 551, meaning "Make Smoke", the two LCS(S) on the down-wind flank proceed immediately, lay smoke screen on the down-wind flank outside the boat lane. Smoke must not be laid on waves, or so as to drift into the boat lane. The signal "QUEEN QUEEN" will be made on a signal searchlight directed toward the craft that are to make smoke, when ordered by the Assault Group Commander. When smoking, lay floats at 100 yard intervals

and burn pots, maneuvering to maintain the screen. Refer to sketches in 8th Phib SOP "Smoke Doctrine". The signal "NAN NAN" means "Cease Smoking". Prior to dusk on D-Day LCS(S) from LST "B" and "E" report to LST 47 to Commander Smoke Patrol in LCC 22671.

Wave One leave the Line of Departure one minute behind LCS(S) at H minus 17 minutes. Make nine knots. Guide on LCS(S) Scout stationed 1000 yards offshore. Stay 200 yards behind LCS(S) Wave. Pass through DD Tank formation at 1200 yards from the beach at H minus 4 minutes taking care not to pass closer than 25 yards to DD Tanks to avoid swamping them. When 300 yards off-shore Wave Commander fire black smoke rocket as signal to lift naval gunfire from the beach. Beach at H-Hour. LCT(R) fire overhead from 3500 yards offshore at H minus 8.

LCT(R), LCG and LCF follow Wave One from Reference BAKER to the Line of Departure. Leave Line of Departure at H minus 16, proceed at six knots toward the beach. Reference HOW will be 4000 yards off-shore. Deploy into line abreast in order from left to right LCG, LCT(R) G-H-I-J-K-L-LCF, 200 yards apart. LCG fire on targets of opportunity as observed. LCF provide anti-aircraft protection for LCT(R) and all assault waves. LCT(R) fire ranging shots as required, discharge barrage at H minus 8 when 3500 yards from the beach. Target assignments are as shown in Enclosure (A) to Appendix 1, Rocket Targets.

After firing run, LCT(R) return to Transport Area, reload. LCG return to Transport Area when gunfire from shore batteries is silenced. When last scheduled wave has landed LCF return to Transport Area, provide Anti-Aircraft protection for Transport Area.

BAYFIELD lower 10 LCVP, organized into five pairs of boats with at least one officer in each pair. Each of these pairs of LCVP will report to LST as follows: Two pair to LST"A", one pair each to LST "J", "U" and "V". These LCVP pairs report to the LST to which assigned prior to H minus 140 minutes, lie-to 200 yardsahead of the ramp of the LST. DUKW will be discharged and rendezvous by waves on LCVP. LST "A" furnishes waves 4 and 11, LST "J" furnishes Wave 9, LST "V" furnshes Wave 14, LST "U" furnishes Wave 15. Each of these DUKW Waves report to designated LCVP pair. LCVP pairs lead DUKW assigned to Reference Vessel BAKER, arriving 15 minutes before time scheduled to leave for the beach. Lead DUKW to position, lie-to on Starboard beam of BAKER. When dispatched lead DUKW to the Line of Departure at 4 knots. LCVP manned by boat officer guide the formation, other LCVP maneuver astern and on the flanks of the formation, correcting the course of individual DUKW and keeping stragglers closed-up. Leave Line of Departure when dispatched, lead DUKW to 1000 yard marker vessel at 4 knots, and dispatch them to the beach. Thereafter LCVP report to Primary Control Vessel for Traffic Control and dispatch duty. BAYFIELD send 1 LCVP to report to Colonel Harmony, USA, in LCI(L) 76 for duty as free boat.

Waves Three, Five and Subsequent Waves form on Reference BAKER as described under LST above. LCI(L) and LCT do not circle but lie-to by waves in the proper location. These waves form under the command of the Wave Commander. Where the wave is divided into Boat Divisions, the Boat Division Commander is embarked in the leading boat of his division and controls the movements of the div-

ision under the direction of the Wave Commander. The Division Commander of Boat Division One in each wave so divided also acts as Wave Commander. For other waves, the Wave Commander will be embarked in the Number One Boat of the wave. Each LCI(L) or LCT Wave Commander is the Commanding Officer of the Number One craft of the wave.

Waves Three, Five and Later Waves leave Reference Vessel "BAKER" when dispatched, proceed to the Line of Departure independently at such speed as to comply with the time schedule of Appendix 6. Pass to port of Reference BAKER. Waves leave Reference BAKER in a close Vee formation. Waves divided into divisions will form a line of divisions abreast, each division in close Vee, immediately after leaving Reference Vessel BAKER. Due to the existance of a "Dogleg" in the boat lane, waves will not fully deploy until after leaving the Line of Departure. When deploying, odd-numbered craft proceed to Starboard, even-numbered craft to Port, take formation in very shallow Vee. Beach in this formation.

Waves divided into divisions will deploy divisions simultaneously using the above described method for each division. The signal for deployment is the semaphore symbol "Unit" made by the Wave Commander, and repeated by Boat Division Commanders if the wave is so divided. Make full speed in the dash from the Line of Departure to the beach.

LCVP assigned to NCDU lie-to close aboard Reference BAKER until Wave Five is dispatched at H minus 47. Follow Wave Five to the beach through the Line of Departure.
LCVP of Waves 5 and 6 after retracting from the beach stand by close inshore on the flanks of the boat lane to off-load LCI(L) of Wave 8A, 12, 13, 16 or 17 if necessary. The Beachmaster is authorized to retain any LCVP necessary to evacuate casualties, POW or to act as dispatch boats.

Wave Commanders of LCVP Waves 1, 3, 5, and 6 supervise the retraction of craft of their wave. When the wave is clear of the beach report to Primary Control Vessel. The Wave Commander will report beach and surf conditions, type and density of obstacles, amount and type of opposition encountered, observed effect of naval gunfire and rocket support, any other pertinent data observed including the time of landing of waves observed, number of boats lost and type and amount damage.

LCC 22671 cast off tow and proceed in time to report to Primary Control Vessel at the Line of Departure by H plus 30 minutes. Assist in controlling traffic. Be prepared to relieve PC 551 as Primary Control, or LCC 22670, in case of casualty. Prior to dusk on D-Day LCC 22671 report to LST 47, assume duty as Commander Smoke Patrol.

LCI(L) 76 after retracting proceed to Transport Area, report to Red Assault Group Commander for salvage duty.

Reference Vessel BAKER and Primary Control supplement standard signals for dispatching waves by use of loud hailer. Announce magnetic course to be followed, corrected for know current.

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(e) BLUE BEACH ASSAULT GROUP

SC 691 take station as Reference Vessel CHARLIE, prior to H minus four and one half hours, mark Blue Beach Assault Group Lowering Area, Hoist Flag CHARLIE at yardarm, flash CHARLIE through arc visible to entire Transport Area.

SC 692 take station as Reference Vessel FOX prior to H minus two hours. Hoist flag FOX at yardarm, flash FOX through arc 30 degrees on either side of the bearing of CHARLIE.

PC 625 on arrival take station as Primary Control Vessel, 500 yards inshore of leading LST. See Appendix 1.

LST stop in formation as shown in Appendix 1.

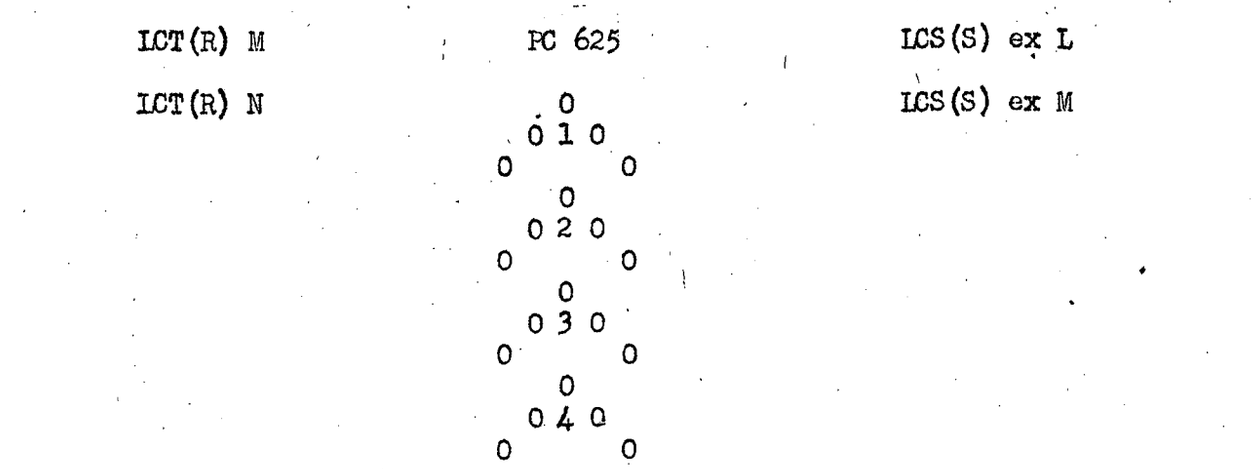
LCT(R) "M" and "N" leave formation on arrival, take station on Port beam of Reference Vessel CHARLIE.

LST "K" discharge Scout unit in LCS(S) on arrival. SC 692 report to LST "K" before proceeding to take station as Reference FOX, rendezvous with LCS(S) Scout. SC 692 and LCS(S) Scout proceed in company to point FOX. SC assume Reference Vessel duties. LCS(S) Scout reconnoiter to identify the exact beach. Approach no closer to shore than essential to positive identification. Return to Reference Vessel Fox and stand by.

LST "L" and "M" lower LCS(S) on arrival. LCS(S) proceed, rendezvous astern of Reference Vessel CHARLIE.

LST "K" "L" "M" "N" and "O" lower LCVP and load troops and equipment in time to have all waves rendezvous on Primary Control Vessel by H minus 80 minutes. LST "N" and "O" each furnish one LCVP for Wave Six. LST "K" load rocket projector and black smoke rockets in Wave Commander's boat.

Primary Control Vessel, PC 625, get underway at H minus 75, lead Waves One to Six inclusive to Reference Vessel CHARLIE. Obtain any information available. At H minus 58 minutes, get underway for the Line of Departure. Make six knots. Proceed in the following formation.



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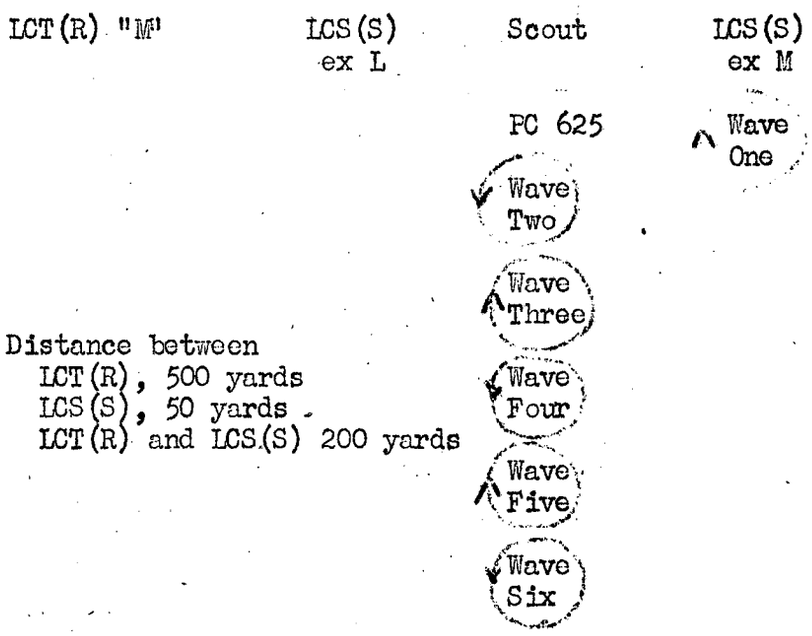
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ANNEX HOW of
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PC 625 relieve SC 692 as Reference Vessel FOX, on arrival at the Line of Departure. SC 692 proceed to Reference Point MIKE, passing to seaward of Green Beach Assault Group Lowering Area. Take station at MIKE to mark this point for waves of the Red Beach Assault Group. A naval spotting party is embarked in PC 625 for close-in control of naval gunfire support.

Support Craft and LCVP Waves take formation at Line of Departure as follows:



Primary Control dispatch Scout, LCS(S) and LCT(R) in the above formation and Wave One which deploys astern at H minus 19 minutes. LCS(S) Scout guides the formation toward the beach. Proceed at six knots. LCT(R) fire ranging shots as required, discharge rocket barrage at H minus 12 at 3500 yards from the beach. Target Assignments are as shown in Enclosure (A) to Appendix 1, Rocket Targets. After firing LCT(R) return to Transport Area, reload. Await orders.

After LCT(R) have fired, Scout, LCS(S) and Wave One increases speed to nine knots. Scout continue to guide the formation. LCS(S) fire ranging shots as required, discharge barrage on respective halves of the beach at 1000 yards at H minus 5 minutes. Haul out to flanks of boat lane, engage targets of opportunity.

Wave One Wave Commander discharge black smoke rocket when 300 yards off-shore as a signal that naval gunfire is to lift from the beach.

Primary Control Vessel dispatch one wave every ten minutes according to the

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Approach Schedule in Appendix 7.

LCS(S) Scout maintain station 1000 yards off-shore. Dispatch to the beach first three, then two, LCVP of each wave at five-minute intervals. Increase time interval as necessary to avoid jamming the beach. Coordinate Salvage, evacuation of casualties and removal of POW, using LCVP as necessary.

On receipt of the signal "QUEEN QUEEN", meaning "Make Smoke", LCS(S) on down-wind flank proceed immediately, laying floats and burning pots, maneuvering to lay and maintain an effective screen on the down-wind flank of the boat lane. The signal to cease smoking is "NAN-NAN". These signals may be made on signal searchlight aimed at the craft that are to smoke, by the Assault Group Commander, or by PC 625 on his order. Refer to sketches in 8th Phib SOP, "Smoke Doctrine".

LCS(S) Scout control traffic, direct retracted craft to Primary Control. When all craft have retracted, return to Primary Control where all empty craft assemble. Other LCS(S) maneuver in the vicinity of the beach until H plus 90 minutes. If craft are needed to evacuate casualties, transmit request to Primary Control who will send LCVP to the beach. After H plus two hours Primary Control get underway, lead all LCVP and LCS(S), including Scout, to Blue Assault Group Lowering Area. LCVP report to parent LST. LCS(S), including Scout, report to LST 47 to Commander Smoke Patrol. PC 625 report to Commander Inner Screen in PC 546.

(x) (1) All craft not given specific post-assault assignments in this Annex proceed as directed in Annex ITEM, Unloading Plan.

(2) All Control and Reference Vessels make a careful record of the composition and time of passing of each organized wave, and, if possible, the time of landing. Transmit these records to CTF 87 in BAYFIELD as soon after the assault as practicable.

(3) All craft equipped to make smoke be prepared to do so on order of Assault Group Commanders. Be familiar with existing smoke doctrine.

(4) Assault Group Commanders are authorized to order smoke made to screen the flanks of assault waves. Any craft equipped to make smoke may be employed. It is not intended that smoke be laid on the assault waves nor between waves and the beach, nor laid so as to drift into the boat lane. Smoke must not be laid between firing ships and their targets. Smoke laid on the target itself may cause the cessation of naval gunfire support, and care must therefore be exercised in firing smoke rockets on shore. Smoke must not be laid on the beach during unloading operations unless the cessation of all activity on the beach may be accepted. This occasion may be considered rare.

(5) All LCVP must be prepared to off-load any other LCVP of their wave that becomes hung up on obstacles in deep water.

(6) Large landing craft use care in approaching Red Beach, in order to pass through channels in obstacles. LCT may be ordered to ram obstacles.

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(7) Refer to Annex ZEBRA for changes and supplementary instructions.

4. Follow Annex BAKER, Logistics Plan, and Annex NAN, Medical Plan.

5. Communications in accordance with Annex QUEEN, Communication Plan.

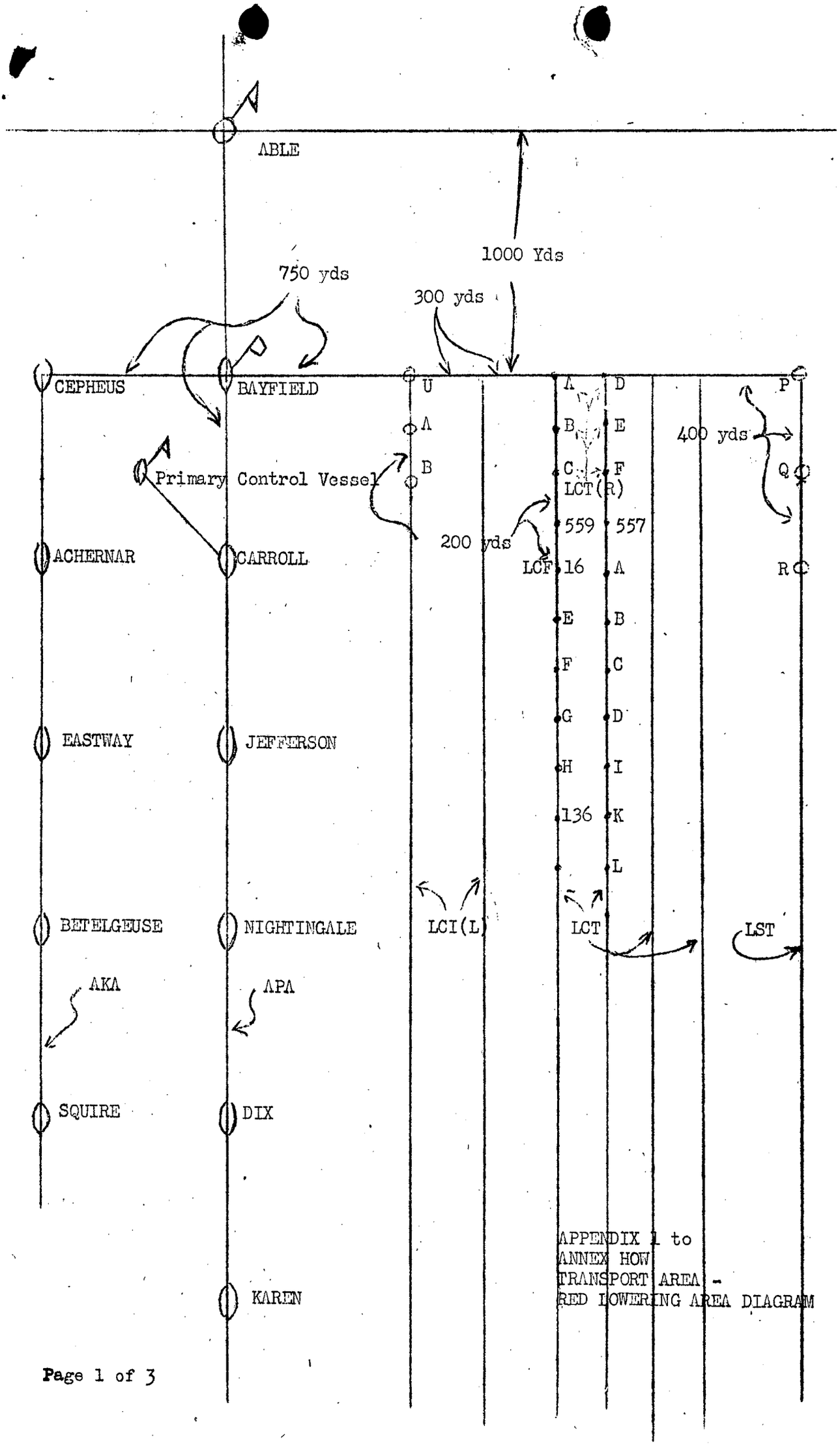
D. P. MOON
Rear Admiral, U.S. Navy
Commander Group 3, 8th Amphibious Force

APPENDICES:
1. Deployment Diagrams
   ENCLOSURE (A) - Rocket Targets
2. Boat Availability Table
3. Master Boat Employment Plan
   ENCLOSURE (A) - Key to Craft Letters.
4. Landing Schedule
5. Red Beach Approach and Assignment Tables
6. Green Beach Approach and Assignment Tables
7. Blue Beach Approach and Assignment Tables.
8. Demolition Plan

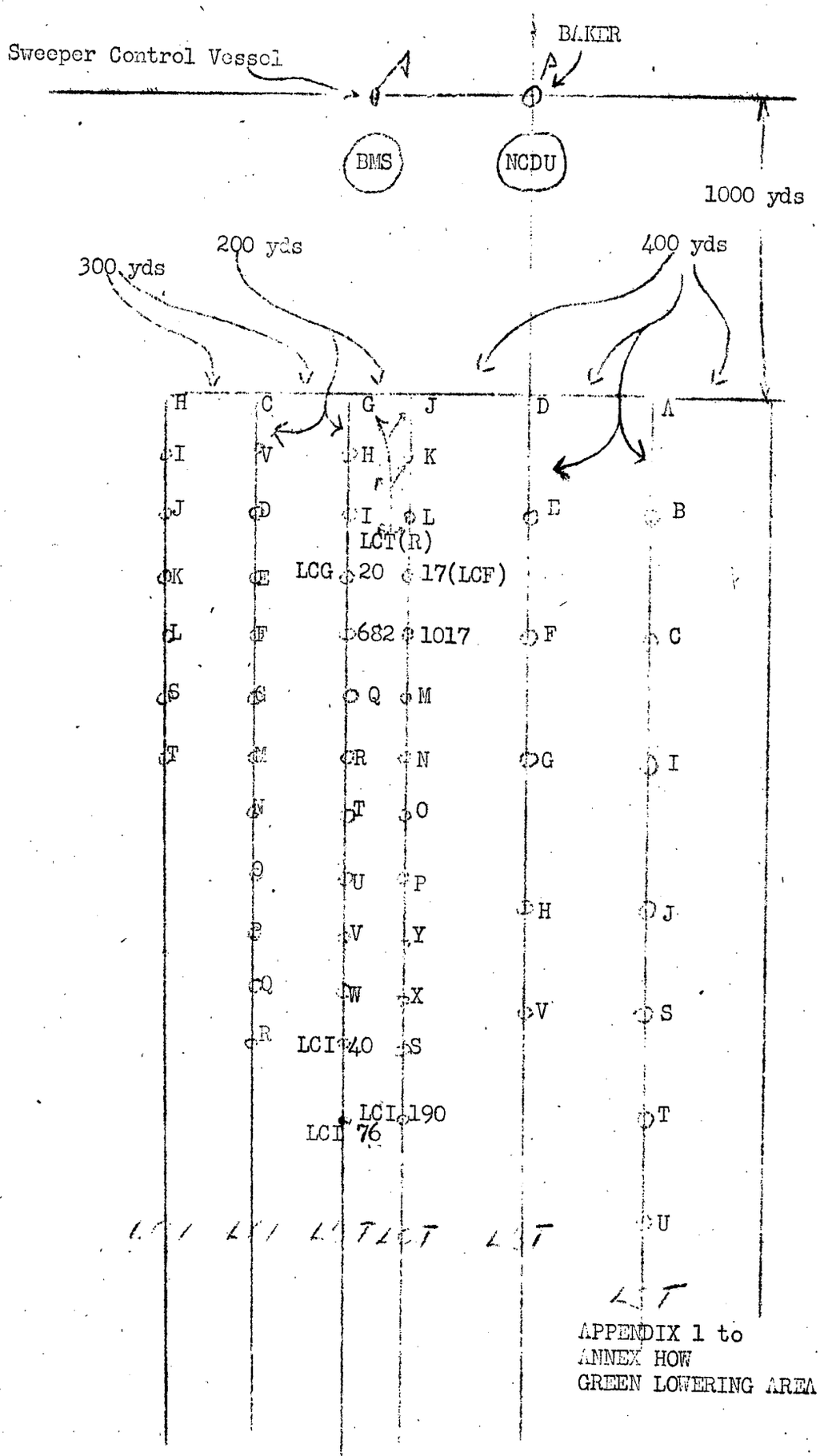
DISTRIBUTION:
(See Special Distribution List)

AUTHENTICATION:

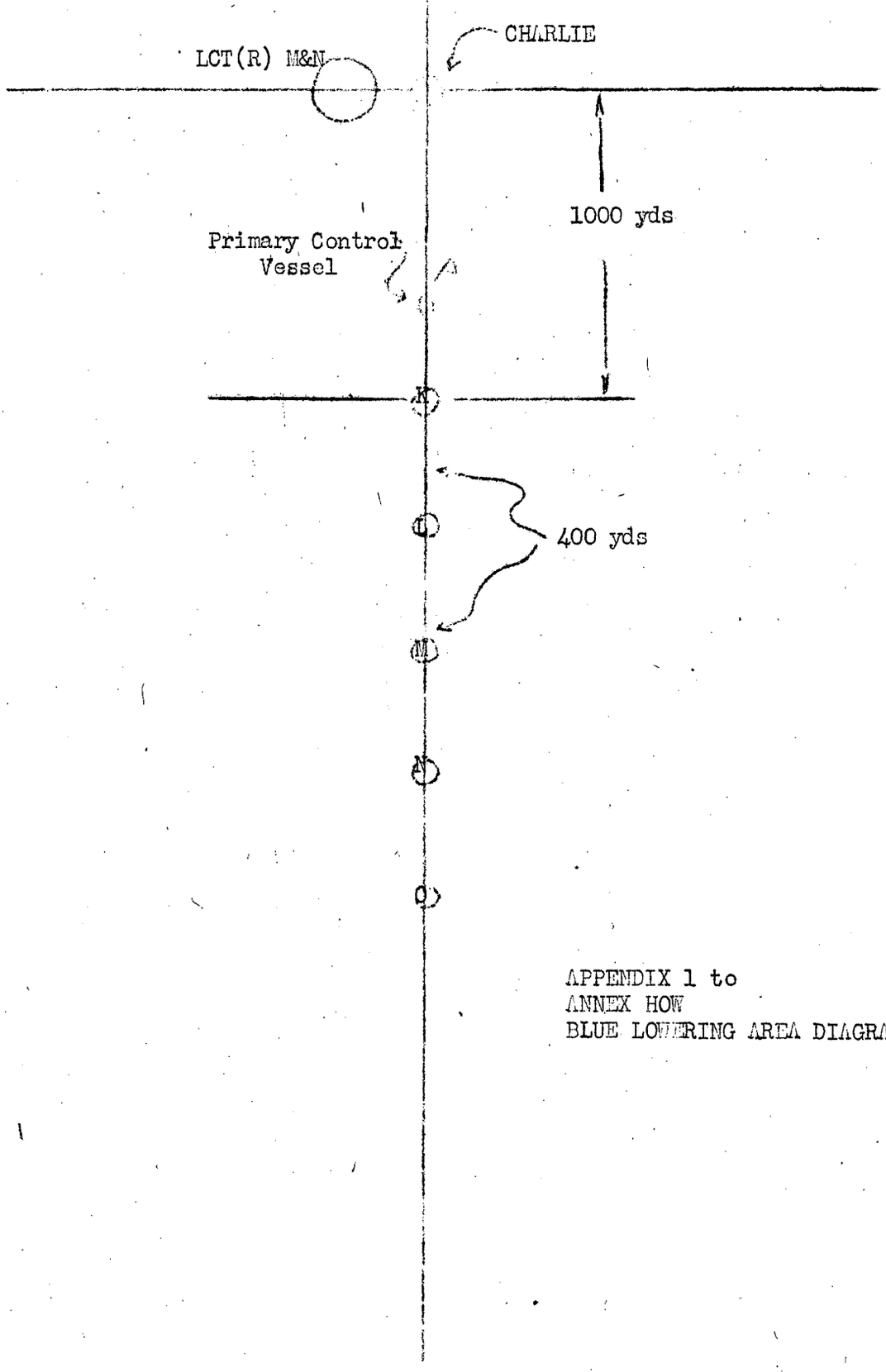
THOMAS M. HAMILTON
Flag Secretary



APPENDIX 1 to
ANNEX HOW
TRANSPORT AREA -
RED LOWERING AREA DIAGRAM

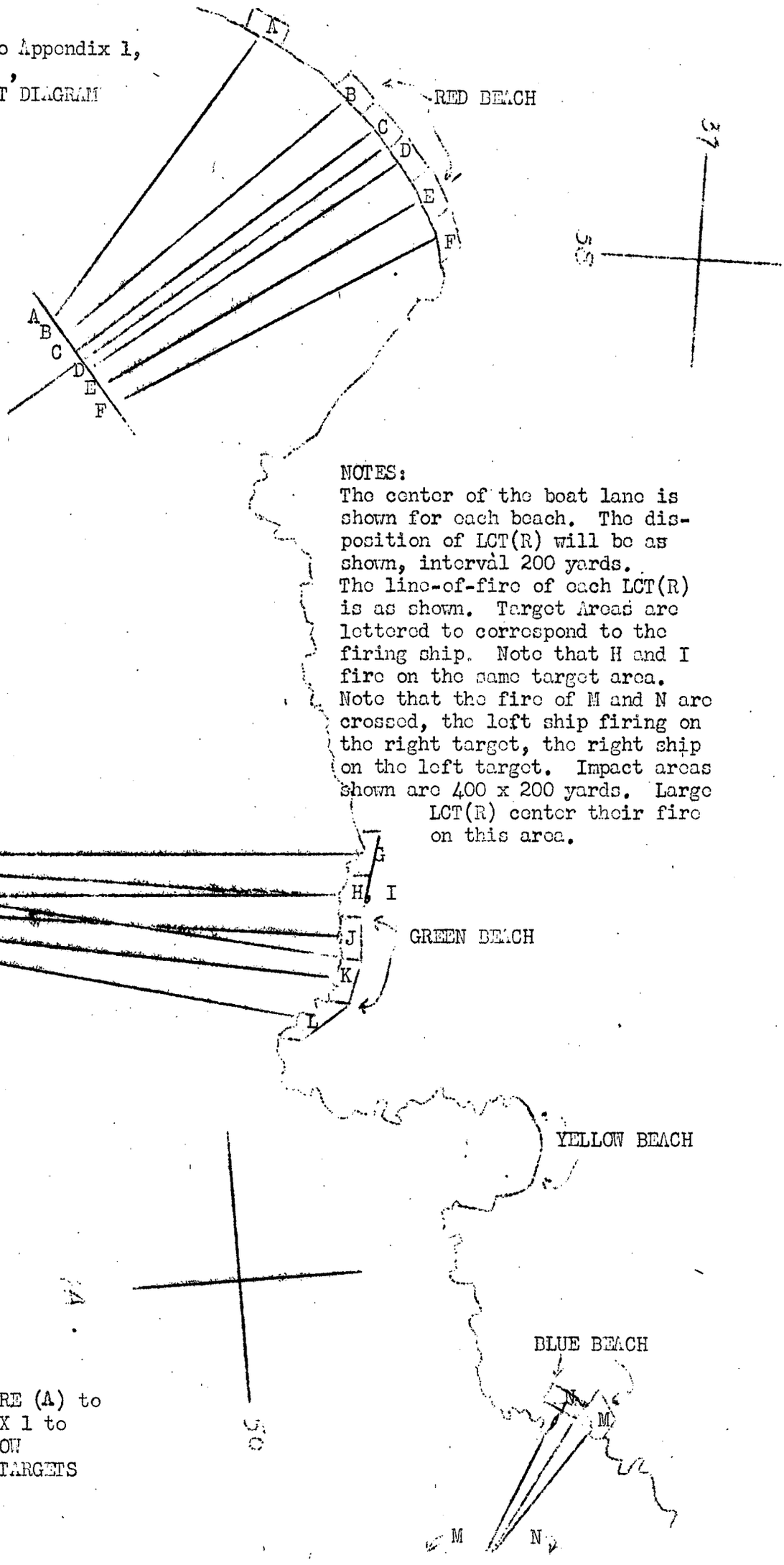


APPENDIX 1 to
ANNEX HOW
GREEN LOWERING AREA DIAGRAM



APPENDIX 1 to
ANNEX HOW
BLUE LOWERING AREA DIAGRAM

Overlay to Appendix 1,
Map Chart ,
DEPLOYMENT DIAGRAM



NOTES:
The center of the boat lane is shown for each beach. The disposition of LCT(R) will be as shown, interval 200 yards. The line-of-fire of each LCT(R) is as shown. Target Areas are lettered to correspond to the firing ship. Note that H and I fire on the same target area. Note that the fire of M and N are crossed, the left ship firing on the right target, the right ship on the left target. Impact areas shown are 400 x 200 yards. Large LCT(R) center their fire on this area.

ENCLOSURE (A) to
APPENDIX 1 to
ANNEX HOW
ROCKET TARGETS

~~BIGOT TOP SECRET ANVIL~~

WARNING: This chart is not corrected by Notices to Mariners issued from the Admiralty and does not embody any information subsequent to the date of publication or new edition.

all HEIGHTS are in METRES above Mean Sea Level
(except heights of Lights which are given in feet)
Contour interval 50 Meters
(approximate Contours at 25 Metre intervals shown by pecked lines)
SOUNDINGS in FATHOMS
(under Eleven in Fathoms and Feet)
reduced approximately to the level of lowest possible low water
Springs rise about 1 foot
Natural Scale 1:50,000

DEPLOYMENT DIAGRAM

APPENDIX I TO ANNEX HOW

GOLFE DE FREJUS

See Chart (F.1269)

See Chart (F.1270)

See Chart (F.1269)

Longitude 6° 45' East from Greenwich

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APPENDIX 2 to
ANNEX HOW to
OPERATION PLAN
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BOAT AVAILABILITY TABLE

Lifting Ship	LCC	LCVP	LCM(3)	LCS(S)	LCP(L)	NCDU	BMS	APEX
BAYFIELD		18	2	4	2			
CARROLL		25	2	1	2		4	
JEFFERSON		28	2	1	2		4	
NIGHTINGALE	1	18	1	1				
DIX		18	2					
ACHERNAR		16	8					
CEPHEUS		15	8		1			
15 LST(6)		82		8				
EASTWAY						13		12
TOWED	3							
TOTALS	4	220	25	15	7	13	8	12

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APPENDIX 3 to
ANNEX HOW

MASTER BOAT EMPLOYMENT PLAN

SHIP	AVAILABLE	NEEDED	BALANCE	OBTAIN	PERIOD ATTACHED
BAYFIELD	18	———	———	———	———
CARROLL	25	25	———	———	———
JEFFERSON	28	25	———	———	———
NIGHTINGALE	18	25	7	CEPHEUS	———
DIX	18	———	———	———	———
CEPHEUS	15	———	———	———	———
ACHERNAR	16	———	———	———	———
LST A	5	9	4	BAYFIELD	DUKW guides
LST J	6	8	2	"	" "
LST U	———	2	2	"	" "
LST V	———	2	2	"	" "
LCI(L) 76	———	1	1	BAYFIELD	Free Boat

NOTE: (1) NIGHTINGALE have 1 LCC report to Reference Vessel ABLE on arrival.
(2) CARROLL and JEFFERSON on arrival have 4 boom-carried DLS each report to Green Sweeper Control SC 522 on port bow of CARROLL.
(3) EASTRAY on arrival have 5 LCVPs carrying 5 NCDU for Green Beach report to Green Sweeper Control as above. Have 2 LCVPs carrying 2 NCDU report to BAYFIELD, and lie-to on port bow. Have 6 LCVPs carrying 6 NCDU stand by within hailing distance for dispatch to Reference ABLE at Z minus 130. Have 12 Apex boats report to Red Sweeper Control, SC 506, abreast Reference ABLE.
(4) BAYFIELD have 1 LCVP report to LCI(L) (Salvage) 76 on arrival, free boat for Co. 141st Inf.

APPENDIX 3 to
ANNEX HOW
MASTER BOAT EMPLOYMENT PLAN

Page 1 of 1

File No.
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Serial: 00070 1 August 1944, 1200

~~TOP SECRET PIGOT ANVIL~~

ENCLOSURE (A) to
APPENDIX 3 to
ANNEX HOW to
OPERATION PLAN
CTF 87 No. 1-44

CRAFT KEY and ERRATA

Letter	Army Serial	LST	Army Serial	LCT	Army Serial	LCI(L)	LCT(R)
A	S-613	491	T-715	535	L-804	278	448
B	S-603	48	T-714	560	L-803	39	450
C	S-601	230	T-716	591	L-807	274	464
D	S-605	47	T-713	592	L-806	259	473
E	S-606	49	T-705	316	L-808	290	336
F	S-604	50	T-704	322	L-805	297	439
G	S-607	282	T-728	560	L-809	294	483
H	S-608	283	T-727	610	L-812	308	441
I	S-609	281	T-725	558	L-811	264	482
J	S-610	501	T-730	1048	L-813	280	452
K	S-611	502	T-726	1044	L-810	284	423
L	S-612	46	T-729	1141	L-814	292	368
M	S-602	51	T-711	594	L-818	314	481
N	S-617	134	T-710	607	L-817	133	425
O	S-618	285	T-712	563	L-819	283	
P	S-614	1011	T-709	625	L-816	316	
Q	S-615	1010	T-702	339	L-820	251	
R	S-616	1012	T-701	347	L-815	247	
S	S-619	907	T-703	364	L-802	260	
T	S-620	988	T-723	744	L-801	289	
U	S-621	989	T-722	1041	L-823	303	
V	S-622	525	T-724	745	L-824	258	
W			T-721	785			
X			T-719	1018			
Y			T-720	1019			
			T-718	1017	L-825	76	
			T-717	682	L-826	190	
			T-732	557			
			T-731	559			

NOTES: (1) In Appendices 5 and 6, Red and Green Approach Schedules, in line for NCDU both beaches: Add four (4) minutes to all times for NCDU so that they follow Wave 3, beaching with Wave 4 at H + 12 and Z + 12 respectively. See Appendix 8, Demolition Plan.

(2) Blue Beach Wave formations are shown graphically in Appendix 7, Blue Beach Landing Diagram. Note that this is not "W" formation, but boats 1, 2 and 3 form shallow vee and beach simultaneously, boats 4 and 5 remaining astern and beaching five minutes later when dispatched by LCS(S).

(3) Red Beach Appendix 5 and in body of Annex: In addition to 2 DUKW from LST P, LST Q furnishes two and LST R furnishes one additional DUKW which proceed as directed for the two from LST P, so that Wave 4 consists of 5 DUKW. Make necessary corrections to tables and order.

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~~TOP SECRET - RIGOT - ANVIL~~

APPENDIX 4 to
ANNEX HOW
OPERATION PLAN
CTF 87 No. 1-44

LANDING SCHEDULE

BEACH	TROOP UNIT	TRANSPORT	LANDS AT
GREEN	3rd Bn 141 Inf.	LST	H - hour
GREEN	2nd Bn 141 Inf.	LST	H - hour
BLUE	1st Bn 141 Inf.	LST	H - hour
GREEN	1st Bn 143 Inf.	LCI(L)	H + 105
GREEN	2nd Bn 143 Inf.	LCI(L)	H + 120
GREEN	3rd Bn 143 Inf.	LCI(L)	H + 155
RED	1st Bn 142 Inf.	CARROLL	Z - hour
RED	3rd Bn 142 Inf.	JEFFERSON	Z + 20
RED	2nd Bn 142 Inf.	NIGHTINGALE	Z + 90

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APPENDIX 5 to ANNEX HOW
OPERATION PLAN
CTF 87 No. 1-44

ASSIGNMENT TABLES
RED BEACH

Reference Vessel	:	Ship
ABLE	:	PC 1597
DOG	:	SC 1030
GEORGE	:	SC 1030 after H-hour

Control Vessel	:	Ship
Primary Control	:	PC 627
Sweeper Control	:	SC 506
DD Tank Control	:	LCC 22669(becomes 1000 yard marker vessel and controls traffic after H-hour).
Traffic Control	:	LCC from NIGHTINGALE

Close Support Craft
LCT(R) fromatiin left to right ABCDEF
LCF 16 on left flank

LST "P" Army Serial S-614 provides two DUKW for Wave 4 landing at H ∕ 12.
LST "Q" carries Army Serial S-615
LST "R" carries Army Serial S-616

Transport Assignment

Ship	Army Serial	Waves
Carroll	A-13-X	1.3
Jefferson	A-14-X	5.6
Nightingale	A-16-X	10.11

LCI(L) Assignment

Craft	Wave Number	Army Serial	Personnel	Lands
U	8A1R	L-823	540 Eng.	Z ∕ 65
A	12-1R	L-804	540 "	Z ∕ 110
B	12-2R	L-803	540 "	Z ∕ 110

LCT Assignment

Craft	Wave No.	Army Serial	Personnel	Lands
A	21R	T-715	Tanks	Z ∕ 6
B	22R	T-714	Tanks	Z ∕ 6
557	71R	T-732	DD Tanks	Z ∕ 40
559	72R	T-731	DD Tanks	"
C	73R	T-716	TD Co.	"
D	74R	T-713	TD Co.	"
E	81R	T-705	FA Btry.	Z ∕ 60
F	82R	T-704	Armd. FA	"
G	91R	T-728	540 Eng.	Z ∕ 80
H	92R	T-727	"	"
I	13-1R	T-725	"	Z ∕ 120
J	13-2R	T-730	"	Z ∕ 120
K	13-3R	T-726	"	"
L	13-4R	T-729	"	"

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~~TOP SECRET PIGOT ANVIL~~

APPENDIX 5 to ANNEX HOW to
OPERATION PLAN
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LCVP ASSIGNMENT TABLE - RED BEACH

Wave No.	Army Serial	Personnel	Lands
Wave One			
Division One			
11R1	8	Co.B.142 Inf.	Z-hour
12R1	7	"	"
13R1	9	"	"
14R1	6	"	"
15R1	10	"	"
Division Two			
11R2	3	Co.A. 142 Inf.	Z-hour
12R2	2	"	"
13R2	4	"	"
14R2	1	"	"
15R2	5	"	"
Division Three			
11R3	13	Co.C 142 Inf.	Z-hour
12R3	12	"	"
13R3	14	"	"
14R3	11	"	"
15R3	15	"	"
Wave Three			
31R	21	1st Bn.HQ-142 Inf.	Z ≠ 10
32R	20	Co.D 141 Inf.	"
33R	22	1st Bn.HQ 142 Inf.	"
34R	19	Co.D 141 Inf.	"
35R	23	1st Bn.HQ. 142 Inf.	"
36R	18	Co.D. 141 Inf.	"
37R	24	1st Bn.HQ. 142 Inf.	"
38R	17	Co.D 141 Inf.	"
39R	25	1st Bn.HQ. 142 Inf.	"
3-10R	16	Co.D 141 Inf.	"
Wave Five			
Division One			
51R1	33	Co.K. 142 Inf.	Z ≠ 20
52R1	32	"	"
53R1	34	"	"
54R1	31	"	"
55R1	35	"	"
Division Two			
51R2	28	Co. K. 142 Inf.	Z ≠ 20
52R2	27	"	"
53R2	29	"	"
54R2	26	"	"
55R2	30	"	"
Division Three			
51R3	38	Co.L, 142 Inf.	Z ≠ 20
52R3	37	"	"
53R3	39	"	"
54R3	36	"	"
55R3	40	"	"

Wave No.	Army Serial	Personnel	Lands
Wave Six			
61R	46	3dBn. HQ 142 Inf.	Z ≠ 30
62R	45	Co.M " "	"
63R	47	3dBn. HQ " "	"
64R	44	Co.M " "	"
65R	48	3dBn. HQ " "	"
66R	43	Co.M. " "	"
67R	49	3dBn. HQ " "	"
68R	42	Co.M. " "	"
69R	50	3dBn. HQ " "	"
6-10R	41	Co.M. " "	"
Wave Ten			
Division One			
10-1R1	58	Co.F 142 Inf.	Z ≠ 90
10-2R1	57	"	"
10-3R1	59	"	"
10-4R1	56	"	"
10-5R1	60	"	"
Division Two			
10-1R2	53	Co. E 142 Inf.	Z ≠ 90
10-2R2	52	"	"
10-3R2	54	"	"
10-4R2	51	"	"
10-5R2	55	"	"
Division Three			
10-1R3	63	Co. G. 142 Inf.	Z ≠ 90
10-2R3	62	"	"
10-3R3	64	"	"
10-4R3	61	"	"
10-5R3	65	"	"
Wave Eleven			
11-1R	71	2d Bn. HQ 142Inf.	Z≠100
11-2R	70	Co.H "	"
11-3R	72	2d Bn. "	"
11-4R	69	Co.H "	"
11-5R	73	2d Bn. "	"
11-6R	68	Co.H "	"
11-7R	74	2d Bn. "	"
11-8R	67	Co.H. "	"
11-9R	75	2d Bn. "	"
11-10R	66	Co. H "	"

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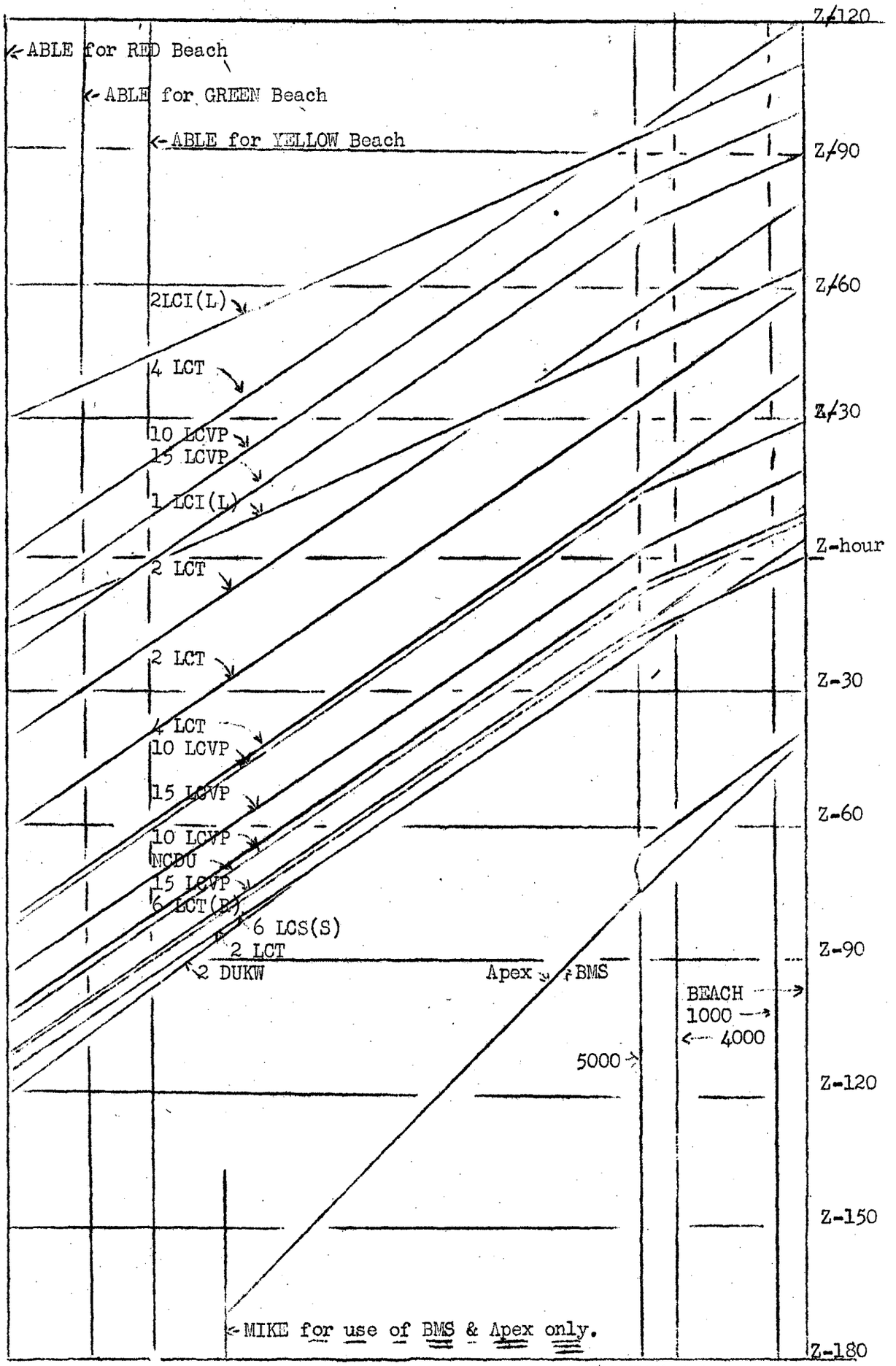
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APPENDIX 5 to
ANNEX HOW of
OPERATION PLAN
CTF 87 No. 1-44

LANDING DIAGRAM

RED BEACH

Wave No.	No. Type Craft	Lands At										
1	15 LCVP CARROLL'	Z-hour				11R2			11R1			11R3
				12R2	13R2		12R1	13R1		12R3	13R3	
			14R2		15R2	14R1		15R1	14R3			15R3
2	2 LCT(4)	Z + 6			(6) 22R B				(6) 21R A			
3	10 LCVP CARROLL	Z + 10	V 3-10R	V 38R	V 36R	V 34	V 32R	V 31R	V 33R	V 35R	V 37R	V 39R
4	2 DUKW LST P	Z + 12			W				W			
5	15 LCVP JEFFERSON	Z + 20				51R2			51R1			51R3
				52R2	53R2		52R1	53R1		52R3	53R3	
			54R2		55R2	54R1		55R1	54R3			55R3
6	10 LCVP JEFFERSON	Z + 30	V 6-10R	V 68R	V 66R	V 64R	V 62R	V 61R	V 63R	V 65R	V 67R	V 69R
7	2 LCT(4) 2 LCT(6)	Z + 40			(4) 74R D		(4) 72R 559		(4) 71R 557		(4) 73R C	
8	2 LCT(3)	Z + 60					(3) 82R F		(3) 81R E			
8A	1 LCI(L)	Z + 65					(L) 8A1R U					
9	2 LCT(6)	Z + 80			(6) 92R H				(6) 91R G			
10	15 LCVP NIGHTINGALE	Z + 90				10-1R2			10-1R1			10-1R3
				10-2R2	10-3R2		10-2R1	10-3R1		10-2R3	10-3R3	
			10-4R2		10-5R2	10-4R1		10-5R1	10-4R3			10-5R3
11	10 LCVP NIGHTINGALE	Z + 100	V 11-10R	V 11-8R	V 11-6R	V 11-4R	V 11-2R	V 11-1R	V 11-3R	V 11-5R	V 11-7R	V 11-9R
12	2 LCI(L)	Z + 110				(L) 12-2R B			(L) 12-1R A			
13	4 LCT(6)	Z + 120		(6) 13-4R L		(6) 13-2R J		(6) 13-1R I		(6) 13-3R K		



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APPROACH DIAGRAM * RED

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RED APPROACH SCHEDULE FOR LANDING ON RED BEACH

Wave	No. Type Craft	Lv.ABLE	Lv.MIKE	Lv.DOG	FIRE	LAND
BMS	8 LCVP	———	Z-149	Z-85	———	———
APEX	12 LCVP	———	Z-148	Z-67	Z-40	———
LCS(S)	6 LCS(S)	Z-114	Z-81	Z-18	Z-4	———
1	15 LCVP	Z-113	Z-80	Z-17	———	Z-Hour
LCT(R)	6 LCT(R)	Z-112	Z-79	Z-16	Z-8	———
2	2 LCT	Z-115	Z-82	Z-19	———	Z ≠ 6
NCDU	6 LCVP	Z-105	Z-72	Z-9	———	Z ≠ 8
3	10 LCVP	Z-103	Z-70	Z-7	———	Z-≠ 10
4	2 DUKW	———	Z-120	Z-26	———	Z ≠ 12
5	15 LCVP	Z-93	Z-60	Z ≠ 3	———	Z ≠ 20
6	10 LCVP	Z-83	Z-50	Z ≠ 13	———	Z ≠ 30
7	4 LCT	Z-81	Z-48	Z ≠ 15	———	Z ≠ 40
8	2 LCT	Z-61	Z-28	Z ≠ 35	———	Z ≠ 60
8 A	1 LCI(L)	Z-16	Z ≠ 6	Z ≠ 48	———	Z ≠ 65
9	2 LCT	Z-41	Z-8	Z ≠ 55	———	Z ≠ 80
10	15 LCVP	Z-23	Z ≠ 10	Z ≠ 73	———	Z ≠ 90
11	10 LCVP	Z-13	Z ≠ 20	Z ≠ 83	———	Z ≠ 100
12	2 LCI(L)	Z ≠ 29	Z ≠ 51	Z ≠ 93	———	Z ≠ 110
13	4 LCT	Z-1	Z ≠ 32	Z ≠ 95	———	Z ≠ 120

APPENDIX 5 to ANNEX HOW
LANDING DIAGRAM

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RED APPROACH SCHEDULE FOR LANDING ON YELLOW BEACH

WAVE	No.Type Craft	LV.ABLE	LV.MIKE	LV.BAKER	LV.ITEM	Fire	LAND
LCS(S)	6 LCS(S)	Z-102	Z-69	Z-55	Z-18	Z-4	____
1	15 LCVP	Z-101	Z-68	Z-54	Z-17	____	Z-hour
LCT(R)	6 LCT(R)	Z-100	Z-67	Z-53	Z-16	Z-8	____
2	2 LCT	Z-103	Z-70	Z-56	Z-19	____	Z + 6
NCDU	6 LCVP	Z-93	Z-60	Z-46	Z-9	____	Z + 8
3	10 LCVP	Z-91	Z-58	Z-44	Z-7	____	Z + 10
4	2 DUKW	____	Z-102	Z-82	Z-26	____	Z + 12
5	15 LCVP	Z-81	Z-48	Z-34	Z + 3	____	Z + 20
6	10 LCVP	Z-71	Z-38	Z-24	Z + 13	____	Z + 30
7	4 LCT	Z-69	Z-36	Z-22	Z + 15	____	Z + 40
8	2 LCT	Z-49	Z-16	Z-2	Z + 35	____	Z + 60
8 A	1 LCI(L)	Z-8	Z + 14	Z + 23	Z + 48	____	Z + 65
9	2 LCT	Z-29	Z + 4	Z + 18	Z + 55	____	Z + 80
10	15 LCVP	Z-11	Z + 22	Z + 36	Z + 73	____	Z + 90
11	10 LCVP	Z-1	Z + 32	Z + 46	Z + 83		Z + 100
12	2 LCI(L)	Z + 37	Z + 59	Z + 58	Z + 93		Z + 110
13	4 LCT	Z + 11	Z + 44	Z + 58	Z + 95		Z + 120

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APPENDIX 5 to
ANNEX HOW of
OPERATION PLAN
CTF 87 No. 1-44

RED APPROACH SCHEDULE FOR LANDING ON GREEN BEACH

WAVE	NO. TYPE CRAFT	Lv ABLE	Lv MIKE	LvEASY	FIRE	LAND
LCS(S)	6 LCS(S)	Z-91	Z-58	Z-18	Z-4	____
1	15 LCVP	Z-90	Z-57	Z-17	____	Z-hour
LCT(R)	6 LCT(R)	Z-89	Z-56	Z-16	Z-8	____
2	2 LCT	Z-93	Z-59	Z-19	____	Z ≠ 6
NCDU	6 LCVP	Z-82	Z-49	Z-9	____	Z ≠ 8
3	10 LCVP	Z-66	Z-33	Z-7	____	Z ≠ 10
4	2 DUKW	____	Z-86	Z-26	____	Z ≠ 12
5	15 LCVP	Z-70	Z-37	Z≠3	____	Z ≠ 20
6	10 LCVP	Z-60	Z-27	Z≠13	____	Z ≠ 30
7	4 LCT	Z-58	Z-25	Z ≠ 15	____	Z ≠ 40
8	2 LCT	Z-38	Z-5	Z ≠ 35	____	Z ≠ 60
8 A	1 LCI(L)	Z-1	Z ≠ 21	Z ≠ 48	____	Z ≠ 65
9	2 LCT	Z-18	Z ≠ 15	Z ≠ 55	____	Z ≠ 80
10	15 LCVP	Z-hour	Z ≠ 33	Z ≠ 73	____	Z ≠ 90
11	10 LCVP	Z ≠ 10	Z ≠ 43	Z ≠ 83	____	Z ≠ 100
12	2 LCI(L)	Z ≠ 44	Z ≠ 66	Z ≠ 93	____	Z ≠ 110
13	4 LCT	Z ≠ 22	Z ≠ 55	Z ≠ 95	____	Z ≠ 120

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APPENDIX 6 to
ANNEX HOW
OPERATION PLAN
CTF 87 No. 1-44

ASSIGNMENT TABLES - GREEN BEACH

Reference Vessel	:	Ship
BAKER	:	PC 546
EASY	:	SC 1043
HOW	:	SC 1043 after H-hour.

Control Vessel	:	Ship
Primary Control	:	PC 551
Sweeper Control	:	SC 522
DD Tank Control	:	LCC 22670 (becomes 100° yard marker vessel and controls traffic after H-hour.
Traffic Control		LCC 22671

Close Support Craft
LCT(R) formation left to right GHIJKL.
LCF 17 on right flank of LCT(R) formation.
LCG 20 on left flank of LCT(R) formation.

LST Assignment

Craft	Provides Wave	Division	Army Serial	Personnel	#6 Davit Assignment	Wave Lands
A	1	1	S-613	Co.G.141Inf.	LCS(S)Scout	H-hour
	4	DUKW	S-613	540 Engr.	"	H ≠ 12
	11	DUKW	S-613	Co.D. 2d Cml.Bn	"	H ≠ 100
B	1	2	S-603	Co I,141Inf.	LCS(S)	H - hour
C	1	3	S-601	Co.E,141 Inf.	LCS(S)	H - hour
D	3	1	S-605	Co.K,141 Inf.	LCS(S)	H ≠ 10
E	3	2	S-606	3d Bn.141 Inf.	LCS(S)	H ≠ 10
F	3	3	S-604	2d Bn.HQ 141	LCVP	H ≠ 10
G	5	1	S-607	2d Bn.HQ 141	LCVP	H ≠ 20
H	5	2	S-608	Co.L,141 Inf.	LCVP	H ≠ 20
I	6	1	S-609	Co.F. 141 Inf.	LCVP	H ≠ 30
J	6	2	S-610	3d BnHQ 141	LCVP	H ≠ 30
	9	DUKW		131 FA Bn		H ≠ 80
S			S-619			
T			S-620			
U	15	DUKW	S-621	132 FA Bn.		H ≠ 153
V	14	DUKW	S-622	133 FA Bn.		H ≠ 143

LCI(L) Assignment

Craft	Wave No.	Army Serial	Personnel	Lands
76	8A1G	L-825	HQ 141 Inf.	H ≠ 65
V	8A2G	L-824	540 Eng.	H ≠ 65
190	8A3G	L-826	Arm'd FA	H ≠ 65
C	12-1G	L-807	Co. C, 143 Inf.	H ≠ 105
D	12-2G	L-806	Co. B. 143 Inf.	H ≠ 105
E	12-3G	L-808	Co. D., 143 Inf.	H ≠ 105

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APPENDIX 6 to
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LCI(L) ASSIGNMENT (continued)

Craft	Wave No.	Serial	Personnel	Lands
F	12-4G	L-805	Co.A 143 Inf.	H ≠ 105
G.	12-5G	L-809	1st Bn.HQ 143 Inf.	H ≠ 105
H	13-1G	L-812	Co. G, 143 Inf.	H ≠ 120
I	13-2G	L-811	Co.F, 143 Inf.	H ≠ 120
J	13-3G	L-813	Co.H, 143 Inf.	H ≠ 120
K	13-4G	L-810	Co.E, 143 Inf.	H ≠ 120
L	13-5G	L-814	2d Bn. HQ, 143 Inf.	H ≠ 120
M	16-1G	L-818	Co.M, 143 Inf.	H ≠ 155
N	16-2G	L-817	Co.L, 143 Inf.	H ≠ 155
O	16-3G	L-819	3d Bn. HQ, 143 Inf.	H ≠ 155
P	16-4G	L-816	Co.K, 143 Inf.	H ≠ 155
Q	16-5G	L-820	Regt.HQ, 143 Inf.	H ≠ 155
R	16-6G	L-815	Co.I, 143 Inf.	H ≠ 155
S	17-1G	L-802	540 Eng.	H ≠ 165
T	17-2G	L-801	540 Eng.	H ≠ 165

LCT Assignment

Craft	Wave No.	Army Serial	Personnel	Lands
1017	21G	T-718	DD Tanks	H ≠ 6
682	22G	T-717	DD Tanks	H ≠ 6
M	71G	T-711	Tank Crews	H ≠ 40
N	72G	T-710	Tank Crews	H ≠ 40
O	73G	T-712	Tank Crews	H ≠ 40
P	74G	T-709	Tank Crews	H ≠ 40
Q	81G	T-702	Gun Crews Arm.FA	H ≠ 60
R	82G	T-701	Gun Crews Arm.FA	H ≠ 60
Y	10-1G	T-720	540 Eng.	H ≠ 85
X	10-2G	T-719	540 Eng.	H ≠ 85
S	10-3G	T-703	HQ CP Group 141	H ≠ 85
T	18-1G	T-723	540 Eng.	H ≠ 175
U	18-2G	T-722	540 Eng	H ≠ 175
V	18-3G	T-724	540 Eng.	H ≠ 175
W	18-4G	T-721	540 Eng.	H ≠ 175

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ENCLOSURE BAKER to APPENDIX 6 to
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OPERATION PLAN
CTF 87 No. 1-44

LANDING DIAGRAM — GREEN BEACH

Wave No	No-Type Craft	Lands At				
1	15 LCVP	H - hour	V V V V LST B V V		V V V V LST A V V	V V V V LST C V V
2	2 LCT (6) W/DD tks	H + 6		(6) 22G 682		(6) 21G 1017
3	15 LCVP	H + 10	V V V V LST E V V		V V V V LST D V V	V V V V LST F V V
4	6 DUKW LST A	H + 12	W W	W W	W W	
5	10 LCVP	H + 20	V V V V LST H V V		V V V V LST G V V	
6	10 LCVP	H + 30	V V V V LST [illegible] V V		V V V V LST I V V	
7	4 LCT(4)	H + 40	(4) 74G P	(4) 72G N	(4) 71G M	(4) 73G O
8	2 LCT (3)	H + 60		(3) 82G R		(3) 81G Q
8A	3 LCI(L)	H + 65		(L) 8A2G V	(L) 8A1G 76	(L) 8A3G 190
9	22 DUKW	H + 80	W W W W W W W W		W W W W W W W W W	W W W W W W

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ENCLOSURE BAKER to APPENDIX 6 to
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LANDING DIAGRAM			GREEN BEACH				
10	1 LCT(3) 2 LCT(6)	H ≠ 85	(6) 10-2G X		(6) 10-1G Y	(3) 10-3G S	
11	11 DUKW LST A	H ≠ 100	W W W W W W W W W W W				
12	5 LCI(L)	H ≠ 105	(L) 12-4G F	(L) 12-2G D	(L) 12-1G C	(L) 12-3G E	(L) 12-5G G
13	5 LCI(L)	H ≠ 120	(L) 13-4G K	(L) 13-2G I	(L) 13-1G H	(L) 13-3G J	(L) 13-5G L
14	22 DUKW LST V	H -/ 143	W W W W W W W	W W W W W W W W		W W W W W W W	
15	22 DUKW LST U	H ≠ 153	W W W W W W W	W W W W W W W W		W W W W W W W	
16	6 LCI(L)	H ≠ 155	(L) 16-6G R	(L) 16-4G P	(L) 16-2G N	(L) 16-1G M	(L) 16-3G O	(L) 16-5G Q
17	2 LCI(L)	H ≠ 165		(L) 17-2G T			(L) 17-1G S	
18	4 LCT(6)	H ≠ 175	(L) 18-4G W	(L) 18-2G U	(L) 18-1G T	(L) 18-3G V	

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APPENDIX 6 to
ANNEX HOW of
OPERATION PLAN
CTF 87 No. 1-44

GREEN APPROACH SCHEDULE

WAVE	No. Type Craft	Leave BAKER	Leave EASY (L/D)	FIRE	LAND
BMS	8 LCVP	H-90	H-60	-	-
LCT W/DD	2 LCT (6)	H-77	H-47	-	-
LCS (S)	4 LCS (S)	H-48	H-18	H-4	-
1	15 LCVP	H-47	H-17	-	H-hour
LCT (R)	6 LCT (R)	H-46	H-16	H-8	-
2	8 DD Tanks	-	H-37	-	H ≠ 6
NCDU	5 LCVP	H-39	H-9	-	H ≠ 8
3	15 LCVP	H-37	H-7	-	H ≠ 10
4	6 DUKW	H-71	H-26	-	H ≠ 12
5	10 LCVP	H-27	H ≠ 3	-	H ≠ 20
6	10 LCVP	H-17	H ≠ 13	-	H ≠ 30
7	4 LCT	H-15	H ≠ 15	-	H ≠ 40
8	2 LCT	H ≠ 5	H ≠ 35	-	H ≠ 60
8A	2 LCI(L)	H ≠ 28	H ≠ 48	-	H ≠ 65
9	22 DUKW	H-3	H ≠ 42	-	H ≠ 80
10	3 LCT	H ≠ 30	H ≠ 60	-	H ≠ 85
11	11 DUKW	H ≠ 17	H ≠ 62	-	H ≠ 100
12	5 LCI (L)	H ≠ 68	H ≠ 88	-	H ≠ 105
13	5 LCI (L)	H ≠ 83	H ≠ 103	-	H ≠ 120
14	22 DUKW	H ≠ 60	H ≠ 105	-	H ≠ 143
15	22 DUKW	H ≠ 70	H ≠ 115	-	H ≠ 153
16	6 LCI (L)	H ≠ 118	H ≠ 138	-	H ≠ 155
17	2 LCI (L)	h ≠ 128	H ≠ 148	-	H ≠ 165
18	4 LCT	H ≠ 120	H ≠ 150	-	H ≠ 175

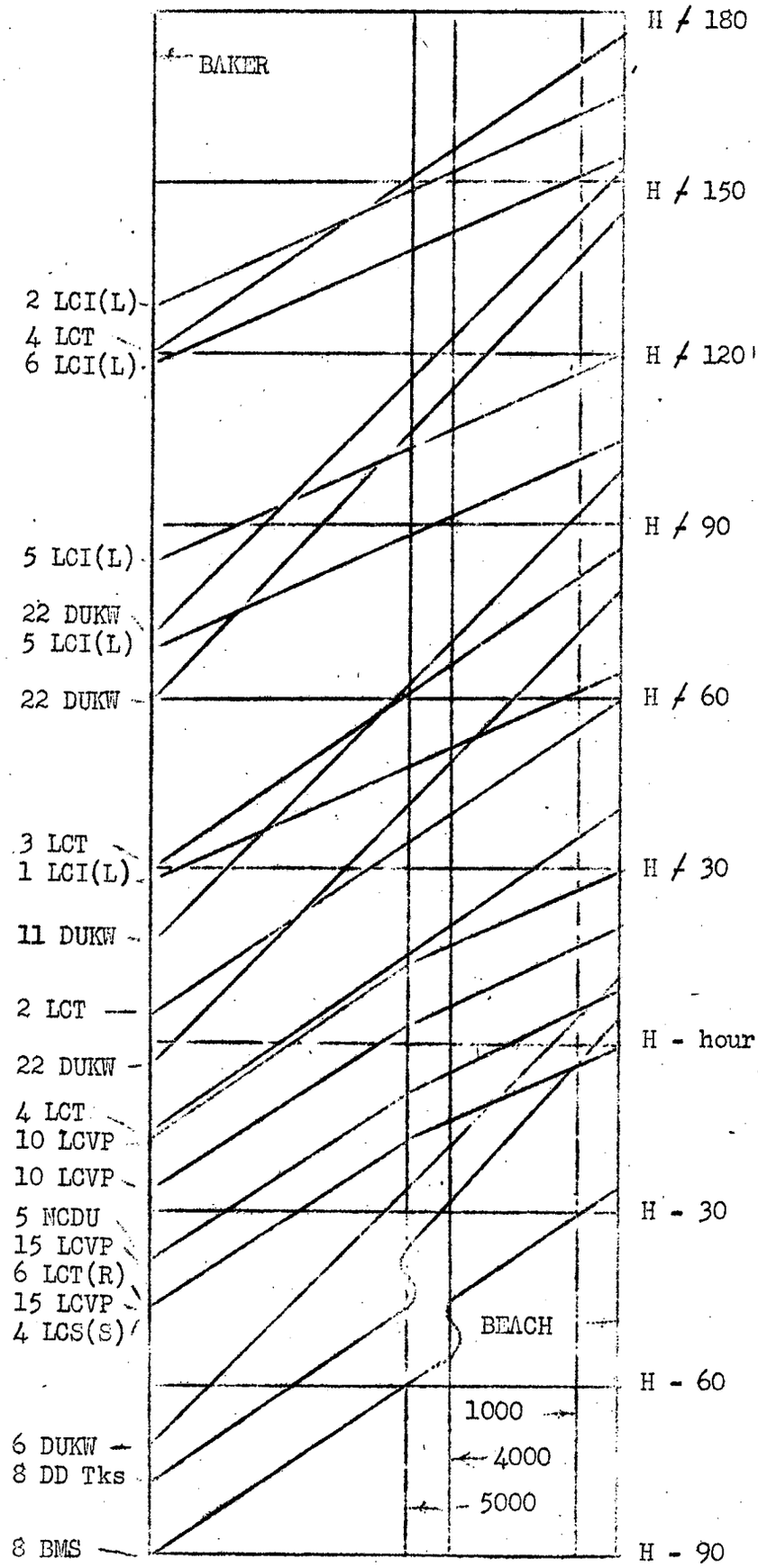
D. P. MOCN
Rear Admiral, U.S. Navy
Commander Group 3, 8th Amphibious Force

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AUTHENTICATION:

THOMAS M. HAMILTON
Flag Secretary.

APPENDIX 6 to ANNEX HOW
GREEN APPROACH SCHEDULE



APPENDIX 6 to
ANNEX HOW
APPROACH DIAGRAM - GREEN

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APPENDIX 7 to
ANNEX HOW to
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

ASSIGNMENT TABLES
BLUE BEACH

Reference Vessel	:	Ship
CHARLIE	:	SC 691
FOX	:	SC 692
Control Vessel	:	Ship
Primary Control	:	PC 625

Close Support Craft :
LCT(R) formation left to right : M,N.

LST Assignment

Craft	Provides Wave	Army Serial	#6 Davit	Wave Lands
K	1	S-611	LCS(S) Scout	H to H/ 5
L	2	S-612	LCS(S)	H / 10 to H/ 15
M	3	S-602	LCS(S)	H / 20 to H/ 25
N	4	S-617	LCVP	H / 30 to H/ 35
	One LCVP For Wave 6			H / 50
O	5	S-618	LCVP	H / 40 to H/ 45
	One LCVP For Wave 6			H / 50

B L U E B E A C H

Wave No	No-Type	Lands At	
1	5 LCVP	H-Hour	V V V
			LST K
		H/ 5	V V
2	5 LCVP	H / 10	V V V
			LST L
		H / 15	V V
3	5 LCVP	H / 20	V V V
			LST M
		H / 25	V V
4	5 LCVP	H / 30	V V V
			LST N
		H / 35	V V
5	5 LCVP	H / 40	V V V
			LST O
		H / 45	V V
6	2 LCVP	H / 50	V V
			LST O LST N

APPENDIX 7 to
ANNEX HOW
LANDING DIAGRAM
BLUE BEACH

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APPENDIX 7 to
ANNEX HOW

BLUE APPROACH SCHEDULE

Wave	No.-Type Craft	Lv Charlie	Lv FOX	Fire	Land
Scout	1 LCS(S)	H-50	H-20	H-5	———
LCT(R)	2 LCT(R)	H-50	H- 20	H-12	———
LCS(S)	2 LCS(S)	H-50	H-20	H-5	———
1	5 LCVP	H-50	H-20	———	H-hour
		H-50	H-20	———	H ≠ 5
2	5 LCVP	H-50	H-7	———	H ≠ 10
		H-50	H-7	———	H ≠ 15
3	5 LCVP	H-50	H ≠ 3	———	H ≠ 20
		H-50	H ≠ 3	———	H ≠ 25
4	5 LCVP	H-50	H ≠ 13	———	H ≠ 30
		H-50	H ≠ 13	———	H ≠ 35
5	5 LCVP	H-50	H ≠ 23	———	H ≠ 40
		H-50	H ≠ 23	———	H ≠ 45
6	2 LCVP	H-50	H ≠ 33	———	H ≠ 50

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APPENDIX 8 to
ANNEX HOW to
OPERATION PLAN
CTF 87 No. 1-44
DEMOLITION PLAN

TASK ORGANIZATION

(a) Naval Combat Demolition Units, Lt. Comdr. Peterson (25 LCVP)

(1) Red Beach Demolition Unit, Ensign Itzkowitz (18 LCVP)

(a) NCDU #139, Ensign Itzkowitz	1 LCVP
(b) NCDU #59, Ensign Peterson	4 LCVP
Drone Unit M6, F11, F12, F —	
(c) NCDU #58, Ensign Messner	4 LCVP
Drone Unit M 18, F35, F36, F45	
(d) NCDU #57, Ensign Magill	4 LCVP
Drone Unit M16, F31, F32, F42	
(e) NCDU #50, Carp. Sterner	4 LCVP
Drone Unit M17, F33, F34, F38	
(f) NCDU #135, Carp. Sprouse	1 LCVP

(2) Green Beach Demolition Units, Lt. (jg) Roloff (5 LCVP)

(a) NCDU #136, Lt. (jg) Roloff	1 LCVP
(b) NCDU #198, Ensign Thayer	1 LCVP
(c) NCDU #193, Ensign Hopkins	1 LCVP
(d) NCDU #56, Ensign Maloney	1 LCVP
(e) NCDU S6, Lt. (jg) Roth	1 LCVP

(3) Reserve Demolition Unit, Lt. Clayton (2 LCVP)

(a) NCDU #25, Lt. Clayton	1 LCVP
(b) NCDU #195, Ensign Blumberg	1 LCVP

(b) LSD EASTWAY

(c) Red Shallow Salvage Unit.

(d) Red LCT Unit

1. Information. Complete data on beach characteristics, obstacles, and defenses available at the date of this plan are included in the Intelligence Plan, Annex ABLE. Intelligence reports indicate that underwater obstacles are now in place on Red Beach. No obstacles have been reported on Green or Blue Beaches but this is not conclusive. Yellow Beach is obstructed by an anti-submarine net which will effectively prevent craft from approaching the beach. Underwater obstacles known to be in place on Red Beach consist of a single, staggered, row of concrete pyramids. The obstacles are placed 65 feet to 80 feet off shore in water 6 feet to 8 feet deep with a spacing of 10 feet to 18 feet apart. Obstacles are covered with approximately 2 feet of water at all stages of the tide.

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The attack on obstacles will not be carried out simultaneously on both beaches since the Green Beach Assault is at H-hour and the Red Beach Assault is at Z-hour. Z-hour will be at approximately H + 6 hours. The time of Z-hour will be announced by signal by CTF 87.

Thirteen Naval Combat Demolition Units will be used by this force. Each unit consists of one Navy Officer, five Navy enlisted, and five Army engineer enlisted.

Assumptions:

(a) Red Beach will be so heavily obstructed that demolitions must be carried out prior to H-hour to allow assault boats to beach.

(b) Apex boats will not remove all the obstacles on Red Beach and hand placed charges must be used to complete the clearance.

(c) Blue Beach will not be obstructed.

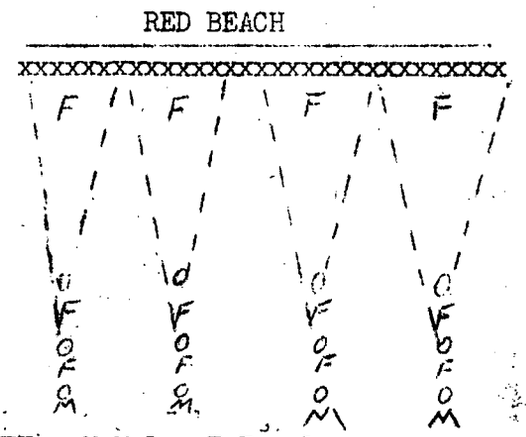
(d) Green Beach may be lightly obstructed by D-day but initial assault waves will be able to beach.

2. This unit will breach underwater obstacles in order to open channels through which craft may successfully beach.

3. (a) Naval Combat Demolition Units

(1) Red Beach Demolition Unit

Load boats and gear aboard LSD EASTWAY for passage to the assault area. Upon arrival in the transport area debark landing craft in priority listed in the Unloading Plan, Annex ITEM. NCDUs in drones and LCVPs proceed to Red Sweeper Control Vessel, SC 506, 300 yards off port beam of reference vessel ABLE. Drone units follow SC 506 to point MIKE and lay to. For position of reference vessel ABLE and point MIKE see the Deployment Diagram, Appendix 1 to Annex HOW. Leave point MIKE for Red Beach at Z-148 minutes and follow BMSs to a point 1000 yards from beach. Units in male drone boats pick up crew members from female drone boats at the 1000 yard point. Male drones maintain a 1000 yard distance from beach unless low visibility necessitates moving closer inshore. Send female drone boats to the beach as indicated by the sketch.



KEY: M-Male F-Femal

1. Send in 1st flight of drones to detonate at Z-40 minutes. Maintain a 200 yard interval between drones in a flight.
2. Detonate 2nd flight of drones at Z-30 minutes.
3. Detonate 3rd flight of drones at Z-20 minutes.
4. Activate buoy release mechanism on females to plant buoys at 50 & 100 yard distance off shore.

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After female drones have been detonated, male drone boats clear boat lane by moving to the flanks of the lane. Units in male drone boats fall in behind the second wave of infantry assault boats and proceed to beach to arrive at Z/12 minutes. Buoy channels through obstacles, place obstruction buoys on remaining obstacles, and commence destruction of obstacles with hand placed charges.

NCDUs 139 and 135 in LCVPs remain at Reference Vessel ABLE until third wave (second infantry assault wave) starts for the beach. Follow the third wave to beach at 200 yard distance to arrive at obstacles at Z / 12 minutes. Take assigned positions off beach and carry out destruction of obstacles with hand placed charges. NCDUs 59, 58, 139, 135, 57, and 50 are each assigned 150 yard sections of the beach from left to right flank in the order listed.

Alternate Plan: The Red Assault Group may be landed over Green or Yellow beaches instead of over Red Beach. In that event, Red Beach NCDUs in drones and LCVPs follow Red Sweeper Control, SC 506, back to transport area. Report to LSD EASTWAY and await orders. Stand by within hailing distance.

(2) Green Beach Demolition Units

Load boats and gear aboard LSD EASTWAY for passage to the assault area in such a manner that an expeditious unloading from the LSD can be accomplished. Immediately upon arrival in the transport area take necessary action to get clear of LSD. Proceed to rendezvous with Green Sweeper Control Vessel, SC 522, whose station is 200 yards off the port bow of the USS CHARLES CARROLL. NCDUs in LCVPs follow SC 522 to Reference Vessel BAKER and stand by until Third Wave (second infantry assault wave) leaves for the beach. Follow the Third Wave at 200 yards distance to arrive at beach at H / 12 minutes. Buoy channels through obstacles. Clear beach of obstacles with hand placed charges. NCDUs 198, 193, 136, 56, and S6 are each assigned 150 yard sections of the beach from left to right flanks in the order listed. If a close examination of the beach discloses that no obstacles exist, Green Beach NCDUs return to transport area and report to CTF 87 on BAYFIELD for orders.

(3) Reserve Demolition Unit

Proceed from LSD to force flagship USS BAYFIELD, APA 33, to arrive at H plus 1 hour. Stand by for orders at a point 200 yards off the BAYFIELD'S port beam.

As one task, be prepared to carry out the removal of an anti-submarine net obstructiong Yellow Beach. When directed, after beach defenses have been taken, carry out net removal in conjunction with assigned Offshore Salvage and FF Unit. Remove or sink a section approximately 100 yards long by one or all of the following methods:

(a) Open gate if examination of net shows that a gate exists.
(b) Cut one end of net loose from shore moorings and sink floats from shore to seaward thereby dropping one end of the net.
(c) Sink a sufficient number of floats to drop net.

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DEMOLITION PLAN

The section of net being cleared must be completely removed or dropped to provide a 100 yard channel with a 20 foot depth of water. Complete clearance of channel within 90 minutes of the time of arrival at net. Buoy the channel which was opened. Advise Task Force Commander when channel is opened

(b) LSD EASTWAY

Discharge Green Beach demolition boats after arrival in the assault area as expeditiously as possible and before H minus 180 minutes. Dispatch Red NCDU boats to Reference Vessel ABLE immediately after unloading craft. Dispatch Reserve NCDU boats to USS BAYFIELD at H + 30 minutes. Relay orders from CTF 87 to demolition units as necessary.

(c) Red Shallow Salvage Unit

As practicable in view of necessary salvaging of craft stranded on the beach, use salvage LCT to hoist underwater obstacles from their positions. Dispose of obstacles by beaching or by dropping obstacles in deep water. Salvage work takes precedence over removal of underwater obstacles.

(d) Red LCT Unit

Be prepared to ram beach obstacles on orders from CTF 87. Upon receipt of orders from CTF 87, craft designated proceed to Red Beach at full speed. Trim LCT down by the head to equalize draft fore and aft if practicable while underway. Ram obstacles at full speed, unload vehicles on beach and retract. Return to seaward.

(X)(1) NCDUs are attached to the Naval Beach Battalion for administration and employment immediately upon the landing of the Senior Beachmaster. Prior to the establishment of the Beach Battalion ashore, NCDUs take orders directly from CTF 87.

(2) Landing craft assigned to NCDUs remain under the control of the Senior Demolition Officer until released by that officer. Upon completion of demolitions, Senior Demolition Officer turn over NCDU craft to the Beachmaster for use as traffic control boats.

(3) NCDUs take station to seaward of section of the beach upon which demolitions are to be done. Act as traffic control boats and prevent landing craft from entering danger area. Detonate charges on only one section of a beach at a time. Senior NCDU officer present coordinate units.

(4) Use smoke floats in LCVPs and male drone boats to lay a smoke screen for protection and cover if taken under heavy, direct, enemy fire. Use smoke only in case of emergency. Senior NCDU officer on each beach coordinate the laying of smoke by instructions to individual units to start smoking. Use SCR 536 radio and oral orders to pass the word to smoke. Take cognizance of wind direction to place smoke between enemy and NCDU craft.

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APPENDIX 8 to
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OPERATION PLAN
CTF 87 No. 1-44

DEMOLITION PLAN

(5) NCDU craft, except female drones, fly BAKER flag for easy identification.

(6) Demolition units notify by visual signals and radio all other NCDUs and Beach Group personnel in the vicinity of a charge which is to be detonated.

4. See Logistics Plan, Annex BAKER. Pre-stow 8000 pounds of explosives in female drone boats before loading aboard the LSD. Pre-stow all other NCDU craft before loading as follows:

2000 Pounds of hand placed charges
2 Rubber boats
1 Shallow water diving outfit
3 Sets small channel marker buoys
5 Obstruction buoys
2 Demolition kits
1 SCR 536
10 Mark II smoke floats

5. Demolition units use SCR 536 radio for interteam communications. Senior NCDU officer use SCR 509 radio for communications between beaches and force flagship. Communications will be in accordance with Communications Plan, Annex Queen. Use Zone BAKER time.

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ANNEX ITEM to
OPERATION PLAN
CTF 87 No. 1-44

UNLOADING PLAN

TASK ORGANIZATION (Same as basic order)

1. Unloading during the assault phase of the landing and before the Post-Assault Plan, Annex KING, is put into effect will be in accordance with the details set forth in this Annex. For information on beach characteristics, gradients, and tidal data; see the Intelligence Plan, Annex ABIE.

Coordinate unloading on the basis of an H-hour landing on Green Beach and a Z - hour landing on Red Beach or an alternate beach. The time of Z - hour will be announced by signal from CTF 87.

2. This force will unload personnel, equipment, and supplies of the 36th Infantry Division, U. S. Army, expeditiously and in accordance with Army priorities in order to effectively support the landing force.

3. (a) Assault Group Commander

Assault Group Commanders are responsible for the unloading of the ships and craft of their respective groups. Control and direct assigned unloading craft in carrying out unloading of ships in accordance with Army priorities. Be prepared to shift assigned landing craft from one assault group to another to meet contingencies which may arise. Exercise control of unloading craft through respective craft type commanders. See Appendix 1 for unloading priorities.

Unload LSTs by beaching. If beaching proves to be impracticable, install pontoon causeways for LST and LCT unloading. See Pontoon Causeway Plan, Appendix 2 to this Annex. Use LCTs to unload LSTs only if beaching and use of causeways are not feasible.

Assign LCTs to unload MT ships in accordance with priorities established in Appendix 1. Unload bulk stores into LCTs and DUKWs. Do not unload stores into LCMs and LCVPs except by direction of CTF 87. Furnish a guide vessel to pick up LCMs from MT ships and guide LCMs to LCI(L) 221 in reassembly area OBOE. Direct MT ships with DUKWs aboard to unload and despatch DUKWs under their own power to Red Beach, or its alternate beach, immediately upon arrival in transport area. Furnish a guide boat from area OBOE to lead DUKWs to beach. Sail AKA 11 to DELTA FORCE at H + 4 hours.

(b) Transport Division Three

Unload assault waves and equipment as directed by the Landing Plan Annex HOW. Unload remainder of cargo in LCTs which are assigned by number in Appendix 1 to this Annex. Commanding officers of transports use ship's boats to the maximum to expedite unloading. Send Army unloading detail ashore with last load off ship unless otherwise directed. Release LCTs assigned for unloading when no longer needed.

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ANNEX ITEM of
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CTF 87 No. 1-44

UNLOADING PLAN

Do not despatch any equipment from transports to beach in LCTs before Z + 1 hour.

(c) LSI and LSP

Unload troops into assigned landing craft and despatch craft to Red Beach unless ordered to direct craft to an alternate beach. Unless other orders are received, start debarkation of troops at Z + 4 hours.

(d) LSTs

Unload by beaching upon receipt of orders from Assault Group Commanders. If beaching proves to be impracticable, unload over causeways or by LCT(6)s. LSTs with DUKWs aboard keep stern into wind while discharging. LSTs which develop inoperative elevators that cannot be quickly repaired request Assault Group Commander to bring an LST with as clear upper deck alongside. Knock down stanchions and run vehicles from one upper deck to the other. This is feasible only in calm water. LSTs 48, 49, 230, 47 and 491 each leave one LCVP and one LCS(S) in the assault area. All other six davit LSTs leave two LCVPs in the assault area. Direct LCVPs and LCS(S) to report to LCI(L) 221 in reassembly area OBOE.

(e) LCTs

Task assignments for LCTs appear in Appendix 1. Each LCT has a specific task or an area in which to standby for orders. When unassigned and awaiting orders, Red LCTs standby in reassembly area MIKE. Green LCTs standby in area NAN. For location of reassembly areas see Deployment Diagram, Appendix 1 to Annex HOW.

LCTs be prepared to ferry vehicles and supplies to any or all beaches as directed. Study approach courses to all beaches.

(f) LCM(3) and LCVPs

Craft remaining in the assault area return to reassembly area OBOE when unassigned. Accomplish tasks assigned by Assault Group Commanders through the officer in charge of small boats aboard the LCI(L) 221. Do not leave reassembly area unless ordered to do so.

(g) LCI(L)s

After initial beaching, return to seaward on flanks of the boat lane and transport area. Upon reaching seaward side of transport area, proceed to stations in LCI(L) columns of transport area to seaward of craft still loaded. Stand by for orders.

LCI(L) 39, after discharging troops, return to Red LCT reassembly area

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ANNEX ITEM to
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CTF 87 No. 1-44

UNLOADING PLAN

MIKE. Embark Lt.Comdr., Stevens, RNVR, from SC 532. Act as Red Ferry Control and fly hoist BAKER FOX CHARLIE. Assign unloading tasks to Red LCTs.

LCI(L) 258, after discharging troops, return to Green LCT reassembly area NAN. Embark Lt. Wright from SC 676. Fly hoist FOX CHARLIE under a square green flag. Assign unloading tasks to Green LCTs. LCI(L) 221, after discharging troops, return to LCM-LCVP reassembly area OBOE. Fly hoist QUEEN FOX CHARLIE. Commanding Officer of LCI(L) 221 assign LCMs-LCVPs as requested by Assault Group Commanders. Maintain control and discipline over small boats. Send guide boat, LCVP or LCS(S), to MT ships and LSG DEWDALE to pick up LCMs and guide LCMs to area OBOE. Furnish experienced leader for LCMs from MTs and DEWDALE for first trip to beach.

(x) (1) Craft approaching beach maintain bright lookout for signals indicating beaching points. Comply promptly upon receipt of signals from beach control vessels.

(2) Landing craft standby in respective reassembly areas indicated on Deployment Diagram, Appendix 1 to Annex HOW, when unassigned and awaiting orders. See paragraph 3(g) above for designation of control ships for each reassembly area.

(3) Landing craft returning from the beach to unload a specific ship fly numeral flags or pennants to indicate identification number of ship being unloaded. Craft returning from beach, if empty and available, fly answering pennant.

(4) Ships being unloaded by landing craft fly "EASY" flag with numeral pennants to indicate percentage of cargo remaining on board. Example: "EASY 90" would indicate that 90% of the cargo remained to be unloaded.

(5) The chain of command for unloading procedure originates with the Army (Sub-Task Force Commander) through the Beach Group Commander, through the Navy Beachmaster, to the Naval Task Force Commander.

(6) The TQM aboard each ship is responsible, through the officer in charge of the ship unloading detail, to carry out the Army plan of unloading. Changes in unloading priorities aboard an individual ship may be relayed by the Beach Group Commander, through the Navy Beachmaster, directly to the TQM aboard that ship.

(7) Carry out unloading on a 24 hour a day basis.

4. See Logistics Plan, Annex BAKER.

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5. Communications will be in accordance with the Communications Plan, Annex QUEEN.

Commander Task Force 87 will be aboard the BAYFIELD.

Use zone BAKER time.

D. P. MOON,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty Seven.

APPENDICES:

1. Unloading Priorities and Craft Assignments
2. Pontoon Causeway Plan

DISTRIBUTION:

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AUTHENTICATION:

THOMAS M. HAMILTON,
Flag Secretary.

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APPENDIX 1 to ANNEX ITEM of
OPERATION PLAN
CTF 87 No. 1-44

UNLOADING PRIORITIES AND CRAFT ASSIGNMENTS

1. Unloading Priorities

(a) LSTs Assault Group Commanders unload LSTs as expeditiously as possible in accordance with priorities listed below:

(1) GREEN BEACH

PRIORITY	ARMY SERIAL	NAVY NO.
1	S-601	230
2	S-606	49
3	S-609	281
4	S-617	134
5	S-618	285
6	S-619	907
7	S-605	47
8	S-612	46
9	S-602	51
10	S-620	988
11	S-621	989
12	S-622	525
13	S-603	48
14	S-607	282
15	S-608	283
16	S-611	502
17	S-604	50
18	S-610	501
19	S-613	491

(2) RED BEACH

PRIORITY	ARMY SERIAL	NAVY NO.
1	S-614	1011
2	S-615	1010
3	S-616	1012

(b) APAs, AKAs, and MT SHIPS

PRIORITY	ARMY SERIAL	NAVY NUMBER	BEACH
1	A-14-X	APA 30	RED
2	A-13-X	APA 28	"
3	A-16-X	XAP 70	"
4	A-18-K	AKA 53	"
5	A-17-K	AKA 18	"
6	A-15-X	XAP 67	"
7	A-1	LUTHER MARTIN(23)	"
8	A-3	WILLIAM FLOYD(25)	"
9	A-5	ANDREW MOORE(12)	"
10	A-6	JOHN LAWSON(18)	"
11	A-9	JOHN TRUMBULL(19)	"
12	A-7	KEMP BATTLE(21)	"
13	A-8	SAMUEL GRIFFIN(24)	"
14	A-4	AMBROSE BURNSIDE(11)	"
15	A-2	WILLIAM RAWLE(26)	"
16	A-10	JAMES MOORE(13)	"
17	A-12	WILLIAM GRAHAM(48)	"
18	A-11	JOSIAH BARTLETT(20)	"
19		JOHN MOOREHEAD (37)	"
20		SAM WALSH(111)	"
21		JAN LIEVENS(112)	"

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Send cargo to Red Beach unless directed to divert cargo to other beaches. Unload as many ships simultaneously as possible. See paragraph 2 below for initial LCT assignments.

2. Craft Assignments for Unloading.

(a) LCTs: After initial beaching, report to transports as indicated below:

SHIP	LCT NO.	SHIP	LCT NO.
APA 30	1017(6)	AKA 53	1018(6)
"	607(BrIII)	"	744(6)
"	339(BrIII)	"	785(6)
"	535(BrIV)	"	559(6)
"	322(BrIII)	"	1044(6)
		"	421(Br.III)
APA 28	682(6)		
"	563(BRIV)	AKA 18	364(BrIII)
"	347(BrIII)	"	1041(6)
"	560(BrIV)	"	745(6)
"	558(6)	"	591(BrIV)
		"	377(BrIII)
XAP 70	594(BrIV)	"	1141(6)
"	625(BrIV)	XAP 67	592(BrIV)
"	1019(6)	"	316(BrIII)
"	557(6)	"	610(6)
"	560(6)	"	325(6)
"	1048(6)	"	412(BrIII

LCTs not immediately called alongside, standby 200 yards off the port beam of the assigned transport. LCTs from the Green LCT unit request specific information on bearing to Red Beach. Carry this assignment to completion unless ordered to report to another ship by the Assault Group Commander.

(b) APAs, XAPs, and AKAs

Following the landing of the assault waves, the transports listed below send LCVPs to unload the SQUIRE and KEREN. LCVPs report to personnel ships by Z + 4 hours. LCVPs are to remain on this assignment until unloading is completed.

PERSONNEL SHIP	No. LCVPs	TRANSPORT
SQUIRE	20	APA 30
	15	XAP 70
	10	AKA 53
KAREN	20	APA 28
	10	AKA 18

Assault Group Commanders assign LCI(L)s to SQUIRE in addition to LCVPs as practicable.

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(c) LCTs: On Call

Assault Group Commanders dispatch "On Call" LCTs to the beach as requested by the Beach Group Commander. The following LCTs are on call in the Transport Area:

LCT No.	Army Serial	LCT No.	Army Serial
140 (5)	T-736	*377(BrIII)	T-706
137 (5)	T-737	412(BrIII)	T-707
216 (5)	T-738	421(BrIII)	T-708
155 (5)	T-739	*325(BrIII)	T-733
198 (5)	T-740		

*To land with command group from BAYFIELD.

(d) LCI(L)s: On call

LCI(L) No.	Army Serial
221	L-821
40	L-822

(e) LSD EASTWAY

Immediately upon arrival in transport area unload in accordance with priorities given below:

UNLOADING PRIORITY	CRAFT	NO.	USE	TASK FORCE
1	LCM(R)	4	ROCKETS	85
2	LCVP	5	Green Beach NCDU	87
3	LCVP	2	Reserve NCDU	87
4	LCM	1	Smoker	85
5	LCM	2	Smoker	87
6	LCVP	18	Red Beach NCDU	87

Craft must be unloaded in proper order. Instruct coxswains as to distance and bearing of forces, ships, or reference vessels as applicable.

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APPENDIX 2 to ANNEX ITEM
OPERATION PLAN
CTF 87 No. 1-44

PONTOON CAUSEWAY PLAN

TASK ORGANIZATION

(a) LST Pontoon Carriers.

LST 994, 1011, 907, 988, 989, 1010, 1012
LST 525 (Flight deck) LST 394 (GCI)
LST 12 (Br), 33, 35, 36, (Gr) 13 LST(2)

(b) C.B. Causeway Platoons.
(c) EDENSHAW (YTB 459) 1 YTB

1. Information: Thirteen pontoon causeways, each consisting of two causeway sections, have been allocated to CAMEL Force for transportation into the Assault Area. Thirteen 2-davit LSTs equipped to side-carry causeway sections have been assigned to CAMEL FORCE to transport these sections. LST 394, equipped to carry G.C.I., can not be diverted from her primary task for the prupose of positioning causeways. LSTs 1011, 907, 988, 994, 989, 1010, 1012, 525, 394 are scheduled to arrive in the Transport Area with Assault Convoys. LTS 12(Br), 33, 35, 36, (All Greek), which will carry elements of the French Armored Combat Command from ORAN, will arrive at the Transport Area with an early follow-up convoy at about H plus eight hours. Of the 13 causeways, eight are for use in CAMEL Area. Those carried by LST 994 and the 4 LSTs carrying French Armored elements are to be installed at Beach 259 for use by ALPHA Attack Force, and will be delivered to this point by the ships which transport them. C.B. Causeway Platoons, organized in parties equal in number to the Causeways will accompany these to the Assault Area. Nine of these units are fully trained and furnished with special equipment, including one DUKW, one bull-dozer, and one 2½ ton truck per unit. The remaining four units are not provided with special equipment and are designated as Reserve Units.

2. This Unit will lift thirteen Pontonn Causeways and C.B. Causeway Units from the mounting ports, deliver and install eight Causeways at beaches of the CAMEL Attack Force, and five Causeways at Beach 259 of the ALPHA Attack Force, and will position and operate these Causeways in order to expedite and facilitate discharge of LCTs and LSTs.

3. (a) LST Pontoon Carriers will side load Causeways, embark C.B. Causeway Units at mounting ports, and transport them to the Assault Areas. LST 994, 12, 33, 35, 36 when directed will deliver Causeways to ALPHA Attack Force in position Lat. 43-10-30N, Long. 06-34E. LST 394, when directed, will drop Causeway sections on normal G.C.I. station to be towed into position by EDENSHAW. Other LSTs will position Causeways at designated points on CAMEL beaches. Transfer C.B. Units and discharge equipment when Causeways are dropped.

(b) C.B. Causeway Platoons embark nine units with full equipment in LST 994, 1011, 907, 988, 989, 1010, 1012, 12, 33 and four Reserve Units in LSTs 394, 35, 36, 525, When Causeways are dropped, assist in positioning and securing Causeways. Disembark units and equipment and report to Beachmaster of beach at which installed for temporary duty. Maintain and operate Causeways for use in unloading ships and craft.

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PONTOON CAUSEWAY PLAN

TASK ORGANIZATION

(c) EDENSHAW, when directed, rendezvous with LST 394 on station as G.C.I. off CAMEL sector. When Causeway sections are dropped, take in tow and proceed to harbor of SAINT RAPHAEL. Pick up personnel of C.B. Causeway Unit from LST 394 and deliver to Naval Beach Party. When relieved of tow and when C. B. personnel are transferred report to Officer in Charge of Salvage Group for assignment.

4. - - - - - - - - - - - - - - -.

5. - - - - - - - - - - - - - - -.

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ANNEX JIG of
OPERATION PLAN
CTF 87 No. 1-44

RETURN CONVOY PLAN

TASK ORGANIZATION

(c) 87.3 Red Beach Assault Group

(d) 87.4 Green Beach Assault Group

(e) 87.5 Blue Beach Assault Group

(f) 87.6 Escort and Screening Group

(g) 87.7 Bombardment Group

(l) 87.11 Unloading Control

(m) 87.12 Service Group

(n) 87.13 Return Convoy Control

1. Information

(a) Return Convoy Control in LCH 240 is stationed at eastern corner of transport area. LCH 240 flies flags "Roger Charlie". This officer is responsible for the orderly and expeditious clearance of outgoing ships and craft from the CAMEL Assault Area. He is the link between Unloading Control of CAMEL Force, who clears shipping from the beaches, and Anti-Submarine and Convoy Control Group who sails all return convoys for all three assault forces from the far shore back to turnaround or mounting ports.

(b) Waiting area for ships for return convoys is on northeast side of transport area north and west of Return Convoy Control station.

(c) Details of Return Convoy movements are contained in NCWTF Op-Plan 4-44, Convoy Plan, Annex HOW.

(d) Anti-Submarine and Convoy Group (CTG 80.6 - Captain Clay, USN in USS JOUETT) is charged with the responsibility for organizing and sailing ships and craft of CAMEL, DELTA and ALPHA Assault Forces in escorted convoys back to mounting or turnaround ports - This officer also receives incoming convoys and diverts them to required beaches in coordination with U.S. Naval Liaison, Beach Control Group.

2. This force will clear empty shipping, LSTs and LCI(L)s from the Assault Area promptly.

3. (c) 87.3 Red Beach Assault Group

(d) 87.4 Green Beach Assault Group

(e) 87.5 Blue Beach Assault Group

(f) 87.6 Escort and Screening Group

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ANNEX JIG of
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CTF 87 No. 1-44

RETURN CONVOY PLAN

(g) 87.7 Bombardment Group

(l) 87.11 Unloading Control

(m) 87.12 Service Group

(1) Unloaded LSTs, 18I(L)s, Liberties and Auxiliaries not assigned special duties in the Assault Area or otherwise ready for return from Assault Area proceed to waiting area and report to Return Convoy Control in ICH 240.

(2) Expedite clearance of unloaded ships and craft from beach anchorages and areas.

(n) 87.13 Return Convoy Control.

(1) Upon release from assault duties, take station and hoist flags "Roger Charlie".

(2) Expedite sailing of return convoy shipping in coordination with Unloading Control (CTG 87.11) and Anti-Submarine and Convoy Group (CTG 80.6).

(3) Despatch return shipping to Anti-Submarine and Convoy Control Group in BAIE DE BRIANDE - BAIE DE BON PORTE Area via routes inside Anti-Submarine Screen.

(4) Make immediate reports to CTG 80.6 and CTF 87 of all ships and craft leaving the CAMEL Assault Area.

(5) Clear BRUISER and THRUSTER promptly for priority Air Force lift from CALVI.

(6) Carry out directives promulgated by Commander Anti-Submarine and Convoy Control Group.

(7) Be prepared to shift station to point "EASY" when situation permits. Notify all who need to know when this shift occurs.

4. - - - - - - - - -

5. - - - - - - - - -

D. P. MOON
Rear Admiral, U.S. Navy
Commander Group 3, 8th Amphibious Force

DISTRIBUTION:
(Same as CTF 87 Op-Plan 1-44)

AUTHENTICATION:

THOMAS M. HAMILTON
Flag Secretary

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~~TOP SECRET - BIGOT - ANVIL~~

ANNEX KING of
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POST-ASSAULT PLAN

TASK ORGANIZATION

(a) 87.1 Force Flagship - Captain Spencer, USCG
USS BAYFIELD (APA 33) 1 APA

87.1.1 Relief Flagship
LCH 315 1 LCH(Br)

(b) Beach Group - Col. Marvin, USA.
540th Engr. Regt. - Col. Marvin, USA.

Naval Beach Party - Commander J. P. Graff, USN.
Eighth Beach Battalion - Commander J. P. Graff, USN.
Naval Combat Demolition Units
Naval Scout Units
C.B. Causeway Platoon
Beach Traffic Control
LCC 22669, 22670, LCC 50 3 LCC
LCVP 6 LCVP

(c) Red Beach Assault Group - (disbanded)

(d) Green Beach Assault Group - (disbanded)

(e) Blue Beach Assault Group - (disbanded)

(f) 87.6 Escort and Screening Group - Lt. Clay
(Organized from Bombardment Group, Minesweeper Group, Reference Vessels, Control Vessels, and assault and follow-up Convoy Escorts).

87.6.1 Destroyer Unit - Senior Officer
(Destroyers from Bombardment Group when assigned).

87.6.2 Inner Screen Unit - Lt. Clay
PC Section 3 - Lt. Clay
PC 627, 542, 546, 551, 1597 5 PC

SC Section 2 - Lt. Belknap
SC 498, 533, 691, 1030, 1043, 692 6 SC

SC Section 6 - Lt. Thorsen
SC 506, 522, 638, 676, 532, 535 6 SC

87.6.3 Anti-aircraft Unit -
LST 394 (GCI) 1 LST(2)
LSF 13 1 LSF(Br)
LCF 16, 17 2 LCF

87.6.4 Smoke Patrol - Lt.(jg) Heizman
LCC 22671 1 LCC
LCS(S) 5 LCS(S)
LCVP 5 LCVP

K POST ASSAULT

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87.6.5 LCM Smokers - Lt. Nichols. RNVR

LCT(1) 17	1 LCT(1)(Br)
LCM(3) 1012, 1040	2 LCM(3)(Br)

(g) 87.7 Bombardment Group - Rear Admiral Deyo, USN.

87.7.1 Fire Support Unit One - Rear Admiral Deyo. USN

TUSCALOOSA(F)	1 CA
ARKANSAS	1 BB
ARGONAUT	1 CL(Br)
NIELDS(DD 616)	
MACKENZIE(DD 614)	
ORDRONAUX(DD 617)	
KENDRICK(DD 612)	4 DD

87.7.2 Fire Support Unit Two - Captain Tillson, USN.

OMAHA	1 CL
PARKER(DD 604) (DF)	1 DD

87.7.3 Fire Support Unit Three - Captain Dodge. USN.

BROOKLYN	1 CL
DUGUAY TROUIN	
EMILE BERTIN	2 CL(Fr)
WOOLSEY(DD 437) (DF)	
MCLANAHAN (DD 615)	
LUDLOW(DD 438)	
EDISON(DD 439)	4 DD

87.7.4 Reserve Fire Support Unit -

BOYLE(DD 604)(DF)	
CHAMPLIN (DD 601)	2 DD

(h) 87.8 Minesweeper Group - Lt. Comdr. Maloney

87.8.1 Sweeper Unit One - Lt. Comdr. Maloney

STRIVE(F)	SPEED	
STEADY	SUSTAIN	4 AM

87.8.2 Sweeper Unit Two - Lt. Hornsby, RNR
35th Trawler Group

HMS CROWLIN	HMS MEWSTONE	
HMS AILSA CRAIG	HMS SKOKHOLM	4 T(MS)(Br)

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87.8.3 Sweeper Unit Three - Lt.(jg) Sherman
YMS Section 6

YMS 15, 24, 63, 303	4 YMS
BYMS 2171,2172	2 BYMS
HMS FOULA	1 Dan
ML	3 ML

87.8.4 Sweeper Unit Four - Lt. Hartnale, RNVR

BYMS 2009, 2022, 2026, 2027	4 BYMS(Br)
YMS 78,200	2 YMS
HMS HASCOSAY	1 Dan
ML	3 ML

87.8.5 Sweeper Unit Five - Lt(jg) McConnell
Shallow Sweep Section 5

BMS 7, 9, 21, 22	4 BMS

87.8.6 Sweeper Unit Six - Ens. Scheifley
Shallow Sweep Section 6

BMS 3, 8, 23, 24	4 BMS

87.8.7 Sweeper Tender -

PRODUCT (ACM)	1 ACM

(i) 87.9 Salvage and Firefighting Group -
OinC Salvage - Lt. Brown
OinC Firefighting - Lt. Heinz
(embarked in MORENO)

87.9.1 Offshore Salvage and Firefighting Unit -

MORENO(ATF 87)	
ARIKARA (ATF 98)	2 ATF
ATA 172	1 ATA
HMRT MINDFUL	
HMRT VAGRANT	2 ATA(Br)
EDENSHAW(YTB 454)	1 YTB

87.9.2 Inshore Salvage and Firefighting Unit -Lt.(jg)Clark
(Consolidated after assault)

Salvage Unit No. 3 - Lt.(jg) Clark

LCI(L) 40, 190, 76	3 LCI(L)
LCT 136	1 LCT
LCM(ex APA)	4 LCM

87.9.3 Auxiliary Salvage Unit -

HMS BARDOLF	1 BmVes(Br)
Warping Barge	
YTL	1 YTL

(j) 87.10 Assault Convoys(disbanded)

(k) Joint Loading Control - Lt. Comdr. Abbot

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ANNEX KING of
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(1) 87.11 Unloading Control - Captain Schulten, USN.
(Ex C.T.U. 87.3.1)

LCI(L)(C) 195	1 LCI(L)(C)
Despatch boats.	2 LCVP

87.11.1 Red Offshore Control - Commander Sargent, RNVR.

LCI(L) 303	1 LCI(L)(Br)
Despatch boats.	2 LCVP

Red Ferry Control - Lt. Cdr. Stevens, RNVR

1 LCI(L) 39	1 LCI(L)
5 LCT (III)(Br)	
4 LCT(IV)(Br)	
3 LCT(5)	
6 LCT(6)	18 LCT
10 LCM	10 LCM
4 LCVP	4 LCVP

87.11.2 Green Offshore Control - Captain Morris, USN.
(Ex C.T.G. 87.4)

LCI(L)(C) 19	1 LCI(L)(C)
Despatch boats	2 LCVP

Green Ferry Control - Lt. Wright

1 LCI(L) 258	1 LCI(L)
2 LCT(III)(Br)	
2 LCT(IV)(Br)	
3 LCT(5)	
3 LCT(6)	10 LCT
9 LCM	9 LCM
4 LCVP	4 LCVP

87.11.3 Yellow Offshore Control - Commander Herring
(Ex C.T.G. 87.5)

LCI(L)(C) 951	1 LCI(L)(C)
Despatch boats	2 LCVP

Yellow Ferry Control -

1 LCI(L) 221	1 LCI(L)
2 LCT(III)(Br)	
2 LCT(IV)(Br)	
2 LCT(5)	
3 LCT(6)	9 LCT
6 LCM	6 LCM
4 LCVP	4 LCVP

87.11.4 Incoming Convoy Control - Lt.Cdr. MacKenzie Kerr, RNVR

LCI(L) 274	1 LCI(L)(Br)
Despatch boats	2 LCVP

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(m) 87.12 Service Group -

87.12.1 Accomodation and Repair Unit -

LST 47 (Mother Ship) LST 525 (Flight Deck)	2 LST
LCI(L) 253 (Stores craft) LCI(L) 257 (Stores craft)	2 LCI(L)(Br)
YF 447	1 YF
EASTWAY (While in area)	1 LSD(Br)
LCT(2) [illegible] (Balloon tender)	1 LCT (Br)

87.12.2 P.O.L. Unit -

DEWDALE (While in area)	1 LSG(Br)
MFV 129, 132	2 MFV (Br)
Tankers, colliers, water barges (while in assault area)	

(n) 87.13 Return Convoy Control - Commander Guillot, USN.
(Ex C.T.U. 87.4.1)

LCH 240	1 LCH(Br)
Despatch boats	2 LCVP

(o) 87.14 Follow-up Convoys
(While in the assault area)

1. Upon completion of the actual assault the Army forces on shore must continue to receive reinforcements, equipment, and supplies over the assault beaches until the capture and restoration to operating condition of one or more ports has been completed.

Provision must also be made for the evacuation of casualties, and for the transfer of prisoners of war from the occupied area to designated ports in allied controlled area.

The flow of reinforcements and supplies will be controlled by U.S. Army authorities. The Commander in Chief Mediterranean has indicated his responsibility for loading and sailing of follow-up convoys.

The Army Commander Beach Group will furnish hatch parties and labor, including necessary supervision, to unload ships, designate priorities for unloading, provide and administer DUKW details used in unloading, except traffic control while water borne, handle all unloading and transportation on shore from the water's edge. He will continue

to command, as a part of the Beach Group, the Naval Beach Party and those Naval units which report to that party after the assault.

ASSUMPTIONS:

(a) That military control of the beachhead has been sufficiently established to permit expeditious unloading close inshore without serious interference from enemy action.

(b) That supply and reinforcement of troops over the assault beaches may be required for an extended period estimated at thirty days.

(c) That when sufficient port facilities have been captured and made operative normal supply of Army needs will be through these ports.

2. This force will protect friendly shipping in assault area against attack from seaward, direct and provide all Naval services for expeditious unloading and turn around of follow up convoys, provide lift for casualties, prisoners of war, and survivors, and furnish all Naval assistance required in the Task Force Assault Area, in order to support and maintain the Army forces on shore.

3. (a) Force Flagship proceed as directed by CTF 87.

(b) Naval Beach Party operate under direction of Commander Beach Group to carry out the following: conduct hydrographic survey, mark channels and approaches to beach; designate and indicate beaching points for LCTs and larger ships and craft; assist in salvage of beached craft; control boat traffic to and from the beaches; maintain and operate effective communications between Army authorities on shore, and naval units and activities afloat in accordance with Part IV of Annex QUEEN; provide effective liaison between Army and Navy activities on shore, and ships, units, and activities afloat; assist Army Beach Group Commander and advise him in naval matters; keep CTF 87 and Unloading Control advised of beach conditions; conduct demolitions of obstacles and clearance of mines between the five fathom curve and high water mark; control pontoon causeways; supervise and coordinate naval evacuation of casualties, prisoners of war, refugees, and survivors from water's edge to designated ships and craft; provide for, and control, all naval survivors on the beaches; arrange with Commander Beach Group, or other Army authority as designated, for billeting, subsistence, and supply of necessities for all naval personnel on shore; provide smoke when required from shore to screen anchorage and unloading berths.

Store and maintain smoke munitions for reissue to craft. Carry out Smoke Plan, Appendix 1 to Annex LOVE. Beachmasters shall be responsible for making smoke from beaches to screen transport and anchorage areas when directed by Task Force Commander or Senior Officer present.

Determine locations and assist in laying three tanker mooring buoys off SAINT RAPHAEL as desired by Commander Petroleum Division One prior to D plus 12 day.

Beach Traffic Control maintain stations near center of respective beaches, operate under Beachmasters to control and direct traffic off the beaches; operate boat patrols off beaches to control and direct movements of craft to and from the beaches.

(c) Red Beach Assault Group.

(d) Green Beach Assault Group.

(e) Blue Beach Assault Group.

Assault Group Commanders and Deputy Assault Group Commanders change to task assignments shown under the organization prefixed to this Annex.

APAs, AKAs, AP, LSI(L), and LSTs except 47, 525, 394, when unloaded assemble by types in position to seaward of Transport Area; report to Return Convoy Control for return routing. Hoist all boats on return from beach, except all 6-davit LSTs leave two boats with crews and one boat officer in assault area. LSTs 48, 49, 230, 284, 491 each leave one LCS(S) and one LCVP; others each leave two LCVP. Direct boats to report to LCI(L) 221 flying hoist QUEEN FOX CHARLIE and stationed in LCM-LCVP Reassembly Area OBOE. Assign boats as shown in Appendix 1 to this Annex.

LCTs carry out assignments directed in Unloading Plan, Annex ITEM, then report to respective Ferry Control Units for further assignment.

LCI(L)s 39, 258(Br), 221, 274(Br), 303(Br) take stations and carry out tasks assigned in Unloading Plan, Annex ITEM. Remaining LCI(L)s report to Assault Group Commanders to unload personnel ships if required. When services are no longer required in Assault Area, Unloading Control direct LCI(L)s to report to Return Convoy Control for despatch in accordance with Return Convoy Plan, Annex JIG.

PCs assigned as Primary Controls maintain stations off respective beaches. Operate under Beachmasters to direct and control ferry craft to and from beaches. Remaining PCs and SCs report to Commander Inner Screen who will assign screen stations.

LCC 22671 assume duty in charge of Smoke Patrol. LCC from XAP 70 return to parent ship to be hoisted aboard. LCC 22669, 22670, and 50 report to Red, Green, and Yellow Beachmasters to conduct surveys, and for duty in control of boat traffic along beaches as required. LCC 60 report to Red Beachmaster for survey of SAN RAPHAEL harbor.

LCF provide AA protection for anchorages, LCG and LCT(R) standby for further operations in support of Army forces along shore; report to Return Convoy Control when directed, for return to base.

LCMs from transports return to be hoisted before departure. LCMs from DEWDALE and M/T ships report to Ferry Control Units for assignment.

LCS(S) and LCVP, except those designated to remain in the area, return to respective ships to be hoisted.

Shallow Salvage Units report to Officers in Charge of Salvage and of Firefighting, and operate under their direction.

(f) Escort and Screening Group station and direct screening vessels to afford maximum protection of friendly shipping in assault area from air, surface, or underwater attack, in accordance with Defense Plan, Annex LOVE: provide escorts for return convoys as requested by Return Convoy Control; take charge of incoming escorts while in assault area to supplement screening forces; furnish smoke to cover transport area and inshore berths in accordance with Smoke Plan, Appendix 1 to Annex LOVE.

(g) Bombardment Group provide counter battery and neutralization fire in accordance with Gunfire Support Plan, Annex GEORGE, and Defense Plan, Annex LOVE. Support Army forces in movement along coast. Protect friendly shipping and beach areas against attack from seaward. When directed report to CTF 86.

(h) Minesweeper Group carry out daily sweeps off beaches as directed; maintain record of enemy mine fields and locations of enemy mines swept or suspected; advise as to mine clearance and sweeping operations; during darkness station ships to assist in screening beach anchorage area; be prepared to make smoke in accordance with Smoke Plan, Appendix 1 of Annex LOVE when directed by Task Force Commander or Senior Officer present.

(i) Salvage and Firefighting Group coordinate and conduct salvage operations for ships and craft in assault area and off beaches, including fighting fires, pumping, and towing as required in accordance with Salvage Plan, Annex MIKE; coordinate services of Salvage Sections of Naval Beach Party in providing assistance from shore in connection with salvage operations. Utilize specially equipped ships and craft to best advantage and for purposes intended. Lay three tanker mooring buoys in location desingated, and as desired by Commander Petroleum Division One, prior to D plus 12 day. Place buoys to mark transport area and anchorage as directed by CTF 87.

(j) Assault Convoys complete discharge of troops, vehicles, equipment, and stores with utmost despatch; when unloaded report to Return Convoy Control for orders.

(k) Joint Loading Control continue coordinating reloading and turn around of follow-up convoys in mounting ports.

(l) Unloading Control direct and coordinate all naval participation in unloading of follow-up convoys; maintain effective liaison with Commander Beach Group. Unload ships and craft in accordance with Army priorities and requirements, and with maximum speed.

Designate ships and craft for evacuation of casualties, prisoners of war, and survivors.

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Assign ships to the several beaches for unloading according to respective capacities. Allocate ferry craft between beaches as required by work load.

Keep CTF 87 informed as to progress of unloading, referring matters of policy to that officer for decision.

Red Offshore Control.

Green Offshore Control.

Yellow Offshore Control.

Take direct charge of berthing, ship movements, and control of all troop and cargo ships and craft off respective beach areas. Direct operations of ferry craft in unloading ships. Supervise respective Ferry Control Units in administration, control, and assignment of ferry craft to unload ships, in accordance with Unloading Plan, Annex ITEM, and as directed by Unloading Control. Provide lift for casualties, prisoners of war, and survivors from shore to be embarked in ships as directed.

Operate ferry service on 24-hour unloading basis as required, including assignment of relief crews for LCM and LCVP as directed.

Incoming Convoy Control meet all convoys on arrival; lead or direct ships to berths for unloading; furnish local information as to channels, navigational hazards, and anchorages to incoming ships. Direct escorts of incoming convoys to report to Commander Escort and Screening Group until required for return convoy.

Service Group furnish accommodations, berthing, services, and supplies to small craft. Maintain stocks of fuel, water, provisions, and munitions for issue to ships and craft; coordinate fuelling and issue of supplies.

Furnish maintenance, servicing, and repairs within capacity of facilities and equipment available, including barrage balloons and smoke making materials.

Maintain liaison with Army supply agencies to facilitate emergency supply to Navy units, and to all ships and craft in the Assault Area.

(m) Return Convoy Control organize and despatch returning convoys; issue convoy orders and instructions; provide routing instructions, code words, and special radio calls; send convoy sailing telegrams; assign and issue orders to escorts for returning convoys; utilize for this purpose escorts of incoming convoys, supplemented if necessary by escorts detailed by Commander Escort and Screening Group.

(x) (1) Expedite unloading in every practicable way.

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ANNEX KING of
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(2) Follow priorities established by Army Commander as furnished by Commander Beach Group.

(3) Arrange reliefs to permit unloading throughout 24 hours when required.

(4) All naval ships and units provide maximum in services and supplies to small craft and their crews.

(5) Permit no naval personnel to land except as required by official duties. Stop straggling and sightseeing by naval personnel.

(6) Prevent looting of disabled or abandoned craft. Permit no equipment to be removed except in regularly authorized salvage operations by personnel assigned to that duty.

(7) Take effective measures to prevent damage, loss, and resultant wastage of Government property.

(8) Permit no contacts with prisoners of war except in execution of official duties. Ensure no mistreatment, and safeguard all property of prisoners of war in accordance with Annex ABLE, Appendix 13, and Annex OBOE, Prisoners of War Plan.

(9) Assist damaged ships, rescue survivors, and deliver these to available ships designated to receive them.

(10) Take effective measures for security of boats and craft during high winds and stormy weather. Retain no more craft in the area than are required for unloading and required service. Utilize empty davits of LSTs and other ships to return damaged, disabled, and excess boats to bases for repair.

(11) Provide smoke in accordance with Smoke Plan, Appendix 1 to Annex LOVE when directed.

(12) This plan will be placed in effect by despatch "EXECUTIVE ANNEX KING", on receipt of which all units concerned will shift to the organization shown in this Annex.

4. Logistics in accordance with Logistics Plan, Annex BAKER. Fuel all ships and craft remaining in the area from DEWDAIE prior to D plus 4 day. Evacuate casaulties in accordance with Medical Plan, Annex NAN.

5. (a) Communications in accordance with Communication Plan, Annex QUEEN.

(b) Use Zone BAKER time.

(c) CTF 87 in BAYFIELD.

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ANNEX KING to
OPERATION PLAN
CTF 87 No. 1-44

D. P. MOON,
Rear Admiral, USN
Commander Group Three,
Eighth Amphibious Force.

APPENDIX 1 Post Assault Assignment of craft.

DISTRIBUTION

Same as for Operation Plan
No. 1-44

THOMAS M. HAMILTON,
Flag Secretary.

File No. 3GrpSthPhib/A16-3(4)

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APPENDIX 1 to
ANNEX KING
OPERATION PLAN
CTF 87 No. 1-44

POST ASSAULT
ASSIGNMENT OF CRAFT

1. Orders require 25 LCVP and 5 LCS(S) to be left in the area from 6-davit LSTs. In addition 9 extra LCVPs plus 4 male drones remain of those brought into the Assault Area in the EASTBAY. 15 LCM from the DUNDALK plus 2 LCM each from M/T ships of early follow-up convoys will be kept in the area for use in unloading.

2. Eight BMS will be retained for mine sweeping in shallow water.

3. The organization for this Annex shown an initial assignment of craft to task units which require them. The following table shows distribution and assignment of minor craft estimated to be required to operate Beaches RED, GREEN, and YELLOW, and the purpose for which assigned.

UNIT	NUMBER AND TYPE	PURPOSE
Unloading Control	2 LCVP	Despatch boats
RED Offshore Control	2 LCVP	" "
GREEN " "	2 LCVP	" "
YELLOW " "	2 LCVP	" "
Incoming Convoy Control	2 LCVP	" "
Return Convoy Control	2 LCVP	" "
Beach Traffic Control	6 LCVP	Boat Patrols
Smoke Patrol	5 LCS(S)	Smokers
	5 LCVP	
RED Ferry Control	4 LCVP	Ferry Service
	10 LCM	
GREEN " "	4 LCVP	" "
	9 LCM	
YELLOW " "	4 LCVP	" "
	6 LCM	
Minesweeper Group	8 LCVP(BMS)	Shallow minesweeping
TOTALS	43 LCVP	
	5 LCS(S)	
	25 LCM	

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APPENDIX 1 to
ANNEX KING
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POST ASSAULT
ASSIGNMENT OF CRAFT

D. P. MOON
Rear Admiral, USN
Commander Group 3,
8th Amphibious Force

DISTRIBUTION
(See special Distribution List attached)

AUTHENTICATED:

THOMAS M. HAMILTON
Flag Secretary

File No. 3Grp8thPhib/A16-3(4)
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ANNEX LOVE to
OPERATION PLAN
CTF 87 No. 1-44

DEFENSE PLAN

1. Information.

(a) This plan prescribes the defense to be employed against enemy attack. Detailed information is contained in the Appendices hereto.
(b) The Area Screen, composed of destroyers, under Commander, Task Force 80, will provide a continuous screening line to seaward of the three Assault Forces.
(c) An Inner Screen will be established in the immediate vicinity of Task Force 87, For details concerning the Inner Screen, see Appendix 2, this Annex.
(d) Air Cover will be provided by the Mediterranean Allied Tactical Air Force over the Assault Area and shipping within 40 miles of it, and by the Mediterranean Allied Coastal Air Force to the rearward.
(e) Anti-Aircraft Artillery ashore and covering the beaches and Transport Area will be provided by the 68th AAA Group, attached to the 36th Division.

DFFENSE

Enemy Information and Possible Action

(a) The greatest threat to forces afloat operating inside the 100 fathom curve will come from enemy mines. Strict Water Tight Integrity, de-gaussing, and other mine defense measures are, therefore, of utmost importance.
(b) Daylight attack by surface craft is unlikely because of the superiority of our force.
(c) Night attacks are likely by light, fast surface craft.
(d) Attacks by submarines, midget submarines, limpeteers, or one man torpedoes are possible at any time.
(e) Known enemy coastal batteries have an estimated maximum range of 25,000 yards from the beach in the vicinity of the Transport Area.
(f) Enemy radar stations are known to exist at the following locations:

Z-277956 U-223510 U-224523 U-233525 U-240521
U-247527 U-524095 S-460654 S-627771

(g) The primary method of heavy enemy air attack will be by night horizontal bombers, and mine laying.
(h) Additional methods of air attack may be by glider bombs, (particularly during dawn, dusk, and moonlight), torpedo attacks and surprise nuisance raids by low altitude strafing and fighter bombers.

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ANNEX LOVE to
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DEFENSE PLAN

2. This Force will guard against and repel enemy attacks in accordance with detailed instructions contained in the Appendices to this Plan, in order to further the lodgment of the 36th Division in the ST. RAPHAEL - FREJUS Area.

3. (x) (1) During darkness, any unit initially sighting attacking enemy forces shall fire two white rockets or Very Stars.

(2) Ships ma. employ starshell as necessary for revealing enemy activity but no general area illumination is to be employed unless ordered. Starshells must be used with caution to avoid disclosing friendly forces to the enemy.

(3) Submit contact reports to Commander, Task Force 87 whenever:

(a) Visual contact is made with enemy forces.
(b) Suspicious Radar or Asdic contact is made.
(c) Vessel sighted does not satisfactorily identify itself.
(d) The existence is discovered of previously unreported mines or enemy mine laying activity is suspected.

4. .....

5. .....

D. P. MOON
Rear Admiral, U.S. Navy
Commander Group Three
Eighth Amphibious Force.

APPENDICES:

1. Smoke Plan
2. Surface Screen Plan.
3. Anti-Aircraft Doctrine.
4. Anti-Submarine Doctrine
5. Air Plan Outline.
6. Anti-Gas Instructions.

DISTRIBUTION
(See special distribution list attached.)

AUTHENTICATED:

THOMAS M. HAMILTON
Flag Secretary.

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APPENDIX 1 of ANNEX LOVE to
OPERATION PLAN
CTF 87 No. 1-44

SMOKE PLAN

Task Organization:

(a) Eighth Naval Beach Battalion - Comdr. Graff, USN.
(b) Inner Screen Unit - Lt. T. C. Clay, USNR.
PC Section 3, PC's 542, 546, 551, 625, 627, 1597 as assigned.
SC Section 2, SC's 498, 533, 691, 692, 1030, 1043 " "
SC Section 6, SC's 506, 522, 532, 535, 638, 676 " "
(c) Smoke Patrol- Lt.(jg) Heizman, USNR
LCC, LCS(S), and LCVP as assigned.
(d) LCM Smokers - Lt. Nichols, RNVR.
British LCM(3)'s 1012, 1040, LCT(1) 4.

1. Information.

This plan provides for the employment of smoke at all times other than during the Assault Landing. For information concerning the tactical use of smoke during the Assault, see Enclosure George to Appendix 3, Annex How.

(b) The prevailing winds in the Assault Area are anticipated as being:

0600 - 1000 Nearly calm, onshore drift.

1000 - 1300 Onshore, increasing.

1300 - 1600 Onshore, 12 to 16 knots.

1600 - Sunset Veer parallel to the coastline, diminishing.

Sunset - 2300 Nearly calm.

2300 - 0600 Offshore

(c) Smoke protection for the Beaches is the responsibility of the U. S. Army A/A Defense Officer attached to the 36th Division. Army smoking will cease at any time requested by Commander, Task Force 87, or the Beachmaster.
(d) With offshore winds, smoke from the Beach may provide an effective means of screening the Transport Area.

Considerations:

(a) That enemy bombing and torpedo attacks are possible against ships off the Beaches.
(b) The use of smoke is primarily envisioned as a means of defense against air attack, although it may be required in the event of harassing fire from Coastal Batteries.

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APPENDIX 1 of ANNEX LOVE to
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SMOKE PLAN

2. This Force will use smoke as directed by Commander, Task Force 87, or the O.T.C., (except for emergency local defense) in accordance with pre-arranged plans, to screen ships and craft from air attack and from observations for control of gunfire.

3. (a) Eighth Naval Beach Battalion. Beachmasters smoke from the Beach with offshore winds, automatically from ½ hour before to ½ hour after sunrise and sunset, during all Red alerts during darkness or, additionally, when ordered by Commander, Task Force 87. Coordinate smoke laying activities and siting of smoke equipment with U. S. Army smoke laying organizations (Chemical Decontamination Companies) attached to 540th Engineers, Beach Group, when practicable and when not interfering with naval directives.

(b) Inner Screen Unit, plus additional minecraft as attached, maintain screen stations as prescribed in Appendix 2, Annex Love, Surface Screen Plan. Automatically, ½ hour before to ½ hour after sunrise and sunset, during Red Alerts during darkness or, additionally, on receipt of specific orders to smoke, units to windward of the Transport Area, smoke, utilizing all available smoke equipment and remaining not less than 500 yards from the nearest vessel in the Transport Area.

(c) Smoke Patrol. During daylight hours, base on Mother Ship, LST 47, available on call. From ½ hour before dusk to ½ hour after dawn, remain on stations, fully manned and in immediate readiness, subject to orders from Commander, Task Force 87. Automatically ½ hour hour before to ½ hour after sunrise and sunset, during all Red alerts at night, or, additionally, as specifically ordered, operate smoke equipment as provided. Patrol within Transport Area, as stationed by Commander, Smoke Patrol, reinforcing screen where necessary and ensuring that the most valuable ships are fully covered. Commander, Smoke Patrol coordinate activity of Smoke Patrol and ship's boats operating under Paragraph 3 (x) (2).

(d) LCM Smokers. During daylight hours, base on Mother Ship, LCT (1) 4, available on call. From ½ hour before dusk to ½ hour after dawn, remain on station to windward of Transport Area, distant not more than 500 yards from nearest ship, fully manned and in immediate readiness, subject to orders from Commander, Task Force 87. Automatically, ½ hour before to ½ hour after sunrise and sunset, during all Red alerts at night, or, additionally, as specifically ordered, operate smoke equipment as provided.

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APPENDIX 1 of ANNEX LOVE to OPERATION PLAN
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SMOKE PLAN

(x) (1) All ships and craft carrying smoke floats, pots, or smoke making apparatus be ready to smoke at once if ordered to do so.

(2) Automatically, during Red Alerts at night, or, additionally, upon receipt of orders to lay smoke, all ships not underway send all available boats in the water to an upwind position, to lay floats augmenting screens established by Inner Screen Group, Smoke Patrol, and LCM Smokers, and to make smoke laying runs on such courses as required to give a screen over parent vessel. Boats must remain to windward of screened vessel and must not, under any circumstances, circle it. All ships throw floats or pots to windward to obtain a temporary smoke cloud before the screen produced by specifically assigned smokers drifts to the ship's anchorage.

(3) Orders for initiating smoke for escorted convoys are the responsibility of the Escort Commander. If enemy aircraft are detected approaching the convoy, all escorts lay smoke on order, using both black and white smoke. Although white smoke is preferable, there should be no hesitation in using black smoke if white is not available. APA's, AKA's, XAP's, Landing craft and merchant vessels may be required to drop smoke floats to augment the screen, particularly with the wind astern. Conceal sparks and glare from smoke pots between dusk and daylight.

4. (a) Logistic support, including berthing, messing, replenishment of smoke making equipment, and fuelling for Smoke Patrol will be provided by Mother Ship, LST 47. Logistic support for British LCM(3)'s 1012 and 1040 will be provided by British LCT(1) 4.

(b) The allocation of smoke laying equipment to US ships is:

	Ml Pots	Mk2 Floats	Mk3 Pots	Mk4 Floats	Beslr Gentrs	Fog Oil	FS Rockets
SC (Skim Sweepers)	40			40			
SC					1	6	
LCC			24	24	1 small	2	
BMS(LCVP)Sweepers)				24			
LCS	20						48
LCVP (With water cooled covers)	24						
LCVP (1 per AKA, AP, APA, or XAP)					1Small	2	
YMS	40	5		40			
PC	40			40			
AM	40	5		80			
LST	200			120			
LCI(L) (1-350Class)	60	5		100			
LCI(L) (351 Class)				50	1Large	6	

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APPENDIX 1 of ANNEX LOVE TO
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SMOKE PLAN

	M1 Pots	Mk2 Floats	Mk3 Pots	Mk4 Floats	Beslr Gentrs	Fog Oil	FS Rockets
LCT		3		20			
Beach Battalion	250			250	8	16	
AGC	102			102			
Liberties	102			102			
APA	204			102			
AKA	204			102			
XAP	204			102			
BB	402						
CA	402						
CL	402						
DD	204						

AKA's, LSE's and LST's designated to act as supply ships should stock reserve supplies of Drum Oil.
The U. S. Army will be responsible for distribution of smoke making equipment to Liberties, the U. S. Navy to the other ships and craft listed above.

(b) M/T ships, prior to leaving the Assault Area, are each to land 20 smoke floats to be taken over by the Beach Master to form an operational reserve for re-issue to shipping off the Beaches.

(c) The allocation of Smoke Floats, Mk VI, to British ships is:

Cruisers	12
Fleets	8
Hunts	8
Fleet Mine Sweeps	8
Trawlers	4
M. L.'s	6
H.D.M.L.'s	3
LST's	4
LCI(L)	4
LCT	4
LCF	4
LCR	4
LCG	15
M/T	20
LSI	6

The British will be responsible for the distribution of smoke floats to the ships and craft listed above.

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APPENDIX 1 of ANNEX LOVE to OPERATION PLAN
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SMOKE PLAN

5 (a) Commander, Task Force 87 controls smoke in the Transport Area through Commander, Inner Screen Unit, Commander, Smoke Patrol, and Commander LCM Smokers. Commander, Task Force 87 controls smoke on the Beaches through the Beachmasters.

(b) Smoke Signals are:

Meaning	Flag Hoist	Radio	Siren or Whistle	Lights or Pyrotechnics
"MAKE SMOKE"	QUEEN, QUEEN,	"QUEEN, QUEEN	" Q, Q"	2 Green Lights.
"STOP SMOKE"	NAN QUEEN	"NAN, NAN"	" N, N"	Red & White Lights

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1 August 1944

APPENDIX 2 of ANNEX LOVE to
OPERATION PLAN
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SURFACE SCREEN PLAN

Task Organization:

(a) Inner Screen Unit - Lt. T. C. Clay, USNR.
(b) PC Section 3 - Lt. T. C. Clay, USNR.
PC's 542, 546, 551, 625, 627, 1597, as assigned.
(c) SC Section 2 - Lt. R. E. Belknap, USNR.
SC's 498, 533, 691, 692, 1030, 1043, as assigned.
SC Section 6 - Lt. P. R. Thorsen, USNR.
SC's 506, 522, 532, 535, 638, 676, as assigned.

1. Information.

(a) This plan provides for the employment of the Inner Screen, composed of AM's, PC's, SC's, YMS's, and other craft as available.
(b) The Area Screen, composed of destroyers, comes under the direct control of Commander, Task Force 80, and will provide a continuous screening line to seaward of the three Assault Areas.
(c) Protection of the western flank of Task Force 87 will be extended through the cover afforded by the Inner Screen of Task Force 85. Until the movement of the Transport Area inshore, the limit of this responsibility will be th boundary between the two Forces at Latitude 43 - 15 - 27 N., Long. 06 - 56 - 30 E., and a continous screen for the two Forces will be established through this point.

2. This force will establish an Inner Screen about the Assault Area of Task Force 87, employing Radar, Asdic, and other available detection equipment, smoke, and offensive weapons in order to protect the Transport Area, Boat Lanes, and Beaches from enemy air, surface, or underwater attack which may penetrate the Area Screen.

3. (X) (1) Assignment of vessels to screening stations in the Inner Screen will be made by signal from Commander, Inner Screen Unit daily, depending upon availability of units for this task. Unless otherwise directed, units of SC Sections 2 and 6, and PC Section 3 will report to Inner Screen immediately upon their release from control and reference duties in the Assault Phase. The Screen will be augmented from dusk to dawn by YMS, AM, and other vessels, the demands for which preclude their 24 hour employment in the Inner Screen.

(2) Unitl the Transport Area comes under the protection of U. S. Army AAA batteries, reliance for Anti-Aircraft defense must be placed solely on the A/A weapons of the Inner Screen and the non-combatant vessels. Destroyers will not be available for this purpose. For A/A doctrine, see Appendix 3, this Annex.

(3) U. S. S. BAYFIELD, or other appointed flagship of Commander, Task Force 87, will be the reference point for the establishment of the Inner Screen. The single line screen will be maintained at a distance of 1500 yards to seaward of the Transport Area, covering the approaches from seaward and from the flanks. Where practicable, the station

assignments on the left flank will be coordinated with those of Task Force 85. As Commander, Task Force 87 shifts berth closer inshore, the Inner Screen will shift correspondingly, establishing the new screen in the same location relative to the reference vessel as in the original area. In the absence of an explicitly defined Transport Area, the Inner Screen will be stationed 1500 yards from a line joining the outermost non-combatant vessels in the Area. Screening interval cannot be stipulated in advance, but will vary with the availability of craft and the size of the area to be screened.

(4) For details concerning employment of smoke, see Smoke Plan, Appendix One to Annex Love.

4. .....

5. Commander, Escort and Screening Group, Lt. T. C. Clay, USNR, in charge of Inner Screen, in U. S. S. PC 546.

APPENDIX 2 of ANNEX LOVE
SURFACE SCREEN PLAN

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APPENDIX 3 to
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ANTI-AIRCRAFT DOCTRINE

1. Information

(a) Unless otherwise specified, the normal rules for Anti-Aircraft fire in the MeDiterranean, as laid down in Articles 52 and 53, Mediterranean Secret General Orders, and 8th Amphibious Force Standing Operating Procedure #1, apply during this Operation. A summary of these rules is included in Paragraph 3 (x)(1)(e).

(b) Friendly aircraft will carry no special distinctive marking except for C-47 Troop Carrier aircraft. The latter have alternate black and white stripes on wings and fuselage. The axis of the Troop Carrier corridor is a line drawn from the northern extremity of the island of ELBA to LES VIEILLES D'AGAY. The northern limit of the corridor is parallel to the axis and 5 miles distant. The southern limit of the corridor is parallel to the axis and is drawn from a point 3,000 yards south of CAPE DRAMMONT, extending westward, parallel to the coast to POINT ST. AYGULF. Some aircraft may skirt the coast within the 3,000 yard belt along the coast. During the hours of Troop Carrier operations, no naval or merchant vessel will fire on any aircraft in the prescribed corridor. Troop Carrier aircraft are expected in the portion of this area within AA range of Convoy Routes and the Transport and Beach Areas from 0230B to 0600B and from 0730B to 0900B, D day. Details of subsequent flights will be disseminated as soon as received.

(c) U.S. Army 90 mm A/A gun batteries, equipped with SCR 584 radar (similar to Navy FD Radar), will be located at the following grid positions:

602337 582356 553337 215518 520150 515092 448090 403052

535313 547292 494247 519276 482149 533258 512219 473203

An Anti-Aircraft Operations Room (AAOR), radio call VISOR, will be established on the Beach D day. It will obtain information on aircraft movements from the above listed 90 mm gun battery outposts and radars, the USAAF Sector Operations Room, Automatic Weapon sections and outposts, and from designated surface craft. This information will be broadcast on 2095 kcs. and is available to all ships by intercept. A limited number of Location Cards, used in reporting positions in this broadcast, will be distributed to Task Group Commanders, major vessels, and units in the Screen.

(d) For use of smoke in defense against air attack, see Appendix 1, Annex Love, Smoke Plan.

2. This Force will guard against and ropel enemy air attacks, by means of radar, smoke, guns, and automatic weapons, in order to establish the lodgment of the 36th Division in the Assault Area.

3. (x) (1) Diagrams, indicating the rules governing governing Anti-aircraft fire, are included under Enclosures (1), (2), (3) and (4), this Annex.

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APPENDIX 3 to
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ANTI-AIRCRAFT DOCTRINE

Detailed descriptions of these rules follow:

(a) D day, daytime rules (H - 8 hours to 2130B). Special belt:- between a line 12,000 yards seaward of the coast and a line 5,000 yards seaward of the coast. Inside the special belt, fire is authorized at any aircraft not recognized as friendly below 3,000 feet; above 3,000 feet, do not fire on aircraft unless it commits a hostile act or is recognized as hostile.

(b) Night General Rules (2130B, D day to 0550, D + 1, and thereafter between these hours). Area:- To seaward, 12,000 yards from the coast; inshore, 12,000 yards inland from the coast; laterally, 12,000 yards outward from the limits of beach activity. This area will be an Inner Artillery Zone at night and friendly aircraft will not be permitted therein unless special clearance is specifically obtained in each case.

(c) Only for Major War Vessels, including destroyers. Daytime rules after D day (0550B to 2130B, D + 1, and thereafter). Area:- To seaward, 12,000 yards from the coast; inshore, 3,000 yards inland from the coast; laterally, within the area where the Bomb Line cuts the coast. For major war vessels, this area is extended within the Assault Area, to include the vicinity within 12,000 yards of the ship. Within this area, fire may be conducted at any aircraft not definitely recognized as friendly, below 3,000 feet. Above 3,000 feet, fire only at aircraft committing a hostile act or recognized as hostile.

(d) For minor warships, merchant ships and craft, fire is totally prohibited both by day and night against aircraft within 12,000 yards of the assault coast unless the ship herself is being directly attacked with torpedoes, bombs or by fighter aircraft. Outside 12,000 yards from the assault coast, normal rules for minor warships, merchant ships and craft apply except during the approach on D day.

(e) Normal rules for the Mediterranean Area are:

(1) Ships with effective radar and director controlled guns are free to fire on all aircraft not recognized as friendly below 3,000 feet and within 12,000 yards range. Above 3,000 feet, within 12,000 yards range, fire will be limited to aircraft recognized as hostile.

(2) Minor warships, merchant ships and landing craft are free to fire on all aircraft not recognized as friendly below 3,000 feet within 1,500 yards range. Above 3,000 feet within 1,500 yards range, fire will be limited to aircraft identified by their actions as hostile.

(2) Condition of Readiness One will be assumed daily during the whole of dusk and dawn periods as a matter of routine. Beginning at H - 3 hours, and throughout D day, Condition One will also be maintained. At other times, Condition One Easy and Condition Two may be assumed unless otherwise ordered.

(3) For protection of Ships in Convoy:

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ANTI-AIRCRAFT DOCTRINE

(a) Torpedo attack or High Level Bombing - escorts assume circular disposition beyond range of the automatic weapons of the Convoy (3,500 yards).

(b) Dive Bombing and Strafing - smaller escorts (AM, PC, SC, and YMS) close the convoy and fire short range weapons. Destroyers in the outer screen bring guns to bear and be alert to frustrate coordinated attacks by torpedo planes and low level or dive bombers.

(4) All APA, AKA, XAP, LSI, LSP, LST, M/T and auxiliaries entering Assault Areas will be equipped and prepared to fly balloons. Balloons will be flown at Ruling Operational Heights or close hauled, as directed by Commander, Task Force 87. At AJACCIO, balloons will be close hauled during daylight; at night they will be flown as directed by the Sector Air Defense Commander. At sea, unless otherwise ordered, (except in areas where the presence of minefields makes U-Boat attack unlikely) balloons should be hauled down as low as possible by day in order to reduce the risk of sighting or detection by U-Boats at long range. At dusk, dawn, and in moonlight, balloons should be flown at maximum height, not exceeding 2,000 feet or cloud base, whichever is lower. On dark nights, when U-Boats are likely to be in the vicinity, balloons should be hauled down as low as possible between the dusk and dawn periods.

(5) When air attack is anticipated, ships at anchor make preparations for getting underway. Keep boats clear, man ship control stations and maintain main engines ready to answer bells. If damaged and in danger of sinking while loaded, endeavor to beach. During darkness, maneuvers may attract attention to the maneuvering ship and should be used with caution.

(6) For information concerning Radar and IFF doctrine, see Communication Plan, Annex QUEEN.

(7) All ships are to fix the positions of mines seen to be dropped from aircraft, and are to signal immediately to Commander, Task Force 87, The ship's position, true bearing and estimated range of the splash. Army A/A Radars, tracking low flying enemy aircraft over the harbor or anchorage areas will record their plots and report them to the Anti-Aircraft Operations Room (AAOR). The AAOR will broadcast this information as soon as possible on 2095 kcs. (See Paragrah 1 (c)).

(8) During air raids, warships and merchant ships are to place riflemen and at least one automatic weapon high up in the ship to fire at circling torpedoes descending by parachute, and glider bombs. These are not to be engaged at heights below 500 feet.

(9) During darkness or reduced visibility, do not fire tracers except at close range at targets actually seen. (Tracer fire outlines a target and invites bombing.)

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~~TOP SECRET~~ ANVIL

APPENDIX 3 to
ANNEX LOVE of
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CTF 87 No. 1-44

ANTI-AIRCRAFT DOCTRINE

(10) Do not fire at flares. Initial flares are generally dropped in one sector to draw fire from inexperienced gunners so as to establish a visible target for bombers attacking from another sector.

(11) No weapons smaller than caliber .50 will be fire at aircraft under any circumstances unless attacked.

4. . . . . .

5. (a) Air Raid Warnings will be broadcast over the TBS circuit by the Fighter Director Ship. They will also be broadcast by Commander, Task Force 87 on the Attack Force Command Voice Frequency (2226 kcs.) and the following Craft Control Frequencies:

Red Beach, 3100 kcs; Green Beach, 3680 kcs; Blue and Yellow Beaches 3790 kcs.

(b) The following signals will be employed to indicate air alerts:

ALERT	WHISTLE SIGNAL (Night & Day)	FLAG HOIST (Day)	W/T or R/T	MEANING
RED ONE	(About) 10 short Blasts	Baker One	Red Alert One	Air Attack Imminent (1 Aircraft)
RED TWO	(About) 10 short Blasts	Baker Two	Red Alert Two	Air Attack Imminent (2-5 Aircraft)
RED THREE	(About) 10 short Blasts	Baker Three	Red Alert Three	Air Attack Imminent (6-10 Aircraft)
RED FOUR	(About) 10 short Blasts	Baker Four	Red Alert Four	Air Attack Imminent (11 or more)
YELLOW	1 Long Blast	Queen	Yellow Alert	Air Attack may be expected
ALL CLEAR	2 Long Blasts	Haul Down	White Alert	Raiders Passed

Example: (1) "RED ALERT ONE CAMEL" indicates that one hostile aircraft is headed for the CAMEL Area.

(2) "RED ALERT THREE ANVIL" indicates that an air attack of 6 to 10 hostile aircraft is imminent and the entire assault area is alerted.

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APPENDIX 3 to
ANNEX LOVE of
OPERATION PLAN
CTF 87 No. 1-44

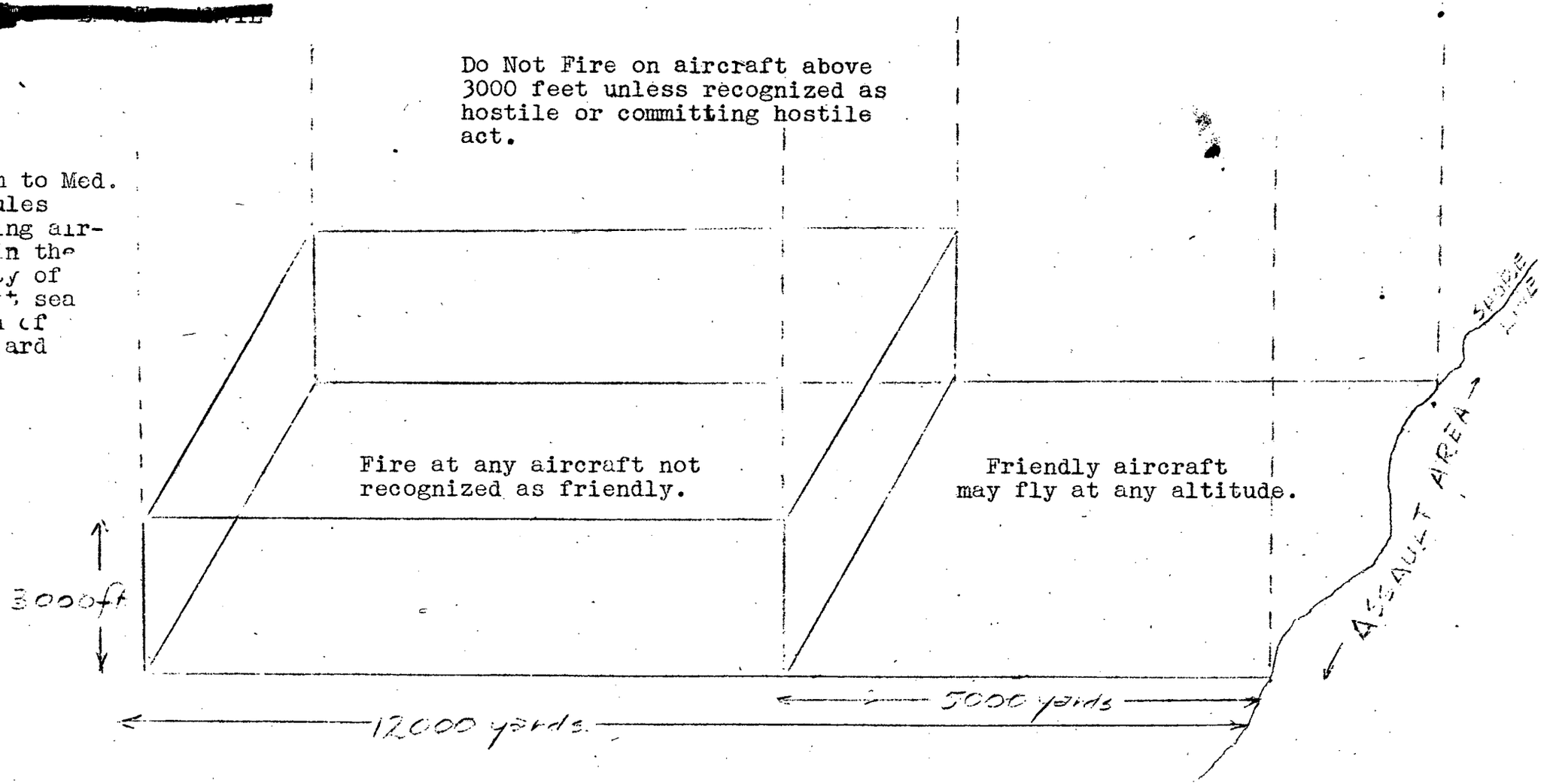
ANTI-AIRCRAFT DOCTRINE

The Amphibious Flagship (U.S.S. CATOCTIN) will initiate or repeat Air Raid Warning signals and broadcast same over TBS if considered necessary. The Fighter Director Ship will broadcast any additional information concerning the raid such as direction of attack, type of aircraft or type of attack, height, etc.

Until D plus 6, a Yellow Alert will always be assumed in the Assault Area when the Red Alert is not in force. Commencing D plus 6, the ALL CLEAR or WHITE ALERT will be brought into use also.

[redacted]

Conform to Med. Area Rules governing aircraft in the vicinity of ships at sea seaward of 12000 yard line.

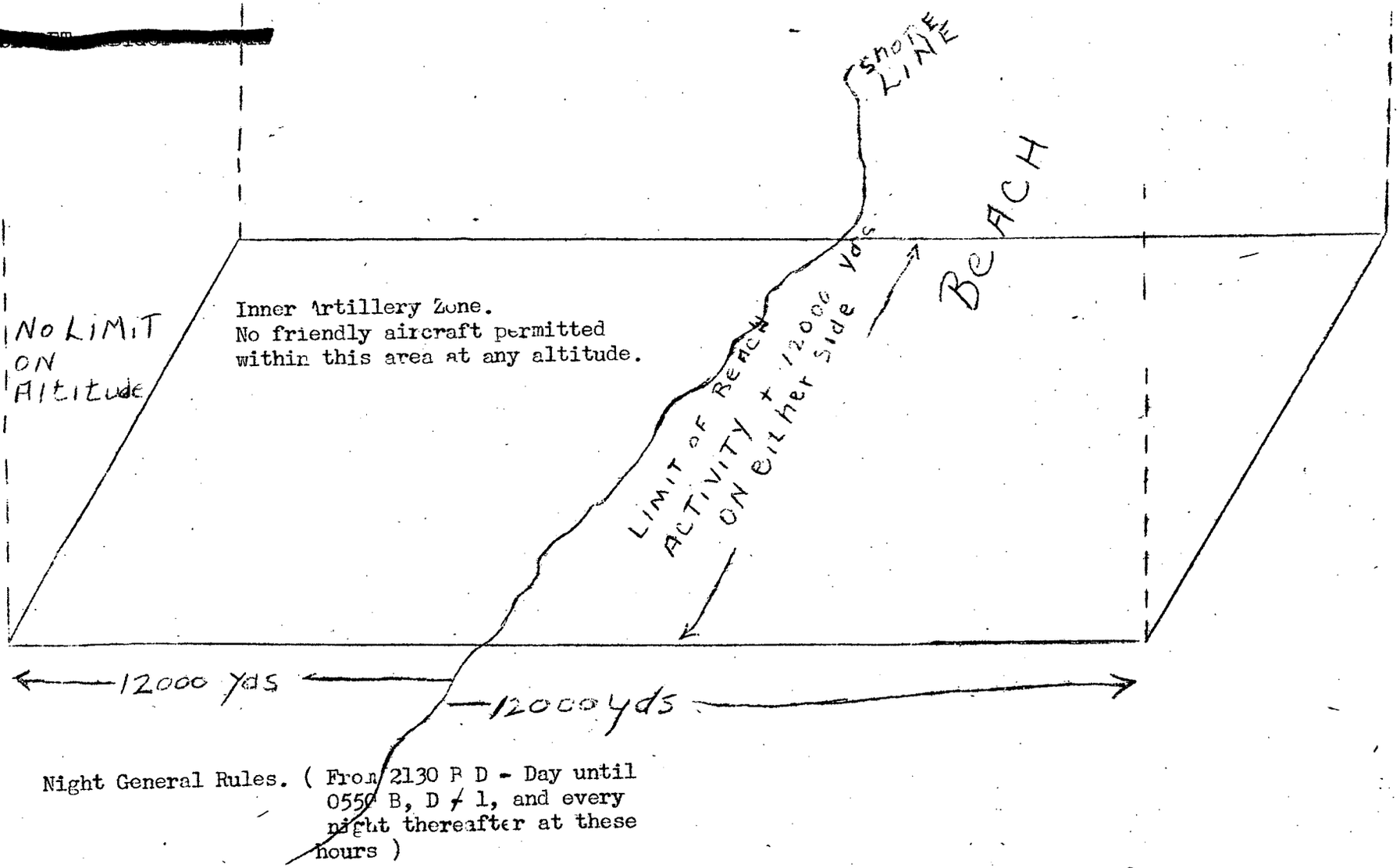


ENCLOSURE 1 to APPENDIX 3 of ANNEX LOVE to OPERATION PLAN CTF 87 No. 1-44

D - DAY SPECIAL RULES

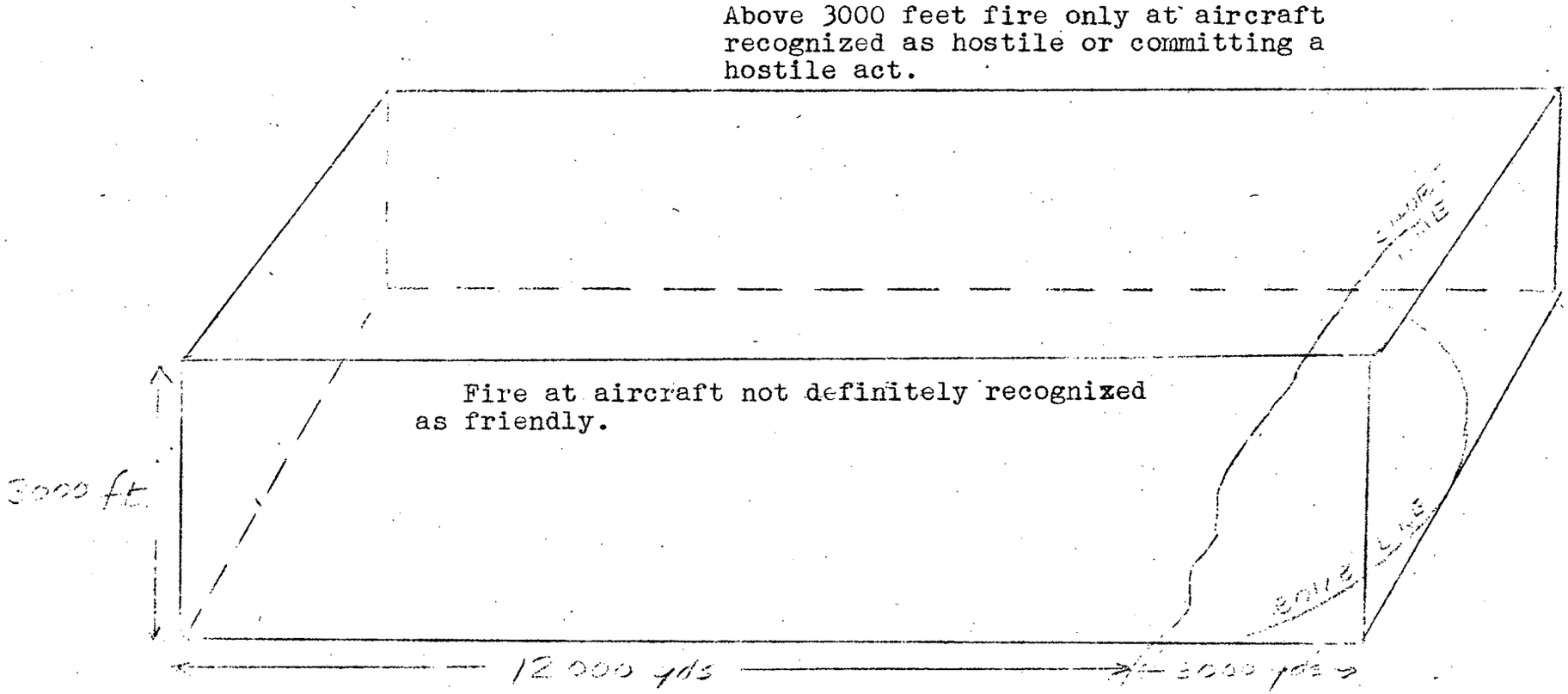
ENCLOSURE 2 to APPENDIX 3
of ANNEX LOVE to
OPERATION PLAN
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NIGHT GENERAL RULES



Night General Rules. (From 2130 B D - Day until 0550 B, D + 1, and every night thereafter at these hours)

[redacted]



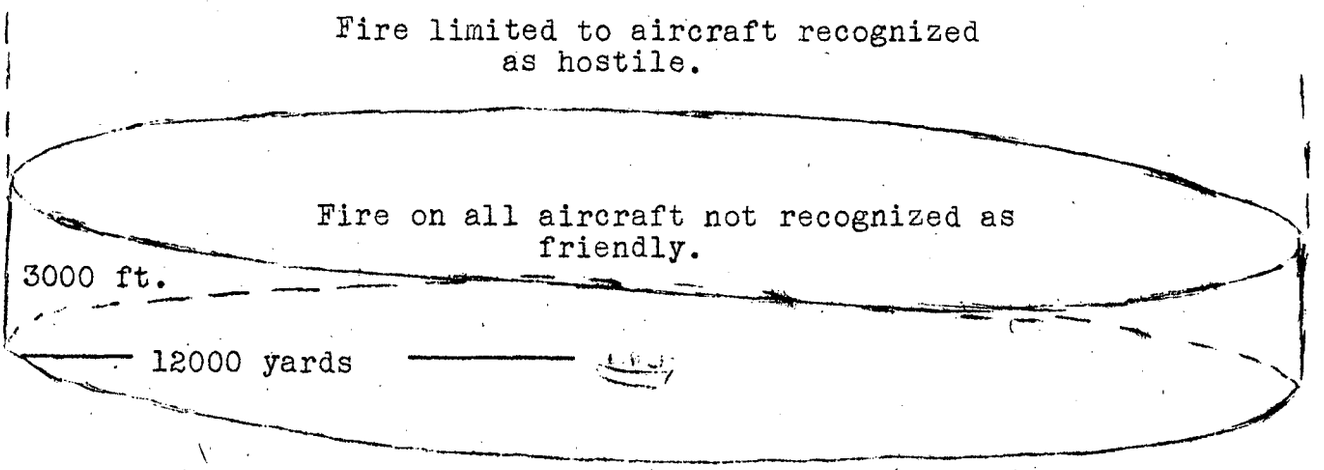
FOR MAJOR WAR VESSELS including DD'S
Daytime General Rules after D-Day
(from 0550 I, I/1 until 2130 B D/1,
and thereafter between these hours)

(For Daytime General Rules after D-Day
FOR MINOR VESSELS see paragraph 3(x)(2)
APPENDIX 3, ANNEX LOVE)

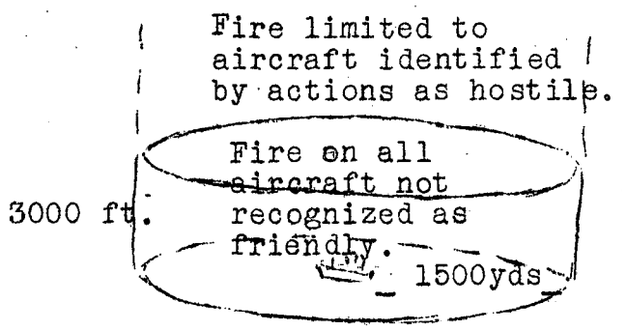
ENCLOSURE 3 to APPENDIX 3
of ANNEX LOVE to
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MAJOR VESSELS, DAYTIME
GENERAL RULES AFTER D DAY

[redacted] - BIGOT - ANVIL



For Ships with Effective Radar and Director Controlled Guns.



For Minor Warships, Merchant Ships, and Landing Craft.

ENCLOSURE 4 to APPENDIX 3
of ANNEX LOVE to
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APPENDIX 4 of ANNEX LOVE to
OPERATION PLAN
CTF 87 No. 1-44

ANTI SUBMARINE DOCTRINE

1. Information.

(a) This Appendix enunciates the Anti-Submarine Doctrine to be followed by this force.
(b) Friendly submarines will not be encountered by this Force. Any submarines detected may be assumed to be hostile.
(c) Hydrography of the Assault Area is such as to permit enemy submarine activity in the Transport Area and within very short distance of the Assault Beaches.
(d) Information as to conduct of convoys is contained in Mediterranean Convoy Instructions.

Enemy Forces.

(a) There has been no recent enemy submarine activity in the Western Mediterranean Area.
(b) TOULON is the only active submarine base in this area. Current intelligence reports indicate the presence of ten submarines at that base, of which only five are believed to be in operative condition. Three additional submarines are reported to be fitting out at SPEZIA.
(c) Enemy capabilities include the use of midget submarines, human torpedoes and limpeteers.
(d) By the use of Schnorkel (surface venting of main engine exhaust and air induction in the submerged condition) enemy submarines have increased their range and speed submerged. Schnorkel submarines have not yet been encountered in the Mediterranean but have been employed off the English Channel and the Western French Coast.

2. This force will conduct offensive operations by Escort and Screening Groups and defensive operations by noncombatant vessels against enemy submersibles of all types in order to establish the landing of the 36th Division in the FREJUS - St. RAPHAEL Area.

3. (a) Escort and Screening Group, and additional vessels as provided from the Bombardment Group and minesweeper Group.
(1) Conduct offensive operations as prescribed by existing doctrine and as directed by Escort Commanders.
(2) Escort vessels and Screen equipped with Asdic shall use it at all times. Attention is invited to asdic non-sub targets as listed in Mediterranean Secret General Order 64 of 1 May, 1944.
(3) Sound gear receivers and drivers shall be tuned once each watch.
(4) Maintain continuous Radar watch.
(5) Any vessel dropping depth charges at night, flash fighting or breakdown lights sufficiently before charges are dropped to prevent other vessels over running them.
(6) Do not arm depth charges until contact is established.

(7) Drop hand charges throughout night periods in anchorage areas as defense against human torpedoes and limpeteers.

(b) Convoys, act as directed by the Escort Commander in the event of attack while underway.

(x) (1) If there are indications of Human Torpedo or similar suspected activities in the Anchorage Area, Commander, Task Force 87 will issue a signal to all ships present to conduct appropriate defensive measures. These will include:

(a) Each vessel calling away initially at least one ship's boat equipped with pistols, rifles, hand charges, searchlights and signal projectors.

(b) Boats will maintain patrol in the immediate vicinity (not greater than 200 yards) of parent ship and conduct thorough search for hostile activity, recovering bodies and equipment of any Human Torpedoes or Limpeters encountered.

(c) Hand charges are to be dropped approximately every ten minutes.

(d) Ships or craft definitely establishing contact with hostile activity will fire a succession of White Very Stars. Upon display of this signal, all ships take the following action as appropriate:

(1) Work bottom lines up and down the ship.
(2) Assume maximum material condition of readiness.
(3) Work engines slowly.
(4) Be prepared to send down divers, (taking caution because of danger from hand charges).
(5) Call away all available boats for patrol.
(6) Man close range weapons and searchlights.

4. . . . . .

5. . . . . .

APPENDIX 4 to ANNEX LOVE
ANTI-SUBMARINE DOCTRINE

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TOP SECRET - BIGOT - ANVIL

1 August 1944

APPENDIX 5 of ANNEX LOVE to
OPERATION PLAN
CTF 87 No. 1-44.

AIR PLAN OUTLINE

1. Air operations about which Task Force 87 is concerned come under five different categories:

(a) Air Cover.
(b) Tactical Air Support.
(c) Air Spot and Reconnaissance.
(d) Aircraft Carrier Operations.
(e) Troop Carrier Operations.

2. Air Cover. The XII Tactical Air Command will be responsible for the provision and co-ordination of air forces in close support of the operation and for air cover over the Assault Area and shipping within 40 miles of it. The Mediterranean Allied Coastal Air Force is responsible for the protection of all Anvil shipping and convoys from the rear areas to within 40 miles of the Assault Areas. Two level fighter coverage will be continuously maintained over the Beaches and Assault Areas during daylight hours. There will be a continuous patrol of night fighters in the Assault Areas throughout the night, reinforced during the dusk and dawn periods. The following ships will be used for radar reporting, fighter direction, and night fighter control: STUART PRINCE, CATOCTIN, and LST's 13, 32 and 394. Committed in Anvil will be a total of approximately 950 fighters and 550 bombers from the Mediterranean Allied Air Forces, and approximately 300 American and British carrier based fighters. As of 21 July, the total number of enemy operational aircraft in the Southern France and Northern Italian areas was 120 fighters, 125 bombers and 70 other types.

(2) Tactical Air Support. Tactical Air Support will be provided on the basis of pre-arranged heavy, medium and fighter bomber missions and on call fighter bomber missions. Prior to D day, bombing will be conducted against the main coastal defense batteries and other objectives in the general Anvil area. D day operations are expected to be conducted in accordance with the following tentative schedule:

0550 - 0610 Fighter bombers over Assault Area to attack batteries which open fire on shipping.
0610 - 0650 Fighter bombers attack pre-arranged pre-H hour targets threatening seaborne landings.

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1 August 1944

APPENDIX 5 of ANNEX LOVE to
OPERATION PLAN
CTF 87 No. 1-44

AIR PLAN OUTLINE

0650 - 0750 Fighter bombers attack pre-arranged targets in the Assault Areas.
Between 0700 and 0730 Medium and heavy bombers attack coastal defenses and beaches.
Between 1230 and 1300 Medium and heavy bombers attack Beach 264A.
Requests for on call missions of fighter bombers in support of Naval forces subsequent to H hour should be submitted to Commander, Eighth Fleet, in U. S. S. CATOCTIN.

(3) Air Spot and Reconnaissance. Air spotting will be performed by Navy pilots in SOC's and OS2U's, by Navy pilots in F6F's, by Navy pilots in P51's, by Artillery pilots in Cubs and Stinson Sentinels, by British pilots in Seafires, and by Army pilots of the 12th Tactical Air Command.

Air Spot has been requested for the Fire Support Group of Task Force 87 in accordance with the following schedule:

D Day:
H - 150 to H - 80 , 3 Aircraft.
H - 80 to H ∕ 40, 4 Aircraft.
H ∕ 40 to H ∕ 115 3 Aircraft.
H ∕ 115 to H ∕ 4 hrs, 55 minutes, 2 Aircraft.
H ∕ 4 hrs, 55 minutes to 2100, 1 Aircraft.
D ∕ 1 to D ∕ 4, 1 Aircraft over the Area, 1 additional on call.

Naval requests for tactical reconnaissance should be submitted to Commander, Eighth Fleet, in U.S.S. CATOCTIN.

(4) Aircraft Carrier Operations. Task Force 88, consisting of two American and seven British CVE's and four anti-aircraft cruisers, plus escorts, will be operating within the area bounded by the following points:

42° - 54' N., 5° - 00' E.
42° - 54' N., 6° - 50' E.
42° - 21' N., 7° - 50' E.
41° - 00' N., 7° - 50' E.
41° - 00' N., 5° - 00' E.
42° - 54' N., 5° - 00' E.

(This area is to the west of the Task Force 87 Convoy Routes and no interference is anticipated between Task Forces 87 and 88.

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APPENDIX 5 of ANNEX LOVE to
OPERATION PLAN
CTF 87 No. 1-44

AIR PLAN OUTLINE

The above carriers will carry a total of approximately 216 fighters with approximately 85 additional aircraft based ashore as spares. Besides providing protection for itself against air attack, this Force will provide spotting aircraft for Naval Gunfire Support, augment fighter protection over the Assault Area, and provide close support missions.

(5) Troop Carrier Operations. As described in the Anti-Aircraft Doctrine, Appendix 3 to Annex Love, Troop Carrier Aircraft will operate in a corridor whose axis is a line drawn from the northern extremity of the island of ELBA to LES VIEILLES D'AGAY. The northern limit of the corridor is parallel to the axis and 5 miles distant. The southern limit is parallel to the axis and is drawn from a point 3,000 yards south of CAPE DRAMMONT, extending westward, parallel to the coast to POINT ST. AYGULF; and extending eastward to a position offshore opposite the axis at 43° - 19' - 30" N., 07° - 39' - 40" E. From this position, the southern limit of the corridor rapidly increases its distance from the axis until it reaches a point 5 miles from it, thence paralleling it to the Island of ELBA. During the hours of Troop Carrier operations, no naval or merchant vessel will fire on any aircraft in the prescribed corridor. Troop Carrier aircraft are expected in the portion of this area within AA range of Convoy Routes and the Transport and Beach Areas from 0230B to 0600B, from 0730B to 0900B, and from 1745B to 1930B, D day; and from 0745B to 0845B, D + 1.

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~~SECRET - DIGOT - ANVIL~~

1 August 1944.

APPENDIX 6 to ANNEX LOVE
OPERATION PLAN
CTF 87 NO. 1-44

ANTI-GAS INSTRUCTIONS.

1. DIRECTIVE FOR OPERATION.

(a) All Naval personnel landing on enemy beaches, crews of small boats in the assault area, and other exposed personnel shall be completely equipped with personal anti-gas defense equipment. Personnel landing shall wear impregnated uniforms, all others shall have them immediately available.

(b) No personnel shall be separated from his personal anti-gas defense equipment except for a definite operation or period of time for which the risk can be accepted. (Reference is made to Commander 8th Amphibious Force Training Memoranda No. 17-44 dated 13 June 1944, and 17A-44 dated 10 July 1944, subject "Chemical Warfare Defense Training".)

2. CHEMICAL WARFARE.

The policy and instructions of the Commander-in-Chief, U.S. Fleet regarding the use of gas follow:

(a) Use of toxic gas will not be initiated by any U. S. Commander.
(b) Instruction and training of U. S. Naval personnel shall continue to ensure that retaliation, if authorized, will be effective.
(c) In the event use of gas by the enemy is suspected, Naval Commanders will-

(1) Make immediate dispatch report addressed for action to entire chain of command.
(2) Conduct immediate investigation on spot by qualified personnel.
(3) Make amplifying report confirmed or not confirmed.
(4) Do not retaliate with gas until authorized by Cominch or CNO.

3. PREVENTION OF SERIOUS INJURIES FROM LIQUID VESICANT GASES.

(a) A specific routine of self-decontamination must be accomplished within five minutes after contamination if serious eye, skin and lung injuries are to be prevented.
(b) If battle conditions at time of contaminations compel continuous manning of guns and battle stations, then self-decontamination must be carried out at the earliest possible moment.

4. PROCEDURE OF SELF-DECONTAMINATION FOR LIQUID MUSTARD.

(a) Immediately upon contamination each man will carry out all of the following procedures exactly and consecutively in the order given.
(b) Liquid mustard vaporizes from the surfaces of all objects it contaminates including skin, clothing, equipment, etc. This vapor is injurious to the lungs and respiratory passages. Therefore, turn the face away and breathe as little as possible until the eyes and face have been decontaminated and the mask is in place as directed in (h).
(c) When eye-shields are not worn, wash out the eyes at once. Hold the lids open with the fingers and pour water slowly from a canteen or other decontaminated source into one eye and then into the other eye. This must be done immediately. A delay of two minutes may result in blindness. Irrigate for at least thirty seconds and no longer than two minutes. If uncontaminated water is not available use urine.

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[redacted] ANVIL

1 August 1944.

APPENDIX 6 to ANNEX LOVE
OPERATION PLAN
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(d) Irrigation of the eyes is not necessary if eye-shields are worn.
(e) Blot, do not rub, all visible liquid on the skin with the absorbent paper provided with protective ointment S-461, or with any other suitable material.
(f) Decontaminate the hands by covering with protective ointment S-461, followed by rubbing for 20 or 30 seconds.
(g) Decontaminate the face, neck and ears by covering with protective ointment S-461 and rubbing for 20 or 30 seconds. Avoid getting the ointment into the eyes as irritation will result.
(h) Discard the eye-shield if one has been worn.
(i) Put on gas-mask after the face, neck and ears have been decontaminated. The mask must be on the face within 3 to 4 minutes after exposure.
(j) Continue decontamination by covering all untreated exposed skin surfaces with protective ointment S-461 and rubbing for 20 to 30 seconds.
(k) If tactical conditions permit remove contaminated clothing and dispose of them where they cannot be a source of poisonous fumes.
(l) If clothing has been removed, decontaminate all skin surfaces that may have been contaminated by using protective ointment S-461.
(m) If unable to remove clothing, cover contaminated areas with the ointment.
(n) When conditions permit, remove all ointment and bathe with soap and water.

5. PROCEDURE OF SELF-DECONTAMINATION FOR LIQUID LEWISITE.

Self-decontamination is the same as described above except:
(a) Ointment BAL is used instead of protective ointment S-461.
(b) When eye-shields are not worn. Open the lids with the fingers and squeeze ointment BAL directly into the eyes and gently massage the lids. If pain prevents opening the eyes, apply ointment BAL to the lids and massage it into the slits. When pain lessens and the lids can be separated, squeeze ointment BAL directly into the eyes.
(c) Ointment BAL must remain on contaminated surfaces at least five minutes after which time it may be removed.

6. PROCEDURE OF SELF-DECONTAMINATION FOR LIQUID NITROGEN MUSTARDS.

The same procedure described for liquid mustard is followed.
(a) Wash the ointment off at the earliest possible moment since protective ointment S-461 dissolves but does not completely neutralize nitrogen mustards.

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APPENDIX 7 to ANNEX LOVE
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

ANTI-GAS INSTRUCTIONS

D. P. MOON
Rear Admiral U.S. Navy
Commander Group 3
8th Amphibious Force

Distribution:
(See special distribution list)

Authenticated

T. M. HAMILTON
Flag Secretary.

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[redacted] SECRET - BIGOT - ANVIL

ANNEX MIKE to
OPERATION PLAN
CTF 87 No. 1-44

SALVAGE PLAN

TASK ORGANIZATION

(i) 87.9 Salvage and Fire-Fighting Group

OinC Salvage - Lt. L. R. Brown, USN.

OinC Fire-Fighting - Lt. H. J. Heinz, USNR.

(Embarked in MORENO)

87.9.1 Offshore Salvage and FF Unit

MORENO (ATF 87)	
ARIKARA (ATF 98)	2 ATF
ATA 172	
HMRT MINDFUL	
HMRT VAGRANT	3 ATA
EDENSHAW (YTB 454)	1 YTB

87.9.2 Inshore Salvage and FF Unit - Lt.(jg) Clark

(Consolidated after assault)

Salvage Unit No. 3 - Lt.(jg) Clark

LCI(L) 40, 190, 76	3 LCI(L)
LCT 136	1 LCT
LCM (Ex AKA)	4 LCM

87.9.3 Auxiliary Salvage Unit

HMS BARDOLF	
WARPING BARGE	
YTL	1 YTL

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ANNEX MIKE to
OPERATION PLAN
CTF 87 No. 1-44

SALVAGE PLAN

TASK ORGANIZATION

1. INFORMATION. Attached to CTF 87 for the operation and embarked in the MORENO will be Lt. L. R. Brown, USN, Senior Salvage Officer to coordinate and direct salvage operations in CAMEL area. Chronological report of salvage work from each ship so engaged will be made daily to Senior Salvage Officer attached to Commander Task Force 84 via Salvage Officer attached to Commander Task Force 87. Thses reports will be made daily from D-day to D + 10 day, thereafter weekly. For salvage of ships in assault area the MORENO, ARIKARA, and MINDFUL will be used. For towage out of the area of ships so badly damaged as to require this, the EDENSHAW, VAGRANT, and ATA 172 will be used. For salvage of landing craft from the beaches, Lt.(jg) W. B. Clark, USNR, embarked in LCI(L) 76, will have LCIs 40, 76 and 190 assisted by LCT 136 with one warping barge and two LCMs. HMS BARDOLF will be fitted with heavy lifting gear and a large mooring buoy and anchor which can be planted to facilitate the removal from the beaches of craft stuck so hard as to require additional hauling point. The removal of landing craft from the beaches will be in accordance with priority established by the senior beachmaster. Immediately after the initial assault the beach salvage officer Lt.(jg) W. B. Clark will report to senior beachmaster that he is ready for salvage duty. For the fighting of fires in the assault area, the MORENO and HMRT MINDFUL and LCIs 76 and 190 will have on board extra firefighting personnel and equipment, this to be under charge of Lt. H. J. Heinz, USNR embarked in the MORENO who will coordinate the efforts to the end that fires will be rapidly extinguished. The MORENO and MINDFUL will care for those fires in large ships in deep water while LCI 76 and 190 will care for fires on beached landing craft or other vessels in water too shallow to allow the MORENO and MINDFUL to operate. All the above craft will be staged at NAPLES except the MINDFUL which will be staged at DELLYS, ALGERIA. All salvage craft will move forward with assault convoys.

A RESERVE GROUP will be held at AJACCIO. This unit will consist of the WEIGHT and HMS SALVENTURE which will be manned and equipped for instant use. These ships do not go to assault area but will intercept tows being moved from CAMEL area. These ships will make repairs beyond those effected in the assault area, and will be prepared to remove cargo from damaged ships as required, and beach such ships if necessary on beaches of the North, West and South coasts of Corsica. If cargo removed contains combat equipment they will contact Commander Task Force 87 (CAMEL AREA) for instructions covering reshipment to assault area. Upon completion of the assault phase they will be prepared to receive all equipment from salvage LCI(L)s, and LCT and other salvage craft for delivery to harbor clearance parties in the captured ports. They will further be prepared to move into captured ports as directed.

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ANNEX MIKE to
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ASSUMPTIONS. That underwater obstructions, enemy shellfire and air attack, breakdowns and broaching may render craft inoperative. Landing craft may be required to beach very close together which will necessitate prompt removal of any that become stranded to prevent obstructing beach.

2. This force will remove broached boats from beach, fight fires on ships and craft, make temporary repairs to damaged craft and take other action to make ships and craft operational in order to insure maximum delivery of troops and supplies to shore.

3. (i) 87.9.1 Off-shore Salvage and Firefighting Unit
Operate MORENO, ARIKARA, and MINDFUL to effect salvage of ships in assault area. Use EDENSHAW, VAGRANT and ATA-172 to tow damaged vessels from assault area to vessels in RESERVE GROUP. Direct salvage and firefighting in area, dispersing forces so as to have a junior officer in charge of each specific job leaving Senior Salvage Officer free to cover entire area. Use MORENO and MINDFUL in fighting fires on ships or craft in deep water. Use LCI(L) 76 and 190 in fighting fires in shallow water and on the beaches. Upon completion of the assault phase be prepared to transfer special equipment to vessels in Reserve Group for further use in captured ports. Make daily chronological report of salvage and firefighting operations to Senior Salvage Officer attached to Commander Task Force 84 via Commander Task Force 87 until D + 10 thereafter make similar report weekly.

(i) 87.9.2 Inshore Salvage and Firefighting Unit.
Be available for Salvage immediately following initial landing on D-day. Report to Senior Beachmaster CAMEL area. Salvage or remove from the beaches stranded or damaged landing craft. Tow damaged craft clear of landing beaches. Fight fires on landing ships and craft. Disperse salvage craft so as to have junior officer in charge of each specific job leaving senior salvage officer free to cover his entire area. Direct and assist Combat Loader salvage LCMs as required. Conduct operations in accordance with priority established or suggested by Beachmaster. Equip each salvage craft with life lines having bow-lines to assist in rescue of personnel from the water. Be prepared, after assault phase, to transfer equipment to ships of the Reserve Unit to be further delivered to harbor clearance parties in captured ports.

(i) 87.9.3 Auxiliary Salvage Unit.
Operate as directed by Officer-in-Charge - (Lt. Brown)

(x) All ships and craft engaged in salvage work fly International "SUGAR" flag. Avoid congestion on the beach. Instruct personnel to request assistance as soon as it appears that necessary repairs are beyond their capabilities. Approach visible fires without awaiting orders from Senior Firefighting Officer who will coordinate Firefighting activities. Maintain as complete a record as possible of (a) Landing Craft removed from beaches and returned to serve immediately

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ANNEX MIKE to
OPERATION PLAN
CTF 87 No. 1-44

(b) Landing Craft removed from beaches and delivered to towing vessels for removal from the area for repairs (c) Landing Craft left on beaches as beyond salvage or repair. All craft engaged in salvage rig scalloped life lines over side clear of propellors and have life buoys and life lines with bowlines to assist in rescue of personnel from the water.

4. Salvage Unit #3 will provide personnel and sufficient equipment to handle beach craft, to be supplemented as required by Beach Party. Carry six (6) enlisted salvage personnel aboard each of LCI(L)s 40-76 and 190 in addition to the crew. Carry four (4) enlisted salvage personnel aboard LCT 136 in addition to the crew.

5. Communications in accordance with Annex QUEEN.

Commander Task Force 87 is in the BAYFIELD.

Senior Salvage Officer is in the MORENO.

Use Zone BAKER time.

D. P. MOON
Rear Admiarl, USN
Commander Group 3,
8th Amphibious Force

ANNEX MIKE
SALVAGE PLAN

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1 August 1944.

ANNEX NAN to
OPERATION PLAN
CTF 87 No. 1-44

MEDICAL PLAN

TASK ORGANIZATION (NOTE: This is a functional Task Organization for Medical Administration and does not coincide with Task Organization as set forth in Operation Plan).

(a) Transports
(b) Hospital Ships
(c) LSTs (U.S.)
(d) LCIs
(e) LCTs
(f) LCMs
(g) LCVPs
(h) Escort and Sweeper Group Ships
(i) Service & Repair Craft & Ships
(j) Control Vessels
(k) Fire Support Ships
(l) 8th Naval Beach Battalion.

1. Information

Operation ANVIL is a combined Army-Navy Operation in which U.S. and French Troops will be transported from friendly shores in U.S., British, and French Naval and Merchant craft and by air, landed on enemy held shores and supported and maintained there until their mission is accomplished. Assault troops will be predominately American. French troops will be landed after the initial assault. French and British casualties will be handled by this force in the same manner as U. S. casualties.

The U.S.Army is responsible for:

(a) The medical care of all personnel of all services landward of the high water mark, in US Army controlled Hospital Ships, and in all U.S. Army Medical installations;
(b) Maintaining necessary liaison with Navy Beach Battalion Medical sections required for evacuation of casualties and maintenance of records; including furnishing the Navy Beach Battalion Medical sections with a copy of the Army casualty evacuation record on all Army casualties evacuated seaward;
(c) Maintaining medical supply dumps at near shore ports and hards where casualties will be disembarded;
(d) Prompt item for item property exchange with the Navy on the near and far shores;
(e) Unloading and transporting casualties at the near shore debarkation ports and hards;
(f) Transportation of casualties to the Navy beach evacuation stations and for lateral transportation of casualties on the beach. Co-ordinate evacuation with lift available so that patients will not be brought to exposed beaches before boats are available to evacuate them;
(g) Notification of British and French authorities of their casualties in U.S. medical facilities;
(h) Furnishing daily to CTF 80 an estimation of the number of casualties to be evacuated the following day for use in determining Hospital Ship allocations.

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2. This Task Force will supply medical service for all its component parts. This consists of Naval medical service to all attached and embarked forces between the ports of embarkation and high-water mark on the far shore and in U.S. Naval shore based medical units.
Included is:
(a) Joint medical service by Army and Navy to all personnel in the beach area.
(b) Seaward evacuation and medical service afloat from the far-shore landing beaches to the near shore ports.
(c) Far shore-to-ship evacuation of casualties in craft other than Army DUKWs.
(d) Provision of medical supplies for use aboard ships and by Beach Battalion.
(e) Prompt item for item exchange of medical property on the near and far shores.
(f) Preparation and maintenance of proper and adequate records of casualties evacuated and of Navy casualties including dead.

3. (a) Transports - Organize medical departments and personnel to receive, handle over the side and through the ship, treat and evacuate such casualties as occur aboard or are delivered to the ship. Designate areas adjacent to sick bay for overflow of patients. APAs other than flagship and XAPs have first priority after Hospital Ships as casualty evacuation ships. AKs evacuate ambulatory casualties.
(b) Hospital Ships - arrive off beaches on D/1 and daily thereafter, and clear the area before sunset, in accordance with sailing orders. Receive, treat, and evacuate all types of casualties to limit of capacity. Operate ambulance boats. Conform to provisions of Geneva Conventions. Carry reserve supplies including refrigerated whole blood and biologicals in accordance with Army Medical Logistics Plan.
(c) LSTs (U.S.) receive, treat to limit of capacity, and transfer to larger ships or transport to the near shore casualties occurring and received aboard. Except in emergency, only mildly wounded and sick will be evacuated by LSTs. Rig for casualty handling when approaching the assault areas. Handle casualties in a manner not to interfere with military function of the ship. Fly International MIKE when able to receive casualties. Do not deviate from scheduled routes except on order of NCWTF.
(d) LCIs - in emergency be prepared to receive, treat, and evacuate ambulatory casualties. Treat casualties occurring aboard and when indicated, transfer them to larger casualty handling ships.
(e) LCTs -
(f) LCMs -
(g) LCVPs - render first aid to any casualty occurring aboard. Do not land casualties. Evacuate them seaward if practical. Carry first aid medical supplies and equip for casualty evacuation. Evacuate casualties from beaches to ships as designated by Beachmasters. Land dead on beaches for disposition by Army Graves Registration Service.
(h) Escort and Sweeper Group Ships -
(i) Service & Repair Craft & Ships -

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MEDICAL PLAN

(j) Control Vessels - render first aid to casualties, treat to limits of facilities and evacuate to larger ships as indicated.

(k) Fire Support Ships - treat to limits of capacity casualties occurring aboard or received aboard. In emergency evacuate to casualty carrying ships or shore as indicated.

(l) Eighth Naval Beach Battalion - land and establish medical aid and evacuation stations. Treat, classify and evacuate casualties. Maintain complete records of all casualties handled showing name, rate, service number, and to what ship evacuated. Complete Army evacuation forms accompanying evacuees showing ship to which evacuated and adding names not shown thereon. Furnish casualty evacuation information to Corps Surgeon and Force Evacuation Officer on demand. Make reports as required. Submit action report on completion of operation to be incorporated in Action Report of CO 8th Beach Battalion. Carry out properly exchange with Army and ships in order that medical property will not become depleted. Equip each casualty with a life preserver before evacuation over water. Do not evacuate casualties until assault troops and equipment are landed.

X (1) All commissioned vessels keep a permanent record of all casualties handled.

(2) Medical Departments of all ships, landing craft, and beach battalion equip for and be prepared to treat Chemical Warfare casualties.

(3) Navy Medical Personnel ashore adhere to all the rules of the Geneva Conventions. Wear the Red Cross Brassard on the left arm. Be unarmed. Carry identification card suitably marked with Red Cross.

(4) Wounded Prisoners of War will be accorded the same care and treatment given Allied casualties. Evacuate under the cognizance of the Provost Marshal concerned.

(5) Survivors unless also casualties are not medical cases and are not to be handled by the Medical Department.

(6) Disposal of the dead of all services:

(a) Burials at sea will be held to a minimum.

(b) Land all dead as far as practical ashore (near or far) for disposal by the Army Graves Registration Service.

(c) In burials at sea take all practical means to identify the dead. Use recognition by friends, descriptive sheet in Health Record, fingerprints, identification tags, dental abstracts, marks in clothing, and by personal effects. In the case of unidentified dead, make prints of all 10 fingers, where possible, and record therewith approximate height, weight, color of hair, marks and scars and other identifying features.

(d) Inventory personal effects of all Army dead and place them in the custody of and obtain a receipt from the Army Officer at the Port of Debarkation receiving the casualties.

(e) Turn over records of Army dead buried at sea to the Army Officers at Port of Debarkation receiving casualties and obtain a receipt.

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CTF 87 No. 1-44.

MEDICAL PLAN

(f) Turn over to Supply Officer personal effects of Navy dead and missing for shipment with appropriate inventories to Officer in Charge, Personal Effects Distribution Center, N.S.D., Scotia, New York.

(g) Disposal of metal identification tags.

1. When burial is at sea: One (1) tag with remains, and the other with records.
2. Where burial is ashore: Both tags accompany remains.

(7) Tag casualties of all services with Army Emergency Medical Tag (Form 52b) and fill out completely.

(8) Tag Prisoner of War casualties same as (7) and mark tag boldly with letters "POW" followed by nationality in parenthesis. Example: POW (German).

(9) Evacuation policy.

(a) Initially, from far shore, total evacuation of all ineffectives (those unable to perform military duties because of wounds or illness). Later, evacuation policy as promulgated by the Army. Air evacuation is anticipated about D/6, and will be employed to the fullest extent.

(b) Transports will evacuate casualties to Naples and Oran; Hospital Ships to Naples; and LSTs to Corsican and Italian ports and hards.

(c) Hospital Ships will arrive in the combat area on an automatic schedule beginning with D/1 and continuing through D/6 in accordance with the following schedule:

D/1 - 3 ships with patient capacity of 1500
D/2 - 3 ships with patient capacity of 1500
D/3 - 1 ship with patient capacity of 500
D/4 - 2 ships with patient capacity of 1000
D/5 - 2 ships with patient capacity of 1000
D/6 - 1 ship with patient capacity of 500

They will report their arrivals in the combat area to CTF 80 (or SNOPA in CTF 80's absence) who will assign anchorages for casualty evacuation.

After D/3, Hospital Ships will not be directed to depart for the near shore unless more than 75% loaded to capacity, but will be directed to leave the combat area before sunset, to return the following day at sunrise to resume casualty embarkation.

Beginning on D/7, Hospital Ships will be sailed into the combat area upon request of the Commanding General, 7th Army, made directly to A.F.H.Q.

4. (a) All units initially are self-supporting, and are mutually supporting. Ships furnish medical supplies to each other and to the beach on request (Army or Navy) and/or order of Area Evacuation Officer.

(b) Beach Battalion take in initial supplies. Resupply from ships in early phase and from Army Medical Supply dumps when established.

(c) LSTs function as medical supply carriers. Furnish medical supplies and beach re-supply bags to beaches on request.

(d) Hospital Ships - function as medical supply sources. Carry whole blood and biologicals as supplied by the Army for delivery to the beaches.

(e) All ships receiving casualties effect prompt property exchange to avoid depletion of medical stores. For each casualty received aboard, furnish the beach with an item for item exchange. This can be facilitated by having "litter units" made up for exchange.

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ANNEX NAN to
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MEDICAL PLAN

These "litter units" should be made up of -
1 litter
1 blanket
6 splints basswood
4 dressings, battle
On the near shore obtain required resupply in amounts to replace that exchanged on the far shore and used up enroute.

(f) All ships operating LCVPs - equip each LCVP with 2 litter units and stow them out of the way under the gunwales. Instruct the boat crews to employ these in treatment of casualties occurring in the LCVPs or to deliver to the Beach Battalion on request.

5. Task Force Commander is in U.S.S. BAYFIELD, and Evacuation Officer is in U.S.S. BAYFIELD.

D. P. MOON
Rear Admiral, USN
Commander Group 3,
8th Amphibious Force

ANNEX NAN
MEDICAL PLAN

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APPENDIX 1 of ANNEX NAN to
OPERATION PLAN
CTF 87 No. 1-44

MEDICAL REPORT PLAN

1. Beach Battalion report daily the number of casualties evacuated as of 2400, to CTF 87.

   Beach Battalion report before 2400 daily to CTF 80, (or SNOPA in absence of CTF 80) the estimated number of casualties to be evacuated the next day as furnished by the Beach Group Surgeon or Beach Control Group Surgeon.

   Beach Battalion report emergency at any time to CTF 87, if:

   (a) more casulaty lift is required.

   (b) medical supplies are required.

   Beach Battalion keep records as called for in Par. 3(k) Annex NAN.

2. All Evacuation Ships keep in triplicate, "Report of Casualty Evacuation by Sea" form entering all casualties handled and completing the form in its entirety.

   Included is:-

   1. Full name
   2. Rank/Rate
   3. Service/serial number
   4. Organization
   5. Time and date received aboard
   6. Date disembarked
   7. Diagnosis
   8. Treatment given while aboard
   9. Condition at disembarkation (favorable, unfavorable, serious, critical).

   Distribute:

   Original to

   7th Army Detachment of Patients
   APO 758

   Duplicate to

   Commander 8th Fleet (Adm).
   Navy 1925

   Triplicate to
   Ship's files

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APPENDIX 1 of ANNEX NAN to
OPERATION PLAN
CTF 87 No. 1-44

MEDICAL REPORT PLAN

3. All evacuation ships when in the area keep the Beachmaster informed as to status of casualty capacity. Report when capacity is being reached to avoid overloading.

4. All evacuation ships when approaching the near shore and as security permits, notify the Port Director of the disembarkation port:

Able the number of litter cases on board,
Baker the number of walking cases on board,

5. All Ships Rescuing Survivors and Casualties at sea: Report to Commander Task Force 87 every one rescued and classify as survivor (uninjured), casualty, or dead. Indicate name, rate or rank, service number, organization and diagnosis, and from what ship or craft rescued.

6. All ships and shore establishments concerned report U.S. Navy casualties in accordance with par. 3518 Manual of the Medical Department. The original will be mailed via the Commanding Officer to the Bureau of Medicine and Surgery, Navy Department, Washington, D. C., with a copy to Commander 8th Fleet (adm), Navy 1925, and a copy to Com 8th Phib, Navy 1940.

7. All ships and shore establishments concerned report U.S. Navy dead in accordance with Article 908 Navy Regulations, and paragraphs 2901, 2902, 2903, and 2904 Manual of the Medical Department. Commander 8th Fleet (Adm) and Com 8th Phib will be made information addressees in all such dispatches. Accurate records of the complete identification, date, time, and place of all burials at sea will be made and forwarded to Commander 8th Fleet (Adm) Navy 1925, and to Com 8th Phib, Navy 1940.

Next of Kin will not be notified by any ship or shore establishment of this Command.

No reports on U.S. Army casualties will be made to the War or Navy Departments, Washington, by ships or stations of this Command.

8. Hospital Ships - report arrival in combat area to CTF 80 (or in his absence to SNOPA) and request instruction.

Hospital Ships - embarking casualties in the combat area report at 1500 to CTF 80 evacuation facilities remaining unused and request instructions.

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~~TOP SECRET - DIGEST - ANVIL~~

APPENDIX 1 of ANNEX NAN to
OPERATION PLAN
CTF 87 No. 1-44

MEDICAL REPORT PLAN

D.P. MOON
Rear Admiral, USN
Commander Group 3,
8th Amphibious Force

DISTRIBUTION
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Flag Secretary

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1 August 1944

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ANNEX OBOE to
OPERATION PLAN
CTF 87 No. 1-44

PRISONERS OF WAR PLAN.

TASK ORGANIZATION (same as parent organization)

1. INFORMATION. The handling of Prisoners of War is primarily an Army function. Prisoners of war acquired by the Navy will be delivered into the custody of Military authorities as soon as possible. In case of prisoners of war picked up at sea, when ships movements do not permit their being turned over to the Army on the far shore, they will be given over to custody of Military authorities upon arrival of ship at rear port. Evacuation of prisoners of war will be made to rear ports in the NORTH AFRICAN THEATRE. NO DIRECT OVERSEAS EVACUATION IS CONTEMPLATED. Should overseas evacuation be required, the following measures should be carried out:

(a) Ships bound for the United States, prior to arrival will signal the Commandant of the Naval District in which port of arrival is located, informing him of the number of prisoners of war or other interned persons by nationality in the custody of forces afloat. Information should also be included regarding any needing detention for health or sanitary reasons. Upon arrival in U.S. ports, the US Army will take custody of prisoners of war.

(b) Ships bound for the United Kingdom, in which prisoners of war have been embarked in the assault area, shall proceed to a North African or Italian port to discharge prisoners of war before leaving Mediterranean waters. Presence of prisoners of war will be advised to War office through usual Military and Sea Transport channels.

United States Navy ships are authorized to outfit prisoners of war with items of clothing and small stores list which are free of naval insignia and distinctive marks, only if necessary for health or sanitary reasons while aboard ship. When such equipment is issued from stock a charge is to be made to Miscellaneous Expenses, and a credit to Clothing and Small Stores Fund. Such issues must be supported by order of the Commanding Officer directing issue of the specific items for certain designated persons.
Prisoners of War will be evacuated seaward from beach enclosures until a port is captured. Prisoners of War will remain in custody of the Provost Marshal, Force 163, (Military Police Escort Guard), until debarked at a rear area port. The following types of ships and craft will be available for the evacuation of prisoners of war from the assault area: - U.S. and British Merchant Ships, U.S. AKAs, U.S. andBritish LSTs (not hospital fitted) and U.S. and British LCIs. They shall be assigned for evacuation of prisoners of war as required. Only prisoner of war casualties shall be evacuated in ships and craft fitted as casualty carriers.

Guards shall be provided by the Army (Beach Group) and will be normally in the proportion of 5 to 10% of the number of prisoners carried by each evacuating ship or craft. The number of guards may be increased when considered necessary by the Master of the ship or the officer commanding the guards. Guards will be effective troops. An interpreter shall be included in each guard detachment where possible. If not available, any English speaking prisoner of war shall be included in draft assigned to each ship and craft.

Prisoners of war andguards embarked in Merchant ships will be subsisted on rations provided by the Army. Prisoners of war embarked in Navy ships will be subsisted on rations provided by the Army - the Navy will subsist the guards. Prior to embarkation, the Provost Marshal, Force 163, will:
(a) Carefully search all prisoners of war and their hand luggage impounding any article capable of use as a weapon or means of escape, including illuminants and automatic lighters.

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1 August 1944

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ANNEX OBOE to
OPERATION ORDER
CTF 87 No. 1-44

PRISONER OF WAR PLAN

(b) Delouse prisoners of war.
(c) Tag each prisoner of war.
(d) Obtain life preservers for prisoners of war from Beach Group Commander.
(e) If practicable send aboard ship advance party to make arrangements for reception of prisoners of war. When impounded papers and effects of prisoners of war are to be evacuated with them, lists of impounded property prepared by the Provost Marshal, will be turned over to the Master (or Commanding Officer) of the ship, together with the packages containing the property. Papers and effects impounded from each prisoner of war shall be enclosed in an envelope and carefully fastened and sealed. The prisoner of war's name, rank, number, camp number and contents will be listed on the outside of the envelope, and the list checked against the receipt given. Only hand luggage is to be permitted to remain in the possession of prisoners of war. Any heavy luggage is to be loaded through a port. It must be marked with the name, rank and number of the owner. All particulars of the luggage must be turned over to the Master (or Commanding Officer) of the ship being sealed. Upon arrival at port of debarkation, the Master (or Commanding Officer) will surrender, on receipt all prisoners of war impounded effects and luggage to the Provost Marshal having custody of the prisoners of war.

2. This group will evacuate prisoners of war in ships and craft assigned, using any available boats from beach to seaward, in order to further the lodgement of the 36th Division on shore.

3. NAVAL BEACH PARTY

Advise Task Force Commander as to requirements for evacuating ships and craft. Notify Beach Group when to evacuate prisoners of war.

Maintain records of number of prisoners of war evacuated in each ship and craft. Include in SITREP made each day the number of prisoners of war evacuated from time of last report and cumulative total evacuated. Evacuate prisoners of war to ships and craft assigned in accordance with following table -

TYPE SHIP/CRAFT	NO. OF P/W
U.S. Merchant Ship (Troop-fitted)	300/350
U.S. Merchant Ship (Not Troop-fitted)	100 maximum
British Merchant Ship	500
British LSIs	500
U.S. AKAs	60
U.S. & British LSTs	150 (tank deck only)
U.S. & British LCIs	150 maximum

(x) (1) Ships and craft evacuating prisoners of war operate as directed by Return Convoy Control.
(2) Ships or craft capturing prisoners of war at sea report by signal to Task Force Commander, with Naval Commander Western Task Force as information addressee.

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ANNEX OBOE to
OPERATION PLAN
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PRISONER OF WAR PLAN

(3) After debarking prisoners of war, fumigate fully or as directed by FOIC or NOIC at port of debarkation.
(4) Return prisoners of war guards to point where embarked unless otherwise directed by U.S. Army authorities.
(5) Keep prisoners of war carefully segregated, with no contact with officers or crew except as necessary in the performance of official duties. Permit no fraternizing, or relaxation of maximum security regulations.

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Commander Group 3, 8th Amphibious Force

APPENDICES:
(None)

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1 August 1944

ANNEX PETER to
OPERATION PLAN
CTF 87 No. 1-44

MERCHANT AND HOSPTIAL SHIP ORDERS

To: ISSUING OFFICER.

This document is to be held in officer custody until issued at Briefing Conference of Masters held just prior to sailing. When issued the document shall be delivered in a sealed envelope, plainly marked: "TO BE OPENED AT SEA"

If for any reason a ship returns to port before reaching scheduled destination, the Issuing Officer will require the surrender of this document and destroy it by burning.

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1 August 1944

ANNEX PETER to
OPERATION PLAN
CTF 87 No. 1-44

MERCHANT AND HOSPITAL SHIP ORDERS

1. Incoming Convoys arriving at CAMEL area will be met by "Incoming Convoy Control" in LCI(L) 274, for the purpose of furnishing local information and assignment of berths as allocated by Unloading Control.

2. Anchorage Berths in CAMEL area are allocated by Unloading Control in LCI(L) 195, and are shown in diagram which is Appendix 1 to this Annex.

3. Unloading shall be carried out on a 24 hour a day basis whenever ferry craft are provided. Minimum necessary lights may be used at night. They shall be carefully screened to prevent showing overhead and shall be immediately turned off when signal for RED ALERT is made. Unloading shall be resumed promptly on the "ALL CLEAR" signal.

All overboard discharges shall be screened to prevent the discharge from flowing into craft alongside.

4. Control of Officers and Crew.

(a) It is forbidden for any person from a ship to land except as required in the performance of his official duties.
(b) No person shall be permitted to board any damaged or disabled ship or craft without special authority from Commander Unloading Control, except for the purpose of rescue or rendering assistance.
(c) No article or equipment shall be removed from any disabled, damaged or abandoned ship or craft without written authority from Commander Unloading Control. Looting or unauthorized salvage shall be severely punished.

5. Clearance from CAMEL Area.

Ships which have completed discharging and are otherwise ready to depart will be released by CAMEL area Return Convoy Control in LCI(L) 240. Instructions will be issued to clear anchorage and proceed to BAIE DE BRIANDE-BAIE DE BON PORTE. These lie between CAPE CAMARAT and CAPE LARDIER. The Commander Return Convoy Control, Western Task Force area in USS JOUETT. (DD 396) will direct subsequent movements of all shipping leaving assault area.

6. These orders supplement and are in addition to "INSTRUCTIONS TO MERCHANT VESSELS" issued by Naval Commander Western Task Force, copies of which are to be furnished each merchant vessel sailing for assault area. Additional copies may be obtained if required from Incoming Convoy Control in LCI(L) 274.

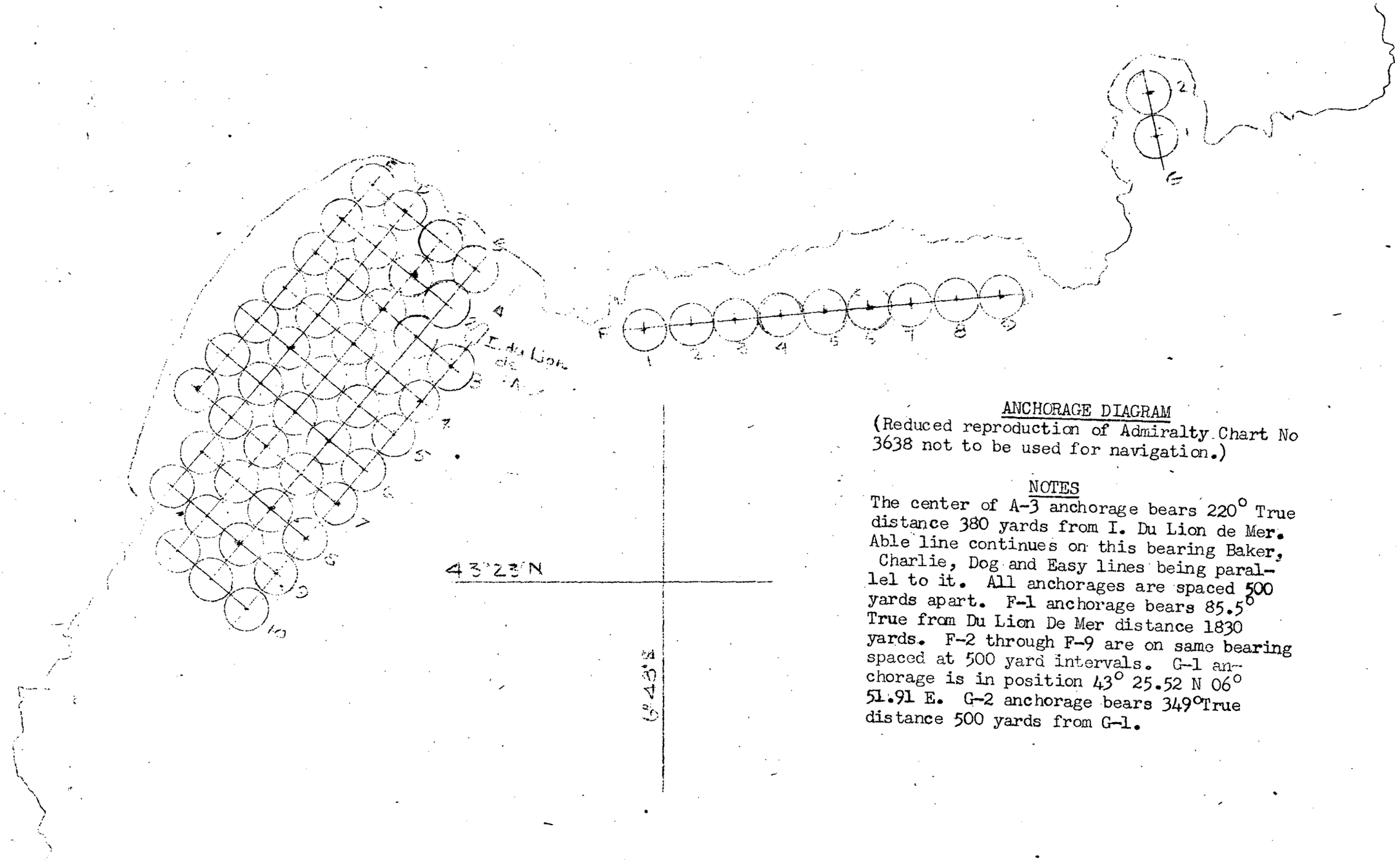
Appendix 1. Anchorage Diagram

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CTF 87

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ANNEX PETER
MERCHANT AND HOSPITAL SHIP ORDERS



ANCHORAGE DIAGRAM

(Reduced reproduction of Admiralty Chart No 3638 not to be used for navigation.)

NOTES

The center of A-3 anchorage bears 220° True distance 380 yards from I. Du Lion de Mer. Able line continues on this bearing Baker, Charlie, Dog and Easy lines being parallel to it. All anchorages are spaced 500 yards apart. F-1 anchorage bears 85.5° True from Du Lion De Mer distance 1830 yards. F-2 through F-9 are on same bearing spaced at 500 yard intervals. G-1 anchorage is in position 43° 25.52 N 06° 51.91 E. G-2 anchorage bears 349°True distance 500 yards from G-1.

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Serial: 00070

1 August 1944

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ANNEX QUEEN of
OPERATION PLAN
CTF 87 No.1-44

COMMUNICATION PLAN

PART I - GENERAL

This Communication Plan consists of Basic plan and 8 appendices. This plan and Radio Channel Chart No.1, (See Appendix 3), becomes effective on sailing for the Operation.

All ships and craft maintain normal Port radio and visual guard prior to sailing for last minute instructions.

This plan must not be carried ashore. Beach Battalions, Demolition Units, Salvage Units and other units make extracts as needed. Capture of this plan would greatly jeopardize the operation.

TIME - Use zone BAKER time for this operation and for the time of origin on all dispatches. The date/time group shall be expressed in digits, followed by the zone suffix letter "B". Correct time may be obtained from ship's chronometers.

GREENWICH Time Signals are transmitted daily on BBC, General Forces Broadcast on 877 KCS and 1013 KCS., at the following times: Hourly from 0700 B to 0900 B and 1300 B to 2200 B.

Weather Information. Beginning at H-hour, D-Day, NCWTF flagship will broadcast weather forecasts on Force FOX, 369 KCS. Prior to H-Hour or in the event of casualty of NCWTF flagship, forecasts will be transmitted on Area Broadcast or Senior Officers' Broadcast.

Radio Silence in Convoy

(a) Maintain silence on all radio communication channels from time of sailing, except for transmissions vital to the success of the Western Naval Task Force. Transmissions which might be so classified, depending on the circumstances, are:

(1) Fighter direction in case of contact with enemy planes.
(2) Calls for air protection.
(3) Warning of large scale air attack.
(4) Reports of enemy forces encountered, including enemy aircraft but not enemy submarines, provided the enemy has been clearly identified.
(5) Emergency maneuvering signals in critical circumstances. Radio silence may be broken only by the authority of the senior naval officer in line of command, embarked in a vessel.

(b) The foregoing conditions of radio silence may be relaxed only by the (Naval) Officer in Tactical Command. An occasion might be the complete and unquestionable loss of tactical surprise.

(c) The breaking of radio silence by one ship, in an emergency, does not authorize a general breaking of radio silence.

(d) During past operations, instances of unnecessary and unauthorized use of TBS (VHF R/T) prior to general breaking of radio silence have been noted. Strict discipline on this circuit shall be maintained throughout the operation, from sailing time onward.

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ANNEX QUEEN of
OPERATION PLAN
CTF 87 No. 1-44

COMMUNICATION PLAN

(e) The frequency band 30.7 to 42.0 mc. will not be used by any service during the period H-24 to H hours except on the frequencies and for the purposes specifically authorized by NCWTF. Use of the following frequencies in this band is currently authorized for the purposes indicated.

32.86 Minesweeping (If directed)
34.35 Radar reporting

Radio Silence - The Assault

(a) The maintenance of radio silence under the condition prescribed above is of vital importance during the approach. The enemy is known to have a series of radio intelligence stations along his coast which are capable of D/F'ing any radio transmission. (Degree of accuracy is dependent on frequency).

(b) The conditions of radio silence in force while enroute will be lifted as indicated:

	Circuits Affected	Time
(1)	VHF circuits essential to control of aircraft in the area.	0540B
(2)	VHF circuits for control of specialized vessels preceding first assault wave.	0600B, or as soon thereafter as required
(3)	All circuits, except on frequencies in the 30.7 to 42.0 mc band, use of which has not been specifically authorized by NCWTF. (See preceeding sub paragraph (e)	0630 B
(4)	Circuits employing frequencies in the 30.7 to 42.0 mc band.)	H-Hour

Note: In the contingency that H Hour should be materially advanced:

(a) All conditions of radio silence in effect at the time are removed.
(b) Radio silence on VHF circuits for control of specialized vessels preceeding first assault wave, and on the VHF circuit for NCDU's, is lifted at H-1, for traffic vital to the success of the assault.
(c) Radio silence may be lifted earlier than indicated only by specific authority of the OTC. EARLY LIFTING OF GENERAL RADIO SILENCE WILL IN NO CASE APPLY TO THE BAND 30.7 to 42.0 MCS. SILENCE SHALL BE MAINTAINED ON THIS BAND UNTIL H-HOUR, except 32.86 mcs and 34.35 mcs. may be used as previously authorized.

Warning to all ships and craft. Upon receipt of Channel Chart contained herein, do not immediately start tuning all equipment on assigned frequencies. Tune sets over a period of time. This is important

Tuning of Equipment. Transmitters must be calibrated for frequencies assigned. Use minimum power in calibration and listen on the frequency being tuned, to avoid interference with operating stations.

Transmitters not crystal controlled must be checked at intervals. It is important to keep on frequency to avoid interference with other channels and to insure minimum transmissions.

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CTF 87 No. 1-44
COMMUNICATION PLAN

Operate transmitters with minimum power consistent with the requirements for good communications. If difficulty is experienced in establishing or maintaining communications with Beach stations or small vessels, operators must "search" on either side of frequency allocated. Transmitters may vary 5 to 10 KCS. The Force Flagship will maintain a check on all frequencies guarded, and require correction if stations are found to be off frequency.

Reduction of traffic. Traffic must be kept to the absolute minimum consistent with the requirements of the Operation. Responsible Group and Unit Commanders must assure that:

(1) Only essential despatches are released.

(2) Addressees are only those who "need to know". Originators of traffic, subordinate to Assault Group Commanders, shall request information and other matters from them, thereby relieving Force Flagship of excess traffic load.

(3) Proper precedence is assigned each dispatch.

It is important to keep channels open for essential traffic. This applies to both voice and CW circuits.

Dispatches transmitted by CW will normally be encrypted, using crytographic aids provided. For immediate action messages where speed of delivery is more important than the risk of enemy interception, plain language may be used.

Holders of Combined Assault Code (CCBP-0130) are authorized to encrypt traffic on voice circuits if absolutely necessary. Send visual traffic normally in plain language. Caution must be exercised in the Assault Area. Do not duplicate encoded radio traffic in plain language by visual.

When necessary to pass a dispatch over a circuit operated at both ends by another service, make the initial call, using normal procedure and normal call sign of the Service operating the channel. Follow the date/time group in the heading of the message by an appropriate suffix . /N for Naval address, /A for Army addressee, /F for Air Force Addressees.

Reduction of unwanted transmissions. Radio receivers of a type which radiate energy from receiving antennae, are not to be turned on during periods of radio silence. This restriction also applies to electrical equipment such as razors etc., which may radiate outside the ship. Army radio equipment, either portable or installed in vehicles embarked inships or landing craft, shall not be adjusted, tuned, or operated during periods of radio silence.

Call Signs
(a) See Appendix One for prescribed call signs.
(b) Special operational call signs from NCWTF Operational Call Sign Book, Column 1, are effective for visual and VHF use on sailing. (Radio silence conditions apply to VHF circuits).
(c) Combined call signs will be used on the Area Broadcast and Senior Officers' broadcast while assault forces are enroute. Combined signs will be used on any other than VHF circuit, should it become necessary to break radio silence.

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ANNEX QUEEN of
OPERATION PLAN
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(d) Pay particular attention to call signs meaining "all stations this circuit"

Radar (See Appendix Five)

The following appendices support this Plan:

Appendix 1	Call signs
Appendix 2	Authentication
Appendix 3	Frequencies (Explanation of use and Channel charts)
Appendix 4	Publications
Appendix 5	Radar
Appendix 6	Visual and Recognition
Appendix 7	Special Signals
Appendix 8	Gunfire Support Communications.

PART II Communications enroute to Assault Area. All ships in convoy, whether the main Assault convoy or "type" convoys, prior to rendezvous with main Assault convoys, on sailing, set guard on R/T Convoy Wave, 2410 KCS. Commanders of escorts will also guard this circuit for any instructions, in the event of attack. Any ship or craft on escort and screening duty guard common screening frequency 2436 KCS. see appendix three, channel chart No. one, for use by all ships and craft enroute to assault area.

Radio guards are shown as receiving only, since all ships maintain radio silence enroute to Assault Area. Reports from shore stations and emergency communications are provided for. At H-210 minutes, switch to Radio Organization in accordance with Channel Chart No. 2. LCI(L)type convoy switch to Assault Frequencies on arrival in Transport Area.

PART III Communications during Assault. See Radio Channel Chart No. 2. Force Flagship USS BAYFIELD during this phase will normally guard circuits in accordanc with Channel Chart No. 2. Boat control and craft control channels will be guarded by flagship mainly for information and control. Stations on these circuits should address traffic to their respective Assault Group Commanders instead of the Task Force Commander except in the case of specific information.

Beachmasters and the Main Beach Signal Station pass Administrative traffic and reports to CTF 87 on channel No. N 73. This circuit need not be guarded until H / 60 minutes.

Radar reports will be received by Force Flagship and Assault Group Commanders who will in turn relay necessary information to craft assigned on their respectiv Craft Control Channels, or Channel No. N 23A.

The Reserve Flagship, LCH 315, guard circuits in accordance with Channel Chart if acting as Flagship. At other times guard circuits in accordance with duties, plus such circuits as necessary to keep abreast of the situation.

Assault Group Commanders are responsible for collecting radio and signal equipment for wave commanders and other craft whose duties do not require use of equipment after the Assault. This equipment should be turned into Beachmasters

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ANNEX QUEEN of
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COMMUNICATION PLAN

pool, Control Vessels, LCI(L)(C)'s, or the LST 492 (Mother Ship). Transports must not leave the Assault Area with this equipment since it will be used in the Unloading Phase.

Ships changing from one type duty to another such as minesweeping to screening duties, switch to appropriate radio guard. Minesweepers equipped with "MN" radio may use for inter-communication, however reports to CTF 87 will be made on 2670 KCS.

The TBS voice circuit is to be used primarily as a tactical and area warning circuit. Ships within the Force equipped with TBS maintain receiving watch for warnings, but use channel No. N23A Attack Force Command (voice), for other voice traffic.

The following ships and craft are furnished SCR 509's on the Boat Control Circuit. Boat Wave and Boat Group Commanders, Parent APA's, AKA's and LST's Control Vessels, Rocket craft, Scout boats, Beachmasters, (upon landing), S.O. N.C.D.U.'s on each beach, each Shallow-water sweeper section, Assault Group Commanders, Reserve Flagship and the Force Flagship. The Boat Control Circuit will cease to function as such after the Assault phase has ended. At that time it will become a traffic control circuit and serve as a parallel channel to craft control and other voice circuits. In the pre-assault phase all Rocket craft, Scout boats and Drone Control boats will use appropriate beach channel. Any craft assigned Salvage or Shall-water sweeping duties, use "B" channel. Assault Group Commanders, Force Flagship and Main Beach Signal Station will have sufficient equipment to guard all Boat Control frequencies. The senior officers of the Naval Combat Demolition Units will use the assigned beach frequency for reports to CTF 87. For Communication within the NCDU's SCR 536 radios are furnished. Frequencies assigned to Blue Beach shall also be used on Yellow Beach when opened. (See Channel Chart No. 2, Channel Nos. N71C and N72C)

Ships and Craft of the Red Assault Group (Reserve) furnished SCR 509 radios (Red Beach - Channel "A") use Channel "A" regardless of where the Reserve is committed unless ordered to switch to Channel "B" prior to Z-hour.

PART IV Communication in the Post Assault Phase. This section of Annex Queen and Radio Channel Chart Number 3 become effective on receipt of Signal, "Execute ANNEX KING". Securing the Assault circuits and assuming guard in accordance with Channel Chart #3 will reduce the strain on operating personnel. Certain channels must be maintained in order to assist in the routing of convoys and the unloading. This section explains briefly the guards to be maintained. Any deviation from the channels assigned and status of circuits must be brought to the attention of CTF 87 (if present), or the Commander Unloading Control.

The Senior Officer of each follow-up convoy, on entering the CAMEL Assault Force Area, will report to Unloading Control (CTG 87.11) on 2150 KCS R/T, 500 KCS W/T or visually to CTG 87.11 or Incoming Convoy Control (CTU 87.11.4). Incoming convoys receive all instructions pertaining to berthing, anchoring, unloading, channels, navigational hazards, air warning, etc. All Follow-up Convoys will maintain constant watch on the 2150 KCS or 500 KCS, while in the Assault Area.

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COMMUNICATION PLAN

Use plain language with merchant ships and hospital ships (500 Kcs)

Outbound convoys receive from Return Convoy Control (CTF 87.13) sailing instructions. Outbound convoys, on leaving the Assault Area, resume normal convoy communications.

All ships, craft, and shore stations switch to Channel "B" on the FM 509 radio sets until such a time as a redistribution of the sets can be made.

Ships on Inner Screening duties guard Force Command Voice, 2226 KCS.

D. P. MOON
Rear Admiral, U.S. Navy
Commander Task Force 87

APPENDICES

Appendix 1 Call signs
Appendix 2 Authentication
Appendix 3 Frequencies (Explanation of use and Channel charts)
Appendix 4 Publications
Appendix 5 Radar
Appendix 6 Visual and Recognition
Appendix 7 Special Signals
Appendix 8 Gunfire Support Communications.

DISTRIBUTION
(See special distribution list)

AUTHENTICATED:

for Edward G. Hamilton
THOMAS M. HAMILTON
Flag Secretary

File No.
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Serial: 00070

[redacted] 1 AUGUST 1944, 1200

APPENDIX 1 of ANNEX QUEEN to
OPERATION PLAN
CTF 87 NO. 1-44

CALL SIGNS

1. General

Call signs in accordance with Appendix 2 to Annex C to CTF 80 Operation Plan 4-44. Extracts listed herein are for use of ships and craft not receiving basic Plan.

2. For call sign purposes, the operation may be divided into three stages. Use call sign systems as indicated:

(a) Prior to the assault (from sailing until assault communication plan becomes effective).

1) Normal call sign systems will be continued on any operating radio channels (except VHF).

2) Call signs from "NCWTF Operational Call Sign Book" are effective for visual and VHF voice (R/T) communications, when such communication are authorized.

3) Landing craft and voice radar reporting call signs as given in this appendix are effective.

(b) Assault and Post Assault Phases (until 0001 D-30, unless otherwise ordered by CinCMed or NCWTF).

1) Special operational call signs from "NCWTF Operational Call Sign Book" are effective for key (W/T), voice (R/T), and visual (V/S) communications.

2) Landing craft and special Shore Fire Control, voice radar reporting, and aircraft spotting call signs as given in this Appendix are effective.

3) Boat control and ship-shore call signs as follows:

(a)
Beachmaster Red Beach	BMR
Senior Demolition Officer	SDO
Senior Demolition Officer, Red Beach	SDOR
Shallow Sweep Section 5	MS5
Primary Control Vessel, Red Beach	PCR
Sweeper Control Vessel, Red Beach	SCR
Tank Control Vessel, Red Beach	TCR
Traffic Control Boat, Red Beach	TBR
Boat Group Commander, Red Beach	BGR
Assistant Boat Group Commander, Red Beach	AGR
Scout Boat Red Beach	SBR
1st Wave Commander, Red Beach	1WR
2nd Wave Commander, Red Beach	2WR
# Main Beachmaster	MBM

These calls are used as given here for all beaches, with no changes of letters.

Vessels shifting to a beach other than the one to which they were originally assigned will use the new beach color.

To indicate beaches of other colors - Green, Blue, Yellow - the first letter of the color is substituted for the "R" in the above examples:

Example: Beachmaster, Yellow Beach..... BMY

(b) Reference vessels, salvage vessels and craft group commanders shall use the call signs as in paragraph 1 or as in paragraph 5.

(c) After ØØØ1 D-3Ø, or as otherwise directed

All naval forces resume their normal call signs.

3. Columns in "NCWTF Operational Call Sign Book" are effective as indicated:

Period	Column
From sailing until assault communication organization is effective (by VH/F and V/S only)	1
Upon assuming assault communication organization, until Ø5ØØ D-2 day.	1
From Ø5ØØB D-2 until Ø5ØØB D-4	2
From Ø5ØØB D-4 until Ø5ØØB D-9	3
From Ø5ØØB D-9 until Ø5ØØB D-15	4
From Ø5ØØB D-15 until as ordered, or as otherwise directed by despatch.	1

4. Station Calls on Assault Radio Circuits

Call signs from "NCWTF Operational Call Sign Book" will be used as station call signs on all assault circuits.

5. "Landing Craft Call Signs"

Landing craft calls will be in accordance with L.C.S.B. (M) and paragraph 2(a)(2) of Appendix 8 to ComNavNAW Basic Communication Plan, quoted here for convenience.

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"U.S. landing ships and craft will conform to the British procedure in formulating their W/T, R/T, and V/S call. This is in the form of an assigned letter followed by the hull number of the ship or craft. If the hull number is made up of more than 3 figures, use only the last 3 figures. If no confusion will result, only 2 figures or 1 figure need be used. The following ships and craft, British and U.S., will generate their calls as follows:

HDML	Q	LCM	M
LCA	A	LCN	N
LCC	O	LCS	J
LCF	F	LCT	Y
LCG	G	LCT(R)	R
LCH	H	ML	Q
LCI	I	LST	L
LCI(L)(C)	I		

All followed by hull number of ship or craft."

6. Shore Fire Control Call Signs

Call signs will be effective within the Fire Support organization as shown in the following examples:

Shore Fire Control Party, No. 16	FC 16
Naval Gunfire Liaison Officer No. 16	LO 16
Beedex Unit No. 16	BD 16
Fire Support Unit No. 16	FS 16*

Note: * Or use firing ship's operational call.

Fire Support Ships are to use above calls when communicating with SFCP's. They are to use voice (R/T) calls outlined in paragraph 3 of Appendix 2(a) for use on voice (R/T) air channels when spotting is done by aircraft. Call signs found in "NCWTF Operational Call Sign Book" are to be used on all other Fire Support channels.

7. Merchant Vessel Call Signs

No special operational calls have been assigned to merchant ships. These ships will use their convoy pennant or information calls as appropriate. (See Appendix 4 to Annex H).

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8. Visual Call Signs

(a) When no confusion will result from the proximity of vessels of another Navy, normal call signs may be used in the Call Up by U.S., British, or French ships when communications with ships of their own service. The special call signs found in "NCWTF Operational Call Sign Book" shall always be used in the address.

(b) For visual messages between U.S., British, and French ships, special call signs will be used throughout.

(c) Landing craft will use call signs in secredance with paragraph (5) above.

9. The following call signs are assigned for use only on Voice (R/T) Radar Reporting Waves. Ships making voice radar reports not listed herein will use their number-letter-number operational calls.

SHIP	CALL SIGN
AJAX	BACKBONE
ARGONAUT	FROZEN
ARKANSAS	BONNETT
AUGUSTA	BROMIDE
AURORA	CARGO
BROOKLYN	CAUSTIC
CATOCTIN	BOXCAR
DIDO	DIAMOND
FDT 13	RUBY ONE
NEVADA	EMPIRE
ORION	FANTAIL
PHILADELPHIA	FOGHORN
QUINCY	FOXHOLE
STUART PRINCE	BABY TWO
TUSCALOOSA	MATTRESS
ULSTER QUEEN	BABY THREE

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APPENDIX 2 to
ANNEX QUEEN of
OPERATION PLAN
CTF 87 No. 1-44

AUTHENTICATION:

1. Attention is invited to paragraphs 29 and 65 of ComNavNaw Basic Communications Plan, as modified below:

(a) CCBP 0122 Edition B6 is effective from 1200B D-1 day until 0001B D + 5 day for authentication between all services and units, except for communications with aircraft and with airborne SFCP, which will not hold this publication.

(b) At 001B D + 5 CCBP 0122 Edition B9 becomes effective for naval use. The ground forces will hold this publication at division level. The Air Force will hold at Wing level.

2. The only method to be used is the first method listed on page III of CCBP 0122 under "CHALLENGE and REPLY". Use of this method, however is not limited to messages in plain language or low grade ciphers as specified in paragraph 2, page II.

3. Authentication shall be used only when identification is necessary, and not as a routine procedure. A challenged station shall invariably send a counter challenge. However, when there is any doubt as to the authenticity of a station or message, authentication shall be used.

4. For distribution of CCBP 0122 see Appendix Four of this Annex and Appendix 3 of ComNavNaw Basic Communications Plan.

[redacted]

APPENDIX 3 of ANNEX QUEEN to
OPERATION PLAN
CTF 87 No. 1-44
CHANNEL CHART No. 1

R - RECEIVING
Q - IF REQUIRED FOR SCREENING DUTIES SHIPS MUST BE PREPARED TO TRANSFER ON N2, N8, N12, N25, AND UNNUMBERED CHANNELS IN EMERGENCY.

CHANNEL NUMBER		FREQUENCY	CTF 87 in USS BAYFIELD (Convoy Comdr)	LCI(L)(C)'s - LCH's	APA's - AKA's	LSI's	LST's	LCI(L)'s	Comdr. Bombardment Group	BB's - CA's - CL's	DD's - DE's	Comdr. Escorts	Major Escorts	Minor Escorts	Comdr. Sweepers	AMS	YMS's - ML's Trawlers - BYMS's	Merchant Ships	NCWTF	CTF - 84	CTF - 85
N2	SHIP SHORE CALLING	4740	R									R							R	R	R
N4	AREA BROADCAST	180	R	R	R				R	R	R	R	R		R				R	R	R
N5	SENIOR OFFICERS BROADCAST	445	R						R										R	R	R
N8	FORCE FOX	369	R	R	R				R	R		R	R		R				R	R	R
N12	TBS VOICE	72.5	R		R				R	R	R				R				R	R	R
N13	TASK FORCE COMMANDERS	3290	R																R	R	R
N13A	ASSAULT FORCE COMDRS (HI-SPEED)	140.58	R																R	R	R
N25	COMMON SCREENING VESSELS	2436	R						R	Q	Q	R	R	R							
	PORT WAVE	2150	R	R					R												
	MINESWEEPING GROUP COM'D	2670	R						R			R			R	R	R				
	MINESWEEPING GROUP (MN)	30.14													R	R	R				
	TRACK BROADCAST	2215	R	R					R	R	R										
	CONVOY R/T	2410	R	R	R	R	R	R	R	R	R	R							R	R	R
	MERCHANT FREQUENCY	500	R															R			

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APPENDIX 3 of ANNEX QUEEN to
OPERATION PLAN
CTF 87 No. 1-44
CHANNEL CHART No. 2

C - CONTINUOUS WATCH - TRANSMIT AND RECEIVE
R - RECEIVING ONLY
Q - AS REQUIRED
B - FOR BEACH ASSIGNED
S - IF ON SCREENING DUTY

CHANNEL NUMBER		FREQUENCY	87. CTF 87(CAMEL FORCE) in USS BAYFIELD	87.1.1 LCH-315 RESERVE FLAGSHIP	87.3 LCI(L)(C) 195 - RED ASSAULT GROUP COMMANDER	87.3.2 LCI(L) 303 - RED ASSISTANT COMMANDER	87.3.3 RED APA's - AKA's	87.3.4 RED LSTs	RED LCI(L)'s - LCT's	87.4 LCI(L)(C) 19 - GREEN ASSAULT GROUP COMMANDER LCH-240	87.4.1 GREEN DEPUTY COMMANDER	87.4.2 GREEN LST's	GREEN LCI(L)s - LCTs
N71A	BOAT CONTROL "A" (RED)	22.6	C	Q	C	C	C	C				C	
N71B	BOAT CONTROL "A" (GREEN)	23.7	C	Q						C	C		
N71C	BOAT CONTROL "A" (BLUE) (YELLOW)	25.3	C	Q									
N71D	BOAT CONTROL "B" (COMMON)	20.5	C	C	C	Q	Q	Q		C	Q	Q	
N72A	CRAFT CONTROL (RED)	3100	C	Q	C	C	C	C	C				
N72B	CRAFT CONTROL (GREEN)	3680	C	Q						C	C	C	C
N72C	CRAFT CONTROL (BLUE) (YELLOW)	3790	C	Q									
N73	SHIP-TO-BEACH (ADM)	4330	C	C	C					C			
N4	AREA BROADCAST	180	R	R			R						
N5	SENIOR OFFICERS BROADCAST	445	R										
N8	FORCE FOX	369	R	R	R		R			R	R		
N12	TBS VOICE	72.5	C				R						
N13	TASK FORCE COMMANDERS	3290	C	R									
N13A	ASSAULT FORCE COMDRS(HI-SPEED)	140.58	C										
N23	ASSAULT FORCE COMMAND (CW)	2820	C	C	C		C			C	C		
N23A	ASSAULT FORCE COMMAND(VOICE)	2226	C	C	C					C	C		
N24C	COMMON FIRE SUPPORT CALLING	4515	Q										
N25	COMMON SCREENING VESSELS	2436	Q										
	MINESWEEPING GRP. COM'D.	2670	C										
	MINESWEEPING GRP. (MN)	30.14											
	TRACK BROADCAST	2215	R	R	R					R			
	MERCHANT FREQUENCY	500	Q										

NOTE: FIT SECTION "A" to "B" and "B" to "C"

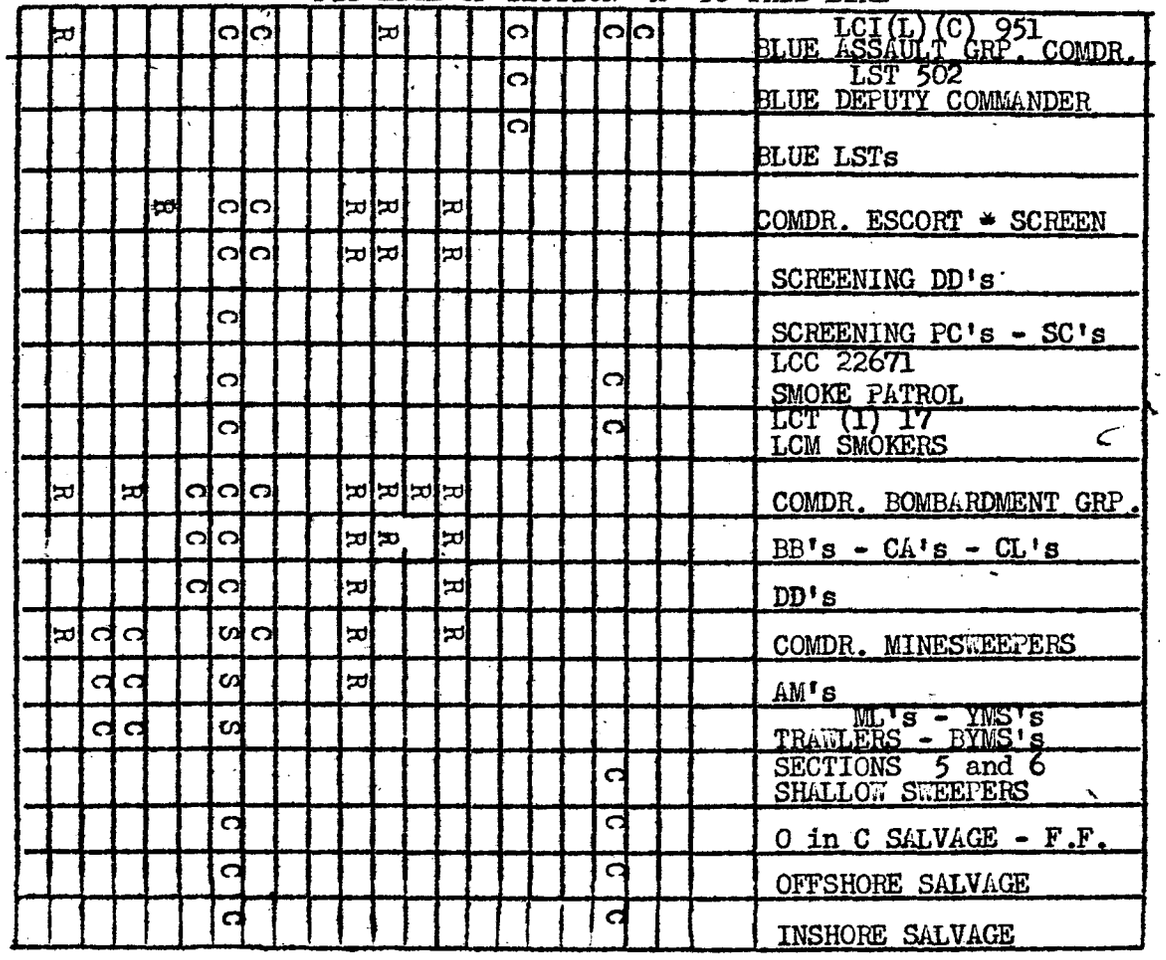
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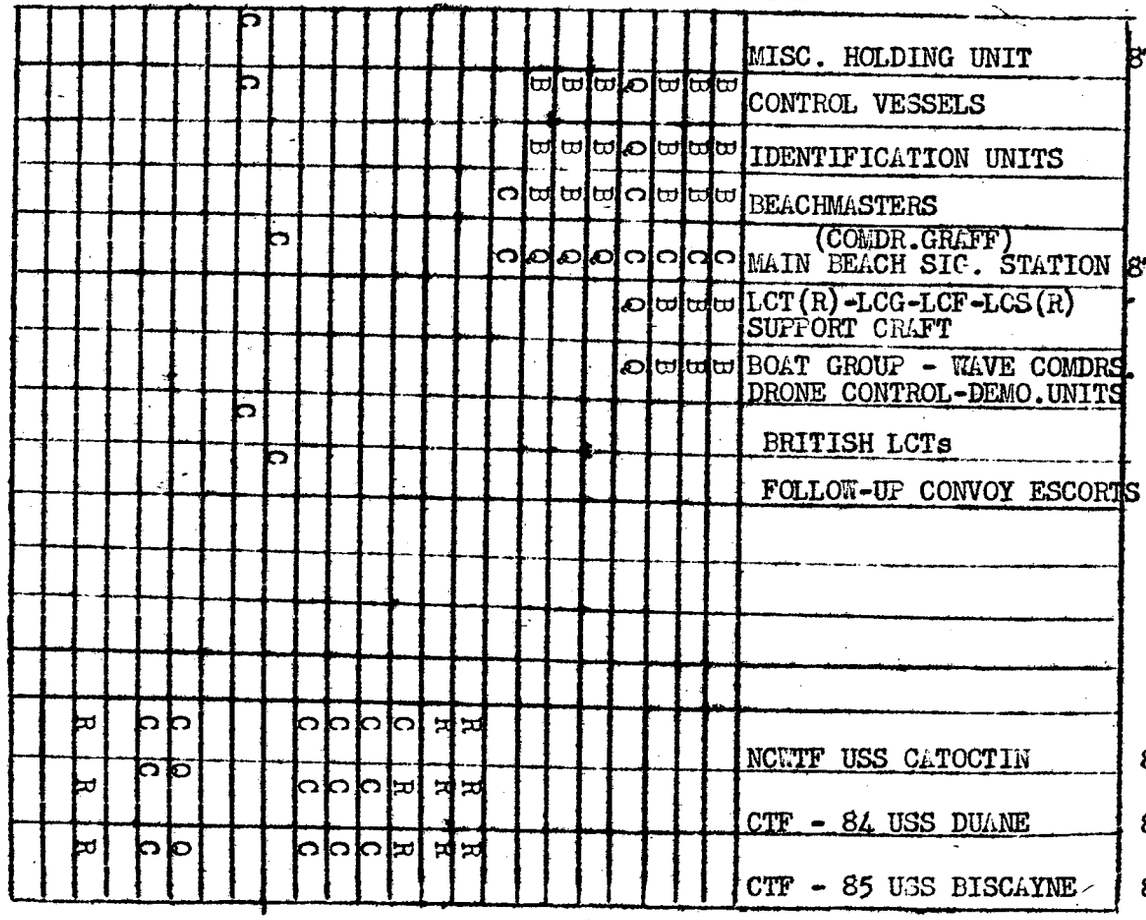
SECTION "A"

SECTION "B"

FIT EDGE OF SECTION "A" TO THIS LINE



FIT EDGE OF SECTION "B" TO THIS LINE



SECTION " C "

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APPENDIX 3 OF ANNEX QUEEN TO
OPERATION PLAN
CTF 87 No. 1-44
CHANNEL CHART No. 3

C-Continuous Watch-
Transmit and Receive

R-Receiving Only
Q-As Required

Channel No.		Frequency	CTF87 in USS BAYFIELD 87	87.1.1 Relief Flagship(LCH315)	Beach Group (Beach Bn)	Traffic Control LCC's	Screening Group (Inner) 87.6	Anti-Aircraft Unit 87.6.3	Smoke Patrol 87.6.4 (LCC 22671)	LC1 Smokers (LCT(1) 17) 87.6.5	Comdr. Minesweepers 87.8	Minesweepers	87.9 [illegible] & F.F.
N1	Traffic Control (Common) "B"	20.5	C	C	C	C			C	C			
N3	Ship-to-Beach (Adm)	4330	C		C								
N4	Area Broadcast	180	R	R							R		
N5	Senior Officers Broadcast	445	R										
N8	Force Fox	369	R	R			R				R		
N12	TBS Voice	72.5	C								R		
N13	Task Force Commenders	3290	C	C									
N13A	Assault Force Comdr's(Hi-Speed)	140.58	C										
N23	Assault Force Command (CW)	2820	C	C	C								
N23A	Assault Force Command (Voice)	2226	C	C		C	C	C	C	C	C		C
N24C	Common Fire Support Calling	4515	Q	Q									
N25	Common Screening Vessels	2436	Q	Q									
N35	Div. Beachmasters Circuit	4172			C								
	Port Wave	2150	C	C	C	C							C
	Minesweeping Grp. Command	2670	Q	Q							C		
	Minesweeping Grp. (MN)	30.14									C		
	Track Broadcast	2215	R	R							R		
	Convoy R/T	2410	Q	Q									
	Merchant Frequency	500	Q	Q									

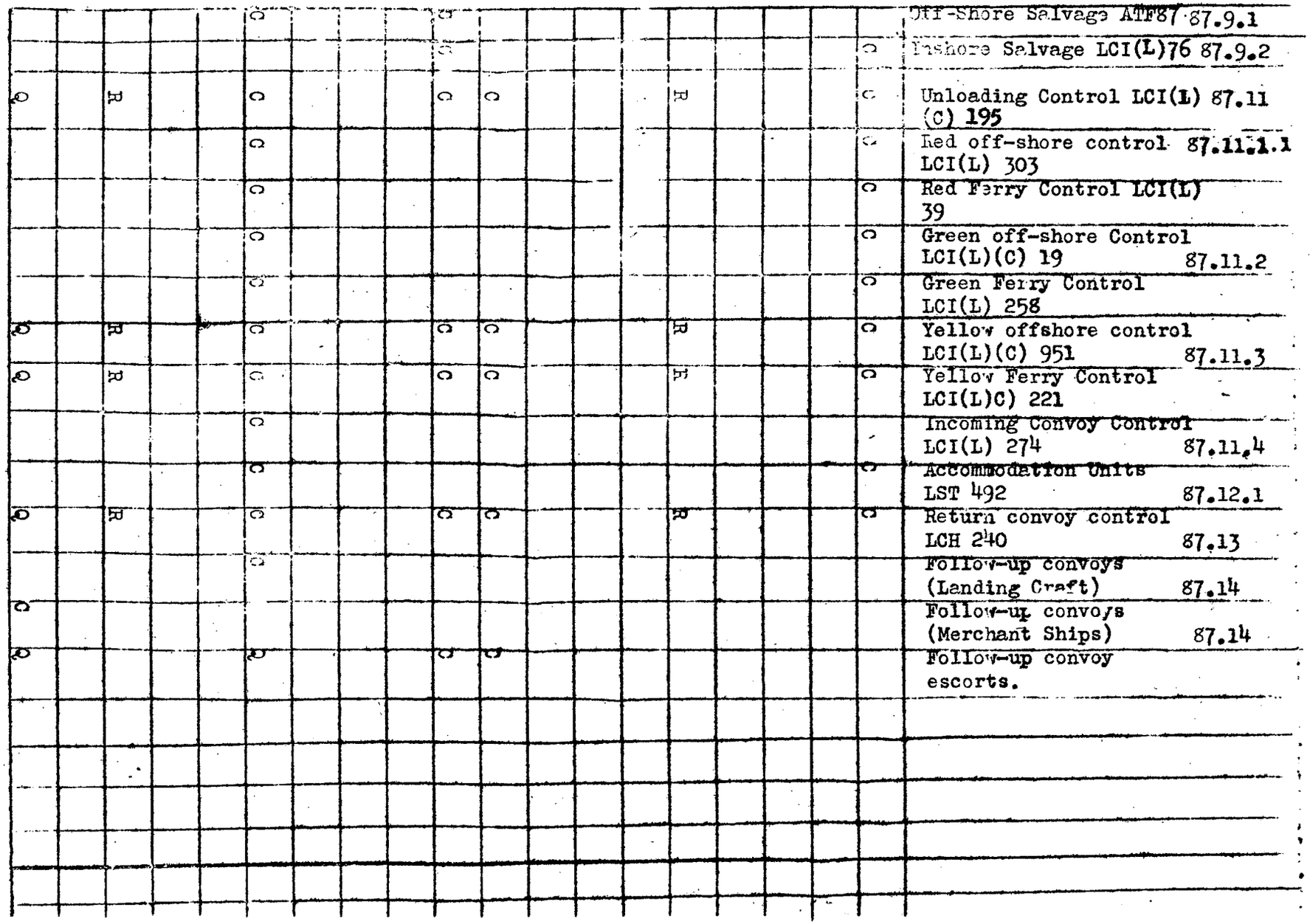
NOTE: Fit Section "A" to Section "B"
to make chart No. 3 complete
(Left to Right)

SECTION "A"

APPENDIX 3 OF ANNEX QUEEN
CHANNEL CHART NO. 3

SECTION "B"

FIT EDGE OF SECTION "A" TO THIS LINE



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APPENDIX 3 to
ANNEX QUEEN of
OPERATION PLAN
CTF 87 No. 1-44

1 August 1944

FREQUENCIES (Explanation of use and CHANNEL CHARTS).

1. The following list of frequencies will normally be guarded within the Task Force.

Channel No.	Explanation of use.
N71	Boat Control Circuit ("FM" Voice) SCR 509 radio. This circuit used for the control of waves, pre-assault units, reports from scout boats, demolition units, etc. Normally each Beach will be assigned a separate frequency on Channel "A", while the "B" channel will be the same on all sets. After the Assault Waves have landed the "B" channel becomes the Salvage channel and for use of shallow water sweeping sections. All ship anc craft such as transports, wave leaders, etc., whose duties no longer require the use of these sets turn them in either to Beachmaster, Control Vessels, Assault Group Commanders, or LST 47 (Mother Ship). These sets will be turned over to Commander Unloading Control to be used in the Post Assault phase, (see Annex KING) for Traffic Control Units, Salvage and control of Smokers.
N72	Beach Craft Control. (CW) ship's radio. This circuit used for the control of craft to and from anchorages and beaches. Normally one frequency per beach. All APA, AKAs, all landing craft, Reference and Control Vessels, Assault Group Commanders and Force Flagship guard this channel for Beach concerned. Primarily, this channel is for Assault Group Commander to control ships and craft under his command. However, air alerts and warning information may be passed on it.
N73	Ship to Beach Administrative Circuit. (CW) ships radio, TBX or SCR 284. This circuit used for routine reports, administrative matters pertaining to supply and evacuation. Guarded by Beachmasters, Main Beach Signal Station, Assault Group Commanders and Task Force Commanders. Proper use of this circuit will greatly lessen traffic on the "FM" 509 voice circuit. Traffic for the Army ashore may be relayed over this circuit.
N-2	Ship-Shore Calling. Guarded by all Med. shore stations as shown in AFO S 1/44, (MD).
N-4	Area Boradcast. All ships and units are responsible for traffic appearing thereon. In case of small vessels, guardships shall be arranged by responsible senior officers. Normally guarded by all ships, destroyer escorts and larger.
N-5	Senior Officers Broadcast. Boradcast to Flag Officers - and others designated by CinCMed. Established 1 August.

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N-8 Force Fox. NCWTF operational and L/F emergency warning channel to all vessels Western Naval Task Force.
Shall be guarded by all vessels having a low frequency receiver available, except PT's and MTB's. Assault Force Commanders shall keep a transmitter available for use on this channel, for emergency warning purposes only. All vessels are responsible for traffic appearing thereon. Responsible seniors designate guardships for small vessels and craft as may be required.

N-12 TBS Voice. VHF area warning to all vessels equipped with TBS or TBY. Tactical Channel for combatant vessels.
Guarded by all ships equipped with TBS or TBY.

N-13 WNTF Command. NCWTF, CTF 84, CTF 85, CTF 86, CTF 87, CTF 88, ComCarGroup A, ComCarGroup B, and group or unit commanders operating directly under NCWTF. See also 140.58 Mcs.

N-13A Assault Force Commanders High Speed. This circuit will be oper by CTF 84, CTF 85, CTF 86, CTF 87, and NCWTF.

N 23 Force Command (CW) Ship's radio. This circuit used for the control of the Force by CTF 87. Normally guarded by Assault Group Commanders, other Group and Unit Commanders.

N 23A Force Command (Voice) Ship's radio. A voice circuit to parallel the above.

N 24C Common Fire Support Calling. A common calling channel for use between SFCP's and Gunfire Support Ships.

N 25 Common Screening (CW). Ship's radio. Guarded by all ships on escort or outer Screening duty. Commander Screening Groups will guard other circuits as needed for the Screening Group and pass all pertinent traffic to his ships on this channel.

N 35 Division Beach Masters Circuit. Lateral circuit between main beach masters and Naval Liaison Beach Control Officer.
Port Wave. Used in accordance Mediterranean Stations Orders. Short range ship shore channel.
Guarded by all bases. All ASR boats and ANTWERP guard this channel.
Minesweeping Wave (Voice). Ship's radio. Used by minesweepers for intercommunications and for reports to CTF 87.
Minesweeping MN. (Voice) Ship's Radio. Used by minesweepers for intercommunications. Small sweepers receive information and warnings from Commander Minesweepers on this circuit.
Track Broadcast (Voice) Ship's Radio. A radio channel assigned for the transmission of radar information and plots from designated Radar guard ships to the Task Force Commander and Fighter Director Ship. Plots are transmitted in plain language on voice. CTF 87, Assault Group Commanders, Cruisers and above normally guard this channel.

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Convoy R/T. (Voice) Ship's Radio. Guarded by all ships in convoy and Commander Escorts, for communication withing the convoy.
Merchant Frequency. Guarded by all Merchant and Hospital Ships.

CHANNEL NO.	NAME	FREQUENCY
N 71A	BOAT CONTROL (RED) "A"	22.6 MCS
N 71B	BOAT CONTROL (GREEN) "A"	23.7 "
N 71C	BOAT CONTROL (BLUE) (YELLOW) "A"	25.3 "
N 71D	BOAT CONTROL COMMON "B"	20.5 "
N 72A	CRAFT CONTROL (RED)	3100 KCS
N 72B	CRAFT CONTROL (GREEN)	3680 "
N 72C	CRAFT CONTROL (BLUE) (YELLOW)	3790 "
N 73	SHIP TO BEACH (ADM)	4330 "
N 2	SHIP SHORE CALLING	4740 "
		6300 "
N 4	AREA BROADCAST	180 "
		2815 " (NI
		7765 " (DA
N 5	SENIOR OFFICERS BROADCAST	445 "
		5340 " (NI
		10085 " (DA
N 8	FORCE FOX	369 "
N 12	TBS VOICE	72.5 MCS
N 13	TASK FORCE COMMANDERS	3290 KCS
N 13 A	TASK FORCE COMMANDERS (HI-SPEED)	140.58 MCS
N 23	ASSAULT FORCE COMMAND (CW)	2820 KCS Pri
		8120 KCS Sec ary
N 23A	ASSAULT FORCE COMMAND (VOICE)	2226 KCS
N 24C	COMMON FORE SUPPORT CALLING	4515 "
N 25	COMMON SCREENING VESSELS	2436 "
N 35	DIVISION BEACHMASTERS CIRCUIT	4172 "
	PORT WAVE	2150 "
	MINESWEEPING GROUP COMMAND	2670 "
	MINESWEEPING GROUP COMMAND (MN)	30.14 MCS
	ALTERNATE	32.86 MCS
	TRACK BROADCAST	2215 KCS
	CONVOY R/T	2410 "
	MERCHANT FREQUENCY	500 "

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PUBLICATIONS

1. Vessels assigned to EIGHTH Fleet will conform to instructions regarding publications to be used in the current operation set forth in Appendix 3 of Annex ABLE of Commander U.S. Naval Forces, Northwest Afri Waters, Basic Communication Plan and the tables contained therein.

Since these tables were replaced by new ones in Change 4 dated 1 August 1944, care should be taken to correct the plan up to date.

2. All matters pertaining to normal holdings, reduced holdings, metho of stowage, publications left ashore and categories of holders, as well as allowances for each, are contained therein. Holders are described a length in Appendix 3, Annex ABLE of Commander U.S. Naval Forces, Northwest African Waters, Basic Communication Plan.

When using the tables contained in Appendix 3 it must be borne in mind that each and every holder must fall into one of the nine categori listed here:

Col.
- 5 - Normal class 5 holders, afloat and ashore
- 5A - Temporary flag officers' liaison allowance
- 4 - Normal class 4 holders afloat and ashore
- 3 - Normal class 3 holders afloat and ashore, less PC, ATR, ARS
- 3A - Temporary major war vessels liaison allowance
- 2 - Normal class 2 holders afloat and ashore plus PC, ATR, ARS
- 2A - LST, LCI(L), LCT Flotilla and Group Commanders, Commanders Motor Torpedo Boat Squadrons 15, 22, 29
- 1 - Normal class holders afloat and ashore, Beach Battalions
- 1A - Shore Fire Control Parties, Air Ground Liaison Parties, LCT, Air-Sea Rescue Boats (ASRB), LCC

3. Editions effective for the Operation.

CCBP 0131(5)	CCM KEY LIST
%CCBP 0130-B(2)(3)(4)	COMBINED ASSAULT CODE
CCBP 0102(5)	CCM KEY LIST
*CSP 1606(1Q)	ARMY-NAVY HAGELIN KEY LIST (SEPT 1 USE (IS))
CCBP 11	FIGHTER DIRECTOR VOCABULARY
#CCBP 0122-B(9)	COMBINED AUTHENTICATION SYSTEM
BR 777	NAVAL AIRCRAFT CODE
SP 02433 (AL)	REKOH CARDS
SP 02308(20)	RECODING TABLE FOR ANGLO-FRENCH CODE
BR 637	MERSIGS, VOL. 1
L.C.S.B.(M)	LANDING CRAFT SIGNAL BOOK (MEDITERRANEAN)
SP 2537(16)(SEPT.1)	MEDOK-USED WITH BR 996
CSP 1511-12(DC)	SPECIAL AMPHIBIOUS STRIPS AND KEY LIST.(DD) EFF SEPT 1)
SP 2539(14)	FOXO-USED WITH BR 996
MBC	MEDITERRANEAN BOMBARDMENT CODE

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% Editions B-2 effective at 0001B sailing dated for R/T (voice) and V/S (visual) circuits, but not until "D" day for W/T (key) circuits. Superseded by B-3 at 0001B D/5. B-4 will supersede.

* See Paragraph IV (4) below.

Edition B-6 effective from 0001B sailing date as in "%" and superseded by B-8 at 0001B D/5.

The following LCI(L)(C) assigned to Task Force indicated will hold CCM:

TF 84	TF 85	TF 87
950	196	19
953	530	195
954	952	315(Br)
		951

The following security instructions apply:

LCI(L)(C) with CCM aboard will not be beached until the beachhead is definitely secure.

To provide for immediate destructions of CCM if necessity arises, a cryptographic security officer will be on duty at all times in the code room.

Under no circumstances may CCM equipment be transported from the ship to the beach.

On D plus 30, when this equipment is no longer needed, it is to be returned to Sub RPIO Naples.

LCI(L)(C) which hold CCM will hold only one key list, CCBP 0131. After D plus 30 LCI(L)(C) will revert to normal allowance.

Other commands holding CCM publications and equipment are listed in Appendix 4(c) to Annex Charlie to CTF 80 Operation Plan No. 4-44. It should be noted there are three class of holders:

(1) Commands holding only CCBP 0131, including LCI(L)(C)

(2) Those holding also CSP 1833 and its associated publications.

(3) Those higher commands holding CCBP 0131, CSP 1833 and CCBP 0102.

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4. Special Assault Publications are described below:

1. CCBP 0131 CCM Key List
This will be the primary high grade security publication used by U.S. and British holders. It is a CCM key list for the Mediterranean, Atlantic and European areas. It is held by all holders of CCM in the Mediterranean.

2. CCBP 0130-B Combined Assault Code
This code is a result of adopting the best features of old assault Fleet Code (British) and Joint Army-Navy Code. It is designed for tactical communications by all forces participating in an amphibious assault. It is the primary low grade security publication used. Each series has a special code word indicator. The code contains a Vocabulary, a Beach Section, Position and Numeral Table, a Syllabary, and a Geographical Table. It is held by all U.S. holders and British units.

3. CCBP 0102 CCM Key List
Also referred to as British High Command CCM machine setting list. It is used with Combined Cypher Machine and CSP 1811. It is effective world wide between known holders. Commencing with CCBP 0102-9 this key list will be used with a different set of wheels. CSP 1812 (CCBP 0112); CCBP 0102-9 through 12 are being made ROB for class 5 holders and above.

4. CSP 1606 Joint Army-Navy Hagelin Key List
Hagelin Key List for Joint Army-Navy use. Army title is SIGSCT. It is to be used with Navy CSP 1500 or Army Converter M-209. Instruction Book 1501 is also used with this publication. Joint Hagelin Army-Navy is not to be used for communications with navies until after D plus 5. It is for use only in communication between armies and navies. It has small security.

5. CCBP 11 Fighter Director Vocabulary
This is a non-cryptographic condensation code of negligible security, produced by the Codes and Cipher Committee. This publication is preseribed for inter-service joint and combined use by all U.S. and British Services.

6. CCBP 0122-B Combined Authentication System
Detailed instructions on authentication are contained in Appendix 2 to this Plan. CCBP 0122 is one of the two systems furnished. It is held by U.S. Navy class 2 and above, Royal Navy Corvettes and above, British and U.S. Army Division Headquarters and above.

7. BR 777 Naval Aircraft Code
It contains Alarm Signals, Signals to and From Aircraft, Gunnery Signals, etc. The message is recorded in SP 02433 for security purposes. Unrecoded messages have no security.

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8. SP 02433 Rokoh Cards - R.A.F.
This is a set of Royal Air Force Cards for the Middle East. There is a card for each day; reverse side of the card is the decode. There is no printed set of instructions for the user on these cards, hence U.S. authorities should acquaint themselves with them immediately. Air Coverage Units use this device.

9. SP 02308 Recoding Table for use with Anglo-French Code
This series is used to recode messages that have been made up in four letter groups from Anglo-French Code SP 02281 (Part I) and SP 02281-A (Part II) and SP 02282 (Part I) and SP 02282 A (Part II).

10. BR 637 Mersigs - Volume I
Attention is called to CRPM 779 (revised) in this reference. This is a most valuable publication for visual signals. All stock of BR 637 registered numbers 1 - 30,000 have been ordered withdrawn. Holders should see to it that they have a new edition and have entered corrections from CRPM 779, 780, 817, 845, 846, 870, 879 and 954.

11. L.C.S.B.(M) Mediterranean Landing Craft Signal Book
Mediterranean Landing Craft Signal Book is one especially designed for all U.S. and British Ships and craft in the Mediterranean. It is used in place of DNC 15. DNC 15 is not effective for EIGHTH Fleet.

12. CSP 1511-12 Special Amphibious Strips and Key List
These strips and key list are for use by Amphibious Commanders. The effective date, supersession date, and destruction date of this publication is prescribed by Commander U.S. Naval Forces, Northwest African Waters. Rotating Indicators are not used with this strip - the indicators are printed on the key list covers. Attention is called to CSPM 562 to avoid any violation of security in the use of these strips.

13. SP 2537( ) Medox
Medox - SP 2537(16) will be revived with BR 996 on September 1.

14. SP 2539 ( ) Foxo
SP 2539 (14) will be used for August with BR 996.

15. BR 996 (Used with 2537, 2539 series)
This is a basic book and must be recoded in Foxo, and Medox tables. The publication does not change daily and shall not be used plain without recoding. See Appendix 4(c) of Annex CHARLIE to CTF 80 Operation Plan 4-44 for geographic supplement. These must be inserted upon sailing.

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16. MBC — Mediterranean Bombardment Code
This publication has been developed for Combined Bombardment in the Mediterranean, and will be used by all forces spotting naval gunfire. It is issued under the direction of Commander-in-Chief Mediterranean. This code is based upon use of plain language (voice) and short two letter groups for CW transmission. The publication gives explanation and examples of voice and CW procedure to be used. MBC has temporarily superseded all other bombardment codes held in the Mediterranean.

17. NCWTF Voice Vocabulary
This is a simple vocabulary to be used on voice circuits only. It has little or no security and is used where speed is the most essential element. When temporary security is desired the "Combined Assault Code" should be used as a voice code. Appendix 4(f) to Annex CHARLIE, CTF 80 Operation Plan 4-44 contains additions to this vocabulary and must be inserted upon sailing.

5. Publications held by British Ships participating in this exercise:

TYPE SHIPS & CRAFT	WILL HOLD
LANDING CRAFT	
LCT(R), LCF, LCG, LCI, LCT(3)(4)	CCBP 0122-B(6)(9) CCBP 0130-B(2)(3)(4). L.C.S.B.(M) Note: 1. These craft do not hold Mersigs. 2. LCG holds Mediterranean Bombardment Code.
MINOR WAR VESSELS	
Trawlers, Motor Launches, HDML, M.T.B.M.L., BYMS, Dan Layers, Fleet Tenders	CCBP 0122-B(6)(9), CCBP 0130-B(2)(3)(BR 637, SP 02433, (AL) BR 777, L.C.S.B.(M), SP 02433(AL)
MAJOR WAR VESSELS	
Fleet Sweepers, DD/DE, Cruisers, Battleships, Carriers, Sloops, LSI(L)(White Ensign)	CCBP 0131(5), M.B.C., CCBP 11, CCBP 0122-B(6)(9), CCBP 0130-B(2)(3)(4 SP 02433(AL) SP 02433 (AL), BR 777, SP 02308(20) BR 637, L.C.S.B.(M) Note: Fleet Sweepers, Sloops and LSI(L)(White Ensign) will hold CCBP 0131 series and CCM
MERCHANT SHIPS	
LSI(L) (Red Ensign)	Will retain Combined Assault Codes and Mersigs only

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Radar in Convoy. Radar silence will be maintained on all air-search radars except Radar guard ships and FDT's, designated by OTC's of Assault convoys. No restriction will be observed on surface search radar or Fire-Control radar when required for control of gunfire in action. The Radar Reporting frequencies for the Assault forces are:

Primary - 34.35 MCS voice (R/T)
Secondary - 2160 KCS voice (R/T)

Ships fitted with Air-search radar be prepared to set watch on Secondary Reporting channel, if so directed. (use of Radar Reporting circuits, en-route to the Assault are subject to the conditions of radio silence.)

Radar in Assault Area prior to H-hour. The instruction governing the use of Aircraft search radar enroute apply in the Assault Area until 0530B. At this time the U.S.S. BROOKLYN will assume guard in the CAMEL Assault Area with the ARGONAUT as standby. All combatant ships equipped with air search radar be prepared to set watch on the secondary radar reporting channel, 2610 KCS. The best source of Air information for the majority of ships and craft however is the Filtered Track Broadcast, 2215 KCS.

Radar Reporting Procedure.

(1) Radar guardships will report plots in plain language, using the Fighter Director Vocabulary and utilizing MAFOG for designating positions.

(2) Guardships report all plots, unless otherwise directed by the Fighter Director Ship.

(3) Each new contact will be reported twice.

(4) Control of reports and control of sweeps is a function of the Air Controller in the F.D. ship.

(5) Tracks will be numbered consecutively in order of contact, from 1 to 99. Each guard ship is assigned (in Appendix 1) a codename which will preface the track number.

Example: Ship assigned code name CAUSTIC will call first track. "CAUSTIC ONE", the second track, "CAUSTIC TWO".

(6) All information on aircraft, including SG radar plots and visual contacts, will be passed according to the following sequence:

A. Code name

B. Number of track

C. Number of aircraft

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D. MAFOG coordinates

E. Height told as:
Very low (below 1000 feet)
Low (1-5000 feet)
High (5-10000 feet)
Very high (10-15000 feet)
Or: if determined by radar, by giving ANGELS - (Altitude in thousands of feet).

After initial reports, unless there is a subsequent change in the altitude or size, only the new grid position will be repor ed.

(7) After the initial contact has been reported twice, unless a Contro Track number is assigned by the Air Controller, the radar reportir ship will cease reporting that particular raid.

(e) Vessels fitted and staffed for full fighter direction are:

STUART PRINCE, FDT 13, CATOCTIN

LST's equipped with GCI's for control of night fighters are:

LSTs 32, 140, 394

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VISUAL COMMUNICATIONS AND RECOGNITION

1. Use of Visual Communications.

(a) Use visual communications as the primary method of communication between ships and craft whenever possible to relieve W/T and R/T circuits. Stand alert signal watches on a 24 hour basis. Brief all signalmen in this appendix to insure efficiency in signalling.

(b) Maintain visual silence during darkness except for recognition and emergency identification signals and for an emergency of greater importance than preserving secrecy of location.

(c) It is ESSENTIAL that no light be shown toward the hostile beach during darkness on the initial approach. To insure this, for seaward visual transmissions, use only the FOX method.

(d) Use visual methods in following order of precedence:

BY DAY:
1. Flag Hoist.
2. Semaphore.
3. Multipurpose signal lamp.
4. Searchlight with smallest procticable adapter and colored filter.
5. Searchlight without adapter and colored filter.

BY NIGHT:
1. Binocular blinker, if available and distance permits.
2. Blinker gun with greatest possible reduction.
3. Multipurpose signal lamp using least practicable brilliancy.
4. Searchlight with smallest practicable adapter and colored filter.
5. Searchlight without adapter and colored filter for emergency only.

(e) Use loud hailers to reduce visual traffic whenever possible.

2. Flag Hoist.

(a) Dispositions which include transports or merchant ships without landing craft normally use MERSIGS.

(b) Landing craft and all formations which include landing craft use Combined Landing Craft Signal Book (Mediterranean)(L.C.S.B.(M)). When merchant ships are present or whenever confusion with signals from MERSIGS might exist, precede signals from section 3 of L.C.S.B.(M) by the flag ROGER and TACK.

(c) Holders may use the U.S. Navy General Signal Book and Auxiliary Signal Book when landing craft are not involved. Use the BUS flag when British and/or French and/or U.S. ships are in company to indicate signals taken from these books. When only U.S. Navy ships are in company, use the BUS flag to indicate that the General Signal Book with paragraph 36 and Chapters 8 and 10 of CSP 1846 are in use.

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VISUAL COMMUNICATIONS AND RECOGNITION

3. Flashing Light and Semaphore.

(a) Use Combined Operating Signals (CCBP-2) and Combined V/S Procedure (CCBP-5) for U.S. Navy and combined (British, French, and U.S.) visual communications.

(b) When signals are relayed by flashing light or semaphore, use the indicators below to avoid confusion:

1. From MERSIGS - MER as first group of the text.
2. From General Signal Book - BUS as the first group of the text.
3. From L.C.S.B.(M) - normally no indicator unless confusion may result and then use ROGER TACK as the first groups of the text.

(c) Use a six digit date/time group with zone suffix BAKER for all messages other than signal messages.

4. Visual Call Signs.

(a) Use U.S. Navy Call Sign Book, Part II (Visual) for all U.S. ships other than landing craft.

(b) Landing craft use visual call signs from L.C.S.B.(M) including Amendments One and Two.

(c) When applicable in convoy cruising dispositions, use station unit designations as specified by OTC for screening and supporting units, convoy pennant (station) numbers in accordance with MERSIGS and L.C.S.B.(M).

(d) Special call signs will be in accordance with Appendix One to Annex Queen.

5. Visual Responsibility and Alertness.

(a) Insure compliance with visual responsibility in accordance with CCBP-5. This responsibility is normally out and away from the originator.

(b) The USS BAYFIELD, flagship of the Task Force Commander, is fitted with a 360 degree daylight signalling lantern. All ships and craft be alert for collective call messages from the flagship. The collective call VE from CCBP-5 will be used and ships and craft should be alert for it, answering by either flashing light or hoisting code (answering) pennant. (VE means all ships and craft)

6. Publications.

(a) Publications required for visual communications as follows:

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VISUAL COMMUNICATIONS AND RECOGNITION

LANDING CRAFT:
1. Combined Landing Craft Signal Book (Mediterranean)(L.C.S.B.(M)).
2. Combined V/S Procedure (CCBP-5).
3. Combined Operating Signals (CCBP-2).
4. International Code of Signals-Visual (H.O. 87) for use with merchant ships only.
5. U.S. Navy Call Sign Book Part II (Visual)(except LCTs).

OTHER SHIPS: All of the above plus:
6. Mersigs, Volume I (BR 637).
7. General Signal Book (CSP 734) and British-US Appendix (CSP 1846) or Auxiliary Vessels Signal Book (CSP 950).

7. Recognition.

(a) Ensure a thorough knowledge of, and readiness to use, surface, air and submarine recognition signals.

(b) Landing craft including LSTs will not carry recognition signals.

(c) Use normal recognition as laid down by the following publications:

1. SP 02220 - Recognition Manual.
2. SP 02440-7 - Key memoranda.
3. CB 01618(Q)(41) - Ship to shore.
4. SP 02312 - Aircraft Recognition Instructions.

(d) Ships and craft requiring extracts of recognition signals procure them to cover outward voyage and return.

(e) Ships and craft in the assault area in need of recognition signals procure them from the Force Flagship or any class three holder.

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SPECIAL SIGNALS

1. AIR RAID WARNING SIGNALS

DEGREE OF WARNING	WHISTLE	FLAG HOIST	W/T or R/T SIGNAL	MEANING
Preliminary		Yellow Flag	Yellow	Air Attack Expected
Final	A series of 10 short blasts	Red Flag	Red	Air Attack Imminent
All Clear	1 Long Blast (10 sec.)	Haul down Red or Yellow Flag	White	Raiders Passed

2. SMOKE SIGNALS

MEANING	FLAG HOIST	W/T and R/T	WHISTLE	LIGHTS OR PYROTECHNICS
MAKE SMOKE	QUEEN,QUEEN	QUEEN, QUEEN	Q, Q	2 GREEN VERY LIGHTS
STOP SMOKE	NAN, QUEEN	NAN, QUEEN	N, N	RED AND WHITE VERY LIGHTS

3. The following signals may be used by Flag Hoist normally and by flashing light when applicable:

SIGNAL	MEANING
Flag A	LIC(L)s at beach to indicate LCVP needed to offload.
Flag B	Red warning. Also NCDU LCVPS.
Flags B, F, C	Red ferry control.
Flag B Answering Pennant	LCTs Carrying reserve NCDU explosives.

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SIGNAL	MEANING
Flag E	Two Blocked by vessels when unloaded. This signal must not be used by a vessel when underway in order to avoid confusion with its Mersigs and L.C.S.B.(M) meaning.
Flag E Numeral Pennant	Flown by vessels unloading to indicate tens of per cent unloaded. Example: Easy Pennant 4 means "40 per cent unloaded".
Flag F	LST MOTHER SHIPS.
Flag M	Hospital equipped LST.
FLAGS MTA Tack (letter)	Move transport area to position indicated by letter following TACK.
Flags MTA TACK (one or two numeral pennants) Flag X (three numeral pennants)	Move transport area closer to shore distance indicated in thousands of yards by numeral pennant or pennants following TACK, guides course indicated by three numeral pennants following X in second hoist. Ships and craft maintain true bearing and distance on guide. If second hoist is not made guides course will be 300 degrees True.
Flag P	Hoisted by Primary Control vessel five minutes before arriving at line of departure, hauled down on arrival.
Flag Q	YELLOW alert.
Flags QFC	Small boat area OBOE Ferry Control.
Flag S	Salvage boats.
Flags RC	Return Convoy Control LCI(L)(C).
Flag T	Assistant Traffic Control boat.
Flags Numeral ZERO Colored Flag	Primary Control Vessel.
Flags Numeral ZERO T	Traffic control boat.
Numeral Flags or Pennants	Landing craft returning from beach to unload a specific ship to indicate hull number of ship to which assigned. Also used to dispatch waves to beach.
Answering Pennant	Craft returning from the beach, if empty and available.
Flags Green Flag FC	Green Ferry Control.

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SIGNAL

Red Flag with White C	Red Assault Group Commander
Red Flag with White DC	Deputy Red Assault Group Commander
Green Flag with White C	Green Assault Group Commander
Green flag with White DC	Deputy Green Assault Group Commander
Blue Flag with White C	Blue Assault Group Commander
Blue Flag with White DC	Deputy Blue Assault Group Commander

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APPENDIX 8 of ANNEX QUEEN to
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SCHEDULE OF FREQUENCIES TO BE USED FOR SHORE FIRE CONTROL PARTIES IN FORCE "CAMEL"

SFCP and CHANNEL NUMBER	ATTACHED	FREQUENCIES FM(Mcs)	AM(Mcs)
10	1st Bn. 143 RCT	34.6	4370
11	1st Bn. 141 RCT	30.9	5560
12	1st Bn. 142 RCT	33.5	5800
13	2nd Bn. 141 RCT	27.6	4130
14	3rd Bn. 142 RCT	38.2	4105
15	3rd Bn. 141 RCT	33.7	4385
16	3rd Bn. 143 RCT	36.2	5430
17	2nd Bn. 142 RCT	33.2	4550
18	2nd Bn. 143 RCT	34.5	4045
COMMON FREQUENCIES		27.0	4515
SENIOR NGLO with 36th Div. Arty.		27.0	4515

FREQUENCIES OF ARMY FORWARD OBSERVERS

141 RCT	32.3
142 RCT	27.5
143 RCT	32.8

CALL SIGNS FOR SHORE FIRE CONTROL PARTY COMMUNICATIONS

1. Call signs for Shore Fire Control Parties will be generated by adding the number of the party to a standard abbreviation, as follows:

Shore Fire Control Party 16.....FC 16
Naval Gunfire Liaison Officer 16.....LO 16
BEEDEX Unit with SFCP 16.....BD 16

2. Call signs for Army Forward Observers, which change daily, are listed below for the two days, D and D plus 1:

RCT	D DAY	D + 1 DAY
141st		
142nd		
143rd		

3. Call signs for ships and Navy commands, and for Senior NGLO's, will be taken from NCWTF Operational Call Sign Book. Those for ships initially assigned to Force "CAMEL" are listed below. Column 1 is effective 0001 D-day. Columns 2,3, and 4 become effective when ordered by Commander Western Naval Task Force.

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CALL SIGNS FOR SHORE FIRE CONTROL PARTY COMMUNICATIONS

SHIP	1	2	3	4
ARGONAUT	ØM7	6M5	5T6	5I1
ARKANSAS	8T1	3G8	7Y7	6A2
BERTIN	1W5	ØA1	9A9	7D8
BOYLE	5B5	1S5	1E3	5R1
BROOKLYN	6S1	4A9	406	4PØ
CHAMPLIN	7B7	2SØ	4EØ	6R3
EDISON	90Ø	7C6	7H1	4D4
KENDRICK	5X1	5V2	608	ØI3
LUDLOW	9F9	ØDØ	7J1	4A7
MACKENZIE	9Z6	1V2	8T8	8N9
MC LANAHAN	4D8	ØR5	5D9	3P1
NIELDS	9B3	4S6	6E3	5F1
OMAHA	9U8	2V7	9U4	2V2
ORDRONAUX	1C3	8SØ	8EØ	6F8
PARKER	2BØ	9R3	4DØ	7P7
TROUIN	5U3	3T5	203	1H5
TUSCALOOSA	6U9	9G2	8Z1	8AØ
WOOLSEY	2D4	1B2	3D9	ØZ3
CTG 87.7	7Y3	7W4	ØB7	2U2
Senior NGLO:				
36th Div.	1E5	2E8	ØE8	1F3
VI Corps	5BØ	5A3	6A2	9A4

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APPENDIX 8 of ANNEX QUEEN to
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INITIAL ASSIGNMENT OF SHORE FIRE CONTROL PARTIES TO FIRE SUPPORT STATIONS

SFCP	FSS	SHIP	CALL	FREQUENCIES FM(Mcs)	AM(Kcs)
10	6	DD		34.6	4370
11	13	BROOKLYN		30.9	5560
12	1	DD		33.5	5800
13	9	DD		27.6	4130
14	3	BERTIN		38.2	4105
15	7	TUSCALOOSA		33.7	4385
16	5	ARKANSAS		36.2	5430
17	2	DD		33.2	4550
18	4	DD		34.5	4045
BD 17	10	DD		33.2	
BD 10	6	DD		34.6	
BD 12	1	DD		33.5	
SL 3				27.0	4515

ABBREVIATIONS

SFCP: Shore Fire Control Party

FSS: Fire Support Station

FM: Frequency Modulated

AM: Amplitude Modulated

BD: Floating Observer with BEEDEX unit.

SL3: Senior Naval Gunfire Liaison Officer, Force "CAMEL".

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1 August 1944

ANNEX ROGER to
OPERATION PLAN
CTF 87 No. 1-44

STORM PLAN DOCTRINE

Past experiences with storms have proven that landing craft of all types are peculiarly vulnerable to storm damage due to their shallow draft and high freeboard.

These instructions outline a plan of action for storms or heavy weather encountered by groups of landing craft especially in the area of assault beaches. Specific problems and their solutions are discussed.

1. Landing Craft at anchor

At any time the wind reaches force five (moderate waves with many white caps and some spray) a sea watch must be set and all preparations made to get underway. At least four times the depth of water must be used in scope of chain or cable for the anchor to hold. More than eight times the depth of water in scope of chain (or cable) provides more holding power than the strength of the chain (or cable) and the anchor will be lost. Therefore, as a thumb rule, if eight times the depth of water is used and the anchor still drags, then the ship must either get underway or steam up to the anchor. Many cases are recorded where landing craft were lost on the beach or rocks because they were not ready to get underway when the anchor cable parted. Landing craft usually cannot hold their anchors in a force six wind without assistance from the engines.

Watch on deck must take bearings continuously in all kinds of weather to determine whether anchor is dragging. The following cases actually occurred where this procedure was not followed: An LST anchored in the lee of an island drifted on the rocks when the wind shifted because the officer of the deck did not notice that the anchor was dragging. Another LST suffered a near miss from a bomb off the bow which parted the anchor chain and the ship drifted on the beach in fairly calm weather.

2. Landing craft beached

Any craft beached for unloading must be ready to retract at any time. A craft square to the beach with a stern anchor out will hold position in seas up to force four. If grounded only at one or two points the craft is more likely to broach than if grounded the whole length. However in the former case the engines may be used to square up. Any time a craft is in danger of broaching due to being unable to maintain position with stern into the waves it must retract immediately. Call for assistance from salvage craft in case difficulty is encountered in retracting.

3. Landing craft underway

Formations or convoys of landing craft in assault operations must maintain course along definite routes and adhere to a time schedule. In cases of severe head winds where craft must slow to a degree that the schedule cannot be met, short cuts across corners of the route are authorized. In extreme cases craft (LCTs) may turn and back slowly into the wind to avoid swamping or capsizing. In general the principle followed that it is better to arrive late with a pay load intact than not to arrive at all.

R
STORM DOCTRINE

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ANNEX "ROGER" to
OPERATION PLAN
CTF 87 No. 1-44

STORM PLAN DOCTRINE

If storm warnings are forecast formations should endeavor to run ahead of the schedule while the weather is good, noting that convoys on other routes may be met.

Special precautions on board individual craft must be taken before any voyage at sea in order to be ready for storms.

(1) All ships must be maintained on an even keel, and within limiting drafts. Loading must be carefully supervised with this in mind.

(2) Secure load against shifting cargo in case of heavy rolling. Chains and clover leaf padeyes are provided on all vehicle-loading craft and must be maintained at full allowance and in good condition. Inspect the securing chains for slack or careless rigs. LCIs keep troops below to increase stability.

(3) Watertight integrity must be inspected and maintained. Batten down all topside hatches and doors.

(4) LCT and LCI ramps have been lost in storms because preventers were not taken up or were in poor condition.

(5) Towing vessels must have long scope available and use slower speed to prevent damage to tow.

(6) In assault areas small craft underway because of lost anchors may stream astern of larger ships such as LSTs, transports or merchant vessels. Fenders, manila and chafing gear should always be aboard in full allowance.

4. Large Ships can usually ride out storms at anchor by veering chain and using engines. Render all possible assistance to smaller craft alongside or streamed astern. Use oil as necessary to calm the waves.

5. Pontoon causeways are very vulnerable to storms and must be towed clear of the beach early on rising seas or storm forecasts, even at the expense of immediate unloading activity. Causeways are almost impossible to salvage after broaching and the whole operation may be jeopardized by their loss. They should be anchored in locations as sheltered as possible or towed behind tugs, LSTs or LCI(L)s.

6. DUKWs must not be permitted to operate in seas greater than force three.

7. Beachmaster has the responsibility and authority for control of craft to and from the beaches. He must not permit a craft to beach which cannot be immediately unloaded. He must order off the beach craft endangered by rising seas.

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1 August 1944

ANNEX "ROGER" to
OPERATION PLAN
CTF 87 No. 1-44

STORM PLAN DOCTRINE

8. General
(a) The MEDITERRANEAN is well known for sudden and violent storms. Many commanding officers and group commanders are lulled into a false sense of security by long periods of calm sunny weather. During the assault of SICILY a fifty-knot wind blew all afternoon of D-1. At SALERNO, an eighty-knot on-shore wind developed without warning and broached over 100 craft including two LSTs and 25 LCT. Two storms at ANZIO, on D plus 2 and on D plus 4 resulted in the permanent loss of all causeways and the temporary (30 day) loss of ten LCTs. Fortunately, during these critical storm periods enough of the commanding officers and group commanders were on the job so that the unloading could continue after the storm although on a greatly reduced scale.
(b) Usually a ship gets in trouble during storms because she does not take precautionary measures early. Use all hands as necessary and call for assistance, if needed. On the other hand, be the first to offer help to another ship in trouble.

(c) Good seamanship entails constant alertness for weather and sea changes.

9. Storm Signals. When threatening weather approaches, the flagship will broadcast weather reports by visual signal. Should conditions reach a stage wherein it is considered that definite action must be taken, the following signals will be broadcast by Radio and Visual methods: -

"Execute Storm One". This will be a directive to ships and craft to set sea watches, lengthen scope of chain and take necessary precautionary measures as described in preceding paragraphs if not already accomplished. When heavy seas are present lighter loads should be carried in small landing craft.

"Execute Storm Two". This will be a directive to cease all unloading and to clear all craft from the beach to prevent broaching and damage.

A "NAN" before the above signals will signify a return to normal conditions.

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ANNEX "ROGER" to
OPERATION PLAN
CTF 87 No. 1-44

STORM PLAN DOCTRINE

D. P. MOON
Rear Admiral, U. S. N.
Commander Group 3,
8th Amphibious Force

DISTRIBUTION
(See special distribution attached)

Authenticated:
THOMAS M. HAMILTON
Flag Secretary

File: 3G8thPhib/A-16-3(4)

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[redacted]

ANNEX ZEBRA of
OPERATION PLAN
CTF 87 No. 1-44

MISCELLANEOUS PLAN

(a) All Units of Task Force 87.

1. Information. This Annex contains instructions and information which apply to all units, special instructions applicable only to certain ships and craft, as well as corrections and changes to be made in other parts of the plan. It shall therefore be carefully studied by all units. Commanding Officers and Unit Commanders are responsible that those parts applicable to their respective ships are fully understood, and correctly executed.

2. Commanders of each CAMEL convoy section shall transmit by visual to all ships and craft of their respective sections, after departure from final port, designation of D day and H-hour. Any change in these designations after sailing from Naples area will be transmitted to Commanders of Convoy Sections only, who will therefore be responsible for delivery to ships and craft in company.

3. Change No. 1 to CARAVAN ONE is furnished as enclosure (A) herewith.

4. Every possible precaution shall be taken to prevent firing upon friendly aircraft. Ensure that battery officers, and individual gun crews, are carefully instructed as to correct recognition procedure.

5. The following regulations governing fire of anti aircraft batteries shall obtain during the periods, and in the area specified:

(1) Time: From 2130B (1930 GMT) on evening D-day to 0550B (0350 GMT) of D plus one, and every night thereafter between these hours until changed by Air Task Force Commander.

(2) Extent. An area whose seaward limit is 12,000 yards from the coast; whose landward limit is 12,000 yards inland from the coast and extends along the coast 12,000 yards outward from the limits of beach activities.

(3) Restrictions as to anti-air craft fire afloat and ashore. The area described in paragraph two preceeding will be an Inner Artillery Zone between the hours listed in paragraph one above. Comply with Mediteranean Secret General Order No. 53, extracts from which are quoted below:

Extracts from MSGO No. 53.

RULES GOVERNING THE RESTRICTION OF FIRE FROM SHIPS IN HARBOR

"21(ii) An Inner Artillery Zone (IAZ) is an area that can be most suitably defended by anti-aircraft guns and which is therefore prohibited to friendly aircraft. Provided prior warning has been given by passing of order 'hold fire' from sector operations room to gun operations room, friendly fighters may be operated over an inner artillery zone by day only. (Day will be defined as half an hour before sunrise to half an hour after sunset.)

"23 H.M. ships and Allied warships indefended ports (gun defended areas of inner artillery zones) who are included in the communications system of the port, conform in general to the rules for opening fire laid down for anti-aircraft guns on land. There rules as applied to warships included in the defense organization, and separate rules for merchant ships and H.M. or Allied warships not included in the air defense communication system, are shown in the attached table.

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ANNEX ZEBRA of
OPERATION PLAN
CTF 87 No. 1-44

MISCELLANEOUS PLAN

"24. Automatic Weapons. Fire from 40mm and 20mm automatic weapons (bofors and oerlikens) is to be restricted to seaward unless the ship herself is being directly attacked.

"25. 12-Pounder and above on Merchant Ships. Anti-aircraft fire from 12-pounders and above in merchant ships is to be restricted to the standard barage (1500 yards).

"26. Fire is not to be opened with close range weapons on unseen aircraft by night or when in a smoke screen. The enemy are known to use the flash of discharge and tracer as aiming marks for attack."

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ANNEX ZEBRA of
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CTF 87 No. 1-44

MISCELLANEOUS PLAN

RULES FOR ENGAGEMENT OF TARGETS BY SHIPS IN 1. A. Z.s

SHIPS	ARMAMENT	SEEN TARGETS	UNSEEN TARGETS BY DAY	UNSEEN TARGETS BY NIGHT
H.M. and Allied warships included in air defense communications system.	Main anti-aircraft armament	All targets not clearly recognized as friendly, unless hold fire has been ordered. If Hold fire has been ordered target must be recognized as hostile, or have committed hostile act		All aircraft
	Close range anti aircraft armament (see paragraph 24)	As Above	As Above	As Above
Merchant ships and warships not included in air defense communications system	12 pounder and above (standard barrage at 1500 yards only. See paragraph 25.)	Targets clearly recognized as hostile.	Not to fire	Not to fire unless there are special arrangements for controlling blind fire from merchant ships in the port orders.

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ENCLOSURE ABLE to
ANNEX ZEBRA of
OPERATION PLAN
CTF 87 No. 1-44

CHANGE NO. 1

1. Make following changes and corrections:

(a) Under TASK ORGANIZATION:

(1) Page 1 Task Unit 87.3.6: substitute SC 533 in place of SC 532 where shown in parenthesis "(in SC 532)".

(2) Page, Task Unit 87.3.8: change PC 542 to PC 1597.

(3) Page 2, Task Unit 87.3.9: delete "(ex XAP 70)" after SC 506.

(4) Page 2, Task Unit 87.4.2: change LST 47 to LST 492.

(5) Page 2, Task Unit 87.4.4: substitute SC 638 in place of SC 676 where shown in parenthesis "(in SC 676)".

(6) Page 4, Task Unit 87.6.2: interchange PC numbers 1597 and 542.

(7) Page 4, Task Unit 87.6.3: add LSF 13.

(8) Page 5, Task Unit 87.8.4: substitute "KINTYRE" in place of "HASCOSAY" as danlayer. Make this change in all places throughout plan.

(9) Page 6, Task Unit 87.10.5: delete LST 492, 286; add LST 47.

(b) Annex CHARLIE:

(1) Appendix 1, page 1: in table "LST - FIRST FLIGHT", substitute LST 492 for LST 284, Army Serial No. S-605.

(2) in table "LST - SECOND FLIGHT", add the following line:
ASN S-623 LST 994 Berth 11 Aug 10

(3) Appendix 5, page 1, paragraph 3, add to LCT Loading Bill the following:

ASN	Navy Craft No.	Berth No.	Date
T-741	204(5)	11(2)	8 Aug
T-742	34(5)	8(2)	8 Aug
T-743	288(5)	9(2)	8 Aug
T-744	849(IV)	10(2)	8 Aug

(c) Annex DOG:

(1) Organization, page 1, Task Unit 87.10.1: delete HASCOSAY and substitute KINTYRE.

(2) Task Unit 87.10.2: delete LST 286; add LSF 13.

(3) Page 6, subparagraph 3(b): add following:

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ENCLOSURE ABLE to
ANNEX ZEBRA of
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CHANGE NO. 1

(8) Commander Red LCT Unit (Lt.Comdr. Stevens, RNVR, embark in SC 533, and Commander Green LCT Unit (Lt.(jg) Wright) embark in SC 638 prior to sailing from Naples Area. During passage SCs 533 and 638 operate as directed by LCT Unit Commanders embarked to assist in control and direction of LCTs in convoy. On arrival at Transport Area, take positions ahead of respective Red and Green LCT Columns. Control and direct forming and dispatching LCT Waves. When LCI(L) 39 and 258 have unloaded, these craft will report to SC 533 and 638 respectively, embark LCT Unit Commanders, and continue duties in control and dispatching of Red and Green LCTs respectively. SC 533 and 638, after transfer of LCT Unit Commanders, report to Commander Inner Screen Unit, and take stations assigned in Inner Screen.

(4) Appendix 3, page 1, Cruising Disposition ONE: delete HASCOSAY and add in place thereof KINTYRE.

(5) Appendix 3, page 3, Cruising Disposition TWO: delete LST 286; interchange stations of LST 492 and 47; add LSF 13 in right hand column after LST 525.

(d) Annex HOW:

(1) Change PC 546 to PC 542 wherever shown as vessel on which Commander Inner Screen is embarked, including the following:
Page 3, subparagraph 1, at end of second paragraph thereunder.
Page 5, at end of paragraph beginning "SC 1030 get----".
Page 9, at end of paragraph beginning "SC 1043 get----".
Page 14, at end of paragraph beginning "LCS(S) Scout Control-----".

(2) Page 8, line 9, fill in "506" in blank after "SC".

(3) Enclosure (A) to Appendix 3. "Craft Key and Errata" after letter D in LST column, change "47" to "492". Add at end of LST list on line with letter W "S-623 994". Add at end of LCT list the following:

Serial	LCT
T-706	377
T-707	412
T-708	421
T-733	325
T-736	140
T-737	137
T-738	216
T-739	155
T-740	198
T-741	204(5)
T-742	39(5)
T-743	288(3)
T-744	849(IV)

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ENCLOSURE ABLE to
ANNEX ZEBRA of
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CHANGE NO. 1

Add at end of LCI 1st the following:

L-822	40(Sal)
L-821	221

(c) Annex ITEM:

(1) Page 2, paragraph 3(d), change LST 47 to LST 492.

(2) Appendix 1, paragraph 1(a)(1): change LST 47 to 492.

(3) Appendix 1, paragraph 1(a)(2): add the following:

Priority	Army Serial	Navy No.
On Call	S-623	LST 994

(4) Appendix 1, paragraph 1(b): add the following MT ships and priorities:

Priority	Ship
6a	LEONIDAS POLK (50)
11a	ROGER WILLIAMS (54)
22	BRET HART (56-Fr)
23	GEORGE BRECKENRIDGE (60-Fr)
24	JOHN PILLSBURY (63-Fr)
25	JAMES JACKSON (62-Fr)
26	TARLETON BROWN (65-Fr)

(5) Appendix 1, page 3, paragraph 2(c): add the following "On Call" LCTs:

LCT	Army Serial
204(5)	T-741
34(5)	T-742
288(5)	T-743
649(IV)	T-744

(6) Appendix 2:

(a) Task Organization: delete "LST 394(GCI)" and change entry in right margin from "13 LST(R)" to "12 LST(R)". Delete "(c) EDENSHAW (YTB 459) 1 YB".

(b) Paragraph 1: delete LST 394.

(c) Paragraph 3(a); delete third sentence: "LST 394--------"to"--EDENSHAW". Delete first word of next sentence: "Other".

(d) Paragraph 3(b): delete "394".

(e) Paragraph 3(c): delete entire paragraph.

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ENCLOSURE ABLE to
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(f) ANNEX "ABLE"

(1) Page 10: At the end of paragraph 9 insert:

WARNING: There is an anti-torpedo net across the entire entrance to this bay from LES POINTES LONGUES to POINTE DE LA BEAUMETTE. 9 large mooring floats and 176 smaller buoys support this net.

(2) Page 12: After paragraph 5, insert:

6. An estimated 50 Goliath miniature remote controlled tanks have been moved into FREJUS around the 20th of July. Approximately 20 of these so-called "doodle-bugs", loaded with explosive, were placed on the beaches in Normandy, in position so that they could be run down to the water's edge at landing craft and exploded. They may be similarly used in this operation although photographic reconnaissance has not shown their presence on the beach as of 31 July 1944.

(g) ANNEX DOG

(1) Task Organization: under 87.10.1 change third line to read

"LCI(L) (C) 195 1 LCI(L)(C)"

(2) Under 87.10.2, change first four lines to read as follows:

"87.10.2 Assault Convoy (LST) SM-1
Convoy- Captain Morris, USN in LCI(L)(C)19
Vice Comdr.-Comdr. Guillot,USN in LCH 240
LCH 240, 315 2 LCH
LCI(L)(C) 19, 951 2 LCI(L)(C)

(3) Appendix 3,
Cruising Disposition ONE (two pages) delete LCI(L)(C) 19.

(4) Cruising Disposition TWO, insert LCI(L)(C) 19 above LST 491 (guide) in the center column.

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER CTF 87 EXTENSION NUMBER

FROM CAPT R.B. TOMPKINS

RELEASED BY 3 AUGUST 1944

DATE

TOR CODEROOM

DECODED BY BLACKWELL

PARAPHRASED BY

ROUTED BY

ADDRESSEES

ASTERISK (*) MAILGRAM ADDRESSEE

FOR ACTION: TF 87

INFORMATION: COMNAVNAW/COM 8TH PHIB/ CTG 81.2, 81.1, 86.2/ COMDESRON 16/CG VI CORPS/ CG 36TH DIV/CTG 81.13 (LT COMDR ABBOTT)

PRECEDENCE

PRIORITY

ROUTINE

DEFERRED MAILGRAM

PRIORITY

ROUTINE

DEFERRED MAILGRAM

UNLESS OTHERWISE INDICATED THIS DISPATCH WILL BE TRANSMITTED WITH DEFERRED PRECEDENCE AND AS ADMINISTRATIVE.

031530B

IF OPERATIONAL CHECK BELOW ☐

ORIGINATOR FILL IN DATE AND TIME: DATE TIME GCT

ON OUTGOING DISPATCHES PLEASE LEAVE ABOUT ONE INCH CLEAR SPACE BEFORE BEGINNING TEXT

BRIEFING CONFERENCES FOR OPERATION PLAN CTF 87 NO 1-44 X 080900B CONCERT HALL BRITISH LANDING CRAFT BARRACKS NO 2 SAN VINCENZO MOLE NAPLES FOR MINESWEEPS AND OTHER CRAFT NAPLES X 081930B SACCHINI THEATER POZZUOLI LCTS AND OTHER CRAFT THAT AREA X 110900B WARDROOM USS JEFFERSON CASTELLAMMARE FOR TRANSPORTS AND CRAFT THAT AREA X 111930B NAVAL RECREATION CENTER SALERNO FOR LCI AND OTHER CRAFT THAT AREA X ATTENDANCE ALL GROUP AND UNIT COMMANDERS COMMANDING OFFICERS COMMUNICATION OFFICERS AND BOAT OFFICERS REQUESTED X INFORMATION ADDRESSEES INVITED TO SEND REPRESENTATIVES X ALL ATTENDING MUST HAVE POSITIVE MEANS OF IDENTIFICATION X

ACTION

F-0	
F-01	
F-02	
F-05	
F-07	
F-1	
F-2	
F-20	
F-3	
F-30	
F-31	
F-32	
F-33	
F-34	
F-4	
FX01	
FX30	
FX37	
FX40	
IG-00	
VCNO	

[redacted]

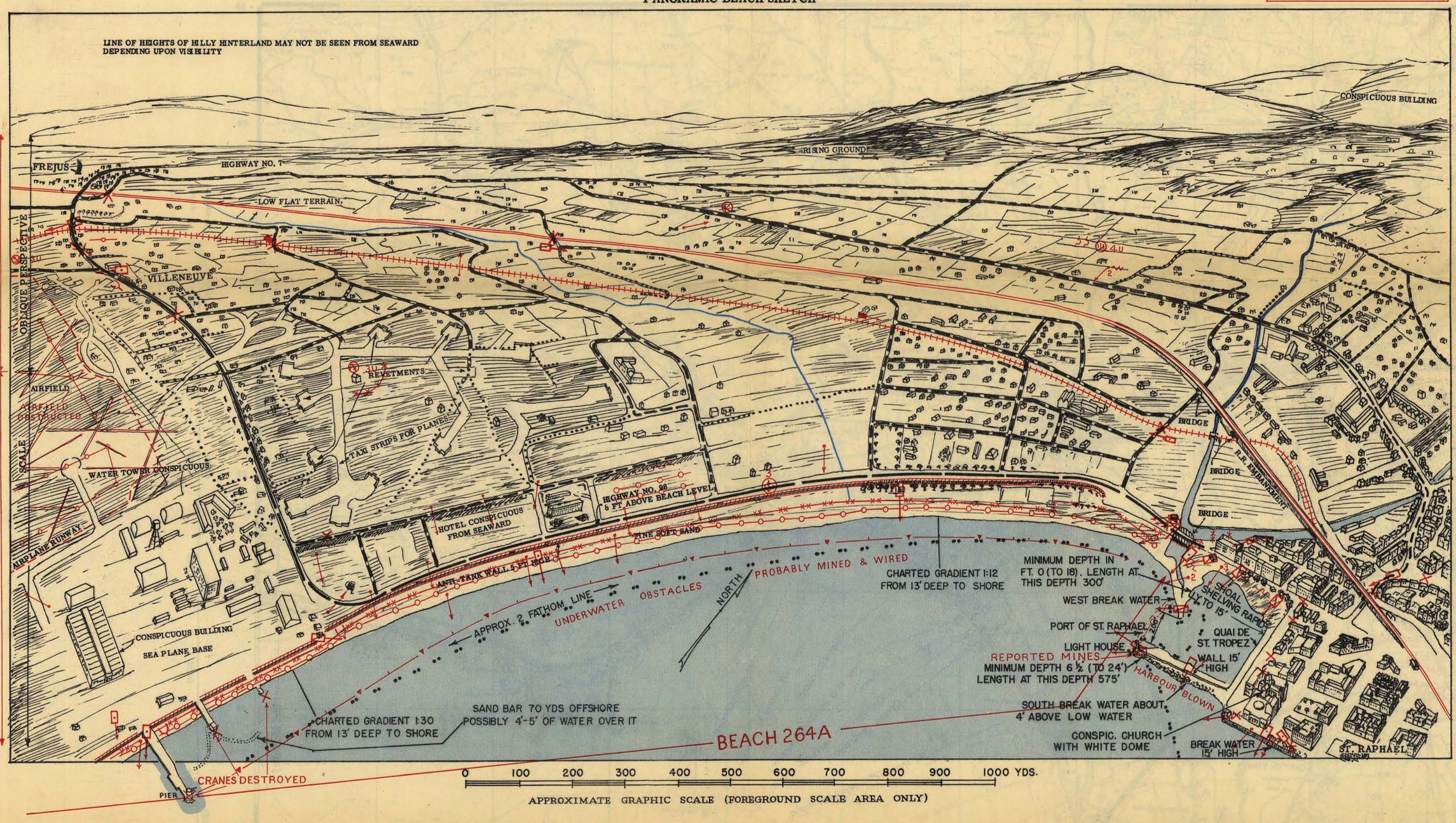
Make original only. Deliver to Code Room Watch Officer in person. (See Art. 76 (4) NAVREGS.)

OPNAV-NCR-15

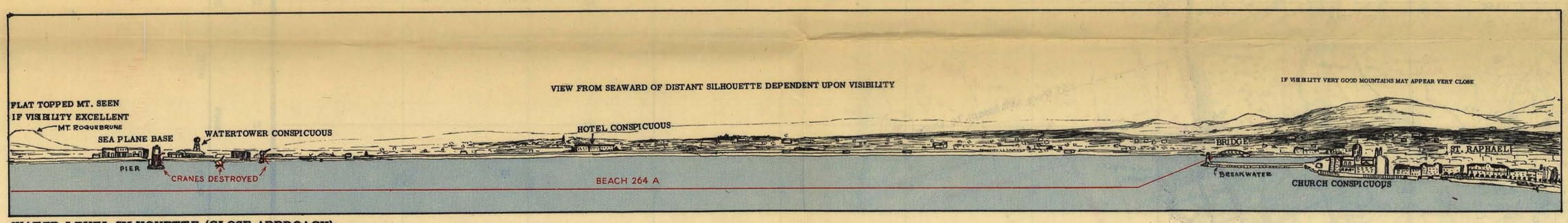
[redacted]

No. P—10
BEACH 264 a (North)

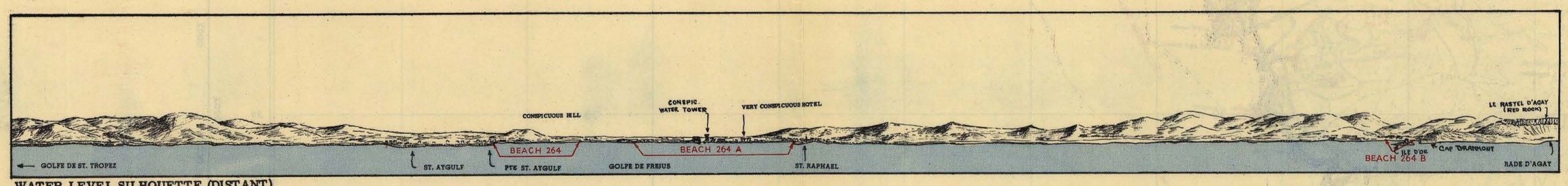
PANORAMIC BEACH SKETCH



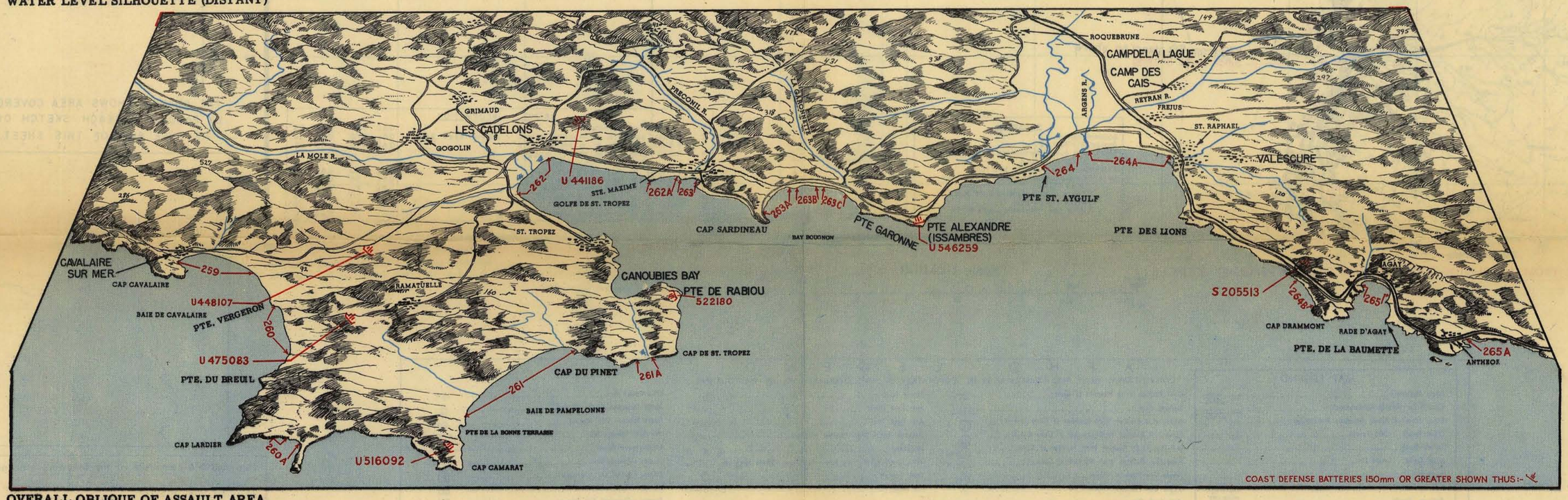
VIEW FROM SEAWARD OF DISTANT SILHOUETTE DEPENDENT UPON VISIBILITY



WATER LEVEL SILHOUETTE (CLOSE APPROACH)



WATER LEVEL SILHOUETTE (DISTANT)



OVERALL OBLIQUE OF ASSAULT AREA

BEACH No. 264a (North)

CENTER OF BEACH: LAT. 43° 25 N.′ LONG. 06° 45′ E.

COORDINATES: U-564380 — U-583345

NATURE OF SEA BOTTOM: SAND

ANCHORAGE: 500 YARDS OFFSHORE IN 5 TO 7 FATHOMS; BOTTOM OF MUD AND WEED.

LENGTH OF BEACH: 2,730 YARDS

WIDTH: 20 TO 40 YARDS

SUITABILITY FOR CRAFT: NORTHEAST OF "SEAPLANE" PIERS: ALL CRAFT AND LSTs, IF OBSTACLES REMOVED. SOUTHWEST OF PIERS: LCAs, LCVPs, LCMs, LCT (5)s (WET LANDINGS IN PLACES); LARGER LCTs AND LSTs WITH PONTOONS.

AF 4472

LEGEND OF ROADS

MAIN TRAFFIC .....
SECONDARY .....
OTHER ROADS .....
TRACKS .....

Defense Information as of July 20 1944.

LEGEND OF SYMBOLS ON REVERSE SIDE OF THIS SHEET

~~TOP SECRET — BIGOT~~

(Until departure for combat operation when this sheet becomes ~~Restricted~~)

PREPARED BY COMMANDER U.S. EIGHTH FLEET
N-2 SECTION

Printed by 19th. Field Survey Coy., R.E., July 1944.

~~TOP SECRET — BIGOT~~

The Grid on this map is the French Lambert Zone 111 Grid - Origin 44° 06' N. 2° 20' 13.95" E of Greenwich.

The Grid ticks in the margin refer to the North Italy Grid - Origin 45° 54' N 14° 00' E of Greenwich

North Italy Grid — Origin 45° 54' N 14° 00' E. of Greenwich

GULF OF FREJUS

HUTTED AREA

TRAINING AREA

HUTTED AREA Camp Gallieni

TRAINING AREA

OBSTRUCTED

OBSTRUCTED

Mines B-2

1:2 from 13ft. (deep) to shore

Hard now demolished

Mole

Hotel (conspic)

Tower and buildings (conspic)

Piers

0·30 from 13ft. (deep) to shore

Crane destroyed

1:50 from 12ft. (deep) to shore

Sand bar as on 16th. July 1944

Beach mined

1:55 from 13ft. (deep) to shore

Minefield

Small boat harbour

Scramble landings possible in sandy bays.

1:70 from 6ft. (deep) to shore

Small scale landing

Hotel (conspic.)

Lighthouse

264a

264

Contour Interval 10 metres

Scale 1:25.000

Metres 1000 500 0 1 Kms. 2

Yards 1000 500 0 ¼ ½ ¾ Mile

Reproduced by 516 Corps Field Survey Coy. R.E. May 1944.
Printed by 19th. Field Survey Coy., R.E., July 1944.

East of Greenwich

DEFENCES FROM AIR PHOTOGRAPHS AND/OR RELIABLE GROUND SOURCES

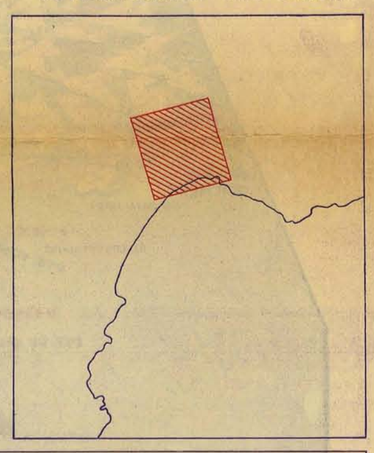
ST. RAPHAEL

Accommodation.
Alongside: 1-350 x 20
Stern to at quays: Schooners up to 100 feet long.
Estimated daily capacity 300 tons.
Note: 1. Clearance is by road and rail from town station.
2. There is an extensive hard in N.E. corner of harbour.
3. Mole now demolished (June 1944).

BRIDGE INFORMATION

1	Concrete or masonry bridge		OAL 162'	OAW 60'
2	3 Span, concrete or masonry bridge	Clear span 245'	OAL 270'	OAW 30'
3	5 Span, concrete or masonry bridge		OAL 410'	OAW 25'
4	Double span, metal railway bridge			
5	?			
6	Concrete or masonry bridge		OAL 50'	OAW 20'
7	Concrete or masonry bridge		OAL 30'	OAW 20'
8	4 Concrete or masonry bridges	each	OAL 50'	OAW 25'
9	Concrete or masonry bridge		OAL 30'	OAW 25'
10	Concrete or masonry viaduct		OAL 120'	OAW 25'
11	6 concrete or masonry viaducts over gullies	each	OAL 70'	OAW 20'

THE SHADING SHOWS AREA COVERED BY PANORAMIC BEACH SKETCH ON REVERSE SIDE OF THIS SHEET.



This map is a composite of the following standard 1/25,000 map sheets:-

XXXV-44 7&8, XXXV-45 7

Defences as of 20 July 1944

Beach numbers

For detailed information on description of beaches, refer to Target Area Analysis No 8, Office of the A.C. of S. G-2. HQ, Seventh Army, and to "P" series - (Panoramic Beach Sketches)

Overprint Information supplied by COMMANDER, U.S. EIGHTH FLEET, N-2 SECTION, and sheet published by Survey Directorate A.F.H.Q. on 31 July 1944.

MAP LEGEND

Route Nationale — CUTTING
Chemin De Grande Communication — CUTTING, EMBANKMENT
Other Metalled Roads Regularly Maintained
Other Roads. Cart Tracks
Forest Track
Mule Track. Coupe Line
Footpath
Railway. Double — TUNNEL, BRIDGE OVER, BRIDGE UNDER
Railway. Single
Railway. Narrow Gauge
River. Perennial Non-Perennial
Coniferous Woods — Vineyard
Deciduous Woods — Orchard
Scrub or Brushwood — Garden

A. F. H. Q. LEGEND.

CONVENTIONAL SIGNS AND SYMBOLS USED IN ANNOTATION OF MAPS, OVERLAYS AND AIR PHOTOGRAPHS

C. D. Position With Number of Guns
Railway Gun
Heavy A. A. Position With Number of Guns (H A A)
Light A. A. Position With Number of Guns (L A A)
D.P. (A.A.-C.D.) Position With Number of Guns
Field Gun Position With Number of Guns
Single Gun Position – Fixed
Single Gun Position – Mobile
Anti Tank Gun
Machine Gun Position With Number of Guns
Mortar Position
Pillbox
Casemate Capable of Containing a Light Gun
Searchlight (Slt)

Strong Point — S.P
Anti Tank Ditch
Anti Tank Wall
Dragons Teeth With Number of Rows
Hedgehog
Wire Unclassified – One Row – Two Rows – Three Rows etc.
Tank Traps
A.T. Mines

Observation Post — O.P
Radio Detection Finder (Radar)
Radio Station (W.T. Station) — R.S.
Wireless Tower – Pole
Underground Cable — U/G
Dumps – Ammunition — A
Dumps – Petrol, Oil, Lubricants — P
Dumps – Supplies — S
Dumps – Chemical Gas Storage — G
Dual Purpose — D.P.
Hospital
Airfield
Landing Ground
Seaplane Station

Boom, Nets, Marine
Rock, Underwater
Rock Above Water
2 Fathom Line
10 Fathom Line
30 Fathom Line
Sand Bar
Wreck
Cliffs
Rocky Coast
Constructional Activity — C.A.
Under Construction — U.C.
Occupied — OCC.
Unoccupied — U.

Road Block – With M.G. – With A.T. Gun
Bridge Blown
Bridge – Prepared for Demolition
Weapon Pits (Foxholes) Fire Trenches or Breastworks
Trenches Without Weapon Pits
Slit Trenches
New Construction or Digging

Camouflage — CAM
Dummy — DUM
Military Activity — MA
Light — Lt
Medium — Med
Heavy — Hy
Suspected or Possible — ?

ADDITIONAL LEGEND PROVISIONAL

Casemate — CM.

BEACH AND UNDERWATER OBSTACLES

Element 'C'
Tubular Scaffolding, Steel. With No. of Rows
Stakes or Fencing
Jetted Rails. Steel and Wood. With No. of Rows
Tetrahedra, Steel or Concrete
Pyramids and Cubes
Unidentified Objects. With No of Rows
Hedgehog. Steel. With No. of Rows
Shallow Water Beach Mines With No of Rows

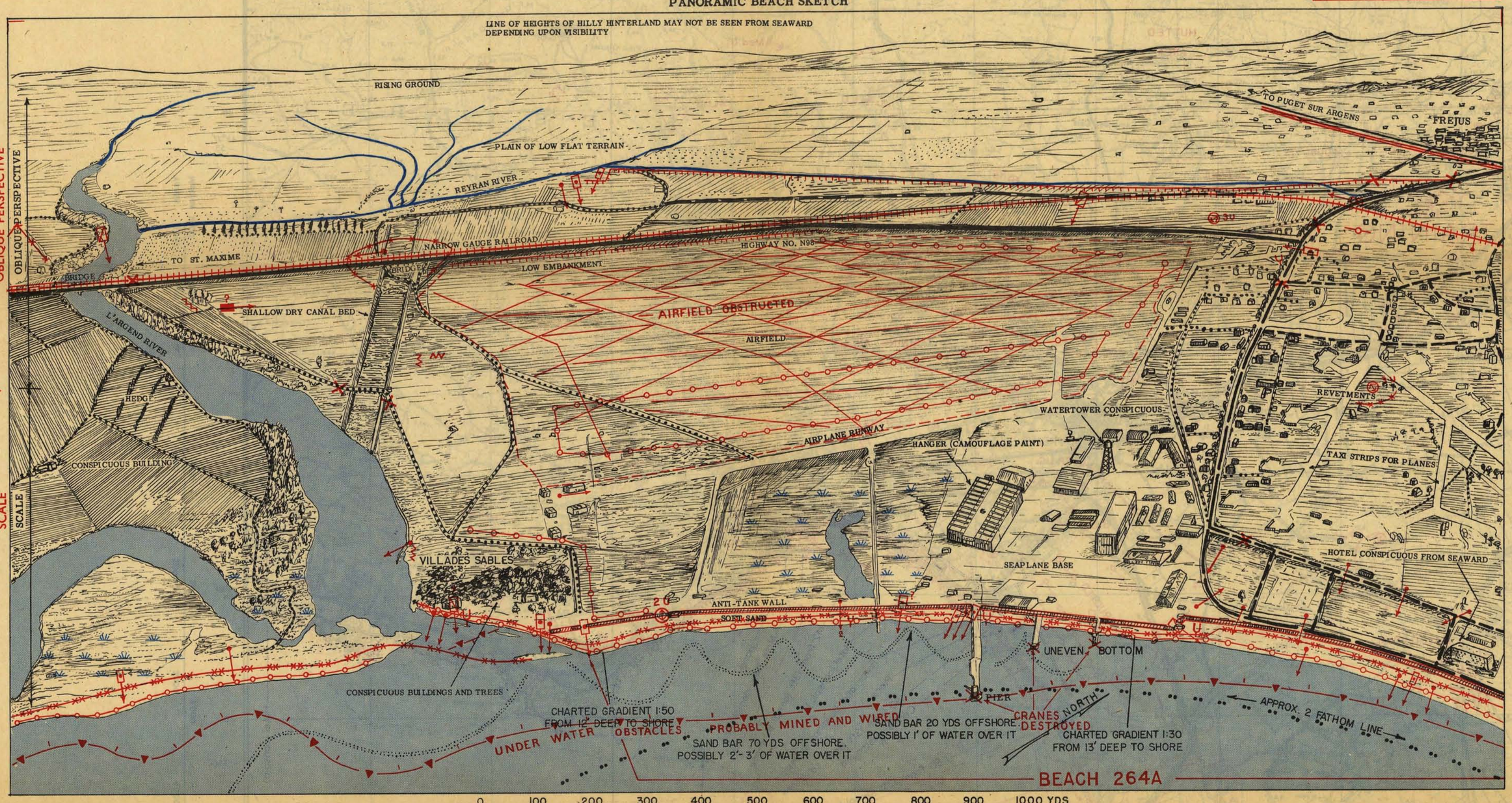
CLASSIFICATION OF GUN CALIBRES

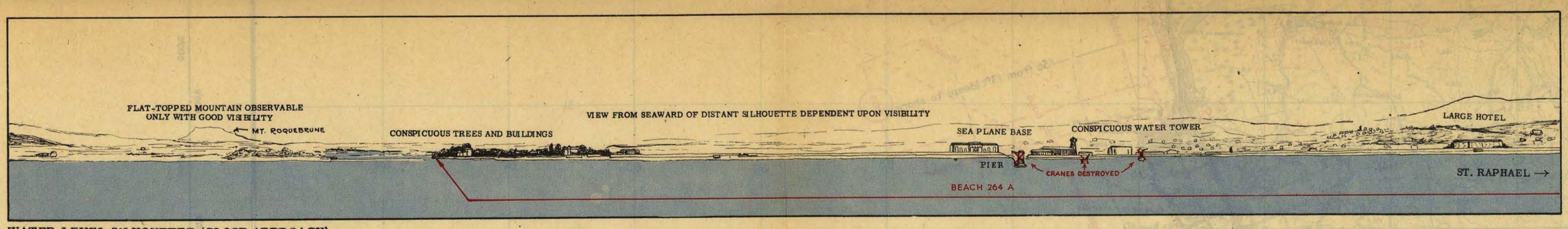
COAST DEFENCE GUNS
Up to and including 4·7 inch or 120 m.m. — LIGHT — Lt.
Over 4·7 inch or 120 m.m. up to and including 8 inch or 205 m.m. — MEDIUM — Med.
Over 8 inch or 205 m.m. — HEAVY — Hy.

ANTI-AIRCRAFT GUNS
20 m.m. to 50 m.m. — LIGHT — Lt.
75 m.m. and over — HEAVY — Hy

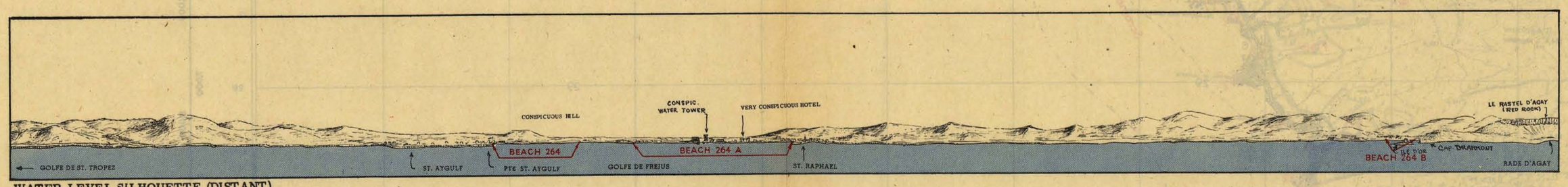
No. P—9
BEACH 264 a (South)

PANORAMIC BEACH SKETCH

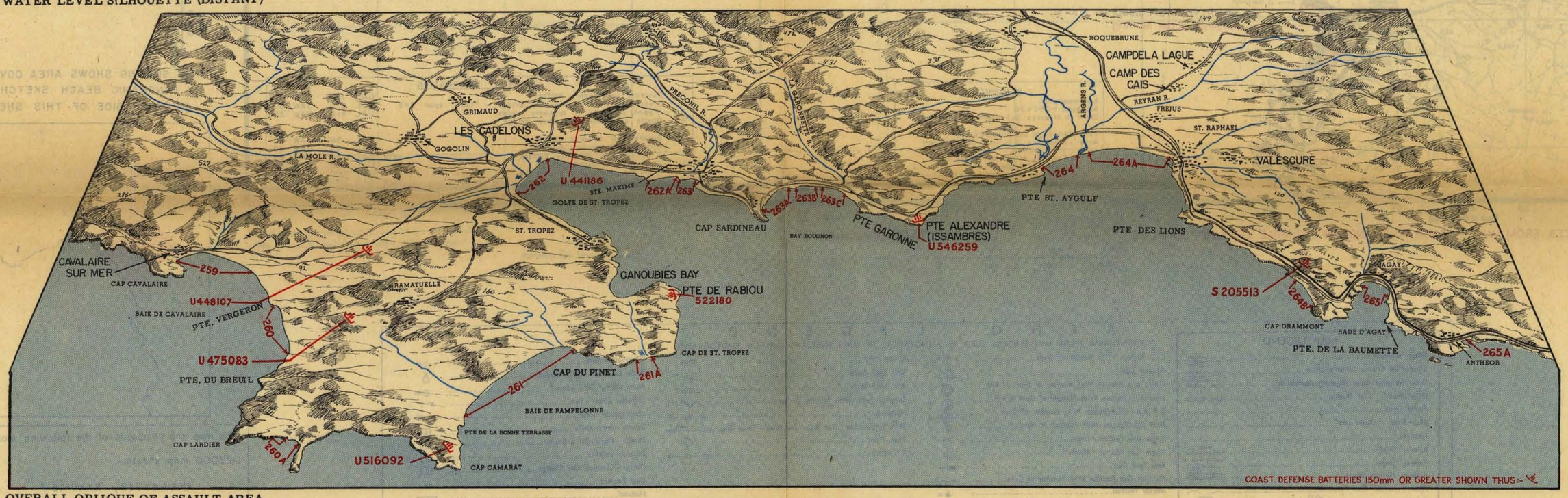




WATER LEVEL SILHOUETTE (CLOSE APPROACH)



WATER LEVEL SILHOUETTE (DISTANT)



OVERALL OBLIQUE OF ASSAULT AREA

BEACH No. 264a (South)

CENTER OF BEACH: LAT. 43° 25' N. LONG. 06° 45' E.

COORDINATES: U-564330 — U-583345

NATURE OF SEA BOTTOM: SAND

ANCHORAGE: 500 YARDS OFFSHORE IN 5 TO 7 FATHOMS; BOTTOM OF MUD AND WEED.

LENGTH OF BEACH: 2,730 YARDS

WIDTH: 20 TO 40 YARDS

SUITABILITY FOR CRAFT: NORTHEAST OF "SEAPLANE" PIERS: ALL CRAFT AND LSTs, IF OBSTACLES REMOVED. SOUTHWEST OF PIERS: LCAs, LCVPs, LCMs, LCT (5)s (WET LANDINGS IN PLACES); LARGER LCTs AND LSTs WITH PONTOONS.

A.F. 447 I

LEGEND OF ROADS

MAIN TRAFFIC .....
SECONDARY .....
OTHER ROADS .....
TRACKS .....

Defense Information as of July 20 1944.

LEGEND OF SYMBOLS ON REVERSE SIDE OF THIS SHEET

~~TOP SECRET — BIGOT~~

(Until departure for combat operation when this sheet becomes ~~Restricted~~)

PREPARED BY COMMANDER U.S. EIGHTH FLEET
N-2 SECTION

Printed by 19th. Field Survey Coy., R.E., July 1944.

~~TOP SECRET – BIGOT~~

The Grid on this map is the French Lambert Zone 111 Grid - Origin 44° 06' N. 2° 20' 13.95" E of Greenwich.

The Grid ticks in the margin refer to the North Italy Grid - Origin 45° 54' N 14° 00' E of Greenwich

GULF OF FREJUS

North Italy Grid — Origin 45° 54' N. 14° 00' E. of Greenwich

DEFENCES FROM AIR PHOTOGRAPHS AND/OR RELIABLE GROUND SOURCES

Scale 1:25.000

Contour Interval 10 metres

Reproduced by 516 Corps Field Survey Coy R.E. May 1944.
Printed by 19th. Field Survey Coy., R.E., July 1944.

THE SHADING SHOWS AREA COVERED BY PANORAMIC BEACH SKETCH ON REVERSE SIDE OF THIS SHEET.

ST. RAPHAEL

Accommodation.
Alongside: 1-350 x 20
Stern to at quays: Schooners up to 100 feet long.
Estimated daily capacity 300 tons.
Note: 1. Clearance is by road and rail from town station.
2. There is an extensive hard in N.E. corner of harbour.
3. Mole now demolished (June 1944).

BRIDGE INFORMATION

1	Concrete or masonry bridge		OAL 162'	OAW 60'
2	3 Span, concrete or masonry bridge	Clear span 245'	OAL 270'	OAW 30'
3	5 Span, concrete or masonry bridge		OAL 410'	OAW 25'
4	Double span, metal railway bridge			
5	?			
6	Concrete or masonry bridge		OAL 50'	OAW 20'
7	Concrete or masonry bridge		OAL 30'	OAW 20'
8	4 Concrete or masonry bridges	each	OAL 50'	OAW 25'
9	Concrete or masonry bridge		OAL 30'	OAW 25'
10	Concrete or masonry viaduct		OAL 120'	OAW 25'
11	6 concrete or masonry viaducts over gullies	each	OAL 70'	OAW 20'

MAP LEGEND

Route Nationale
Chemin De Grande Communication
Other Metalled Roads Regularly Maintained
Other Roads. Cart Tracks
Forest Track
Mule Track. Coupe Line
Footpath
Railway. Double
Railway. Single
Railway. Narrow Gauge
River. Perennial Non-Perennial
Coniferous Woods
Deciduous Woods
Scrub or Brushwood
Vineyard
Orchard
Garden

Road Block - With M.G. - With A.T. Gun
Bridge Blown
Bridge - Prepared for Demolition
Weapon Pits (Foxholes) Fire Trenches or Breastworks
Trenches Without Weapon Pits
Slit Trenches
New Construction or Digging

A. F. H. Q. L E G E N D.

CONVENTIONAL SIGNS AND SYMBOLS USED IN ANNOTATION OF MAPS, OVERLAYS AND AIR PHOTOGRAPHS

C. D. Position With Number of Guns
Railway Gun
Heavy A. A. Position With Number of Guns (H A A)
Light A. A. Position With Number of Guns (L A A)
D.P. (A.A. - C.D.) Position With Number of Guns
Field Gun Position With Number of Guns
Single Gun Position - Fixed
Single Gun Position - Mobile
Anti Tank Gun
Machine Gun Position With Number of Guns
Mortar Position
Pillbox
Casemate Capable of Containing a Light Gun
Searchlight (Slt)

Strong Point
Anti Tank Ditch
Anti Tank Wall
Dragons Teeth With Number of Rows
Hedgehog
Wire Unclassified - One Row - Two Rows - Three Rows etc.
Tank Traps
A.T. Mines

Observation Post
Radio Detection Finder (Radar)
Radio Station (W.T. Station)
Wireless Tower - Pole
Underground Cable
Dumps - Ammunition
Dumps - Petrol, Oil, Lubricants
Dumps - Supplies
Dumps - Chemical Gas Storage
Dual Purpose
Hospital
Airfield
Landing Ground
Seaplane Station

Camouflage — CAM
Dummy — DUM
Military Activity — MA
Light — Lt
Medium — Med
Heavy — Hy
Suspected or Possible — ?

ADDITIONAL LEGEND PROVISIONAL

Casemate — CM.

BEACH AND UNDERWATER OBSTACLES

Element "C"
Tubular Scaffolding, Steel. With No. of Rows
Stakes or Fencing
Jetted Rails. Steel and Wood. With No. of Rows
Tetrahedra, Steel or Concrete
Pyramids and Cubes
Unidentified Objects. With No of Rows
Hedgehog. Steel. With No. of Rows
Shallow Water Beach Mines With No of Rows

Boom, Nets, Marine
Rock, Underwater
Rock Above Water
2 Fathom Line
10 Fathom Line
30 Fathom Line
Sand Bar
Wreck
Cliffs
Rocky Coast
Constructional Activity — C.A.
Under Construction — U.C.
Occupied — OCC.
Unoccupied — U.

CLASSIFICATION OF GUN CALIBRES

COAST DEFENCE GUNS

Up to and including 4·7 inch or 120 m m. — LIGHT — Lt.
Over 4·7 inch or 120 m m. up to and including 8 inch or 205 m m. — MEDIUM — Med.
Over 8 inch or 205 m m. — HEAVY — Hy.

ANTI - AIRCRAFT GUNS

20 m m. to 50 m m. — LIGHT — Lt.
75 m m. and over — HEAVY — Hy

This map is a composite of the following standard 1/25,000 map sheets:–

XXXV-44 7&8, XXXV-45 7

Defences as of 20 July 1944

Beach numbers

For detailed information on description of beaches, refer to Target Area Analysis No 8, Office of the A.C. of S. G-2. HQ, Seventh Army, and to "P" series – (Panoramic Beach Sketches)

Overprint Information supplied by COMMANDER, U.S. EIGHTH FLEET, N-2 SECTION, and sheet published by Survey Directorate A.F.H.Q. on 31 July 1944.

No. P—12
BEACH 265 a

BEACH No. 265 a

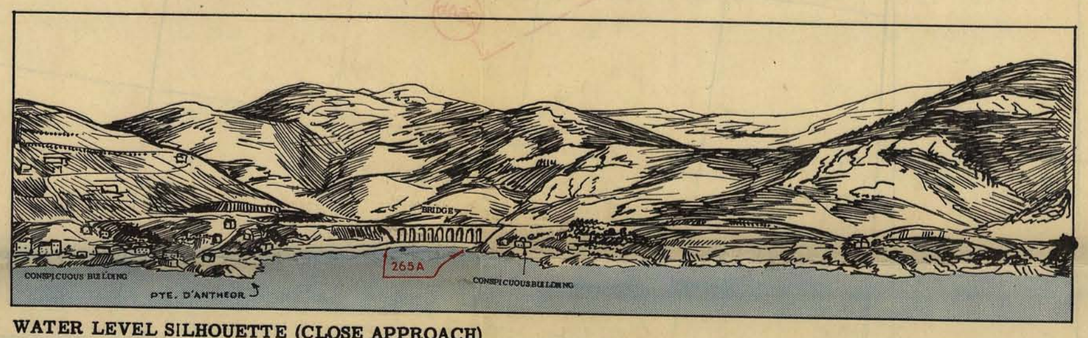
CENTER OF BEACH: LAT. 43° 26′ N. LONG. 06° 53′ E.
COORDINATES: S-254531 (POINT BEACH).
NATURE OF SEA BOTTOM: SAND AND COBBLE.
ANCHORAGE: 350 YARDS SOUTH OF THE HEAD OF THE COVE IN 5 FATHOMS; BOTTOM OF SAND, WEED AND MUD.
LENGTH OF BEACH: 80 YARDS
WIDTH: 30 YARDS
SUITABILITY FOR CRAFT: LCAs, LCVPs, AND LCMs IN LIMITED NUMBERS.
VERY LITTLE MANEUVERING SPACE FOR LCTs AND LSTs.

~~TOP SECRET BIGOT~~
(Until departure for combat operation when this sheet becomes ~~Restricted~~)

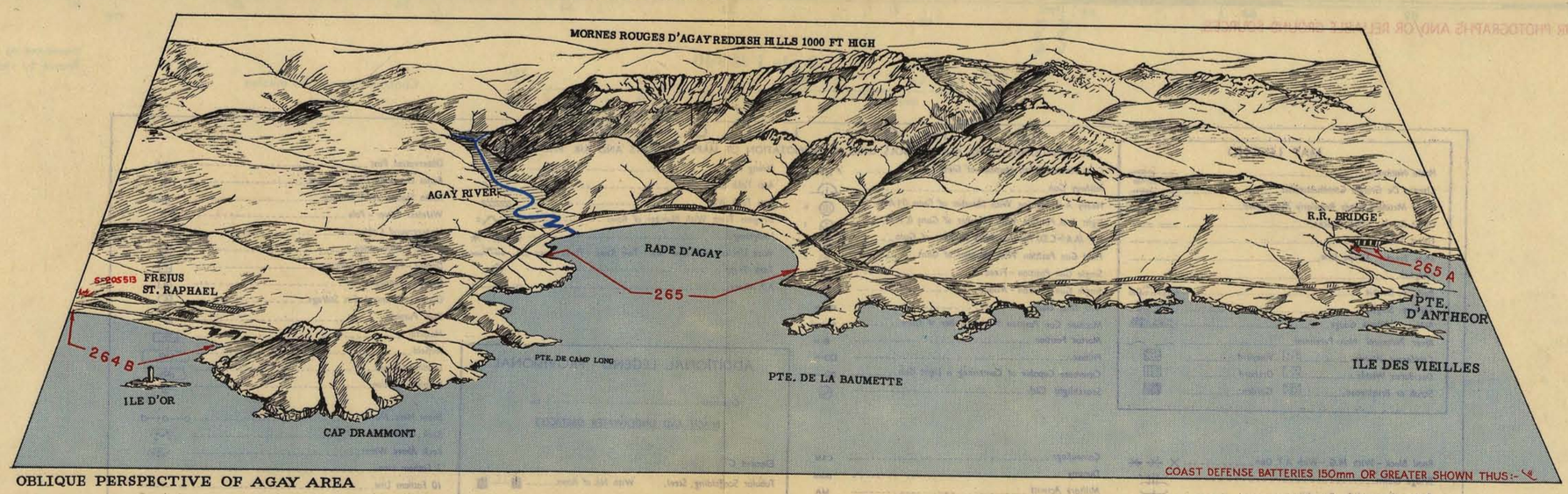
PANORAMIC BEACH SKETCH



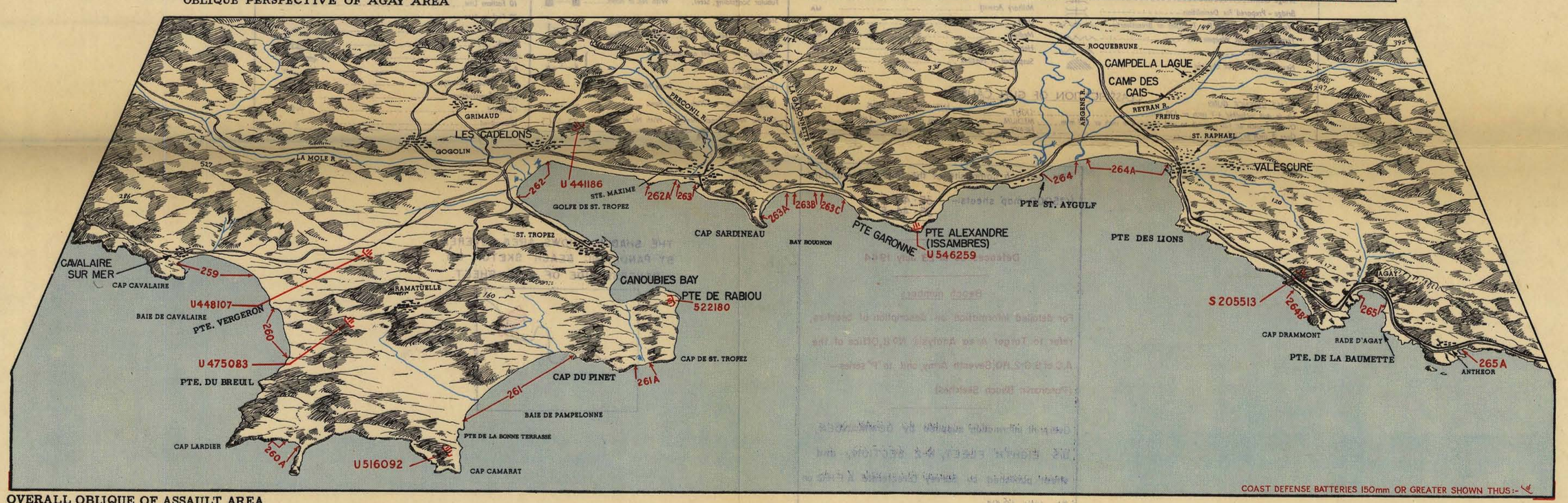
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APPROXIMATE GRAPHIC SCALE (FOREGROUND SCALE AREA ONLY)



WATER LEVEL SILHOUETTE (CLOSE APPROACH)



OBLIQUE PERSPECTIVE OF AGAY AREA



OVERALL OBLIQUE OF ASSAULT AREA

BEACH No. 265 a

Defense information as of July 20 1944.

LEGEND OF SYMBOLS ON REVERSE SIDE OF THIS SHEET

LEGEND OF ROADS

MAIN TRAFFIC .....
SECONDARY .....
OTHER ROADS .....
TRACKS .....

AF. 4474

PREPARED BY COMMANDER U.S. EIGHTH FLEET
N-2 SECTION
Printed by 19th. Field Survey Coy., R.E., July 1944.

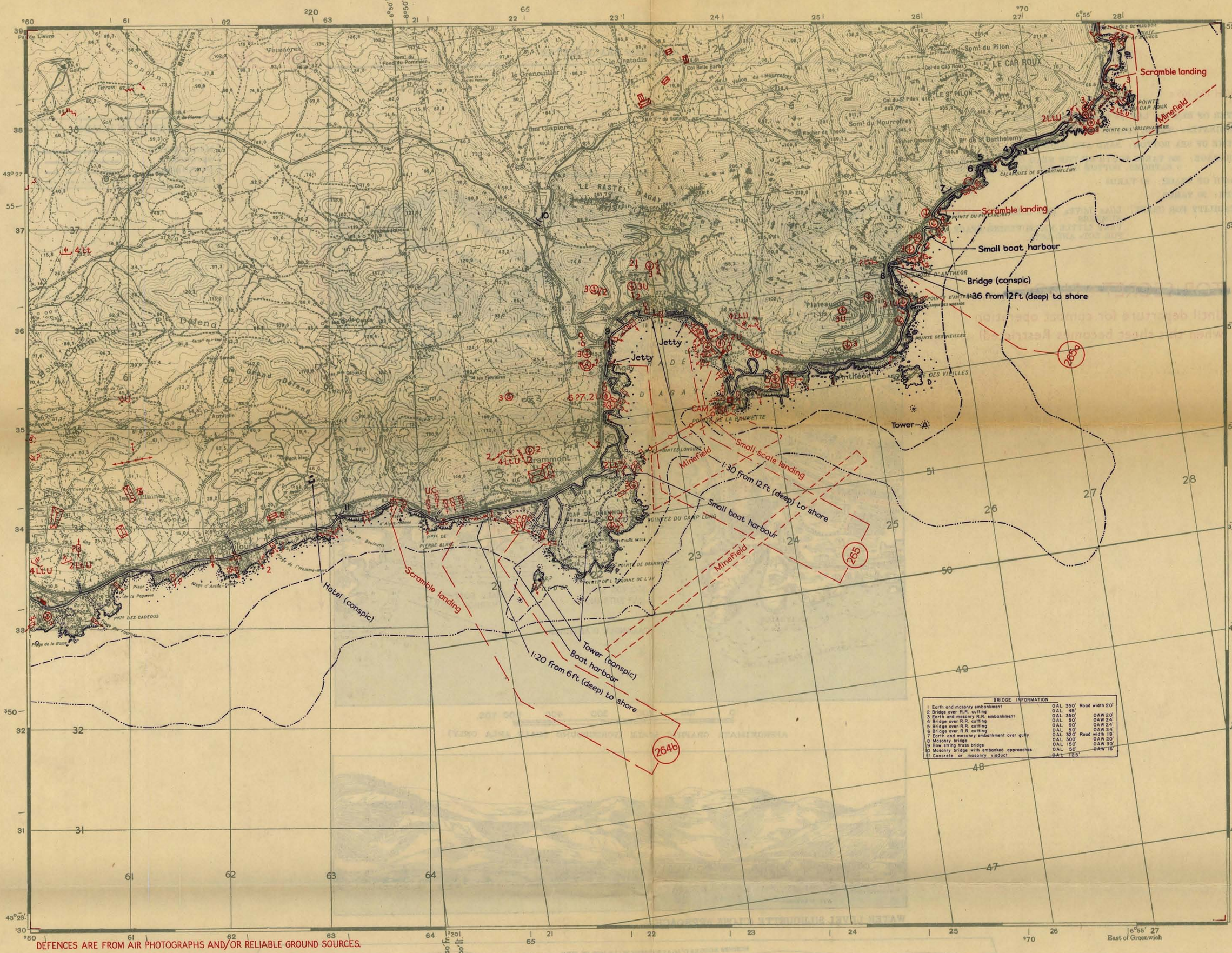
~~TOP SECRET BIGOT~~

RADE D'AGAY

West of 6°50′, the Grid on this sheet is the Lambert Zone III Grid. East of 6°50′, the Grid Ticks in the margin refer to the Lambert Zone III Grid.

East of 6°50′ the Grid on this sheet is the North Italy Grid. West of 6°50′, the Grid Ticks in the margin refer to the North Italy Grid.

The Graticule on this sheet West of 6°50′ East is the French Graticule and has been adjusted to the old French triangulation by moving it 1″ West; that to the East of 6°50′E. is Italian. To convert Italian geographicals to the French system add 2·5″ to the Italian Latitudes and 6″ to the Italian Longitudes from Greenwich.



DEFENCES ARE FROM AIR PHOTOGRAPHS AND/OR RELIABLE GROUND SOURCES.

BRIDGE INFORMATION		
1 Earth and masonry embankment	OAL 350′	Road width 20′
2 Bridge over R.R. cutting	OAL 45′	
3 Earth and masonry R.R. embankment	OAL 350′	OAW 20′
4 Bridge over R.R. cutting	OAL 50′	OAW 24′
5 Bridge over R.R. cutting	OAL 90′	OAW 24′
6 Bridge over R.R cutting	OAL 50′	OAW 24′
7 Earth and masonry embankment over gully	OAL 320′	Road width 18′
8 Masonry bridge	OAL 300′	OAW 20′
9 Bow string truss bridge	OAL 150′	OAW 30′
10 Masonry bridge with embanked approaches	OAL 50′	OAW 16′
11 Concrete or masonry viaduct	OAL 125′	

Reproduced by 516 Corps Field Survey Coy. R.E. July 1944
Printed by 19th. Field Survey Coy., R.E., July 1944.

MAP LEGEND

- Route Nationale
- Chemin De Grande Communication
- Other Metalled Roads Regularly Maintained
- Other Roads, Cart Tracks
- Forest Track
- Mule Track. Coupe Line
- Footpath
- Railway, Double
- Railway, Single
- Railway, Narrow Gauge
- River, Perennial Non-Perennial
- Coniferous Woods / Vineyard
- Deciduous Woods / Orchard
- Scrub or Brushwood / Garden

A. F. H. Q. LEGEND.

CONVENTIONAL SIGNS AND SYMBOLS USED IN ANNOTATION OF MAPS, OVERLAYS AND AIR PHOTOGRAPHS

- C. D. Position With Number of Guns
- Railway Gun
- Heavy A.A. Position With Number of Guns (H A A)
- Light A.A. Position With Number of Guns (L A A)
- D.P. (A.A.–C.D.) Position With Number of Guns
- Field Gun Position With Number of Guns
- Single Gun Position – Fixed
- Single Gun Position – Mobile
- Anti Tank Gun
- Machine Gun Position With Number of Guns
- Mortar Position
- Pillbox
- Casemate Capable of Containing a Light Gun
- Searchlight (Slt)
- Strong Point
- Anti Tank Ditch
- Anti Tank Wall
- Dragons Teeth With Number of Rows
- Hedgehog
- Wire Unclassified – One Row – Two Rows – Three Rows etc.
- Tank Traps
- A.T. Mines
- Observation Post
- Radio Detection Finder (Radar)
- Radio Station (W.T. Station)
- Wireless Tower – Pole
- Underground Cable
- Dumps – Ammunition
- Dumps – Petrol, Oil, Lubricants
- Dumps – Supplies
- Dumps – Chemical Gas Storage
- Dual Purpose
- Hospital
- Airfield
- Landing Ground
- Seaplane Station
- Boom, Nets, Marine
- Rock, Underwater
- Rock Above Water
- 2 Fathom Line
- 10 Fathom Line
- 30 Fathom Line
- Sand Bar
- Wreck
- Cliffs
- Rocky Coast
- Constructional Activity
- Under Construction
- Occupied
- Unoccupied

- Road Block – With M.G. – With A.T. Gun
- Bridge Blown
- Bridge – Prepared for Demolition
- Weapon Pits (Foxholes) Fire Trenches or Breastworks
- Trenches Without Weapon Pits
- Slit Trenches
- New Construction or Digging

- Camouflage — CAM
- Dummy — DUM
- Military Activity — MA
- Light — Lt
- Medium — Med
- Heavy — Hy
- Suspected or Possible — ?

ADDITIONAL LEGEND PROVISIONAL

Casemate — CM.

BEACH AND UNDERWATER OBSTACLES

Element 'C'

- Tubular Scaffolding, Steel, With No. of Rows
- Stakes or fencing
- Jetted Rails, Steel and Wood, With No. of Rows
- Tetrahedra, Steel or Concrete
- Pyramids and Cubes
- Unidentified Objects, With No of Rows
- Hedgehog, Steel, With No. of Rows
- Shallow Water Beach Mines With No of Rows

CLASSIFICATION OF GUN CALIBRES

COAST DEFENCE GUNS

- Up to and including 4·7 inch or 120 m.m. — LIGHT — Lt.
- Over 4·7 inch or 120 m.m. up to and including 8 inch or 205 m.m. — MEDIUM — Med.
- Over 8 inch or 205 m.m. — HEAVY — Hy.

ANTI-AIRCRAFT GUNS

- 20 m.m. to 50 m.m. — LIGHT — Lt.
- 75 m.m. and over — HEAVY — Hy.

This map is a composite of the following standard 1/25,000 map sheets:– 35·44·7 & 8, 36·44·5

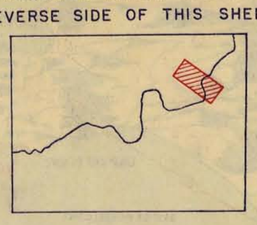
Defences as of 23 July 1944

Beach numbers

For detailed information on description of beaches, refer to Target Area Analysis No 8, Office of the A.C. of S. G-2. HQ, Seventh Army, and to "P" series – (Panoramic Beach Sketches)

Overprint Information supplied by COMMANDER, U.S. EIGHTH FLEET, N-2 SECTION, and sheet published by Survey Directorate A.F.H.Q. on 31 July 1944.

THE SHADING SHOWS AREA COVERED BY PANORAMIC BEACH SKETCH ON REVERSE SIDE OF THIS SHEET.



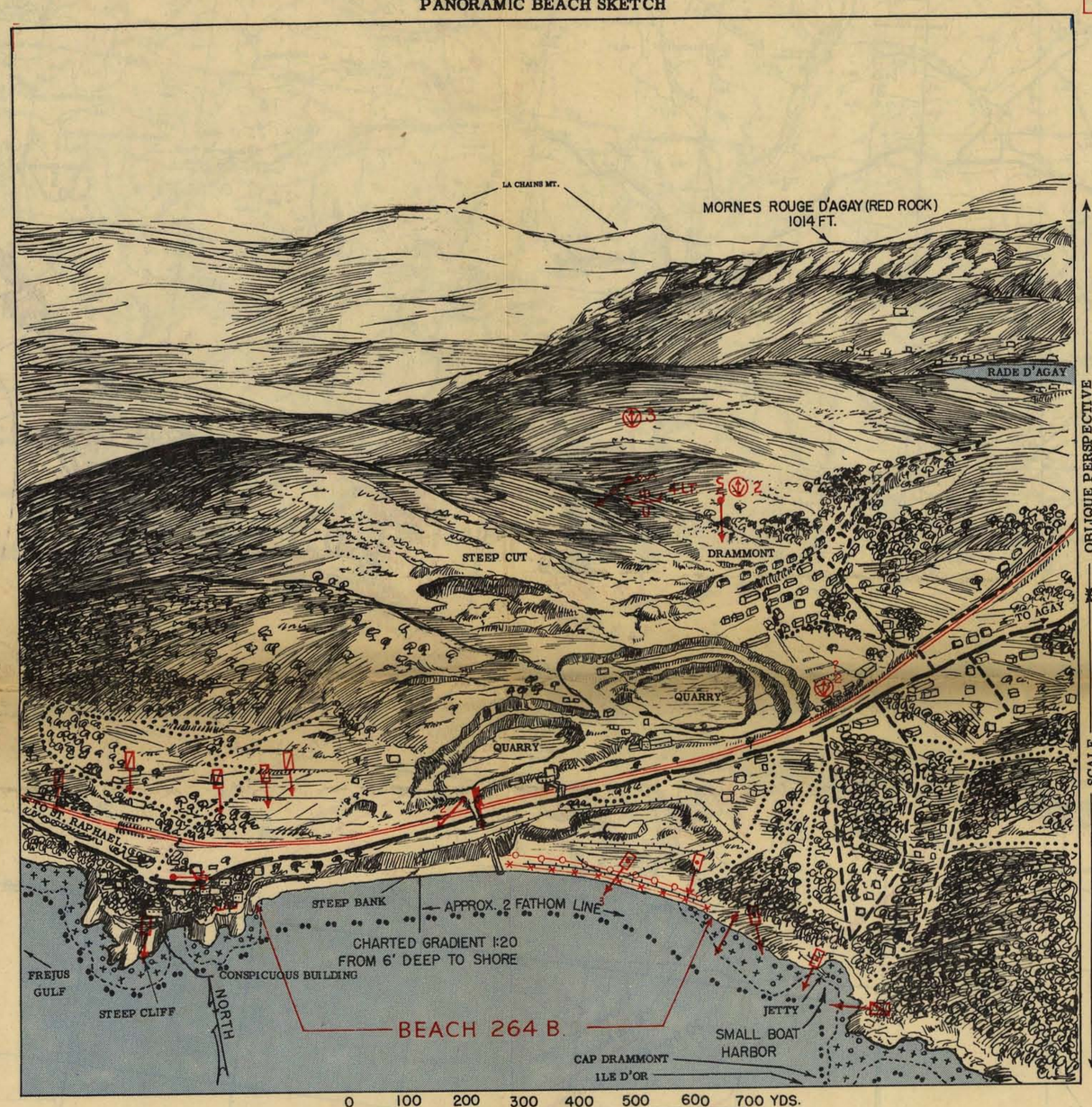
No. P—11
BEACH 264 b

BEACH No. 264 b

CENTER OF BEACH: LAT. 43° 25′ N. LONG. 06° 51′ E.
COORDINATES: S-207512 — S-214510
NATURE OF SEA BOTTOM: SAND.
ANCHORAGE: 300 YARDS OFFSHORE IN 10 FATHOMS; BOTTOM OF MUD AND WEED.
LENGTH OF BEACH: 840 YARDS
WIDTH: 10 YARDS
SUITABILITY FOR CRAFT: ALL CRAFT AND LSTs.

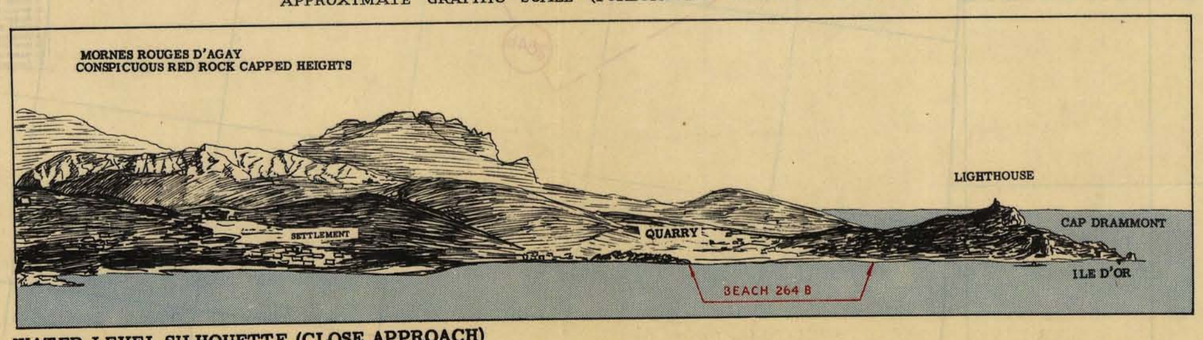
~~TOP SECRET—BIGOT~~
(Until departure for combat operation when this sheet becomes ~~Restricted~~)

PANORAMIC BEACH SKETCH

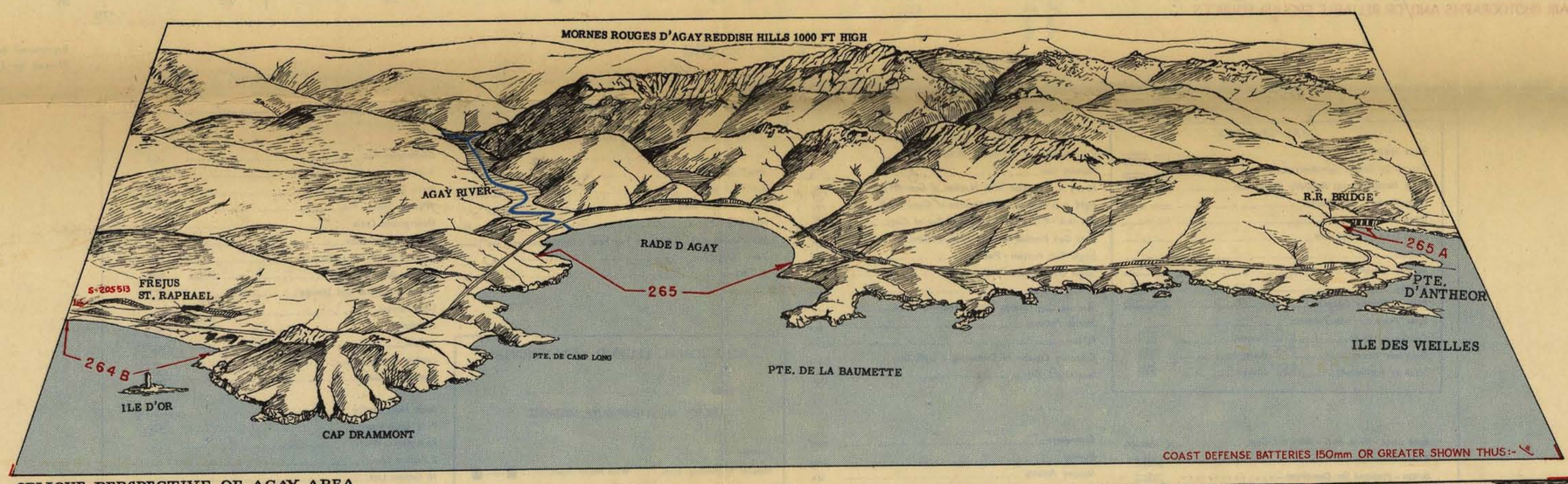


APPROXIMATE GRAPHIC SCALE (FOREGROUND SCALE AREA ONLY)

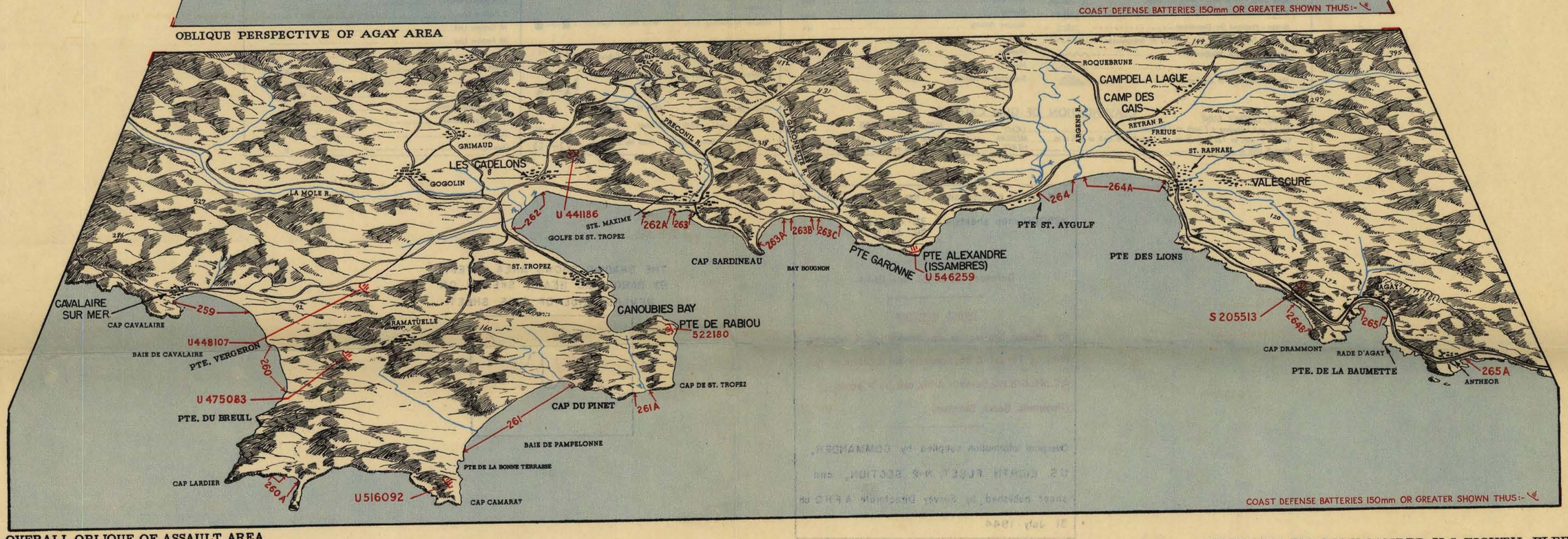
LEGEND OF ROADS
MAIN TRAFFIC
SECONDARY
OTHER ROADS
TRACKS



WATER LEVEL SILHOUETTE (CLOSE APPROACH)



OBLIQUE PERSPECTIVE OF AGAY AREA



OVERALL OBLIQUE OF ASSAULT AREA

BEACH No. 264 b

Defense information as of July 20 1944.

LEGEND OF SYMBOLS ON REVERSE SIDE OF THIS SHEET

PREPARED BY COMMANDER U.S. EIGHTH FLEET
N-2 SECTION

Printed by 19th. Field Survey Coy., R.E., July 1944.

A.F. 4473

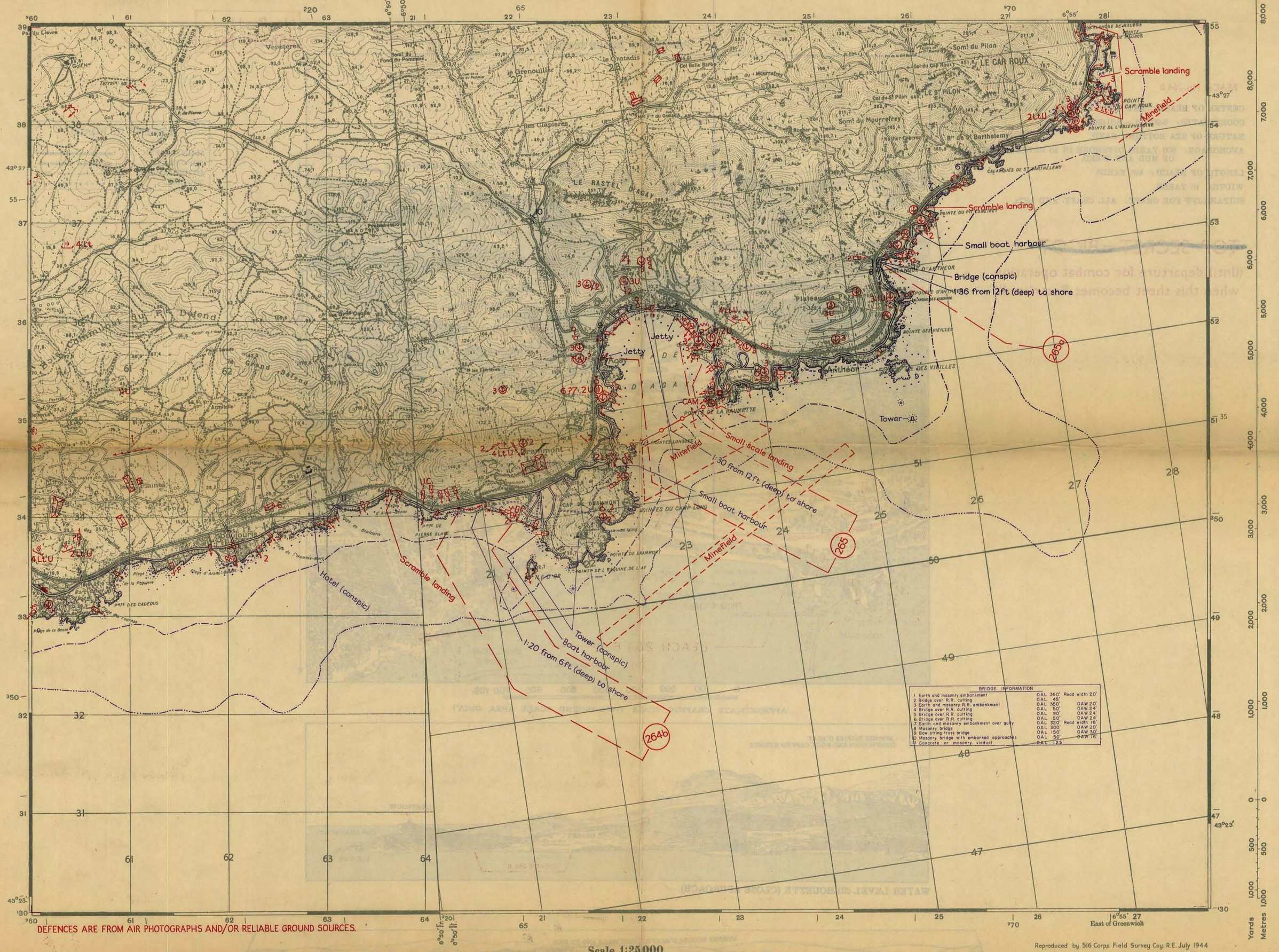
~~TOP SECRET – BIGOT~~

RADE D'AGAY

West of 6°50′, the Grid on this sheet is the Lambert Zone III Grid. East of 6°50′, the Grid Ticks in the margin refer to the Lambert Zone III Grid.

East of 6°50′ the Grid on this sheet is the North Italy Grid. West of 6°50′, the Grid Ticks in the margin refer to the North Italy Grid.

The Graticule on this sheet West of 6°50′ East is the French Graticule and has been adjusted to the old French triangulation by moving it 1″ West; that to the East of 6°50′E. is Italian. To convert Italian geographicals to the French system add 2·5″ to the Italian Latitudes and 6″ to the Italian Longitudes from Greenwich.



BRIDGE INFORMATION

1 Earth and masonry embankment	OAL 350′	Road width 20′
2 Bridge over R.R. cutting	OAL 45′	
3 Earth and masonry R.R. embankment	OAL 350′	OAW 20′
4 Bridge over R.R. cutting	OAL 50′	OAW 24′
5 Bridge over R.R. cutting	OAL 90′	OAW 24′
6 Bridge over R.R. cutting	OAL 50′	OAW 24′
7 Earth and masonry embankment over gully	OAL 320′	Road width 18′
8 Masonry bridge	OAL 300′	OAW 20′
9 Bow string truss bridge	OAL 150′	OAW 30′
10 Masonry bridge with embanked approaches	OAL 50′	OAW 16′
11 Concrete or masonry viaduct	OAL 125′	

DEFENCES ARE FROM AIR PHOTOGRAPHS AND/OR RELIABLE GROUND SOURCES.

Scale 1:25,000

Metres 1000 500 0 1 Kms. 2 — Yards 1000 500 0 ¼ ½ ¾ Mile

Contour Interval 10 metres

Reproduced by 516 Corps Field Survey Coy. R.E. July 1944
Printed by 19th. Field Survey Coy. R.E., July 1944.

MAP LEGEND

- Route Nationale — CUTTING / EMBANKMENT
- Chemin De Grande Communication
- Other Metalled Roads Regularly Maintained
- Other Roads, Cart Tracks
- Forest Track
- Mule Track. Coupe Line
- Footpath
- Railway, Double — TUNNEL / BRIDGE OVER / BRIDGE UNDER
- Railway, Single
- Railway, Narrow Gauge
- River, Perennial Non-Perennial
- Coniferous Woods — Vineyard
- Deciduous Woods — Orchard
- Scrub or Brushwood — Garden

A. F. H. Q. LEGEND.

CONVENTIONAL SIGNS AND SYMBOLS USED IN ANNOTATION OF MAPS, OVERLAYS AND AIR PHOTOGRAPHS

- C. D. Position With Number of Guns
- Railway Gun
- Heavy A.A. Position With Number of Guns (H A A)
- Light A.A. Position With Number of Guns (L A A)
- D.P. (A.A.–C.D.) Position With Number of Guns
- Field Gun Position With Number of Guns
- Single Gun Position – Fixed
- Single Gun Position – Mobile
- Anti Tank Gun
- Machine Gun Position With Number of Guns
- Mortar Position
- Pillbox
- Casemate Capable of Containing a Light Gun
- Searchlight (Slt)
- Strong Point
- Anti Tank Ditch
- Anti Tank Wall
- Dragons Teeth With Number of Rows
- Hedgehog
- Wire Unclassified – One Row – Two Rows – Three Rows etc.
- Tank Traps
- A.T. Mines

- Observation Post
- Radio Detection Finder (Radar)
- Radio Station (W.T. Station)
- Wireless Tower – Pole
- Underground Cable
- Dumps – Ammunition
- Dumps – Petrol, Oil, Lubricants
- Dumps – Supplies
- Dumps – Chemical Gas Storage
- Dual Purpose
- Hospital
- Airfield
- Landing Ground
- Seaplane Station
- Boom, Nets, Marine
- Rock, Underwater
- Rock Above Water
- 2 Fathom Line
- 10 Fathom Line
- 30 Fathom Line
- Sand Bar
- Wreck
- Cliffs
- Rocky Coast
- Constructional Activity
- Under Construction
- Occupied
- Unoccupied

- Road Block – With M.G. – With A.T. Gun
- Bridge Blown
- Bridge – Prepared for Demolition
- Weapon Pits (Foxholes) Fire Trenches or Breastworks
- Trenches Without Weapon Pits
- Slit Trenches
- New Construction or Digging

- Camouflage — CAM
- Dummy — DUM
- Military Activity — MA
- Light — Lt
- Medium — Med
- Heavy — Hy
- Suspected or Possible — ?

ADDITIONAL LEGEND PROVISIONAL

Casemate — CM.

BEACH AND UNDERWATER OBSTACLES

Element 'C'

- Tubular Scaffolding, Steel, With No. of Rows
- Stakes or Fencing
- Jetted Rails, Steel and Wood, With No. of Rows
- Tetrahedra, Steel or Concrete
- Pyramids and Cubes
- Unidentified Objects, With No of Rows
- Hedgehog, Steel, With No. of Rows
- Shallow Water Beach Mines With No of Rows

CLASSIFICATION OF GUN CALIBRES

COAST DEFENCE GUNS

Up to and including 4·7 inch or 120 m.m.	LIGHT	Lt.
Over 4·7 inch or 120 m.m. up to and including 8 inch or 205 m.m.	MEDIUM	Med.
Over 8 inch or 205 m.m.	HEAVY	Hy.

ANTI-AIRCRAFT GUNS

20 m.m. to 50 m.m.	LIGHT	Lt.
75 m.m. and over	HEAVY	Hy.

This map is a composite of the following standard 1/25,000 map sheets:– 35·44·7 & 8, 36·44·5

Defences as of 23 July 1944

Beach numbers

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