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EIGOT-ANVIL

COMMANDER, NAVAL FORCES  
NORTHWEST AFRICAN THEATRE

COPY NO. \_\_\_\_\_

File No.  
A4-3/N31



15 April 1944

Serial: 00495

NAVAL OUTLINE PLAN

*D756.6-71*  
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ANVIL

INFORMATION.

1. An amphibious Operation, code word "ANVIL", is to be launched in the MEDITERRANEAN against Southern FRANCE in support of Operation "OVERLORD" launched from the UNITED KINGDOM against Northern FRANCE. Operation ANVIL will be mounted from ITALY, CORSICA, SARDINIA, SICILY and NORTH AFRICA. The assault area in Southern FRANCE is the ST TROPEZ-FREJUS area. The immediate objective is the capture of the ports of TOULON and MARSEILLES with subsequent movement through the RHONE VALLEY towards LYON and VICHY. This broad plan is designed to contain the maximum enemy forces in Southern FRANCE, thereby rendering effective support to Operation OVERLORD.
2. The date of D day has not been fixed but in any case it will be subsequent to the launching of OVERLORD, and will not be before 1 June 1944.
3. The military assault forces have not yet been nominated but they are expected to be of the order of 2 U.S. Infantry Divisions (reinforced) with a subsequent build up of American and French Army forces to 8 Infantry Divisions and 2 Armored Divisions.

MISSION.

4. The Naval Mission is to establish firmly the Western Task Force in positions ashore in Southern FRANCE suitable to the capture of TOULON, MARSEILLES, LYON and VICHY, and to support the military forces until all need for beach maintenance has ceased in order to support Operation OVERLORD.

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COMMAND.

5. The Commanders on the Task Force echelon will be
 

NAVAL Commander	Vice Admiral HEWITT, U.S.N.
ARMY Commander	Major General PATCH, U.S.A.
AIR Commander	Brigadier General SAVILLE, U.S.A.A.F.

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# Report Documentation Page

Form Approved  
OMB No. 0704-0188

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1. REPORT DATE <b>1944</b>		2. REPORT TYPE <b>N/A</b>		3. DATES COVERED <b>-</b>	
4. TITLE AND SUBTITLE <b>Naval Outline Plan</b>				5a. CONTRACT NUMBER	
				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) <b>Commander of the Naval Forces</b>				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 <b>Approved for public release, distribution unlimited</b>					
13. SUPPLEMENTARY NOTES <b>JFSC - WW II Declassified Records.</b>					
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>unclassified</b>	b. ABSTRACT <b>unclassified</b>	c. THIS PAGE <b>unclassified</b>			

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6. The subordinate commands within the Task Force will be dependent upon the nomination of Army Divisions and naval forces.

AREA OF COMMAND.

7. The area of Command of the Western Naval Task Force is bounded:-

On the EAST, by the meridian of 10° East,  
On the SOUTH, by the parallel of 41° North,  
On the SOUTHWEST, by a line joining the  
Spanish border to position Latitude  
41° North, Longitude 4° East.

PLAN OF ATTACK.

8. Broadly the Plan of Attack is as follows:
- (a) During dark on D-1, drop one French Reinforced Parachute Regiment in the vicinity of LE LUC, with the mission of impeding enemy movements in that area.
  - (b) Pre-H hour landings during darkness of Special Assault Forces over beach 259 near CAVALAIRE, and beach 266 near LA NAPOULE, to seize the coastal highway and protect the flanks of the Assault Corps.
  - (c) Pre-H hour bombardment of selected targets by air and naval forces.
  - (d) On D-day, simultaneous dawn landing at H-hour of one U.S. Reinforced Infantry Division on beaches 264 to 265 in ST RAPHAEL-AGAY area, and one U.S. Reinforced Infantry Division on beaches 261 to 263C in the ST TROPEZ-ST MAXIME area. These forces to advance rapidly inland and secure the initial beachhead from CAPE NEGRE to TIEOULE and 8-10 miles in depth by the night of D/1, and subsequently to contact forces dropped on CAPE BENAT, and extend the beachhead toward TOULON and the northwest.

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- (e) On the night of D/1 to drop a paratroop force (2 US Para Bns) near LE LAVANDOU to seize and neutralize the defenses at CAPE BENAT.
- (f) On the night of D/1 to land special French amphibious forces (2 Inf Bns) on the islands of PORT CROS and LEVANT to neutralize the defenses thereon. These units will be ferried from CORSICA. Subsequently to reduce the island of PORQUEROLLES by amphibious attack.
- (g) After D/1 to hold on call from CORSICA an Airborne Force consisting of one U.S. Para Regt and one U.S. Glider Bn.
- (h) To land the following pre-loaded forces:
  - By D plus 3, One U.S. Infantry division in the ST TROPEZ area.
  - By D plus 3, One French Armored Combat Command in the FREJUS area.
  - By D plus 5, one French Corps Headquarters.
  - By D plus 5, one French Infantry Division (3 DIA) in the CAVALAIRE-ST TROPEZ area, and pass this division through the left of the U.S. Corps.
- (i) To land the following first follow-up forces:
  - By D plus 5, one-half French Infantry Division (9 DIC) in the CAVALAIRE area.
  - By D plus 9, one-half French Infantry Division (9 DIC) in the CAVALAIRE area.
  - By D plus 15, one-half French Infantry Division (2 DIM) in the LE LAVANDOU area.
  - By D plus 30, one-half French Infantry Division (2 DIM) through the port of TOULON.
  - By D plus 40, one French Armored Combat Command through a captured port.
- (j) To land the following second follow-up forces:
  - By D plus 48, two-thirds French Infantry Division (DI) through a captured port.
  - By D plus 55, one-third French Infantry Division (DI) through a captured port.
  - By D plus 70, one French Mountain Division (DMM) through a captured port.
  - By D plus 90, one French Armored Division (DB) (or the 1st U.S. Armored Division) through a captured port.

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NAVAL TASKS.

9. The Naval Tasks are briefly as follows:
- (a) Preliminary bombardment of enemy defenses which threaten the landings.
  - (b) Close escort of the convoys to their destinations.
  - (c) Screening of assault convoys against interference by enemy surface forces.
  - (d) Landing of troops on the selected beaches.
  - (e) Close support of the landings by naval gunfire.
  - (f) The maintenance by sea of the forces landed, including the protection of shipping off the beaches.
  - (g) Augment the scale of fighter protection to assault shipping off the beaches.
  - (h) Conduct of seaborne Diversions.
  - (i) Opening of captured ports and the installation there of Port Parties.

ALLOCATION OF SHIPPING AND CRAFT.

10. The following ships and craft have been allocated:

(a) U. S.

3	Flagships, Amphibious
3	XAP (Converted assault transports)
6	AKA (Assault cargo carriers)
4	APD (High speed transports)
100-(appx)	MT/Store Ships
46	LST(2)
63	LCI(L)
39	LCT(5)
26	LCT(6)

(b) BRITISH

1	LSH (Flagship, Amphibious)
8	LSI(L)
1	LSI(M)
1	LSI(H)
1	LSP
100-(appx)	MT/Store Ships
3	LST (Killer type)
3	LSM(2)
48	LCI(L)
5	LCT(2)
30	LCT(3)
38	LCT(4)

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The above tabulation indicate the allocation of craft for the operation. The numbers of each type available for the operation will be somewhat below the quantities shown.

ALLOCATION OF COMBATANT SHIPS.

11. The following combatant ships have been allocated:

<u>TYPE</u>	<u>BRITISH</u>	<u>FRENCH</u>	<u>U.S.</u>	<u>TOTAL</u>
OBB	-	1	3	4
CA	-	-	2	2
CL	3	5	5	13
CL(AA)	4	-	-	4
CVE	7	-	2	9
DL	-	3	-	3
DD, Fleet	8	6	50	64
DD, Hunt	21	-	-	21
DE	-	7	10	17
PC	-	-	29	29
SC	-	-	31	31
AM	14	-	21	35
YMS	6	-	30	36
LCG	6	-	-	6
LCF	7	-	-	7
PT	-	-	41	41
LCT(R)	6	-	-	6
ARSC <i>Asst</i>	-	-	20	20
F.D. Ships	3	-	-	3

ALLOCATION OF AUXILIARIES.

12. The following auxiliary ships have been allocated:

<u>TYPE</u>	<u>BRITISH</u>	<u>FRENCH</u>	<u>U.S.</u>	<u>TOTAL</u>
LSG	2	-	-	2
(LSC)	1	-	-	1
LSD	2	-	-	2
ML	6	-	-	6
AT, Fleet	1	-	3	4
AT, Med	4	-	2	6
YT	6	-	6	12
ATR	3	-	1	4
ARS	3	-	3	6
ARS, cargo	1	-	1	2
ARL	1	-	1	2
AO	4	-	4	8
AO, Med	4	-	-	4
YOG	1	-	3	4
Trawlers, M/S	4	-	-	4
2 Bln Tdrs	2	-	-	2
YW	4	-	-	4
YF	4	-	-	4
AC	2	-	-	2

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MOUNTING OF MILITARY FORCES.

13. The tentative mounting schedule is as follows:

Preloaded

<u>Unit</u>	<u>Mounting Port</u>	<u>Arrival date in target area</u>	<u>Date Unloaded</u>
French Commando Group (2 Bns)	NAPLES	D-1/D	D-1/D
Special Service Force (3 Bns)	NAPLES	D-1/D	D-1/D
"A" U.S. Inf Div	NAPLES	D	D
"B" U.S. Inf Div	NAPLES	D	D
9th Colonial Inf Div (2 Bns)	CORSICA	D/1	D/1
"C" U.S. Inf Div	TARANTO	D	D/3
Fr. Arm. Combat Command	NORTH AFRICA	D	D/3
3rd Algerian Inf Div	PALERMO	D	D/4/5
French Corps Hdqts	PALERMO	D	D/5

First Follow-up

9th Colonial Inf Div (1/2)	CORSICA	D/4	D/5
9th Colonial Inf Div (1/2)	CORSICA	D/9	D/9
2nd Moroccan Inf Div (1/2)	NAPLES	D/15	D/15
2nd Moroccan Inf Div (1/2)	NAPLES	D/30	D/30
Fr. Arm. Combat Command	NORTH AFRICA	D/40	D/40

Second Follow-up

1st French Inf Div (2/3)	PALERMO	D/48	D/48
1st French Inf Div (1/3)	PALERMO	D/55	D/55
4th French Mountain Div	NAPLES	D/70	D/70
5th French Armored Div	NORTH AFRICA	D/90	D/90

STAGING PORTS.

14. Landing craft loaded at NAPLES will stage at AJACCIO; craft loaded at PALERMO will stage at CAGLIARI and AJACCIO; craft loaded at ports in NORTH AFRICA will stage as required on the NORTH AFRICAN COAST (ports considered suitable are ALGIERS, BOUGIE, PHILIPPEVILLE, BONE), CAGLIARI and AJACCIO.

15. Fuel and water will be available for landing craft staging at CAGLIARI and AJACCIO; U. S. Navy Communication Parties will be located in these ports and at CALVI.

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NAVAL OUTLINE PLANH HOUR.

16. The selection of H hour has not been made. All services (Army, Navy and Air) favor a landing at about dawn. This choice is favored in order to permit preliminary naval bombardment (employing a/c spot) of predetermined targets correlated with aerial bombing, and to permit friendly fighter cover over the assault shipping and assault beaches. Detailed planning will develop the most advantageous H hour, resulting from thorough examination of all factors.

PRELIMINARY BOMBARDMENT.

17. Depending upon the selected H hour and the correlated plans developed with the Air Force, it is proposed to employ cruisers in preliminary bombardment to neutralize batteries threatening the landing. Unless intelligence sources indicate the manning of existing heavy coastal batteries, it is not contemplated to employ battleships during the preliminary bombardment phase. The battleships will be held on call to deliver deep fire support and to bring their heavy batteries to bear in conjunction with the coastal advance of the Army.
18. Close support of landings will be provided by destroyers, LCGs, LCFs, LCSs, and LCT(R)s, and possibly by DUKWs fitted with rockets.
19. Details of forces, operating areas, targets, and time phasing will appear in the Fire Support Annex of N.C.W.T.F.'s Operation Plan.

SPOTTING OF NAVAL GUNFIRE.

20. The U.S. Naval spotting technique, as opposed to U.S. Army artillery sensing method, has been adopted as the Standard Method of adjusting naval gunfire. U.S. Navy Code and Signal Publication CSP 2156 sets forth the Shore Fire Control Code and the details of naval spotting technique; this will be employed by all Air Forces, and carrier-based a/c engaged in spotting missions.

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DISPOSITION OF NAVAL FORCES.

21. The allocation of forces will be shown in the basic Operation Plan of N.C.W.T.F. when drafted. Advance information of allocations will be promulgated in A.N.P.M. NO. 30.
22. The broad outline of intended dispositions is based on placing the appropriate lift at mounting ports, together with adequate convoy escort. Subsequent rendezvous of convoys will be shown in A.N.P.M. NO. 28.

CONVOYS.

23. Routes are awaiting the approval of Commander-in-Chief, MEDITERRANEAN. The composition of convoys and their phased movements will be shown in the Convoy Annex to the basic Operation Plan of N.C.W.T.F. As details are developed, advanced information will be promulgated in A.N.P.M. NO. 28.

APPROACH.

24. Upon execution of rendezvous referred to above, ships will pass to operational control of Task Force and Task Group Commanders as prescribed in detailed plans, and the approach of attack forces made on approximate courses laid down by N.C.W.T.F. Approach courses thus prescribed will be designed to avoid mutual interference between forces; the details of approach formations, evolutions and phasing will appear in the Attack Force Commanders' plans.

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DIVERSIONS.

25. Owing to the employment of all available craft and shipping in lifting the assault and follow-up forces in the closest possible phasing, no shipping will be available for the purpose of mounting any major diversionary effort. Minor diversions or demonstrations will be carried out by the naval forces within their restricted capabilities. These may be either in support of the assault or in furtherance of the cover plan.

RADAR COUNTER-MEASURES.

26. A detailed plan of radar counter-measures will be developed in conjunction with the Air and Ground Forces. Radar jamming may be employed fully in screening the approach of the assault forces to the target area.

SUBMARINES.

27. No friendly submarines will operate in the Area of Command. All submarine contacts, therefore, may be treated as hostile, and vigorous action taken.

LIGHT FORCES.

28. MTB Squadrons, operating directly under N.C.W.T.F., will screen the flanks of the assault shipping against hostile surface forces.
29. Light forces, operating directly under Commander-in-Chief, MEDITERRANEAN, will cover the ports of LEGHORN, SPEZIA and GENOA.

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MINELAYING OPERATIONS.

30. No mine laying by surface forces will be undertaken during the operation.

MINESWEEPING OPERATIONS.

31. Minesweeping forces will be allocated to each Attack Task Force Commander for the purpose of executing required sweeping missions in each initial assault area. As new beach areas are opened, N.C.W.T.F. will reallocate minesweeping forces as necessary. It is expected to begin systematic sweeps westward of CAVALAIRE as soon as ISLES D'HYERES are neutralized.

A/S PATROL IN ASSAULT AREA.

32. An A/S endless chain patrol may be established seaward of assault shipping as follows:
- (a) From CAPE ROUX southward to 43°20' N., 6°55' E.
  - (b) Thence to about 43°10' N., 6°50' E.,
  - (c) Thence to about 43°00' N., 6°35' E.,
  - (d) Thence westward seaward of ISLES D'HYERES.

The assignment of ships to this task and other details will be shown in detailed plans.

33. As the opposition in the PORT CROS-LEVANT-CAP BENAT area is eliminated, and sweepers clear those waters, the western portion of the A/S screen will be adjusted to terminate at LEVANT; patrolling of the passes through the ISLES D'HYERES would then screen the left flank.

PROTECTION OF SHIPPING OFF BEACHES.

34. Shipping will initially be under the protection of escorts. Upon reaching the assault area, an endless chain A/S patrol will be established to seaward. When enemy coastal defenses have been neutralized,

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- and mine sweeping permits, shipping will be anchored close off the assault beaches. The A/S screen will then be modified as required to afford maximum protection.
35. Task Forces will maintain minewatching organizations which will also deal with circling torpedo attacks.
  36. Smoke will be employed in accordance with detailed plans; the policies governing employment of smoke have been promulgated. Smoke is being supplied in adequate quantities to all ships and craft.
  37. A.A. protection of shipping by use of shipboard weapons will be within detailed rules agreed upon by Task Force Commanders for the control of A.A. gunfire and fighter aircraft.
  38. Fighter cover during daylight will be provided by the 12th A.S.C. and carrier-based aircraft. Night fighters operating from CORSICA and SARDINIA will be available and will operate in the assault area outside the I.A.Z., under G.C.I. control.

AIR RECONNAISSANCE.

39. The 12th A.S.C. will meet Army and Navy requirements for tactical reconnaissance; this may be augmented by carrier-based a/c.

AIR SUPPORT.

40. Preparatory measures will include a bombing program beginning about D-42 and executed by H.A.T.A.F. to destroy, neutralize, or cause the withdrawal from Southern FRANCE of enemy air forces which threaten the operation. This will be followed on an increased scale, as D day approaches by bombing of strategic enemy communications to reduce the enemy's resources to re-inforce his forces in the assault area. Submarine pens, operating naval forces, and block ships in ports will be bombing targets. This air offensive will reach its maximum effort by D day. It is expected that the Strategic Air Force may participate in this air offensive, subject to other operation requirements.

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41. Aerial bombardment of coastal objectives threatening the landings will be correlated with naval bombardment.
42. From D day onward, bombing will be undertaken of tactical targets which affect the enemy's ability to counter the assault. Close bombing support of the assault forces will be provided by the Tactical Bombing Force. Attacks against enemy airfields will continue as necessary to render ineffective the enemy air effort.

FIGHTER COVER.

43. Fighter cover will be provided over assault convoys, until reaching a position 40 miles from the assault beaches, by the M.A.C.A.F.
44. Fighter cover will be provided over beaches, and shipping lying off beaches, and for a distance 40 miles seaward of the beachhead, by the 12th Air Support Command of M.A.T.A.F. operating from CORSICA. The scale of this cover will be augmented by fighters operating from Aircraft Carriers. After strips in the target area are occupied, fighter cover will be provided from Southern FRANCE.

FIGHTER DIRECTION.

45. Control of day fighter cover will be exercised by ULSTER QUEEN. Stand-by ships are (1) STUART PRINCE, (2) CATOCTIN, (3) BULOLO, (4) ANTWERP, (5) BISCAYNE, and (6) DUANE. The 12th A.S.C. will provide the necessary Air Force operations personnel to man both ULSTER QUEEN and STUART PRINCE. The operations personnel in the CATOCTIN have been provided from UNITED STATES sources. Should it become necessary to employ the BULOLO as Fighter Direction Ship, the Air Force operations personnel will be found from ULSTER QUEEN and STUART PRINCE.

METHODS OF REPORTING POSITIONS.

46. The following methods of reporting positions will be used in the Operation: (a) The MEDITERRANEAN Area Fighter Operation Grid, (b) The Modified British Grid System, and (c) SP 02274 (Series). Policies governing the employment of each system are contained in A.N.P.H. NO. 24.

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SEABORNE G.C.I.

47. G.C.I. will be installed in three U.S. LSTs. These ships will operate to seaward of assault shipping in position to be selected. During daylight these ships will be in the Air Warning net, and at night will control the operation of night fighters. Pontoons carried by these LSTs will be picked up by tugs on the LST station and towed to selected beach sites. The Air Force vehicles pre-loaded in these LSTs will be unloaded over assault beaches when the G.C.I. equipment is transferred ashore to fighter strips (probably D/3 to D/5) and Air Warning Control is established ashore. One low-cover radar set, type 14, may be landed on the Island of PORT CROS as soon as this island is captured. This radar equipment requires special loading and special handling across the beach. LSTs carrying G.C.I.s will be assigned to assault convoys, in the initial movements, to provide fighter direction to aircraft protecting these assault movements.

AIR-SEA RESCUE.

48. The M.A.C.A.F. and M.A.T.A.F. will develop plans for an Air-Sea Rescue organization in the area of operations. It is probable that ANTWERP may be employed in this task. The Air-Sea Rescue plans will be included in the Operation Plan of N.C.W.T.F.

AIR NAVIGATION AIDS.

49. The requirements of the Air Force are not yet known. It is expected that the ANTWERP will be stationed, during flights of troop carrier aircraft, in the transport aircraft corridor, midway between CORSICA and LEVANT ISLAND. At other times the ANTWERP will probably be stationed northward of the shipping lanes in the path of fighter aircraft operating between CORSICA and the assault beaches. Details will depend upon the development of the Air Plans.

ROUTING OF TRANSPORT AIRCRAFT.

50. Troop carrier aircraft will be routed through a corridor between CORSICA and the assault area, so as to keep clear of shipping movements. This corridor is 5 miles wide. The northern boundary of the corridor is a line

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connecting CAPE ROSSO (CORSIKA) with TURCS POINT, the northeastern extremity of LEVANT ISLAND. At a point 8 miles distant from TURCS POINT in the direction of CAPE ROSSO, the northern boundary turns northwestward and joins POINT DE LA CHAPPE (FRANCE). The southern boundary is parallel to and 5 miles distant from the northern boundary.

51. All troop carrier aircraft will approach CAPE ROSSO by skirting the northern coast of CORSICA, passing in succession over BASTIA, REVELLATA POINT, and PALAZZO POINT before entering the corridor at CAPE ROSSO.
52. Prompt notification will be given to M.C.W.T.F. of all transport aircraft movements into the target area, the time, and plane identification system used. Flights bound for the target area will be at 5,000 foot altitude; return flights at an altitude in excess of 5,000 feet.

AIRCRAFT CARRIER OPERATIONS.

53. Seven British and two U.S. escort carriers will participate in the operation. Two additional British carriers may be assigned, fitted with 9 Swordfish and 4 Martlets suitable for A/S patrol. Each of the seven British escort carriers is expected to carry 24 Spitfires; the American carriers will each carry 18 Hellcats (F6F-3) and 1 TBF.
54. The operating area for the aircraft carriers will probably be between CORSICA and Southern FRANCE but clear of shipping lanes.
55. Carrier-based a/c will augment the scale of fighter cover over the beaches and shipping lying offshore, but it is expected that at least 12 Hellcats and 12 Seafires will be used for spotting naval gunfire, in addition to 24 daily spotting missions to be executed by 12th Air Support Command.

BARRAGE BALLOONS.

56. Balloons will be provided to shipping, as follows:
  - (a) British and U.S. Merchant Ships by Force 163; inflation and servicing in loading ports by R.A.F.
  - (b) British transports and landing ships by the R.N.
  - (c) U.S.N. transports and landing ships by U.S.N.

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57. Balloons flown over shipping will be serviced in the target area by a Balloon Tender (with servicing craft) manned by R.A.F. personnel. Balloons over shipping will be controlled by the Naval Commander; normally ships lying off beaches will fly balloons at operational height during the day, and close-hauled during the night.
58. Force 163 will provide, service, and control all balloons employed on shore in the target area. Balloons which are required over beaches and dumps on D day will probably be inflated in CORSICA, installed aboard LCTs at staging port and, upon arrival at assault beaches, walked ashore by Army personnel attached to the Barrage Balloon Batteries.

MERCHANT SHIPS.

59. The build-up phased in the Army Plan requires the employment of considerable Army port personnel to ensure the prompt unloading of these ships. Army Plans are expected to provide for the movement of these personnel to shore, (upon the unloading of ships in which embarked), there to report to the Beach Group Commander who will assign these personnel as required to unload merchant ships arriving in succeeding convoys. The provision of boat transportation to effect the necessary transfer of these personnel will be made by the Navy Beachmasters and Traffic Control officers, in accordance with the requirements of the Beach Group Commander. Special instructions will be issued by Naval Commander Western Task Force to Masters of Merchant Ships in order that these vessels may more effectively carry out their tasks. The draft of these instructions will appear in A.M.P.M. NO. 10 for the advance information of interested commands.

BEACH MAINTENANCE.

60. Military forces will be maintained over beaches until operation of captured ports makes this no longer necessary. The Beach Group organization will be:

<u>Army Div.</u>	<u>Navy Beach Bn</u>	<u>Engr. Shore Reg.</u>	<u>Beaches</u>	<u>Date of Landing</u>
?	1st	36th (3 Bns)	?	D
?	4th	40th (3 Bns)	?	D
?	8th	540th (2 Bns)	259-260	D/2

61. Beach control will be in accordance with the organization and procedure drawn up by Army and Navy Task Force Commanders.

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62. The general plan is to open beaches in the LE LAVANDOU-RADE BORMES area, and possibly later in RADE D'HYERES area, as the coastal advance of the Army progresses. The assault beaches in BOUCHON BAY (Beaches Nos. 263A, 263B and 263C) will be abandoned when the beaches in ST TROPEZ GULF are opened, and the small ports of ST TROPEZ and ST MAXIME becomes useable.
63. The FREJUS area will be employed until major port operation renders it unnecessary.

SALVAGE AND MAINTENANCE OF CRAFT OFF BEACHES.

64. An adequate number of tugs and trawlers have been requested to meet the requirements of salvage of ships and landing craft off the assault beaches. One battalion of the Salvage Force will perform this task. Eight LCI(L) will be fitted out with special high capacity pumps for firefighting duty off the beaches. Four LCT(5)s will be fitted out for salvage and firefighting off the beaches. One LCM(3) from each US-XAP will be provided with special salvage equipment and personnel to salvage LCVPs stranded on assault beaches. Two British LCT(2) are assigned as Beach Repair Craft. As conditions permit, one British LSE and two US-ARLs may be brought forward to facilitate repairs to damaged landing craft. Floating drydocks also may be brought to an advanced position for craft repairs. Details of arrangements for salvage and maintenance off beaches will be promulgated in N.C.W.T.F.'s operation plans.

CALVI SHUTTLE.

65. Beginning on D day, a shuttle service of 9 LSTs will be employed between CORSICA and the ANVIL beaches to move Air Force units into the target area. It is expected that CALVI and ILE ROUSSE will be loading ports. The unloading points will be FREJUS-ST TROPEZ, depending upon the priority of sites selected by the Air Force for airfield construction. All vehicles are to be loaded, and loose stores are to be kept to a minimum in order not to delay the turn-around of this closely timed shuttle. It is vital that these LSTs be promptly discharged upon arrival at ANVIL beaches. All unit TBA equipment that can not be carried in vehicles will be loaded and offloaded by Air Force unit personnel embarked in the LSTs. Bulk supplies, such as rations, gasoline, P.O.L., bombs, and spares, if carried will not be TBA equipment; loading of such supplies will be arranged between the Air Force and the Northern Base Section, SOS, and unloading over the ANVIL beaches will be handled by the Beach Group. A portion of the Navy Petroleum Base personnel and equipment now in CORSICA will be moved in this shuttle to the ANVIL beaches. Loading and unloading of their equipment will be done by Navy Petroleum Base personnel.

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AJACCIO SHUTTLE.

66. On D day 31 LSTs will sail from the assault areas to lift the first half of the 9th Colonial Infantry Division from CORSICA. These troops should be landed by D/5 in the CAVALAIRE area. The second turn-round of these LSTs will bring in the remainder of the 9th Colonial Division on D/9. Elements of U.S. Navy Petroleum Division One will be transported in these lifts for the purpose of erecting diesel fuel tankage in the assault area.

EVACUATION OF CASUALTIES.

67. Combat-loaded transports will be employed while lying off the assault beaches for the evacuation of casualties. Hospital ships and carriers will thereafter be used, operating under the control of P.S.T.O. on sailing routes approved by Commander-in-Chief, MEDITERRANEAN. Hospital ships and carriers will not enter the assault area until daylight, and will clear the assault area two hours before dark. Distinguishing lights will not be burned when within 20 miles of the assault area. U.S. LSTs will be specially fitted as hospital carriers and may be employed for the evacuation of less seriously wounded owing to the duration of the voyage to debarkation ports. The location of the Army Base Hospitals, assigned for the reception of casualties from the ANVIL area, has not yet been determined. Fifteen hospital ships and carriers are the estimated requirements for this operation. It is proposed that these ships operate in a pool based on AJACCIO under the operational control of P.S.T.O. The policy for the Evacuation of Casualties is laid down in A.N.P.M. NO. 20.

PSYCHOLOGICAL WARFARE.

68. Units of the P.W.B. will embark in the Italian coaster PHOENIX and move from NAPLES to CALVI about D-30. Broadcasts from that ship will be made until such time as broadcast stations are established in Southern FRANCE, when the PHOENIX will be withdrawn to NAPLES.

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PRISONERS OF WAR.

69. The evacuation of P/W from beaches and ports will be restricted to those ships not carrying wounded; the P/W loading capacity of ships and craft is governed by sanitation and life saving facilities aboard in each case. The Provost Marshal, Force 163 will complete arrangements for delousing of P/W prior to embarkation, subsistence of P/W aboard ship, assignment of adequate proportion of guards to P/W in each type vessel, and for reception of P/W in rear ports in the NORTH AFRICAN THEATER. No direct overseas evacuation is contemplated.

LOOTING BY NAVAL PERSONNEL.

70. Special measures will be taken by Naval Commanders to prevent looting by naval personnel (A.E.P.H. NO. 21).

COLORED SMOKE.

71. Only yellow smoke will be used to mark front lines; no other colors are considered suitable for air-ground signals. Smoke will be used in conjunction with pre-planned missions only. Artillery smoke when used to mark targets will be white.

COMBAT DEMOLITION.

72. Sixteen U.S. Navy Combat Demolition Units will be employed in the operation in the removal of beach and underwater obstacles. Each unit consists of one officer, five men and special equipment. Training is underway at the ATC, SALERNO. Upon the establishment of the assault beaches, the Demolition Units will operate under the control of the Beachmasters. (See A.E.P.H. Nos. 5 and 29).

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BOMB DISPOSAL.

73. Six U.S. Navy Bomb Disposal Units are now in this theater. These units are available to Naval Task Force Commanders for use on the beach to minimize the damage done by time bombs, and dispose of unexploded bombs and projectiles, booby traps and anti-personnel devices, and to cooperate with intelligence personnel in determining the use of new types of enemy ordnance.

MINE DISPOSAL.

74. Four U.S. Navy Mine Disposal Units are now in the theater available to Naval Task Force Commanders to establish and maintain the mine watch, and to minimize and if possible prevent damage by unexploded underwater ordnance.

A/S INDICATOR NET.

75. Six miles of extra-light indicator net will be available for use as an anti-submarine measure in the vicinity of RADE D'HYERES. Two LCM(3)s or six LCVPs may be required to lay the net. Estimated time to lay the net in one continuous line is 8 hours. In depths of water less than 50 fathoms, the net should remain operational for 30 days in fair weather. The precise arrangement of XLI net will be covered in detailed plans.

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NAVAL OUTLINE PLAN

NAVAL ORDERS AND INSTRUCTIONS.

76. Naval Commander Western Task Force in his Operation Plan will issue special orders and instructions covering the following:

- (a) Operational Control
- (b) Chemical Warfare
- (c) Hospital Ships
- (d) J Ships
- (e) Situation Reports
- (f) Reports of attacks by controlled missiles
- (g) Reports of attacks by GNATS
- (h) Reports of casualties
- (i) Survivors
- (j) Reports of Damage
- (k) Recommendations for Honors and Awards
- (l) Action Reports

For the advanced information of interested naval commands, the draft of these orders and instructions will be promulgated in A.N.P.M. NO. 35.

*H.K. Hewitt*

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Vice Admiral, U.S. Navy,  
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Northwest African Waters.

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*P.K. Covey*  
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Secretary.

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SHIP REPAIR

1. The normal ship repair facilities will be available at GIBRALTAR, ORAN, ALGIERS, BIZERTA, FERRYVILLE, MALTA, PALERMO, TARANTO, and NAPLES.
2. The U.S. Navy will have available repair ships DELTA and VULCAN.
3. The details of shore and floating repair and docking facilities will be covered in the Logistic Annex of N.C.W.T.F.'s Operation Plan.

FUEL OIL

4. Shore stocks and/or dumb hulk tankage will exist in the following places:  

CASABLANCA, GIBRALTAR, ORAN, ALGIERS, BONE,  
BIZERTA, MALTA, AUGUSTA, PALERMO, TARANTO,  
NAPLES, AJACCIO, MADDALENA, and CAGLIARI.
5. It is understood that these facilities will be kept filled to capacity by A.F.M.Q. (Petroleum Section) utilizing tankers under the operational control of Commander-in-Chief, MEDITERRANEAN.
6. U.S. Navy Petroleum Division ONE is now engaged in increasing fuel oil shore tankage at AJACCIO to meet the planned naval requirements.
7. Four tankers, each of 60,000 barrel capacity, operating under Naval Commander, Western Task Force will be loaded to capacity and staged prior to D-day.
8. Supplementing the above, four U.S. Navy Fleet tankers (AO type) will be loaded and held in NORTH AFRICAN ports to be called forward in emergency.
9. Additional floating reserve of fuel oil, subject to operational limitations, may be available in certain designated vessels, in the assault area.
10. All shore and floating bulk fueling installations will be provided with adaptors to fuel British, French, United States, Greek and Polish ships.
11. The detailed arrangements will be covered in the Logistic Annex of Naval Commander Western Task Force's Operation Plan.

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DIESEL OIL

12. Stocks of diesel oil will be maintained at same places as listed under "FUEL OIL", and at the additional localities:
- TUNIS, ILE ROUSSE, CALVI, AJACCIO.
13. The installation of shore tankage at ILE ROUSSE, CALVI, and AJACCIO is now being made by U.S. Navy Petroleum Division ONE.
14. In addition to shore tankage, a "dumb" floating storage of diesel oil at AJACCIO and BASTIA is also planned.
15. It is understood that all shore and "dumb" hulk tankage will be kept filled to capacity by A.F.M.O. (Petroleum Section) utilizing tankers under the operational control of Commander-in-Chief, MEDITERRANEAN.
16. In addition to the above, four tankers (AO type), each of 14,000 barrel capacity, four tankers (YO type), each of 20,000 barrel capacity, and six motor vessels (MFV type), each of 300 barrel capacity, will be loaded to capacity and staged prior to D-day.
17. Additional floating reserve, subject to operational limitations, may be available in certain designated vessels in the assault area.
18. The fueling of ship-borne landing craft will be accomplished as heretofore from ships to which attached; detailed arrangements will be shown in the Logistic Annex of N.C.W.T.F.'s Operation Plan.
19. Diesel oil tankage will be erected on assault beaches by U.S. Navy Petroleum Division ONE. Based on present Army plans, these installations will be

<u>Est. Time of Initial Installation</u>	<u>Location</u>	<u>Capacity</u>	
		<u>Initial</u>	<u>Ultimate</u>
D / 8	Beach 264A	2,000 bbls	5,000 bbls
D / 10	Beach 259	2,000 bbls	5,000 bbls
D / 15	ST. TROPEZ area	5,000 bbls	5,000 bbls

20. The responsibility of filling the beach tankage is that of

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Naval Commander, Western Task Force. These beach installations will be retained if and as required. It is the intention to move shore tankage westward as conditions permit or necessitate.

21. All shore and floating bulk fueling installations will be provided with adaptors to fuel British, French, United States, Greek and Polish ships.
22. The Navy will make issues in moderate amounts to the Army from beach tankage after D / 15. Containers are to be provided by the Army.

100 OCTANE FUEL

23. Shore stocks of 100 octane gasoline will be located at the following places:  

CASABLANCA, GIBRALTAR, ORAN, ALGIERS, BONE,  
BIZERTA, TUNIS, MALTA, AUGUSTA, CATANIA,  
PALERMO, TARANTO, NAPLES, BASTIA, CALVI,  
AJACCIO, PORT VECCIO, MADDALENA, ARANCI,  
and CAGLIARI.
24. U.S. Navy Petroleum Division ONE is now engaged in erecting the shore tankage at CALVI and AJACCIO.
25. In addition to shore tankage, "dumb" hulks will be located at MADDALENA and BASTIA.
26. It is understood that all shore and "dumb" hulk tankage will be kept filled to capacity by A.F.H.Q. (Petroleum Section) utilizing tankers under the operational control of Commander-in-Chief, MEDITERRANEAN.
27. In addition to the above, four tankers (YOG type) each of 5,000 barrel capacity will be loaded to capacity and staged prior to D-day as directed by Naval Commander Western Task Force.
28. Fuel (100 and 80 octane) may also be available in moderate quantities from Army beach dumps. The detailed arrangements will be shown in the Logistic Annex of Naval Commander Western Task Force's Operation Plan.

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LUBRICATING OILS AND GREASES

29. Stocks of these items will be maintained at all shore fueling installations and in addition special types in quantities will be carried by all tankers and colliers operating in the assault areas and by ships especially designated. Lubricating oils for PTs and MLs will be stocked at CALVI.

COAL

30. Stocks for British and French ships will be maintained at PALERMO, NAPLES, CAGLIARI, AJACCIO, CALVI and principal NORTH AFRICAN ports. These will be maintained by A.F.E.Q. (Petroleum Section).
31. In addition to shore stocks, two coal colliers will be assigned to and operate directly under N.C.W.T.F.

WATER

32. Water will be available for ship's use at all mounting ports. U.S. Navy Petroleum Division ONE is engaged in erecting water tankage at AJACCIO and the CALVI - ILE ROUSSE area. Piping will be run to all fueling points in those ports. Portable distilling units will be provided as may be required. Information on water facilities in CORSICA is contained in A.N.P.M. No. 53.
33. The supply of water over the beaches by specially-fitted LSTs and in 600 gallon portable tanks from XAPs and AKAs will be provided as in the past. Four water barges (YW type) of 5,000 barrel capacity, will be assigned to and operate directly under Naval Commander Western Task Force. These may be employed principally for servicing small ships not equipped with distilling plants.

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NAVAL AND VICTUALLING STORES

34. Common supply items to meet United States and French Naval requirements such as rations, gratuitous issues of tobacco, toilet articles, etc., and other consumable stores will be provided by the U.S. Army as per our requests (Serial 00247 dated 4 March 1944 and Serial 0090 dated 28 Jan 1944.)
35. Survivors' clothing will be available at AJACCIO, MADDALENA, PALERMO, NAPLES, BIZERTE, ALGIERS and ORAN and also in our large ships.
36. It is expected that a stores ship loaded with general stores and a provision ship will be available in NORTH AFRICA to be called up when and where needed.
37. British requirements will be handled as per AFHQ - AG 370 - 3GDS-0 memo dated 31 March 1944.

RESERVE AMMUNITION

38. Initial reserve of all types of ammunition for all ships will be carried in ammunition supply ships. It is expected that the following ships will be available for this purpose:
  - 1 - U.S., 6000 ton
  - 1 - U.S., 3500 ton
  - 4 - British, 500 to 1500 tons.
39. Secondary reserves will be stowed ashore in regular ammunition dumps and magazines. U.S. reserves are located at ORAN, BIZERTE and PALERMO. British reserves are located at GIBRALTAR, ALGIERS, NAPLES, MALTA and ALEXANDRIA. French reserves are located at DAKAR, CASABLANCA, ORAN and BIZERTE.
40. The U.S. Navy ammunition ships will be loaded in the UNITED STATES in accordance with the requests of ComNavNAW. These ships will carry all reserves for major caliber ships in addition to reserves for U.S. cruisers, destroyers, and smaller ships. Major caliber ammunitions (14", 12", 8") will not be landed but will be retained in

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ammunition ships to expedite replenishment.

41. The four British ammunition supply ships will be loaded with initial reserves for cruisers and destroyers of the three navies.
42. It is the intention to dispose the ammunition ships initially as follows:
  - 1 - U.S. ALGIERS, NAPLES or Island ports.
  - 1 - U.S. CAGLIARI
  - 4 - British. CORSICAN ports.

Ships will be called forward if and when required.

TORPEDOES AND DEPTH CHARGES.

43. Facilities for British torpedo maintenance are located at Torpedo Depots, ALGIERS, MALTA, BIZERTA and MADDALENA. U.S. maintenance facilities at BIZERTA, MADDALENA and in U.S.S. DELTA.
44. Details of reserve stocks of torpedoes and depth charges for all navies will appear in detailed plans issued by Naval Commander Western Task Force.

HARBOR CLEARANCE

45. Two Navy Salvage Battalions will move into ports upon capture, the greater part of the personnel, equipment and supplies being lifted in TACKLE and GAMBOSE. The remainder of the Port Salvage Force will enter the first port in the D / 25 convoy with the 1051st Army Port Reconstruction Regiment. The priorities of projects in ports will be arranged between the Navy Salvage Force and the Army Engineers. Details of arrangements for Harbor Clearance will be promulgated in NCWTF's Operation Plans.

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RECONSTRUCTION OF PETROLEUM FACILITIES

46. U.S. Petroleum Division ONE will enter ports upon capture and undertake restoration of existing fuel oil facilities. Plans provide for the erection at TOULON of fueling facilities to a capacity of 250,000 to 300,000 barrels of black fuel oil and 20,000 to 30,000 barrels of diesel oil. The initial shipment of this material will arrive direct from the UNITED STATES about D / 30. The first tanks erected should be in operation by D / 45. Estimates of Army requirements of black fuel oil and diesel oil are contained in A.N.P.M. No. 33.
47. It is hoped that construction of similar fuel installations at MARSEILLES can be commenced by D / 65. Tankage for such construction to be that removed from temporary installations in CORSICA and to the east of TOULON. Estimates of Army requirements are contained in A.N.P.M. No. 33. The responsibility for filling the above installations is that of A.F.H.C. (Petroleum Section) as arranged through Commander-in-Chief, MEDITERRANEAN.

OPENING OF PORTS

48. The Naval Commander is responsible for gaining safe access into ports and for the installation there of Port Parties. Port Parties are scheduled to enter TOULON in the D / 25 convoy from NAPLES.
49. Ports will pass to French Naval command with a U.S. Navy Liaison Officer, the latter being responsible ultimately to the Commander-in-Chief, MEDITERRANEAN, for the sailing and routing of British and U.S. ships and convoys and for information as to all movements to seaward initiated in the French Area of Command.
50. The French Naval Port Parties will be equipped from British sources.
51. Port Communications will be provided by U.S. and British Navy teams.

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52. The Salvage operations in ports will be undertaken by the U.S.-R.N. Salvage Force, and by the U.S. Army Engineers. Priorities of projects will be mutually agreed upon in the interest of rapidly clearing the harbors to enable Allied shipping to enter promptly for discharge of Army build-up and maintenance. A determined effort will be made to increase the port capacities by exploitation.

PORT RESPONSIBILITIES

53. The division of responsibilities between the Army and Navy (U.S., British and French) will be defined in a Directive issued by Supreme Allied Commander, MEDITERRANEAN Theater. It is expected that the division of responsibilities will in general be as follows:

Section I - Navy (U.S.)

- (a) For the provision of a senior U.S. Naval liaison officer as representative of Commander Naval Task Force, with proper staff to coordinate command and other relations between French Naval Commanders of ports, British Convoy Routing Officer, and U.S. Navy and Army.
- (b) Furnish naval intelligence personnel to serve under the senior U.S. Naval Liaison Officer as necessary to provide intelligence liaison with French Navy port command, to cooperate in carrying out Navy responsibilities for port security, and to maintain intelligence liaison with U.S. and allied intelligence agencies operating in the port area.
- (c) Provide communication teams and equipment, including Royal Navy elements as mutually agreed upon, for temporary handling of essential port communications until such time as communications are turned over to the French Port Party.
- (d) Install medical detachment to administer to U.S. Naval personnel.
- (e) Provide mobile repair facilities, materiel and personnel for U.S. landing craft.

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- (f) Detail officer to supervise repair of U.S. landing craft at existing local French facilities.
- (g) Provide suitable mine and bomb disposal unit.
- (h) Operate installations for all Allied Navy oil fuels until such time as they can be turned over to the French Navy. Additional oil fuel installations (black and diesel) shall be constructed as required. Maintain adequate stocks of lubricating oils and greases. Be prepared to issue to Army diesel oil as required. Army to accept delivery at tank farm and provide own containers. Issue for civilian use black and diesel oils as required.
- (i) Provide Supply, Disbursing and Commissary Officer.
- (j) Assume responsibility for welfare of U.S. merchant seamen survivors including issue of clothing, accommodations and feeding until representative of WSA is able to take over these duties.

Section II - Navy (French)

- (a) To command the naval area, installations, and to have operational control of Allied Naval Vessels connected with port operation and local naval defense, including minesweeping.
- (b) Control entry to and exit from the harbor of all floating craft and regulate harbor traffic. All movements of cargo vessels or troop transports to be made as requested by the Chief of Transportation or his representative when such requested movements are not inconsistent with primary considerations of safety of floating craft and crews.
- (c) Provide pilots as necessary.
- (d) Establish necessary navigational aids for shipping.
- (e) Maintain a guard vessel or H.E.C.P. near harbor entrance for identification and transmission of orders to incoming ships.
- (f) Provide craft and personnel as necessary for placing ships alongside of piers, moles, and docks and to harbor berths as requested by Army.

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- (g) Control air/sea rescue service as provided and operated by MACAF.
- (h) Control all water-borne traffic within the harbor.
- (i) Operation of all shore ship-repair facilities for floating equipment and craft, with assistance of a British naval liaison team.
- (j) Operation of all harbor craft except that manned by U.S. Army.
- (k) Install and operate necessary underwater defenses.
- (l) Provide and operate a visual shore to ship signal station which will also be available to the Army.
- (m) Operate H.E.C.P. surface radar as required.
- (n) Operate suitable anti-submarine patrols and defend shipping in open anchorages.
- (o) Conduct suitable minesweeping operations of harbor and approaches thereto. Keep CinCMed informed of swept areas.
- (p) Provide fire-fighting parties for protection of all ships at moorings.
- (q) Provide adequate intelligence and security personnel to carry out naval responsibilities for port security including effective measures to prevent sabotage and scuttling of ships.
- (r) Assist British Navy to set up permanent port communications and when directed by N.C.W.T.F. operate permanent port communications with assistance of such permanent RN and USN liaison personnel as may be required.
- (s) Take over and operate shore fuel oil installations as covered in Section I (h) herein when authorized to do so.
- (t) Make necessary arrangements for personnel for messing and issue of stores to French and British port party personnel.

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(u) Assume responsibility for the welfare of survivors of Allied merchant ships (other than U.S., vide section I (j)) including accommodation, feeding and issue of clothing.

Section III - Navy (British)

Provide:

- (a) Necessary berthing tugs for harbor operations.
- (b) Minesweeping craft and equipment for minesweeping.
- (c) Material and ships and/or craft for underwater salvage.
- (d) Repair facilities for all ships, craft and floating equipment.
- (e) Underwater detection devices.
- (f) Material for underwater defenses against mines, submarines, human torpedoes.
- (g) Mooring equipment for ships.
- (h) Offshore anti-submarine measures.
- (i) Provide mobile repair units for British landing craft.
- (j) Provide supplies, including medical supplies, of special Navy type for the upkeep and operation of British Navy material and for British Navy personnel and supervisor as shown under Section I (f).
- (k) Provide supplies for upkeep and maintenance of French port party personnel, and in emergencies for Allied merchant ships except U.S.
- (l) In each port provide naval officer with suitable staff as Convoy Routing Officer.
- (m) Royal Navy elements of temporary port communication teams.
- (n) Communications equipment for permanent port communications.
- (o) Provide medical care of Royal Navy personnel in the port and of ships using the port.
- (p) Supply naval coal to Allied War Ships and craft.

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Section IV - U.S. and British Navy in Conjunction:

(a) Provide material, ships, craft and personnel for harbor salvage in conjunction with French salvage.

Section V - M.A.A.F. will:

(a) Provide air patrols and anti-submarine and convoy cover.

(b) Be responsible for the control of the air defense of the port, including AA guns, air alert warnings, searchlights, barrage balloons and smoke.

(c) Provide craft for air-sea rescue.

(d) Provide and operate long range air and surface warning radar.

Section VI - C.G., Force 163 will:

(a) Be responsible for shore-side salvage.

(b) Be responsible for restoration of all port facilities on shore that may have been demolished, including power, light, water and sewage except naval fuel installations which will be restored as necessary by U.S. Navy.

(c) Provide artillery for any coast and harbor defenses that are considered necessary.

(d) Be responsible for fire-fighting when requested for ships secured to docks or quays.

(e) Be responsible for the loading and unloading of all vessels, including barges and lighters.

(f) Be responsible for hiring or requisitioning of land, buildings, and labor, and the allocation of all warehouse space.

(g) Operate all American held ports.

(h) Provision for the stowage and handling of all gasoline (100 octane and 80 octane), kerosene, and coal. Provide lubricating oils and greases other than those for naval use already covered in Section I (h).

(i) Be responsible for shore-side berthing facilities for cargo vessels, naval vessels, and harbor craft.

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- (j) Provide necessary sentries on land for the protection of the harbor area, docks, piers, and ships alongside except in naval establishments.
- (k) Assignment of shipping space on Army cargo ships and transports for naval personnel and material.
- (l) Be responsible for supply of rations, water gasoline, kerosene and minimum essential quartermaster supplies for the Allied supporting Naval Forces, including locally based Allied Naval craft, that cannot otherwise be supplied.
- (m) Be responsible for coast watching and mine watching.
- (n) Provide necessary hospitalization for all personnel of port parties.
- (o) Provide necessary landline (telephone, telegraph and teletype) communication facilities for all services operating in port.
- (p) Provide billeting for all naval shore-based personnel.
- (q) Provide motor transportation necessary to supplement naval automotive transportation for use of operational naval personnel ashore.

section VII - Joint Army-Navy Responsibilities:

- (a) Camouflaging of the harbor.
- (b) Assignment of existing repair facilities.
- (c) Assignment of petroleum storage as coordinated with Petroleum Section AFHQ.

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