

USS Loundas
Attack Order No 3-45



PA 154-75

7-4
7-2

Top Secret

Hyde

T-O-P S-E-C-R-E-T

U. S. S. LOWNDES (APA 154)
ATTACK ORDER NO. 3-45.

8 February 1945. (2000)
(date) (hour)

TYPE TRANSPORT UNIT ATTACK ORDER NO. 3-45

TASK ORGANIZATION

(a) TRANSPORT UNIT Commander C. H. PERDUE, U.S.N.R.
U.S.S. LOWNDES (APA 154)

(b) LANDING FORCE
3rd Battalion Landing Team, 23rd Regimental Combat Team, 4th
Infantry (Marine) Division.

1. Information. This order is based on Commander Transport Division
45 Landing Attack Order A2-45.

2. This Transport will:

(a) Proceed to the objective in accordance with the sortie, move-
ment, approach and cruising orders contained in FIFTH Fleet
Plan, ComPhibsPac Plan and TransGroup BAKER Order and conduct
training exercises and rehearsals enroute as directed.

(b) Beginning at H + 30 BLT 3/23 embarked in landing boats will
arrive in Rendezvous Area CHARLIE or DOG as ordered and land
in BLT Reserve on Yellow one or Yellow two of IWO JIMA
Island; land cargo and evacuate hospitalized, account for and
transport casualties.

3. (A) Transport Unit.

(1) Prior to DOG Day.

Conduct exercises and drills enroute to objective as directed.

Perfect plans for landing operations; brief and drill personnel.

Opposite numbers of all echelons confer and reach common
understanding as to how each phase and detail of operation
is to be carried out.

Inspect, overhaul and repair landing craft, boat and cargo
handling equipment, communication equipment and all other
material required for the operation.

On 11 February, at Saipan, transfer personnel and equipment
as per Annex HOW this order.

On 12 and 13 February conduct rehearsals in Tinian-Saipan
Area in accordance with our Landing Attack Order No. 4-45 to
be issued later.

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(2) Beginning of DOG Day.

Dispatch special boats in accordance with Annex MIKE this order.

Boat, dispatch to Yellow Control and land troops and equipment of BLT 3 in accordance with pertinent appendices this order.

Dispatch Initial High Priority cargo boats, loaded in accordance with Annexes DOG and JIG this order.

As boats become available, load and dispatch to Yellow Control, High Priority Cargo in accordance with Annex JIG this order.

Be prepared to take LSM alongside after H plus two hours and discharge cargo in accordance with Annex JIG this order.

(3) DOG Day Plus ONE Day.

Continue discharging High Priority Cargo. When general unloading is ordered, dispatch cargo to beach in order of priority as transportation facilities become available.

(x) (1) HOW Hour is the time of landing the first wave and will be set by Commander Joint Expeditionary Force. For planning purposes, HOW Hour is now estimated to be 0900 DOG Day (Zone minus Ten), East Longitude date.

(2) This order is effective upon receipt.

(3) All ship's and boat personnel will, at all times during scheduled exercises, be in full combat dress. Boats will have full combat and landing equipment, including machine guns. Army or Marine coveralls will not be worn by boat crews. Helmets will be painted blue. Boat Machine Guns will be manned at all times either by crew or troops.

ANNEXES:

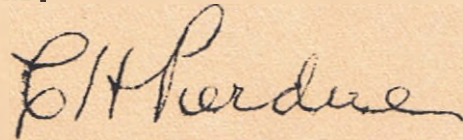
ABLE	- Cruising Formation and Instructions.
BAKER	- Approach and Retirement Diagram.
CHARLIE	- Landing Diagram (Preferred)
DOG	- Logistics Control Diagram.
EASY	- Boat Employment Table.
FOX	- Summary of Ship to Shore Movement.
GEORGE	- Communication Plan.
HOW	- Intership Transfer Table.
ITEM	- Boat Availability Table.
JIG	- Cargo Unloading Instructions.

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ANNEXES: (Continued)

KING - Landing Boat Assignment Table.
KING (I) - Landing Boat Assignment Table (Heavy Weather Plan).
LOVE - Approach Schedule.
MIKE - Special Boat Dispatched.
NAN - Boat Crew Notes.
OBOE - Beach Party Plan.
PETER - Smoke Plan.
QUEEN - Medical Plan.
ROGER - List of Special Signals and Lights.
SUGAR - Routine Reports.
TARE - Transport and Beach Area Diagram.
UNCLE - Schedule of Events.
VICTOR - Miscellaneous Instructions.



C. H. PERDUE,
Commander, U. S. N. R.,
Commanding Officer.

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ANNEX ABLE
CRUISING FORMATIONS AND INSTRUCTIONS

1. Movement SAIPAN to objective:

Cruising Formation One

Signal: Charlie Form One

TransDiv 28
(Temporary)

TransDiv 45

TransDiv 43

TransDiv 44

HENDRY
BLADEN
BERRIEN
BARCOV
ARTEMIS
STARR

LOGAN
NE/BERRY
MIFFLIN
LOUNDES
LEO
BELLE GROVE

BAYFIELD
SIBLEY
MELLETTTE
SHOSHONE
MULIPHEN
OZARK

HINSDALE
NAPA
PICKENS
SANBORN
SOUTHAMPTON
ASHLAND

Distance: 600 yards
Interval: 1000 yards

2. Movement SAIPAN to objective:

Cruising Formation Two

Signal: Charlie Form Two

Division 2

Division 1

LOGAN
NE/BERRY
MIFFLIN
LOUNDES
LEO
BELLE GROVE
HENDRY
BLADEN
BERRIEN
BARCOV
ARTEMIS
STARR

BAYFIELD
SIBLEY
MELLETTTE
SHOSHONE
MULIPHEN
OZARK
HINSDALE
NAPA
PICKENS
SANBORN
SOUTHAMPTON
ASHLAND

3. (a) if alternate plan is ordered, either before departure SAIPAN or enroute to objective, the following cruising formation will be ordered, designated Cruising Formation Three:

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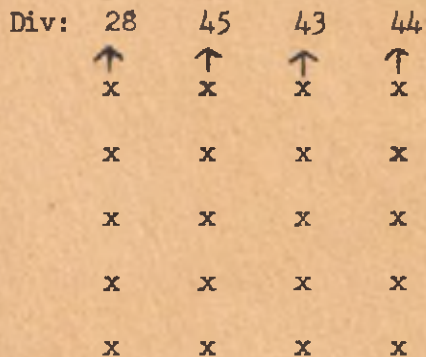
ANNEX ABLE
CRUISING FORMATIONS AND INSTRUCTIONS

Signal: Charlie Form Three

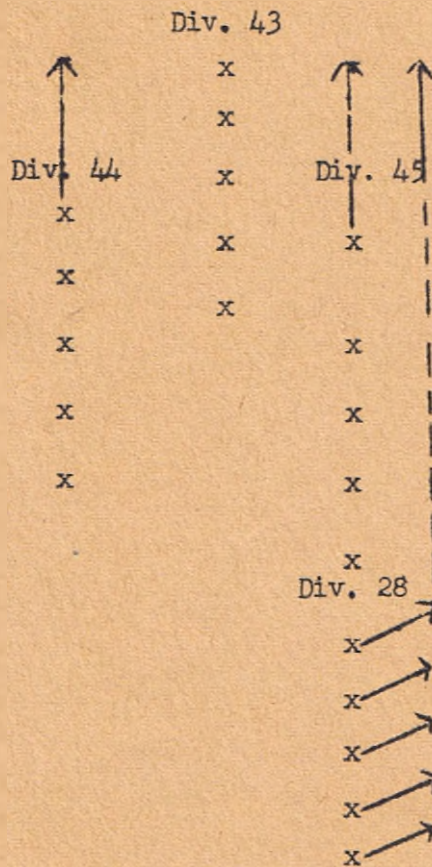
<u>TransDiv 44</u>	<u>TransDiv 43</u>	<u>TransDiv 45</u>	<u>TransDiv 28</u> (Temporary)
HINSDALE	BAYFIELD	LOGAN	HENDRY
NAPA	SIBLEY	NEWBERRY	BLADEN
PICKENS	MELLETTTE	MIFFLIN	BERRIEN
SANBORN	SHOSHONE	LOWNDES	BARROW
SOUTHAMPTON	MULIPHEN	LEO	ARTEMIS
ASHLAND	OZARK	BELLE GROVE	STARR

(b) Procedure to form Cruising Formation Three from Cruising Formation One: (Schematic)

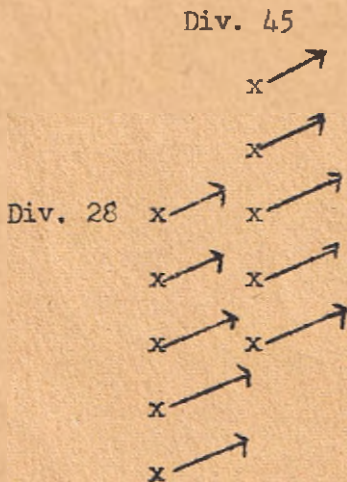
Initial Disposition



Final Disposition



Relative Movements During Change



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ANNEX BAKER
APPROACH AND RETIREMENT DIAGRAMS AND
PROCEDURE

1. Transport Group BAKER will take station in Transport Area BAKER Preferred Plan or Transport Area BAKER BAKER Alternate Plan as indicated in Approach and Station Diagrams attached. During the Logistic phase, TransDivs 44 and 45, the BAYFIELD and such vessels as are designated in TransDivs 43 and 28 will move into Area ZEBRA Preferred Plan or Area ZEBRA ZEBRA Alternate Plan, as directed by Commander Attack Force or Commander TransGroup BAKER. Ships designated from Div 43 will take station in center column astern of ships already in that column and close to prescribed distance. Ships from Div 28 will form in same relative position as in Cruising Formation Number One or Three for Areas BAKER and BAKER BAKER respectively.

2. Approach Disposition and Procedure.

(a) When Transport Group BAKER approaches Transport Area BAKER, Preferred Plan, or Transport Area BAKER BAKER, Alternate Plan, Approach Formation Number One will be ordered. Form this disposition by TransDiv 28 slowing to 1/3 speed and dropping back astern of Division 45 from Cruising Formation One, Division 44 from Cruising Formation Three. Division 43 less Bayfield slow to 1/3 speed and column leader SIBLEY take station 3000 yards astern of BAYFIELD. When speed zero is executed PICKENS, LOWNDES, BELLE GROVE, and OZARK in order named take stations on BAYFIELD in center column at prescribed distance; ships in left and right columns close gaps left in those columns when PICKENS, LOWNDES, and BELLE GROVE drop out. Ships in each column close gaps as ships subsequently drop out.

(b) While in transport areas column leaders will maintain assigned stations by navigational plot; other vessels in each column will maintain bearing and distance as indicated in attached diagram on column leader.

3. Departure Dispositions and Procedure:

(a) Departure from Transport Area when in Approach Formation:
Signals: Take Cruising Formation one or
Take Cruising Formation three
Base Course _____ (approximately the reverse of
the approach course).

Procedure:

(1) Vessels of TransDivs 44 and 45 stationed in center column take assigned stations in own division columns for formation signalled. SANBORN and LEO open distance for PICKENS and LOWNDES respectively.

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ANNEX BAKER
APPROACH AND RETIREMENT DIAGRAMS AND
PROCEDURE

(2) TransDivs 28, 44, 45 proceed by column movement as indicated in applicable diagram attached until in proper station. Use speeds up to 15 knots as safety permits.

(3) BAYFIELD swing to course signalled, using minimum turning space and proceed to assigned station as leader of Div 43 column; other vessels of TransDiv 43 swing to base course signalled, invert order of ships (except OZARK) and proceed at 1/3 speed until the BAYFIELD is on station. OZARK remain on station as rear ship in TransDiv 43 column after swinging to base course signalled and keep closed up on next ship ahead until in normal station astern of MULIPHEN.

(4) Take course and speed directed by signal of Trans-Group BAKER or higher authority.

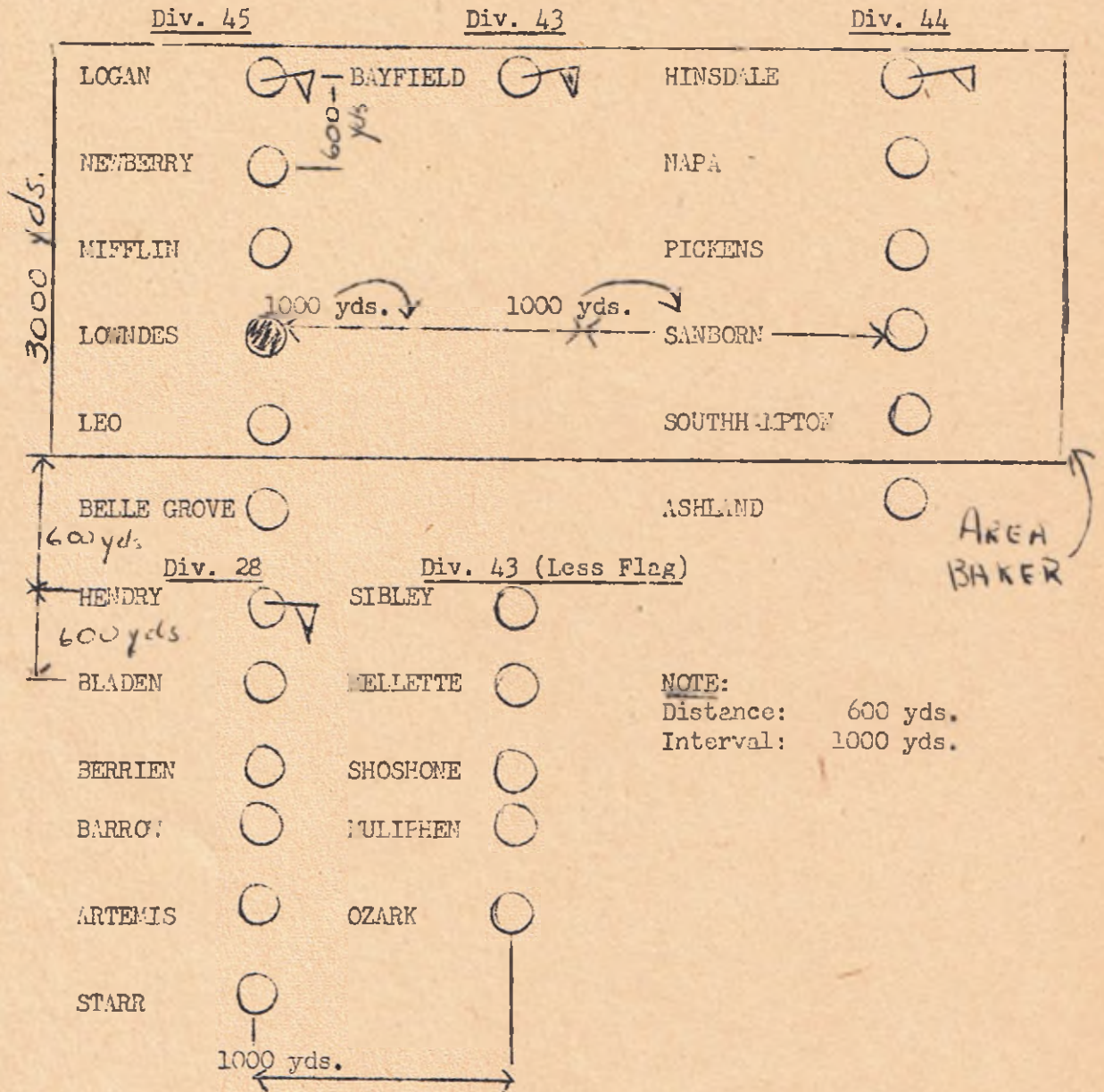
See attached diagrams

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ANNEX BAKER
APPROACH DISPOSITION TRANSPORT GROUP
BAKER TO AREA BAKER AT OBJECTIVE
(Approach Formation One (Dog Form One))

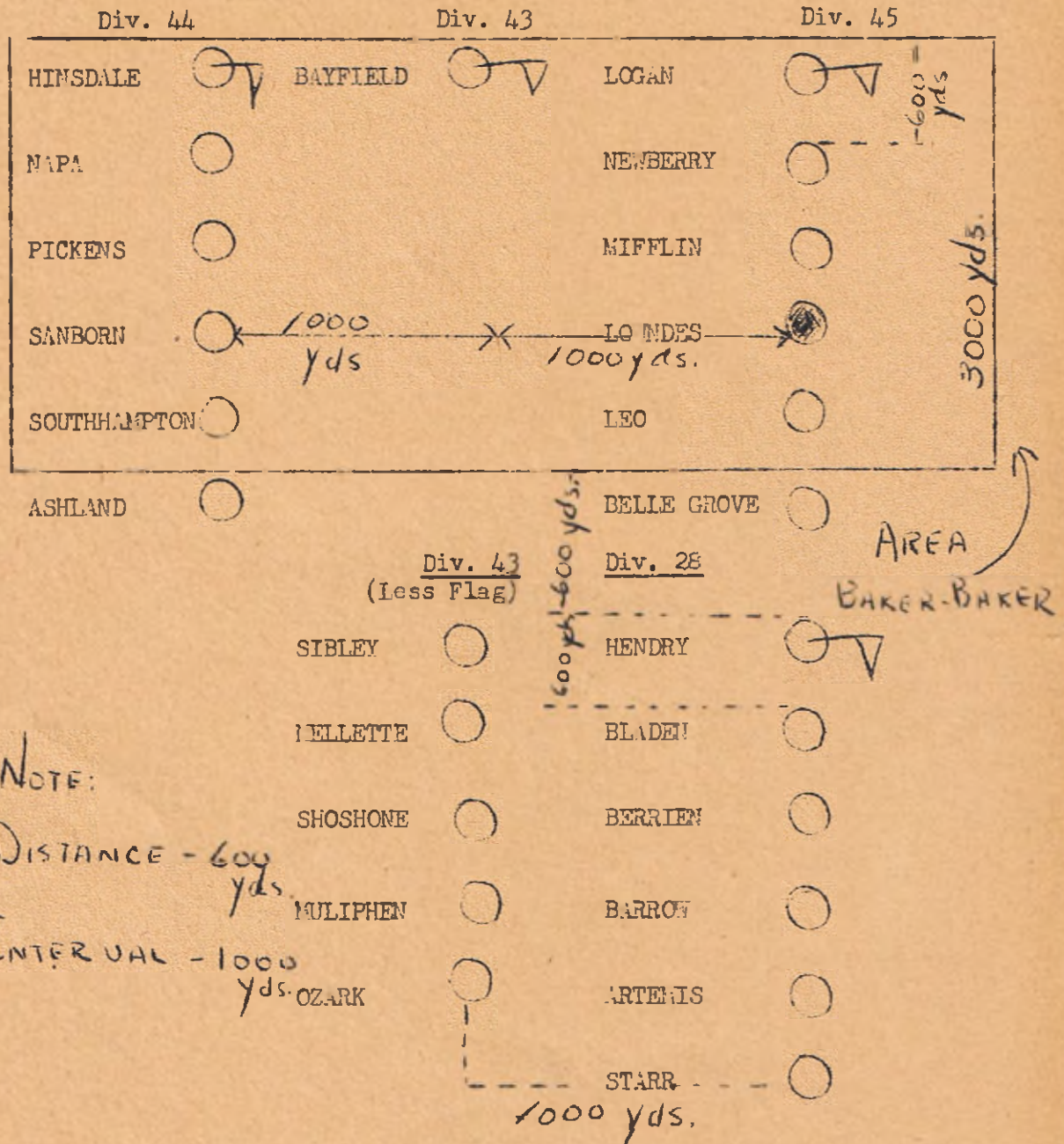
(Preferred Plan)



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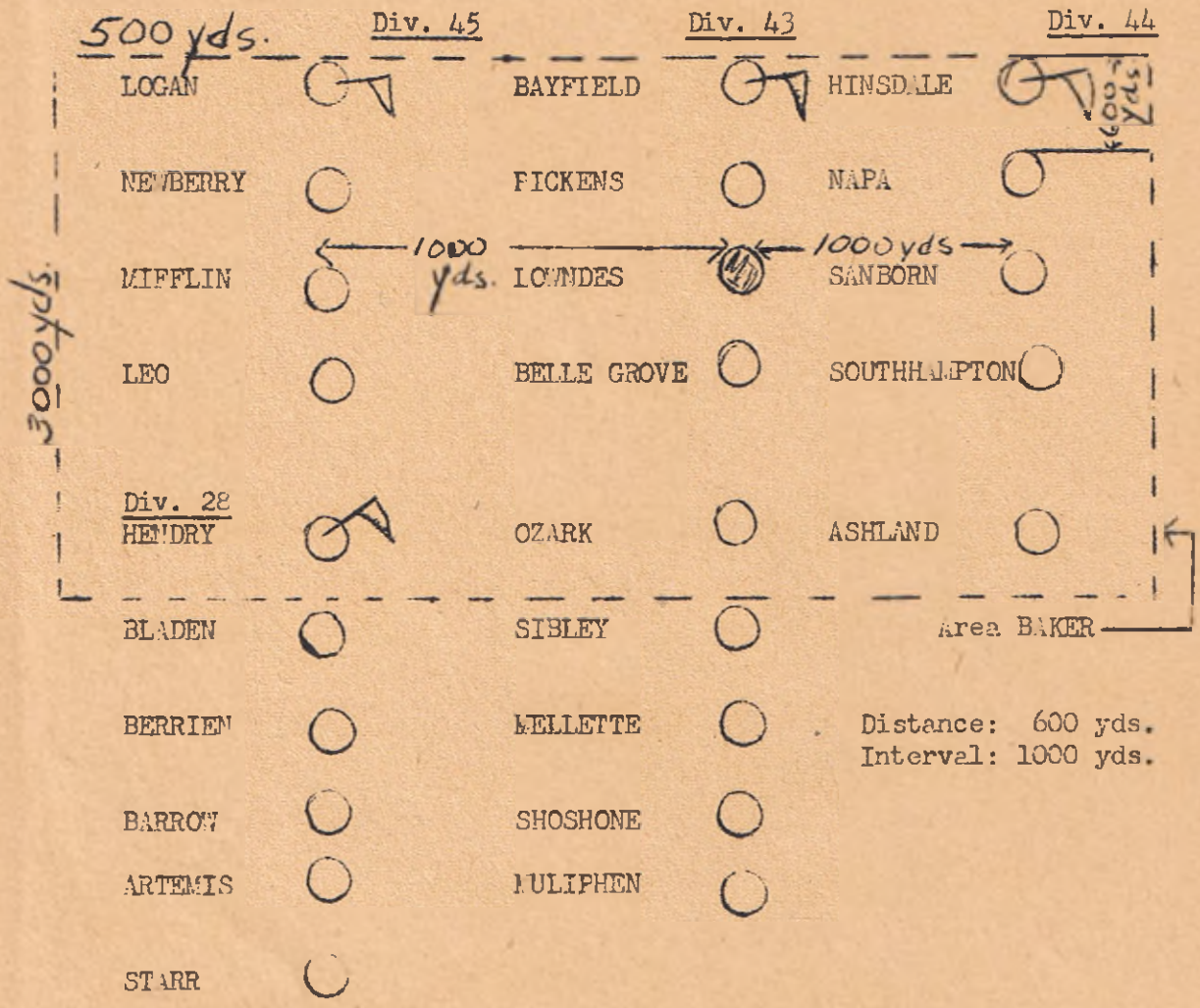
ANNEX BAKER
APPROACH DISPOSITION TRANSGROUP BAKER
TO AREA BAKER BAKER * Alternate Plan.
(Approach Formation One (Dog Form One))



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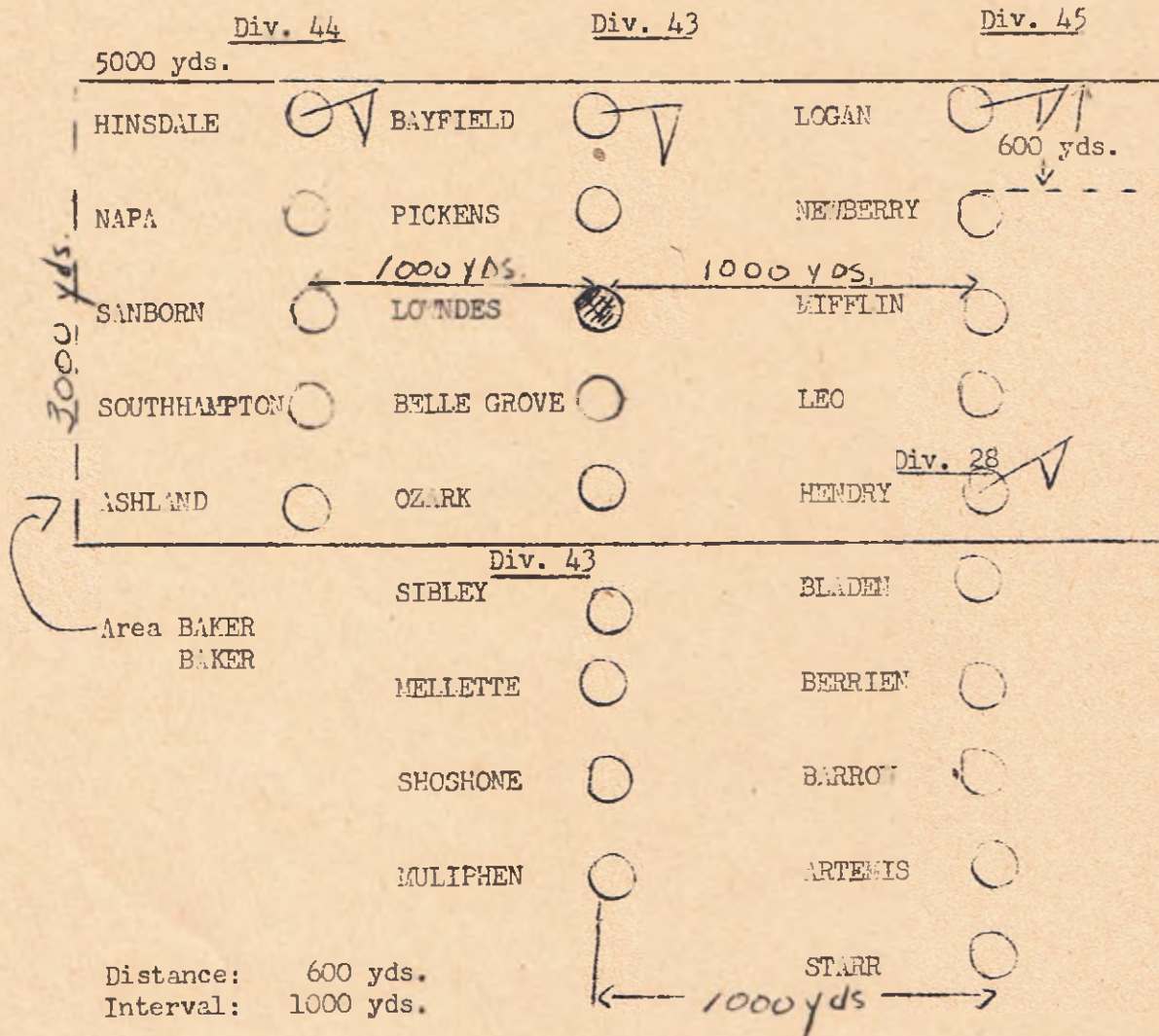
ANNEX BAKER
STATIONS IN TRANSPORT AREA BAKER



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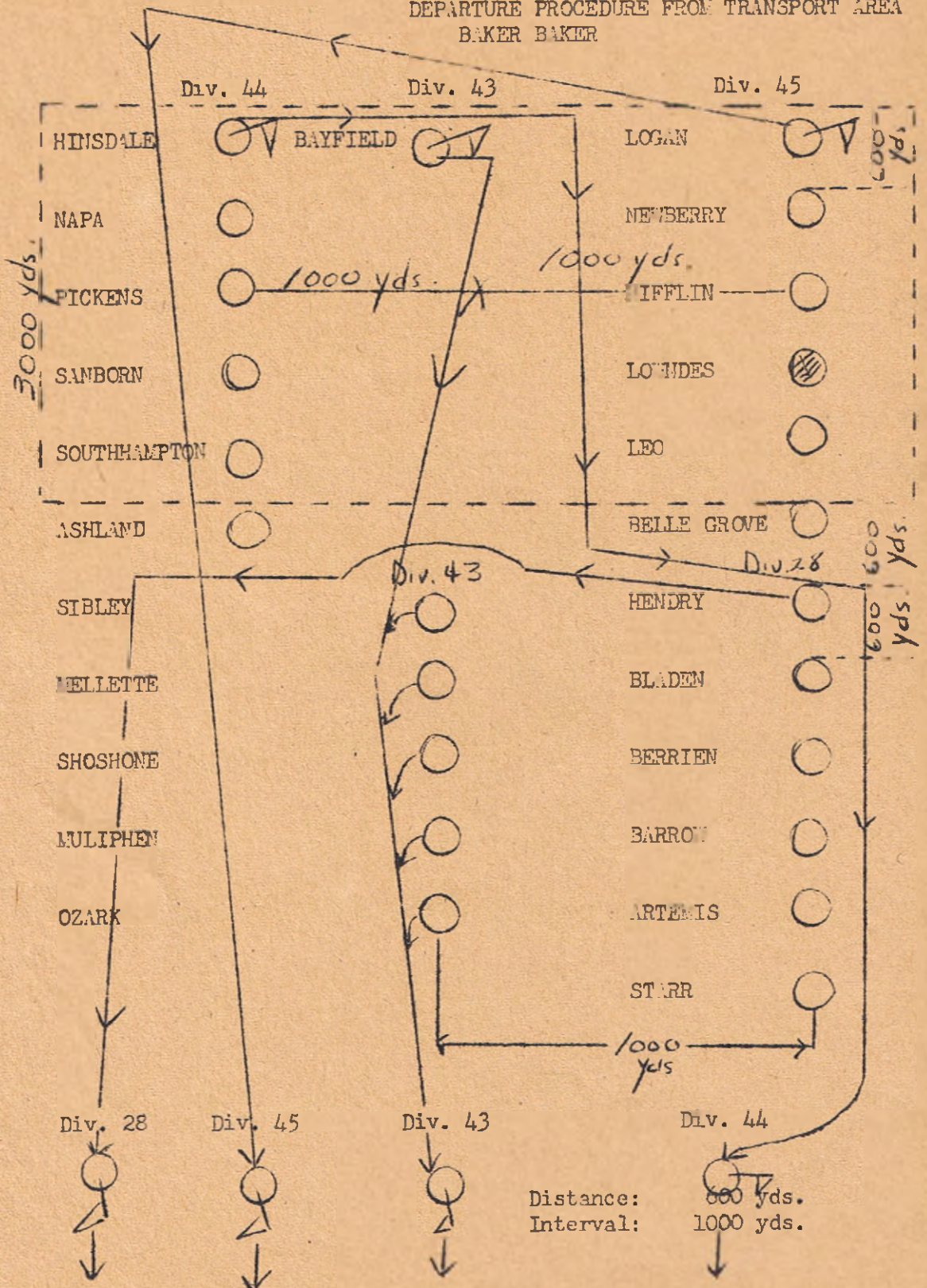
ANNEX BAKER
STATIONS IN TRANSPORT AREA BAKER BAKER



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ANNEX BAKER
DEPARTURE PROCEDURE FROM TRANSPORT AREA
BAKER BAKER



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ANNEX BAKER
APPROACH AND RETIREMENT DIAGRAMS AND
PROCEDURE.

(b) Departure from Transport Area when in approach formation and taking base course 90° or less to left or right of approach course:

Signal: Take Cruising Formation One or Three
Base Course _____

(1) TransDivs 44, 45 and BAYFIELD come to prescribed course; TransDiv on inside of turn take 1/3 speed; BAYFIELD and TransDiv on outside of turn maintain interval for cruising formation and take 2/3 speed until in proper stations relative to TransDiv on inside of turn, then slow to 1/3 speed.

(c) Departure from Transport Area when in Cruising Formation:

Signals: Get underway
Base Course _____
Speed of Guide _____

or

Get underway
Turn _____ Affirm
Direction of Axis _____
Speed _____

(1) When the course prescribed requires a change of front from that of approach course, the guide division will normally take speed 2, the division(s) inside the turn speed 1 and division(s) outside the turn full speed until bearings are adjusted on the final course.

(2) When departing on a course that is different from the axis prescribed by turn signal, ships will maintain the same true bearings from formation and division guides as were used when on approach course.

T O P S E C R E T

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ANNEX CHARLIE
LANDING DIAGRAM (PREFERRED)
LANDING ATTACK ORDER FOR IWO JIMA

H-hour: 0900 (Estimated)

Beaches: YELLOW 1 and YELLOW 2

WAVE 1	Distance 50 yds	<u>1-8</u>	<u>1-6</u>	<u>1-4</u>	<u>1-2</u>	<u>1-1</u>	<u>1-3</u>	<u>1-5</u>	<u>1-7</u>
		Boats: LCVP							
WAVE 2	Distance 50 yds	<u>2-6</u>	<u>2-4</u>	<u>2-2</u>	<u>2-1</u>	<u>2-3</u>	<u>2-5</u>	<u>2-7</u>	
	Interval 1000 yds								
	Interval 5 minutes	Boats: LCVP							
WAVE 3	Distance 50 yds	<u>3-8</u>	<u>3-6</u>	<u>3-4</u>	<u>3-2</u>	<u>3-1</u>	<u>3-3</u>	<u>3-5</u>	<u>3-7</u>
	Interval 1000 yds								
	Interval 5 minutes	Boats: LCVP							
WAVE 4	Distance 50 yds	<u>4-6</u>	<u>4-4</u>	<u>4-2</u>	<u>4-1</u>	<u>4-3</u>	<u>4-5</u>	<u>4-7</u>	
	Interval 1000 yds.								
	Interval 5 minutes	Boats: LCVP							
WAVE 5	Distance 50 yds	<u>5-4</u>	<u>5-2</u>	<u>5-1</u>	<u>5-3</u>				
	Interval 1000 yds								
	Interval 5 minutes	Boats: LCM							
WAVE 6	Distance 50 yds	<u>6-4</u>	<u>6-2</u>	<u>6-1</u>	<u>6-3</u>	<u>6-5</u>			
	Interval 1000 yds								
	Interval 5 minutes	Boats: LCVP							

Distance: The spacing between craft in the same Wave.

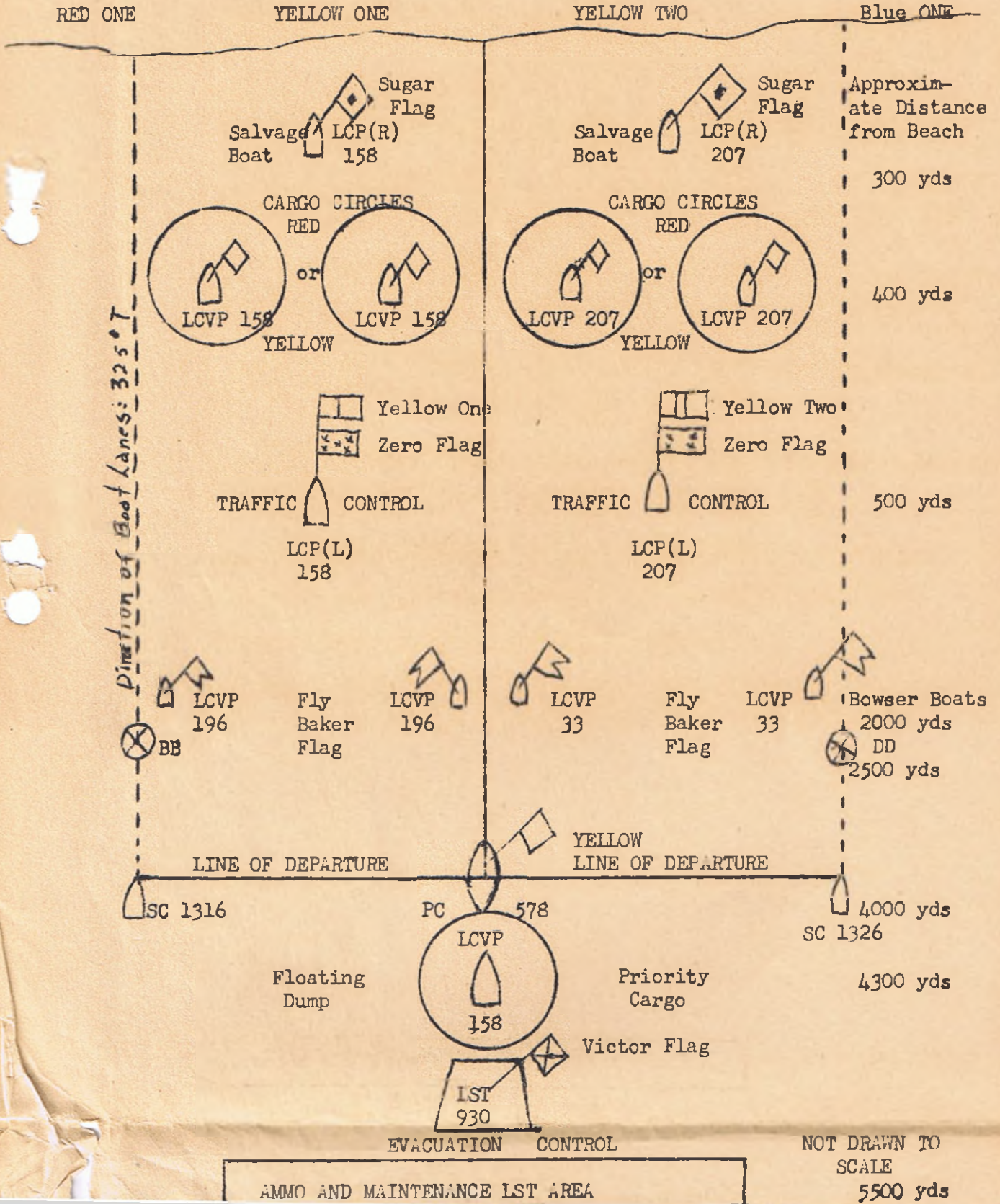
Interval (Yds): The spacing between Waves.

Interval (Time): The expected lapse of time between the landing of a wave and the landing of the preceding wave.

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ANNEX DOG
LOGISTICS CONTROL DIAGRAM



AMMO AND MAINTENANCE LST AREA

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ANNEX EASY
BOAT EMPLOYMENT TABLE
TOTAL NUMBER OF BOATS - 51

LCVP	LCM	LCP(L)	LCP(R)	From	To	Period Atchd.	Assignment
18				LOWNDES	LOWNDES	Until Secured	* Reserve Waves
2				LOWNDES	LOWNDES	Until Secured	Initial high priority cargo
2				LOWNDES	LOWNDES	Until Secured	Smoke boats
	2			LOWNDES	LOWNDES	Until Secured	Reserve waves
		1		LOWNDES	LOWNDES	Until Secured	Boat Group Commander
			1	LOWNDES	LOWNDES	Until Secured	Assistant Boat Group Commander (Salvage)
12				LEO	LOWNDES	One Trip	Reserve waves.
	2			LEO	LOWNDES	One Trip	Reserve waves.
5				BARROW	LOWNDES	One Trip	Reserve waves.
3				BARROW	LOWNDES	One Trip	Free boats.
2				BARROW	LOWNDES	One Trip	3rd Plat, Com "C" 4th Engineering Bn.
	1			MULIPHEN	LOWNDES	One Trip	Standby

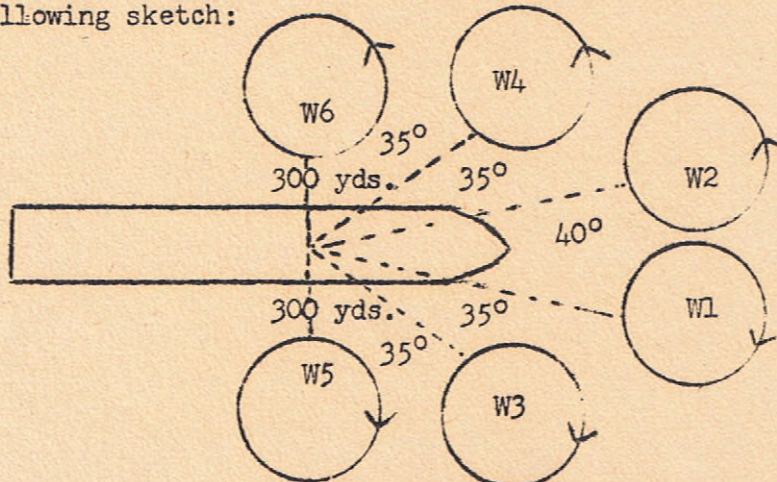
* First LCV(P) returning to ship to be loaded with initial High Priority cargo and dispatched immediately to Yellow Control.

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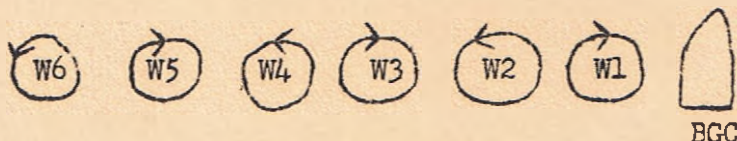
ANNEX FOX
SUMMARY OF SHIP TO SHORE MOVEMENT

1. Waves will form around the ship in the manner shown in the following sketch:



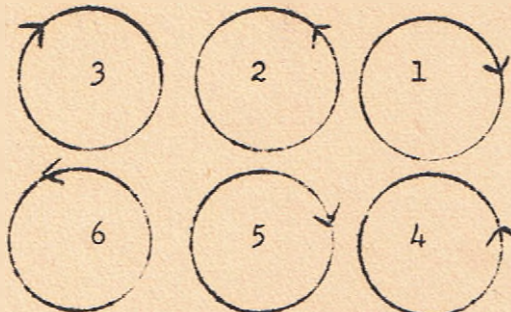
2. Waves will be dispatched to rendezvous area ABLE by numeral flag hoists from the ship beginning with one. Wave one will be led by Boat Group Commander, but wave commanders will maneuver their waves using an open "V" when possible.

3. In area ABLE waves will form in this manner:



Boat Group Commander will report to Yellow Blitz upon arrival.

4. In accordance with Annex LOVE this order, BGC will lead waves to rendezvous area CHARLIE or DCG as ordered by Yellow Control. Waves will form in this manner:



The Boat Group Commander will go alongside Yellow Control

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ANNEX FOX
SUMMARY OF SHIP TO SHORE MOVEMENT

5. Waves will be called to line of departure by numeral flag corresponding to wave number flown from Yellow Control. Flag at dip means 5 minutes before wave is dispatched; two blocked means 2 minutes to go; and wave leaves for beach when flag is executed.
6. BGC will lead W1 to within 300 yards of beach and let wave pass. He will stand by to guide remaining to correct beach.
7. Salvage boat will stand by to assist disabled boats.
8. Boat engines will be set on "battle" and cover the last 1000 yards at the top speed of the slowest boat. The line abreast formation will be kept so that all boats land simultaneously. Beach will be hit at full speed and throttle manipulated in forward gear to drive boat solidly on the beach. Coxswain will have droops undog ramp.
9. Retreat to flanks and proceed to line of departure in single column keeping clear of incoming waves and return to LOWNDES.
10. Ensign RUBEN will pick up Ensigns RESESTAR and HYDE from LST 587 and Ensign MARTIN from LST 812 with their signalmen and equipment and return them to the LOWNDES.
11. Wave leaders except Ensign ADAMS put radios in Ensign ALBERS' boat as they return to ship. Ensign ALBERS will return 5 radios to the ships that loaned them. Ensign ADAMS will return his radio when he returns from landing the Mt. Bn. Receipts will be obtained for all radios returned.
12. Lt. GAGER will be prepared to relieve Traffic Control on Yellow TWO with Ensigns ADAMS and RUBEN in charge of Yellow and Red Circles respectively in accordance with Annex A (c) of ComTransDiv 45 Order No. A2-45.

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ANNEX HOW
INTER-SHIP TRANSFER TABLE

H-Hour: 0900 (Estimated)

Beach Yellow Two

Transferred	To	Duties	Detached	To Ret'n	Beach	Equipment Taken
Ens R.D. Martin M.W. Hart Slc	LST 812	Third Wave Rear Guide	11 Feb 45	Dog Day	Yellow 2	SCR 610 Radio; Flags: Yellow-2, White-1; Thompson Sub-mach- ine gun
Ens A.P. Resetar W.T. Sanders Slc	LST 587	Fifth Wave Front Gd	11 Feb 45	Dog Day	Yellow 2	SCR 610 Radio; Flags: Yellow-2, White-1; Thompson Sub-mach- ine gun
Ens S.W. Hyde C.T. Schneider Slc	LST 587	Sixth Wave Front Gd	11 Feb 45	Dog Day	Yellow 2	SCR 610 Radio; Flags: Yellow-2, White-1; Thompson Sub-mach- ine gun

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ANNEX GOERGE
COMMUNICATION PLAN

- 1000 - Communications in accordance with paragraph 5 (a) and Annex (C) of ComPhibsPac OpPlan A25-44, Annex (F) to ComFifthFlts OpPlan No. 13-44, USF 10A, USF 70A and CentComTWO (Change Two to CentComTWO includes Appendix (1) to Annex (A) and Appendix (1) to Annex (G).
- 1120 - This plan; (Schematic diagram of Amphibious Landing Communication Channels), (Frequency assignments) a re effective on receipt for training and calibration of equipment, and at the time ComPhibs-Pac OpPlan A25-44 becomes effective.
- 1130 - Time of origin (See CentComTWO, Change 2) Zone ZERO (Zebra) time will be used for time of origin of alldespaches except Zone minus ten (KING) time may be used among elements of Landing Force and on local despaches between Landing Force Units and ships, providing the zone designation letter "K" is appended to each time group in each case where local time is used.
- 1200 - TACTICAL COMMUNICATIONS BY RADIO (CW)
Attention is directed to paragraph 2200 (D) Annex (C) to ComPhibsPac OpPlan A25-44.
(a) Ships in transport Squadron shall be prepared to receive tactical communications and orders on channel 1B (441 KC) (CW); the OTC Transport Squadron Commander, Transport Division Commanders may be required to send and receive on this frequency which is the CW Tactical Maneuvering circuit for cruising or for emergency, paralleling the TBS.
- 2200 - RADIO FREQUENCY PLAN
(a) See Appendix (1) (Schematic Diagram of TF 53 communication Channels) and Appendix (II) to Annex (C) to ComPhibsPac OpPlan A25-44; Appendix (1) to Annex (A) to CentComTWO (Change Two) and Addendum (1) to this enclosure.
(b) Attention is directed to sub-paragraph (C) of paragraph 2200 Annex (C) of ComPhibsPac OpPlan A25-44, which provides that Transport Squadron and Division Commanders may use TransGroup Command Channels and appropriate TransDiv Channels respectivel for maneuvering when entering and leaving Transport Area. Accordingly all ships of Transport Group Baker Command Channel 7B (36.8 MC) at 1600 local time DOG minus one day. All ships must maintain strict radio silence until called by Squadron Commander.
(c) During landing Operation, ships comprising temporary Trans-Div 28 for cruising, will guard frequencies of divisions to which permanently assigned.
- 2400 - SHAKLE CIPHER
Use Shackle Cipher in accordance with change Two to CentComTWO.

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ANNEX GEORGE
COMMUNICATION PLAN

2500 - RADIO CALLS

- (a) PAC 71 contains voice calls and combat CW calls which will be used.
- (b) Since PAC 71 does not provide voice calls for the administrative titles "Commander Amphibious Group (Numeral)", the group Commanders may use voice call assigned to ComPhibsPac followed by appropriate numeral. This voice call for ComPhibGroup ONE would be "Veteran One". Individual officers of a flag officers staff may be identified on local voice radio by using the appropriate voice call followed by "Slant" and appropriate staff number. This ComPhibGroupOne in person would be "Veteran One Slant Eleven". The standard navy staff numbers are quoted here for similar landing force staff numbers which may be used in a similar manner).

00 - Admiral
01 - Chief of Staff
02 - Ass't Chief of Staff
05 - Flag Secretary
11 - Operations
14 - Military Operations
15 - Flag Lieutenant
20 - Communications
25 - Intelligence
32 - Publications
40 - Supply
45 - Military Transportation
75 - Medical
80 - Civil Engineer
90 - Gunnery
95 - Air Officer
96 - Aerographer
97 - Air Support
98 - Beachmaster or Control Officer.

- (c) Minesweeping (LCP(R)) will use voice call "IDIOT" followed by boat number. (This assignment will be included in next change to Pact 71).

2501 - RADIO CALL SIGNS FOR AMPHIBIOUS LANDING

- (a) Use voice calls in Pac 71 in accordance with the following instructions:
- (1) When a group or unit (includes ship) is assigned a call in Parts II, IV, V, VI or VII of Pac 71 and also has a task organization designation the call listed in Part III of Pac 71 shall not be used when communicating with Beach Parties, Shore Parties, or the Landing Force.

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ANNEX GEORGE
COMMUNICATION PLAN

- 2501 - (A) (2) The calls on page 156, Pac 71, shall not be used for individual ships: E.G., by appending hull numbers to the generic terms.
- (3) Voice calls from Pac 71, Part II, Section (D), Amphibious Landing Calls, shall be used as modified herein:

<u>NAME OF OFFICER OR UNIT</u>	<u>VOICE CALL</u>
Commander Control Group (When Afloat) (Commander Central Control Unit)	SEASCOUT
Commander Control Group (When Ashore)	BOYSCOUT
TransGroup Able Control Officer (Commander Control Unit Able)	GRANITE ABLE
TransGroup Baker Control Officer (Commander Control Unit Baker)	GRANITE BAKER
Green Beach Control Officer (Commander Control Green)	GREEN BLITZ
Red Beach Control Officer (Commander Control Red)	RED BLITZ
Yellow Beach Control Officer (Commander Control Yellow)	YELLOW BLITZ
Blue Beach Control Officer (Commander Control Blue)	BLUE BLITZ

For LVT and other assault waves, the boat wave commander's call shall be generated as follows:

(Wave Number) (Beach Color) (Beach Number)

EXAMPLE:

Commander Wave Number One Landing on Red Beach Two uses call "ONE RED TWO"
Tender calls will be formed by using the call "WATERBOY" followed by individual identification. Example:
For Central Control Vessels - "WATERBOY 1" & "WATERBOY 2"
For TransGroup Control Vessels - "Waterboy" followed by the designating letter of the TransGroup and number of the Tender.

EXAMPLE:

"WATERBOY ABLE 1"
"WATERBOY ABLE 2"
"WATERBOY BAKER 1"
"WATERBOY BAKER 2"

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2501 - (RADIO CALL SIGNS FOR AMPHIBIOUS LANDING)(CONT'D)

For TransDiv Control Vessels "WATERBOY" preceded by Beach Color and followed by number of the Tender.

EXAMPLE:

"RED WATERBOY 1"	
"RED WATERBOY 2"	
"GREEN WATERBOY 1"	
"GREEN WATERBOY 2"	
Boat Group Commander (Append Parent ship hull number to call)	DUKE
TransDiv Boat Flotilla Commander (Append Division Number to call)	LYNX
Senior or Force Beachmaster (Commander Beach Party Group)	SKIPJACK
TransGroup Able Beachmaster (Commander Beachmaster Unit Able).	CASEY ABLE
TransGroup Baker Beachmaster (Commander Beachmaster Unit Baker).	CASEY BAKER
TransDiv Beachmaster on Green Beach One	GREEN JIGGS
Transport Beachmaster on Green Beach One	GREEN STORK ONE
TransDiv Beachmaster on Red Beach (Red Beachmaster)	RED JIGGS
Transport Beachmaster on Red Beach	RED STORK ONE
Transport Beachmaster on Red Beach Two	RED STORK TWO
TransDiv Beachmaster on Yellow Beach (Yellow Beachmaster)	YELLOW JIGGS
Transport Beachmaster on Yellow Beach One	YELLOW STORK ONE
Transport Beachmaster on Yellow Beach Two	YELLOW STORK TWO
TransDiv Beachmaster on Blue Beach (Blue Beachmaster)	BLUE JIGGS
Transport Beachmaster on Blue Beach One	BLUE STORK ONE
Transport Beachmaster on Blue Beach Two	BLUE STORK TWO

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2501 - (RADIO CALL SIGNS FOR AMPHIBIOUS LANDING) (CONT'D)

TransDiv Beachmaster (Append Division
Number to "JIGGS" when necessary to
Avoid confusion as when two TransDiv
Beachmasters are working on Same colored
beach)

EXAMPLE:

TransDiv 43 Beachmaster would be "JIGGS 43"

Commander UDT 11	TUFFY 11
Commander UDT 12	TUFFY 12
Commander UDT 14	TUFFY 14
Commander UDT 15	TUFFY 15

NOTE: Commander UDT Group uses calls for
CTG 52.4, "MAGELLAN"

Salvage Boat (Append parent ship hull
number to call) GAFFER

Pontoon Barges
(Append hull numbers) BUSHEL
(Spare call #706 from
Pac 71)

Pontoon Causeways
(Append beach color and number) MACTAVISH
(Spare call #2558
from Pac 71)

2502 - VISUAL CALL SIGNS

(a) The following special visual calls signs are prescribed
for use at the objective:

VISUAL

H1 HECP
H2 Base Signal Station
H3 HECP (Secondary)
H4 SOPA (Administrative)
H5 Senior Beachmaster Ashore
H6 As assigned locally
H7 Commander Forward Area (If Present)
H8 As assigned locally
H9 SOPA
SBM Commander Beach Party Group, Ashore or afloat (Senior
 Beachmaster)
BMA TransGroup Able Beachmaster (Commander Beachmaster Unit Able)

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2502 - (A) VISUAL (CONT'D)

BMB TransGroup Baker Beachmaster (Commander Beachmaster Unit BAK)
BMG TransDiv Beachmaster on Green Beach
BMR TransDiv Beachmaster on Red Beach
BMY TransDiv Beachmaster on Yellow Beach
BMO TransDiv Beachmaster on Blue Beach.
BM1 APA Beachmaster on Green Beach One.
BM2 APA Beachmaster on Red Beach One
BM3 APA Beachmaster on Red Beach Two.
BM4 APA Beachmaster on Yellow Beach One.
BM5 APA Beachmaster on Yellow Beach Two.
BM6 APA Beachmaster on Blue Beach One.
BM7 APA Beachmaster on Blue Beach Two.

The following additional calls may be used in cases where it is necessary to call a particular officer.

<u>OFFICER</u>	<u>CALL</u>
TransDiv 43 Beachmaster	TD 43
TransDiv 44 Beachmaster	TD 44
Etc., for all TransDiv Beachmasters	

<u>SHIP</u>	<u>SHIP'S VISUAL CALL</u>	<u>INDIVIDUAL B.M.</u>
BAYFIELD (APA-33)	T 33	TB 33
Etc., for all transports		
TransRon 16		BM 16
TransRon 15		BM15

3000 VISUAL

- (a) While enroute use flag-hoist and semaphore in preference to other means of communication wherever practicable.
- (b) Use flashing light only from one-half four after sunrise until one-half hour before sunset; use filters and low power lights were practicable. Do not use visible light for signalling during darkness.
- (c) Sectors and chain of visual signal responsibility are prescribed in Cruising Plans, Annex DOG to ComPhibsPac OPPlan A25-44.
- (d) While at the objective make reports by visual or messenger boat. Do not use radio except for most important operational traffic or when visual or messenger boat will not serve.

4001 - NAN EQUIPMENT will be used as prescribed by the O.T.C. unless otherwise prescribed, it may be used during the period that visible light is prohibited, and the following instructions for its use will govern:

- (a) All-around Nan lights may be used for "Broadcast" messages if found practicable after trial. The regularly prescribed procedure for receipts are required, they will be passed up the chain of visual responsibility as prescribed for flag-

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4001 - (A)

- hoist procedure. Necessary repetitions or verifications will be obtained by directional nan from the ship to whom a receipt would be passed. Ships must be alert for such receipts or questioning by those for whom they are responsible. Attention is directed to the proper use of the procedure sign "L" as opposed to "R" to indicate reception by all stations below the receipting station in the chain of visual responsibility as well as by itself.
- (b) Directional lights normally will be used for Nan Transmission. If point of train light is fitted and proves practicable, both sending and receiving ships should turn on during transmission and normal directive flashing light procedure may be used. If not fitted with point of train light the receiving station will maintain a "Steady Nan Light" trained on the sender and will indicate reception of each group by a "Double-Blink" in lieu of the normal dash.
- (c) Two systems are prescribed to ease the Nan watchstanding load by eliminating the necessity of continuous search for calls:
- (1) A vessel having a dispatch for Nan Transmission may make an appropriate voice radio call-up, followed by the code word "Nancy Hanks". A point of train light should be turned on after making such a call if a directional transmission is to follow. Ship(s) called for directional transmission (unnecessary for broadcasts) will immediately turn on their point of train lights (or "Steady Nan Light") and stand by to receive the transmission.
- (2) To reduce the necessity of use of method (1) above to a minimum, (confining it to priority or emergency transmissions), ships will be prepared to receive on schedule during the period from one-half hour before sunset to one-half hour after sunrise as follows:
- 00-05 ELDORADO OTC
15-20 BAYFIELD CTR
30-35 SHIPS RESPONSIBLE FOR
45-50 BAYFIELD
- (3) If all around Nan light is available, the O.T.C. may commence his 00 minute schedule by a "QTC" traffic list.
- (d) Nan equipment may be used as a beacon wherever it can be usefully employed.

6300 - PLAN FOR REPORTING REEF AND BEACH OBSTACLES

In accordance with paragraph 6300 of Annex (C) of ComPhibsPac OpPlan A25-44.

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- (d) LST(M) assigned to TRANSPORT GROUP BAKER will guard:
Transport Group Baker Command 36.8 MC (V) (7B)
Fleet Common 34.8 MC (V) (4)
- (3) All LSM's of Unit BAKER will guard:
LSM Common 2684 KC (V) (16A)
Transport Group BAKER Command 36.8 MC (V) (7B)
All LSM's must be prepared to use channel 4 (34.8 MC) if
required and must be prepared to secure 2684 KC and guard
any TransDiv ship-shore administrative channel when directed
by TransGroup Commander and when working with TransDiv Commander
- (4) CONTROL VESSELS
(a) Transport Group Baker Control Vessel (PCS) will guard:
Control vessel common 30.8 MC (V) (15)
Transport Group Baker Command 36.8 MC (V) (7B)
*Control and Beachmaster 2884 KC (V) (16B)
(b) TransDiv Control Vessel (PC) will guard:
Control Vessel common 30.8 MC (V) (15)
Appropriate TransDiv Boat Control 35.9
Appropriate TransDiv ship-shore administrative Net 2530
Transport Group Baker Command 36.8 MC (V) (7B)
*Control and Beachmaster 2884 KC (V) (16B)
* Listen as practicable and use this circuit in all cases
of failure of SCR 608/610 equipment.
(c) Marker Vessels (SC) will Guard:
Control vessel common 30.8 MC (V) (15)
Appropriate TransDiv Boat Control 35.9 MC
Appropriate TransDiv ship-shore administrative net 2530
(d) LCP(L-4) will guard:
Control Vessel common 30.8 MC (V) (15)
Appropriate TransDiv Boat Control
Appropriate LVT Control
- (5) BEACHMASTERS
(a) TransGroup Beachmaster Circuits:
Transport Group Baker Command 36.8 MC (V) (7B)
Control Vessel Common 30.8 MC (V) (15)
Control and Beachmaster 2884 KC (V) (16B)
Beachmaster Common 5500 KC (V) (25)
(b) TransDiv Beachmaster Circuits:
Control vessel common 30.8 MC (V) (15)
Appropriate Boat Control (TransDiv)
Control and Beachmaster 2884 KC (V) (16B)
Beachmaster Common 5500 KC (V) (25)
TransGroup Baker Command 36.8 MC (V) (7B)
(c) Transport Beachmaster Circuits:
Appropriate TransDiv Boat Control 35.9 MC (V)
Appropriate TransDiv ship-shore administrative net 2530
Beachmaster Common 5500 KC (V) (25)

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COMMUNICATION PLAN (ADDENDUM 2)

RADIO CALL SIGNS

The following important calls are taken from PAC 71 and Supplement the calls set forth in Paragraph 2501, Annex (C) to ComPhibsPac OpPlan A25-44.

1. SQUADRON, TRANSDIV AND SHIP CALLS.

COMTRANSRON 15	ABALONE 5
TRANSRON 15	ABALONE 5'S GANG
COMTRANSDIV 43	KEENEYE 3
TRANSDIV 43	KEENEYE 3'S GANG
BAYFIELD (APA-33)	BALDERDASH
SIBLEY (APA-206)	HAMMERLOCK
MELLETTTE (APA-156)	WINTERGREEN
HENDRY (APA-118)	LAIRDSDALE
BERRIEN (APA-62)	UPRIGHT
SHOSHONE (AKA- 65)	VAPORUB
ARTEMIS (AKA-21)	TOWHEAD
OZARK (LSV-2)	COLLEGIATE
KISHWAUKEE (AOG-9)	HOMEBREW
COMTRANSDIV 44	KEENEYE 4
TRANSDIV 44	KEENEYE 4'S GANG
HINSDALE (APA-120)	SOFT SOAP
PICKENS (APA-190)	LACKLUSTER
SANBORN (APA-193)	JUBILANT
NAPA (APA-157)	NEWBURG
BLADEN (APA-63)	TRUESTORY
SOUTHAMPTON (AKA-66)	VALKYRIE
STARR (AKA-67)	HAMSTRING
BELLEGGROVE (LSD-2)	UNITED
COMTRANSDIV 45	KEENEYE 5
TRANSDIV 45	KEENEYE 5'S GANG
LOGAN (APA-196)	OCARINA
NEWBERRY (APA-158)	MISTLETOE
MIFFLIN (APA-207)	BENSON
LOWNDES (APA-154)	ONESTEP
BARROW (APA-61)	WESTBROOK
MULIPHEN (AKA-61)	POLARBEAR
LEO (AKA-60)	JERKWATER
ASHLAND (LSD-1)	LOU GERHIG
*COMTRANSDIV 28 (Temp)	DISCOVER 8
*TRANSDIV 28	DISCOVER 8'S GANG

*Temporary TransDiv for cruising.

2. COLLECTIVE CALLS.

ALL SHIPS PRESENT	ACADEMY
ALL SHIPS CURRENT OPERATION	BLUE JACKET
ALL SHIPS UNDER MY TACTICAL COMMAND	COLISEUM
ALL SHIPS MAIN BODY	PROUDFLESH
ALL STATION UNIT COMMANDERS	NATURAL
ALL STATION THIS CIRCUIT	EXBROOK
ALL TGC THIS CIRCUIT	CONGRESS
ALL TUC THIS CIRCUIT	GUNSMITH

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3. TASK ORGANIZATION CALLS.

COMMANDER JOINT EXPEDITIONARY FORCE	
CTF 51 (VICE ADMIRAL TURNER IN ELDORADO).	ANZAC
TF 51	BROADWAY
CTF 53 (REAR ADMIRAL HILL IN AUBURN)	BUCKEYE
TF 53	DANUBE
CTG 53.1 (COMMODORE MCGOVERN IN CECIL)	MONARCH
TG 53.1 TRANSPORT GROUP ABLE	WEASEL
CTG 53.2 (COMMODORE FLANAGAN IN BAYFIELD)	CRUSADER
TG 53.2 TRANSPORT GROUP BAKER	APEX
CTU 53.2.1 (CTD 43)	CRUSADER 1
TU 53.2.1 (TD 43)	APEX 1
CTU 53.2.2. (CTD 44)	CRUSADER 2
TU 53.2.2 (TD 44)	APEX 2
CTU 53.2.3. (CTD 45)	CRUSADER 3
TU 53.2.3. (TD 45)	APEX 3
CTG 53.3 COMMANDER TRACTOR GROUP	JAVELIN
TG 53.3.	BURNSIDE
CTU 53.3.4 COMMANDER TRACTOR GROUP BAKER	JAVELIN 4
TU 53.3.4	BURNSIDE 4
CTU 53.3.5 COMMANDER LST UNIT THREE	JAVELIN 5
TU 53.3.5	BURNSIDE 5
CTU 53.3.6 COMMANDER LST UNIT FOUR	JAVELIN 6
TU 53.3.6.	BURNSIDE 6
CTU 53.3.7 COMMANDER TRACTOR GROUP CHARLIE	JAVELIN 7
TU 53.3.7	BURNSIDE 7
CTU 53.3.8 COMMANDER LST UNIT FIVE	JAVELIN 8
TU 53.3.8	BURNSIDE 8
CTU 53.3.9 COMMANDER LST UNIT SIX	JAVELIN 9
TU 53.3.9	BURNSIDE 9
CTG 53.4 COMMANDER LSM FLOTILLA	DUTCHMAN
TG 53.4	STERLING
CTU 53.4.2 COMMANDER LSM UNIT BAKER	DUTCHMAN 2
TU 53.4.2	STERLING 2
CTG 53.5 COMMANDER CONTROL GROUP	WILDCAT
TG 53.5	MONTANA
CTU 53.5.1 COMMANDER CENTRAL CONTROL UNIT	WILDCAT 1
TU 53.5.1	MONTANA 1
CTU 53.5.5 COMMANDER CONTROL UNIT BAKER	WILDCAT 5
TU 53.5.5	MONTANA 5
CTU 53.5.6 COMMANDER CONTROL YELLOW	WILDCAT 6
TU 53.5.6	MONTANA 6
CTU 53.5.7 COMMANDER CONTROL BLUE	WILDCAT 7
TU 53.5.7	MONTANA 7
CTG 53.6 COMMANDER BEACHPARTY GROUP	BLOODHOUND
TG 53.6	PURITAN
CTU 53.6.2 COMMANDER BEACHPARTY UNIT BAKER	BLOODHOUND 2
TU 53.6.2	PURITAN 2
CTU 53.6.5 COMMANDER YELLOW BEACHPARTY	BLOODHOUND 5
TU 53.6.5	PURITAN 5
CTU 53.6.6 COMMANDER BLUE BEACHPARTY	BLOODHOUND 6

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3. TASK ORGANIZATION CALLS. (cont'd)

TU 53.6.6	PURITAN 6
CTG 53.7 COMMANDER PONTOON BARGE AND CAUSEWAY & LCT GROUP	VALIANT
TG 53.7	DEFENDER
CTU 53.7.2 COMMANDER PONTOON BARGE UNIT BAKER	VALIANT 2
TU 53.7.2	DEFENDER 2
CTU 53.7.4 COMMANDER CAUSEWAY UNIT BAKER	VALIANT 4
TU 53.7.4	DEFENDER 4
CTU 53.7.5 COMMANDER LCT UNIT	VALIANT 5
TU 53.7.5	DEFENDER 5
CTU 53.7.7 COMMANDER LCT UNIT BAKER	VALIANT 7
TU 53.7.7	DEFENDER 7

4. TASK GROUP DESIGNATIONS FOR CRUISING HAVE FOLLOWING CALLS:

CTG 51.11 (VICE ADMIRAL TURNER IN ELDORADO)	MARPILOT
TG 51.11 (TRANSPORT GROUP BAKER)	SYCAMORE
CTG 51.12 (REAR ADMIRAL HILL IN AUBURN)	ALADDIN
TG 51.12 (TRANSPORT GROUP ABLE)	PACIFIC
CTG 51.13	FLORIDA
TG 51.13 (TRACTOR GROUP BAKER)	BAYSTATE
CTG 51.14	MOSLEM
TG 51.14 (TRACTOR GROUP ABLE)	BARBECUE
CTG 51.15	WISEMAN
TG 51.15 (TRACTOR GROUP CHARLIE)	CHAIN GANG
CTG 51.17	CALGARY
TG 51.17 (SUPPORT CARRIER UNIT THREE)	IRELAND

5. MISCELLANEOUS CALLS:

LST 587 (BOWSER BOAT)	DERBY 7
LST 716	OCTOBER 6
LST 642	TARBABY 2
LST 723	JIBSAIL 3
LST 761	SCOOTER 1
LST 812	ONGUARD 2
LST 930 (AMBULANCE BOAT)	SUBLIME 0
LST 931	SUBLIME 1
LSM 126	BLOWHARD 6
LSM 202	BROMIDE 2
LSM 206	BROMIDE 6
LSM 211	SOCCER 1
LSM 216	SOCCER 6
HQ 4TH MAR DIV	HARLEM
ADC 4TH MAR DIV	SHAMPOO
RCT 23	PATRICK
BLT 1/23	COOKIE
BLT 2/23	ALSAB
BLT 3/23	CHICO
WEAPONS CO RCT 23	MURPHY

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COLLECTIVE AND MISCELLANEOUS CALLS

<u>UNIT OR COMMAND</u>	<u>VOICE CALL</u>	<u>CW CALL</u>	(TO BE USED DURING ASSAULT PHASE ONLY)
ALL SHIPS PRESENT	ACADEMY	1 AR	
COMMANDER TASK FORCE 51	ANZAC	1 GV	
COMMANDER TASK FORCE 52	TROJAN	7 MH	
COMMANDER TASK FORCE 53	BUCKEYE	2 AJ	
TASK FORCE 53	DANUBE	2 WO	
SURFACE VESSEL IN CHARGE OF HUNTER-KILLER OPERATIONS	DAYSTAR		
FIGHTER DIRECTOR BASE ASHORE	AGATE		
AIRCRAFT CONTROL TOWERS:			
FIELD 1	MAPLE		
FIELD 2	WALNUT		
FIELD 3	PEARL		
ANY/ALL DD	SEAHAWK (S)		
ANY/ALL DE	GREYHOUND (S)		
ANY/ALL APA	DODGER (S)		
ANY/ALL AKA	MASTIFF (S)		
ANY/ALL AP	ROOSTER (S)		
ANY/ALL AK	CATFISH		
ANY/ALL LST	GYPSY (IES)		
ANY/ALL LSM	WOLVERINE (S)		
ANY/ALL LCI(G)	PIEGEON(S)		
ANY/ALL LCI(L)	OYSTER(S)		
ANY/ALL LCT	MICROBE(S)		
ANY/ALL LCS	LOBSTER(S)		
ANY/ALL PC	ANTELOPE(S)		
ANY/ALL PC(S)	CAMELS(S)		
ANY/ALL YMS	SHEPHERD (S)		
ANY/ALL SC	KAYAK(S)		

EXAMPLES:

"ALL GYPSIES RED BEACH TWO" DESIGNATES "ALL LSTS RED BEACH TWO."

" ANZAC SEAHAWKS" IS THE CALL FOR DESTROYERS UNDER CTF 51.

NOTE: THE ABOVE TYPE CALLS WILL NOT BE USED WITH HULL NUMBERS TO
FORM INDIVIDUAL SHIP CALLS.

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SCENE OF ACTION CALLS EMERGENCY USE ONLY; MAY BE FOR CW TRANSMISSION
OR SPOKEN ON VOICE CIRCUITS.

ANY SHIP (SURFACE)	AGUA
ANY AIRSHIP	BARD
ANY NAVY PLANE	CORA
ANY ALLIED AIRFORCE PLANE	HUNO
SOPA	MUND
PLANE I AM CALLING BY FLASHING	LINK
SHIP WHICH I AM CIRCLING	JEBO
ANY ALLIED AIRFORCE GROUND STATION	CROX
ANY MARINE OR ARMY UNIT IN THE FIELD	TATO
ANY NAVAL RADIO STATION	CRIS
"OTHER CALLS USEFUL AT SCENE OF ACTION:"	
SURFACE VESSEL IN CHARGE OF HUNTER-KILLER OPERATIONS	DAYSTAR
HUNTER-KILLER AIRPLANE	PANAY

ALL XAPS AND XAKS USE NAME OF OWN SHIP AS
VOICE RADIO CALL ON VHF CIRCUITS.

RADAR

1. EMERGENCY SIGNALS AND MANEUVERS.

(A) BE ON THE ALERT AT ALL TIMES FOR EMERGENCY SIGNALS TRANSMITTED
EITHER BY FLAGHOIST OR VOICE RADIO AND BE PREPARED TO EXECUTE THEM
PROMPTLY.

(B) WHEN EXECUTING EMERGENCY TURNS AT ANY TIME (DAY OR NIGHT) AND
WHEN EXECUTING NORMAL SIMULTANEOUS SHIP TURNS AND COURSE CHANGE,
EXCEPT IN ZIGZAGGING, AT NIGHT OR DURING LOW VISIBILITY COLUMN
LEADERS WILL INDICATE THE DIRECTION OF THE TURN OR COURSE CHANGE
AT THE TIME THEY PUT THEIR RUDDERS OVER BY APPROPRIATE WHISTLE
SIGNAL.

(C) ANY VESSEL IN COMPANY SIGHTING A TORPEDO APPROACHING THE TRANS-
PORT GROUP OR A SUBMARINE THAT IS IN A POSITION TO FIRE A TORPEDO
AT A VESSEL OF THAT GROUP AT "HITTING" RANGE SHALL INFORM ALL SHIPS
PRESENT BY APPROPRIATE EMERGENCY SIGNAL. ANY SHIP SIGHTING A TORP-
EDO WILL EXECUTE SUCH INDEPENDENT MANEUVERS AS MAY BE PRACTICABLE
TO AVOID BEING HIT.

2. RADAR GUARD WILL BE MAINTAINED AS INDICATED BELOW:

(A) MOVEMENT PEARL TO SAIPAN:

	<u>TYPE GUARD</u>	<u>ODD DAYS</u>	<u>EVEN DAYS</u>	<u>ARC</u>
1	LONG RANGE AIR	LOGAN	MELLETTTE	360°
	LONG RANGE AIR	SIBLEY	MIFFLIN	360°
	MEDIUM RANGE AIR	NEWBERRY	LOWNDES	360°

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COMMUNICATION PLAN (ADDENDUM 2)

2. RADAR GUARD WILL BE MAINTAINED AS INDICATED BELOW: (cont'd)

(A) MOVEMENT PEARL TO SAIPAN: (cont'd)

<u>TYPE GUARD</u>	<u>ODD DAYS</u>	<u>EVEN DAYS</u>	<u>ARC</u>
MEDIUM RANGE AIR	PICKENS	SHOSHONE	360°
ANTI-SUB-SURFACE SEARCH	HENDRY	BLADEN	030° TO 150° (COUNTER-CLOCKWISE RELATIVE TO BASE COURSE)
ANTI-SUB-SURFACE SEARCH	BARROW	ARTEMIS	030° TO 150° (COUNTER-CLOCKWISE RELATIVE TO BASE COURSE)
ANTI-SUB-SURFACE	NAPA	HINSDALE	330° TO 210° (CLOCKWISE-RELATIVE TO BASE COURSE)
ANTI-SUB-SURFACE	SOUTHAMPTON	SANBORN	330° TO 210° (CLOCKWISE RELATIVE TO BASE COURSE)

(B) MOVEMENT SAIPAN TO OBJECTIVE:

<u>TYPE GUARD</u>	<u>ODD DAYS</u>	<u>EVEN DAYS</u>	<u>ARC</u>
LONG RANGE AIR	LOGAN	MELLETTTE	360°
LONG RANGE AIR	SIBLEY	MIFFLIN	360°
MEDIUM RANGE AIR	NEWBERRY	LOWNDES	360°
MEDIUM RANGE AIR	PICKENS	SHOSHONE	360°
ANTI-SUB-SURFACE SEARCH	HENDRY	BLADEN	030° TO 150° (COUNTER-CLOCKWISE RELATIVE BASE COURSE)
ANTI-SUB-SURFACE	STARR	ARTEMIS	030° TO 150° (COUNTER CLOCKWISE TO BASE COURSE)
ANTI-SUB-SURFACE	NAPA	HINSDALE	330° TO 210° (CLOCKWISE RELATIVE TO BASE COURSE)
ANTI-SUB-SURFACE SEARCH	SOUTHAMPTON ASHLAND	SANBORN	330° TO 210° (CLOCKWISE RELATIVE TO BASE COURSE)

(C) OFF DUTY SHIPS WILL BE RELIEF GUARD FOR TYPE GUARD TO WHICH ASSIGNED AND WILL ASSUME GUARD WITHOUT ORDERS AND NOTIFY OTC AND COMTRANS GROUP BAKER, UPON RECEIPT OF NOTICE FROM REGULARLY ASSIGNED GUARD THAT LATTER IS UNABLE TO CONTINUE GUARD.

(D) RADAR GUARD WILL CHANGE AT LOCAL NOON WITHOUT FURTHER ORDERS: SHIPS HAVING GUARD ON ODD DAYS WILL ASSUME GUARD AT LOCAL NOON ON ODD DAYS; THOSE ASSIGNED TO EVEN DAYS WILL ASSUME GUARD AT LOCAL NOON ON EVEN DAYS.

(E) ALL SHIPS USE SURFACE RADARS FOR NAVIGATION AND STATION KEEPING AS REQUIRED.

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COMMUNICATION PLAN (ADDENDUM 2)

2. RADAR GUARD WILL BE MAINTAINED AS INDICATED BELOW: (cont'd)
- (F) LONG RANGE AIR SEARCH - PRIMARY MISSION IS THE DETECTION, IDENTIFICATION BY IFF AND TRACKING OF ALL AIR CONTACTS, FRIENDLY OR ENEMY BEYOND 30 MILES DISTANCE AND FOR DISSEMINATION OF INFORMATION CONCERNING THESE CONTACTS TO OTC.
- (G) MEDIUM RANGE AIR SEARCH - PRIMARY MISSION IS TO MAINTAIN CONTINUOUS TRACK OF ALL AIRCRAFT UP TO 30 MILES DISTANCE, IDENTIFY SUCH CONTACTS AND DISSEMINATE SUCH INFORMATION TO OTC.
- (H) ANTI-SUBMARINE SEARCH - PRIMARY MISSION SHALL BE TO DETECT, IDENTIFY AND TRACK ALL SURFACE CONTACTS AND REPORT SUCH INFORMATION TO OTC.
- (I) IDENTIFICATION: ATTENTION OF ALL VESSELS TRANSGROUP BAKER DIRECTED TO PARAGRAPHS 6500 AND 6552 USF LOA. THE RADAR GUARD SHIPS SHALL BE IDENTIFICATION SHIPS FOR GUARDS TO WHICH ASSIGNED.
- (J) ALL RADAR GUARD SHIPS SHALL KEEP THEIR TRANSPONDER (BK) EQUIPMENT ENERGIZED AT ALL TIMES. THEY WILL CHALLENGE ALL UNIDENTIFIED TARGETS PICKED UP WITHIN THEIR RESPECTIVE SECTORS OF RESPONSIBILITY WITH THEIR INTERROGATOR*RESPONSOR EQUIPMENT (BL-BN). THIS EQUIPMENT WILL ONLY BE TURNED ON LONG ENOUGH TO DETERMINE THE FRIENDLY OR "UNFRIENDLY" CHARACTER OF THE CONTACT. REPORT ALL CONTACTS TO THE OTC PROMPTLY; REPEATED FRIENDLY CONTACTS OF SAME PLANES WILL NOT BE REPORTED.

T-O-P S-E-C-R-E-T

U. S. S. LOWNDES (APA-154)
ATTACK ORDER NO. 3-45

ANNEX ITEM
BOAT AVAILABILITY TABLE
LANDING ATTACK ORDER FOR IWO JIMA

TRANSPORT	LCVP	LCM	LCP(L)	LCP(R)
U.S.S. LOWNDES	22	2	1	1
- From - U.S.S. LEO	12	2		
- From - U.S.S. BARROW	10			
- From - U.S.S. MULIPHEN		1		

TOTAL NUMBER OF BOATS AVAILABLE

U.S.S. LOWNDES	44	5	1	1
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T-O-P S-E-C-R-E-T

U. S. S. LOWMEDES (APA 154)
ATTACK ORDER NO. 3-45

ANNEX JIG
CARGO UNLOADING INSTRUCTIONS

1. The unloading of Initial High Priority Cargo and Assault Equipment will begin at the same time as the debarkation of troops. Because of the limited time allowed for this phase of the unloading all possible preparations must be made prior to the arrival of this ship in the Transport Area.

2. Two (2) LCVP's, loaded with Initial High Priority Cargo as shown below, will be dispatched from the ship to arrive off the port bow of the LOGAN at H-10, where they will rendezvous with boats loaded with Initial High Priority Cargo from other ships. They will then proceed to Yellow Control Vessel under the command of a MIFFLIN officer. These boats will be preloaded on D - 1.

Boat Paddle #5
(Inboard boat in #1
Wellin Davit)

Battalion flame throwers and medical supplies.
10 Grenades, hand, frag, Mk II, @25
5 Cart. Ball, Cal. .30, 8 rd clips @1344
20 Cart., Cal. .30 Ap & T, belted @1000
1 Rocket AT 2.36" @20
3 Grenade, hand, smoke, WP @25
2 Explosive C2 @36
3 Grenade, hand, illum @25
2 Cart, Carbine, Cal. .30, M1 @3000
10 Shell HE M56, 81 MM @3
1 Explosive Shp Chg.

This boat shall carry a boat paddle "5"..

Boat Paddle #6
(Inboard boat in #3
Wellin Davit)

Same as load for Boat Paddle #5.

This boat shall carry a boat paddle "6".

Third boat (1 LCVP) will be loaded with Initial High Priority Cargo as shown below as soon as a boat is available. It will then proceed directly to YELLOW CONTROL Vessel.

Boat Paddle #13
(1 LCVP)

2000 Caps, blasting, special, non-electric
1 Cord, detonating, 100 ft. Spool @50
3000 Fuse, blasting, time, ft.
500 lighter fuse
50 Shell, HE M48, SC W/F PD M48, 75 MM
@3 rds
20 Shell, HE M48, NC W/F T-SQ M54, 75 MM
@3 rds

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ANNEX JIG
CARGO UNLOADING INSTRUCTIONS

The cargo listed above for Boat Paddle #13 shall be assembled on deck, placed in cargo nets ready to be lowered into the boats on D - 1.

This boat shall carry a boat paddle "13".

3. The below listed Assault Equipment will be unloaded and dispatched from the ship with waves of troops as shown:

<u>Type Boat</u>	<u>Boat Team</u>	<u>Hatch No.</u>	<u>Priority No.</u>	
LCM	5-3	2-3rd Dk.	1	37 MM At Gun
		2-3rd Dk.	2	1 Ton Truck
LCM	5-1	5-2nd Dk.	3	37 MM At Gun
		5-2nd Dk.	4	1 Ton Truck
LCM	5-2	5-2nd Dk.	5	37 MM At Gun
		5-2nd Dk.	6	1 Ton Truck
LCM	5-3	2-3rd Dk.	7	37 MM At Gun
		2-3rd Dk.	8	1 Ton Truck
LCVP	Free Boat #2	1-1st Pl.	9	1/4 Ton Comm Jeep - JASCO
LCVP	6-5	1-1st Pl.	10	1/4 Ton Comm Jeep - JASCO
LCVP	Free Boat #1	2-Dk.	11	1/4 Ton Comm Jeep - 3-Hq-23
LCVP	6-3	1-1st Pl.	12	1/4 Ton Wire Jeep - 3-Hq-23
		1-1st Pl.	13	1/4 Ton Trailer - 3-Hq-23

4. A complete unloading plan for all cargo on this ship shall be prepared by the Transport Quartermaster. This unloading plan shall be broken down into sling loads. Cargo tickets shall be prepared in accordance with Chapter XIX, Section 12, Transport Doctrine, Amphibious Forces, U. S. Pacific Fleet. Coxswains of boats shall be thoroughly familiar with the proper use and distribution of these cargo tickets, which is as follows:

- (a) One (1) copy to YELLOW CONTROL Vessel.
- (b) The original and another copy must be delivered to the beach.

5. After the unloading of the Initial High Priority Cargo (Par. 2) and the Assault Equipment (Par. 3) be prepared to continue unloading High Priority Cargo as boats become available, either in ship's boats, LSM's or LCT's. Paragraphs (b) and (c) of Annex (C) to the 23rd RCT Administrative Order No. 15-44 lists High Priority

U. S. S. LOWNDES (APA 154)
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ANNEX JIG
CARGO UNLOADING INSTRUCTIONS

Cargo. This High Priority Cargo shall be shown as such on the Unloading Plan. Approximately ten (10) LCVP loads shall be unloaded in ship's boats and dispatched to YELLOW CONTROL, with the remainder of this cargo being unloaded in LSM's or LCT's.

(a) Calls for vehicles and trailers, that are used to support the assault, may be expected any time after HOW plus four hours. Calls for such vehicles and trailers take priority over High Priority Cargo but NOT over Initial High Priority Cargo.

(b) It is contemplated that some vehicles will be loaded on the LSM's and LCT's. These vehicles, so far as is practicable, should be placed in the bow of the LSM or LCT, with general cargo in the after part of the LSM or LCT.

6. To expedite getting Pontoon Barges, LCT's and LSM's alongside, the following procedure shall be used:

Upon sighting the assigned Pontoon Barge, LCT or LSM approaching the Transport Area, hoist "AFFIRM" tackline Numeral at the appropriate yardarm to indicate side and hold to which Pontoon Barge, LCT or LSM should come.

EXAMPLE: Hoist "AFFIRM" tackline NUMERAL THREE at starboard yardarm to indicate, "Come alongside on my starboard side at Number 3 hold".

Numbers three feet high and painted black on a white background of plywood or canvas will be displayed at each hold on the starboard side.

7. The following Cargo Unloading Reports shall be submitted to ComTransDiv 45:

1. Complete cargo unloading report every odd hour after unloading starts (See NOTE).
2. Local time when last required Initial High Priority Cargo boat has left for the beach.
3. Local time when loading of LSM and/or LCT completed and amount of cargo delivered, in tons.
4. Local time when first and last of High Priority Cargo LCVP's (8 to 10) have left for beach.

NOTE: Use following special signals for Cargo Reports:

- A - Numerals per cent Total Cargo Unloaded.
- B - Numerals per cent Rations Unloaded.
- C - Numerals per cent Ammunition Unloaded.
- D - Numerals per cent Troops Unloaded.

T-O-P S-E-C-R-E-T

U. S. S. LOWNDES (APA 154)
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ANNEX JIG
CARGO UNLOADING INSTRUCTIONS

8. Prior to the departure of this ship from Saipan all vehicle batteries will be brought to the ship's battery charging station and charged. They will then be returned to the proper vehicle, connected and tested. Drivers will check for the proper inflation of all tires on their vehicles.

9. The 24th Replacement Draft, under the command of Lt. H. E. Waller, Jr., U.S.M.C.R., will form the ship's platoon for unloading. This detail will be divided into two sections per cargo hatch, with an NCO in charge of each section.

U. S. S. LOWNDES (APA 154)
ATTACK ORDER NO. 3-45

ANNEX KING
LANDING BOAT ASSIGNMENT TABLE

Team No.	Debark Sta.	Type Boat	Boat Space		Personnel and Equip.	Time
			No. of Men	Equipment		
1-1	5	LCVP	38		38	H-90
1-2	4	"	37		37	H-90
1-3	3	"	35	2	37	H-90
1-4	6	"	37		37	H-90
1-5	5	"	33	2	35	H-85
1-6	4	"	36		36	H-85
1-7	3	"	37		37	H-85
1-8	6	"	35		35	H-85
2-1	5	"	36		36	H-80
2-2	4	"	30	2	32	H-80
2-3	3	"	30	2	32	H-80
2-4	6	"	36		36	H-80
2-5	7	"	18	9	27	H-75
2-6	8	"	34	2	36	H-75
2-7	7	"	20	2	22	H-70
3-1	1	"	34		34	H-70
3-2	2	"	32	2	34	H-85
3-3	1	"	33		33	H-65
3-4	2	"	27	2	29	H-80
3-5	1	"	32		32	H-60
3-6	2	"	32		32	H-75
3-7	1	"	34	2	36	H-55
3-8	2	"	35	2	37	H-70
4-1	7	"	23	2	25	H-65
4-2	8	"	23	2	25	H-70
4-3	7	"	26		26	H-60
4-4	10	"	28		28	H-70
4-5	9	"	34		34	H-70
4-6	8	"	37		37	H-60
4-7	7	"	37		37	H-55
5-1	9	LCM	7	24	31	H-65
5-2	10	"	6	24	30	H-60
5-3	3	"	7	24	31	H-70
5-4	3	"	8	24	32	H-60
6-1	10	LCVP	25		25	H-50
6-2	6	"	36		36	H-75
6-3	5	"	16	19	35	H-60
6-4	8	"	28		28	H-55
6-5	1	"	24	9	33	H-50
Y-1	7	"	21		21	H-90
Y-2	8	"	21		21	H-90
O-1	7	"	25	11	36	On Call
O-2	2	"	29	9	38	On Call
	3	"	Hot Cargo			H-90
	4	"	Hot Cargo			H-90
	7	"	Smoke Boat			H-85
	8	"	Smoke Boat			H-85
	2	"	Colonel's Boat			On Call

T-O-P S-E-C-R-E-T

U. S. S. LOWMEDES (APA 154)
ATTACK ORDER NO. 3-45

ANNEX KING (I)
LANDING BOAT ASSIGNMENT TABLE
(Heavy Weather)

Team No.	Debark. Sta.	Type Boat	Boat Space		Personnel and Equip.	Time
			No. of Men	Equipment		
1-1	3	LCVP	38		38	H-85
1-2	5	"	37		37	H-90
1-3	1	"	35	2	37	H-90
1-4	7	"	37		37	H-90
1-5	3	"	33	2	35	H-80
1-6	9	"	36		36	H-70
1-7	1	"	37		37	H-85
1-8	7	"	35		35	H-85
2-1	5	"	36		36	H-85
2-2	9	"	30	2	32	H-65
2-3	3	"	30	2	32	H-75
2-4	5	"	36		36	H-80
2-5	1	"	18	9	27	H-80
2-6	7	"	34	2	36	H-80
2-7	3	"	20	2	22	H-70
3-1	1	"	34		34	H-75
3-2	3	"	32	2	34	H-65
3-3	5	"	33		33	H-75
3-4	5	"	27	2	29	H-70
3-5	1	"	32		32	H-70
3-6	3	"	32		32	H-60
3-7	1	"	34	2	36	H-65
3-8	1	"	35	2	37	H-60
4-1	9	"	23	2	25	H-60
4-2	7	"	23	2	25	H-75
4-3	9	"	26		26	H-55
4-4	9	"	28		28	H-50
4-5	7	"	34		34	H-70
4-6	9	"	37		37	H-45
4-7	7	"	37		37	H-65
5-1	9	LCM	7	24	31	H-35
5-2	9	"	6	24	30	H-35
5-3	3	"	7	24	31	H-55
5-4	3	"	8	24	32	H-30
6-1	5	LCVP	25		25	H-65
6-2	5	"	36		36	H-60
6-3	5	"	16	19	35	H-55
6-4	3	"	28		28	H-25
6-5	1	"	24	9	33	H-55
Y-1	7	"	21		21	H-90
Y-2	7	"	21		21	H-90
O-1	3	"	25	11	36	On Call
O-2	1	"	29	9	38	On Call

T-O-P S-E-C-R-E-T

U. S. S. LOWNDES (APA 154)
ATTACK ORDER NO. 3-45

ANNEX KING (I)
LANDING BOAT ASSIGNMENT TABLE
(Heavy Weather)

Team No.	Debark. Sta.	Type Boat	Boat Space		Personnel and Equip.	Time
			No. of Men	Equipment		
	3	LCVP		Hot Cargo		H-90
	4	"		Hot Cargo		H-90
	7	"		Smoke Boat		H-85
	8	"		Smoke Boat		H-85
	1	"		Colonel's Boat		On Call

T-O-P S-E-C-R-E-T

U.S.S. LOWMEDES (APA-154)
ATTACK ORDER NO. 3-45.

ANNEX LOVE
APPROACH SCHEDULE (PREFERRED)
LANDING ATTACK ORDER FOR IWO JIMA

H-Hour: 0900 (Estimated)

BEACHES: Yellow I & Yellow II

Wave	Leave Ship	Arrive Rendz Area ABLE	Arrive Rendz Area CHARLIE OR DOG. *	Leave Rendz Area CHARLIE or DOG	Arrive Line of Depart-ure	Leave Line of Depart-ure.	Arrive at Beach
1	H-30	H-hour	H - 25	As Ordered	As Ordered	As Ordered	As Ordered - 20
2	H-25	H - 5	H - 30	"	"	"	"
3	H-20	H - 10	H - 35	"	"	"	"
4	H-15	H - 15	H - 40	"	"	"	"
5	H-10	H - 20	H - 45	"	"	"	"
6	H -5	H - 25	H - 50	"	"	"	"

Beaches YELLOW 1 and YELLOW 2 - IWO JIMA

Course from Transport Area to Yellow Control (PC578) - 316° Magnetic

Course from Line of Departure to Beach YELLOW 1 Or 2 - 326° Magnetic

* As ordered by Yellow Control (PC578).

T-O-P S-E-C-R-E-T

U. S. S. LOWNDES (APA 154)
ATTACK ORDER NO. 3-45

ANNEX MIKE
SPECIAL BOATS DISPATCHED

<u>Type Boat</u>	<u>Use</u>	<u>Instructions</u>
1 LCVP	Free Boat for Major Scales	With waves.
1 LCVP	Free Boat for Major Maloney.	With Waves.
2 LCVP	Engr. Personnel	Dispatched H-30, arrive Yellow Control H + 10.
1 LCVP	Free Boat for Lt. Col Dillon.	To Yellow Control upon arrival.
2 LCVP	Initial High Priority Cargo.	To port bow of LOGAN. Re- port to boat flying QUEEN by H + 10.
1 LCVP	Initial High Priority Cargo.	Sent to Floating Dump astern of Yellow Control when boat available.
2 LCM	Co. "C", 4th Mt. Bn.	Ens. ADAMS flying HOW flag guide to rendezvous area ABLE on order of RCT Comdr. and report arrival to Yellow Control and await orders.
1 LCVP	Smoke Boat	Ens. PAPPAS report to TERROR fully equipped on call.

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ANNEX NAN
BOAT CREW NOTES

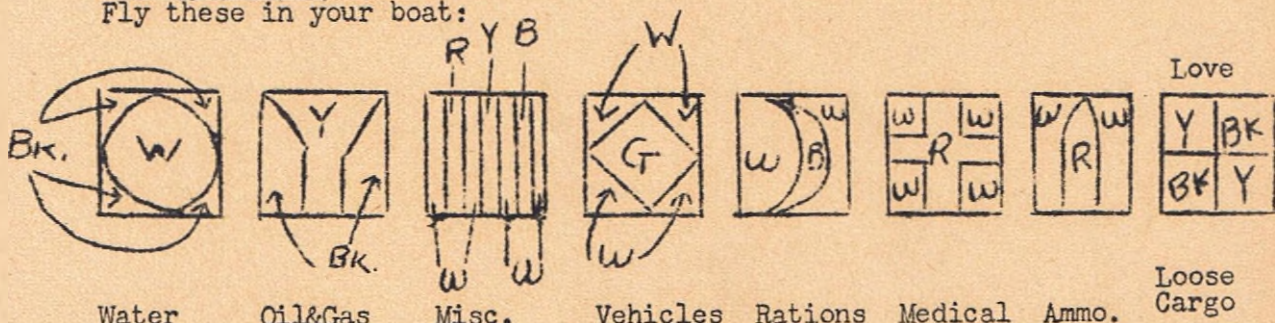
Air Raid Signals

Visual	Radio	Meaning
Zebra Flag	"Flash Red"	Air Raid.
Pennant 2	"Flash Blue"	Air Attack Probable.
Pennant 1	"Flash White"	All Clear.
Green Flag	"Control Green"	Do not fire on planes.
Yellow Flag	"Control Yellow"	Fire on any planes.

Ten second blasts with five second intervals for two minutes—AirRaid
A single one minute blast.....All Clear.

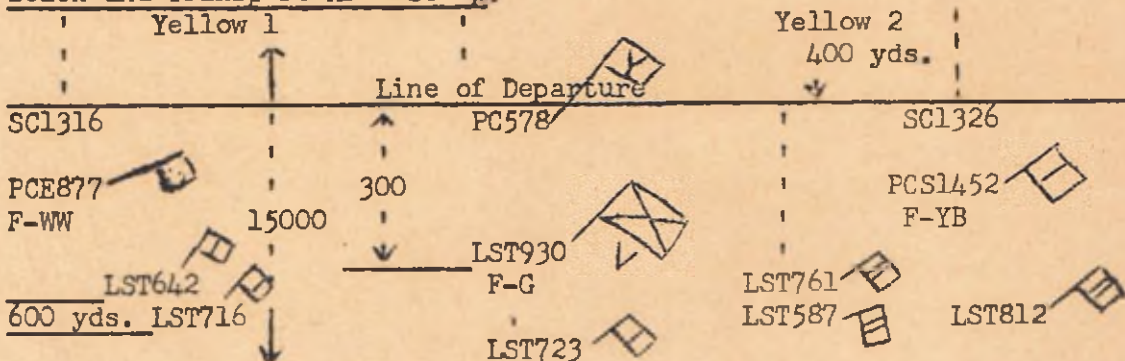
Cargo Unloading Plan

Fly these in your boat:



Beach unloading markers are the same as cargo flags except LOVE is a dump marker.

Beach and Transport Area Setup.



- Logan(APA196)
- N S-GW
- Newberry(APA158)
- O S-GWR
- Mifflin(APA207)
- P S-GWG
- Leo(AKA60)
- R S-GGR
- Hendry(APA118)
- S F-GW
- Bladen(APA63)
- T F-GWR
- Berrien(APA62)
- U F-GWG
- Barrow(APA61)
- V F-GWW
- Starr(AKA67)
- X F-GGW
- Artemis(AKA21)
- W F-CG

- Bayfield(APA33)
- C S-GGG
- Pickens(APA190)
- J S-GRG
- Lowndes(APA154)
- Q S-GW
- BelleGrove(LSD 2)
- Pennant 5
- S-GGW
- Ozark(LSV2)
- P3 F-G
- Sibley(APA206)
- D F-GRR
- Mellette (APA156)
- E F-GRG
- Shoshone(AKA65)
- F F-GRW
- MULIPHEN(AKA61)
- G F-GR

- Hinsdale(APA120)
- H S-GR
- Napa(APA157)
- I S-GRR
- Sanborn(APA193)
- K S-GRW
- Southampton(AKA66)
- L S-GG
- Ashland(LSD 1)
- Pl S-G

1. Course to beach, 326.5 Mag.; course to transports, 146.5 mag. (Correct these figures for your own compass by subtracting east, add west.)
2. If LOWNDES leaves, report to LCI(G)441. Food water, bunks on LST676&678.
3. Red light: odd, horizontal; even, vertical.
4. If you must go ashore, DESTROY THIS!

U. S. S. LOWNDES (APA 154)
ATTACK ORDER NO. 3-45

ANNEX OBOE
BEACH PARTY PLAN

1. This plan is prepared to be applicable in the preferred and alternate plans of attack.
2. The Beach Party will not land but will be prepared to do so when ordered. When landed they will relieve the MIFFLIN Beach Party on Yellow Beach TWO under the preferred plan and on White Beach ONE under the alternate plan. Full beach party equipment will be landed including a portable public address system. The medical section will be guided by the Medical Plan, Annex QUEEN, this order.
3. Upon landing members and equipment will be stationed in accordance with doctrine and provide especially for:
 - (a) Complete communications facilities.
 - (b) Adequate security measures.
 - (c) Control of boat traffic in the vicinity of the beach.
 - (d) Landing and retracting of boats.
 - (e) Proper and speedy unloading of boats.
 - (f) Casualty evacuation area.
 - (g) Evacuation of casualties to evacuation control LST (H) 930 opposite beach.
 - (h) Return of cargo nets and life belts to ship.
 - (i) Assistance in executing smoke plan.
 - (j) Salvaging of broached boats.
4. Communications system shall consist of one TBX radio guarding the administrative net (2530 KC); SCR 610, radio guarding the boat control net (35.9 MC); and SCR 536 for lateral beach communications guarding on frequency 5500 KC; eight inch multipurpose signal light and semaphore flags for visual messages.

Radios will be set up at a site at or near the Command Post affording the maximum of protection from attack but not so as to impair their effectiveness or be difficult to reach by authorized persons.

Signal light shall be so placed, if practicable, to be capable of sending messages laterally to adjoining beaches and to boats close off shore.
5. Casualties when prepared by the medical section will be moved out to beach evacuation area when ordered by the Beachmaster for removal to casualty distribution ship (LST(H) 930) by ambulance boats provided. Such evacuation area shall be marked with the VICTOR flag displayed. Casualties occurring among naval personnel shall be reported as provided in paragraph 8 hereof and whether immediate replacements are needed.
6. Smoke if ordered will be produced by the Shore Party Commander with the Beach Party assisting if needed.

T-O-P S-E-C-R-E-T

U. S. S. LOWMEDES (APA 154)
ATTACK ORDER 3-45

ANNEX OBOE
BEACH PARTY PLAN

7. Hydrographic data shall be gathered and observations made which shall be recorded on forms provided and forwarded in accordance with paragraph 8 hereof.

8. Reports shall be prepared and forwarded daily as indicated:

<u>Report</u>	<u>Time</u>	<u>To</u>
Hydrographic Report	0600, 1000, 1400, 1800	Division Beach master
Naval Personnel Casualties Report	1700	Division Commander
All Casualties on the Beach	0730, 1500	Division Beachmaster

T-O-P S-E-C-R-E-T

U. S. S. LOWNDES (APA 154)
ATTACK ORDER NO. 3-45.

ANNEX PETER
SMOKE PLAN

1. This ship will be in the following condition of readiness to make smoke from sunset to sunrise on order.

- (a) Gun crews on 40MM #1 will have smoke floats which they will drop off the forecastle on the windward side when so ordered by the Officer-of-the-Deck.
- (b) Gun crews of 40MM's aft have been instructed in running the smoke generator and will start the one on the windward side when so ordered by the Officer-of-the-Deck.
- (c) Two smoke boats will be maintained on station 500 yards off parent ship 300 yards apart on a line normal to the direction of the wind. Each boat will have an officer in charge and they will be equipped with a gas mask for each officer and man, one (1) smoke generator, 1 drum of fog oil, 20 Mark 4 smoke floats, and SCR 610 Radio set.
- (d) Each smoke boat will maintain a continuous watch on 33.2 MC (channel B-2) Radio calls for these boats will be the ships voice call followed by the ships number of the boat; voice call for TERROR is "Moderate".

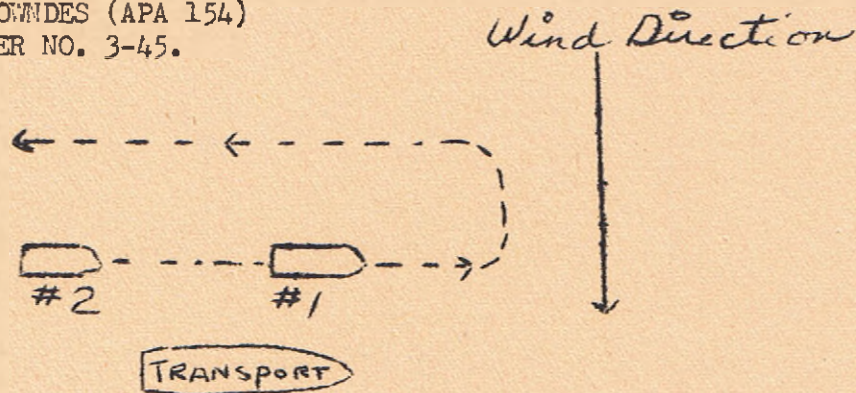
2. PROCEDURE. Upon receipt of the order from the SOPA to "Make Smoke" each ship will:

- (a) Start one smoke generator.
- (b) Drop two smoke floats over windward side of bow.
- (c) Order smoke boats to "Make Smoke" over voice radio.

When two smoke boats are stationed to windward of a ship each boat will turn on smoke generator or start smoke pots, drop one float and proceed on a course to the right looking from the ship, normal to the wind at a speed of about seven knots, dropping a float every 100 yards (every 25 seconds). The leading boat will reverse course after dropping four floats, the rear boat upon reaching the first float dropped by the leading boat. Each boat will drop another float midway between floats previously dropped by that boat until initial starting point is reached, then reverse course and plug gaps in screen as necessary. See sketch on next page.

T-O-P S-E-C-R-E-T

U. S. S. LOWMEDES (APA 154)
ATTACK ORDER NO. 3-45.



When only one boat is stationed to windward of the parent ship, that boat will cruise back and forth to windward of the ship operating smoke generators or pots and dropping floats until the ship is completely screened by smoke.

3. Stop making smoke when ordered to do so by SOPA. Orders to make smoke and to stop making smoke will be given over normal communication channels. Ships will repeat these orders to own smoke boats.

4. This ship may be called upon on or around DOG Day to furnish from one (1) to three (3) smoke screen generators for use of the beach party.

5. (a) This ship will furnish, on call, one fully equipped smoke boat to report to Commander Mine Group in TERROR. Call will probably be prior darkness DOG Day.
- (b) Each smoke boat will carry an officer and enlisted personnel, and equipment as required in paragraph I (c). This boat may be one of our regular smoke boats.
- (c) Course to TERROR from Transport Area BAKER will be 341° magnetic.